



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-Fortuna-2

Auto populated

Total ATP Funds Requested:

\$ 893

(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:

Fortuna

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

160 DINSMORE DR

FORTUNA

CA

95540

IMPLEMENTING AGENCY'S CONTACT PERSON:

Merritt Perry

CONTACT PERSON'S TITLE:

PUBLIC WORKS DIRECTOR

CONTACT PERSON'S PHONE NUMBER:

(707) 725-1471

CONTACT PERSON'S EMAIL ADDRESS :

mperry@ci.fortuna.ca.us



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:

SOUTH FORTUNA ELEMENTARY SCHOOL

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

2089 NEWBURG RD.	FORTUNA	CA	95540
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

JEFF NORTHERN

CONTACT PERSON'S TITLE:

PRINCIPAL

CONTACT PERSON'S PHONE NUMBER:

707-725-2519

CONTACT PERSON'S EMAIL ADDRESS :

jnorthern@humboldt.k12.ca.us

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? Yes No

Implementing Agency's Federal Caltrans MS number 01-5145R

Implementing Agency's State Caltrans MS number 000145

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

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

City of Fortuna - South Fortuna Elementary School SRTS Project

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Add bike lanes, sidewalks, curb bump-outs, curb ramps with detectable warnings, and crosswalks. Reconfigure the school's arrival/dismissal zone, driveways and add left turn lane on Newberg Road.

PROJECT LOCATION: (Max of 250 Characters)

South Fortuna Elementary School located at 2089 Newburg Road, Lawndale Drive between Newburg Road and 2nd Avenue, Summer between 1st Street and Newberg, and the intersections of Lawndale Drive & 2nd Avenue and Orchard Lane and Newberg Road.



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. 40.589000 /long. -124.145197

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>90</u>	Bicyclists	<u>4</u>
One Year Projection:	Pedestrians	<u>239</u>	Bicyclists	<u>37</u>
Five Year Projection:	Pedestrians	<u>258</u>	Bicyclists	<u>40</u>

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

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other Arrival/dismissal area 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 40.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 60.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 1

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

School name: SOUTH FORTUNA ELEMENTARY
 School address: 2089 NEWBURG ROAD FORTUNA, CA 95540
 District name: FORTUNA ELEMENTARY SCHOOL DISTRICT
 District address: 500 9TH STREET FORTUNA, CA 95540
 Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school 0.2 mile

Total student enrollment: _____ 360
 % of students that currently walk or bike to school% _____ 26.0 %
 Approx. # of students living along route proposed for improvement: _____ 302
 Percentage of students eligible for free or reduced meal programs ** _____ 81.8 %

**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
CTC - PA&ED Allocation:	_____		7/15/16
* CEQA Environmental Clearance:	_____		3/10/17
* NEPA Environmental Clearance:	_____		3/10/17
CTC - PS&E Allocation:	_____		7/21/17
CTC - Right of Way Allocation:	_____		7/21/17
* Right of Way Clearance & Permits:	_____		5/25/18
Final/Stamped PS&E package:	_____		9/28/18
* CTC - Construction Allocation:			1/25/19
* Construction Complete:			2/28/20
* Submittal of “Final Report”			6/26/20



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:	\$15	
ATP funds for PS&E:	\$85	
ATP funds for Right of Way:	\$50	
ATP funds for Construction:	\$712	
ATP funds for Non-Infrastructure:	\$31	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$893	

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: \$893

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 Fortuna 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. See Attachment K for Exhibit 22-f.

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 01-Fortuna-2

Implementing Agency's Name: City of Fortuna

Important:

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

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

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

1. Demonstrated fiscal needs of the applicant:

The City of Fortuna has **no funding available for this project**. Fortuna struggles to fund road and existing infrastructure maintenance and does not generate sufficient revenue to take on larger capital improvement projects such as this. Construction of this project is dependent upon Active Transportation Program Funding. Fortuna is small and rural, with a population of 11,926 (Attachment I, Reference 1), and is not a popular tourist town, thus tax revenues are limited. Fortuna is also classified as a disadvantaged community. Median household income in Fortuna is \$41,026 (Attachment I, Reference 2), which is 67.2% of the median household income (\$61,094) in the State of California. 81.8% of students who attend South Fortuna Elementary School are eligible for free or reduced meals according to the 2014-2015 California Ed-Data website (Attachment I, Reference 3).

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.

The South Fortuna Elementary School Safe Routes to School project is consistent with the 2014 Humboldt County Association of Governments (HCAOG) Regional Transportation Plan (*VROOM: Variety in Rural Options of Mobility*) and several other regional plans. VROOM Policy CS-12 pledges support for and collaboration with SRTS programs (VROOM page 34), (Attachment I, Reference 4). In addition, Section 5.2.3.3 of the Humboldt County Regional Pedestrian Plan (HCAOG



2008) (Attachment I, Reference 5) recommends the installation of sidewalks within a one mile radius of schools to help students who walk to and from school.

This **project is also consistent with the Bicycle and Pedestrian System Element of Humboldt County Association of Governments (HCAOG) 2008** (amended January 17th 2013) Regional Transportation Plan (RTP) (Attachment I, Reference 6). By increasing the network of bicycle and pedestrian facilities in Fortuna this project is consistent with this Element's main stated Goal: "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 is designed to benefit students attending South Fortuna Elementary School (SFES) and Fortuna Middle School students who walk and bike to the bus stop at SFES to catch the bus to the middle school. The proposed improvements will benefit the entire community by improving pedestrian and bicyclist safety and encouraging active modes of transportation by means of connecting Lawndale Drive to Newburg Road which connects to the main road of South Fortuna Boulevard. Lawndale Drive serves as a major route of pedestrian and cyclist transportation to SFES but currently no pedestrian and bicycle facilities exist. Students who walk and bike and parents who accompany their children, often times pushing a stroller, currently have to travel in the vehicle lane around parked cars. There is no safe way to travel to SFES as a pedestrian and bicyclist. The drop-off/pick-up area is also very unsafe for children and many parents dropping off the children ignore or misunderstand the traffic signs and markings to effectively drop off their children.

Three hundred and sixty (360) students attend SFES and of those students 24% walk and 1% bike to and from school on a daily basis according to a 2014 SRTS Parent Survey Report (Attachment I, Reference 7). Forty (40) Fortuna Middle School students walk to SFES on a daily basis to the bus before school and walk home after being dropped off after school according to the school's principle. Of the parents surveyed, 63% reported they do not allow the child to walk/bike to school because of the amount of traffic along the route, 55% reported they do not allow the child to walk/bike to school because of the safety of intersections and crossings. Other factors that come into play as to why 75% of parents at SFES do not allow their children to walk/bike to



school include distance, speed of traffic along route, and sidewalks or pathways.

Nearly 52% of students attending SFES live within 0.5 miles of the school, 69% live within 1 mile, and 83% live within 2 miles, yet only 24% of students use non-motorized means of transportation to get to school.

According to the SRTS Parents Survey Report (Attachment I, Reference 7), 52% of children who live within 0.25 miles, 29% who live 0.25 to 0.5 miles from the school, 24% who live 0.5 to 1 mile from the school, and 29% who live 1 to 2 miles from the school have asked permission to walk or bike to/from school. As described above, the biggest arguments as to why children are not allowed to walk and bike to school is not because the students don't have the desire, it's because the parents do not feel comfortable because of traffic and safety concerns.

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 (Attachment I, Reference 8), 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 component is designed to encourage K-4 students to use active modes of transportation, and educate them about safety. Pedestrian safety education will be provided to SFES 2nd graders where they will receive in-class instruction on how to be safe as pedestrians. Students will also have the opportunity to practice their pedestrian skills during walking field trips which will in turn prepare them for Walk and Roll Events. Similar programs in Humboldt County have shown an increase in students walking to school after children have received pedestrian safety instruction. Providing education helps parents feel more comfortable allowing their



children to walk and therefore it is anticipated more students will participate in Walk to School Day events as well as walking to school on regular days. Furthermore, once the arrival and dismissal area at SFES has been re-designed and made safer, arrival and dismissal maps and procedures will be developed. This will provide clear instructions for all modes of transportation as they arrive at SFES, including pedestrians, bicyclists, bus riders, and those arriving by private vehicle. The arrival and dismissal area at South Fortuna has been lacking clear direction for many years creating an extremely unsafe walking and bicycling environment. Parents attending Site Council and PTA meetings have commented that arrival and dismissal procedures, along with a map, would help them feel more comfortable allowing their children to walk and bike to school. Developing arrival and dismissal maps and procedures at other Humboldt County Schools has shown an increase in non-motorized use and is anticipated to do the same at SFES.

- 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 surrounding South Fortuna Elementary School, **2) provide a better structured arrival and dismissal area and interface Newberg Road** with safe pedestrian facilities, and **3) encourage and educate K-8 students** to safely use active modes of transportation to get to and from 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 SRTS Parents Survey Report conducted by SFES



(Attachment I, Reference 7). Many of the issues described below are due to a language barrier and previously established bad driving habits,

According to the SFES Walkability Assessment Report conducted in February 2015 (Attachment I, Reference 9), concerns concluded in the assessment include:

- Speeding vehicles and congestion on Newburg Road
- Drivers disregarding the crossing guard on Newburg Road
- Drivers not complying with arrival and dismissal procedures/double parking in school lot
- Drivers disregarding 'No Left Turns' into and out of school parking lot on Newburg Road
- Lack of sidewalks, striping, and pavement markings on Lawndale Street
- Bus un-loading zone needs better signage

Newburg Road and Arrival/Dismissal areas

Reconfigure Newburg Road and the arrival and dismissal area in front of the school to create a defined pedestrian route through the lot and a safer traffic flow pattern. Eliminating the current ingress driveway and reconfiguring the striping and parking stalls will create one ingress and one egress driveway, will eliminate confusion and congestion that causes dangerous conditions on Newburg Road. Also adding a designated left turn lane further away from South Fortuna Boulevard on Newburg Road so that congestion on Newburg is reduced, and that drivers can access the school's drop-off/pick-up area from the west. Existing signs and traffic pavement markings will be removed and new traffic control signage will be installed.



Dangerous arrival/dismissal area, parents parking in drive isle and students walking to class.



Congestion on Newburg Road in Front of Drop-off/Parking Area

Lawndale Drive

Add Class II bike lanes with appropriate signage and pavement markings and sidewalks on Lawndale Drive from the intersection of 2nd Avenue to Newburg Road. Lawndale Drive is a major route of transportation for students and families of the neighboring areas surrounding SFES and no pedestrian and bike facilities are currently present. The City of Fortuna currently has five (5) foot easements on each side of Lawndale Drive for the construction of sidewalks, which then brings the roadway width to 50 total feet. This leaves room for Class II bike lanes, parking, and sidewalks on both sides of the street. Part of this portion of the project is to also construct bulb-outs and raised crosswalks reducing the crossing distance at the intersection of Lawndale Drive and Newburg Road. Bulb-outs serve as a traffic calming measure, which also aids with the language barrier since a slower driving speed becomes inherent with restricted lane widths.



Lawndale Drive is very wide with No Pedestrian/Bike Facilities



Students and Parents Walking Towards SFES on Lawndale Drive

Add a stop sign at the southern end of Lawndale Drive and add bulb-outs at the intersection of Lawndale Drive and 2nd Avenue. There is currently a tee intersection with no signs, crosswalks, or striping, which leads to some erratic and unsafe driving around the intersection causing unsafe conditions for pedestrians and bicyclists. By adding a stop sign at the end of Lawndale, one direction of travel will be controlled, reducing the risk of a pedestrian and vehicular collision. The addition of bulb-outs, and raised crosswalks will create a traffic calming measure which will reduce driving speeds as well as increase visibility and draw attention to pedestrians.



Figure 1 Intersection of Lawndale Drive and 2nd Avenue

Orchard Lane

Add bulb-outs and a raised crosswalk to the Orchard Lane crossing on Newburg Road. This will reduce the crossing distance and help slow drivers and improve pedestrian visibility.



Orchard Lane Crossing needs to be Narrowed for Pedestrians

Non-infrastructure components of this project will complement infrastructure improvements that encourage compliance with traffic laws. The creation of graphical, easy-to-read arrival/dismissal maps and procedures will also educate school parents about the safe, proper way to pick up and drop off their children at school – thus encouraging compliance with existing traffic laws and regulatory signage along Newburg and on the school campus. In addition, Walk and Roll to School encouragement events and pedestrian safety education in the school will reinforce traffic laws and safe pedestrian behaviors with all students.

- 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 is consistent with the Bicycle and Pedestrian System Element of Humboldt County Association of Government's (HCAOG) 2008 (amended January 17th 2013) Regional Transportation Plan (RTP). By increasing the network of bicycle and pedestrian facilities in Fortuna this project is consistent with this Element's main stated



Goal: “Create a transportation system that provides inter-community and intra-community non-motorized pedestrian, bicycle travel throughout the region.” The project is also consistent with Humboldt County’s 2008 Regional Pedestrian Plan stated goals of “1) Make Humboldt County a pedestrian safe environment,” “2) Improve pedestrian access,” and “3) Educate Humboldt County citizens about the benefits of walkable communities.” See Attachment I, Reference 6.

In 2012, Humboldt County’s Regional Transportation Planning Agency (RTPA), Humboldt County Association of Governments (HCAOG) developed a regional Safe Routes to School Prioritization Tool. The Tool looked at school readiness (knowledge of and involvement in SR2S programs), internal need (school enrollment, percentage of students eligible for free and reduced meals, and the percentage of students meeting the healthy fitness zone), and at external need (existing pedestrian and bicycle facilities, posted speed limits, collision data, and the percentage of carless households within the school neighborhood). South Fortuna Elementary was interviewed during the school inventory calls and the need for safety improvements were identified. Out of 89 schools reviewed countywide, South Fortuna Elementary School ranked #3. Higher ranking schools have now already received SRTS funding for improvements and education (see Walkability Audit, Attachment I, Reference 9).

This project is a direct result of the public demand for improved non-motorized routes surrounding SFES. There have been many school district and parent meetings and the general consensus of nearly every parent and administrator is the demand for improved safety for the children.



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 and six (6) accidents were reported near the vicinity of SFES within the last decade. No accidents were recorded in the last five (5) years on TIMS or SWITRS, however this is likely because Fortuna is a small, rural community and accidents are often not reported. TIMS and SWITRS data is only available through 2012, and the most recent recorded accident located in the vicinity of SFES occurred in 2009.

Three (3) accidents were located on Newburg Road, within a block of SFES. Three (3) of the accidents were located near 2nd Avenue and Lawndale Drive. See Collision Map & TIMS reports in Attachment I, Reference 10.

1. 09/02/2004: Auto/Auto collision due to unsafe speed on Newburg Road resulting in injury.
2. 01/18/2009: Auto/Pedestrian collision due to pedestrian violation on Summer St. near 2nd Ave. and Lawndale Dr resulting in injury.
3. 04/03/2009: Auto or Bike/Parked Auto collision due to being under the influence on 2nd Ave. and Lawndale Dr. resulting in injury.
4. 06/29/2015: Auto/Parked Auto collision due to wrong side of road driving on Newburg Rd. resulting in injury.



5. 09/30/2009: Auto non-collision due to unsafe speed located near 2nd Ave. and Lawndale Dr. resulting in injury.
6. 12/11/2009: Auto/Parked Auto collision due to wrong side of road driving on Newburg Rd. Resulting in injury.

In response to unsafe conditions improvements have been made in recent years to Newburg Road including the addition of traffic pavement markings such as “no left turn” and “school xing ahead,” the addition of a portable median barrier and re-striping with double yellow lines to discourage drivers from turning left into the drop-off/parking area, and re-striping of the crosswalk on Newburg Road in front of SFES. While these improvements have made conditions near the school marginally better, they have not stopped the bad illegal vehicle movements (crossing double double yellow pavement markings) in front of the school. School officials and parents continue to express safety concerns for the children on Newburg Road.

No active transportation improvements have been made to Lawndale Dr., 2nd Avenue, or Orchard Lane. The same infrastructure exists now as it did a decade ago, so it is likely similar accidents to the ones mentioned above will continue to occur. Many of the collisions with parked cars and collisions due to unsafe speeds occur in the same shared space that children and parents use to walk and bike to school. It’s only a matter of time before a pedestrian is struck in this area.

Since there is a lack of recent accident data available in Fortuna, 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, see Attachment I, Reference 11). 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).

- 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 project would add curb and sidewalk bulb-outs to two intersections which reduces speeds and calms traffic around these intersections. The project would reconfigure the arrival/dismissal area, which will eliminate the ability for vehicles to illegally enter this area across traffic control devices. Adding designated left turn lane on Newburg Road will narrow the drive lane widths to slow traffic. Eliminating these unsafe maneuvers will reduce traffic queues on Newburg Road and provide separation from pedestrians in the arrival/dismissal area. A stop sign will also be added at the end of Lawndale Drive, which will stop drivers from yielding at an unsafe speed onto 2nd Avenue.

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

Curb bulb-outs will increase the visibility of non-motorized users. Walking students will no longer be hidden behind parked cars on the side of Lawndale Drive and will be standing on the curb extension waiting to cross. The bulb-outs on Lawndale Drive also push street parking further back so increase site distance to and from Newburg Road. The current crosswalks on Newburg Road and Lawndale Drive will be raised and re-stripped to add visibility at all the school crossings. Crosswalks and curb bulb-outs will be added at 2nd Avenue and Lawndale Drive to create some pedestrian facility continuity between the southern neighborhoods and SFES, to reduce the crossing distance, and to increase visibility to pedestrians. A crosswalk and curb bulb-outs will be added to the Orchard Lane crossing, reducing the crossing distance and increasing visibility of non-motorized users at the intersection.

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



Two driveways will be closed along the arrival/dismissal area, eliminating two potential conflict zones. The arrival/dismissal area will also be reconfigured to circumvent multi-directions of travel and add raised sidewalks, detectable warnings and bollards to separate vehicle with non-motorized users. By having a separate designated drop-off/pick-up area adjacent to sidewalks that will lead directly to the detectable warning area with bollards, children and other pedestrians will have a physical barrier between motorized vehicles. The addition of sidewalks on Lawndale Drive will create a vertical and horizontal separation from traffic, as walking students had to be in the road previously. The addition of Class II bike lanes will create a designated biking area so those bicyclists do not have to share the same lane with drivers. On Summer Avenue the addition of sidewalk provides separation from traffic by proving closure to a gap in the sidewalk.

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

As mentioned above, the City of Fortuna has implemented engineering measures to keep parents from turning left into the drop-off/parking area, but because of language barriers and previously established habits, this law is rarely abided or enforced. The project would eliminate two driveways, and create one way traffic circulation and allow drivers to left turn into the designated entrance from Newburg Road, via the proposed left turn lane. The area would be redesigned so that drivers can no longer double park and cause congestion in the parking area, which is an overall safety improvement for both drivers and students being dropped off/picked up.

Non-infrastructure components of this project will complement infrastructure improvements that encourage compliance with traffic laws. The creation of graphical, easy-to-read arrival/dismissal maps and procedures will also educate school parents about the safe, proper way to pick up and drop off their children at school – thus encouraging compliance with existing traffic laws and regulatory signage along Newburg and on the school campus. In addition, Wall and Roll to School



encouragement events and pedestrian safety education in the school will reinforce traffic laws and safe pedestrian behaviors with all students.

- Addresses inadequate traffic control devices.

In the vicinity of SFES there are little or no pedestrian facilities located in the southern surrounding neighborhoods. Lack of appropriate traffic control devices would be rectified by addition of crosswalks, sidewalks, curb ramps, bicycle lanes, and signage. The arrival/dismissal area would be reconfigured to add sidewalks, detectable warnings, bollards, one-way direction of traffic, and appropriate signage.

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

Removing non-motorized users out of the traveled way of the street and onto sidewalks and designated bike lanes will reduce and possibly eliminate the opportunity for them to make bad decisions such as walking or biking in the street or crossing at unmarked crossings.

The non-infrastructure component of this ATP project will focus considerable effort on pedestrian and bicycle safety education with SFES students and safety tips for parents in the arrival and dismissal procedures. This education component will support the development of strong pedestrian skills amongst students who often serve as role models for good pedestrian behavior in their families. Parents will also be empowered with knowledge and skills they need to feel safe walking or biking with their children to school. Encouragement events like Walk and Roll to School Days will also provide opportunities for parents and students to gain comfort in walking to school as a group that follows safe behaviors.

- 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 neighborhoods surrounding SFES, addressing the lack of adequate pedestrian and bike infrastructure and traffic control devices. Access to SFES from Lawndale Drive,



which is a major route for students from SFES and Fortuna Middle School, is not pedestrian friendly, so adding sidewalks, Class II bike lanes, and curb bulb-outs and raised crosswalks, will take students, their accompanying parent(s), and other non-motorized users out of the current shared motorized travel lane. Until the extreme lack of pedestrian and bike friendly routes is addressed, students will continue to not be able to walk/bike to school safely or will continue to be dropped off or bussed to school, which is not the goal of ATP.



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)

This project was developed over many years through collaboration with public and governmental stakeholders including parents of students at the South Fortuna Elementary School, school officials, neighbors, teachers, the non-profit Redwood Community Action Agency (RCAA), Humboldt County Department of Public Health, Fortuna Police Department and City of Fortuna Public Works. The School District Superintendent has been supportive from the beginning along with the school principal, community partners, parents, school staff, and residents who were involved in providing input for the project at various meetings and community workshops over the course of over eight years. Letters of support from the SFES, the school district, Humboldt County Public Health, HCAOG (local Regional Transportation Planning Agency) Fortuna Police Department and the LatinoNet are found in Attachment J.

- An initial Walkability Assessment at South Fortuna Elementary School (SFES) was conducted in May 2007 which identified many challenges around safe walking and bicycling for students. There were approximately 10 participants including the City Engineer and Planner, the Humboldt County Department of Health and Human Service's Public Health Director, neighbors, parents, teachers, and law enforcement.
- Parents from SFES have provided input on their safety concerns by returning Safe Routes to School parent surveys every year since 2007, when the surveys were first distributed.
- In 2013, local students, school staff, and residents attended City Council meetings to express their safety concerns. Five students from Redwood



Preparatory Charter School presented a Powerpoint presentation to the Council highlighting their views on why school zone speeds should be reduced and how speed reduction would be a benefit to all students and community members.

- B. In 2015, a second Walkability Assessment (Attachment I, Reference 9) was conducted, 8 years after the first and attracted nearly 30 participants. Participants included the School Superintendent and principal, Humboldt County Public Health staff, Fortuna Police Department, the Humboldt County 2nd District Supervisor, a Fortuna City Council member, Fortuna Fire Department Chief, neighbors, parents of SFES students, and PTA members. The approximately 30 participants was a huge turnout for this audit and highlighted the widespread concern over the lack of safe routes to SFES. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Stakeholders were engaged through a variety of activities, meetings and walkability assessments including:

- The **2007 Walkability Assessment**, which alerted the City to the many safety concerns for students walking and bicycling to South Fortuna Elementary School, see meeting notes from the audit in Attachment I, Reference 12. Participants were invited through flyers and announcements at various PTA, Site Council and English Learners (EL) meetings. A Spanish language interpreter was present at the PTA and EL meetings to translate for non-English speakers. The interpreter was also present at the Walkability Assessment and childcare was provided for parents.
- **Various planning meetings** between City staff, school officials, and RCAA staff allowed for prioritization of 'quick fixes' and implementation of proposed short term solutions along with discussion of potential funding sources to address larger safety issues.
- In 2012, Humboldt County's Regional Transportation Planning Agency (RTPA), Humboldt County Association of Governments (HCAOG) developed a regional



- Safe Routes to School Prioritization Tool.** During this process, schools in Humboldt County were evaluated and ranked in order of the need for safe routes improvements. South Fortuna Elementary ranked number 3 out of 89 schools reviewed countywide.
- The City of Fortuna hosted a day-long **workshop entitled Designing for Pedestrian and Bicycle Safety** on June 20, 2012. The interactive workshop presented by the Healthy Transportation Network (Rails-to-Trails Conservancy Western Region, Local Government Commission, California Bicycle Coalition and CalWalks) was aimed at providing the latest bicycle and pedestrian design tools to elected officials and transportation, planning, engineering, and design professionals. There were presentations on Complete Streets and Safe Routes to School policies as well as an hour long 'walkabout' where participants had the opportunity to walk the same route as the 2012 Fortuna Walkability Assessment that was conducted at Toddy Thomas Middle School and view firsthand many of the challenges and opportunities Fortuna students face as they walk and bike to school. The workshop also provided an opportunity for networking and collaboration and further emphasized the City of Fortuna's progressive stance around safety for all transportation modes.
 - Community members and students from several Fortuna schools attended **City Council meetings** to address their safety concerns around walking and bicycling to school. Students from Redwood Preparatory Charter School (at the time Redwood Prep was located on SFES campus) gave a Powerpoint Presentation highlighting their concerns and ideas for improvements, including the reduction of vehicle speeds in school zones, see Attachment I-# for City Council Meeting Agenda.



Student Presenting to Fortuna City Council

- The public was invited to the **second walkability assessment conducted in February 2015** (Attachment I, Reference 9) via PSA's, press releases and flyers posted around town on windows and bulletin boards and an article was published in the school newsletter. South Fortuna Elementary School teachers and staff were invited by the principal. Non-profit RCAA staff attended several PTA, City Council, and English Learners meetings to discuss the event and invite potential participants. Because the walkability assessment took place in the afternoon, arrangements were made for the children of parents attending the walk audit to be picked up from school and free childcare was provided, even for children ages 0-5 that are too young to attend school. The school interpreter/translator was hired to prepare all outreach materials in Spanish as well as English and attended the walkability assessment event, providing translation to the 6 Spanish-speaking parents in attendance. After the walk, participants reconvened to work in small groups looking at large street view maps and brainstormed



potential engineering, enforcement, and education strategies.



Public Participation at the 2015 Walkability Assessment

- Transportation safety concerns were discussed at numerous PTA, City Council and English Learner (EL) meetings. An interpreter provided translation services at the PTA and EL meetings to get input on safety concerns from Spanish speaking parents and to communicate next steps. Parents and teachers were able to share concerns and provide input on where students live, the routes they take, highest priority improvements, and helped draft a walking map with suggested routes.

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 safety improvements proposed in this ATP application were identified over eight years of stakeholder and community engagement and were refined during the Walkability Assessment led by the Humboldt County Safe Routes to School Task Force on February 2, 2015 through McLean Foundation funding. The Site Council and PTA



took an active role in attending the Walkability Assessment, providing input on needed safety improvements and gave feedback on recommended routes for the walking map.



Public Participation at the 2015 Walkability Assessment

The proposed safety improvements on Lawndale Street, including sidewalks, curbs, gutters, and bike lanes, were added to a list of priorities identified during a prior Walkability Assessment held at SFES in 2007. Feedback from Fall 2014 SRTS parent surveys also helped put the Lawndale improvements high on the list of priorities for this project.

- Participants involved in the 2007 Walkability Assessment at South Fortuna Elementary identified safety hazards and developed solutions to improve safety on short and long term time frames. Stakeholders proposed the following solutions:
 - Establish 'No Parking' areas at the corner of Newberg and Lawndale, and on the east side of the Kindergarten drop off on Newberg road
 - Re-paint and/or re-stripe the arrival/dismissal area, create a clear procedure for drop off and pick up, and install and/or correct signage.
 - Install sidewalks on Lawndale Street, a main route for walkers.



- Establish public education campaign to promote pedestrian safety and the benefits of sidewalks
 - Install brighter, better school warning signage and relocate them closer to the school in more visible locations
 - Use cones and mid-street signs to manage flow of drop off and pick up traffic
 - Install bike lanes on Newberg to calm traffic and facilitate safer cycling
 - Reduce speed limit in front of school
 - Repaint crosswalks ladder style citywide
 - Install raised crosswalks or speed humps for traffic calming and improved visibility in a means acceptable to emergency responders
- SRTS parent survey data for South Fortuna Elementary School have been collected on nearly an annual basis to look at the number of students walking and bicycling to school, the distance students live from school, and the reasons parents do or do not allow their children to walk.
- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The inclusion of a non-infrastructure component to this program is a key strategy for continuing engagement of stakeholders in the implementation of the project.

Providing education and encouragement will not only provide students and parents with the knowledge and skills they need to be safe as pedestrians and bicyclists, it will also help parents feel more comfortable with their decision to allow their children to walk and bicycle to school. Many parents from this disadvantaged school want to be engaged in the program and have expressed interest in participating in the project kickoff to help inform and refine the non-infrastructure program as well as provide feedback on the implementation of physical improvements.

The non-infrastructure component includes a pedestrian and bicycle safety education at South Fortuna Elementary School and Walk and Roll Events, and creation of arrival and dismissal procedures. RCAA will host the Walk and Roll events, and administer safety education courses while in the process teaching



parents, teachers, and other stakeholders how to host future events so that long after ATP funds are expended, bike rodeos, bicycle and pedestrian safety, and school walk and roll events will continue to be hosted by the school and the community.



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)

South Fortuna Elementary Schools' School Accountability Report Card (SARC) for the year 2011-2012 (the most recent available data and published during 2012-2013) indicates that only 8.6 percent of fifth graders that took the California Physical Fitness Test met all six of the fitness standards during the 2011-2012 school year at South Fortuna Elementary (Attachment I, Reference 13).

Health statistics for the population in Fortuna are limited due to the town's small size and rural nature. Health information for Humboldt County is more readily available, therefore some of this information is presented below.

According to County Health Rankings and Roadmaps, in Humboldt County (Attachment I, Reference 14), **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.

In addition, the community of Fortuna and the FESD has a significant Spanish speaking community. Out of 1,288 students in the district, 32.8% are Hispanic or Latino



which tend to experience a higher rate of obesity and other chronic diseases such as Type II Diabetes. Selecting schools to participate in SRTS programs in districts with economic and health challenges is a strategy to improve the economic and health status of the entire community.

The 2013 Humboldt County Community Health Assessment (www.cdph.ca.gov/data/informatics/Documents/3-19-14_CHA_Release.pdf) states that low income residents are more likely to have high risk factors for obesity, physical inactivity, asthma and other chronic disease. Emergency room visits due to asthma by children under age 5 (per 10,000) for Humboldt County is 120 visits as compared to California at 110 (2009 California Health Interview Survey).

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

This project would encourage students to use active modes of transportation on a daily basis to get to and from school. Using active modes of transportation increases the amount of physical activity that students would get on a daily basis, which has many health benefits. The infrastructure components of this project would improve public health by making routes to school safer, thus reducing the potential for accidents to occur. These improvements include modifications to the drop off/pick up area, which is currently a dangerous and confusing area where near-misses are a common occurrence. Curb extensions or “bulb outs” will be installed as a means of traffic calming on Newberg Road. Bulb outs not only require motorists to slow their speed, they also help improve visibility of pedestrians by placing them closer to the street. The addition of bulb outs will further increase safety by shortening the crossing distance for students and other users.

As more children and their families choose to walk or bike to school, automobile congestion and emissions will be reduced.



Targeting students with high free and reduced meal eligibility is a strategy for improving public health of populations who have high health risk factors. Providing a comprehensive SR2S education and encouragement program can significantly improve the health of children by complementing and supporting the safe walking and bicycling environments created through the installation of infrastructure improvements.

The proposed Safe Routes to School improvements for South Fortuna Elementary is consistent with Humboldt County Public Health's priorities for improving public health outcomes as codified in the Humboldt County Health Improvement Plan (CHIP) (2014). One of the six priority areas in the CHIP is to "Ensure safe neighborhoods for residents, pedestrians and bicyclists."

37.5 percent of students at SFES are English language learners. A news brief by the California Adolescent Health Collaborative reports that in general, Latino youth experience more health challenges such as higher rates of overweight and obesity. Barriers like this may be further compounded for Latinos living in rural areas because of the greater risk of poor health that rural residents face due to lack of employment opportunities, lower wages, and reduced access to healthcare. The Humboldt County Community Health Assessment for 2013 says low income residents are more likely to have high risk factors for obesity, physical inactivity, asthma and other chronic disease. Therefore, targeting students with high free and reduced meal eligibility is a strategy for improving public health of populations who have high health risk factors.

We expect this project to positively impact health outcomes within the South Fortuna Elementary student population and the surrounding neighborhood. The installation of infrastructure improvements will be a great asset and provide students and families with more safe options for walking and bicycling to school. Currently left hand turns into and out of the school arrival/dismissal area are prohibited, but this does not stop a high percentage of drivers from making dangerous left turns. When motorists make these left turns, it creates a very dangerous situation for the students who are walking to



school and must walk past the driveways leading into and out of the arrival and dismissal area. Installing a center turn lane on Newberg Road will provide much needed clarity for drivers and should result in motorists adhering to arrival and dismissal procedures that they are currently ignoring.

Conversations with parents at numerous PTA, Site Council, and English Learners (EL) meetings have revealed many other dangerous situations students encounter as they travel to and from school via foot or bicycle. Numerous near-misses involving vehicles and pedestrians are reportedly a regular occurrence. Installing sidewalks on Lawndale, the street just south of the school and adjacent to the existing crossing guard/crosswalk, will greatly increase the safety of the many students who regularly walk this route as a means of transportation to school.

By instilling lifelong physical activity habits among students through infrastructure improvements combined with encouragement and education we can work towards a decrease in the chronic diseases associated with inadequate physical activity such as diabetes, heart disease, depression, stroke, osteoporosis and cancer.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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

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

- Provide all census tract numbers: **South Fortuna Elementary Census Tract No. 109.01**
- Provide the median income for each census track listed: **Fortuna median income:\$41,026**
- Provide the population for each census track listed: **Fortuna, CA population = 11,926**

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: **81.8%**

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal: **South Fortuna Elementary =81.8%**

Option 4: Alternative criteria for identifying disadvantaged communities:

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



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

What percent of the funds requested will be expended in the disadvantaged community? **100%**

Explain how this percent was calculated.

One hundred percent of the funds requested through the ATP will directly benefit South Fortuna Elementary School, a disadvantaged school with 81.8% of students eligible for free and reduced lunch. Refer to Figure 2 in Attachment E, which shows the area of the proposed project, school district limits, and disadvantaged community. This ATP project will provide a clear benefit to this disadvantaged community including students and residents. The Fortuna Elementary School District (FESD) is located in rural Humboldt County, California where the median household income for the entire county is \$41,026 or 67.2% of the statewide average.

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

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

This project will directly benefit the disadvantaged South Fortuna school community and neighborhood by providing permanent infrastructure to accommodate non-motorized users to and from school. Infrastructure will include high visibility crosswalks, sidewalk, bike lanes, curb ramps and traffic control striping. Revising the arrival and dismissal area at the school will help safely accommodate pedestrians and bicyclists and encourages active transportation. These improvements will help to make walking and biking to school and to destinations within Fortuna a safe, convenient and easy choice for families encouraging active living to improve public health. An additional benefit will include complementary education and encouragement activities with elementary school students who are learning life skills and can serve as role models for good pedestrian behavior within their families.



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.)

The conceptual design included with this application was based off of input from parents and school administrators of the students that attend SFES, as well as recommendations from the City of Fortuna engineers. 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.

The design closes gaps along Newburg Road by reducing the crossing distance at Orchard Lane and between Lawndale Drive and SFES. The City of Fortuna has five (5) foot easements on each side of Lawndale Drive for the construction of sidewalks, but has no funds to do so. Lawndale is very wide at sixty (60) feet (with the easements) and is also a major artery for pedestrian traffic traveling to SFES, so it makes the most sense to utilize the width and add Class II bike lanes and sidewalks, while keeping the existing on-street parking.

The reconfiguration of the drop-off/parking area will bring pedestrian connectivity along Newburg Road by keeping the pedestrian and bicyclists out of the same travelled way of motor vehicles and putting them on a designated sidewalk with bollards to keep vehicles and buses out of that zone. The design also eliminates back-out parking in front of the school, which is located within thirty (30) feet of an existing crosswalk. The intersection at 2nd Avenue and Lawndale Drive will be redesigned to add a stop sign,



curb bump-outs, and cross walks which are a basic improvement considering there is currently zero pedestrian facilities along Lawndale Drive and 2nd Avenue.

By constructing the proposed improvements, there will be pedestrian and bike connectivity for nearly a quarter of a mile radius of the school, which will vastly improve the number of students who can walk and bike to school since SFES is a K-4 grade elementary school.

- 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 8.31. The cost/benefit ratio calculated for Benefit/Funds Requested is 8.31. Refer to (Attachment K, Reference 1) for benefit/cost calculation spreadsheets.

Existing **number of bicycle and pedestrian trips** was taken directly from the *Parent Survey Report* document shown in Attachment I, Reference 7. 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 8), 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 for cost/benefit value does not include any accidents, because no accident information was available for this project from the last five years. No



accidents were reported in Fortuna in the TIMS and SWITRS databases or other resources researched in the last five years.

Safety countermeasures were input based on proposed improvements.

Benefit/Cost Tool Feedback:

1. Generally this tool was useful, and once it became clear what inputs were supposed to be included, this tool was relatively easy to use.
2. 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.
3. The names of the tabs 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.
4. 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.
5. The amount of inputs was reasonable, and there seemed to be some flexibility built in that this tool wasn’t too hard to use.
6. The number of trips was unclear if one trip included to a round trip to and from school, or if a trip was defined as one-way.



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

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC AND Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

- 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.

In the last 5 years Fortuna has worked hard to deliver all projects administered by local assistance programmed projects including the following project:

- 2015 Alternative Transportation Project – The City is currently in the PA&ED Phase of a \$917,000 project that includes infrastructure and non-infrastructure components.
- 2015 Rohnerville Road Widening Project –The City has completed the design for the Rohnerville Road Widening Project and received allocation in March of 2015. The City has worked closely with Caltrans District 1 Local Assistance staff during the PA&ED and PS&E Phases prior to receiving allocation.
- 2015 Rohnerville Road HSIP–The City has completed the design for the 2015 Rohnerville Road HSIP Project and anticipated receiving authorization to proceed with construction in July of 2015. The City has worked closely with Caltrans District 1 Local Assistance staff during the PA&ED and PS&E Phases .
- 2013 John Campbell Memorial Greenway Community Based Transportation Planning Grant – This project was completed by the City for the planning of the John Campbell Memorial Greenway with funding from a Community Based Transportation Planning Grant. The City was awarded the Grant in October of 2013 and in April 2014 the City completed the draft master plan for the project. The master plan has provided the basis for this ATP grant application.
- 2009 Fortuna Boulevard Paving and Pedestrian Improvement Project – This project was funded by the ARRA in 2009 and oversight was provided by Caltrans District 1. The project included completing PA&ED, PS&E and beginning construction within an 18 month time period.

- 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

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

Attachment A

Application Signature Page



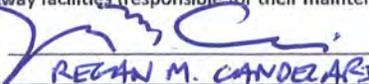
Part C: Attachments

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: 5-21-15
 Name: REGAN M. CANDELARIO Phone: 707 725-1409
 Title: CITY MANAGER e-mail: RC@CI.FORTUNA.CA.US

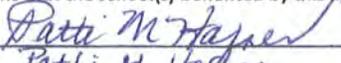
For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

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:  Date: 5/21/15
 Name: Patti M. Hayer Phone: 707 725-2293
 Title: Supt. e-mail: phayer@fortuneesd.com

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: 5/29/2015

Project Information:					
Project Title: City of Fortuna - South Fortuna Elementary School SRTS 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)								Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				15				15
PS&E					85			85
R/W					50			50
CON						743		743
TOTAL				15	135	743		893

ATP Funds	Infrastructure Cycle 2								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)				15				15	Caltrans (ATP)
PS&E					85			85	Notes:
R/W					50			50	
CON						712		712	
TOTAL				15	135	712		862	

ATP Funds	Non-infrastructure Cycle 2								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)									Caltrans (ATP)
PS&E									Notes:
R/W									
CON						31		31	
TOTAL						31		31	

ATP Funds	Plan Cycle 2								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									

ATP Funds	Previous Cycle								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									

ATP Funds	Future Cycles								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									

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:					
Project Title: City of Fortuna - South Fortuna Elementary School SRTS 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: JW
 - 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: JW
 - 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: JW
(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: JW
 - 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

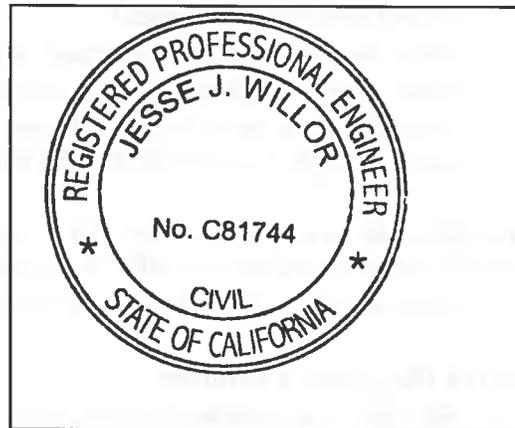
Signature: [Handwritten Signature]

Date: 5/29/2015

Email: jesse.willor@ghd.com

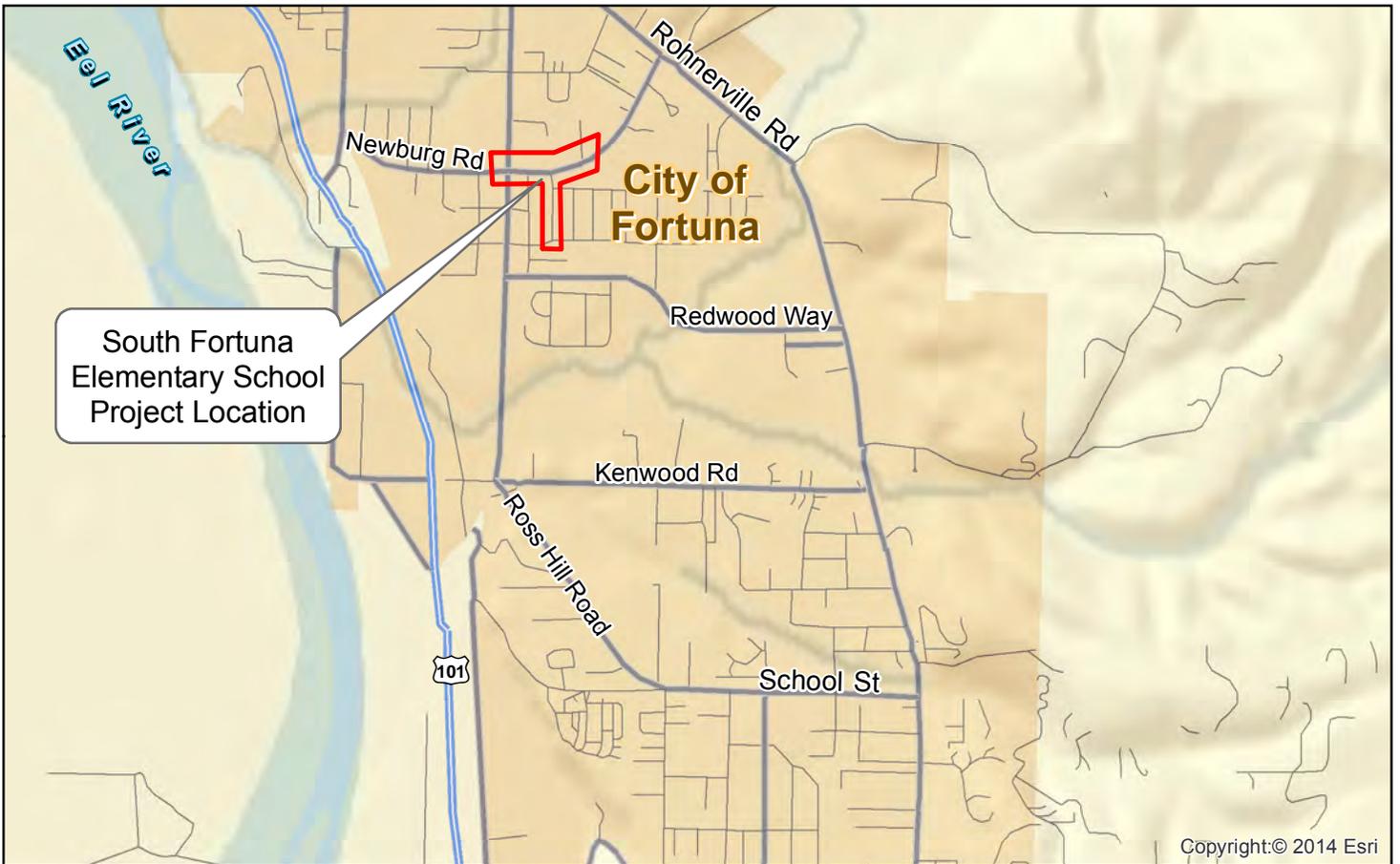
Phone: 707-267-2293

Engineer's Stamp:



Attachment D

Project Location Map



-  Project Boundary
-  City of Fortuna
-  U.S. Highway
-  Major Road
-  Local Road

Paper Size 8.5" x 11" (ANSI A)
 0 0.1 0.2 0.3 0.4 0.5
 Miles
 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



City of Fortuna
 SRTS ATP Application

Job Number 8410751
 Revision A
 Date 20 May 2015

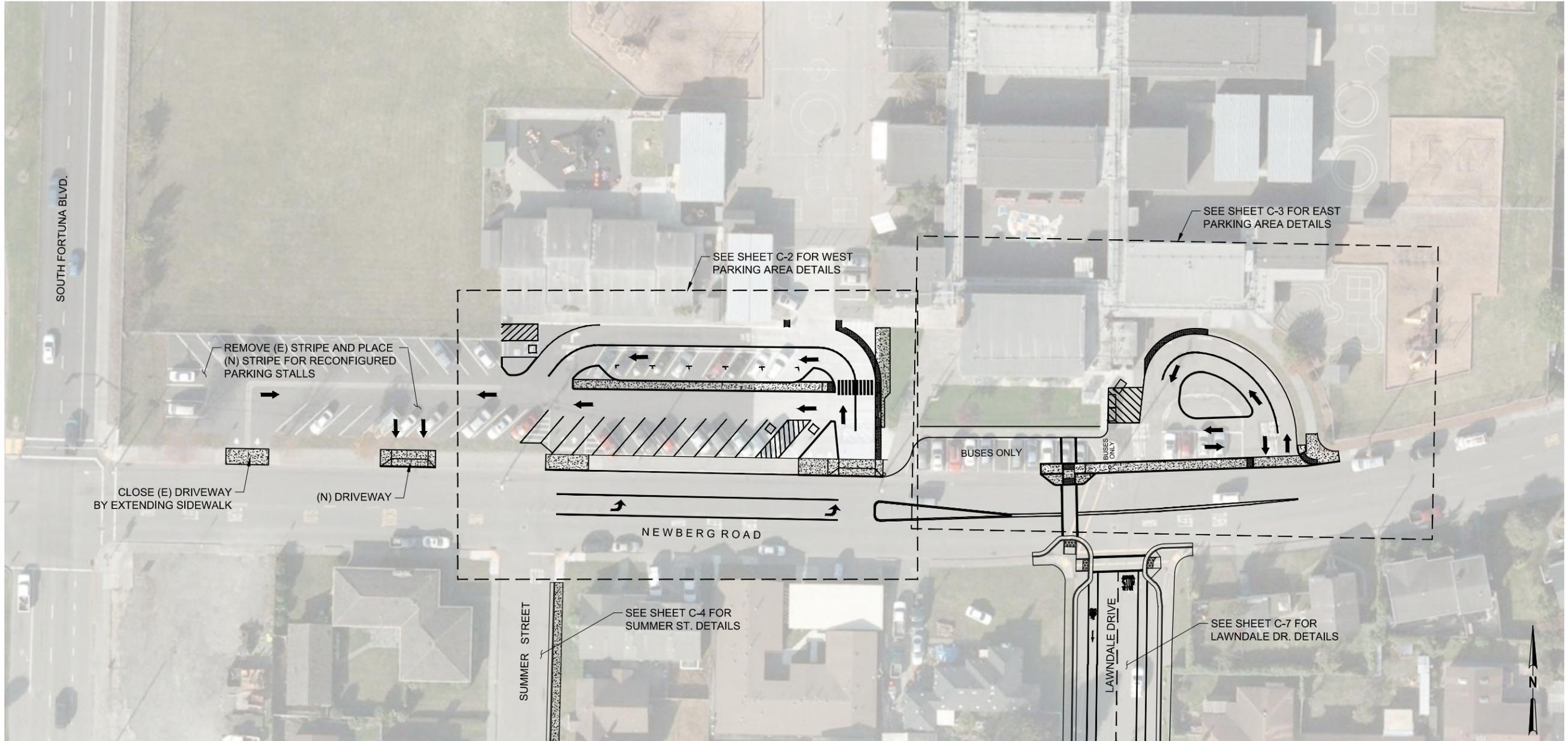
Vicinity Map

Figure 1

G:\101054 City of Fortuna\8410751 FortunaCityEngServices\08-GIS\Maps\Figures\ATP_SRTS_App\Fortuna_Safe_Routes_to_School_Vicinity_Map.mxd
 718 Third Street Eureka CA 95501 USA T 707 443 8326 F 707 444 8330 E eureka@ghd.com W www.ghd.com
 © 2014. While every care has been taken to prepare this map, GHD and City of Fortuna 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: ESRI Street Map; NAIP aerial 1m. Created by:glavidson

Attachment E

Project Map/Plans showing existing and proposed conditions



1 SOUTH FORTUNA ELEMENTARY SCHOOL
NEWBURG RD. & ARRIVAL/DISMISSAL AREA RECONFIGURATION



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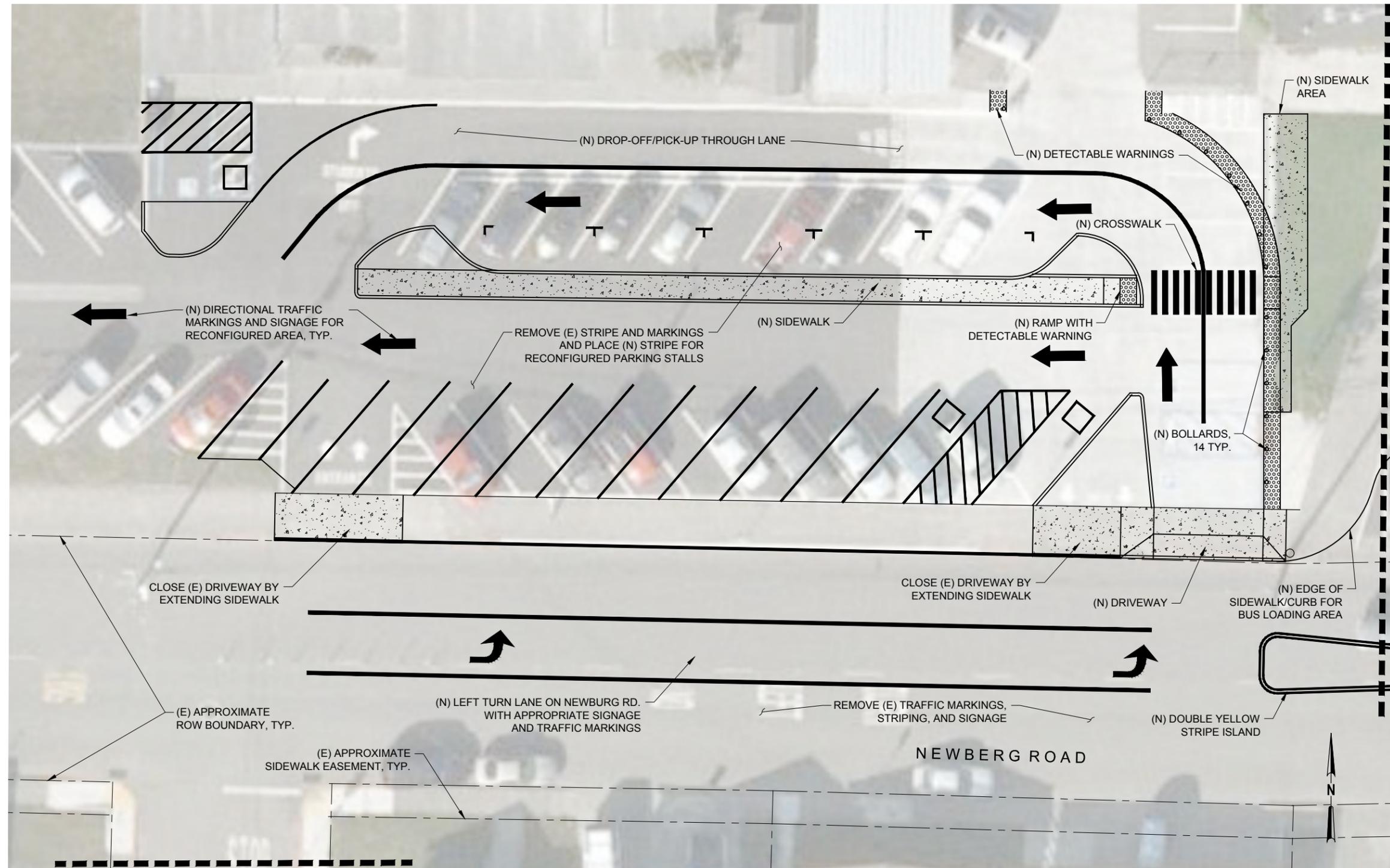
MARK	DATE	DESCRIPTION	ISSUE

CITY OF FORTUNA
SOUTH FORTUNA ELEMENTARY
SAFE ROUTES TO SCHOOL
CONCEPT DESIGN - NEWBURG RD.
& ARRIVAL/DISMISSAL AREA

PROJ NO: 8410751
DRWN: SDG CHKD: JJW

C-1

SHEET 1 OF 8



MATCHLINE SHEET C-4

MATCHLINE SHEET C-3

2 SOUTH FORTUNA ELEMENTARY SCHOOL
WEST NEWBURG RD. & ARRIVAL/DISMISSAL AREA RECONFIGURATION



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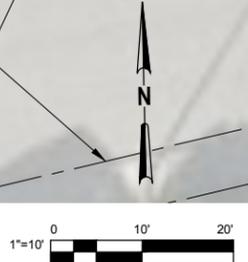
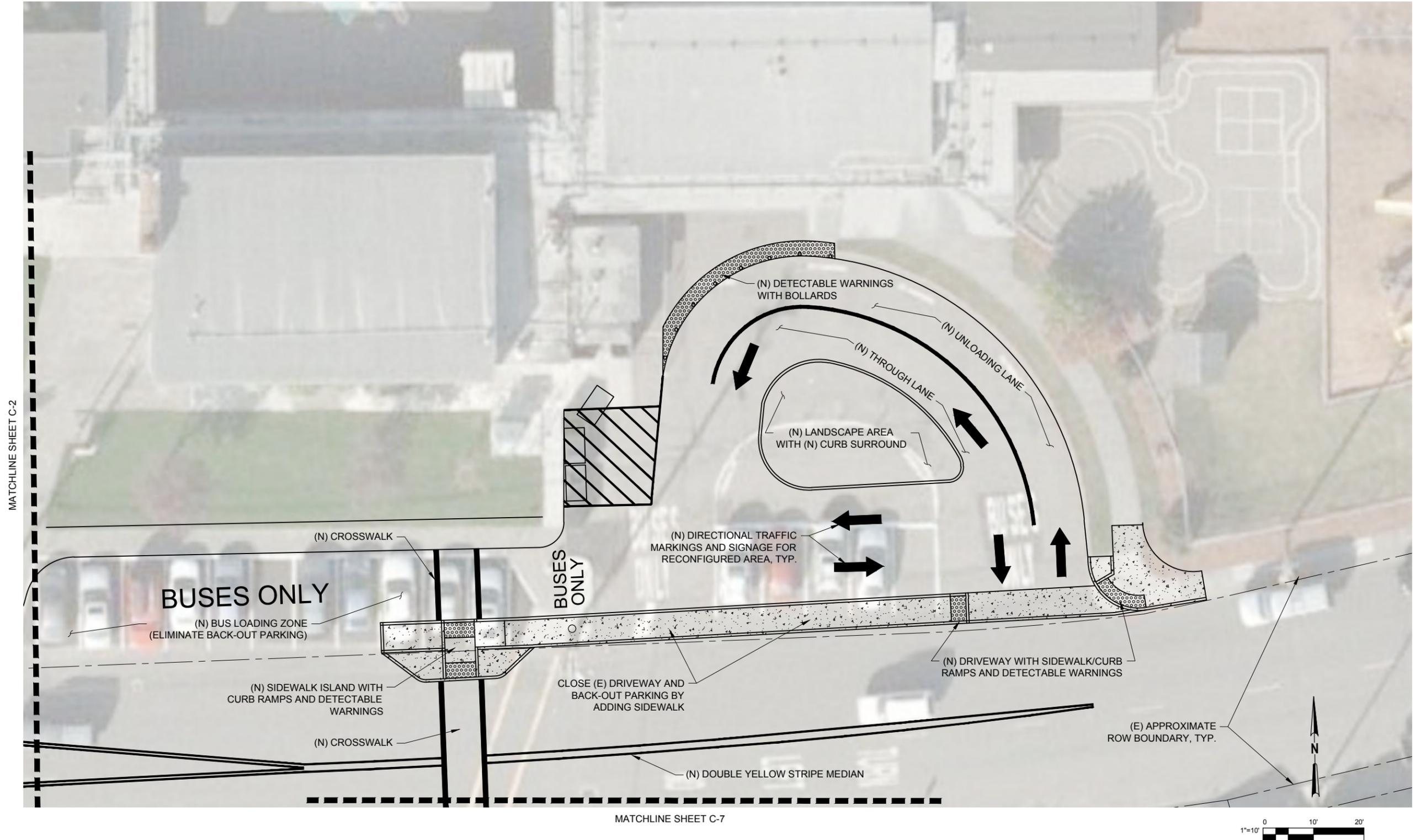
CITY OF FORTUNA
SOUTH FORTUNA ELEMENTARY
SAFE ROUTES TO SCHOOL

CONCEPT DESIGN
WEST ARRIVAL/DISMISSAL AREA

PROJ NO: 8410751
DRWN: SDG CHKD: JJW

C-2

SHEET 2 OF 8



3 SOUTH FORTUNA ELEMENTARY SCHOOL EAST NEWBURG RD. & ARRIVAL/DISMISSAL AREA RECONFIGURATION



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CITY OF FORTUNA
SOUTH FORTUNA ELEMENTARY
SAFE ROUTES TO SCHOOL
CONCEPT DESIGN
EAST ARRIVAL/DISMISSAL AREA

PROJ NO: 8410751
DRWN: JJW CHKD: JW

C-3

SHEET 3 OF 8



4 SOUTH FORTUNA ELEMENTARY SCHOOL
SUMMER STREET SIDEWALK



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SAFE ROUTES TO SCHOOL

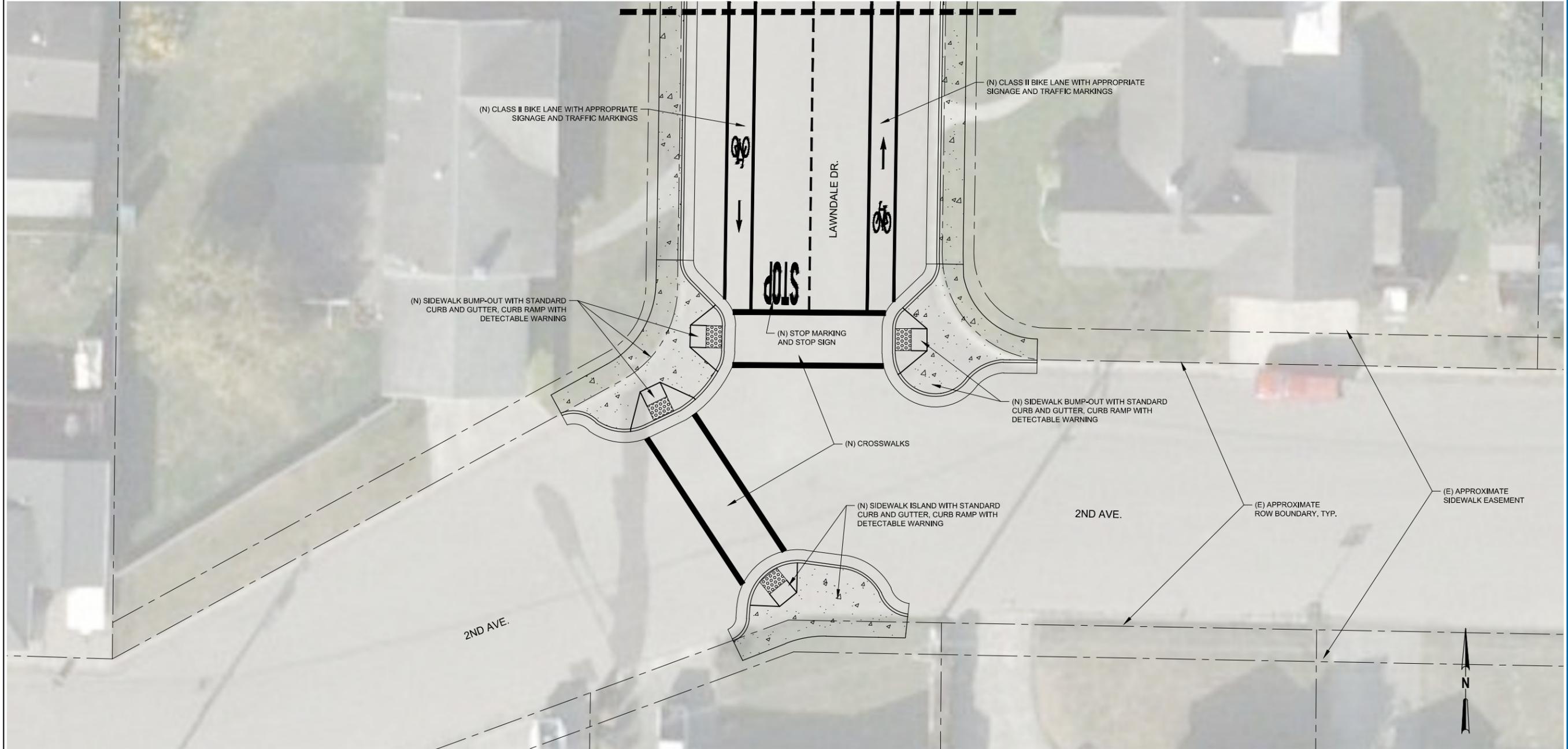
CONCEPT DESIGN
SUMMER STREET SIDEWALK

PROJ NO: 8410751
DRWN: SDG CHKD: JJW

C-4

SHEET 4 OF 8

MATCHLINE SHEET C-6



5 2ND AVE. AND LAWDALE DR. INTERSECTION IMPROVEMENTS



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SOUTH FORTUNA ELEMENTARY
SAFE ROUTES TO SCHOOL

CONCEPT DESIGN
2ND AVE. AND LAWDALE DR.

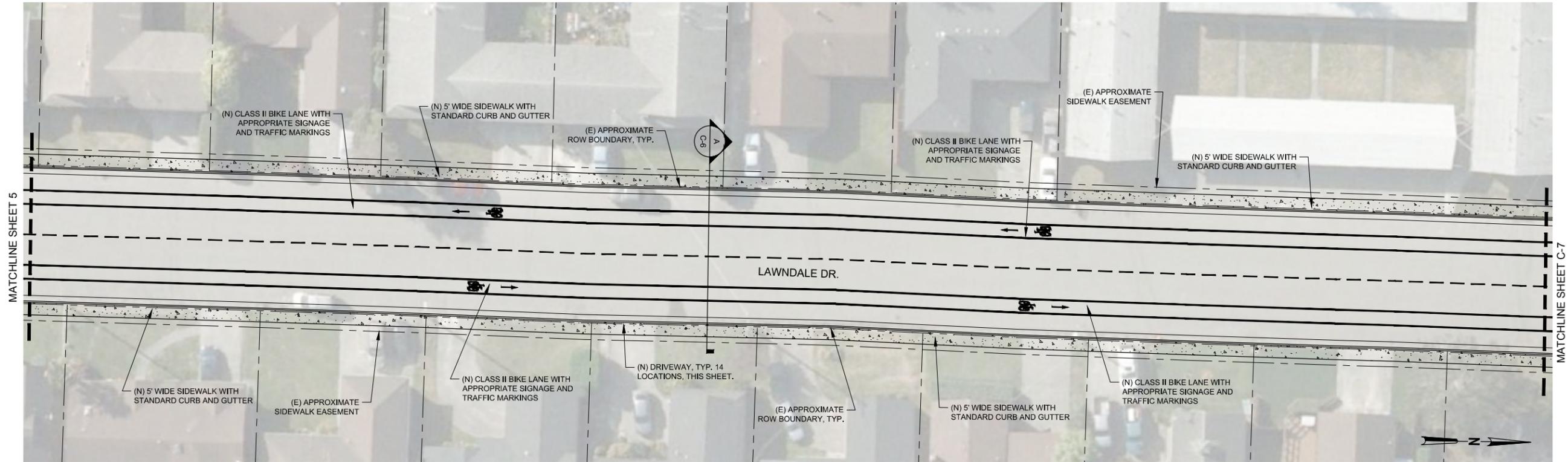
PROJ NO: 8410751
DRWN: SDG CHKD: JJW

C-5

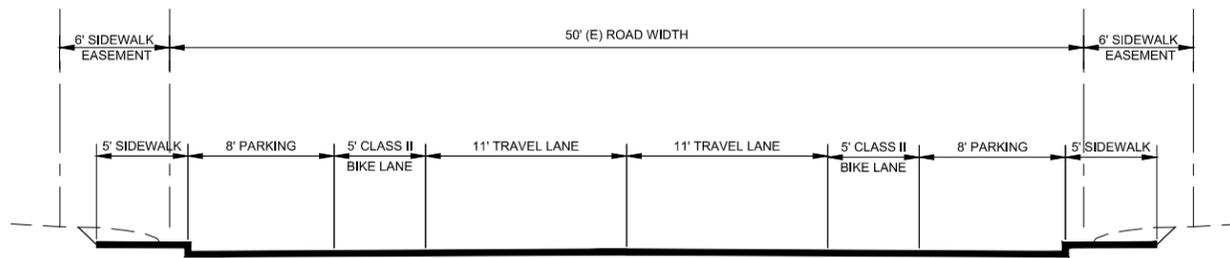
SHEET 5 OF 8



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6 LAWDALE DRIVE
BIKE LANES AND SIDEWALKS



A LAWDALE DRIVE
TYPICAL SECTION



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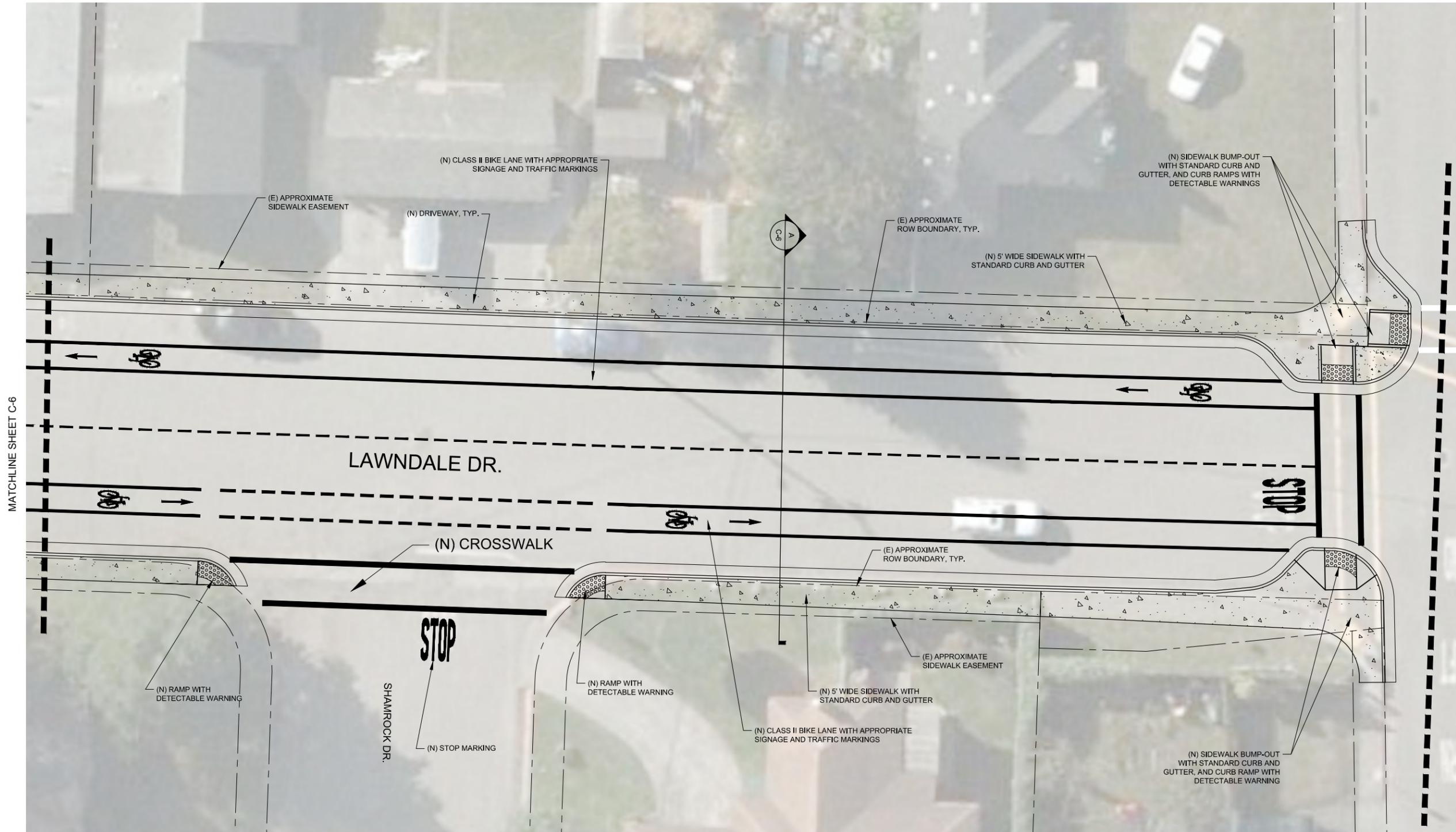
MARK	DATE	DESCRIPTION	ISSUE

CITY OF FORTUNA
SOUTH FORTUNA ELEMENTARY
SAFE ROUTES TO SCHOOL
CONCEPT DESIGN
LAWDALE DRIVE, SHEET 1 OF X

PROJ NO: 8410751
DRWN: SDG CHKD: JJW

C-6

SHEET 6 OF 8



MATCHLINE SHEET C-6

MATCHLINE SHEET C-3

LAWNDALE DR.

SHAMROCK DR.

7 LAWNDALE DRIVE
BIKE LANES AND SIDEWALKS



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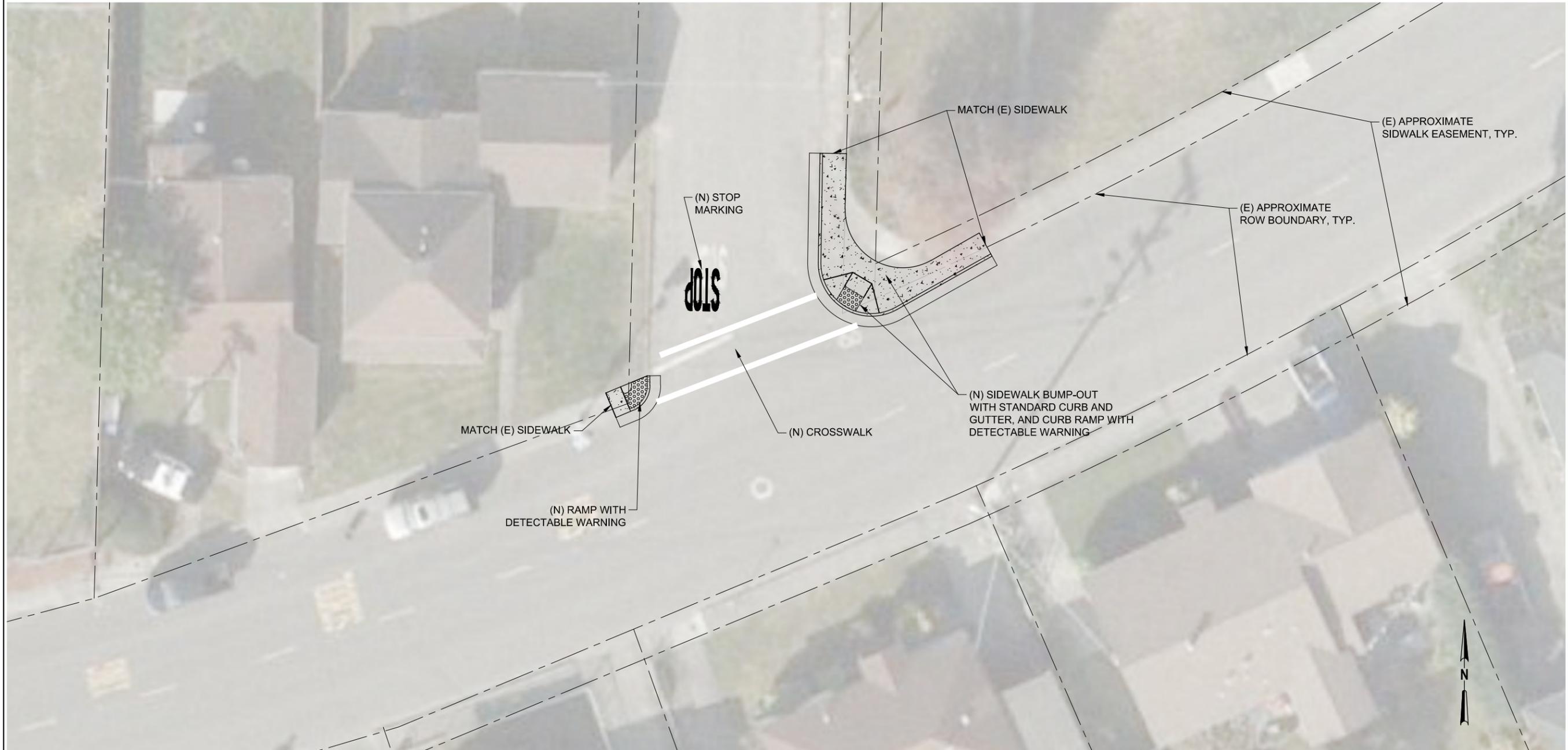
CITY OF FORTUNA
SOUTH FORTUNA ELEMENTARY
SAFE ROUTES TO SCHOOL

CONCEPT DESIGN
LAWNDALE DRIVE, 2 OF 2

PROJ NO: 8410751
DRWN: SDG CHKD: JJW

C-7

SHEET 7 OF 8



8 ORCHARD LANE
CROSSING IMPROVEMENTS



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MARK	DATE	DESCRIPTION	ISSUE

CITY OF FORTUNA
SOUTH FORTUNA ELEMENTARY
SAFE ROUTES TO SCHOOL

CONCEPT DESIGN
ORCHARD CROSSING

PROJ NO: 8410751
DRWN: SDG CHKD: JJW

C-8

SHEET 8 OF 8

Attachment F

Photos of Existing Conditions

Existing Conditions



Currently, Lawndale Drive has no pedestrian facilities. The road is 50' wide and has on-street parking on both sides. The City of Fortuna has 6' sidewalk easements on each side of the road. Improvements would add 5' Class II bike lanes, 8' parking, and 5' sidewalks to both sides of Lawndale.



This picture of Lawndale Dr. shows pedestrians and bicyclists having to share the travel lane since there are no designated non-motorized facilities that exist.



The intersection of Lawndale Drive and 2nd Avenue has no stop signs, is very wide, and has no pedestrian facilities. Improvement would add a stop sign at the end of Lawndale Dr., and add curb bump-outs to narrow the crossing distances across 2nd Ave. and across Lawndale Dr.



Newburg Road is congested during arrival and dismissal times, which makes turning out of the school difficult and backs up vehicles. Moving the driveway further east will help shorten to queue on Newburg.



The arrival and dismissal area is dangerous for pedestrians and non-motorized users because there are no designated pedestrian areas, and children are often walking in front of motorized vehicles.



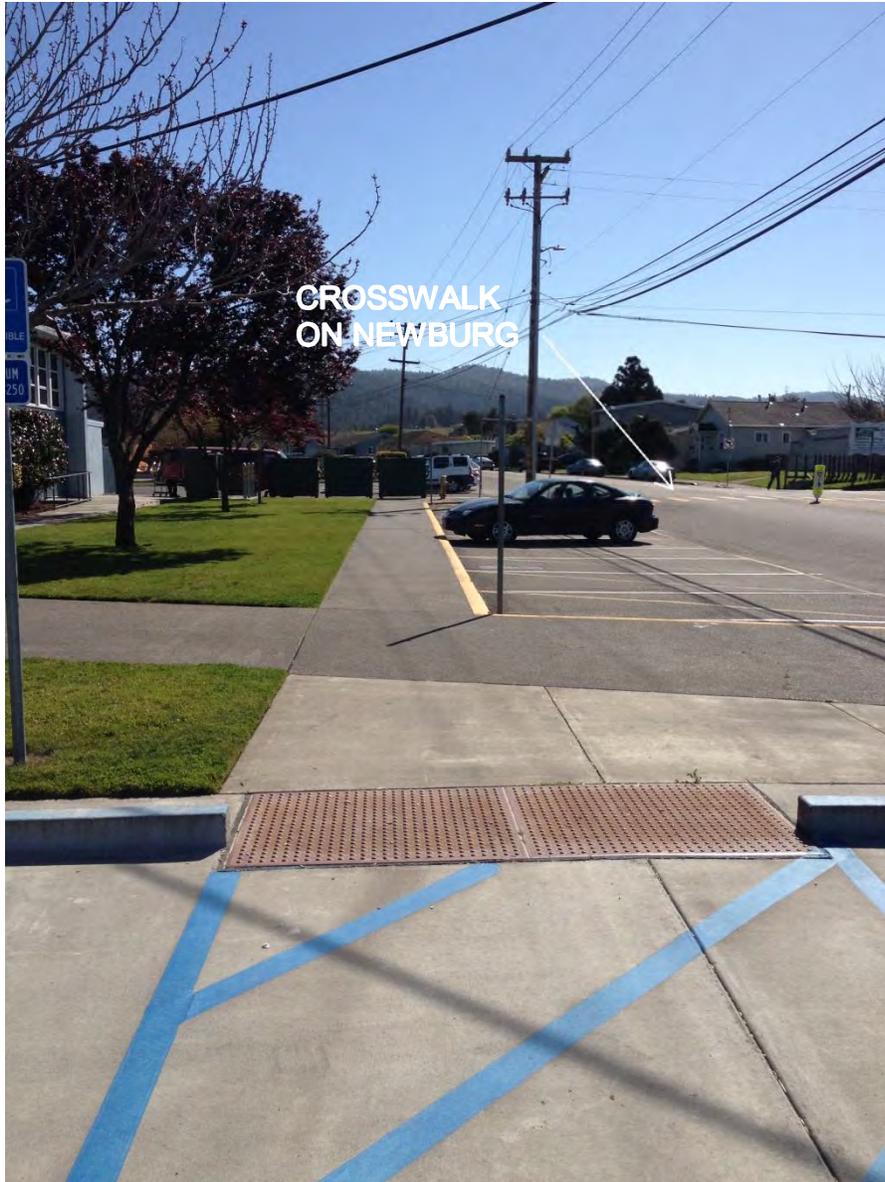
Parents are often double parking behind parked vehicles while walking their students to his/her classroom which adds to the congestion of the arrival/dismissal area. The improvements would reconfigure the area to create a more streamlined system for dropping off students. There will be designated drop-off/loading lanes, and another “through” lane, which will eliminate the double parking.



SFES has added crosswalks and some signs and traffic markings on Newburg Rd. in front of the school, but vehicles still drive at unsafe speeds. Adding bump-outs will decrease the crossing distance and also create a traffic calming measure to reduce speeds.



SFES has added a temporary barrier to stop motorized users from turning left into the arrival/dismiss area, but drivers still turn left, ducking in before the barrier. The improvements will add a designated left turn lane, which will help reduce the traffic queue on Newburg while allowing drivers coming from S. Fortuna Blvd. to turn left into the arrival/dismissal area.



Back-out parking was eliminated by SFES, but drivers still park in this area and back-out into traffic on Newburg. Note the proximity of the “parking” area to the crosswalk. The reconfiguration changes this area to a bus loading zone.



Orchard Lane crossing needs to be reduced in order to increase pedestrian visibility. The improvements would add bump-outs.



The NI portion of the project would educate and encourage families and students to use pedestrian facilities such as crosswalks, sidewalks, and bike lanes.

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 Fortuna		
Application ID:	01-Fortuna-1	Prepared by:	Stephanie Gould
		Date:	5/29/2015
Project Description:	Enhance pedestrian and bicycle routes surrounding Fortuna's South Fortuna Elementary School and reconfigure the dropoff/parking area at the school.		
Project Location:	South Fortuna Elementary located at 2089 Newburg Rd. in Fortuna, CA and surrounding Lawndale Dr., Lawndale Dr. and 2nd Ave. intersection, and Orchard Dr. and Newburg Rd. intersection.		

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	\$23,874	\$23,874	100%	\$23,874.00						
2	Construction Area Signs (2%)	1	LS	\$9,549	\$9,549	100%	\$9,549.00						
3	Traffic Control (5%)	1	LS	\$23,874	\$23,874	100%	\$23,874.00						
4	Demolition (AC, Concrete, Striping)	1	LS	\$28,500	\$28,500	100%	\$28,500.00						
5	Minor Concrete (Curb and Gutter)	3050	LF	\$50	\$152,500	100%	\$152,500.00						
6	Minor Concrete (Sidewalk, Ramps)	10460	SF	\$15	\$156,900	100%	\$156,900.00						
7	Minor Concrete (Driveways)	2410	SF	\$15	\$36,150	100%	\$36,150.00						
8	HMAC (2" THK.)	10	TON	\$150	\$1,500	100%	\$1,500.00						
9	Detectable Warning Surface (Truncated Domes)	750	SF	\$30	\$22,500	100%	\$22,500.00						
10	Thermoplastic Pavement Striping (4")	2000	LF	\$3	\$6,000	100%	\$6,000.00						
11	Thermoplastic Pavement Striping (8")	700	LF	\$6	\$4,200	100%	\$4,200.00						
12	Thermoplastic Class II Bike Lane Striping (6")	3300	LF	\$5	\$16,500	100%	\$16,500.00						
13	Thermoplastic Marking Cross Walk Bars	660	LF	\$10	\$6,600	100%	\$6,600.00						
14	Thermoplastic Pavement Markings	650	SF	\$10	\$6,500	100%	\$6,500.00						
15	Paint Curb Red	180	LF	\$15	\$2,400	100%	\$2,400.00						
16	Roadside Sign(s) 1-Post	28	EA	\$400	\$11,200	100%	\$11,200.00						
17	Bike Lane Sign(s) 1-Post	10	EA	\$400	\$4,000	100%	\$4,000.00						
18	Drainage Inlet	4	EA	\$4,000	\$16,000	100%	\$16,000.00						
19	Curb Bumpout Drainage	8	EA	\$1,000	\$8,000	100%	\$8,000.00						
20	18" HDPE Stormdrain Pipe	50	LF	\$100	\$5,000	100%	\$5,000.00						
21	Bollards	21	EA	\$300	\$6,300	100%	\$6,300.00						
22	Seal Coat	25646	SF	\$0.40	\$10,258.40	100%	\$10,258.40						
Subtotal of Construction Items:					\$558,305		\$558,305						
Construction Item Contingencies (% of Construction Items):				15.00%	\$83,746								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$642,051								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 15,000		
Plans, Specifications and Estimates (PS&E):	\$ 85,000		
Total PE:	\$ 100,000	15.58%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 35,000		
Acquisitions and Utilities:	\$ 15,000		
Total RW:	\$ 50,000		
Construction (CON)			
Construction Engineering (CE):	\$ 70,000	9.83%	15% Max
Total Construction Items & Contingencies:	\$642,051		
Total CON:	\$ 712,051		
Total Project Cost Estimate:		\$ 862,051	

Attachment H

Non-Infrastructure Work Plan (Form 22-R)

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	27-May-15
Project Number: (2)	
Project Location(s): (3a)	South Fortuna Elementary School
" " (3b)	
" " (3c)	
Project Description: (4)	This non-infrastructure component will provide education and encouragement opportunities for South Fortuna Elementary School students and families to support the use of new infrastructure improvements installed at and near the school.

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

For Department use only

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

Task Summary:

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

Task	Task Name	Start Date	End Date	Cost
Task "A"	Pedestrian and Bicycle Safety Education at South Fortuna Elementary School	Oct-2019	May-2022	\$ 12,340.00
Task "B"	Create Arrival and Dismissal Procedures	Feb-2019	Jun-2019	\$ 10,855.00
Task "C"	Walk and Roll Events	Feb-2019	Jun-2021	\$ 8,410.00
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 31,605.00

TASK "A" DETAIL				
Task Name (5a):		Pedestrian and Bicycle Safety Education at South Fortuna Elementary School		
Task Summary (5b):		League Certified Instructor (LCI) will provide instruction on safe walking to 2nd graders and safe bicycling to 5th graders at S		
Task Schedule (5c):		Start Date:	Oct-2019	End Date: May-2022
Activities (6a):		Deliverables (6b):		
1.	Coordinate education chedule with schools	Schedule of planned pedestrian safety lessons		
2.	Conduct lessons	Lessons provided in-classroom and in the field		
3.	Technical Assistance for teachers in Years 2 and 3	Share curriculum with classroom teachers		
4.	Subcontract and Project Management	Invoicing and Task Reports		
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
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):				
Total Staff Costs (6f):				\$ 12,100.00
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: Itemized "Other Costs" Section		Travel (9a):	\$	240.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 240.00
TASK GRAND TOTAL (10g):				\$ 12,340.00

Task "A" Other Costs:

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (8a)			
Type of Travel	Quantity	Total \$	
1. Vehicle Use	240 miles @ .50/mile	\$	240
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	240
Total Travel Cost:		\$	240.00

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.				\$ -
Total:	0		\$0	\$ -
Total Equipment Cost:			\$	-

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Supplies/Materials Cost:				\$ -

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.				\$ -
Total:	0		\$0	\$ -
Total Incentives Cost:				\$ -

Task "A" Other Costs:

Itemized Other Direct Costs (8e)				
01-FORTUNA-2				
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.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

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.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

TASK "B" DETAIL				
Task Name (5a):		Create Arrival and Dismissal Procedures		
Task Summary (5b):		Develop Map with clear instructions for parents on arrival and dismissal procedures		
Task Schedule (5c):		Start Date: Feb-2019	End Date:	Jun-2019
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Attend PTO, Site Council and Staff meetings to collect input	Meeting Agendas, Meeting notes		
2.	Develop draft map	Draft map		
3.	Outreach and education to school and community	PSA's, newsletter articles, flyers		
4.	Finalize and distribute map	Final map, list of distribution strategy and locations		
5.	Staff arrival/dismissal area for 1 week to help parents understand new procedures	Summary report		
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	40	\$80.00	\$ 3,200.00
Party 2 -	Senior Planner 1	80	\$55.00	\$ 4,400.00
Party 3 -	Senior Planner 2	25	\$55.00	\$ 1,375.00
Party 4 -	School Interpreter	40	\$30.00	\$ 1,200.00
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 10,175.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 10,175.00
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):	\$	80.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	600.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 680.00
TASK GRAND TOTAL (10g):				\$ 10,855.00

Task "B" Other Costs:

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (8a)			
Type of Travel	Quantity	Total \$	
1. Vehicle Use for meetings	160 miles @ .50/mi	\$	80
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	80
Total Travel Cost: \$			80.00

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.				\$ -
Total:	0		\$0	\$ -
Total Equipment Cost: \$				-

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Printing	500	ea	\$1	\$ 600.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	500		\$1	\$ 600.00
Total Supplies/Materials Cost: \$				600.00

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.				\$ -
Total:	0		\$0	\$ -
Total Incentives Cost: \$				-

Task "B" Other Costs:

Itemized Other Direct Costs (8e)				
01-FORTUNA-2				
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.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

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.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

TASK "C" DETAIL				
Task Name (5a):		Walk and Roll Events		
Task Summary (5b):		Support for and coordination of regular Walk to School Day events		
Task Schedule (5c):		Start Date: Feb-2019	End Date: 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):				
Total Staff Costs (6f):				\$ 7,200.00
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):	\$	-
Total Other Costs (9g):				\$ 1,210.00
TASK GRAND TOTAL (10g):				\$ 8,410.00

Task "C" Other Costs:

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (8a)			
Type of Travel	Quantity		Total \$
1. Vehicle Use	240 miles @ .50/mile	\$	120
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total:	0	\$	120
Total Travel Cost:		\$	120.00

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.				\$ -
Total:	0		\$0	\$ -
Total Equipment Cost:			\$	-

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Supplies/Materials Cost:			\$	-

Itemized Incentives Cost (8d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (8d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. Pencils	500	ea	\$0	\$ 100.00
2. Water Bottles	200	ea	\$4	\$ 800.00
3. Stickers - roll of 200	5	ea	\$9	\$ 45.00
4. Toe Tokens- pack of 1000	1	ea	\$60	\$ 60.00
5. Beaded Chain 8 inch - 500	500	ea	\$0	\$ 85.00
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	1206		\$73	\$ 1,090.00
Total Incentives Cost:			\$	1,090.00

Task "C" Other Costs:

Itemized Other Direct Costs (8e)				
01-FORTUNA-2				
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.			\$	-
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

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.			\$	-
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

Attachment I

Narrative Questions and Backup Information

01-FORTUNA-2

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Fortuna city, California

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

41,026

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

Popular tables for this geography:

2013 American Community Survey

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

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Fortuna city, California

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

Census 2010 Total Population ▼

11,926

Source: 2010 Demographic Profile

Popular tables for this geography:

2010 Census

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

01-FORTUNA-2

District Name	School Name	District Type	School Type	Educational Option Type	NSLP Provision Status	Charter School (Y/N)	Charter School Number	Charter Funding Type	IRC	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)
Fortuna Elementary	Redwood Preparatory Charter	Elementary S	Elementary S	Traditional		Y	1304	Directly f	Y	K	8	201	26	12.9%	51	25.4%
Fortuna Elementary	Fortuna Middle	Elementary S	Intermediate	Traditional		N			N	5	8	265	171	64.5%	198	74.7%
Fortuna Elementary	South Fortuna Elementary	Elementary S	Elementary S	Traditional		N			N	K	4	379	266	70.2%	310	81.8%
Fortuna Elementary	Norman G. Ambrosini Elementary	Elementary S	Elementary S	Traditional		N			N	K	4	296	144	48.6%	173	58.4%
Fortuna Elementary	Toddy Thomas Elementary	Elementary S	Intermediate	Traditional		N			N	5	8	241	123	51.7%	153	63.3%
Imperial County Office of Education	Valley Academy	County Office	County Comm	County Community School		N			N	K	12	191	185	96.9%	185	96.9%
Imperial County Office of Education	Imperial County Juvenile Hall/Community	County Office	Juvenile Cou	Juvenile Court School		N			N	K	12	7	7	100.0%	7	100.0%
Imperial County Office of Education	Imperial County Special Education	County Office	Special Educ	Special Education School		N			N	K	12	346	172	49.7%	195	56.4%
Brawley Elementary	Barbara Worth Junior High	Elementary S	Intermediate	Traditional		N			N	7	8	821	546	66.5%	619	75.4%
Brawley Elementary	Miguel Hidalgo Elementary	Elementary S	Elementary S	Traditional		N			N	K	6	689	476	69.1%	526	76.3%
Brawley Elementary	J. W. Oakley Elementary	Elementary S	Elementary S	Traditional		N			N	K	3	833	665	79.8%	707	84.9%
Brawley Elementary	Myron D. Witter Elementary	Elementary S	Elementary S	Traditional		N			N	K	3	745	519	69.7%	576	77.3%
Brawley Elementary	Phil D. Swing Elementary	Elementary S	Elementary S	Traditional		N			N	K	6	790	613	77.6%	665	84.2%
Brawley Union High	Renaissance	High School I	District Comr	Community Day School		N			N	9	12	22	19	86.4%	19	86.4%
Brawley Union High	Desert Valley High (Continuation)	High School I	Continuator	Continuation School		N			N	9	12	179	134	74.9%	145	81.0%
Brawley Union High	Brawley High	High School I	High Schools	Traditional		N			N	9	12	1,677	1,086	64.8%	1,236	73.7%
Calexico Unified	Enrique Camarena Jr. High	Unified Scho	Junior High S	Traditional	Provision 2	N			N	7	9	697	470	67.4%	538	77.2%
Calexico Unified	Cesar Chavez Elementary	Unified Scho	Elementary S	Traditional	Provision 2	N			N	K	6	1,042	527	50.6%	671	64.4%
Calexico Unified	Aurora High (Continuation)	Unified Scho	Continuator	Continuator	Provision 2	N			N	9	12	190	153	80.5%	160	84.2%
Calexico Unified	Calexico High	Unified Scho	High Schools	Traditional	Provision 2	N			N	9	12	2,981	2,700	90.6%	2,979	99.9%
Calexico Unified	Dool Elementary	Unified Scho	Elementary S	Traditional	Provision 2	N			N	K	6	590	464	78.6%	482	81.7%
Calexico Unified	Jefferson Elementary	Unified Scho	Elementary S	Traditional	Provision 2	N			N	K	6	725	492	67.9%	528	72.8%
Calexico Unified	Rockwood Elementary	Unified Scho	Elementary S	Traditional	CEP	N			N	K	6	630	543	86.2%	561	89.0%
Calexico Unified	Mains Elementary	Unified Scho	Elementary S	Traditional	CEP	N			N	K	6	540	404	74.8%	421	78.0%
Calexico Unified	Kennedy Gardens	Unified Scho	Elementary S	Traditional	Provision 2	N			N	K	6	566	404	71.4%	436	77.0%
Calexico Unified	Blanche Charles Elementary	Unified Scho	Elementary S	Traditional	Provision 2	N			N	K	6	539	434	80.5%	468	86.8%
Calexico Unified	William Moreno Junior High	Unified Scho	Junior High S	Traditional	CEP	N			N	7	9	763	676	88.6%	705	92.4%
Calipatria Unified	Calipatria High	Unified Scho	High Schools	Traditional	Provision 2	N			N	9	12	364	248	68.1%	279	76.6%
Calipatria Unified	Bill E. Young Jr. Middle	Unified Scho	Intermediate	Traditional	Provision 2	N			N	5	8	351	280	79.8%	294	83.8%
Calipatria Unified	Grace Smith Elementary	Unified Scho	Elementary S	Traditional	Provision 2	N			N	K	4	89	80	89.9%	82	92.1%
Calipatria Unified	Fremont Primary	Unified Scho	Elementary S	Traditional	Provision 2	N			N	K	4	392	301	76.8%	321	81.9%
Central Union High	Phoenix Rising High	High School I	Alternative S	Alternative School of Choice		N			N	9	10	21	21	100.0%	21	100.0%
Central Union High	Southwest High	High School I	High Schools	Traditional		N			N	9	12	2,057	1,253	60.9%	1,415	68.8%
Central Union High	Central Union High	High School I	High Schools	Traditional		N			N	9	12	1,871	1,268	67.8%	1,430	76.4%
Central Union High	Desert Oasis High (Continuation)	High School I	Continuator	Continuation School		N			N	9	12	157	135	86.0%	144	91.7%
El Centro Elementary	Ballington Academy for the Arts and Sciences	Elementary S	Elementary S	Traditional		Y	1030	Directly f	Y	K	6	229	139	60.7%	154	67.2%
El Centro Elementary	Imagine Schools at Imperial Valley	Elementary S	Elementary S	Traditional		Y	1044	Directly f	Y	K	7	873	564	64.6%	648	74.2%
El Centro Elementary	Imperial Valley Home School Academy	Elementary S	Elementary S	Traditional		Y	1249	Locally fu	N	K	8	81	8	9.9%	8	9.9%
El Centro Elementary	De Anza Magnet	Elementary S	Elementary S	Traditional		N			N	K	8	455	230	50.5%	281	61.8%

OBJECTIVE: SAFETY

- ◆ **Specific “Complete Streets Element” Objective :** *Improve overall safety for motorists, bicyclists, pedestrians, and transit users on all county, city, and state highways and streets.*

Policy CS-12 HCAOG will support and collaborate with local and regional efforts to advance Safe Routes to School programs. *(Also supports objective: Complete Streets/ Balanced Mode Share)*

NEEDS ASSESSMENT

ROADS NEEDS ASSESSMENT

To assess how a roadway is performing, key factors are safety, capacity, physical condition, and direct and indirect environmental impacts. How a roadway performs will tell what its needs are. And the combined needs will tell how the broader roadway system is functioning.

- *Safety* – The roadway system must not subject people (or property) to hazardous conditions that risk their safety.
- *Capacity* – The roadway system’s capacity must be able to safely and functionally accommodate population growth and increased vehicle volumes.
- *Environmental impacts* – Transportation planning must address greenhouse gas emissions and the fuel and energy consumed for building, using, and maintaining roadways and other infrastructure for motorized transportation. Impacts to land, water, and air resources must be assessed.
- *Maintenance & rehabilitation backlog* – Humboldt County’s pavement condition index (100-point weighted average) rated 56 for 2010, and 64 for 2012. Roads rated between 50 and 70 are considered “at risk” (per “California Statewide Local Streets and Roads Needs Assessment,” January 2013).

The condition of local streets and roads continues to deteriorate due to the funding shortfalls and will be further challenged by the escalating repair costs in future years. Adequately investing in the local system is critical to protect the public’s current investment.

- 2010 RTP Guidelines

Throughout California, counties are having trouble keeping up with the costs of consistently maintaining and rehabilitating their roadways. The system suffers from “chronic road maintenance funding shortfalls.” The challenge is greater in rural counties because their low population densities mean there are more miles of roadway with less people to pay for them. Rural areas generate fewer funds per road mile. Like other California counties, Humboldt has had a backlog for decades. The current backlog, estimated as of August, 2013, is over \$217 million (see Table *Streets-4*).

5.2.3.1. Fluorescent Yellow-Green Warning Signs

The “fluorescent yellow-green” (FYG) designation is the name of a color the FHWA approved as an option for warning signs about schools, pedestrians, and bicycles in an amendment to the *Manual on Uniform Traffic Control Devices*. Fluorescent yellow-green has been an optional background color for use in warning signs for bicycle crossings, pedestrian crossings, school bus stops, and school zones in California since 1998. Although FYG was initially slow to gain popularity, the color is seeing increased use statewide.



Speed feedback sign

FYG signage has been installed in Humboldt County in several locations. These include near Cutten, Grant, and Morris Elementary Schools. This Study recommends FYG signs for projects in school zones and at unprotected crosswalks on high volume roadways. Cities and the County may want to consider replacing existing yellow warning signs for the FYG signs at locations where pedestrians and vehicles are known to have conflicts.

5.2.3.2. Speed Feedback Signs

Speed feedback signs are proposed for the arterial roadways adjacent to the schools. These signs use a radar to flash the motorist's speed if it is over the 25 mph school speed limit. The signs can be set up to only operate during the school AM and PM commute periods, thereby increasing their long-term effectiveness. These signs are expected to reduce overall speeds along the school corridor during the school commute periods.

5.2.3.3. Sidewalks around Schools

To help students walk to and from school, the Humboldt Pedestrian Plan recommends the development of sidewalks or shoulders within a one mile radius of schools on county roadways. This is a lofty goal that is attainable with time. Developing these facilities will serve as a backbone for the pedestrian network countywide.

5.3. INCORPORATED COMMUNITIES

5.3.1. *Arcata*



Downtown Arcata is a well-utilized pedestrian district.

The City of Arcata has a population of approximately 16,700 persons. Arcata’s downtown has a grid street network and a traditional design with a town center and a plaza surrounded by shops, restaurants and other amenities. The speed limit on most streets within the city is 25 or 30 mph. Outside of the traditional town center, the development pattern is more contemporary suburban in style and primarily residential. In general, these areas have more sidewalk gaps. Arcata is bordered by agricultural pastures to the west, the Arcata Community Forest to the east, Humboldt Bay and the Arcata Marsh & Wildlife Sanctuary to the

GUIDING GOALS, POLICIES, AND OBJECTIVES

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

BP-1 Policy: Develop a cohesive system of regional bikeways that provides access to, and between, major activity centers, public transportation, recreation, and other destinations, and eliminate barriers to pedestrian and bicycle travel. [Linked to Performance Measures #9-Pedestrian Mobility and #10-Bicycle Mobility.]

Objective: Periodically evaluate designated pedestrian facilities and bicycle routes to identify barriers to local and regional pedestrian and bicycle travel. Prioritize pedestrian and bicycle roadway improvements that will eliminate those barriers -- such as bridges, roadway shoulder widening, and gap closures.

Objective: Construct and maintain contiguous sidewalks and designated bicycle routes within one mile of all public schools, and between transit stops and nearby public facilities (libraries, parks, and community centers).

BP-2 Policy: Encourage an interconnected transportation network.

Objective: Update transportation plans to include an interconnected, well-planned, and efficient regional transportation network that includes pedestrian and bicycle facilities.

Objective: Develop bicycle and pedestrian trail facilities in the region, through coordination among Humboldt County (Humboldt County General Plan), Caltrans, cities, non-profits, and other entities with planning responsibilities.

BP-3 Policy: Encourage and support the creation, or expansion, of comprehensive safety awareness, driver education, cyclist education and diversion training programs for bicyclists and motorists.

Objective: Develop programs that improve the safety of pedestrians and bicyclists -- including education for bicyclists, motorists, and pedestrians -- and actively enforce bicycle safety laws.

BP-4 Policy: Encourage the pursuit of alternative non-motorized funding sources to the maximum degree plausible.

Objective: Secure alternative funding source -- such as grants and public-private partnerships-- to finance pedestrian and bicycle facility improvements.

Objective: Develop alternative approaches for providing improvements to pedestrian and bicycle facilities.

Parent Survey Report: One School in One Data Collection Period

School Name: South Fortuna Elementary School

Set ID: 12187

School Group: Fortuna Union School District

Month and Year Collected: September 2014

School Enrollment: 0

Date Report Generated: 01/12/2015

% Range of Students Involved in SRTS: 76-100%

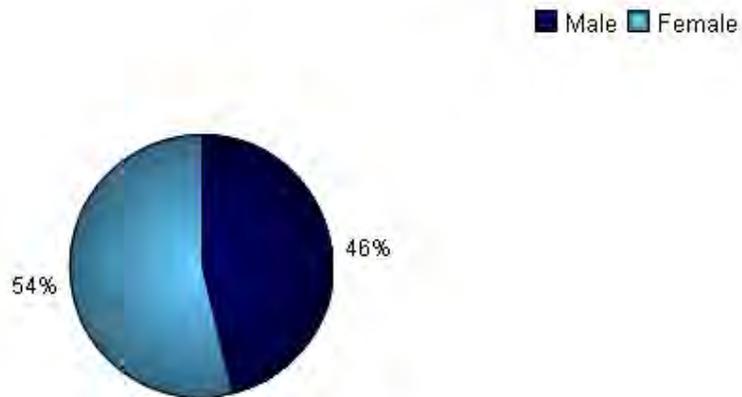
Tags:

Number of Questionnaires Distributed: 380

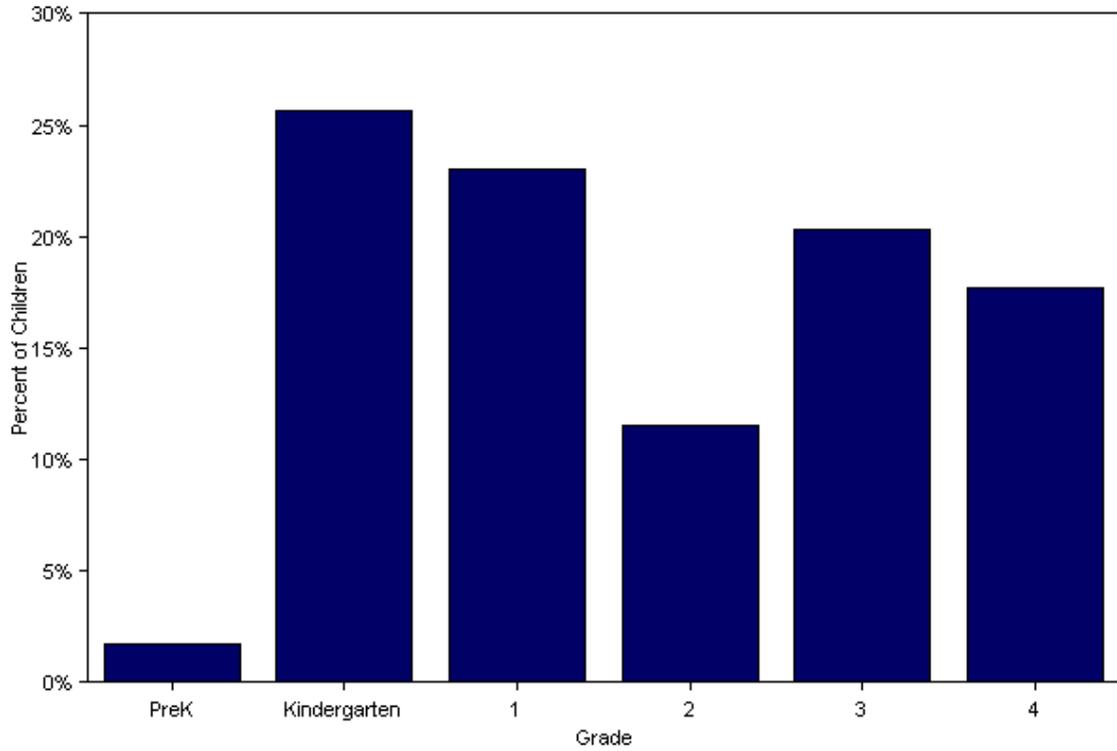
Number of Questionnaires Analyzed for Report: 119

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.

Sex of children for parents that provided information



Grade levels of children represented in survey



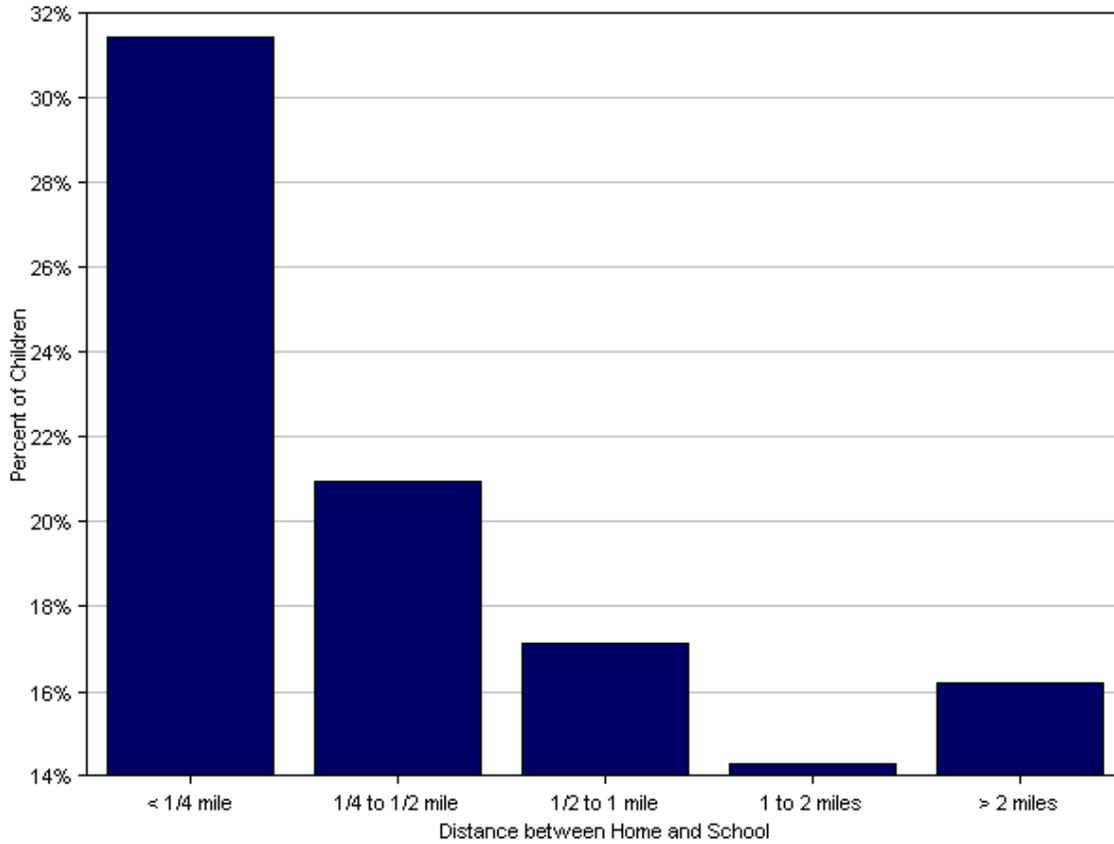
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	2	2%
Kindergarten	29	26%
1	26	23%
2	13	12%
3	23	20%
4	20	18%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



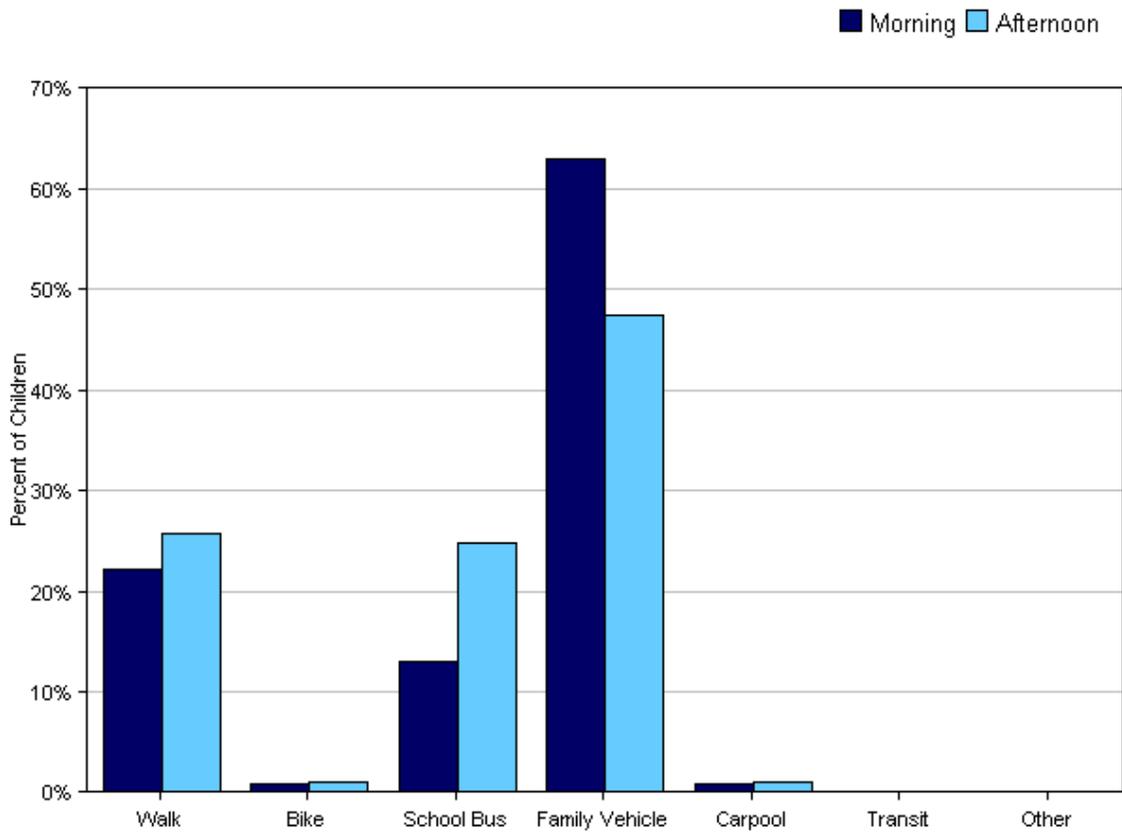
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	33	31%
1/4 mile up to 1/2 mile	22	21%
1/2 mile up to 1 mile	18	17%
1 mile up to 2 miles	15	14%
More than 2 miles	17	16%

Don't know or No response: 14

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

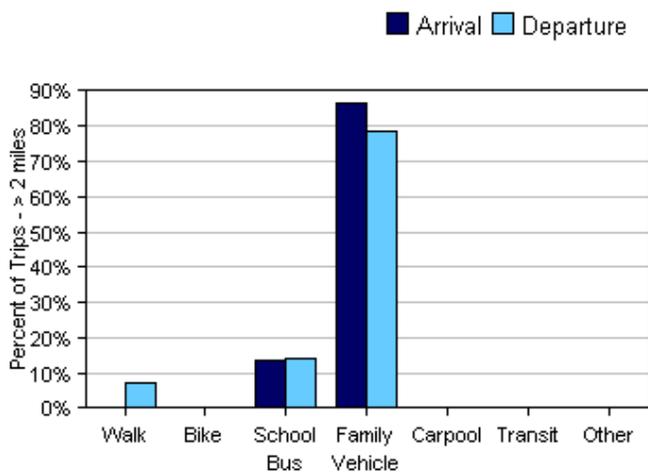
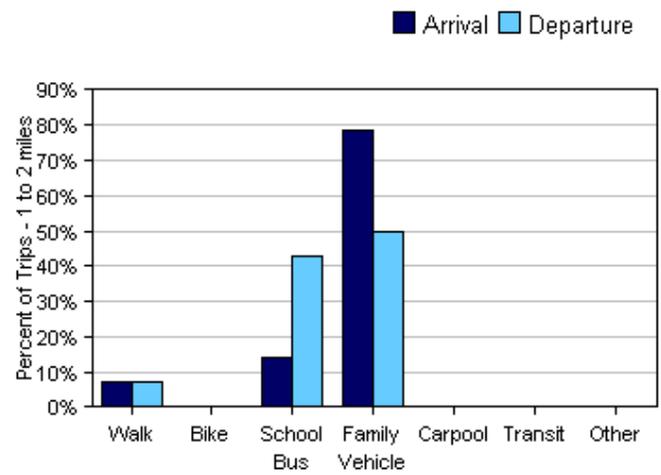
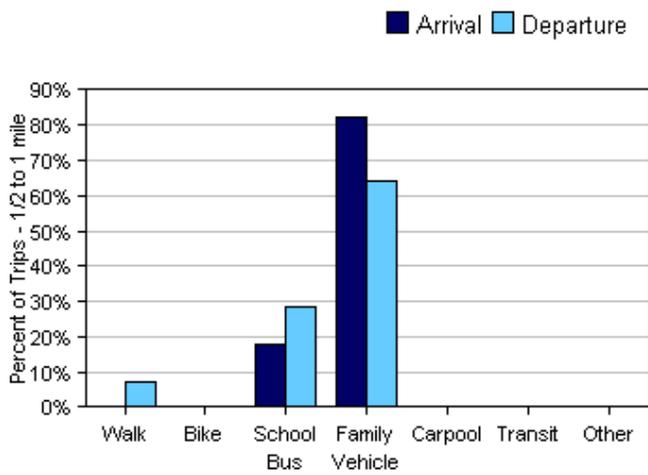
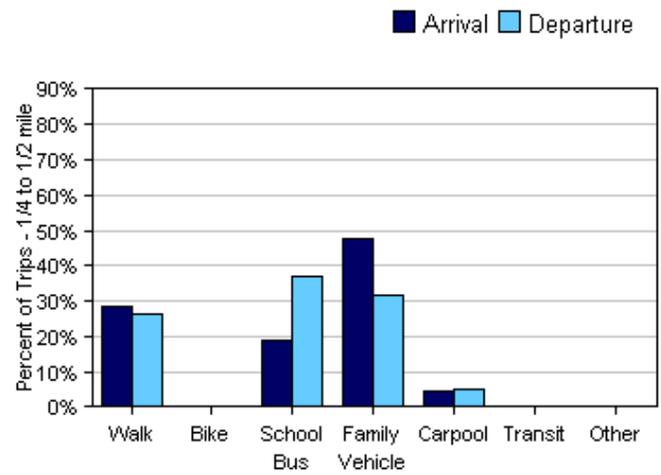
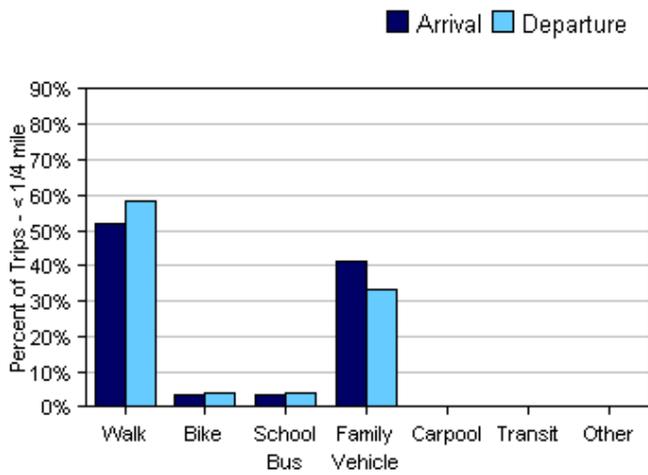
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	108	22%	0.9%	13%	63%	0.9%	0%	0%
Afternoon	97	26%	1%	25%	47%	1%	0%	0%

No Response Morning: 11

No Response Afternoon: 22

Percentages may not total 100% due to rounding.

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	29	52%	3%	3%	41%	0%	0%	0%
1/4 mile up to 1/2 mile	21	29%	0%	19%	48%	5%	0%	0%
1/2 mile up to 1 mile	17	0%	0%	18%	82%	0%	0%	0%
1 mile up to 2 miles	14	7%	0%	14%	79%	0%	0%	0%
More than 2 miles	15	0%	0%	13%	87%	0%	0%	0%

Don't know or No response: 23

Percentages may not total 100% due to rounding.

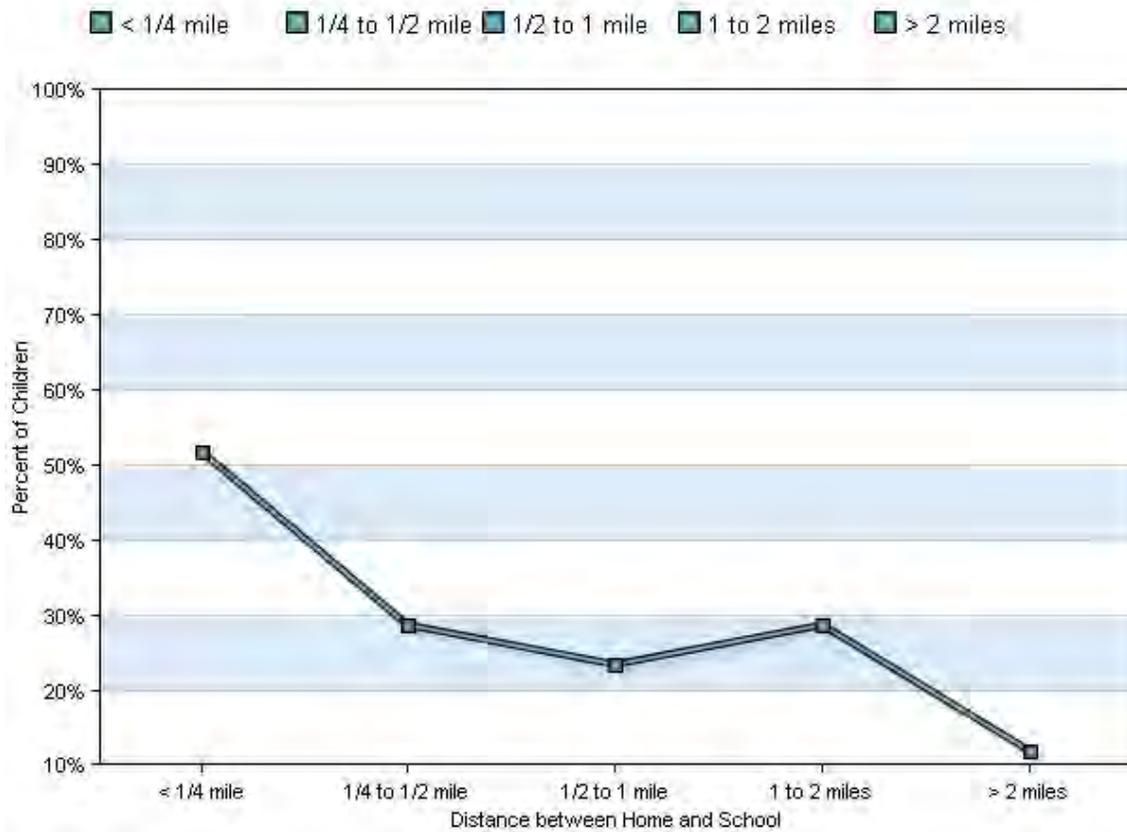
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	58%	4%	4%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	19	26%	0%	37%	32%	5%	0%	0%
1/2 mile up to 1 mile	14	7%	0%	29%	64%	0%	0%	0%
1 mile up to 2 miles	14	7%	0%	43%	50%	0%	0%	0%
More than 2 miles	14	7%	0%	14%	79%	0%	0%	0%

Don't know or No response: 34

Percentages may not total 100% due to rounding.

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

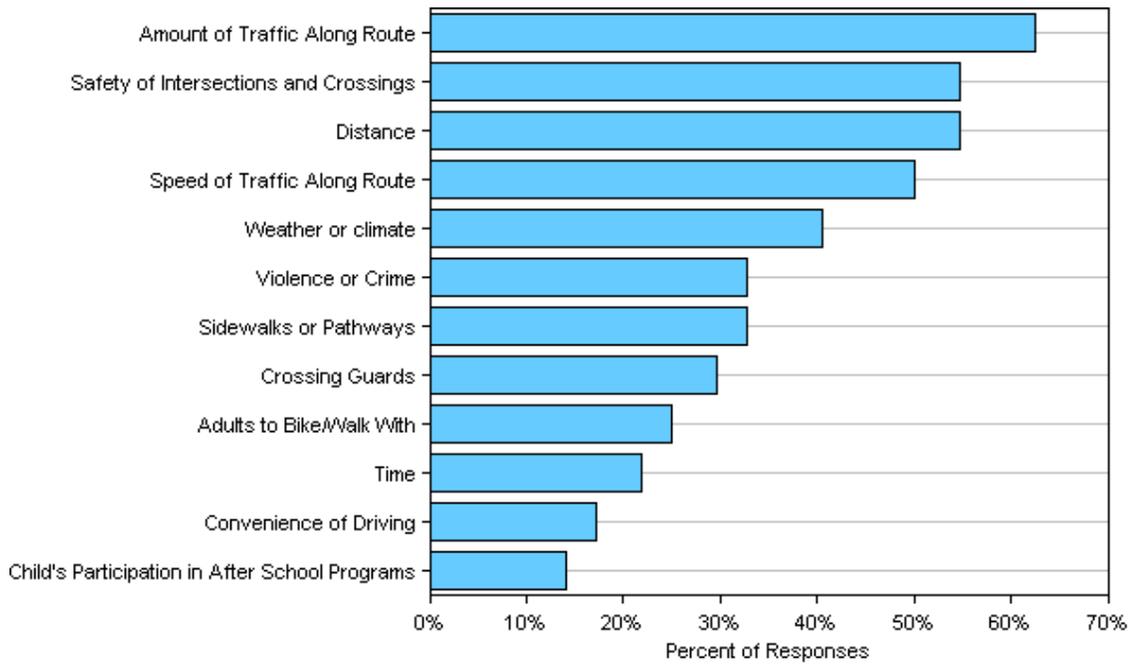


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

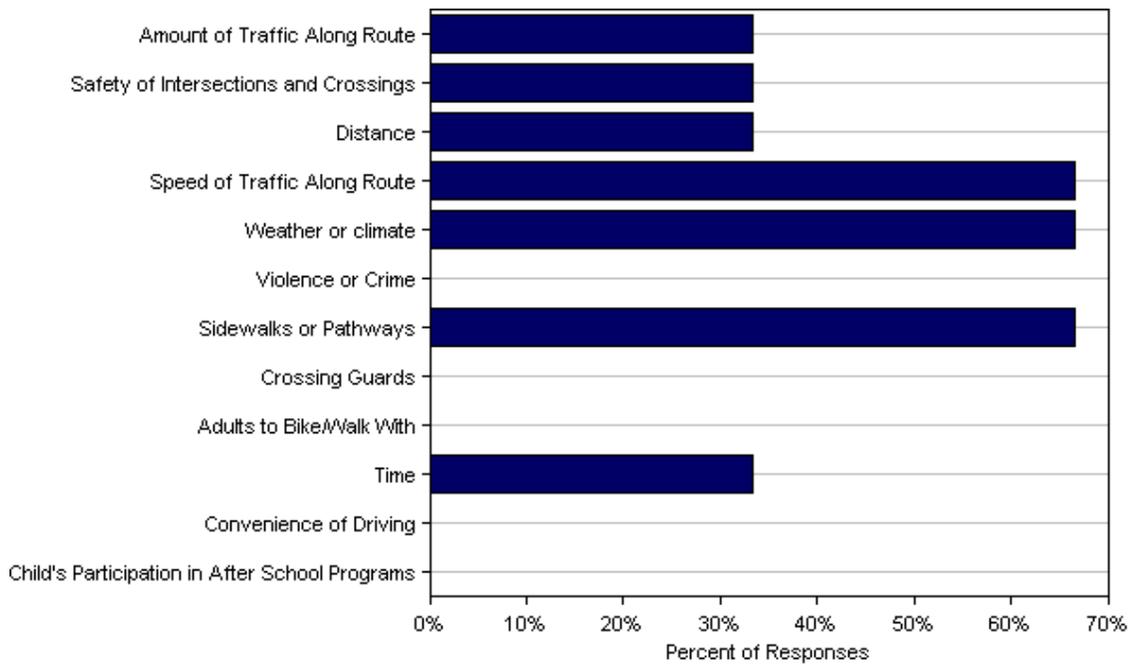
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	31	52%	29%	24%	29%	12%
No	67	48%	71%	76%	71%	88%

Don't know or No response: 21
 Percentages may not total 100% due to rounding.

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

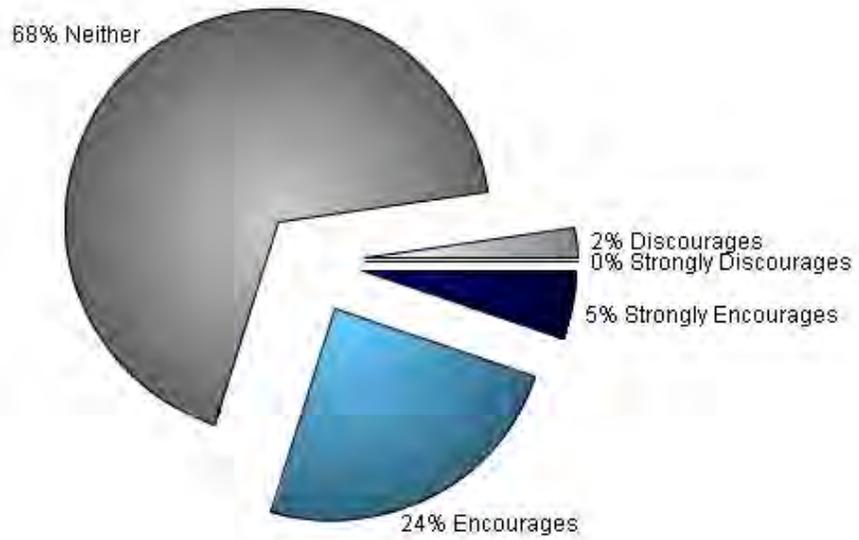
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	63%	33%
Safety of Intersections and Crossings	55%	33%
Distance	55%	33%
Speed of Traffic Along Route	50%	67%
Weather or climate	41%	67%
Violence or Crime	33%	0%
Sidewalks or Pathways	33%	67%
Crossing Guards	30%	0%
Adults to Bike/Walk With	25%	0%
Time	22%	33%
Convenience of Driving	17%	0%
Child's Participation in After School Programs	14%	0%
Number of Respondents per Category	64	3

No response: 52

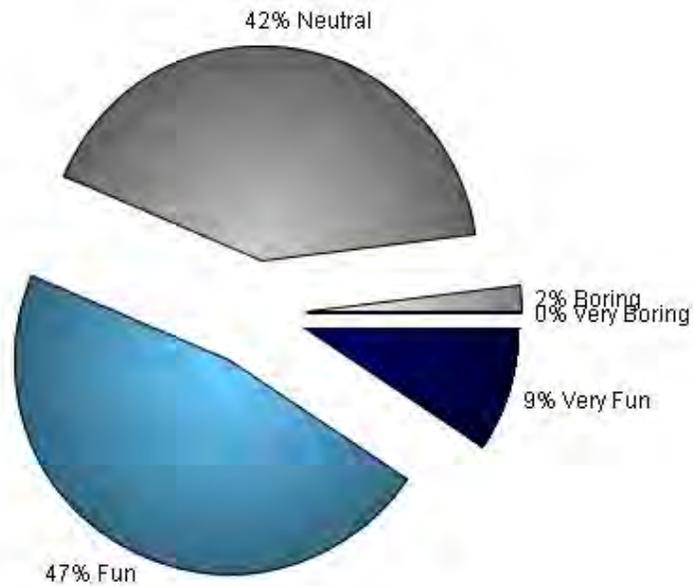
Note:

- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

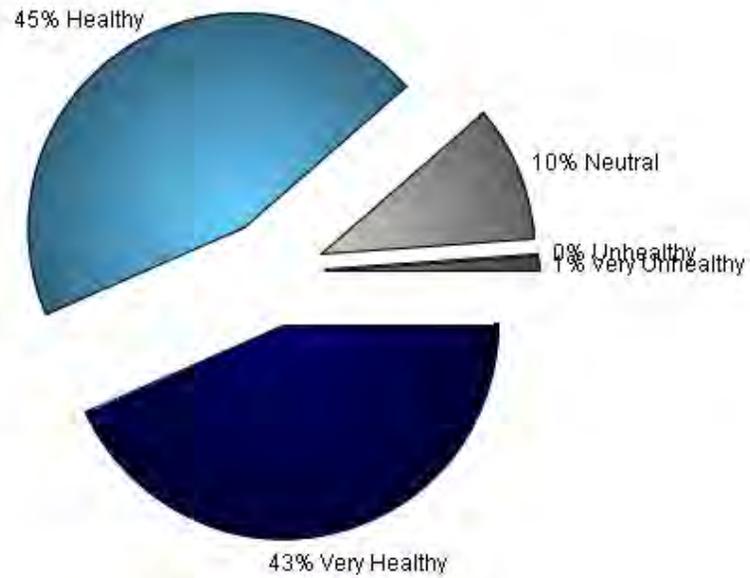
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1276958	UNOS CONDUNTORES NO RESPETAN LAS SENULES SELA ESCUELA
1276962	LA ALTA VELOCIDAD DE LOS AUTOS AVECES NO SE FIJA MI SULEVENCIA PODRIA SER UN STOP CON LUCES COMO EL QUE ESTA EN EL CRUCE DE LA RAY'S
1277021	QUESTION #9 - DEPENDING ON DISTANCE
1277028	SHE ISN'T OLD ENOUGH TO WALK BUT IN THE FOURTH GRADE WITH FRIENDS & SHE SHOWS ME GREAT MATURITY & CAN ACT RESPONSIBLY SHE MAY.
1277041	QUESTIONS 10-AND 11 WERE A BIT CONFUSING NOT SURE IF THEY WENT TOGETHER ACROSS THE LINE.
1276987	I WOULD PROBABLY CONSIDER LETTING MY CHILD WALK/RIDE IF TRAFFIC WASN'T SO BAD. I WOULD SUGGEST YOU WE FIND A BETTER SYSTEM FOR PARENTS THAT DROP THEIR CHILDREN OFF. IT IS TO CONJESTED AND NOT SAFE FOR OUR CHILDREN!
1277010	1-11. TK IN GRADE
1277013	TK IN GRADE
1277019	CARS TRAVELING EAST ON NEWBURG CAN'T MAKE A LEFT HAND TURN INTO SCHOOL SO THEY MAKE A "U" TURN AT ORCHARD LANE. NO SIDEWALK ON ORCHARD AND CARS PARK UP TO STOP SIGN MEANS KIDS ARE WALKING IN STREET. CARS MAKING "U" TURN AREN'T WATCHING FOR CHILDREN OR OTHER CARS. HAVE HAD MANY CLOSE CALLS AT THIS INTERSECTION ALMOST DAILY WALKING OR DRIVING.
1277064	ME GUSTA MUCHO - E/APOLLO - QUELEDAN. ANUESTRO. IJO. ENLA - ESCUELA MUCHAS. GRASIAS
1277068	MI HIJO NO PUEDE IR MANEJANDO EN BISICLETA PORQUE VIVE EN LOLETA. ESTA MUY LEJOS
1277073	I WANT YOU TO KNOW THAT I'M VERY PROTECTED OF MY GRANDSON [REDACTED] I CARE VERY MUCH OF HIS LEARNING & HEALTH! IN MY OPINION [REDACTED] DOESN'T QUALIFY TO WALK ON HIS OWN OF ANY SORT I TRUST NO ONE OUT THERE FROM THE STREETS. HE WILL BE DRIVEN BUT I RATHER HE TAKE BUS IT'S ONLY A FEW STEPS AWAY ON 12TH STREET & MY CROSS STREET FROM LONI DRIVE IS 12TH STREET. SO WHY MY CHILD CAN'T RIDE THE BUS IS TOTALLY UNHEARD OF ESPECIALLY WHEN IT'S IN REACH. THIS IS WHAT HE WANTS WHAT A SHAME NO BUS! NOTE: [REDACTED] HAS ASKED TO RIDE THE BUS & THE BUS IS RIGHT AT OUR CORNER & AT OUR FINGERTIPS I TRUST BUS THEN I DO ON HIS OWN I TRUST NO ONE! QUESTION #10 - WHEN [REDACTED] SHOWS COMPLETE RESPONSIBILITIES THEN I WILL FEEL COMFORTABLE FOR HIM TO WALK BUT UNTIL THEN NO HE WILL CONTINUE TO BE DRIVEN.
1276976	SOUTH SCHOOL IS TO FAR W/ TOO MANY INTERSECTIONS TO CROSS FROM OUR HOME. ALSO [REDACTED] IS TOO YOUNG TO WALK ALONE.
1277011	TK IN GRADE
1277040	IF WE LIVED CLOSE ENOUGH WE WOULD DEFINITELY WALK OFTEN.
1276967	IT WILL BE A GOOD IDEA TO HAVE SOMEONE WATCHING KIDS IN THE MORNING AND AFTER SCHOOL BECAUSE IN NOW DAYS CRIMINALISM IS TO HIGH AND ALL PARENTS WILL FEEL MORE COMPTIBLE.
1276990	MY CHILD LIVES TOO FAR FROM HIS SCHOOL AND IS SPECIAL NEEDS AND SO NEEDS TO BE ACCOMPANIED.
1277039	MY KIDS BIKE TO SCHOOL TOGETHER IF THEY WERE ALONE THEY WOULD NOT BE RIDING A BIKE.
1277050	MY SON IS TO SMALL TO WALK TO/FROM SCHOOL BUT I WOULD ENCOURAGE HIM TO DO SO WHEN HE GETS OLDER AND MORE AWARE OF HIS SURROUNDINGS.
1277032	I FEEL THAT WE NEED FPD TO PARK BY SCHOOL TO SEE HOW MANY CARS SPEED BY OR DON'T STOP PRAY FOR CROSSGUARD IT WOULD BE NICE TO HAVE MORE BUS PICK UP SPOTS IT GETS WET AND COLD FOR THOSE WITH NO CAR
1277057	MY SON IS TO YOUNG TO CONSIDER WALKING OR BIKING TO SCHOOL. ITS HARD FOR ME TO EVEN THINK ABOUT IT. QUESTION #9 - UNSURE AT THIS POINT.

01-FORTUNA-2

1277018	WE LIVE IN HYDESVILLE. IT IS TOO FAR TO WALK OR RIDE A BIKE.
1276997	IT JUST TO FAR FOR HER TO WALK AT LEAST ON THE BUS I SEE HER ON SO I KNOW SHE'LL MAKE IT TO SCHOOL. A LITTLE LESS WORRY FOR ME
1277017	QUESTION #10 - ALL OF THESE ARE REASONS NOT TO LET MY CHILDREN WALK OR RIDE BIKES TO SCHOOL!

School	SR2S Work Type	Project Description	Evidence of Success	Summary of Measured Results and Comments
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

Walkability Audit and Workshop Outcomes
South Fortuna Elementary School
Fortuna, California
February 2, 2015

Natural Resources Services Division of Redwood Community Action Agency
with funding from the McLean Foundation



Overview: A Walkability Audit and Workshop was held in Fortuna on February 2, 2015 to observe and identify concerns and solutions to safety issues around kids who walk or bike to South Fortuna Elementary and Redwood Preparatory Charter School. Parents, neighbors, teachers, the school principal, school district facilities staff, Fortuna City Engineers, Humboldt County 2nd District Supervisor, Fortuna City Council, Fortuna Police Department, Fortuna Fire Department, NRS/RCAA staff, and County Public Health were all on hand to witness firsthand the challenges and opportunities around safe walking and bicycling in south Fortuna. The Audit was supported by the County-wide Safe Routes to Schools (SR2S) Task Force and funded through the McLean Foundation.

Attendees:

The Audit was attended by South Fortuna Elementary principal Jeff Northern, South Fortuna teacher Angela Schuetzle, South Fortuna Facilities Director Gary Huber, Humboldt County 2nd District Supervisor Estelle Fennell, Fortuna City Councilwoman Tiara Brown, McLean Foundation Director Denise Marshall, Fortuna City Engineer Merritt Perry, Fortuna Development Services Manager Kevin Carter, Fortuna General Services Superintendent Mike Johnson, Fortuna Police Officers Robin Paul and Shelley Allen, Active Transportation Specialist Melanie Williams, and County Public Health Staff Joan Levy and Michelle Postman. Several engaged parents and neighbors were also in attendance and the school interpreter provided interpretation to four Spanish-speaking parents.

Visioning: At the beginning of the workshop, participants were asked to share their vision for the workshop and the outcomes they would like to see:

- The ability for children to walk on their own
- Collaboration between the school and City to identify 'Quick Fixes'
- Sidewalk infill
- Safe walking options for seniors
- Parent education to ease congestion
- Sidewalks on Lawndale Street
- Improve options for walking short distances
- Address drop-off and pick-up concerns
- Change parent behavior to create good role models
- Improve intersection at Lawndale and 2nd Street
- Increase the number of children walking
- Improve safety skills of students
- Identify specific improvements for grant funding
- Increase opportunities for improving health and safety for all Fortuna children

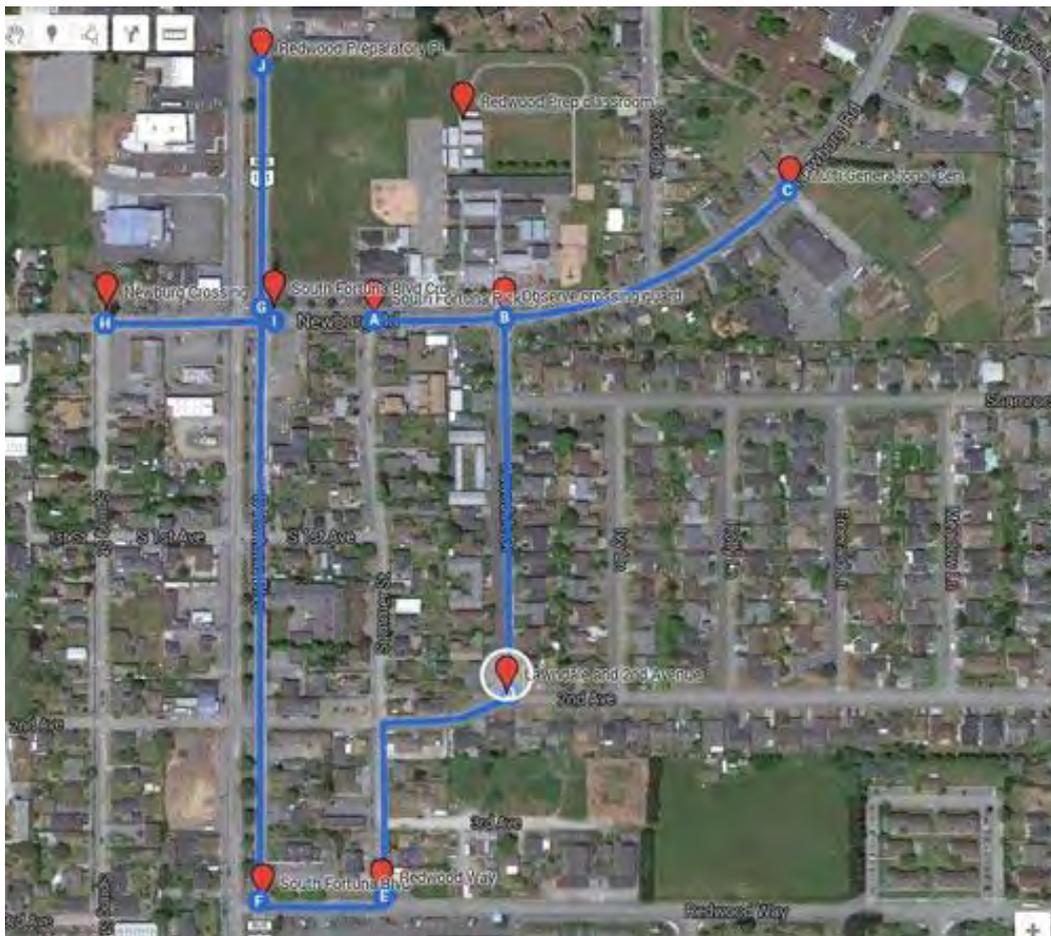
Background: South Fortuna Elementary (SFE) and Redwood Preparatory Charter School (RPCS) are located on the same campus in Fortuna, California within Humboldt County. For the 2014-2015 school year, RPCS relocated their upper grade students (6th – 8th) to SFE from their current location at a community church on Ross Hill Road in Fortuna. RPCS planned to move all remaining grades (K – 5) to the SFE campus in the 2015-2016, however grant funding to cover construction costs for new classrooms was not received, leaving the school uncertain as to where they will be permanently located. The safety of students walking and bicycling to SFE has been a concern for some time, therefore the walk audit was coordinated to assist the school identify concerns and potential solutions to safety issues, especially with the increase in the number of students traveling to and from the campus with the transition of RPCS to the SFE campus. While some pedestrian infrastructure exists, there are challenges with the arrival/dismissal area, obsolete signage and pavement markings, nearby streets that lack sidewalks, and the volume and speed of traffic along Newberg Road. Initial concerns/comments expressed by participants prior to the field exercise include:

- Speeding vehicles on Newberg Road
- Drivers disregarding the crossing guard on Newberg Road
- Drivers not complying with arrival and dismissal procedures/Double parking in school lot
- Drivers disregarding 'No Left Turns' into and out of school parking lot on Newberg Road
- Lack of sidewalks, striping and pavement markings on Lawndale Street
- Bus un/loading zone needs better signage

Observation of School Environment: Participants first gathered in front of South Fortuna Elementary to observe dismissal time and witness safety concerns for students walking and/or bicycling to school. South Fortuna Elementary has struggled with traffic congestion in the parking lot and unloading zone for several years. Parent behavior in their vehicles has been an issue of concern as many fail to obey the proper procedures for dropping off and picking up children at school. To increase safety and reduce congestion, no left turns into or out of the school parking lot have been established, however, some drivers continue to make left turns. Other parents, arriving on foot to pick up their children also demonstrated dangerous behaviors such as mid-block crossing of Newberg Road outside of designated crosswalks.

The group then walked along Newberg Road to observe the TK-K arrival/dismissal area, and further down the road to Orchard Lane near the Multi Generational Center. The group then walked south on Lawndale to 2nd Street, Summer Street, and Redwood Way. From Redwood Way, the group walked up to Fortuna Blvd and back to the school entering the campus at Redwood Preparatory Charter School students' arrival and dismissal area. A lack of time prevented the group from crossing Fortuna Blvd to observe site H as indicated on the map below.

Route Map



FINDINGS:

South Fortuna Elementary School:



No Left Turns have been established going into or out of the South Fortuna Elementary School parking lot, however, many drivers fail to observe the rule. It was established to create a safer ingress/egress in the arrival/dismissal area with less traffic congestion affecting the signal at Fortuna Blvd. Markings on the street do not indicate that drivers may not turn left (there are no double yellow lines present).

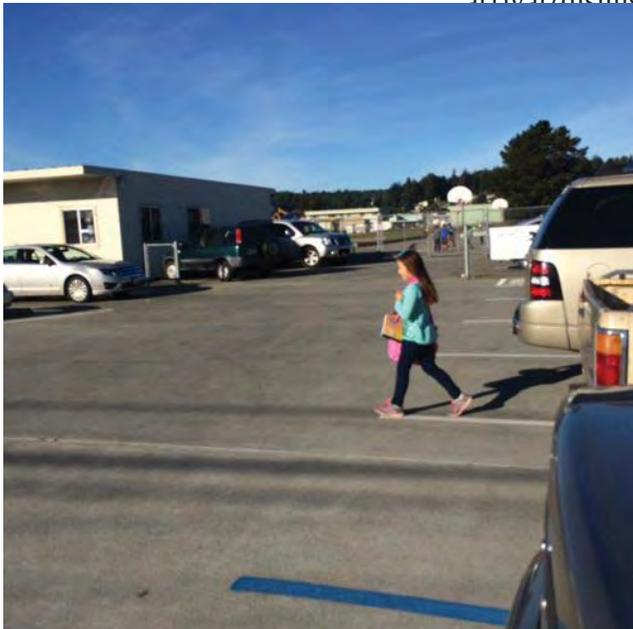


Confusing signs exist in the parking lot. These two signs are on opposite sides of the same post. Perhaps changing the "Enter Only" sign to read "No Exit" would be clearer.

The arrival/dismissal procedure calls for one line of cars for loading and unloading. However, parents tend to create two additional lines behind parked cars, often leaving vehicles unattended and blocking through traffic.



A safer, more streamlined traffic flow pattern and arrival/dismissal procedure need to be developed.



A clearly defined walking path for pedestrians is absent from the parking lot. With several lanes of traffic and cars backing up from parking places, students and parents/caregivers need to be taught how to approach vehicles and where it is safest to walk.



Pavement markings should be repainted and/or removed where obsolete (such as the 'Buses Only' marking in the TK-K area)



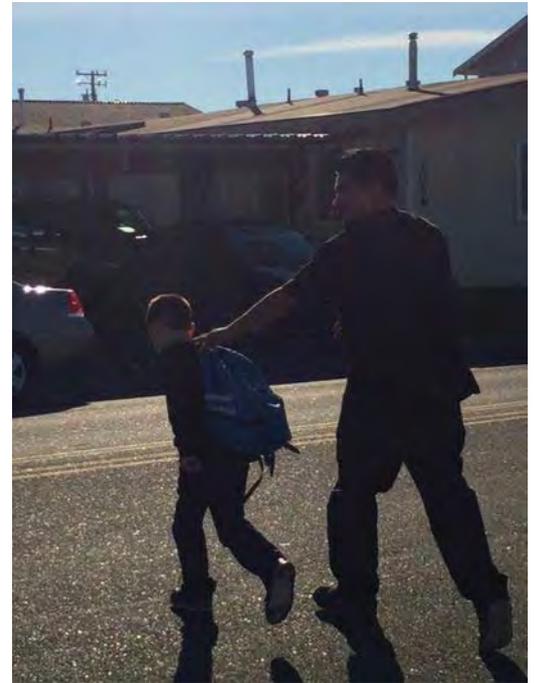
If current parking spaces were removed or relocated, the area directly in front of the school could potentially be established as the loading/unloading zone (while retaining ADA parking).



The TK-K area should be considered for a new arrival/dismissal area for grades 1 & 2. This would increase safety by reducing congestion in the main arrival/dismissal area in front of the school. Teachers would potentially walk students to the bus or this area with South Fortuna 'stars' stamped path to guide the way.



Re-post Bus Zone signage on existing pole and add new pavement markings to clearly identify the Bus Zone is for Buses Only.



Educate parents on the importance of being good role models for their children and only crossing the street at intersections and crosswalks.



Encourage crossing guards (and back-ups) to take annual refresher training course to ensure proper protocol is being observed (i.e. Hold stop paddle overhead as you walk to center of crosswalk. Once in the center, signal for pedestrians to cross. Once pedestrians have crossed, continue holding stop paddle overhead until you reach the sidewalk).

Encourage crossing guards to enforce proper crossing behavior among students and other pedestrians (i.e. walk, don't run, across crosswalk).



Replacing existing sidewalk with a raised crosswalk with bulbouts would help decrease the crossing distance.



Consider installing a new crosswalk with bulbouts across Orchard at Newberg to shorten the crossing distance and improve pedestrian visibility.

Because the speed limit in the school zone is 15MPH (when children are present) on Newberg Road, switching the 25MPH sign with the 'End School Zone' sign would help provide clarity and reduce speeds.



Many students and families use Lawndale Drive as a route to get to and from school but do not feel safe.



Lawndale Drive is very wide and lacks sidewalks, pavement markings, striping, and signage.



Sidewalk gap on Lawndale Drive



Lawndale Drive at 5

urther out into the street.



The intersection of Lawndale Drive and Second Street needs a re-design to slow vehicle traffic around the corner and to provide signage and/or other guidance and direction for drivers.



Consider re-inst



y existed.

Identifying Concerns and Solutions:

After the Observation and Walk, participants reconvened to discuss potential SR2S engineering, education, and encouragement strategies that could help solve some of the safety concerns encountered on the walk. Using street view maps, participants came up with and reported out on potential engineering, education, enforcement, and encouragement strategies.

The following recommendations were made:

Engineering/Infrastructure recommendations:

- Hire Engineer to redesign arrival/dismissal procedure in school parking lot
 - Use paint to demarcate walking path through parking lot from school to vehicles
 - Remove parking spaces closest to school to create new un/loading zone
 - Create Fire Lane and Drop-off lane
 - Form Safety Patrol to safely get students in and out of vehicles quickly
 - Create one-way traffic flow in parking lot
- Re-design more visible crosswalks at Newberg and Fortuna Blvd intersection
- Install clear Bus Zone signs in English and Spanish
- Clarify Bus Zone area with 'Buses Only' pavement marking
- Replace existing crosswalk on Newberg and Lawndale Drive with raised crosswalk and bulbouts
- Add signage and paint to indicate arrival/dismissal area for grades 1 & 2 being moved to TK/K
- Stamp a 'Star Path' to show the way students should walk to get to TK/K dismissal area
- Install new crosswalk on Newberg Road at Virginia Drive
- Install 'U-Turn 1000 Feet Ahead' sign on Newberg in advance of Virginia Drive
- Extend school zone along Newberg Road by including Eel River Community School
- Switch 25 MPH and 'End School Zone' signs on Newberg Road
- Narrow the intersection, add crosswalk and bulbouts on Newberg and Orchard
- Install 'Right Turn Only' sign on Lawndale at Newberg Road
- Place bike lanes and center road striping on Lawndale Drive
- Install sidewalks with curb and gutter on Lawndale Drive
- Re-design intersection of Lawndale and Second for traffic calming
 - Add crosswalk?
 - Roundabout?
- Install Yield sign on Lawndale and Second
- Install School Zone signs on Lawndale as you approach Newberg

on Redwood Way where one previously existed
 nces that have cars parked into the sidewalk



Educational/Encouragement recommendations:

- Develop walking map with suggested routes
- Create arrival/dismissal maps and procedures for parents
- Develop new procedure for un/loading 1st and 2nd graders in TK/K area
- Create arrival and dismissal map and have volunteers reinforce during 1st week of school
- Decorate chain link fence on Fortuna Blvd to create more of a school presence
- Create a Positive Incentive program for parents/caregivers doing the right thing
- Establish Remote Drop Off at Multi-Generational Center

Next Steps - short term:

	Action	Who?
1.	Install clear Bus Zone signs in English and Spanish	FESD
2.	Develop Walking Map with suggested routes	PTA/Site Council
3.	Switch 25 MPH and 'End School Zone' signs	City of Fortuna

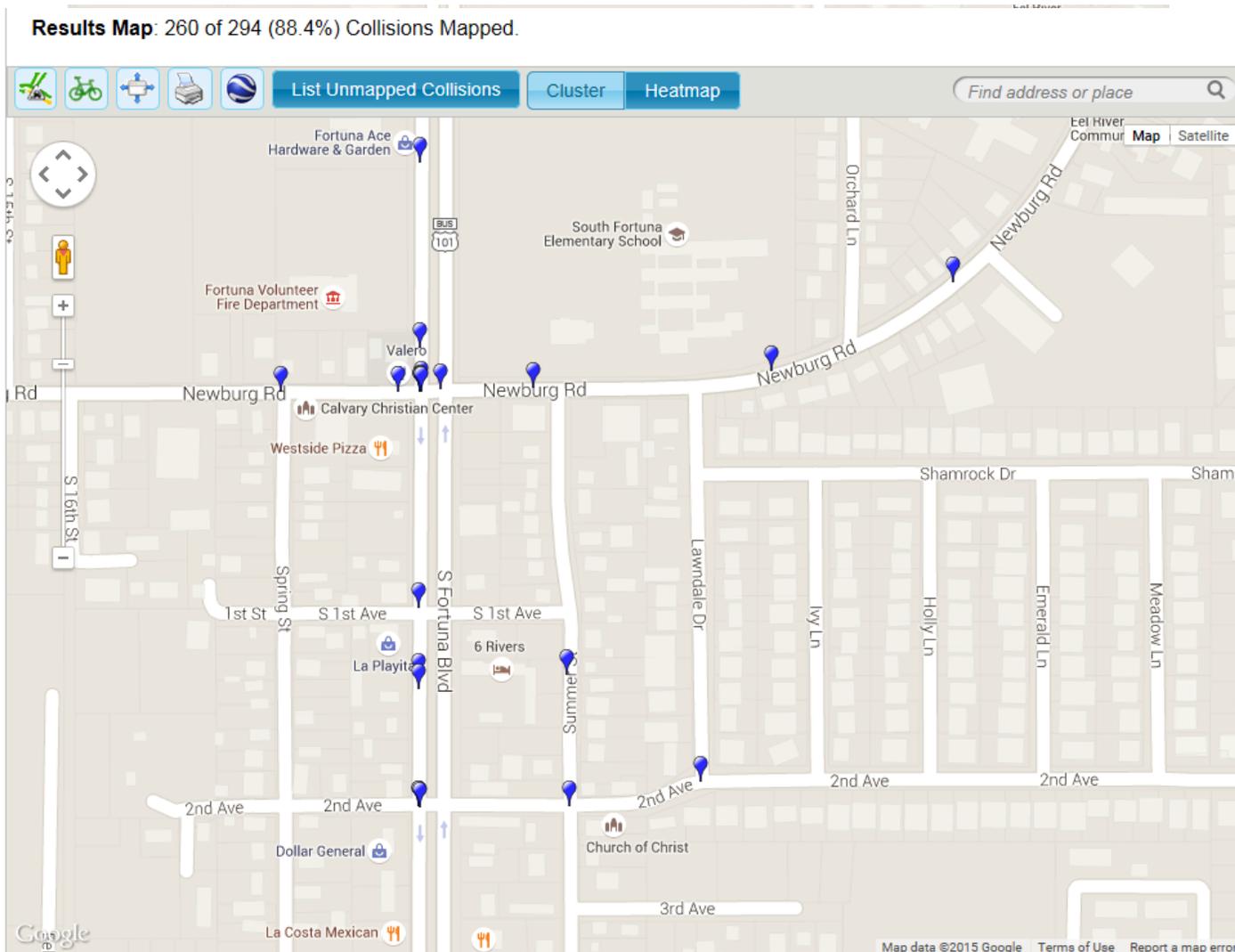
	on Newberg Road	
4.	Create arrival/dismissal maps and procedures for parents	PTA/Site Council
5.	Develop new procedure for un/loading 1 st and 2 nd graders in TK/K area	Jeff, PTA, Site Council
6.	Add signage and paint to indicate arrival/dismissal area for grades 1 & 2 being moved to TK/K	Jeff, FESD, PTA, Site Council
7.	Stamp a 'Star Path' to show the way students should walk to get to TK/K dismissal area	PTA, Site Council
8.	Decorate chain link fence on Fortuna Blvd to create more of a school presence	Students, PTA, Site Council
9.	Create a Positive Incentive program for parents/caregivers doing the right thing	Jeff, PTA, Site Council
10.	Create Safety Patrol	PTA, Site Council
11.	Install Yield sign on Lawndale and Second	City of Fortuna
12.	Schedule meeting to discuss 'quick fixes'	City and FESD
13.	Clarify Bus Zone area with 'Buses Only' pavement marking	FESD
14.	Install School Zone signs on Lawndale as you approach Newberg	City of Fortuna
15.	Extend school zone along Newberg Road by including Eel River Community School (thus reducing speed to 15MPH further)	City of Fortuna
16.	Follow up with residences that have cars parked into the sidewalk	FESD, PTA
17.	Place bike lanes and center road striping on Lawndale Drive	City of Fortuna

Next Steps - long term:

	Action	Who?
1.	Hire Engineer to redesign parking lot arrival and dismissal procedure	FESD
2.	Install raised crosswalk with bulbouts at Newberg and Lawndale	City of Fortuna
3.	Install new crosswalk on Newberg Road at Virginia Drive (Install 'U-Turn 1000 Feet Ahead' sign on Newberg in advance of Virginia Drive)	City of Fortuna
4.	Narrow the intersection, add crosswalk and bulbouts on Newberg and Orchard	City of Fortuna
5.	Install 'Right Turn Only' sign on Lawndale at Newberg Road	City of Fortuna
6.	Install sidewalks with curb and gutter on Lawndale Drive	City of Fortuna
7.	Redesign intersection of Lawndale and Second for traffic calming (crosswalk? roundabout?)	City of Fortuna
8.	Re-design more visible crosswalks at Newberg and Fortuna Blvd intersection	City of Fortuna
9.	Establish Remote Drop Off at Multi-Generational Center	FESD, PTA, Site Council

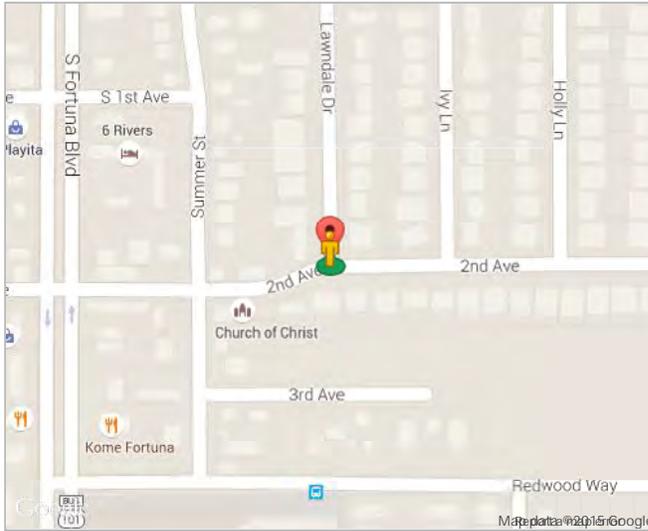


01-FORTUNA-2



01-FORTUNA-2

COLLISION DETAILS: CASE ID 4200527



County	HUMBOLDT	City	FORTUNA
Date (Y-M-D)	2009-04-03	Time	15:35
Nearby Intersection	2ND AV & LAWDALE DR		
Coordinate Location	40.5861, -124.14454		
State Highway	N	Route	-
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Driving or Bicycling Under the Influence of Alcohol or Drug	Involved with	Parked Motor Vehicle

STREET VIEW



01-FORTUNA-2

COLLISION DETAILS: CASE ID 4465514



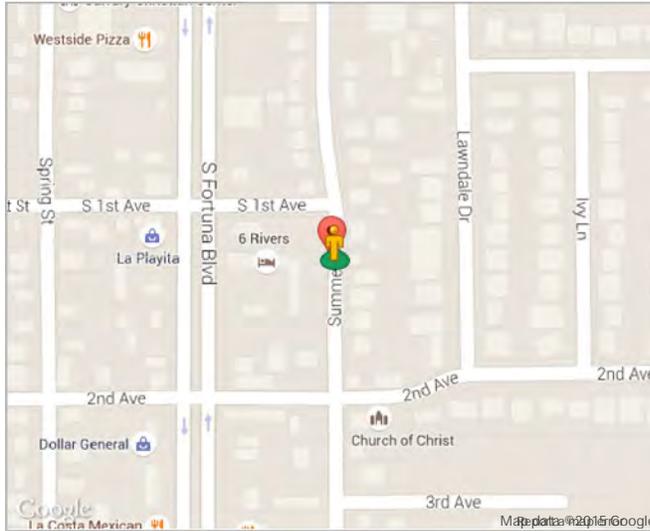
County	HUMBOLDT	City	FORTUNA
Date (Y-M-D)	2009-09-30	Time	14:23
Nearby Intersection	SUMMER ST & 2ND ST		
Coordinate Location	40.58595, -124.14564		
State Highway	N	Route	-
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Speed	Involved with	Non-Collision

STREET VIEW



01-FORTUNA-2

COLLISION DETAILS: CASE ID 4034071



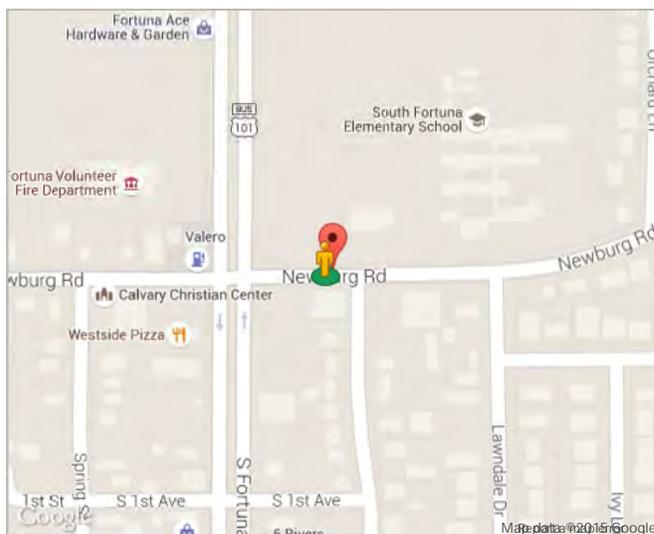
County	HUMBOLDT	City	FORTUNA
Date (Y-M-D)	2009-01-18	Time	12:35
Nearby Intersection	SUMMER ST & 2ND ST		
Coordinate Location	40.58677874, -124.1456538		
State Highway	N	Route	-
Postmile			-
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Pedestrian Violation	Involved with	Pedestrian

STREET VIEW



01-FORTUNA-2

COLLISION DETAILS: CASE ID 1618252



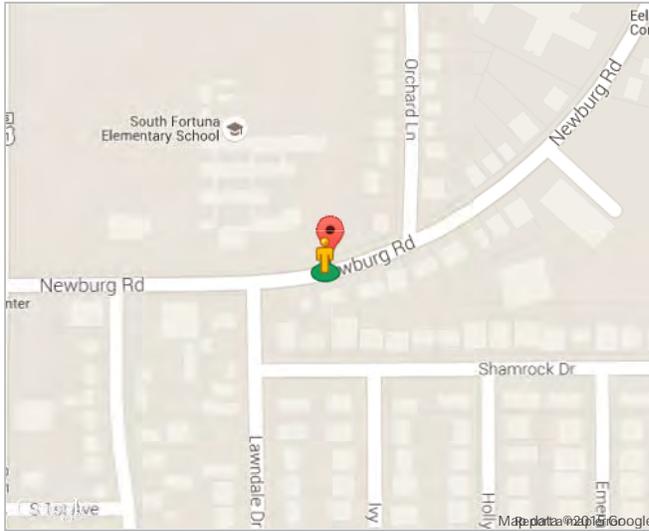
County	HUMBOLDT	City	FORTUNA
Date (Y-M-D)	2004-09-02	Time	08:22
Nearby Intersection	NEWBURG RD & SUMMER ST		
Coordinate Location	40.588596344, -124.145938264		
State Highway	N	Route	-
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Speed	Involved with	Other Motor Vehicle

STREET VIEW



01-FORTUNA-2

COLLISION DETAILS: CASE ID 4547736



County	HUMBOLDT	City	FORTUNA
Date (Y-M-D)	2009-12-11	Time	17:31
Nearby Intersection	NEWBURG RD & SUMMER ST		
Coordinate Location	40.58869741, -124.1439518		
State Highway	N	Route	-
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Wrong Side of Road	Involved with	Parked Motor Vehicle

STREET VIEW



01-FORTUNA-2

COLLISION DETAILS: CASE ID 4296219



County	HUMBOLDT	City	FORTUNA
Date (Y-M-D)	2009-06-29	Time	12:36
Nearby Intersection	NEWBURG RD & ORCHARD LN		
Coordinate Location	40.58926366, -124.1424443		
State Highway	N	Route	-
Postmile	-		
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Wrong Side of Road	Involved with	Parked Motor Vehicle

STREET VIEW



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.

All Gender/Race/Ethnicity 2008 - 2012 with average annual age-specific rate per 100,000 persons					
Age Range	#1 Cause	#3 Cause	#4 Cause	#5 Cause	#5 Cause
< Age 1 (35 deaths)	The 2008-2012 average annual infant mortality (under age 1) from all causes for Humboldt County is 5 per 1000 live births				
1 to 14 (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				
15 to 24 (85 deaths)	Suicide (22.4)	Motor Vehicle Injuries (21.5)	Drug-related deaths (15.9)	Fatal Unintentional Injuries (6.5)	
25 to 45 (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)
45 to 64 (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)
65+ (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) .

South Fortuna Elementary School Walkability Assessment

Humboldt Partnership for Active Living Staff Notes

May 30, 2007

After a brief presentation about active living by design, ten attendees representing the school, city, county and local residents took a one-hour walk with four HumPAL staff to assess walkability challenges and observe school drop-off behavior along Newburg Road between Fortuna Boulevard and Orchard Lane.

Challenges

- Speeds on Newburg
- Limited sight distance on Newburg to east of school
- Lack of sidewalks in neighborhood to south of school
- Conflicts between peds/bikes/autos where drop-off/pick-up parking occurs at corner of Lawndale and Newburg
- Lack of clarity in main parking area regarding drop-off and pick-up procedures; drop-off zone on Newburg not used, otherwise kids have to cross parking lot
- Kindergarten pick-up/drop-off area is dangerous for pedestrians and needs more 'right turn only' clarity
- Bus pick-up/drop-off lighting could be more effective
- 'School Crossing' warning light east of school is only illuminated during drop-off/pick-up times and electrical box on pole is head-height for adults

Solutions

Establish 'No Parking' areas

- Corner of Lawndale and Newburg
- East side of Kindergarten drop off on Newburg

Drop-off and pick-up areas

- Kindergarten
 - Needs a stop bar and more clarity about 'right turn only' and one-way travel direction
 - Pedestrian improvements across/through parking lot needed
- Elementary parking lot
 - Paint and signage re: correct (improved) procedures

New sidewalks needed

- First block of Lawndale south of Newburg
- Establish public education campaign to promote benefits of sidewalks

Road signage and marking improvements

- School warning signs: brighter, closer to school, more visible locations

- Cones and mid street signs to manage flow of pick-up and drop-off traffic
- Bike lanes on Newburg to calm traffic and facilitate safer cycling
- Reduce speed limit in front of school, if possible, reflected at crossing light location east of school on Newburg
- Banners could be placed to alert drivers (poles or across streets)
- Continental crosswalks (more visible 'zebra' style) citywide
- Consider raised crosswalks or speed humps to control traffic speeds in a means acceptable to emergency responders i.e. Arcata and other cities

Programmatic approaches

- Send letters to parents who disobey traffic guidance
- Updated information to parents and staff about procedure for drop-off and pick-up: perhaps move staff parking to further away and allow closest parking for parents/community (e.g. Hoopa Elementary)
- Include 'active living' examples in curriculum; e.g. math problems, etc...

Research opportunities

- Count students at nearby intersections
- GIS Map of where students are coming from can help identify which intersections are most important for improvements that could increase cycling and walking above existing numbers and how many students live within a 'walkable' or 'bikeable' radius (FHS EAST Lab?)

Other Notes

Interview with Crossing Guard Eileen Mora

- Speeding is a big concern: Newburg is the thoroughfare to get to freeway
- Speed humps/raised crosswalks would help
- Need right turn only arrow in Kindergarten drop-off parking lot – right turn only sign is too high for some to see
- Cones would help (like Eureka's Washington Elementary near zoo)
- Parking lot needs to be marked as one way

City Manager Duane Rigge Comments

- "Positive learning experience"
- Focused discussion
- Valuable perspective from a third party set of eyes; helped reduce defensiveness
- Different disciplines working together, good conversations
- Solutions that don't cost a lot of money
- Forcing us to think outside the box
- Liked seeing solutions
- Positive education

01-FORTUNA-2

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CDE Home » DataQuest » Report Results

Physical Fitness Test

Report: 

California Department of Education
Statewide Assessment Division
Prepared: 5/29/2015 4:56:12 PM

State: [California](#)
County: [Humboldt](#)
District: Fortuna Elementary
School:

2013-14 California Physical Fitness Report
Overall - Summary of Results
Fortuna Elementary District

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

Physical Fitness Area	Total Tested ¹ in Grade 5	Number Grade 5 Students in HFZ ²	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 7	Number Grade 7 Students in HFZ ²	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 9	Number Grade 9 Students in HFZ ²	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	125	65	52.0	40.8	7.2	140	82	58.6	27.1	14.3	0	0	0.0	0.0	0.0
Body Composition	125	64	51.2	21.6	27.2	140	59	42.1	20.7	37.2	0	0	0.0	0.0	0.0
Abdominal Strength	125	55	44.0	56.0	N/A	140	96	68.6	31.4	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	125	50	40.0	60.0	N/A	140	118	84.3	15.7	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	125	43	34.4	65.6	N/A	140	87	62.1	37.9	N/A	0	0	0.0	0.0	N/A
Flexibility	125	79	63.2	36.8	N/A	140	82	58.6	41.4	N/A	0	0	0.0	0.0	N/A

¹ Includes partially tested students

² 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

The PFT is based on the FITNESSGRAM/ACTIVITYGRAM software, owned by the Cooper Institute, Dallas, TX, and published by Human Kinetics, Champaign, IL. The PFT is created and copyrighted by the California Department of Education (CDE) under a license agreement with Human Kinetics. The FITNESSGRAM is a registered trademark of The Cooper Institute.

The PFT performance standards are available on the [CDE FITNESSGRAM: Healthy Fitness Zone Charts Web page](#). Information about the FITNESSGRAM is available on the [Human Kinetics Web site](#) (Outside Source).

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

California Department of Education
1430 N Street
Sacramento, CA 95814

Web Policy

01-FORTUNA-2

Change Text Size 

CDE Home » DataQuest » Report Results

Physical Fitness Test

Report: 

California Department of Education
Statewide Assessment Division
Prepared: 5/29/2015 4:57:30 PM

State: [California](#)
County: [Humboldt](#)
District: [Fortuna Elementary](#)
School: Fortuna Middle

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

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

Physical Fitness Area	Total Tested ¹ in Grade 5	Number Grade 5 Students in HFZ ²	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 7	Number Grade 7 Students in HFZ ²	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 9	Number Grade 9 Students in HFZ ²	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	65	33	50.8	40.0	9.2	77	49	63.6	18.2	18.2	0	0	0.0	0.0	0.0
Body Composition	65	33	50.8	21.5	27.7	77	26	33.8	23.4	42.8	0	0	0.0	0.0	0.0
Abdominal Strength	65	4	6.2	93.8	N/A	77	46	59.7	40.3	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	65	0	0.0	100.0	N/A	77	57	74.0	26.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	65	6	9.2	90.8	N/A	77	56	72.7	27.3	N/A	0	0	0.0	0.0	N/A
Flexibility	65	41	63.1	36.9	N/A	77	39	50.6	49.4	N/A	0	0	0.0	0.0	N/A

¹ Includes partially tested students

² 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 | 916-445-9449

California Department of Education
1430 N Street
Sacramento, CA 95814

Web Policy

County Health Rankings & Roadmaps

Building a Culture of Health, County by County

01 FORTUNA-2

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

Attachment J

Letters of Support



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 Fortuna's South Fortuna Elementary Safe Routes to School Project

Dear Application Review Committee:

On behalf of the Humboldt County Association of Governments (HCAOG), I am writing to extend support for the City of Fortuna's South Fortuna Elementary Safe Routes to School Project.

A Walkability Assessment done in 2007 identified many safety concerns for the student population that regularly walk to school. Several 'quick fix' improvements were made, however long term fixes remain to be implemented. In 2012, HCAOG approved the Regional Safe Routes to School Prioritization Tool to help streamline decision making around SR2S projects and increase the capacity for effective SR2S programs and grant applications. South Fortuna Elementary ranked as third out of eighty-nine schools.

The installation of pedestrian and bicycle improvements, including sidewalks, pedestrian crossings, striping, traffic control measures at school entrances, and signage along the main routes to school will ensure success in meeting Active Transportation Program goals. The non-infrastructure and interactive bike and pedestrian safety events components will raise awareness and educate students and parents about pedestrian and bike safety.

This project was identified through a collaborative effort of the Safe Routes to School Task Force, school staff, and the City of Fortuna. Please do not hesitate to contact me at 707-444-8208 for additional information.

Sincerely,

Marcella Clem
Executive Director



Fortuna Elementary School District

Patti M. Hafner, Ed.D., District Superintendent
500 9th Street, Fortuna, California 95540-1997 • 707/725-2293 FAX 707/725-2228

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

To Whom It May Concern:

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 Fortuna supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Fortuna Elementary School District, South Fortuna Elementary Site Council, Humboldt County Public Health Branch, and the Fortuna 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. Fortuna Elementary District students have participated in multiple Walk to School Day events, conducted joint Site Council and PTA-led walkability assessments at three of our four sites, and completed SR2S parent surveys and hand tallies. Therefore, I am excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program will result in fewer cars around the schools, providing walking and bicycling opportunities for more children, and increase the physical and mental health of students.

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

Sincerely,

A handwritten signature in black ink that reads "Patti M. Hafner". The signature is written in a cursive, flowing style.

Dr. Patti M. Hafner, Superintendent



Fortuna Elementary School District

Patti M. Hafner, Ed.D., District Superintendent

500 9th Street, Fortuna, California 95540-1997 • 707/725-2293 FAX 707/725-2228

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

To Whom It May Concern:

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 Fortuna supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Fortuna Elementary School District, South Fortuna Elementary Site Council, Humboldt County Public Health Branch, and the Fortuna Police Department. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Northern", is written over the typed name.

Jeff Northern, Principal

South Fortuna Elementary School

2089 Newburg Road

Fortuna, CA 95540

707-725-2519



PO Box 584 Eureka, CA 95502-0584*www.latinonet.org*hlatinonet@gmail.com

May 7, 2015

CALTRANS

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

Dear Caltrans,

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

The mission of LatinoNet is to improve the quality of life for Spanish-speaking families through networking, exchange of information, collaboration, education and advocacy. We envision a Northcoast where all Spanish-speaking people feel welcomed and respected, are able to access needed services and live in a healthy supportive community. Therefore, we are excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program will create safe routes, result in fewer cars around the school, provide walking and bicycling opportunities for more children, and increase the physical and mental health of students.

LatinoNet would like to acknowledge that this project will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. We are pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

A handwritten signature in black ink that reads "Andres Castro".

Andres Castro
Vice President, LatinoNet

May 7, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

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

SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Fortuna Elementary School has regularly participated in Walk to School Day events and complete SR2S parent surveys and hand tallies annually. A Walkability Assessment in 2007 identified many safety concerns for one quarter of the student population that regularly walk to school. Several 'quick fix' improvements were made by the City however, they were unsuccessful in creating the safe routes that students need. 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 create safe routes, result in fewer cars around the school, provide walking and bicycling opportunities for more children, and increase the physical and mental health of students.

The Fortuna Police Department shares the goal of keeping our children safe and healthy. It will be a wonderful opportunity for our school, community, and local agencies to work

City Hall
(707) 725-7600
Fax (707) 725-7610
621 11th Street

Police Department
(707) 725-7550
Fax (707) 725-7574
621 11th Street

Parks and Recreation
(707) 725-7620
Fax (707) 725-7576
5 Park Street

Public Works
(707) 725-7650
Fax (707) 725-7651
180 Dinsmore Drive

together to promote safe, healthy lifestyles and reduce traffic in school zones. We are pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,



Matthew A. Eberhardt

Lieutenant, 5A2

Fortuna Police Department

621 11th St.

Fortuna, California, 95540

Dispatch (707)725-7550

Fax (707)725-7574

meberhardt@ci.fortuna.ca.us

www.FriendlyFortuna.com



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

May 7, 2015

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

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

Dear Caltrans,

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

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

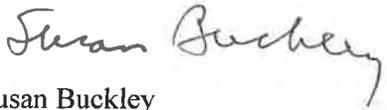
Mental Health
phone: (707) 268-2990
fax: (707) 476-4049

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

Humboldt County Department of Health & Human Services

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

Sincerely,



Susan Buckley
Public Health Director
Department of Health and Human Services



Attachment K

Additional Attachments

01-FORTUNA-2

Project Name:	01-Fortuna-2
Project Location:	Fortuna, CA

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)		
	Without Project	With Project
Existing	4	
Forecast (1 Yr after completion)	4	37
	Commuters	Recreational Users
Existing Trips	0	1
New Daily Trips (estimate) (1 YR after completion) (actual)	0.22	0.66
Project Information- Non SR2S Infrastructure		
Bike Class Type		Bike Class II
Average Annual Daily Traffic (AADT)		1,869

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$862,051

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	\$862,051

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	90	
Forecast (1 YR after project completion)	92	239
	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
	Pedestrian crossing	Y
Other reduction factor countermeasures		Y

Safe Routes to School (SR2S) (Box 1C)	
	Total
Number of student enrollment	360
Approximate no. of students living along school route proposed for improvement	302
Percentage of students that currently walk or bike to school	26.00%
Projected percentage of students that will walk or bike to school after the project	75.00%

01-FORTUNA-2

Project Name: 01-Fortuna-2
 Project Location: Fortuna, CA

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	360
Current Active Trans Walker/Bicyclist Users	94
Percentage of Current Active Trans Walkers/Bicyclists	26%
Project Cost	\$31,605
ATP Requested Funds	\$31,605
Duration of Outreach (months)	36
Outreach to new users	266

Outreach (Non SR2S)- (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)	X
Overcome Barriers (e.g., dist, time, etc.)	X
Eliminates Hazards/Threats (speed, crime, etc.)	X
Connected or Addresses Connectivity Challenges	X
Creating Value in Using Active Transportation	X

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

Age (must be marked with an "x")- (Box 2E)	
Younger than 10	X
10-12	
13-24	
25-55	
55+	

Duration (must be marked with an "x")- (Box 2F)	
One Day	
One Month	
One Year	
Multiple Years	X
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	50

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.

01-FORTUNA-2

Non Infrastructure- All

Projected New ATP Users	50
-------------------------	----

Annual Mobility Benefits	\$0
--------------------------	-----

Did not quantify mobility benefits.

Annual Health Benefits	\$7,293
------------------------	---------

Annual Recreational Benefits	\$0
------------------------------	-----

Did not quantify recreational benefits.

Annual Safety Benefits	\$0
------------------------	-----

Safety benefits are assumed to be a reduction

Fuel saved	\$8,857
Emissions Saved	\$649
Fuel and Emissions Saved	\$9,506

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	360
Approximate no. of students living along school route proposed for improvement	302
Percent that currently walks/bikes to school	26%
Number of students that walk/bike to school	78.52

After Project

No. of students enrollment	360
Approximate no. of students living along school route proposed for improvement	302
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	226.5

ATP Shift	53,273
Fuels Saved	\$9,083.01
Emissions Saved	\$665.91

Annual Mobility Benefits	\$347,203
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Annual Health Benefits	\$21,657
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Annual Safety Benefits	\$0
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Fuel and Emissions Saved	\$9,749
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Recreational Benefits	\$0
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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 (ca)
- 4) Approximate no. of students living along school route proposed for imprc before and after to get an actual increase number of ATP users or correspo
- 5) We used the value of time for adults for SR2S since we did not quantify p; 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 pr

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis

Total Costs	\$893,656.00
Net Present Cost	\$859,284.62
Total Benefits	\$10,751,947.32
Net Present Benefit	\$7,140,613.69
Benefit-Cost Ratio	8.31

20 Year Itemized Savings

Mobility	\$9,195,106.19
Health	\$884,212.03
Recreational	\$347,016.37
Gas & Emissions	\$325,612.73
Safety	\$0.00

Funds Requested	\$893,656.00
Net Present Cost of Funds Requested	\$859,284.62
Benefit Cost Ratio	8.31

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	92.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	239.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	147
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	0
New Commuters	0

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$31,238
Annual Mobility Benefit (Biking)	\$0.00

Total Annual Mobility Benefits	\$31,238
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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

Cycling:		
New Cyclists	16.5	
Value of Health (ave.annual)	\$146	GDP Deflator
		2006 0.9429
		2014 1.0781
Annual Health Benefits	\$2,415	
Walking:		
New Walkers	73.5	
Value of Health	\$146	
Annual Health Benefits	\$10,757	
Total Annual Health Benefits	\$13,172	

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	74
New Bicyclists	17
Avoided VMT due to Walking	4,686
Avoided VMT due to Biking	4,146
Fuel Saved	\$1,506
Emissions Saved	\$110
Fuel and Emissions saved	\$1,616

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 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>
- 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

Biking		
New Recreational Users	1	\$10 per trip
New Commuters	0	
Existing Recreational Users	1	\$4 per trip
Value of Spending Recreational Time for New Recreational Users		
	\$818	
Value of Spending Recreational Time for Existing Recreational Users		
	\$655	
Potential number of recreational time outdoors		
	124	
Annual Biking Recreational Benefits		
	\$1,473	

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)

Walking		
Total Recreational pedestrians	22	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians		
	\$8,048	\$1 per trip
Potential number of recreational time outdoors		
	365	
Annual Walking Recreational Benefits		
	\$8,048	

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.

Total Annual Recreational Benefits	\$9,521
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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		
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)

Total Benefits	#####
Mobility Benefits	\$9,195,106
Health Benefits	\$884,212
Recreational Benefits	\$347,016
Safety Benefits	\$0
Gas & Emission Benefits	\$325,613

Total Costs	\$893,656
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Benefit-Cost Ratio (BCR)	11.6
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INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$31,238	\$13,172	\$9,521	\$0	\$1,616	\$55,547	\$0	1.02
2	\$31,862	\$13,435	\$9,712	\$0	\$1,648	\$56,658		
3	\$32,499	\$13,704	\$9,906	\$0	\$1,681	\$57,791		
4	\$33,149	\$13,978	\$10,104	\$0	\$1,715	\$58,947		
5	\$33,812	\$14,258	\$10,306	\$0	\$1,749	\$60,126		
6	\$34,489	\$14,543	\$10,512	\$0	\$1,784	\$61,328		
7	\$35,178	\$14,834	\$10,723	\$0	\$1,820	\$62,555		
8	\$35,882	\$15,130	\$10,937	\$0	\$1,856	\$63,806		
9	\$36,600	\$15,433	\$11,156	\$0	\$1,894	\$65,082		
10	\$37,332	\$15,742	\$11,379	\$0	\$1,931	\$66,384		
11	\$38,078	\$16,056	\$11,606	\$0	\$1,970	\$67,711		
12	\$38,840	\$16,378	\$11,839	\$0	\$2,009	\$69,066		
13	\$39,617	\$16,705	\$12,075	\$0	\$2,050	\$70,447		
14	\$40,409	\$17,039	\$12,317	\$0	\$2,091	\$71,856		
15	\$41,217	\$17,380	\$12,563	\$0	\$2,132	\$73,293		
16	\$42,042	\$17,728	\$12,815	\$0	\$2,175	\$74,759		
17	\$42,882	\$18,082	\$13,071	\$0	\$2,219	\$76,254		
18	\$43,740	\$18,444	\$13,332	\$0	\$2,263	\$77,779		
19	\$44,615	\$18,813	\$13,599	\$0	\$2,308	\$79,335		
20	\$45,507	\$19,189	\$13,871	\$0	\$2,354	\$80,921		
						Sum Total Benefits	Total Project Cost	
Total	\$758,989	\$320,041	\$231,344	\$0	\$39,267	\$1,349,642	\$0	

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NON-INFRASTRUCTURE-Non-SR2S and SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$7,293	\$0	\$0	\$9,506	\$16,799	\$31,605	1.02
2	\$0	\$7,439	\$0	\$0	\$9,697	\$17,135		
3	\$0	\$7,587	\$0	\$0	\$9,891	\$17,478		
4	\$0	\$7,739	\$0	\$0	\$10,088	\$17,827		
5	\$0	\$7,894	\$0	\$0	\$10,290	\$18,184		
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
						Sum Total Benefits	Total Project Cost	
Total	\$0	\$37,952	\$0	\$0	\$49,472	\$87,424	\$31,605	

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INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$347,203	\$21,657	\$0	\$0	\$9,749	\$378,609	\$862,051	1.02
2	\$354,147	\$22,091	\$0	\$0	\$9,944	\$386,181		
3	\$361,230	\$22,532	\$0	\$0	\$10,143	\$393,905		
4	\$368,454	\$22,983	\$0	\$0	\$10,346	\$401,783		
5	\$375,824	\$23,443	\$0	\$0	\$10,553	\$409,819		
6	\$383,340	\$23,912	\$0	\$0	\$10,764	\$418,015		
7	\$391,007	\$24,390	\$0	\$0	\$10,979	\$426,376		
8	\$398,827	\$24,878	\$0	\$0	\$11,198	\$434,903		
9	\$406,804	\$25,375	\$0	\$0	\$11,422	\$443,601		
10	\$414,940	\$25,883	\$0	\$0	\$11,651	\$452,473		
11	\$423,238	\$26,400	\$0	\$0	\$11,884	\$461,523		
12	\$431,703	\$26,928	\$0	\$0	\$12,122	\$470,753		
13	\$440,337	\$27,467	\$0	\$0	\$12,364	\$480,168		
14	\$449,144	\$28,016	\$0	\$0	\$12,611	\$489,771		
15	\$458,127	\$28,577	\$0	\$0	\$12,863	\$499,567		
16	\$467,289	\$29,148	\$0	\$0	\$13,121	\$509,558		
17	\$476,635	\$29,731	\$0	\$0	\$13,383	\$519,749		
18	\$486,168	\$30,326	\$0	\$0	\$13,651	\$530,144		
19	\$495,891	\$30,932	\$0	\$0	\$13,924	\$540,747		
20	\$505,809	\$31,551	\$0	\$0	\$14,202	\$551,562		
						Sum Total Benefits	Total Project Cost	
Total	\$8,436,117	\$526,219	\$0	\$0	\$236,873	\$9,199,209	\$862,051	

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested	
PROJECT OPEN											4.00%	\$6,281,329.08	8.31		
1	\$378,440	\$42,122	\$14,282	\$0	\$20,872	\$455,716	\$438,188	\$893,656	\$859,285				893,656	859,285	
2	\$386,009	\$42,964	\$14,568	\$0	\$21,289	\$464,830	\$429,762		\$0						
3	\$393,729	\$43,824	\$14,859	\$0	\$21,715	\$474,127	\$421,497		\$0						
4	\$401,604	\$44,700	\$15,156	\$0	\$22,149	\$483,609	\$413,391		\$0						
5	\$409,636	\$45,594	\$15,459	\$0	\$22,592	\$493,282	\$405,442		\$0						
6	\$417,829	\$38,454	\$15,769	\$0	\$12,548	\$484,600	\$382,986		\$0						
7	\$426,185	\$39,223	\$16,084	\$0	\$12,799	\$494,292	\$375,621		\$0						
8	\$434,709	\$40,008	\$16,406	\$0	\$13,055	\$504,177	\$368,398		\$0						
9	\$443,403	\$40,808	\$16,734	\$0	\$13,316	\$514,261	\$361,313		\$0						
10	\$452,271	\$41,624	\$17,068	\$0	\$13,582	\$524,546	\$354,365		\$0						
11	\$461,317	\$42,457	\$17,410	\$0	\$13,854	\$535,037	\$347,550		\$0						
12	\$470,543	\$43,306	\$17,758	\$0	\$14,131	\$545,738	\$340,866		\$0						
13	\$479,954	\$44,172	\$18,113	\$0	\$14,414	\$556,653	\$334,311		\$0						
14	\$489,553	\$45,055	\$18,475	\$0	\$14,702	\$567,786	\$327,882		\$0						
15	\$499,344	\$45,957	\$18,845	\$0	\$14,996	\$579,141	\$321,577		\$0						
16	\$509,331	\$46,876	\$19,222	\$0	\$15,296	\$590,724	\$315,392		\$0						
17	\$519,518	\$47,813	\$19,606	\$0	\$15,602	\$602,539	\$309,327		\$0						
18	\$529,908	\$48,769	\$19,998	\$0	\$15,914	\$614,589	\$303,379		\$0						
19	\$540,506	\$49,745	\$20,398	\$0	\$16,232	\$626,881	\$297,544		\$0						
20	\$551,316	\$50,740	\$20,806	\$0	\$16,557	\$639,419	\$291,822		\$0						
	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	
	\$9,195,106	\$884,212	\$347,016	\$0	\$325,613	\$10,751,947	\$7,140,614	\$893,656	\$859,285				\$893,656	\$859,285	

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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) http://www.eia.gov/totalenergy/d
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
Price of CO2 (per lb)	\$0.01	for Regulatory Impact Analysis Under
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. Pedestrian & Bicycle Information Center.

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 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.

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 Fortuna hereby requests ATP State-only funding for the following project:

PROJECT NAME: City of Fortuna – South Fortuna Elementary Safe Routes to School Project

PROJECT DESCRIPTION:

Install curb ramps, class II bike lanes, striping, sidewalk and crosswalk improvements and modifications to the school's drop-off/parking area to eliminate motor vehicle driver confusion and enhance pedestrian safety. Implement a program to educate students about active transportation and safety.

JUSTIFICATION:

- A. Type of Work: Combined (IF/NI)
- B. Project cost: \$893,656
- C. Status of Project
 - 1. Beginning and Ending Dates of the Project Start: 7/15/2016, End: 6/26/2020
 - 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 (list all funding sources & anticipated fund usage by year include all phases)

All funds per Active Transportation Program Funding

2016/17 PA&ED	\$15,000
2017/18 PS&E	\$85,000
2017/18 R/W	\$50,000
2018/19 CON	\$712,051
2018/19 NI	\$31,605

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

The City of Fortuna 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:

Public Works Director: Merritt Perry

Signature: 

City Hall
(707) 725-7600
Fax (707) 725-7610
621 11th Street

Police Department
(707) 725-7550
Fax (707) 725-7574
621 11th Street

Parks and Recreation
(707) 725-7620
Fax (707) 725-7576
5 Park Street

Public Works
(707) 725-7650
Fax (707) 725-7651
180 Dinsmore Drive