



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

02-Shasta County-1

Auto populated

Total ATP Funds Requested:

\$ 462

(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:

Shasta County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1855 Placer St.

Redding

CA

96001

IMPLEMENTING AGENCY'S CONTACT PERSON:

Al Cathey

CONTACT PERSON'S TITLE:

Supervising Engineer

CONTACT PERSON'S PHONE NUMBER:

530-245-6807

CONTACT PERSON'S EMAIL ADDRESS :

acathey@co.shasta.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:

Junction Elementary School District

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

9087 Deschutes Road

Palo Cedro

CA

96073

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Rich Gifford

CONTACT PERSON'S TITLE:

Principal/Superintendent

CONTACT PERSON'S PHONE NUMBER:

530-547-3274

CONTACT PERSON'S EMAIL ADDRESS :

rgifford@junctionesd.net

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

02-5906

Implementing Agency's State Caltrans MA number

00343S

* 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)

Junction School Safe Route To School

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Implement a "Road Diet" (five lanes to 3 lanes) on Deschutes Road adjacent to Junction School and provide raised median crosswalk refuge islands to enhance crossing safety.

PROJECT LOCATION: (Max of 250 Characters)

The project limits are on Deschutes Road from immediately south of Hwy 44 to Hillside Drive--approximately 1/2 mile in length. See Attachment K, Exhibit 4 for required improvement/district map/student map.



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 66.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 34.0 %
- 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: Junction Elementary School (K-8)

School address: 9087 Deschutes Road, Palo Cedro, CA 96073

District name: Junction Elementary

District address: Same

Co.-Dist.-School Code: 45-70045-6050397

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

Total student enrollment: 240

% of students that currently walk or bike to school% 4.0 %

Approx. # of students living along route proposed for improvement: 44

Percentage of students eligible for free or reduced meal programs ** 33.8 %

**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:			11/30/15
* CEQA Environmental Clearance:	_____		2/29/16
* NEPA Environmental Clearance:	_____		4/30/16
CTC - PS&E Allocation:			6/30/16
CTC - Right of Way Allocation:			9/30/16
* Right of Way Clearance & Permits:	_____		11/30/17
Final/Stamped PS&E package:	_____		2/30/18
* CTC - Construction Allocation:			6/30/18
* Construction Complete:			9/30/18
* Submittal of "Final Report"			11/30/18

**PROJECT FUNDING (in 1000s)**

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

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

ATP funds for PA&D:	\$20	
ATP funds for PS&E:	\$60	
ATP funds for Right of Way:	\$5	
ATP funds for Construction:	\$377	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$462

Local funds leveraging or matching the ATP funds: **\$116**

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

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

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

TOTAL PROJECT FUNDS: **\$578**

ATP - FUNDING TYPE REQUESTED:

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

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

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

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 02-Shasta County-1

Implementing Agency's Name: Shasta County Public Works Department

Important:

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

Table of Contents

Screening Criteria	Page: 2
Narrative Question #1	Page: 3
Narrative Question #2	Page: 7
Narrative Question #3	Page:12
Narrative Question #4	Page: 14
Narrative Question #5	Page: 17
Narrative Question #6	Page: 19
Narrative Question #7	Page: 21
Narrative Question #8	Page: 22
Narrative Question #9	Page: 23



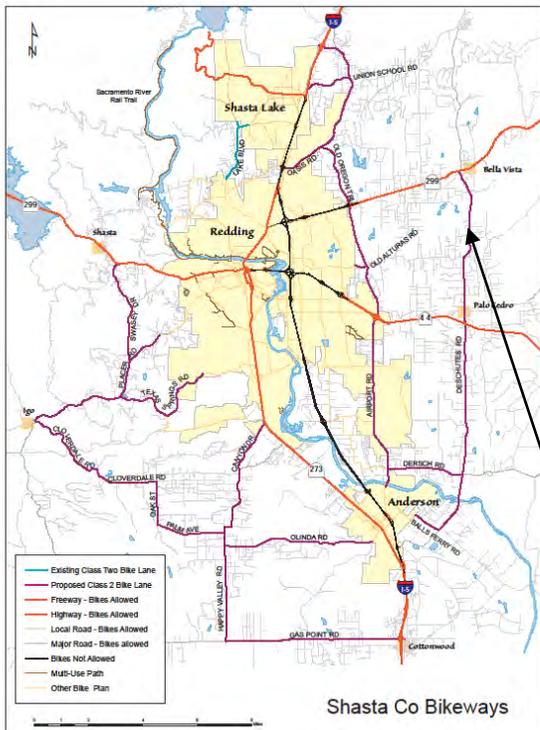
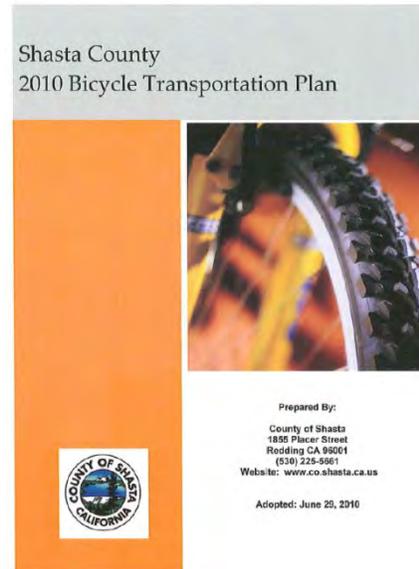
Part B: Narrative Questions Detailed Instructions for: **Screening Criteria**

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:

This project will fill in a gap between an existing separated pedestrian path and Junction School. The recent drop in Gas Tax Revenue has made funding non-motorized projects unfeasible. The County is having difficulty maintaining all of its existing infrastructure with the current level of funding.

2. Consistency with Regional Plan.



The project is listed on Page 143 of the 2015 Regional Transportation Plan (RTP) under Shasta County Active Transportation Projects. The Relevant page is excerpted in Attachment K, Exhibit 1. The project is also consistent with 2010 Shasta County Bicycle Transportation Plan (Map 2 Shasta County Bikeways Exhibit 5).

Project Location on Deschutes Road from Hwy 44 to Hillside Drive



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.)

The Shasta County Safe Routes to School (SRTS) Program distributed 250 questionnaires to parents/guardians of Junction School Students—Parent Survey Report in Attachment K, Exhibit 2. SRTS received 52 responses. These responses indicated that 2% of respondent’s children walk to school and a similar number bike as well. Extrapolating these numbers to the whole student body (250 students) results in the following:

	<i>Pedestrian Trips</i>	<i>Bicycle Trips</i>
<i>Existing:</i>	5	5
<i>After Project 100% increase assumed:</i>	10	10

It is difficult to estimate the increase because currently there are gaps in sidewalk and crosswalks that are difficult for children to navigate. The project will greatly improve crosswalk safety by eliminating the need to cross five lanes of traffic in a single crossing movement. This should encourage more pedestrian trips to school. The “Road-Diet” concept should slow vehicles and make it more comfortable for bicyclists as well.



The project addresses the main concerns from the parent survey conducted by SRTS-- traffic speed, lack of sidewalks, and crosswalk safety. The County believes that addressing these parent issues will produce a much higher walking and biking rate.

One survey respondent noted: *We live off Deschutes north of Foothill high school and work at Chrysalis Charter School. I, my staff, and students often walk into downtown Palo Cedro or to Palo Cedro Park for lunch and school excursions but never venture south of 44 due to the safety concerns inherent in walking around that area. Even to get to a meeting at Junction, I would drive due to safety though I would prefer to walk. These measures would greatly improve the city and make it reasonable for me, the staff, and/or our students to walk to The area near Junction.*

- 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

The proposed project will close gaps in sidewalks adjacent to the school. The project will also use a short section of "Cycle Track" on an existing wide section of roadway to connect to a



Multi-Use Path Connection

separated multi-use path that serves the Mel Mar Subdivision--a neighborhood of approximately 100 homes with approximately 40 Junction School students.



Short Cycle Track to Existing Multi-Use Path Simulation

The main shopping center north of the project in Palo Cedro will be made more accessible to pedestrians by closing the



remaining sidewalk gaps. The new sidewalks and improved bicycle facilities will provide access to a Caltrans Park and Ride Lot north of the project limits as well. The project also connects to recently constructed sidewalk accessing the Palo Cedro Community Park. The Map in Attachment K, Exhibit 3, provides an overview of the community and connectivity provided by the project.

b. removal of barrier to mobility

The sidewalk gaps on both sides of the road near the school are an impediment to student trips and are a complete barrier to the disabled community. Closing the gaps and providing ADA compliant crossings and sidewalks will remove a significant barrier in the Palo Cedro commercial area.

c. closure of gaps

As mentioned earlier, the project will fill in sidewalk gaps (1400') providing pedestrian access to commercial areas and a community park north of the project.

d. other improvements to routes

Speed information signs will be used to remind motorists of the school speed limit adjacent to Junction School. Solar powered LED pedestrian warning lights will be included in the raised pedestrian refuge islands.

e. educates or encourages use of existing routes

This project will connect to an existing separated multi-use path that connects to neighborhoods. The project fills in a half mile gap between this path and existing sidewalks north of the project. Once completed, the project will provide approximately three miles of continuous pedestrian access in and around the Palo Cedro community center.



- 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.)

From the Shasta County 2010 Bicycle Transportation Plan:

The overall goal of the BTP is to provide a safe, effective, efficient, balanced, and coordinated bicycling system that serves the needs of the people within the unincorporated region of Shasta County. The BTP supports the bicycle transportation goals within the general plans of Shasta County, and the cities of Anderson, Redding and Shasta Lake. Additionally, the BTP will provide to citizens a transportation environment that encourages and promotes non-motorized means of travel. The goals, policies, and actions outlined in this plan are intended to:

"Provide a safe, efficient, balanced and coordinated bicycling system"

- Decrease automobile dependency.
- Reduce traffic congestion.
- Reduce air and noise pollution.
- Reduce the effect of green house gasses (GHG) on the environment.
- Promote the development and use of bikeways, both on and off the road

Implementing Agency:

Closing gaps and removing barriers in "Community Centers" is a high priority for Shasta County. Community Centers provide goods and services to the local community. The ability to safely access commercial services and recreational opportunities close to home cuts the number of longer trips to larger metropolitan areas. Also, as the community becomes more bicycle and pedestrian friendly, alternate modes (walking and biking) will increase. Shorter trips and use of alternate modes of travel should cut green house gas (GHG) emissions helping the County as whole comply with California's regulations regarding GHG.

Partnering Agency:

One of Junction School's highest priorities is to encourage healthy student activities and provide a safe environment both on and off campus for students. The project will encourage more bicycling and walking by enhancing safety of the roadway. The road diet should slow vehicles. The raised pedestrian refuge islands will make crossing safer. Closing sidewalk gaps will encourage children to walk to school and other community destinations.

The Shasta Safe Routes to School Program has supported Junction School with Bike and Walk to School Days. If this project is awarded, the Shasta SRTS Program will support this school in providing bicycle and pedestrian safety education, and continue supporting and encouraging Walk & Bike to School Days as well as walking school busses/bicycle trains.



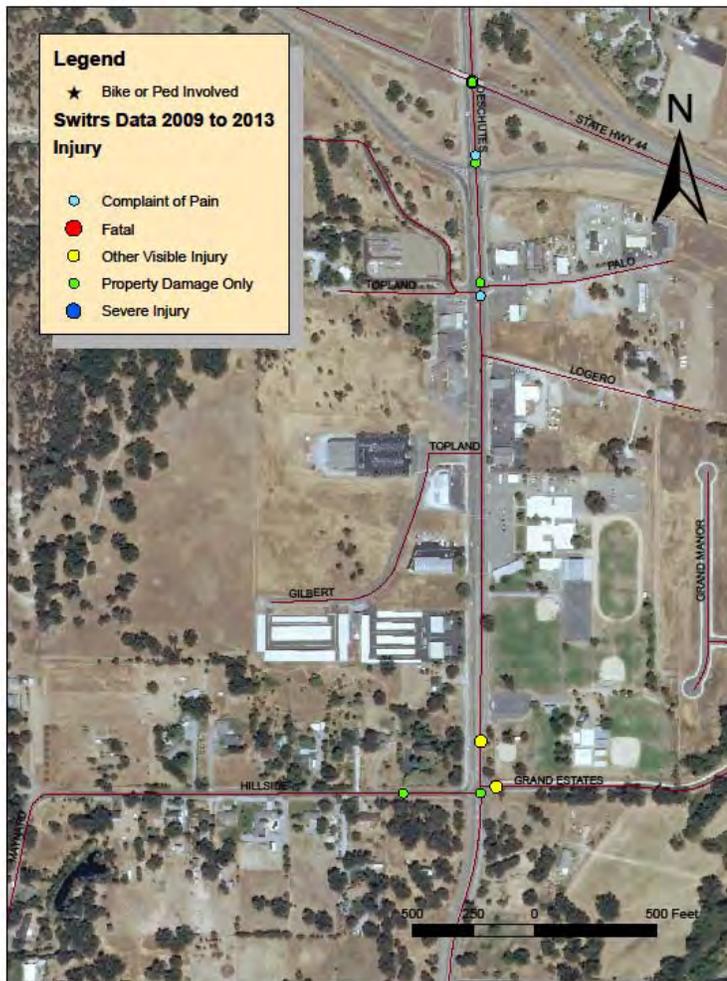
Part B: Narrative Questions Detailed Instructions for: **Question #2**

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.)

*Because Deschutes Road is a short isolated section of five lane high speed road with sidewalk gaps, it is not conducive to pedestrian or bike travel modes. The SRTS parent and PCSR surveys indicate that the high speeds, lack of continuous sidewalk, and difficult crossings are impediments to school children. **One parent noted: “There is no traffic or speed control in front of school. No one slows down-not safe!”** It follows that the community as a whole would have similar issues with using this section of road for walking or biking. As a result, there have not been any bike or pedestrian accidents in the last five years. There was one pedestrian related accident in 2014, but the pedestrian was not injured. The following map, collision records, and excerpted parent survey illustrate these facts.*



Junction School ATP Collision Data



Project Influence Area Accident History SWITRS Data and 2014 Data CHP Collision Reports:

REPORTNO	PCF	TYPE	STREET	CROSS_S T	INJURY	NO_INJ	WEATHER	LIGHTING
4232770	Other	Hit Object	DESCHUTES RD	LOGERO LN	Other Visible Injury	1	Clear	Daylight
4644278	Traffic Signals and Signs	Broadside	DESCHUTES RD	STATE HWY 44	Property Damage Only	0	Cloudy	Daylight
4646743	Unsafe Speed	Rear-End	DESCHUTES RD	STATE HWY 44	Complaint of Pain	1	Clear	Daylight
4671526	Driving Under Influence	Hit Object	GRAND ESTATES DR	DESCHUTES RD	Other Visible Injury	2	Clear	Dark - Street Lights
4684197	Auto R/W Violation	Broadside	DESCHUTES RD	HILLSIDE DR	Property Damage Only	0	Clear	Dark - Street Lights
4886450	Improper Turning	Sideswipe	DESCHUTES RD	PALO WAY	Property Damage Only	0	Clear	Daylight
5158739	Auto R/W Violation	Broadside	DESCHUTES RD	HILLSIDE DR	Property Damage Only	0	Clear	Daylight
5212425	Unsafe Lane Change	Rear-End	DESCHUTES RD	PALO WAY	Complaint of Pain	1	Clear	Daylight
5831520	Traffic Signals and Signs	Broadside	DESCHUTES RD	STATE HWY 44	Complaint of Pain	2	Clear	Daylight
5914610	Unsafe Lane Change	Sideswipe	DESCHUTES RD	STATE HWY 44	Property Damage Only	0	Cloudy	Daylight
6013056	Traffic Signals and Signs	Broadside	DESCHUTES RD	STATE HWY 44	Other Visible Injury	3	Clear	Daylight
6121576 CHP Collision Rpts 2014:	Auto R/W Violation	Broadside	DESCHUTES RD	STATE HWY 44	Property Damage Only	0	Clear	Daylight
201409013*	Other	Rear End	Deschutes Rd	Hill Side Dr	Complaint of Pain	2	Clear	Daylight
2014070053	Other	Broadside	Deschutes Rd	State Hwy 44	Other Visible Injury	1	Clear	Dark-Street Lights

**A pedestrian, though not injured, was referenced as a contributing factor to the collision. Report referenced a mid-block pedestrian crossing causing vehicles to stop precipitating the rear end collision.*



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
Speed of Traffic Along Route ←	74%	0
Amount of Traffic Along Route	68%	0
Distance	67%	0
Sidewalks or Pathways ←	62%	0
Safety of Intersections and Crossings ←	57%	0
Violence or Crime	40%	0
Crossing Guards	40%	0
Weather or climate	36%	0
Child's Participation in After School Programs	31%	0
Time	29%	0
Adults to Bike/Walk With	19%	0
Convenience of Driving	14%	0
Number of Respondents per Category	42	0

The project will address three of the top five parent concerns about biking and walking to school. See table to left excerpted from the SRTS parent survey. Arrows added for emphasis. The other top concerns (traffic volume and distance) cannot be mitigated by infrastructure improvements.

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 proposed project will implement a road diet strategy. Road diets are an acceptable traffic calming strategy to slow vehicles. See excerpted University of Kentucky research summary below:

Summary

In general, it can be concluded that the five cases evaluated are successful road diet conversions. The installations covered roadway lengths between 0.82 to 1.41 miles and a variety of conditions. The ADT ranges between 7,400 to 16,150 vpd indicate also a wide range of volumes where road diets have been implemented. In three of the four cases, safety improved significantly and sideswipe and rear end crashes showed large reductions. There were no significant congestion issues resulting from the installation and traffic volumes showed a slight decrease after the conversion.

[Excerpted from National Association of City Transportation Officials (NACTO) guidance document published by the University of Kentucky (Research Report KTC-11-19/SPR415-11-1F) "Guidelines for Road Diet Conversions"]

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



The existing crosswalks are just standard yellow lines perpendicular to traffic. See photo inset on left. This photo is typical of the three marked crosswalks. They are not highly visible given the high speed on Deschutes Road. The proposed project will implement higher visibility crosswalk markings and enhanced signage.



Removing two traffic lanes and providing a buffered bike lane will allow pedestrians to be seen prior to entering the traveled way. Currently there is only about five feet between the traveled way and parked vehicles. The buffered bike lane will almost double this distance.

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



The project will remove one substandard crosswalk and upgrade two existing crosswalks to raised median refuge islands--see plan view and typical cross section on this page. This will allow pedestrians to only contend with crossing one lane of traffic at a time. It will also provide the motorist much better visibility of crossing pedestrians. The project includes solar powered LED warning lights. The new lights will add to overall visibility. The raised island will also make the road feel narrower potentially slowing traffic. The wider parking lane and bike lane should prevent "car dooring" of bicyclists by inattentive motorists exiting parked vehicles.



Typical Section Showing Raised Median Island

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

The project will include solar powered radar speed information signs. These signs will inform motorists of the school zone and speed limit. A photo of an installation similar to the proposed installation is pictured on the Right. The higher visibility crosswalks will encourage motorists to yield to pedestrians as required by the California Vehicle Code.





- Addresses inadequate traffic control devices.

The traffic control devices currently in the project limits meet the standards for the period of time when there were first installed. But, certainly the proposed project would make vast improvements bringing all devices up to modern standards.

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

As previously stated the refuge islands will provide a much more visible and safer pedestrian/bike crossing environment. The wide bike and parking lanes and associated road diet will slow vehicles and give bicyclists a safer zone to ride in between the traveled way and parked vehicles.

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

There is nearly one quarter of a mile of sidewalk gaps on both sides of Deschutes Road as well parking encroachments on the sidewalk area. The project will fill these gaps and remediate the parking encroachments. All crossings and sidewalks will meet accessibility requirements or be brought up to current standards as part of the project. The following photos illustrate the gap and encroachment problem.



Typical Sidewalk Gap



Parking Encroachment in Sidewalk Area



Lack of Accessible Facilities



Existing Crosswalk, Drivers View



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

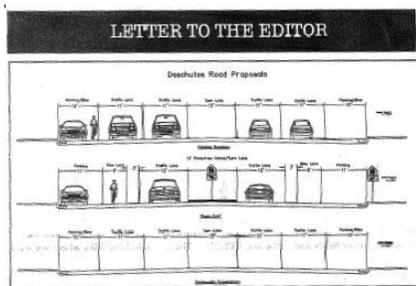
PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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)**

*Junction School Board and Palo Cedro Comm. Park Board: President Ron Marin
 Junction School Principal: Rich Gifford
 Shasta County Health and Human Services SRTS Coordinator: Sara Sundquist & Benjamin O’Neil, Epidemiologist
 Palo Cedro Chamber of Commerce
 Junction School Parents via Survey and Public Presentation
 Shasta County Public Works Staff*

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



Letter to the Palo Cedro Community from the Greater Palo Cedro Area Chamber of Commerce:

Shasta County Public Works is working with Junction School and Healthy Shasta's "Safe Route to School" program to write a grant that will make the south end of Deschutes safer for Junction students who are walking and/or riding their bikes to school. This is an important project for our community as it will enable more students to take advantage of a safer path, which will hopefully decrease vehicle traffic since they will be able to ride bikes and/or walk to school instead of being driven by parents. The plan involves eliminating both the north and southbound secondary lanes on Deschutes from the SR-44 overpass southward to Junction School. There will be sidewalks installed, as well as "refuge islands" in the median/center lane so when students have crossed one lane of traffic via the new crosswalks, they will have a safe "island" to stand on while waiting for traffic to pass in the opposite lane. Not only will this encourage more people to bike/walk along this end of Deschutes, but it will also enable the speed limit to be lowered slightly, making it safer for pedestrians in the downtown area. The current speed limit along Deschutes is 40 mph. This is definitely not a safe speed for pedestrians crossing the street. Although there is a 25 mph school zone speed limit, surveys have proven the average speed in this zone is above 40 mph. The other benefit of the islands and the single lanes is to make motorists feel like they need to slow down; this should add to the success of the project. The Chamber supports this endeavor because we feel it will provide a safe route to school for the students at both Junction Elementary and Junction Middle School. It will also provide a lowered speed limit in this zone, which could allow for neighboring store fronts to become more noticed by motorists. Please review the map, and if you agree with this project, you can help Junction "win" this competitive Federal grant. The Chamber strongly encourages you to write a letter of support addressed to Mr. Cathey at Shasta County Public Works. The more letters of support they have from businesses and community members, the easier it will be for them to win the grant, as this is a competitive process. If you have questions or concerns, Mr. Cathey is available at Shasta County Department of Public Works: 530-225-5661. Please email your letters of support to Mr. Cathey at: acathey@ccs.shasta.ca.us. Alternatively, you can snail mail your letters of support to: Al Cathey, Supervising Engineer, Roads, Shasta County Department of Public Works, 1855 Placer Street, Redding CA, 96001.

The Junction School Board made initial request for safer pedestrian crossing facilities via email in October of 2014. The School Board President (Ron Marin) facilitated a meeting between the School Principal (Rich Gifford) and Shasta County Public Works Staff. At this meeting other issues were brought forward such as the speed of vehicles near the school and a lack of continuous sidewalk. It was clear that the project scope went well beyond minor crosswalk modifications, so it was decided to apply for an ATP project that addressed all of the school's concerns.

Shasta County HHS Safe Route to Schools Coordinator (Sara Sundquist) was contacted for assistance with the project. SRTS circulated a parent survey. The full survey is in Attachment K Exhibit 2. The results of the survey harmonized with school concerns—lack of sidewalks, traffic speed, and crossing safety. The project was then scoped to include the road diet concept. Additional outreach was done at the Junction School Science Fair



on May 6, 2015 with an additional survey PCSR (See Attachment K Exhibit 2). The project presentation was well received.

On April 9th, 2015, HHSA and Public Works staff met with the Palo Cedro Chamber of Commerce. The project takes place in a commercially zoned area. Discussion of this project was on the Chamber's regular agenda. Staff felt it was important to engage the business community early in the process. The outcome of the meeting was an endorsement of the project by the chamber and favorable recommendation in the local paper the East Valley Times.

- 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)**

Initially the school proposed a minor upgrade to the existing crosswalks and the installation of speed information signs. After polling the parents, it was noted that there were other impediments to walking and biking in the community—lack of sidewalks, traffic speed, and crosswalk visibility. County staff proposed a road diet concept to address bike safety and traffic speed. The project will also fill in the last few sidewalk gaps in the Palo Cedro Community Center enhancing the pedestrian environment. Also, one of the three mid-block crosswalks will be eliminated in order minimize crossing movements and concentrate them at safer high visibility crossing areas.

The combination of an improved biking and pedestrian environment will encourage a more active lifestyle in the Palo Cedro Community Center. The project will also close a gap between shopping and recreational areas in the community.

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

The community will continue to be engaged as part of the NEPA/CEQA public disclosure process if the project is approved. The school will continue to partner with the County as the project moves through the various phases of the design/construction process.



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)

Residents in Shasta County have low rates of physical activity and high rates of overweight/obesity. Regular walking and/or biking can aid in weight loss; lower blood pressure; improve cholesterol, blood sugar; reduce the risk of coronary heart disease, stroke, and other chronic diseases; and improve mood and mental performance. We're all pedestrians — whether for recreation or practical purposes, most people make several trips a day on foot, even if it's only a block or so from a parked car to the entrance of a building. To safely and conveniently get from places to their cars, people need to be able to walk. (A Residents Guide for Creating Safer Communities for Walking and Biking, FHWA January 2015). There are about 40 households in this area where children could benefit from walking/biking to school. There are also many residents in the area that could use the proposed project to walk/bike to businesses, the community park, and to the school for community events/ball games. Junction School has baseball and soccer fields that are used by many teams throughout Shasta County. These people need safe facilities to cross the road to get to/from their parked car or house if they live in the area.

- *57.6% or almost three in five Shasta County adults are overweight or obese (2011-12 California Health Interview Survey (CHIS).*
- *34% of Shasta County fifth, seventh and ninth graders are overweight or obese (2010 California Physical Fitness Test).*
- *Less than half of Shasta County adults meet physical activity recommendations like brisk walking for 30 minutes at a time, 5 times per week. (2010 Mercy Medical Center, Community Health Assessment).*
- *Only 20.8% % of Shasta County children age 5-17 meet physical activity guidelines (Ask CHIS 2011-12). A walk or bike ride to school could help children meet physical activity guidelines to prevent chronic disease.*
- *40% of 7th grade students at Junction School could use improvement in aerobic capacity (CA Physical Fitness Report 2013-14)*



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

This project will enhance public health in many areas including increasing physical activity by children and adults, which is known to reduce chronic diseases such as diabetes and heart disease. It will also improve the community's mental health (connection with nature and physical activity), improving air quality, and reducing crashes and injuries.

- *This project is consistent with the Health & Human Services Agency 2011-2020 Strategic Plan which calls out "Promoting mental well-being." Mental illness affects almost every family in America. Regular physical activity has been shown to reduce illness and death from mental health disorders, including risk of developing depression. Patients with serious mental illness are now dying up to 25 years earlier than the general population. Strategies in the plan call for:

 - *Increasing access to different types of safe and affordable transportation*
 - *Increasing the percentage of individuals who use a local paved or dirt trail for walking, hiking or biking or report regular physical activity.**
- *This project is also consistent with Healthy Shasta's 2016 Strategic Plan (a collaborative to address obesity and chronic disease prevention) whereby one of the main focus areas to "promote and support walk and bike to school efforts and promote Safe Routes to School and other safety related efforts." The plan also focuses on walking/biking in the community specifically mentioning "improving connectivity for walking and biking through trails and complete streets" and "encouraging walking and biking to close destinations."*
- *This particular census tract where the project is located ranks particularly low in regards to people walking to work at .5% compared to Shasta County at 2.1%. (American Community Survey, 2009-2013)*
- *Increases in walking and bicycling after schools have implemented SRTS programs have been documented. Engineering improvements are associated with an 18% relative increase in walking and bicycling, and the effects of education and encouragement programs are cumulative. Over the course of five years, these education and encouragement programs could lead to a 25% relative increase in walking and bicycling. (Study of 801 schools in Dist. Of Columbia, FL, OR, TX from 2007-2012, Journal of The American Planning Association, Sept 25, 2014)*

Findings do indicate that hospital discharges in children with a primary diagnosis show that asthma/bronchitis are higher throughout Shasta County than California - 12.1% compared to 8.2% (kidsdata.org, 2013).



Public Health is also concerned with preventing injuries and deaths. Designing roadways for all transportation users is healthier and safer for the community. When we increase safety for walkers and bicyclists and people that cannot or choose not to drive motor vehicles, we provide and work for a more just community. Additionally, when streets are safe for children/students, they are also safe for people of all ages and abilities.

- *42 motor vehicle crashes occurred from 2009-2013 in a 1 mile distance near Junction School. None of these crashes have involved a pedestrian or bicyclist (SWITERS). However, we do know that there have been instances where pedestrians and bicyclists have been hit and it has not been reported. We heard several near miss stories when we conducted public outreach at the school and within the business community.*
- *The speed limit along this corridor is 40 mph (25 in the school zone) which is often not observed. The current roadway gives no indication to motorists to slow down as it actually widens to 5 lanes in front of the school. Reducing lanes and putting more signage and obstacles (i.e. crosswalk refuge islands, enhanced crosswalk markings) in the roadway, would get the attention of motorists and help to slow them down. High speed has a significant impact on pedestrian deaths. If a vehicle traveling at 20 mph hits at pedestrian, there is a 5% chance of pedestrian death. When a vehicle is traveling at 40 mph, the odds of pedestrian death increases to about 85% (From Embarcadero Road Traffic Calming Project, Preliminary Report, Patrick Siegman Siegman & Associates, Town & Transportation Planning)*

Shasta County Public Health staff that helped with this proposal:

- *Benjamin O'Neil, Epidemiologist who helped gather and analyze data. Also helped with designing and distributing Palo Cedro Safe Routes Survey.*
- *Amy Pendergast, Community Health Education Specialist II, who helped gather and analyze data.*
- *Sara Sundquist, Shasta SRTS Program Coordinator; conducted Parent surveys & Palo Cedro SR Survey, coordinated public input with Junction School parents and business community, assisted with answering public health questions in this proposal.*



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.

The Project does not serve a disadvantaged community

Option 1: Median household income, by census tract for the community(ies) benefited by the project: **\$70,923**

- Provide all census tract numbers: **119**
- Provide the median income for each census track listed: **\$70,923**
- Provide the population for each census track listed: **4470**

Screen Shot of Census Data:

		Census Tract 119, Shasta County, California							
		Households		Families		Married-couple families		Nonfamily households	
Subject	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	
Total	1,769	+/-98	1,430	+/-128	1,263	+/-139	359	+/-104	
Less than \$10,000	8.2%	+/-4.0	4.1%	+/-3.7	0.3%	+/-0.5	24.5%	+/-12.6	
\$10,000 to \$14,999	1.1%	+/-1.1	1.1%	+/-1.3	1.3%	+/-1.5	1.1%	+/-1.6	
\$15,000 to \$24,999	8.4%	+/-3.7	5.4%	+/-3.7	5.1%	+/-4.0	20.3%	+/-12.4	
\$25,000 to \$34,999	6.0%	+/-2.5	4.5%	+/-2.5	3.3%	+/-2.4	12.3%	+/-8.5	
\$35,000 to \$49,999	13.5%	+/-5.5	11.2%	+/-5.3	12.1%	+/-5.8	22.8%	+/-14.5	
\$50,000 to \$74,999	15.0%	+/-3.9	16.6%	+/-4.3	16.5%	+/-4.7	9.7%	+/-5.0	
\$75,000 to \$99,999	18.4%	+/-5.8	22.4%	+/-6.8	24.2%	+/-7.3	11.7%	+/-11.7	
\$100,000 to \$149,999	14.3%	+/-4.4	16.2%	+/-4.9	16.5%	+/-5.3	6.7%	+/-6.9	
\$150,000 to \$199,999	7.2%	+/-3.3	8.8%	+/-4.0	10.0%	+/-4.6	0.8%	+/-1.4	
\$200,000 or more	7.8%	+/-4.1	9.8%	+/-5.1	10.7%	+/-5.6	0.0%	+/-9.3	
Median income (dollars)	70,923	+/-9,774	79,055	+/-5,536	82,799	+/-7,418	26,036	+/-11,409	
Mean income (dollars)	88,656	+/-10,834	101,229	+/-12,500	N	N	36,597	+/-9,454	
PERCENT IMPUTED									
Household income in the past 12 months	21.4%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	
Family income in the past 12 months	(X)	(X)	22.7%	(X)	(X)	(X)	(X)	(X)	
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)	(X)	15.3%	(X)	

2005-2013 5-Year American Community Survey

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



- Provide all census tract numbers: 119
- 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: 33.8 %

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

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? ____%

Explain how this percent was calculated.

Project is not in a disadvantaged community

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.

Just because many of the residents that live in this area are not considered disadvantaged, does not mean that there are people in this area that are disadvantaged and they could greatly benefit from the project. Shasta County ranks higher than California in percent of people not working 52% compared to the state at 42.5%. Additionally, the percent of people in poverty is also a bit higher in Shasta County at 23.2% compared to the state at 20.9%. (AskCHIS Neighborhood Edition,2011-2012)



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 original school request, only enhanced crosswalks analyzed via the calculator: 10.37

Community preferred enhancements (preferred alternative): 4.74

The community preferred enhancements will actually increase both bike and pedestrian use and enhance safety. Improving crosswalks only, though safer for existing users, will not increase bike and pedestrian activity because of sidewalk gaps, unchanged traffic speeds, and having to continue to cross five traffic lanes. A crosswalk only project does not address the main parent concerns. Parent “buy-in” of the project is a key factor to increase bike and pedestrian trips for school children. If the goal is to increase active transportation modes then the community preferred alternative better meets the ATP guidelines.

Brief Alternative Descriptions:*Preferred:*

- *Two new refuge island enhanced crosswalks (currently 3 wide crosswalks with 2 yellow lines, difficult to see)*
- *Cycle track connecting to existing multiuse path*
- *Speed feedback signs (current speed is 40 mph, largely not observed)*
- *Pedestrian Activated Flashing Beacons (no lighting on current crosswalks, low to no driver yield rate)*
- *Buffered Bike Lane*
- *Road Diet*

Original School Proposal:

- *Two new refuge island enhanced crosswalks (currently 3 wide crosswalks with 2 yellow lines, difficult to see)*



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.)

$$\left(\frac{2619392}{575,000} \text{ and } \frac{261932}{575000} \right) = 4.74$$

The tool seemed easy to use and the instructions were helpful. The input and output for the preferred alternative follow:

20 Year Invest Summary Analysis	
Total Costs	\$575,000.00
Net Present Cost	\$552,884.62
Total Benefits	\$3,955,116.52
Net Present Benefit	\$2,619,392.65
Benefit-Cost Ratio	4.74

20 Year Itemized Savings	
Mobility	\$834,714.93
Health	\$41,249.78
Recreational	-\$319,932.58
Gas & Emissions	\$12,565.58
Safety	\$3,386,518.81

Funds Requested	\$575,000.00
Net Present Cost of Funds Requested	\$552,884.62
Benefit Cost Ratio	4.74



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 project is anticipating local funding as outlined below:

Funding Plan and Leveraging of Non-ATP Funds					
Proposed Total Project Cost (\$1,000s)					
Component	Funding Source	16/17	17/18	18/19	Total
Env. Clearance & Permitting	ATP	20			20
Plans, Specifications, & Estimate (PS&E)	ATP		60		60
R/W	ATP		5		5
Construction	ATP			377	377
Construction (Local Match)	Shasta County/SRTA Local Trans. Funds			116	116
		20	65	493	578



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)

See Email Correspondence and Request Package in Attachment I

- 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.

Shasta County has experienced professional staff familiar with the various federal and state funding requirements and regulations. Shasta County is familiar with the Caltrans Local Assistance Procedures Manual and Guidelines. Annually we complete three to five federal aid projects.

In the last five years Shasta County has worked on the following HSIP projects:

No.	Project ID	CT District	Agency Name	MPO	Location of Work	PE	Env.	PSE/RW	Const.
6	HSIP5-02-003	2	Shasta County	SCRTPA	Gas Point Rd. between Keri Ln. and Charles St.				
7	HSIP5-02-004	2	Shasta County	SCRTPA	Olinda Rd. between Sammy Ln. and Greenleaf Ln.				
8	HSIP6-02-003	2	Shasta County	SRTA	On Deschutes Rd between Balls Ferry Rd and Beatie Rd				
9	HSIP6-02-004	2	Shasta County	SRTA	On Deschutes Rd between Beatie Rd and Brundage Rd				
	HRRL	2	Shasta County	SRTA	Hawthorn Ave Happy Valley to 1.5 miles west				
Phase Authorized=									

- 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 Attachment A
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Attachment B
Required for all applications

Engineer's Checklist Attachment C
Required for Infrastructure Projects

Project Location Map Attachment D
Required for all applications

Project Map/Plans showing existing and proposed conditions Attachment E
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions Attachment F
Required for all applications

Project Estimate Attachment G
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) Attachment H
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information Attachment I
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question
I-8: Corps Assistance Request and Responses

Letters of Support Attachment J
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments Attachment K
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.



Additional Attachments (Continued)

Attachment K

Exhibit 1: Regional Transportation Plan (RTP) Reference

Exhibit 2: Parent Survey Report & Supplemental Survey

Exhibit 3: Community Destination and Bike/Pedestrian Facilities Map

Exhibit 4: Junction School District and Proposed Improvement Map

Exhibit 5: Shasta County 2010 Bicycle Transportation Plan Cover Sheet and Web Reference



Application Signature Page
Required for all applications

Attachment A

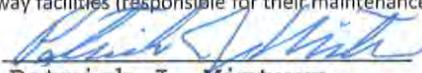


Part C: Attachments **Attachment A: Signature Page**

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:	<u></u>	Date:	<u>5/4/15</u>
Name:	<u>Patrick J. Minturn</u>	Phone:	<u>530-225-5661</u>
Title:	<u>Public Works Director</u>	e-mail:	<u>pminturn@co.shasta.ca.us</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

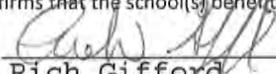
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines.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

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

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

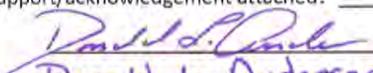
Signature:	<u></u>	Date:	<u>5/6/15</u>
Name:	<u>Rich Gifford</u>	Phone:	<u>(530) 547-3274</u>
Title:	<u>Principal</u>	e-mail:	<u>rgifford@junctionesd.net</u>

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

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

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

Signature:	<u></u>	Date:	<u>5/8/15</u>
Name:	<u>Donald L. Anderson</u>	Phone:	<u>(530) 225-2545</u>
Title:	<u>Deputy District Director</u>	e-mail:	<u>Don.anderson@dot.ca.gov</u>

* 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>



ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)
Required for all applications

Attachment B

ATP PROJECT PROGRAMMING REQUEST

Date: 4/27/2015

Project Information:					
Project Title: Junction School Safe Route To School					
District	County	Route	EA	Project ID	PPNO
2	Shasta	Deschutes Rd.			

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)				20				20	
PS&E					60			60	
R/W					5			5	
CON						493		493	
TOTAL				20	65	493		578	

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)				20				20	
PS&E					60			60	Notes:
R/W					5			5	
CON						377		377	
TOTAL				20	65	377		462	

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)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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: 4/27/2015

Project Information:					
Project Title: Junction School Safe Route To School					
District	County	Route	EA	Project ID	PPNO
2	Shasta	Deschutes Rd.			

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)									Shasta County/SRTA
PS&E									Notes:
R/W									Local Transportation LTF or TDA
CON						116		116	non-motorize set aside
TOTAL						116		116	

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									



Engineer's Checklist

Required for Infrastructure Projects

Attachment C

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: ac
 - 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: ac
 - 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: ac
(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: ac
 - 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: ac

- 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: ac

- 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: _____

N/A

- 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: ac

- 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):

Title:

Engineer License Number

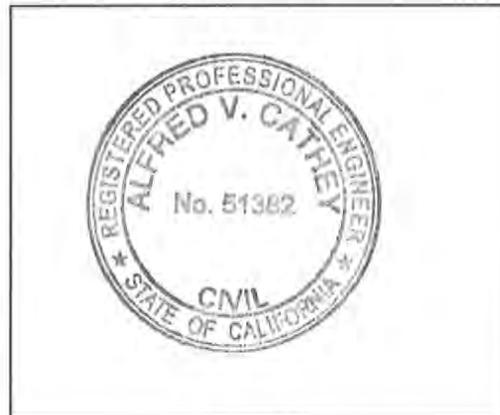
Signature: *Alfred V. Cathey*

Date:

Email:

Phone:

Engineer's Stamp:



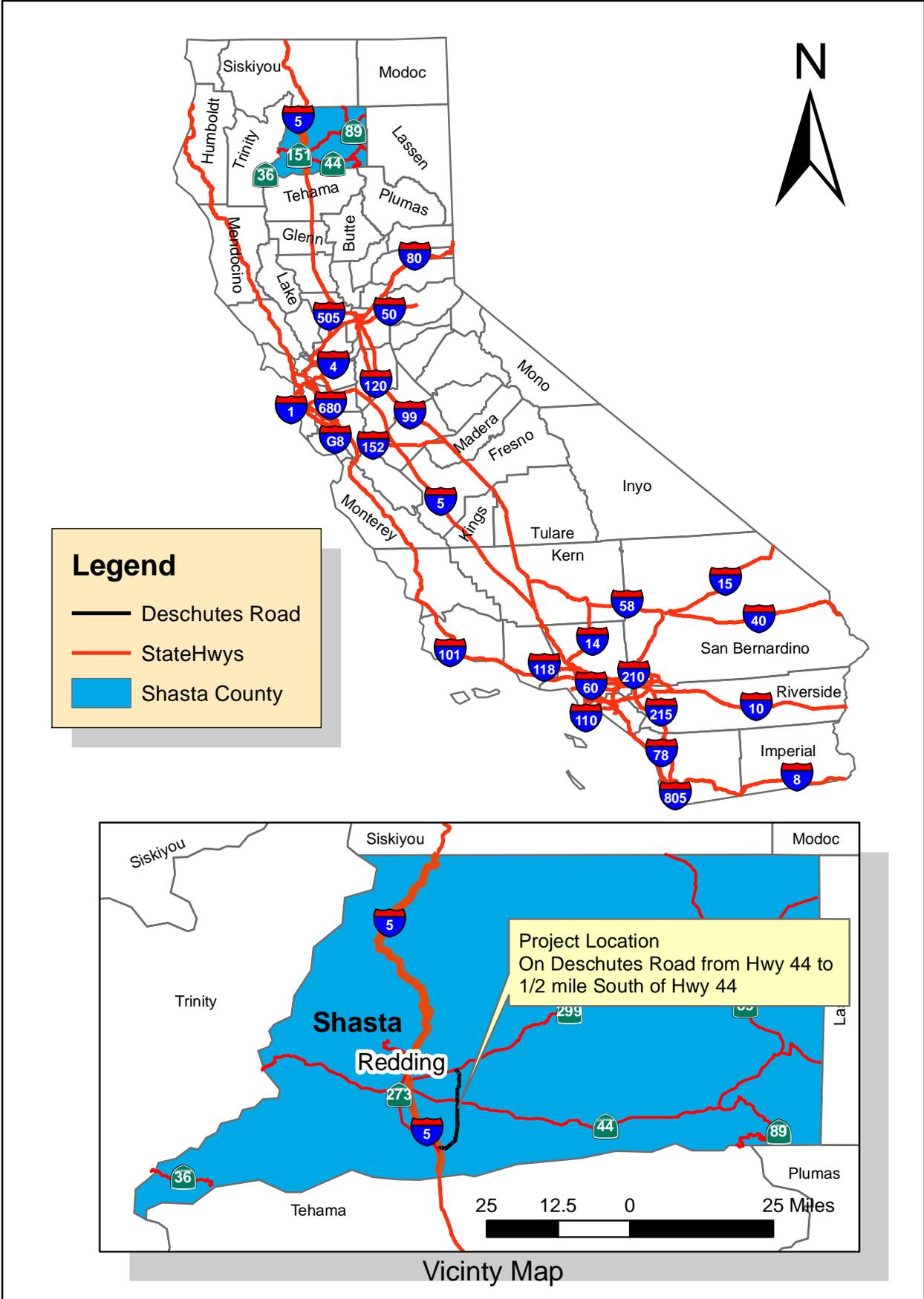


Project Location Map

Required for all applications

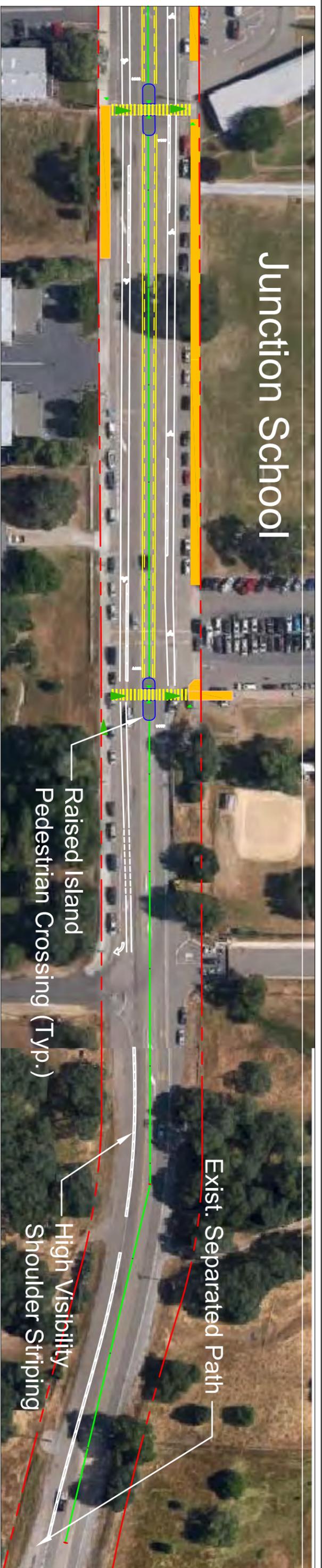
Attachment D

Project Location Map

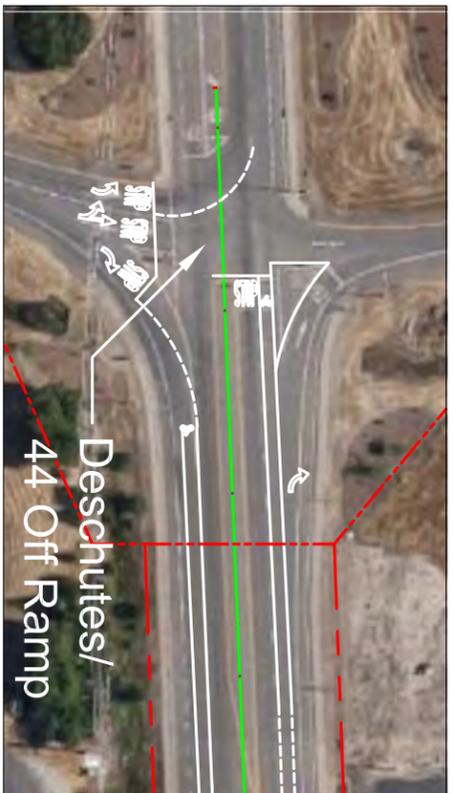
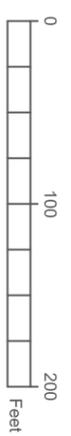




Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)



Legend:
 Approx. Right of Way Line ————
 ————
 ————



AVC DRAWN BY:	SUPERVISING ENGINEER:
AVC PROJECT ENGINEER:	STRUCTURES CHECKED BY:
	REGISTERED CIVIL ENGINEER:
	## APPROVAL DATE:

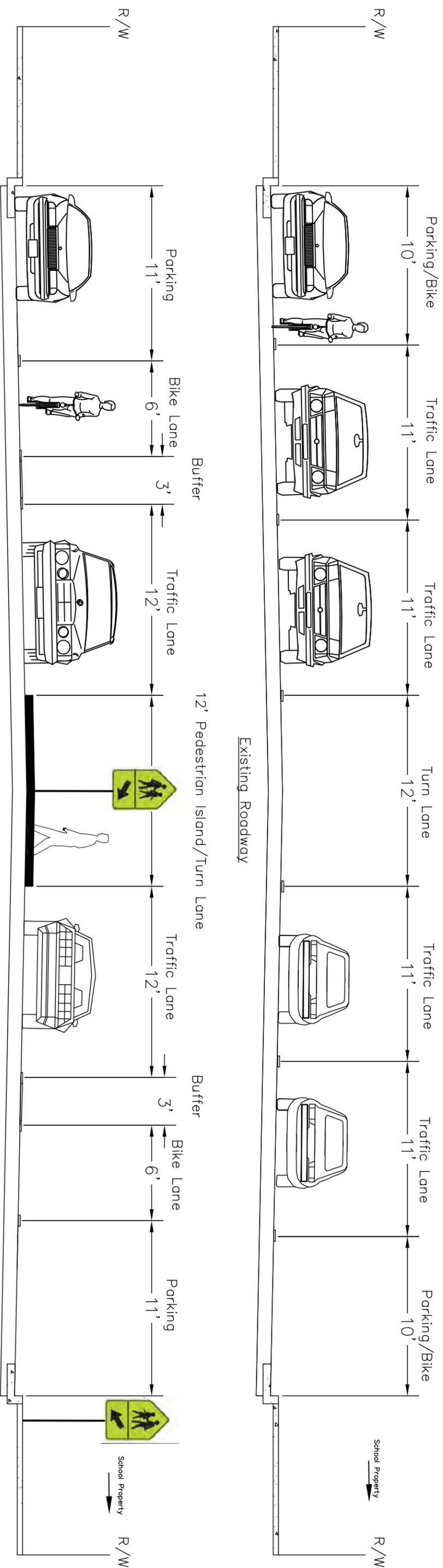
PLEASE
 STAMP
 HERE

STATE OF CALIFORNIA COUNTY OF SHASTA DEPARTMENT OF PUBLIC WORKS	CONTRACT NO. ### RD. NO. ## SCALE: AS SHOWN
---	---

Junction School Safe Route to School Preliminary Layout Plan (Road Diet)	SHEET 1 OF 1
---	-----------------------

Preliminary

Deschutes Road Typical Sections



"Road Diet"

SHASTA COUNTY DEPARTMENT OF PUBLIC WORKS

Junction School
Safe Route To School
Active Transportation Project

0 SCALE: 10' DATE: 4/28/2015 DRAWN BY: AVC



Photos of Existing Conditions
Required for all applications

Attachment F

Attachment F



Bike to School Day May 2015 CHP Provided Escort of Children. Photo Illustrate the Potential for Bike Trips to School.



Public Outreach Booth at Junction School Science Fair May 6, 2015. Parent filling out a supplemental Survey

Project Photos

Attachment F



Highway 44 North End of Project



Caltrans Park and Ride Lot



Major Shopping Center North of Project



Community Park Entrance North of Project

Project Photos

Attachment F



Typical Substandard Crosswalk



Typical Sidewalk Gap South End of Project



Typical Crosswalk Marking South End of Project



Sidewalk Encroachment at School Drop-off Area

Project Photos



Project Estimate

Required for Infrastructure Projects

Attachment G

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:	Shasta County												
Application ID:	02-Shasta-01					Prepared by:	AVC			Date:	4/6/2015		
Project Description:	Junction School Safe Route To School												
Project Location:	Deschutes Road Between Highway 44 and Vista Oaks Drive												
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	SLURRY SEAL	300	TON	\$300.00	\$90,000	100%	\$90,000						
2	MINOR CONCRETE (CURB AND SIDEWALK)	1400	LF	\$40.00	\$56,000	100%	\$56,000						
3	RAISED PEDESTRIAN ISLAND (With LED Warning Lights)	2	EA	\$30,000.00	\$60,000	100%	\$60,000						
4	CURB RAMP	8	EA	\$10,000.00	\$80,000	100%	\$80,000						
5	6" THERMOPLASTIC TRAFFIC STRIPE (Bike Lane)	9300	LF	\$2.00	\$18,600	100%	\$18,600						
6	6" THERMOPLASTIC TRAFFIC STRIPE (High Visibility Shoulder Striping)	2500	LF	\$2.00	\$5,000	100%	\$5,000						
7	THERMOPLASTIC PAVEMENT MARKING	1340	SQFT	\$8.00	\$10,720	100%	\$10,720						
8	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	4400	LF	\$0.50	\$2,200	100%	\$2,200						
9	PLACE PAVEMENT MARKER	232	EA	\$8.00	\$1,856	100%	\$1,856						
10	SPEED INFORMATION SIGNS (SOLAR)	2	EA	\$20,000.00	\$40,000	100%	\$40,000					10%	\$4,000
11	LED PEDESTRIAN WARNING SIGNS (SOLAR)	2	EA	\$20,000.00	\$40,000	100%	\$40,000						
12													
13													
14													
15													
16													
Subtotal of Construction Items:					\$404,376		\$404,376						\$4,000
Construction Item Contingencies (% of Construction Items):													
Enter in the cell to the right					10.00%								
Total (Construction Items & Contingencies) cost:					\$444,814								
Project Cost Estimate:													
Type of Project Delivery Cost										Cost \$			
Preliminary Engineering (PE)													
Environmental Studies and Permits(PA&ED):										\$	20,000		
Plans, Specifications and Estimates (PS&E):										\$	60,000		
Total PE:										\$	80,000	18%	25% Max
Right of Way (RW)													
Right of Way Engineering:										\$	5,000		
Acquisitions and Utilities:										\$	-		
Total RW:										\$	5,000		
Construction (CON)													
Construction Engineering (CE):										\$	45,000		
Total Construction Items & Contingencies:										\$	\$444,814		
Total CON:										\$	489,814	9%	15% Max
Total Project Cost Estimate:										\$	574,814		



Non-Infrastructure Work Plan (Form 22-R)

Required for all projects with Non-Infrastructure Elements

Attachment H



Narrative Questions backup information

Attachment I

Required for all applications

Label attachments separately with "I-#" based on the # of the Narrative Question

I8- Conservation Corp. Correspondence

I-8 Response from Conservation Corps

From: Hsieh_Wei@CCC on behalf of ATP@CCC
To: [Alfred Cathey; inquiry@atpcommunitycorps.org](mailto:Alfred_Cathey; inquiry@atpcommunitycorps.org)
Cc: ATP@CCC; Hsieh_Wei@CCC; Wolsey_Scott@CCC; Johnson_Nicholas@CCC
Subject: RE: ATP Project Submittal for 02-Shasta County -1
Date: Thursday, April 30, 2015 2:51:36 PM

Hi Al,

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

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Alfred Cathey [mailto:acathey@co.shasta.ca.us]
Sent: Thursday, April 30, 2015 11:23 AM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Subject: ATP Project Submittal for 02-Shasta County -1

To Whom it May Concern,

Attached is a submittal package for an ATP project in Shasta County in the community of Palo Cedro. Please review the submitted information and let me know whether the Corp is able to supply any of the work on this project. This request is a requirement of the granting agencies review process. Thank you in advance for your response.

Sincerely,

Al Cathey
Supervising Engineer, Roads
Shasta County Department of Public Works
1855 Placer Street
Redding CA, 96001
Ph:530-225-5661

I-8 Response from Conservation Corps

From: [Active Transportation Program](#)
To: [Alfred Cathey](#)
Cc: atp@ccc.ca.gov
Subject: Re: ATP Project Submittal for 02-Shasta County -1
Date: Wednesday, May 13, 2015 11:25:51 AM

Hi Alfred,

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

Thank you

Monica

On Thu, Apr 30, 2015 at 11:22 AM, Alfred Cathey <acathey@co.shasta.ca.us> wrote:

To Whom it May Concern,

Attached is a submittal package for an ATP project in Shasta County in the community of Palo Cedro. Please review the submitted information and let me know whether the Corp is able to supply any of the work on this project. This request is a requirement of the granting agencies review process. Thank you in advance for your response.

Sincerely,

Al Cathey

Supervising Engineer, Roads

Shasta County Department of Public Works

1855 Placer Street

Redding CA, 96001

Ph: [530-225-5661](tel:530-225-5661)

--

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

California Conservation Corp
Active Transportation Information Submittal Package.
For Shasta County
Project No.:02-Shasta-1

To Whom it may Concern,

Shasta County is applying for Active Transportation Funding for a Safe Route to School Project. The State requires that you be contacted to see if you can supply any of the required work. The project mostly involves heavy construction type work on a ½ mile stretch of highway—road resurfacing, curb and sidewalk, etc. Some sign foundations could potentially be hand dug by CCC staff, but this work would only take a few days by hand. There are not many signs to be installed. This work could be done in hours by a contractor with the proper equipment. The project would take place in Summer of 2018. CCC Workers would be needed after June 1, 2018.

Please review this information and get back to me (acathey@co.shasta.ca.us) whether you would be willing to supply labor for hand digging sign foundations or any other potential items of work. Relevant project information follows this sheet.

Sincerely,

Al Cathey

Supervising Engineer, Shasta County

Ph:530-245-6807

acathey@co.shasta.ca.us

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:	Shasta County		
Application ID:	02-Shasta-01	Prepared by:	AVC
Project Description:	Junction School Safe Route To School		
Project Location:	Deschutes Road Between Highway 44 and Vista Oaks Drive		
Date:	4/6/2015		

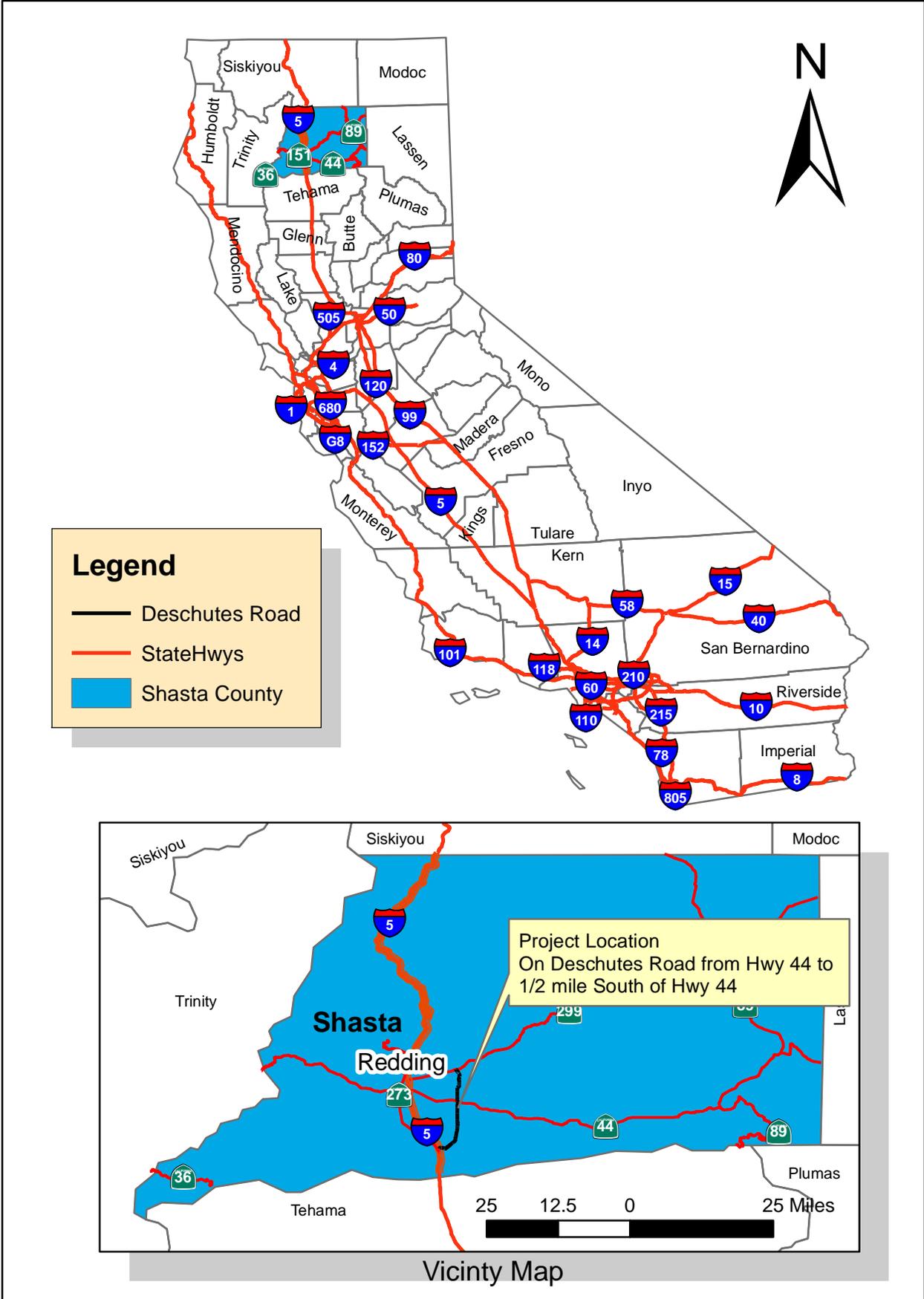
Engineer's Estimate and Cost Breakdown:

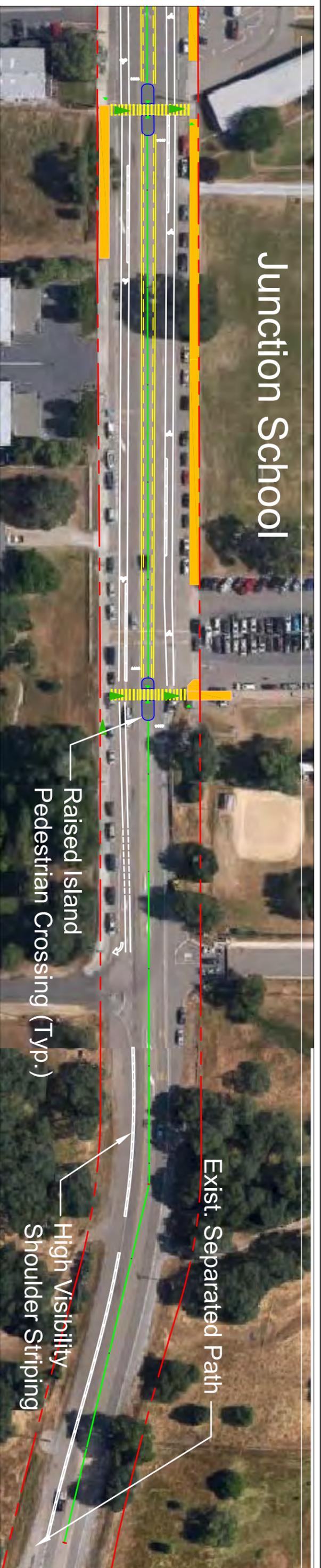
Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	SLURRY SEAL	300	TON	\$300.00	\$90,000	100%	\$90,000						
2	MINOR CONCRETE (CURB AND SIDEWALK)	1400	LF	\$40.00	\$56,000	100%	\$56,000						
3	RAISED PEDESTRIAN ISLAND (With LED Warning Lights)	2	EA	\$30,000.00	\$60,000	100%	\$60,000						
4	CURB RAMP	8	EA	\$10,000.00	\$80,000	100%	\$80,000						
5	6" THERMOPLASTIC TRAFFIC STRIPE (Bike Lane)	9300	LF	\$2.00	\$18,600	100%	\$18,600						
6	6" THERMOPLASTIC TRAFFIC STRIPE (High Visibility Shoulder Striping)	2500	LF	\$2.00	\$5,000	100%	\$5,000						
7	THERMOPLASTIC PAVEMENT MARKING	1340	SQFT	\$8.00	\$10,720	100%	\$10,720						
8	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	4400	LF	\$0.50	\$2,200	100%	\$2,200						
9	PLACE PAVEMENT MARKER	232	EA	\$8.00	\$1,856	100%	\$1,856						
10	SPEED INFORMATION SIGNS (SOLAR)	2	EA	\$20,000.00	\$40,000	100%	\$40,000					10%	\$4,000
11	LED PEDESTRIAN WARNING SIGNS (SOLAR)	2	EA	\$20,000.00	\$40,000	100%	\$40,000						
12													
13													
14													
15													
16													
Subtotal of Construction Items:					\$404,376		\$404,376						\$4,000
Construction Item Contingencies (% of Construction Items):													
Enter in the cell to the right					10.00%								
Total (Construction Items & Contingencies) cost:					\$444,814								

Project Cost Estimate:

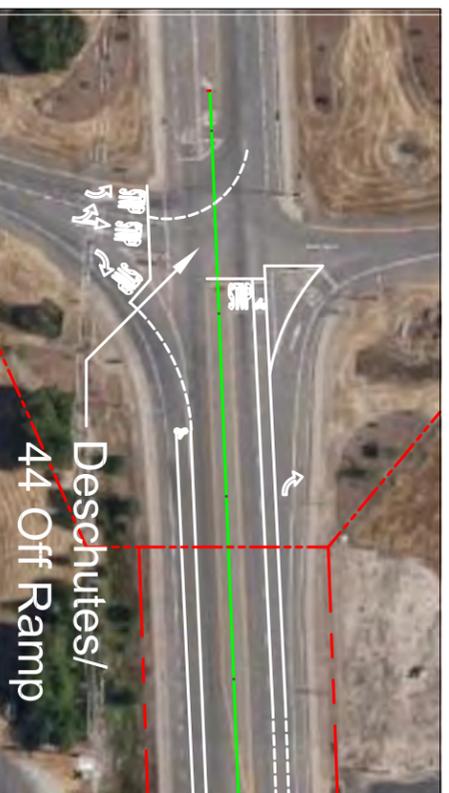
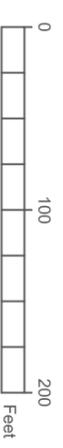
Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 20,000		
Plans, Specifications and Estimates (PS&E):	\$ 60,000		
Total PE:	\$ 80,000	18%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 5,000		
Acquisitions and Utilities:	-		
Total RW:	\$ 5,000		
Construction (CON)			
Construction Engineering (CE):	\$ 45,000	9%	15% Max
Total Construction Items & Contingencies:	\$444,814		
Total CON:	\$ 489,814		
Total Project Cost Estimate:		\$ 574,814	

Project Location Map





Legend:
 Approx. Right of Way Line ————
 ————
 ————



AVC DRAWN BY:	SUPERVISING ENGINEER:	REGISTERED CIVIL ENGINEER:
AVC PROJECT ENGINEER:	STRUCTURES CHECKED BY:	# APPROVAL DATE:

Preliminary

PLEASE STAMP HERE

STATE OF CALIFORNIA
 COUNTY OF SHASTA
 DEPARTMENT OF PUBLIC WORKS

CONTRACT NO. ###	RD. NO. #	BR. NO. #
SCALE: AS SHOWN		

Junction School Safe Route to School
 Preliminary Layout Plan (Road Diet)



Letters of Support

Required or Recommended for all projects (as designated in the instructions)

Attachment J

Junction Elementary School District

Rich Gifford
Superintendent/Principal



9087 Deschutes Rd.
Palo Cedro, CA 96073
Phone: 530-547-3274
Fax: 530-547-4080
www.junctionesd.net

Board Members:
Gwen Bunn
Rhonda Elgin
Terri Henry
Heather Richards
Andy Zappettini

April 22, 2015

Caltrans District Office

1657 Riverside Dr. 96001
P. O. Box 496073
Redding, CA 96049-6073

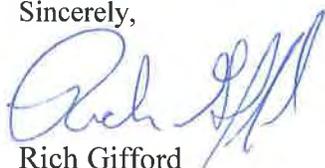
To Whom It May Concern:

On behalf of Junction School District, I am communicating my support for Shasta County Public Work's project for the Active Transportation Program. This application, if successful, builds upon Safe Routes to School efforts that have taken place over the past few years with promoting Walk and Bike to School Day at Junction School to increase the number of students walking and biking to school. Shasta County Public Health's Safe Routes to School Program has worked with the district in these efforts and has administered SRTS parent surveys at our school, where a number of parents commented on the speed of traffic and safety issues in front of the school.

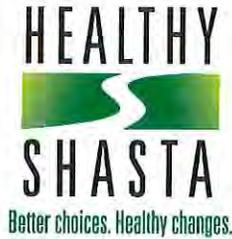
The Junction School District in partnership with Public Works, and Public Health desires to make the area in front of the school friendlier for students to walk and bike to school by completing sidewalk, enhancing crosswalks, and slowing down the speed of traffic. We are also dedicated to the mission to increase the physical activity of our students.

Again, I would reiterate my enthusiastic support for Public Work's efforts to obtain funding to finance infrastructure to improve safety in front of our school to increase the number of students walking and biking to school.

Sincerely,



Rich Gifford



Anderson Partnership for
Healthy Children

City of Anderson

City of Redding

City of Shasta Lake

County of Shasta

First 5 Shasta

Mercy Medical
Center

Redding Rancheria

Redding School
District

Shasta College

Shasta County Office
of Education

Shasta Regional
Transportation Agency

Shasta Family
YMCA

Shasta Head Start

Simpson University

The McConnell
Foundation

Turtle Bay Exploration
Park

University of California
Cooperative Extension

Viva Downtown

Whiskeytown
National
Recreation Area

Caltrans Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Shasta County ATP Proposal for infrastructure Safe Routes to School improvements at
Junction Elementary School

Dear Caltrans Division of Local Assistance:

Healthy Shasta supports the efforts of Shasta County Public Works in seeking funds through the Active Transportation Program. The project would improve walking and bicycling safety for children at Junction School. The proposed improvements to provide additional sidewalks, a road diet, and improved crosswalks with median refuge islands are critical in the effort to protect children from motor vehicle injuries. This new project will also feature a road diet, which is intended to slow the speed of traffic. High motor vehicle speed is a significant factor in pedestrian and bicyclist injuries and deaths.

Healthy Shasta is a collaborative with a vision for a community where 'the healthy choice is the easy choice,' and creating a safe environment for community members to participate in bicycling and walking, particularly in school areas, is consistent with Healthy Shasta's vision. Walking and Biking is one of the four strategic areas Healthy Shasta has identified to work on. The Active Transportation Program is consistent with Healthy Shasta's goal to increase physical activity and prevent obesity, as well as the associated human suffering and economic costs to the community.

Please contact me at (530) 229-8428 if I can provide any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Shellisa Moore". The signature is written in a cursive, flowing style.

Shellisa Moore
Healthy Shasta Coordinator



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

May 14, 2015

Caltrans Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Shasta County Active Transportation Project Proposal for the Junction School Project

To Whom It May Concern:

As Executive Director of Shasta Regional Transportation Agency (SRTA), I would like to express strong support for Shasta County's Active Transportation Program (ATP) application for the Junction School Project. The project is consistent with SRTA's Regional Transportation Plan and will close a significant gap in bike routes to the school and surroundings. Encouraging active transportation will also help SRTA and the county meet air quality and greenhouse gas reduction goals set by the California Air Resources Board and the region's sustainable communities strategy.

In an effort to encourage active transportation and support state and federal match needs, SRTA has funding available through two separate sources: The Rural Bike Lanes and Sidewalks to Transit Program and or the 2% Transportation Development Act set-aside. The project would be a likely candidate to receive 20% matching funds under either program because sufficient funds are available and the project strongly aligns with our program criteria.

SRTA supports ATP funding for the Junction School Project without reservation. Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/jac



Health and Human Services Agency

Donnell Ewert, MPH, Director

Public Health

Terri Fields Hosler, MPH, RD, Branch Director
Andrew Deckert, MD, MPH, Health Officer

2650 Breslauer Way
Redding, CA 96001-4246

Phone: (530) 225-5591

Fax: (530) 225-3743

Toll Free: (800) 971-1999

CA Relay Service: (800) 735-2922

May 7, 2015

Caltrans District Office
1657 Riverside Dr. 96001
P. O. Box 496073
Redding, CA 96049-6073

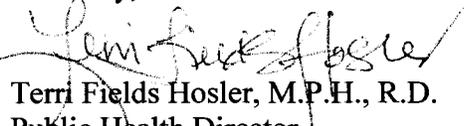
To Whom It May Concern:

Shasta County Public Health supports the efforts of Shasta County Public Works in seeking funds through the Active Transportation Program. The project would improve walking and bicycling safety for children at Junction School in Palo Cedro. The proposed improvements to provide additional sidewalks, and improved crosswalks with median refuge islands are critical in the effort to protect children from motor vehicle injuries. This new project will also feature a road diet, which is intended to slow the speed of traffic, since we know high motor vehicle speed is a significant factor in pedestrian and bicyclist injuries and deaths.

We have supported similar projects in the past, because the Active Transportation Program is consistent with our goals to increase physical activity and prevent disease and injury, as well as the associated human suffering and economic costs to the community. Currently, our department has a Safe Routes to School non-infrastructure grant and has partnered with Junction School on Walk and Bike to School Days, a walking school bus and a bike train. Creating a safe environment for community members to participate in bicycling and walking, particularly in school areas, is consistent with Public Health's work to prevent unintentional injuries, promote physical activity, and address childhood obesity.

Public Health recognizes the direct link between a healthy, active lifestyle and community livability. We commend Public Works efforts to improve Deschutes Road for the children walking to and from Junction School. Feel free to contact me if you have any additional questions.

Sincerely,


Terri Fields Hosler, M.P.H., R.D.
Public Health Director

Health and Human Services Agency
(530) 245-6869
tfieldshosler@co.shasta.ca.us

"Healthy people in thriving and safe communities"

Attachment J

Palo Cedro Community Park

April 13, 2015

Dear Mr. Cathey,

On behalf of the Palo Cedro Parks Board of Directors, I am writing to extend our support for the Junction School Safe Routes to School Project. As residents of Palo Cedro, we would all like to see a much safer environment created for the children of our community.

Sincerely,



Ron Marin
Park Board President

Building a Better Community through Parks and Recreation

Post Office Box 1112 Palo Cedro California 96073 530-547-2727

www.palocedrocommunitypari.org

A California 501(c)(3) non-profit corporation Tax ID#68-0446118

RECEIVED

APR 16 2015

PUBLIC WORKS

Attachment J

From: [Dr. Craig A. Schlie](#)
To: [Alfred Cathey](#)
Subject: "Safe Route to School"
Date: Tuesday, April 28, 2015 9:34:11 AM

Dear Mr. Cathey,

This is one of those issues that I think unites all of us. I most heartily support the efforts to improve safety for pedestrians and cyclists.

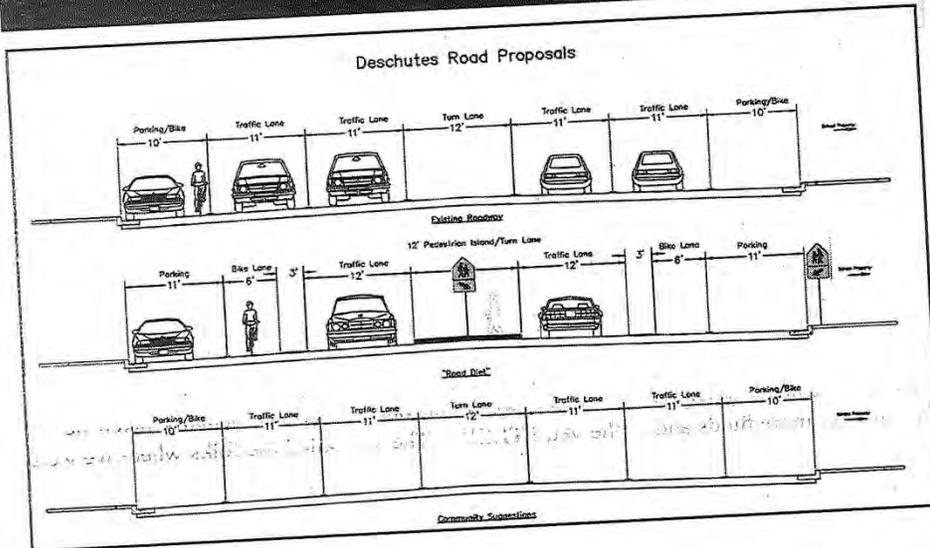
In addition to having a better and safer path to school, ALL pedestrian children must be reminded of their own responsibility to be safe and FACE oncoming traffic when they walk so that they can see danger as it approaches.

Over the last 20 years, I've seen far too many children being careless along the roadways. I have even seen one idiot child walking down the MIDDLE of the road!

-Dr. Schlie
Member, Palo Cedro Lions Club

Craig A. Schlie, D.D.S., Inc.
Associate Fellow, American Academy of Implant Dentistry
Member, International Congress of Oral Implantology
Member, Academy of General Dentistry
2775 Park Marina Drive, Suite A
Redding, CA 96001
T (530)244-6054
F (530)852-0949
www.ReddingDentalImplants.com

LETTER TO THE EDITOR



Letter to the Palo Cedro Community from the Greater Palo Cedro Area Chamber of Commerce:

Shasta County Public Works is working with Junction School and Healthy Shasta's "Safe Route to School" program to write a grant that will make the south end of Deschutes safer for Junction students who are walking and/or riding their bikes to school. This is an important project for our community as it will enable more students to take advantage of a safer path, which will hopefully decrease vehicle traffic since they will be able to ride bikes and/or walk to school instead of being driven by parents.

The plan involves eliminating both the north and southbound secondary lanes on Deschutes from the SR 44 overpass southward to Junction School. There will be sidewalks installed, as well as "refuge islands" in the median/center lane so when students have crossed one lane of traffic via the new crosswalks, they will have a safe "island" to stand on while waiting for traffic to pass in the opposite lane.

Not only will this encourage more people to bike/walk along this end of Deschutes, but it will also enable the speed limit to be lowered slightly, making it safer for pedestrians in the downtown area. The current speed limit along Deschutes is 40 mph. This is definitely not a safe speed for pedestrians crossing the street. Although there is a 25 mph school

zone speed limit, surveys have proven the average speed in this zone is above 40 mph. The other benefit of the islands and the single lanes is to make motorists feel like they need to slow down; this should add to the success of the project.

The Chamber supports this endeavor because we feel it will provide a safe route to school for the students at both Junction Elementary and Junction Middle School. It will also provide a lowered speed limit in this zone, which could allow for neighboring store fronts to become more noticed by motorists.

Please review the map, and if you agree with this project, you can help Junction "win" this competitive Federal grant... The Chamber strongly encourages you to write a letter of support addressed to Mr. Cathey at Shasta County Public Works. The more letters of support they have from businesses and community members, the easier it will be for them to win the grant, as this is a competitive process. If you have questions or concerns, Mr. Cathey is available at Shasta County Department of Public Works: 530-225-5661.

Please email your letters of support to Mr. Cathey at: acathey@co.shasta.ca.us. Alternatively, you can snail mail your letters of support to: Al Cathey, Supervising Engineer, Roads, Shasta County Department of Public Works, 1855 Placer Street, Redding CA, 96001

April 14, 2015

Al Cathey
Supervising Engineer, Roads
Shasta County Department of Public Works
1855 Placer Street
Redding CA, 96001
Ph:530-225-5661

Al Cathey,

We are residents of Palo Cedro and understand the need to address the speed issues on Deschutes Road. We strongly support the Junction School parents efforts on this issue.

Are speed bumps being considered? They seem to work well at Mistletoe School.

Ed Smith & Virginia Phelps
21778 Belmont Dr
547-4907
Palo Cedro, CA

RECEIVED
APR 16 2015
PUBLIC WORKS



Additional Attachments

Attachment K

Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Exhibit 1: Regional Transportation Plan (RTP) Reference

Exhibit 2: Parent Survey Report

Exhibit 3: Community Destination and Bike/Pedestrian Facilities Map

Exhibit 4: Junction School District and Proposed Improvement Map

Exhibit 5: Shasta County 2010 Bicycle Transportation Plan



Exhibit 1: Regional Transportation Plan (RTP) Reference

Table 44 - Summary of Projects: Caltrans Active Transportation

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	151, Begin PM 5.4, End PM 5.9, Shasta Lake City from 0.5 mile west to 0.4 mile east of Poplar Lane	\$2,000,000		(2016-2025)	Construct curb ramps, reconstruct sidewalks and possibly add sidewalks and adjust traffic signal pedestrian buttons.	SHOPP
	Total Short Term Needs =	\$2,000,000				
2	Lake Blvd (SR 299), between SR 273 and Interstate 5, Begin PM 24.238, End PM 24.822, Complete Streets gap closure for multimodal use facilities and aesthetic treatments		\$2,560,000	(2026-2035)	Bicycle and pedestrian, complete streets	SHOPP/ATP
3	Route 299, Begin PM 16.5, End PM 18.3, From Old Shasta to Whiskeytown NRA, Provide westbound truck climbing lane and bike lane.		\$1,536,000	(2026-2035)	Bicycle and pedestrian, truck climbing lane	SHOPP/ATP
4	Entire length of SR 273, Class II Bike Lane (including railroad crossing)		\$15,361,000	(2026-2035)	construct bike lanes	SHOPP/ATP
5	Route 273, Begin PM 3.812, End PM 11.1, various locations in high pedestrian areas, Pedestrian Facilities - Consistent with ADA and Caltrans Design Standards		\$8,961,000	(2026-2035)		SHOPP/ATP
	Total Long Term Fundable Needs =		\$-			

DESCRIPTION	Short (2016-2025)	Long (2026-2035)	Total
Funding Needed By Short and Long Range Bands	\$2,000,000	\$28,418,000	\$30,418,000
Recap of Expected/Estimated/Unknown Resources			
Active Transportation Program (ATP) =	\$200,000	\$-	\$200,000
State Highway Operations and Protection Program (SHOPP) =	\$1,800,000	\$-	\$1,800,000
Total Funding Reasonably Available =	\$2,000,000	\$-	\$2,000,000
Total Unfunded Needs (or Short Term Carryover) =	\$-	\$(28,418,000)	\$(28,418,000)

Note 1 : Green highlighted projects above can be funded in the constrained funding analysis

Note 2 : Un-highlighted projects above cannot be funded. New funding sources will need to be identified or improvement will be developer funded.

Note 3 : Long term projects are escalated by 2.5%

Table 45 - Summary of Projects: Shasta County Active Transportation

Project Number	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	PROJECT BAND	PROJECT TYPE (PROJECT INTENT)	EXPECTED FUNDING SOURCES
1	Burney - Tamarack Ave. and Park Ave., class ii bike lane	\$420,000		(2016-2025)	Safety/SRTS	2% LTF
2	Burney - Mountain View Drive, Quebec St., Sugar Pine, Safe Routes to School	\$500,000		(2016-2025)	Safety	Local/Other
3	Burney - Park Avenue, between Tamarack Avenue and Burney Creek, Construct shoulders	\$101,500		(2016-2025)	Safety	ATP/Local/Other
4	Burney - Erie Street, Construct sidewalks	\$359,848		(2016-2025)	Safety	ATP/Local/Other
5	Burney - Quebec Street, Construct sidewalks	\$359,848		(2016-2025)	Safety	ATP/Local/Other
6	Burney - Toronto Avenue, between Erie and Quebec Streets, Construct sidewalks	\$359,848		(2016-2025)	Safety	ATP/Local/Other
7	Old Oregon Trail from College View to Collyer Drive, class ii bike lane and interchange improvements	\$500,000		(2016-2025)	Safety	ATP/Local/Other
	Total Short Term Needs =	\$2,601,045				
8	Road segment Gas Point Road, From I-5/Cottonwood, To Happy Valley Road, class ii bike lane		\$4,990,000	(2026-2035)	Safety	ATP/Local/Other
9	Road segment Happy Valley Road, From Gas Point Road, To Hawthorne Avenue, class ii bike lane		\$5,206,000	(2026-2035)	Safety	ATP/Local/Other
10	Road segment Canyon Road, From Hawthorne Avenue, To Highway 273, class ii bike lane		\$1,618,000	(2026-2035)	Safety	ATP/Local/Other
11	Road segment Balls Ferry Road, From Anderson city limit, To Deschutes Road, class ii bike lane		\$834,000	(2026-2035)	Safety	Unfunded or Developer
12	Road segment Deschutes Road, From Balls Ferry Road, To Highway 299 East, class ii bike lane		\$10,860,000	(2026-2035)	Safety	Unfunded or Developer
13	Road segment Placer Road, From Redding city limit, To Cloverdale Road, class ii bike lane		\$5,588,000	(2026-2035)	Safety	Unfunded or Developer
14	Road segment Texas Springs Road, From Placer Road, To Branstetter Road, class ii bike lane		\$5,008,000	(2026-2035)	Safety	Unfunded or Developer
15	Road segment Oasis Road, From I-5/Redding, To Old Oregon Trail, class ii bike lane		\$1,233,000	(2026-2035)	Safety	Unfunded or Developer
16	Road segment Old Oregon Trail, From I-5/Mountain Gate, To Highway 299 East, class ii bike lane		\$5,381,000	(2026-2035)	Safety	Unfunded or Developer
17	Road segment Old Oregon Trail, From Highway 299 East, To Highway 44, class ii bike lane		\$3,452,000	(2026-2035)	Safety	Unfunded or Developer
18	Road segment Cloverdale Road, From Placer Road, To Oak Street, class ii bike lane		\$3,162,000	(2026-2035)	Safety	Unfunded or Developer
19	Road segment Dersch Road, From Airport Road, To Deschutes Road, class ii bike lane		\$2,234,000	(2026-2035)	Safety	Unfunded or Developer
20	Road segment Swasey Drive, From Highway 299 West, To Placer Road, class ii bike lane		\$3,077,000	(2026-2035)	Safety	Unfunded or Developer
21	Burney - Tamarack Avenue, between convenience store and Main Street, Construct sidewalks		\$369,000	(2026-2035)	Safety	Unfunded or Developer
22	Burney - Main Street gap closures, at various locations, Construct sidewalks		\$2,303,000	(2026-2035)	Safety/Gap closure	Unfunded or Developer
23	Road segment Airport Road, From Highway 44, To Anderson city limit, class ii bike lane		\$5,069,000	(2026-2035)	Safety	Unfunded or Developer
24	Road segment Oak Street, From Cloverdale Road, To Palm Avenue, class ii bike lane		\$1,270,000	(2026-2035)	Safety	Unfunded or Developer
25	Road segment Palm Avenue, From Oak Street, To Happy Valley Road, class ii bike lane		\$2,023,000	(2026-2035)	Safety	Unfunded or Developer
26	Burney - Mountain View Road, between Main and Carberry Streets, Construct sidewalks		\$2,948,000	(2026-2035)	Safety	Unfunded or Developer
27	Burney - Ash Avenue, between Hudson and Marquette Streets, Widen shoulders		\$162,000	(2026-2035)	Safety	Unfunded or Developer
28	Burney - Park Avenue, between Burney Creek and Hudson Street, Widen shoulders		\$425,000	(2026-2035)	Safety	Unfunded or Developer
29	Burney - Hudson Street, between Park Avenue and Main Street, Widen shoulders		\$317,000	(2026-2035)	Safety	Unfunded or Developer



Exhibit 2: Parent Survey Report

Parent Survey Report: One School in One Data Collection Period

School Name: Junction Elementry

Set ID: 12588

School Group: Shasta Co Public Health

Month and Year Collected: November 2014

School Enrollment: 0

Date Report Generated: 03/03/2015

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

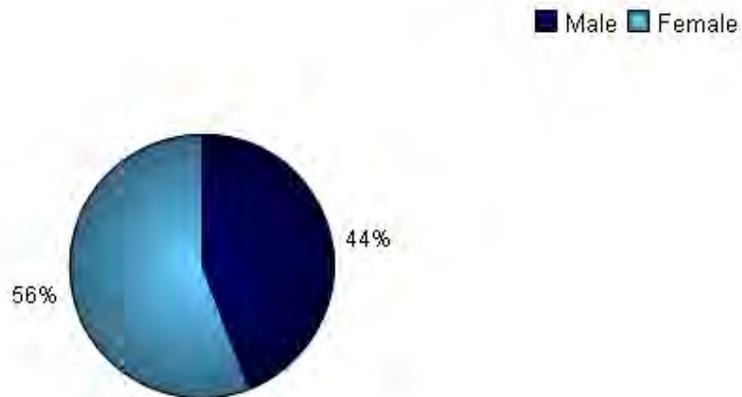
Tags: 2014 Fall Survey

Number of Questionnaires Distributed: 250

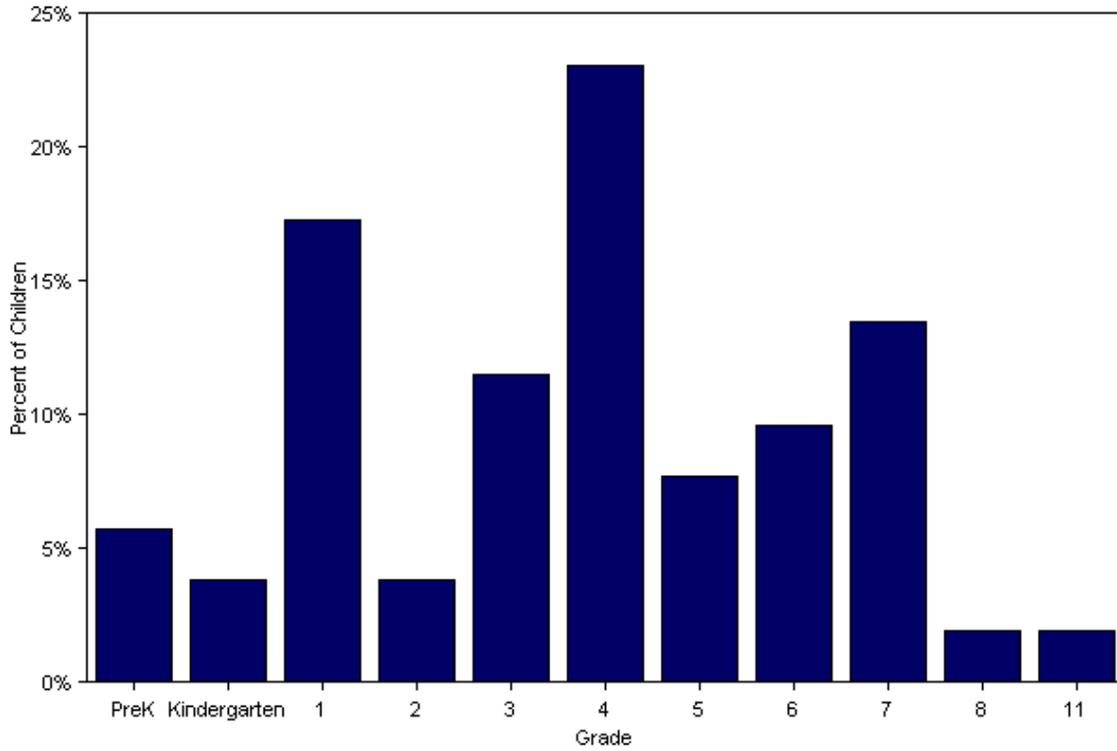
Number of Questionnaires Analyzed for Report: 52

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

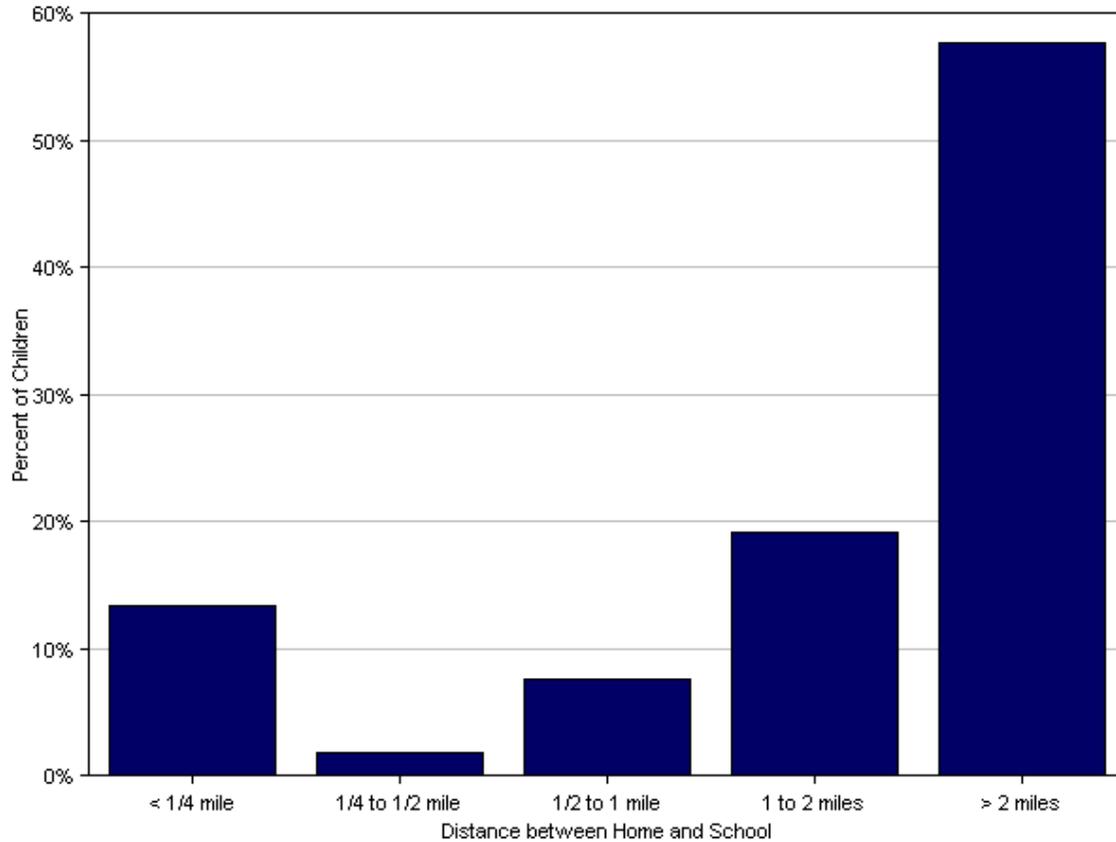


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	3	6%
Kindergarten	2	4%
1	9	17%
2	2	4%
3	6	12%
4	12	23%
5	4	8%
6	5	10%
7	7	13%
8	1	2%
11	1	2%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



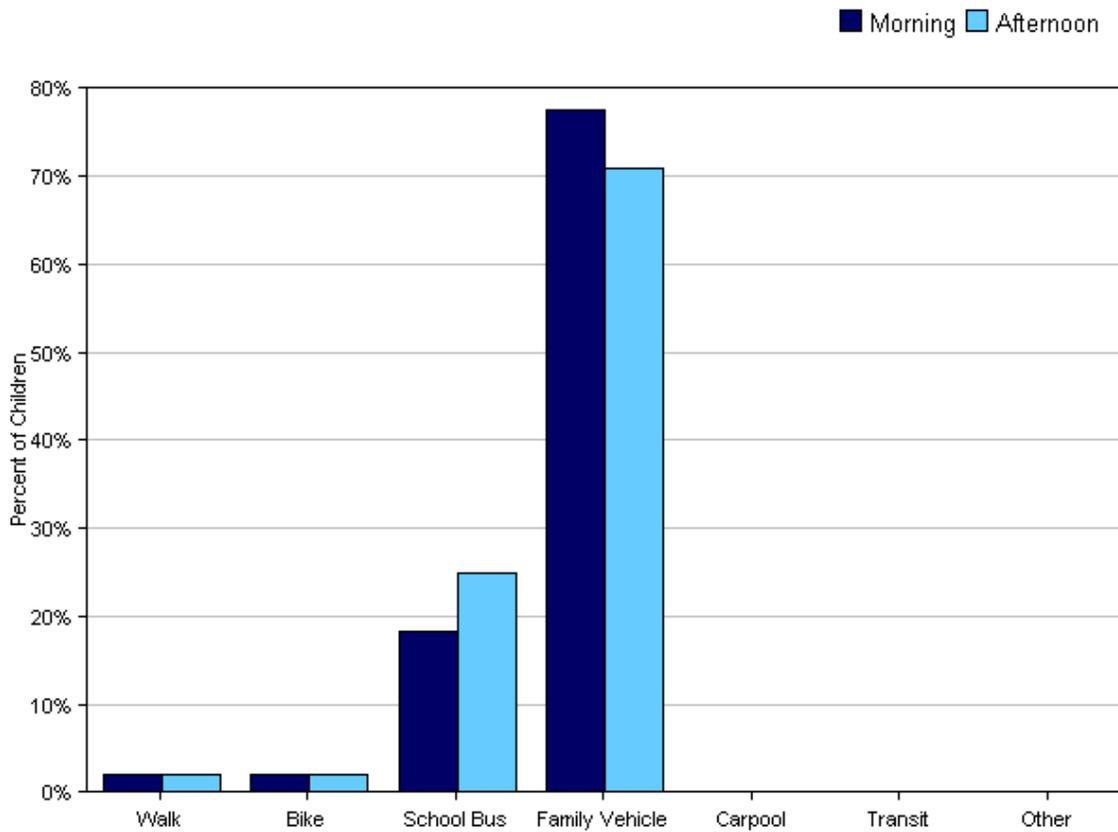
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	7	13%
1/4 mile up to 1/2 mile	1	2%
1/2 mile up to 1 mile	4	8%
1 mile up to 2 miles	10	19%
More than 2 miles	30	58%

Don't know or No response: 0

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

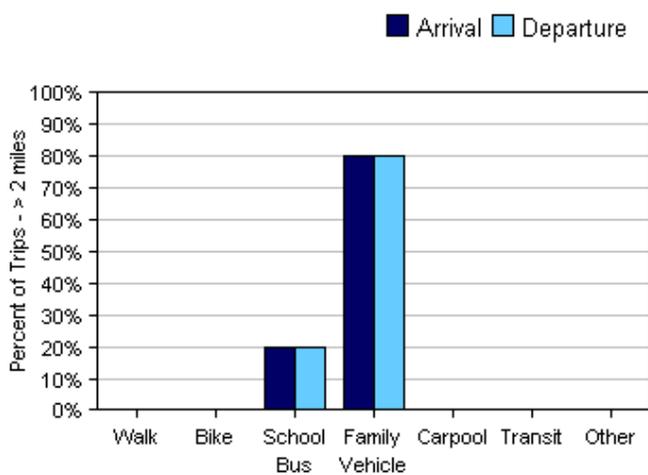
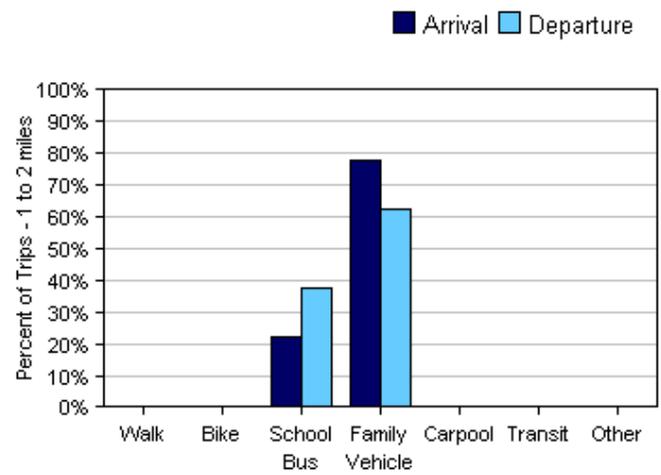
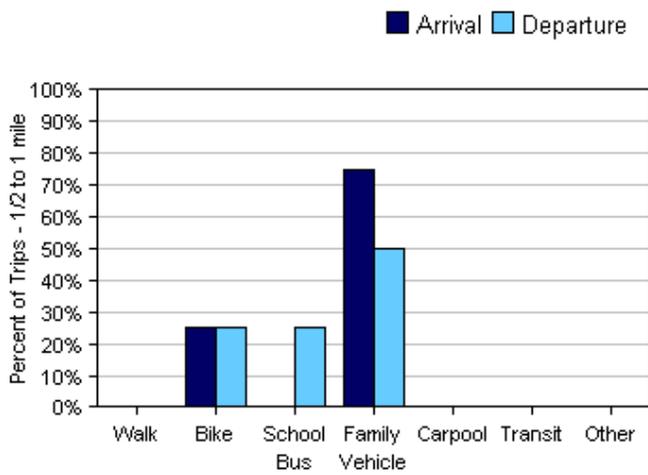
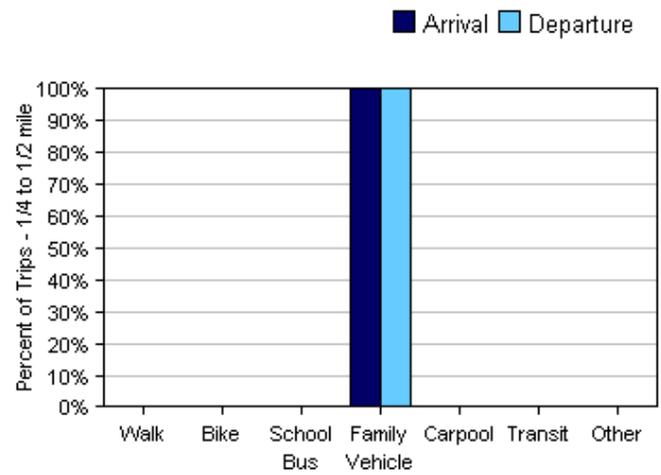
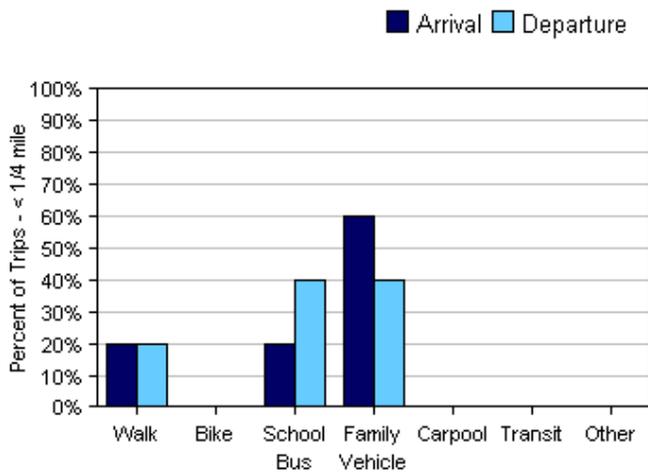
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	49	2%	2%	18%	78%	0%	0%	0%
Afternoon	48	2%	2%	25%	71%	0%	0%	0%

No Response Morning: 3

No Response Afternoon: 4

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	5	20%	0%	20%	60%	0%	0%	0%
1/4 mile up to 1/2 mile	1	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	4	0%	25%	0%	75%	0%	0%	0%
1 mile up to 2 miles	9	0%	0%	22%	78%	0%	0%	0%
More than 2 miles	30	0%	0%	20%	80%	0%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

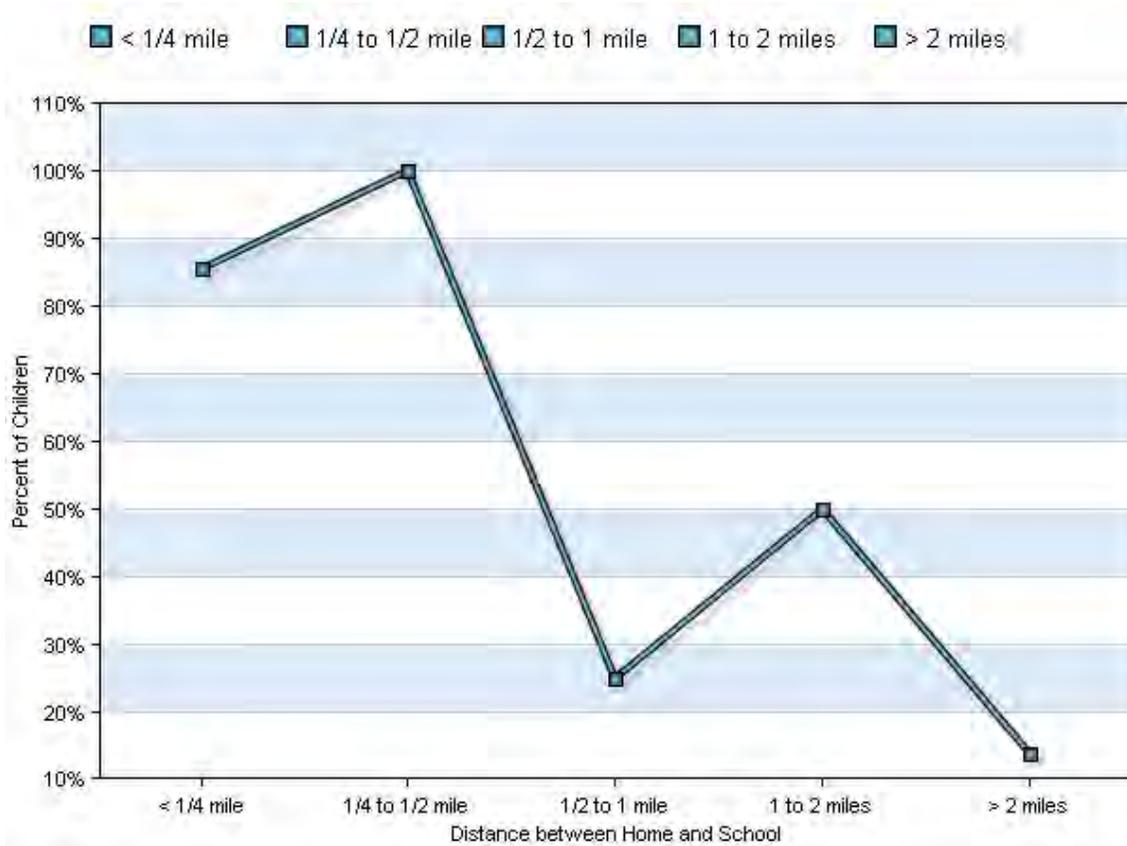
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	20%	0%	40%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	1	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	4	0%	25%	25%	50%	0%	0%	0%
1 mile up to 2 miles	8	0%	0%	38%	63%	0%	0%	0%
More than 2 miles	30	0%	0%	20%	80%	0%	0%	0%

Don't know or No response: 4

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

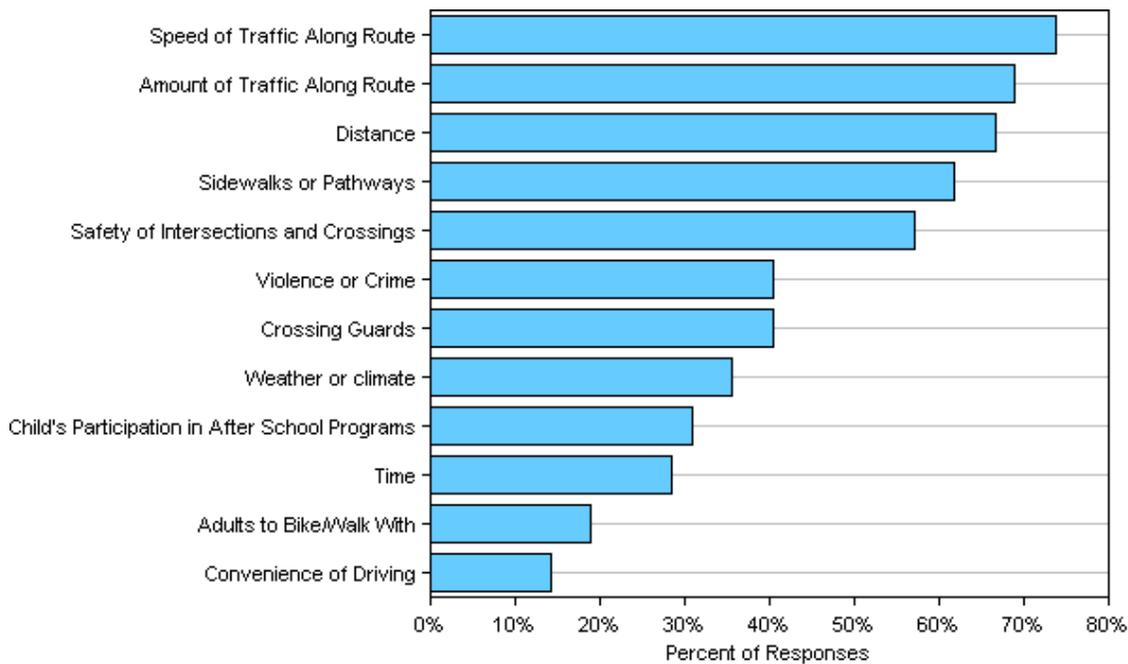


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

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	17	86%	100%	25%	50%	14%
No	34	14%	0%	75%	50%	86%

Don't know or No response: 1
 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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	74%	0
Amount of Traffic Along Route	69%	0
Distance	67%	0
Sidewalks or Pathways	62%	0
Safety of Intersections and Crossings	57%	0
Violence or Crime	40%	0
Crossing Guards	40%	0
Weather or climate	36%	0
Child's Participation in After School Programs	31%	0
Time	29%	0
Adults to Bike/Walk With	19%	0
Convenience of Driving	14%	0
Number of Respondents per Category	42	0

No response: 10

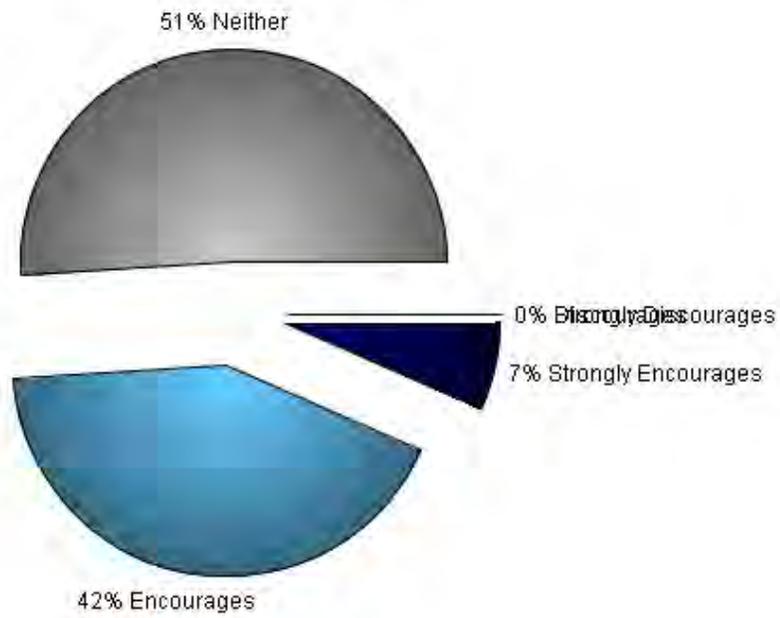
Note:

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

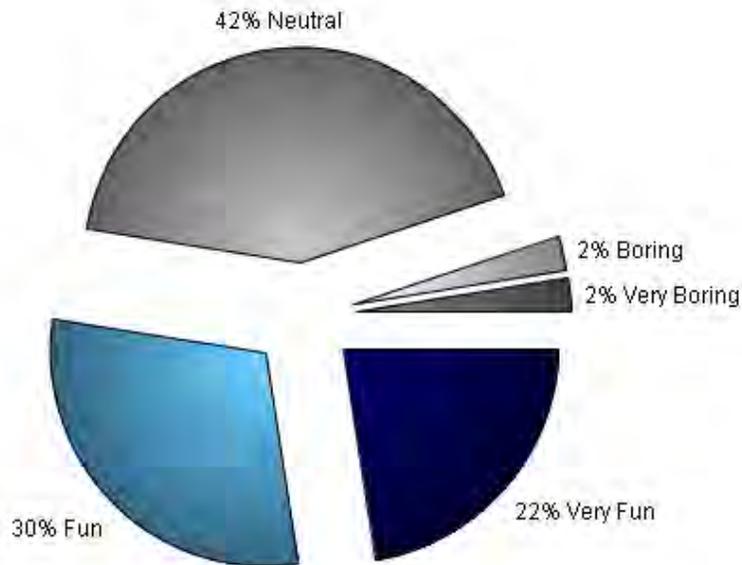
--Each column may sum to > 100% because respondent could select more than issue

--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.

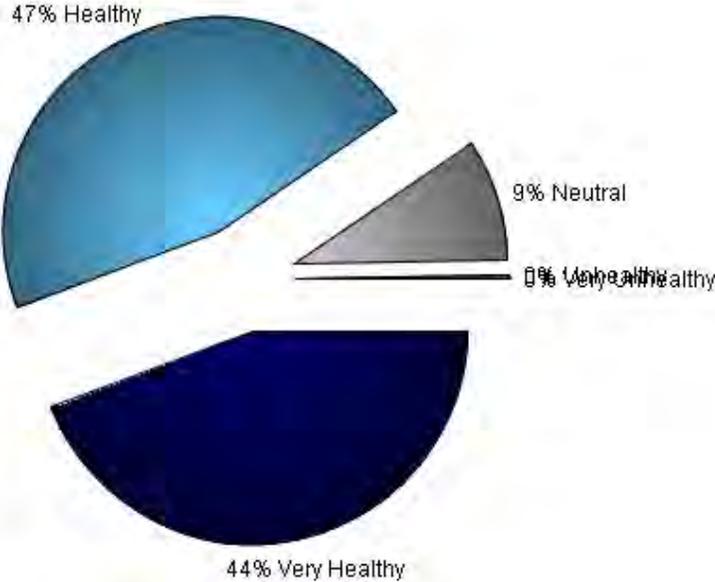
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



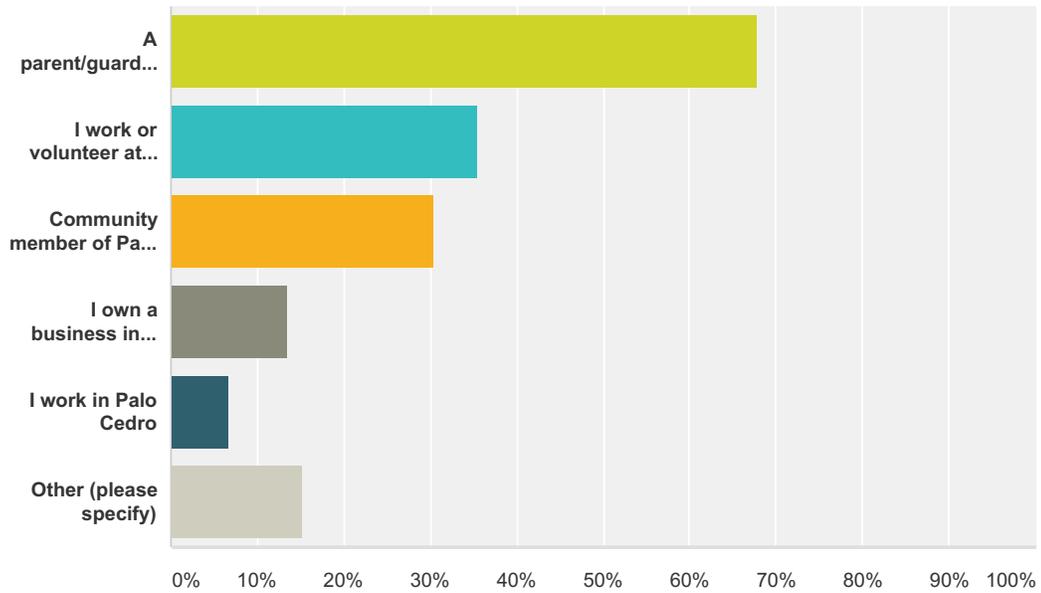
Comments Section

SurveyID	Comment
1289177	DESCHUTES IS A VERY DANGEROUS ROAD FOR CHILDREN TO CROSS. I WISH OUR TOWN HAD SAFETY MEASURES IN PLACE (LIGHTED CROSS WALK & CROSSING GUARDS ETC.) TO MAKE IT SAFE FOR CHILDREN TO BIKE TO SCHOOL. QUESTION #10 - NO CROSSING GUARDS
1289186	MORE "HOW FAST ARE YOU DRIVING" SPEED TRACKERS ON SIDE OF ROAD.
1289215	WE LIVE TOO FAR TO CONSIDER A WALK/BIKE TO SCHOOL BECAUSE WE HAVE TRANSFERRED FROM OUT OF DISTRICT.
1289181	MY CHILD LIVES TOO FAR AWAY TO WALK OR BIKE TO SCHOOL. HE IS A INTERDISTRICT TRANSFER FROM ANDERSON.
1289183	THERE IS A NEED FOR A FLASHING LIGHT ACROSS DESCHUTES RD AT JUNCTION ELEMENTARY QUESTION #9 - CROSSING DESCHUTES IS WAY TO DANGEROUS
1289185	JUNCTION SCHOOL IS ALSO HEAVILY USED ON WEEKENDS BY SOCCER AND BASEBALL LEAGUES WITH EVEN MORE KIDS UNFAMILIAR WITH THE AREA CROSSING DESCHUTES ON VERY BUSY TRAFFIC DAYS. IN 2014 THERE WAS AN ACCIDENT IN THE CROSSWALK ON OPENING DAY OF SOCCER. ACCIDENT WAS PARTLY CAUSED BY CARS TRAVELING TOO FAST (SPEEDLIMIT IS 40) AND POOR VISABILITY WHEN CARS LINE BOTH SIDES OF THE ROAD ON BUSY DAYS.
1289188	AT LEAST ONCE EACH MONTH I WALK TO SCHOOL WITH MY CHILDREN FROM A FRIENDS HOUSE THAT LIVES AT THE CROSS STREET OF DESCHUTES AND HILLSIDE DRIVE. IT IS VERY DIFFICULT TO CROSS THE STREET SAFELY IN THE CROSSWALK. TRAFFIC TRAVELS VERY FAST ON DSCHUTES. IF THE CROSSWALK AREA WAS IMPROVED WE WOULD WALK TO SCHOOL MORE OFTEN.
1289200	ALTHOUGH WE LIVE TOO FAR FOR OUR CHILD TO WALK/BIKE TO SCHOOL EVERYDAY WE HAVE HAD ALOT OF FUNPARTICIPATING IN THE SCHOOLS WALKING & BIKE TO SCHOOL DAY EVENTS.
1289168	THE TRAFFIC BETWEEN MY HOUSE AND SCHOOL IS ON HWY 44. TOO DANGEROUS FOR CHILDREN OR ADULTS TO BE WALKING/BIKING.
1289193	FEAR OF KIDNAPPING THOUGH NOT IN A BAD AREA BUT IT CAN HAPPEN ANYWHERE.
1289206	WE HAVE AN INTERDISTRICT TRANSFER THEREFORE WE ARE TOO FAR TO WALK/BIKE TO SCHOOL.
1289170	WE LIVE ON DSCHUTES RD. THERE IS HEAVY TRAFFIC & AT HIGH SPEEDS AND NO SIDEWALKS. IT IS 7 MILES TO JUNCTION SCHOOL FROM OUR HOME. IF WE LIVED CLOSER & ROADS WERE SAFER I WOULD CONSIDER LETTING THEM WALKING/RIDE TO SCHOOL.
1289171	CEDRO IS A RURAL AREA WITH MANY VERY FAST DRIVERS ON DESCHUTES. IT IS VERY DANGEROUS NO SIDEWALK UNTIL AFTER MAYNARD AND NO CROSSING GUARDS OR TRAFFIC CONTROL ON ROAD OR SCHOOLS.
1289201	OUR SCHOOL HAS PARTICIPATED IN THE WALK TO SCHOOL DAYS BUT THAT IS ALL THE TALK I HAVE EVER HEARD ABOUT ENCOURAGING THEM TO WALK OR BIKE. IT IS A HEALTHY CHOICE OBVIOUSLY FOR CHILDREN TO DO THIS. MINE ONLY WALKS BECAUSE HE LIKES TO GET TO SCHOOL EARLY. OUR SUBDISION HAS A WALKING/BIKE TRAIL OTHERWISE MY CHILD WOULD NOT WALK DUE TO SAFETY. I STILL DON'T LIKE HIM CROSSING IN FRONT OF SCHOOL. HOWEVER THIS IS TAKING AWAY FROM THE BUS DRIVERS JOBS.
1289204	QUESTIONS 13 & 14 WERE ANSWERED AS IF WE LIVED CLOSER TO THE SCHOOL.
1289174	THERE ARE TOO MANY CREEPERS MY DAUGHTER DOES NOT WALK BY HERSELF
1289212	QUESTION #8 - WOULD REQUIRE GOING DOWN THE HIGHWAY.
1289203	UNFORTUNATLY WE LIVE IN A WORLD THAT IS NOT SAFE FOR CHILDREN TO WALK OR BIKE ALONE AT ANY AGE. TOO MANY BAD PEOPLE OUT THERE SADLY.
1289205	THESE QUESTIONS ARE NOT APPLICABLE TO US DUE TO OUR LOCATION
1289217	THERE IS NO TRAFFIC OR SPEED CONTROL IN FRONT OF JUNCTION SCHOOL. NO ONE SLOWS DOWN NOT SAFE! CRIME THE WORLD IS JUST NOT SAFE ANYMORE!

Palo Cedro- Safe Routes

Q1 Please select all that describe you. Are you? (Select all that apply)

Answered: 59 Skipped: 0

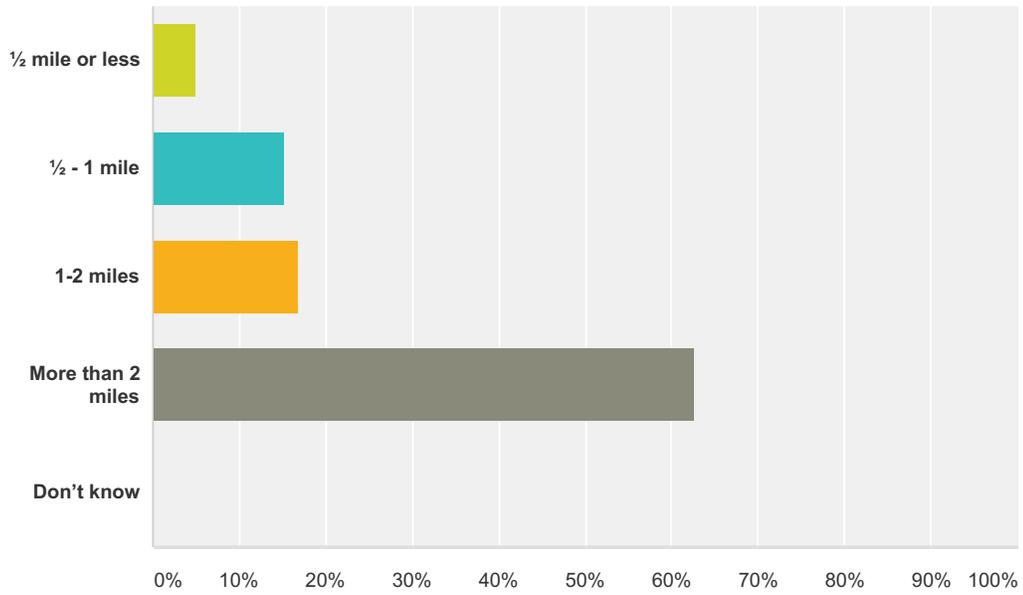


Answer Choices	Responses
A parent/guardian of a student at Junction School	67.80% 40
I work or volunteer at Junction School	35.59% 21
Community member of Palo Cedro – I live in Palo Cedro	30.51% 18
I own a business in Palo Cedro	13.56% 8
I work in Palo Cedro	6.78% 4
Other (please specify)	15.25% 9
Total Respondents: 59	

#	Other (please specify)	Date
1	Vice Pres Parent Club for Junction School	5/7/2015 1:00 PM
2	Grandparent	5/7/2015 12:56 PM
3	Grandchildren go to Junction	5/7/2015 12:44 PM
4	Grandparent	5/7/2015 12:38 PM
5	School Board Member w/5 kids	5/7/2015 12:11 PM
6	Grandparent	5/7/2015 11:50 AM
7	Shasta County resident	4/16/2015 3:18 PM
8	Resident of Bella Vista	4/16/2015 8:54 AM
9	I often park in Palo Cedro for Bike rides and often shop in Palo Cedro	4/15/2015 9:25 PM

Q2 How far do you live from Junction School?

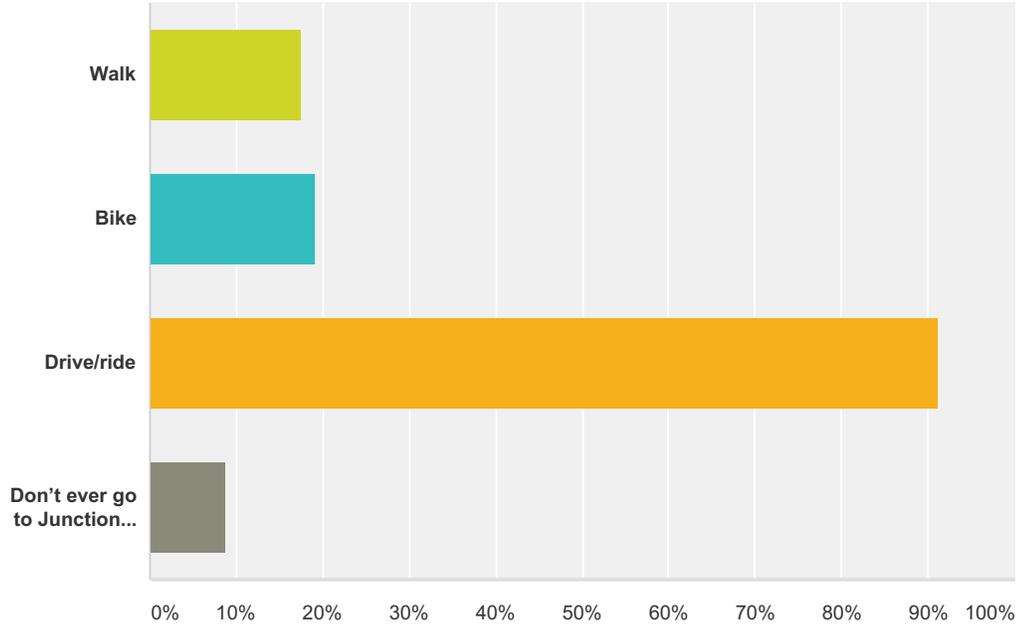
Answered: 59 Skipped: 0



Answer Choices	Responses
1/2 mile or less	5.08% 3
1/2 - 1 mile	15.25% 9
1-2 miles	16.95% 10
More than 2 miles	62.71% 37
Don't know	0.00% 0
Total	59

Q3 Please select the various ways people in your family most often get to Junction School. (Select all that apply)

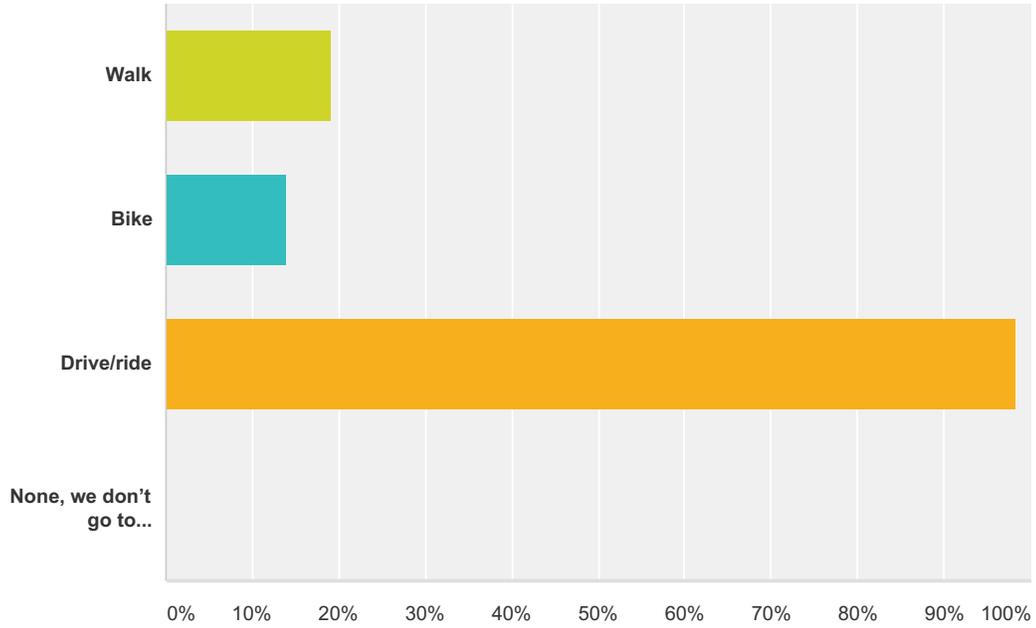
Answered: 57 Skipped: 2



Answer Choices	Responses
Walk	17.54% 10
Bike	19.30% 11
Drive/ride	91.23% 52
Don't ever go to Junction School	8.77% 5
Total Respondents: 57	

Q4 Please select the various ways people in your family most often get to businesses along Deschutes Road. (Select all that apply)

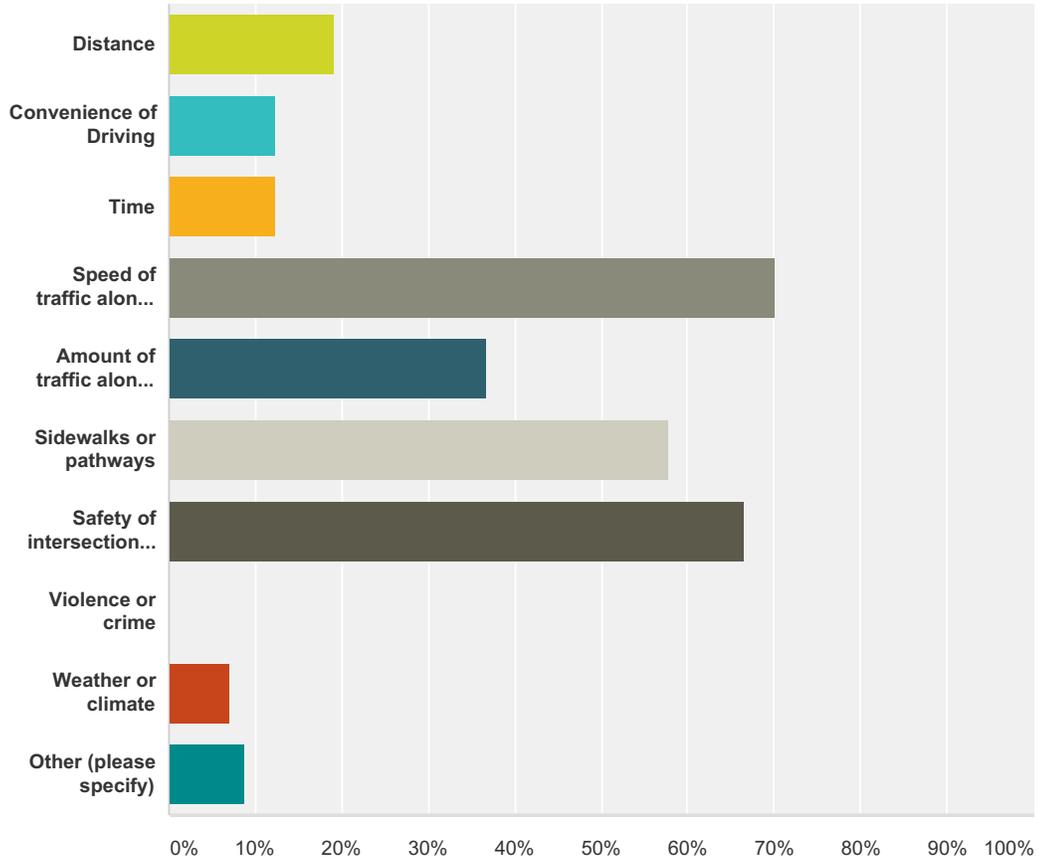
Answered: 57 Skipped: 2



Answer Choices	Responses
Walk	19.30% 11
Bike	14.04% 8
Drive/ride	98.25% 56
None, we don't go to businesses along Deschutes	0.00% 0
Total Respondents: 57	

**Q5 What are your concerns (or barriers) about walking or bicycling to Junction School and/or businesses in the area?
(Select all that apply)**

Answered: 57 Skipped: 2



Answer Choices	Responses	Count
Distance	19.30%	11
Convenience of Driving	12.28%	7
Time	12.28%	7
Speed of traffic along the route	70.18%	40
Amount of traffic along the route	36.84%	21
Sidewalks or pathways	57.89%	33
Safety of intersections and crossings	66.67%	38
Violence or crime	0.00%	0
Weather or climate	7.02%	4

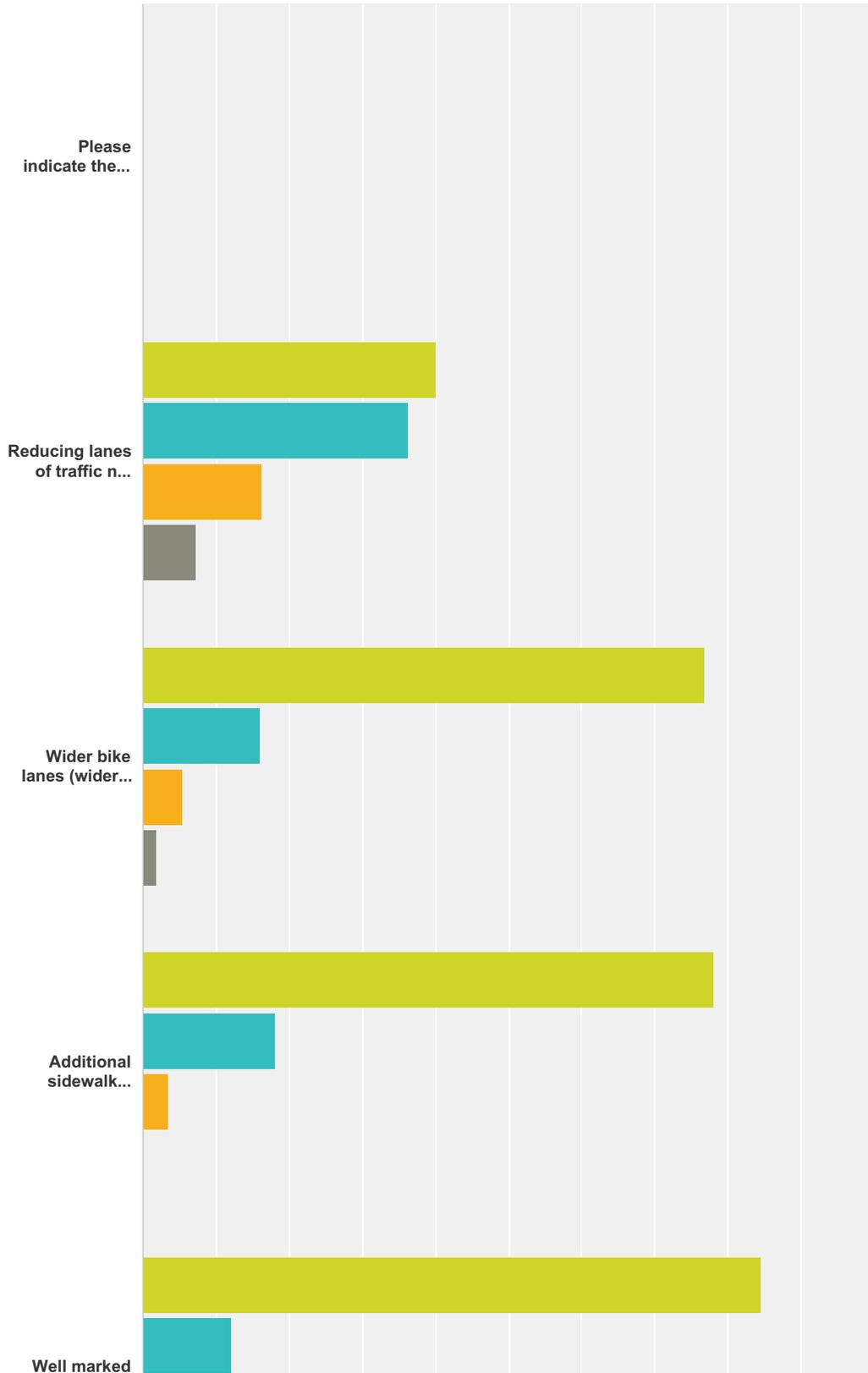
Palo Cedro- Safe Routes

Other (please specify)	8.77%	5
Total Respondents: 57		

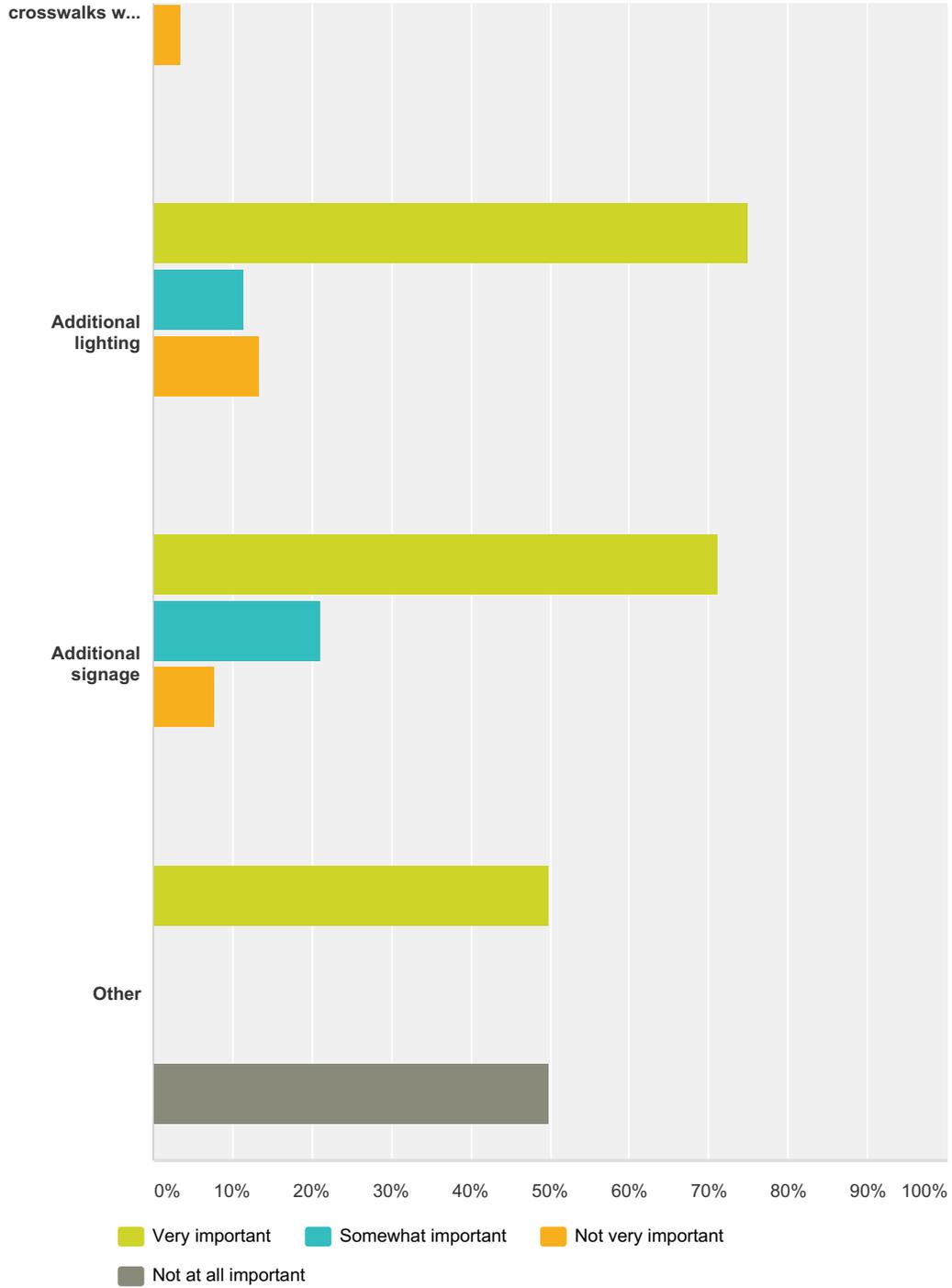
#	Other (please specify)	Date
1	Part of the existing bike lane is often clogged with parked cars.	5/12/2015 6:02 PM
2	Deschutes crossing-Dangerous! Near hits weekly Parents don't let kids walk because of this street-multiple lanes High School Drivers	5/7/2015 12:47 PM
3	Lighting	5/7/2015 12:05 PM
4	We live within walking distance from the school and would love to walk our children to school. Unfortunately, the traffic along Deschutes does not stop at Junction crosswalks and the speed at which they are traveling is unsafe. When athletic events are happening, I have seen multiple cars had to slam on their breaks for pedestrians.	5/1/2015 8:34 PM
5	IT'S BEEN AN ACCIDENET WAITING TO HAPPEN.	4/16/2015 10:24 AM

Q6 Please indicate the importance of the safety improvements in the vicinity of Junction School

Answered: 58 Skipped: 1



Palo Cedro- Safe Routes



	Very important	Somewhat important	Not very important	Not at all important	Total
Please indicate the importance of the safety improvements in the vicinity of Junction School	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Reducing lanes of traffic near the school	40.00% 22	36.36% 20	16.36% 9	7.27% 4	55
Wider bike lanes (wider, space between bike lane and vehicles)	76.79% 43	16.07% 9	5.36% 3	1.79% 1	56
Additional sidewalk between school campuses	78.18% 43	18.18% 10	3.64% 2	0.00% 0	55

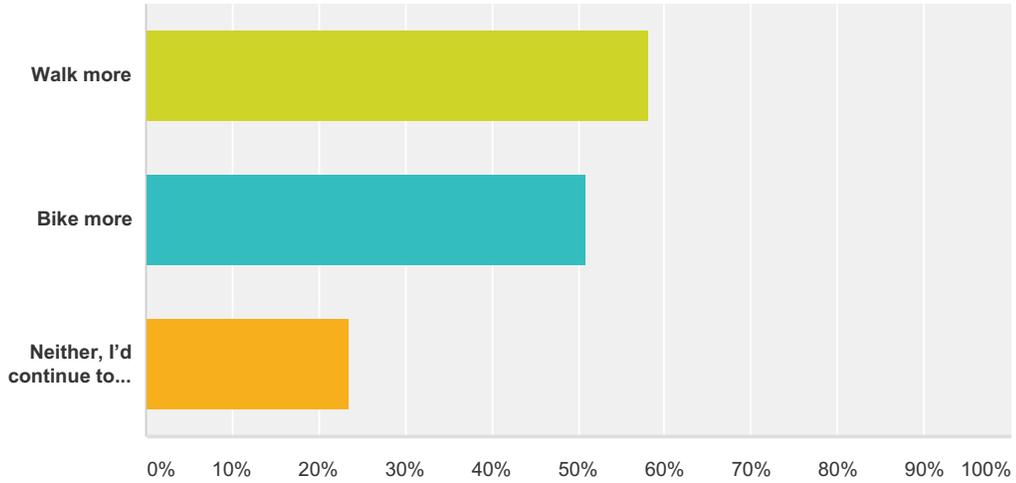
Palo Cedro- Safe Routes

Well marked crosswalks with center 'refuge' islands	84.48% 49	12.07% 7	3.45% 2	0.00% 0	58
Additional lighting	75.00% 39	11.54% 6	13.46% 7	0.00% 0	52
Additional signage	71.15% 37	21.15% 11	7.69% 4	0.00% 0	52
Other	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2

#	Other (please specify)	Date
1	Median-Island	5/7/2015 12:47 PM
2	More School Signs	5/7/2015 12:14 PM
3	Flashing Speed Signs	5/7/2015 12:11 PM

Q7 If pedestrian and bicycle improvements were made in the Junction School area along Deschutes, would you bike or walk more in the area? (Select all that apply)

Answered: 55 Skipped: 4



Answer Choices	Responses
Walk more	58.18% 32
Bike more	50.91% 28
Neither, I'd continue to drive	23.64% 13
Total Respondents: 55	

Palo Cedro- Safe Routes

Q8 What other ideas do you have to make this area safer or more inviting for walking and biking?

Answered: 23 Skipped: 36

#	Responses	Date
1	Do a road diet and provide wide bike lanes that are buffered from both the parking stalls and the traffic lane.	5/12/2015 6:02 PM
2	Flashing signs	5/7/2015 1:00 PM
3	Flashing lights Islands	5/7/2015 12:59 PM
4	Would love better roads to bike or walk!	5/7/2015 12:58 PM
5	flashing lights	5/7/2015 12:57 PM
6	increase bike lanes on Old 44 to connect with Deschutes	5/7/2015 12:56 PM
7	Walking path on both sides of Deschutes. Make school easily accessible from subdivision.	5/7/2015 12:52 PM
8	Continue bike path down to Maynard.	5/7/2015 12:49 PM
9	Bike lanes	5/7/2015 12:47 PM
10	?	5/7/2015 12:42 PM
11	lit up crosswalks along pavement.	5/7/2015 12:40 PM
12	Better crosswalks	5/7/2015 12:19 PM
13	better traffic control	5/7/2015 12:14 PM
14	None. I think you have it covered.	5/7/2015 12:05 PM
15	Flahing lights and speed signs in front of school. Radar feed back sign like on Old Alturas Rd. in front of school.	5/7/2015 12:03 PM
16	Seperate bike path.	5/7/2015 11:54 AM
17	A cross walk person to escort kids across the street.	5/7/2015 11:52 AM
18	PARENTS practice safe driving setting a GOOD example.	5/7/2015 11:50 AM
19	Ball bulb middle school.	5/7/2015 11:48 AM
20	Medians in the middle of Deschutes.	5/7/2015 11:46 AM
21	A way to get from Silverbridge road safely to Palo Cedro.	5/7/2015 11:43 AM
22	The whole Deschutes corridor needs a bike path	4/16/2015 3:16 AM
23	actual bike lanes and sidewalks clearly marked	4/15/2015 2:18 PM

Palo Cedro- Safe Routes

Q9 Other comments or ideas:

Answered: 3 Skipped: 56

#	Responses	Date
1	We have been waiting for this change for a long time.	5/7/2015 12:47 PM
2	Call in ALL speeding vehicles DAILY to CHP.	5/7/2015 11:54 AM
3	We live off Deschutes north of Foothill high school and work at Chrysalis Charter School. I, my staff, and students often walk into downtown Palo Cedro or to Palo Cedro Park for lunch and school excursions but never venture south of 44 due to the safety concerns inherent in walking around that area. Even to get to a meeting at Junction, I would drive due to safety though I would prefer to walk. These measures would greatly improve the city and make it reasonable for me, the staff, and/or our students to walk to The area near Junction.	4/16/2015 6:04 AM

Palo Cedro- Safe Routes

Q10 Other comments or ideas:

Answered: 2 Skipped: 57

#	Responses	Date
1	Thank you!	5/7/2015 12:40 PM
2	<p>As a person who biked to work for many years, I would love to be able to bike safely from my home north of Foothill High School to Palo Cedro. I know of 6 kids who live near us and attend school in Palo Cedro who would also love to be able to bike to school. However north Deschutes is so unsafe for biking/walking that this is not really a possibility. I would love love love to see the sidewalk in front of Foothill continued north to Boyle so that I and the othe kids in our neighborhood could bike or walk to work and school as well as bike downtown for shopping and pleasure. Moreover, by extending the sidewalk to Boyle, it would allow the 9 kids on our street that attend North Cow Creek School the chance to bike or walk to their school.</p>	4/16/2015 6:04 AM

Palo Cedro- Safe Routes

Q11 Other comments or ideas:

Answered: 2 Skipped: 57

#	Responses	Date
1	Thanks!	5/7/2015 12:47 PM
2	Junction is the main sports hub.	5/7/2015 11:46 AM

Palo Cedro- Safe Routes

Q12 Other comments or ideas:

Answered: 1 Skipped: 58

#	Responses	Date
1	Weekend activity is very heavy.	5/7/2015 11:46 AM



Exhibit 3: Community Destination and Bike/Pedestrian Facilities Map



Exhibit 4: Junction School District and Proposed Improvement Map

Junction School Active Transportation Plan District Map

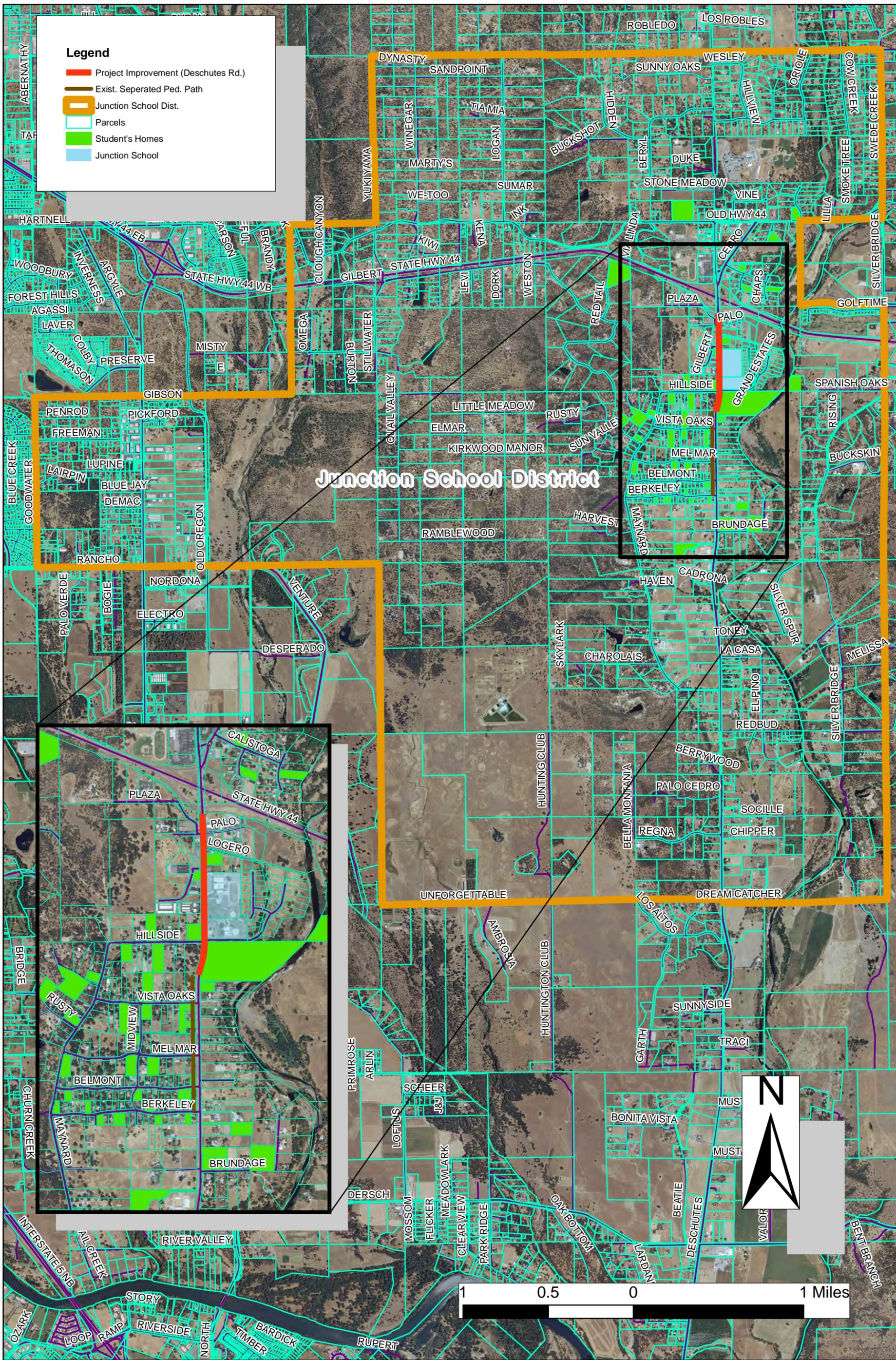
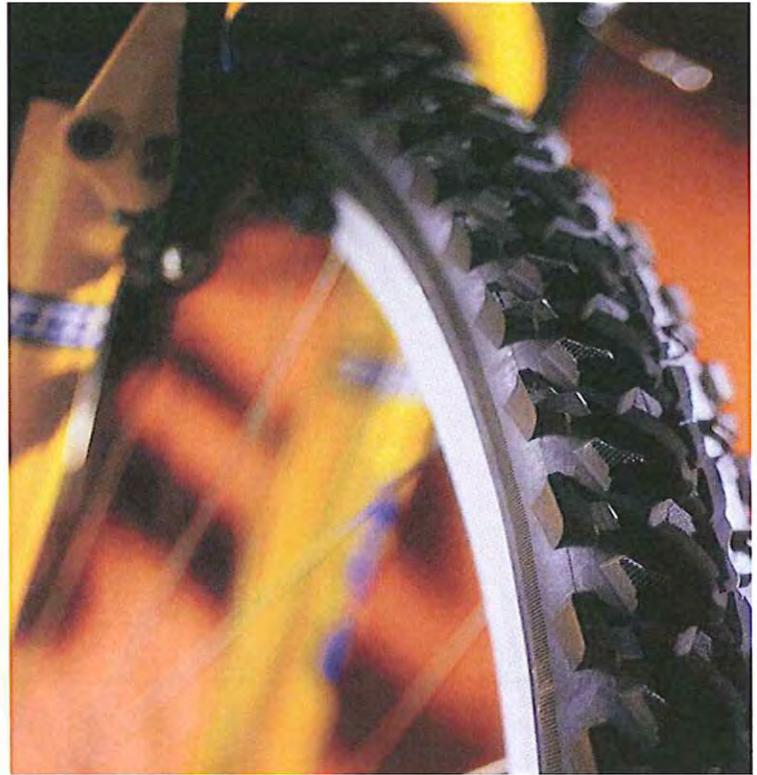




Exhibit 5: Shasta County 2010 Bicycle Transportation Plan Cover Sheet and Web Reference

Shasta County 2010 Bicycle Transportation Plan



Prepared By:

**County of Shasta
1855 Placer Street
Redding CA 96001
(530) 225-5661
Website: www.co.shasta.ca.us**

Adopted: June 29, 2010