ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

CITY OF FORTUNA

FORTUNA SRTS PROJECT 2014

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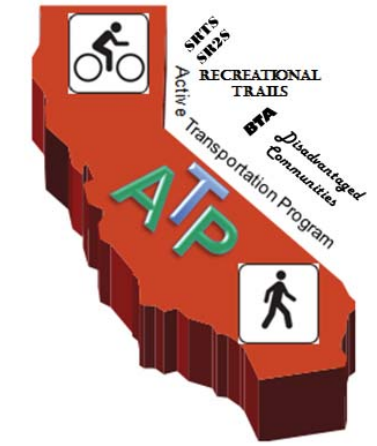

ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Project name:	Fortuna SRTS Project 2014

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA ____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name: Fortuna SRTS Project 2014

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING	
City of Fortuna, 621 11th Street Fortuna, CA 95540	ATP funds Requested	$ 917,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	Matching Funds (If Applicable)	$ 0.00
Mike Johnson, General Services Superintendent, MJohnson@ci.fortuna.ca.us, (707) 725-1466	Other Project funds	$ 0.00
	TOTAL PROJECT COST	$ 917,000.00
4. APPLICANT CONTACT (Address & zip code)	5. PROJECT COUNTY(IES):	
P.O. Box 545, Fortuna, CA 95540	Humboldt	
6. CALTRANS DISTRICT #- Click Drop down menu below District 1	7. Application # 1 of 1 (in order of agency priority)	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	Other
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	Humboldt CAG
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 01-5145R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 000145

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
Redwood Community Action Agency	Non Profit Organization
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code
(707) 445-0881	904 G Street, Eureka, CA 95501

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☐ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☒

Project name: Fortuna SRTS Project 2014

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☐ Sidewalk ☐ Crossing Improvement ☐ Multi-use facility
    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☒ Safe routes to school- ☒ Infrastructure ☒ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
Toddy Thomas Middle School 2800 Thomas Street, Fortuna, CA 95540
27. SCHOOL DISTRICT NAME & ADDRESS:
Fortuna Elementary School District 500 9th St., Fortuna, CA 95540

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
12-63016-6008130	309	76.00
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
50%	100	0 miles

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

☒ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. **Project Location**

Both infrastructure and non-infrastructure components of the project are located in south and east Fortuna. The infrastructure portions of the project are associated with two schools and include improvements on Rhoner Road west of Rhonerville Road, on Ross Hill Road between Kenmar Road and just north of Boone Street, and on Thelma Street and Wood Street between Ross Hill Road and Campton Heights Road. Non-infrastructure components of the project will be Fortuna Elementary School District Wide.

2. **Project Coordinates** Latitude 40.5702° N (Decimal degrees) Longitude 124.1387° W (Decimal degrees)

3. **Project Description**

The overall project encompasses two different areas within the City of Fortuna. The areas are located near Norman Ambrosini Elementary and Toddy Thomas Middle Schools and have been identified in a number of local and regional studies as potential safety concerns.

Norman Ambrosini Elementary School is located approximately 225 feet from the intersection of Rohnerville Road and Rohner Street. Rhoner Street is a relatively low speed and low volume roadway however, all of the school traffic entering and exiting must use this route. A portion of this street currently has sidewalks however; they end before reaching the school property. Unfortunately, of the sidewalks that do exist, they are broken, steep (cross-slope) and do not meet current accessibility standards. Near the intersection, there are also a number of accessibility issues and safety concerns. Fortunately, the upcoming Rhonerville Road Statewide Transportation Improvement Project (STIP) will be correcting the problems at the intersection. In order to provide connectivity and a safe walking or biking route to the school, the proposed improvements along Rhoner Street are necessary.

The proposed project includes approximately 200 linear feet of new 5 foot wide sidewalk, curb and gutter along Rhoner Street. As explained previously, much of the existing sidewalk does not meet current standards therefore the sidewalk will be removed and reconstructed to provide ramps at each of the

driveways. Additionally, a curb ramp and detectable warning will be constructed at the school property line connecting to the existing crosswalk which directs pedestrians towards the front door.

Near Toddy Thomas Middle, there are significantly more concerns. Similar to the Rhoner Street, a large portion of Thelma Street will need new sidewalks. There are large gaps in sidewalks and accessibility is a concern. In addition, crosswalks, traffic calming devices, rectangular flashing beacons and off-street asphalt trails are all a number of proposed improvements that will be used to address some of the safety concerns identified in the various reports and/or studies compiled for this area.

Along Ross Hill Road, the existing 4 lane, divided roadway will be restriped and eliminate two lanes of traffic. These lanes will be converted to bike lane2 with a 4 foot wide buffer providing separation between the bicyclists and the vehicular traffic. In addition, there will be two new high visibility patterned crosswalks with rapid rectangular flashing beacons and pedestrian refuge islands. And lastly, new signs, striping and pavement markings will be added throughout the remainder of the project limits. Concept drawing for each of these three areas can be found in Attachment 1.

4. Project Status

California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA) have not been initiated. No Right-of-Way is anticipated for the project. Conceptual Plans have been developed.

III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant**

One of the most common reasons cited by parents for not allowing their children to walk to and from school is “traffic-related” danger. Within the immediate area, there have been four bicyclist and/or pedestrian involved collisions in the last 10 years. One of those accidents involved a student on their way to school and another, a pedestrian who was fatally injured while crossing the street.

At Toddy Thomas Middle School, approximately 50% of the students walk or ride to school which is nearly double the state average. In addition, Ross Hill Road has shown a significant volume of pedestrian traffic counting upwards of 150 pedestrians per day. Both of these areas have minimal (if any) pedestrian

infrastructure. Many of pedestrians are forced to walk in or along the edge of roadway which, according to statistics, accounts for 27% of children killed or seriously injured in traffic collisions here in California. While the Norman Ambrosini Elementary School does not have the same volume of students walking or riding to school, there are similar hazards. With no sidewalks connecting to the school, students are again, forced to walk along the roadway.

As a result of several local surveys and studies that have been completed in the area, many of the primary safety hazards have been recognized. Common concerns were the lack of sidewalks, the volume and speed of traffic, visibility problems and historical collisions involving students and/or other pedestrians.

The school is currently providing ongoing educational programs and Safe Route to School events to help raise awareness however, education is only one aspect of what is needed to help increase safety and awareness. Pedestrian infrastructure is a key component. Improvements such as “filling in the gaps” in between sidewalks and adding bike lanes help to keep pedestrians and bicyclists out of the travel way. The new flashing beacons, signage and pavement markings help to improve visibility and provide awareness to pedestrian activity. And the speed humps, speed tables and high visibility crosswalks will helps to reduce speeds and volume of traffic in the immediate area.

The City of Fortuna is actively working towards their goal with regard to pedestrian safety and accessible. Each year, the city allocates $15,000 towards their Americans with Disabilities Act (ADA) Transition Plan and another $10,000 towards other miscellaneous ADA improvements. In addition, a number of projects are identified in their Capital Improvement Plan (CIP) which involves specific access improvement and/or ADA upgrades. Unfortunately, like many other cities applying for this grant, the city of Fortuna does not have the capital outlay available for pedestrian infrastructure improvement projects of this magnitude.

2. **Consistency with Regional Transportation Plan (100 words or less)**

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

with this Element's main stated Goal: "Create a transportation system that provides inter-community and intra-community non-motorized pedestrian, bicycle travel throughout the region." Table BP-4 "Humboldt County Non-Motorized Illustrative Projects" of the Element includes the Ross Hill Road Bike lane project and Ross Hill Road at School Road Intersection Improvements (included in the Toddy Thomas portion of this project).

IV. NARRATIVE QUESTIONS

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

As previously identified, one of the key barriers that stand in the way of parents allowing their children to walk or ride to school is "traffic-related" dangers. In order for pedestrians and bicyclists to use a route (especially on a daily basis), they need to feel safe and comfortable using the facilities. For this reason, the improvements proposed for this project were chosen specifically to address the primary concerns identified by the students, their parents and school facility.

Another aspect of the project is to provide education and awareness to the students. The educational component will be an on-going effort to raise more awareness in the community, increase participation, and expand the reach of Safe Route to Schools (SRTS) in Fortuna. Furthermore, education and encouragement will provide students and families with opportunities to learn about and engage in activities that promote safe walking and bicycling. Some examples include; outside consultants will provide assistance to the Fortuna Elementary School District (FESD) to the to help engage students, families, school staff, and community members in recurring "Walk and Bike to School" activities and events; A youth-led SRTS Club made up of student council members will engage middle school students in SRTS efforts giving them the leadership to coordinate Walk and Bike to School Day Activities and campus-wide competitions; and District-wide workshops will provide information and encouragement to FESD students and families on

Transportation Modes, Bicycle Safety Skills, Empowering Youth, and Reducing Distracted Driving, Walking, and Biking.

A Study of Safe Route to Schools projects at three California schools showed that after the sidewalk system on their child's route to school was completed, parents reported a 38% increase in frequency of their children walking to school. The same study found that 75% of students at one school were walking in the road or on the shoulder before the sidewalk was constructed and after the sidewalk was completed, that number was reduced to only 5%. Studies such as this show that walking and biking to school will increase, given the infrastructural and educational components are in place.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The proposed improvements will benefit the students throughout the FESD as well as the many residential families living in the area. Connecting the sidewalks will increase the network of pedestrian infrastructure within the area providing access to a number of schools and destinations in Fortuna.

The data collected in order to prepare Humboldt County Association of Government's (HCAOG) Regional Safe Route to Schools Prioritization Tool Report (herein referred to as "Prioritization tool") showed that most students that live within a ¼ mile of Toddy Thomas Middle School walk to and from school each day. Overall, 25% of students walk to school and 39% walk home. Based on studies of other SRTS projects in California and the number of students already walking to school, we anticipate a 15 - 20% increase in the number of students walking to and from school.

Norman Ambrosinin Elementary had only a handful of students walk or bike to school. Due to the lack of infrastructure, safety was a concern. We believe that the improvements resulting from the Active Transportation Project (ATP) and the upcoming STIP project will increase the number of students walking or biking to school by 50% or more.

As discussed previously, the proposed improvements will benefit a number of pedestrians in the area in addition to the students within the FESD. By combining the addition of pedestrian facilities on

Ross Hill Road and the already high volume of pedestrian traffic, we anticipate an overall increase of usage to be nearly 20%.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The proposed ATP project will provide connectivity from school and home to public bus stops, shopping destinations in the downtown center as well as to the school track that many community members use for recreation. Paved walkways connecting sidewalks on Wood and Thelma Streets to the school campus is also anticipated to increase the safety and convenience for students walking and bicycling to school. Additionally, a buffered bike lane will be installed on Ross Hill Road which is a major north-south connector road that many students take to get to Toddy Thomas Middle School. The buffered bike lane will create a safe path for cyclists traveling to school, as well as for community members traveling to shopping destinations and services located in the downtown center. At this time, students and residents have no other route to take.

The proposed improvements for this ATP proposal complement the newly established John Campbell Memorial Greenway and Strongs Creek Trail. The proposed trail will create a greenway along Strongs Creek from Riverwalk Drive [near the Eel River] to Rohnerville Road [near Newburg Park]. Coupled with the ATP proposal, this dedicated bicycle and pedestrian trail will improve non-motorized, east-west connectivity, provide recreational opportunities, and serving as a convenient way to reach City parks, local shopping, churches, schools, and recreational opportunities along the Eel River and the River Walk trail. The Master Plan for this greenway was made possible through a Caltrans Community-Based Transportation Planning Grant. Following a series of meetings with property owners, stakeholder groups and a community design fair in October 2013, a draft master plan for the trail was developed, and later released in March of this year (2014).

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

As indicated above, not only will this project provide connectivity to the existing network of pedestrian facilities in the area, it provides connectivity to a future, community-based Master Plan to provide trails and other greenways throughout Fortuna.

Many of the proposed improvements will upgrade the existing facilities so that they meet the latest ADA standards. Curb ramps and detectable warnings will be added at intersections improving mobility and accessibility to all users. Furthermore, in areas where new sidewalk will be added, many of the driveways will be reconstructed. Currently, many of the sidewalks passing through driveways have cross-slopes that are too steep. By reducing the cross-slope to 2% or less, wheelchairs and other mobility devices can continue along the sidewalk without "rolling" into the road at each driveway.

As indicated previously, the existing infrastructure contains several openings or breaks in the sidewalks as well as roadways that have no dedicated biking facilities. The proposed ATP project will fill in any gaps in the sidewalks and add bike lanes to provide a connection to the existing infrastructure both inside and outside the project limits.

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 potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Over the last 10 years (2003 to 2013), the City of Fortuna has experienced a total 62 bicyclist and/or pedestrian involved collisions. Several have occurred in close proximity to the school and/or within the project limits. Specifically, two separate incidents occurred involving a bicyclist at the intersection of Ross Hill Road and Kenmar Road and another two involving pedestrians. The pedestrian collisions occurred mid-block on Thelma Street [near the school] and the other was at the intersection of School Street and Rohnerville Road. The latter of which resulted in a fatality.

According to the data collected, factors such as speed, visibility and general pedestrian/bicyclist awareness were identified as contributing factors relating to the incidents. As a result, the project was developed with these factors in mind. Many of the proposed design improvements are effective and have

been proven to reduce speeds, increase visibility and increase overall awareness of pedestrian activity. The specific design features and benefits of each are described in detail below.

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

- **Reduces speed or volume of motor vehicles:**

In May of 2012, a Traffic Engineering Survey was conducted by the City of Fortuna to evaluate the posted speed limit of a number of streets throughout the City. One of the roadways that were evaluated was School Street (from Ross Hill Road to Rohnerville Road). This particular section of the roadway has a posted speed limit of 35 mph. Vehicles were found to be driving as high as 44 mph with nearly 16% driving in excess of the posted limit (see Attachment 2).

The proposed improvements will help to reduce speed and possibly reduce the amount of non-school (thru) traffic traveling along Wood and Thelma Streets. There are a number of proposed features that will be used to achieve this such as, traffic calming devices, flashing beacons, new and upgraded crosswalks and the addition of bike lanes.

There are two traffic calming devices proposed for this project which are Speed humps and Speed Tables. Both of these features provide similar characteristics however, are slightly different and for this project, are used for multiple purposes. A speed hump is proposed on Thelma Street near the intersection of Murray Avenue. Thelma Street is currently posted at 25 mph however; speed at this location is a concern. Like most, this particular speed hump is designed to slow traffic to speeds around 15 to 20 mph.

Similarly, a speed table is proposed on Wood Street near the intersection of Highland Drive. Speed tables are similar to speed humps except that they have a wide, flat top and are designed for speeds of around 25 to 30 mph. Taking advantage of the location and flat top, this speed table will also be used as a crosswalk. The added benefits of combining these two features will be discussed in more detail in the following section.

While speed humps and speed tables are primarily design to slow traffic, they have also been known to reduce traffic volumes by as much as 12% depending on the availability of alternate routes

(according to the Institute of Transportation Engineers). Studies have shown that local traffic will try to avoid speed humps and speed tables by choosing another route. In this particular case, alternate routes are available therefore, it is reasonable to assume that traffic volumes will likely be reduced along these roads as well.

Similar to traffic calming devices, flashing beacons and crosswalks have been proven to reduce speeds. In 2001, FHWA conducted a case study to determine the effects of crosswalk markings on driver and pedestrian behavior. Studies showed that the addition of a marked crosswalk reduced vehicular approach speeds by nearly 7% as well as reducing the speeds at the crosswalk by more than 20%.

For the proposed project, there will be five new crosswalks (two of which will be painted in the high visibility "continental" style, pattern). In addition, three of the existing crosswalks will be upgraded to the high visibility pattern and four of the existing crosswalks will be repainted. In addition to providing a designated pedestrian/bicyclist crossing location, crosswalks will help to reduce speeds in the area.

The third feature of this project that helps to slow traffic are bike lanes. The proposed project includes the restriping of Ross Hill Road to include buffered bike lanes from Kenmar Road to Thelma Street. Studies have shown that, in addition to the benefits to the user, adding bike lanes will benefit vehicular traffic as well. Bike lanes have been shown to have a "Traffic Calming" effect by giving a road a narrower appearance, resulting in slower vehicular speeds. In Chicago, research has shown that where travel lanes were narrowed to facilitate bike lanes, revealed a decrease in the number of vehicular accidents. Crashes at intersections decreased by almost 10% and mid-block crashes by more than 15%.

- **Improves sight distance and visibility**

The proposed improvements will also help to improve sight distance and visibility in a number of ways. By adding improvements such as flashing beacons, high visibility crosswalks and bike lanes, sight distance and pedestrian visibility will be increased.

Flashing beacons combined with crosswalks have been shown to provide a significant increase in sight distance and general awareness of pedestrian activity. One particular study reviewed the effects of driver yield to a crosswalk before and after a flashing beacon was installed. The results showed that prior to the installation of a flashing beacon, there was an average of only a 13% driver yield. Two years later, the study was performed again at the same locations and showed an average of 84% driver yield. Similarly, crosswalks (especially high visibility patterned crosswalks) increase the driver's cognizance and regard for pedestrian activity. The high visibility pattern provides a larger surface area, in the direction of travel which increases their visibility at a greater distance. In addition, these patterns are designed to be installed so that the pattern will avoid the vehicles primary wheel path. The benefit with regard to safety is that the crosswalk will remain visible for many years with little or no maintenance needed.

For this project, there are three different locations where new rapid rectangular flashing beacon systems will be installed. Two will be located in conjunction with the new high visibility crosswalks located mid-block along Ross Hill Road. At these particular locations, Ross Hill Road is a divided highway therefore; pedestrian refuge islands will also be added for each of these sites. The third flashing beacon will also be located on Ross Hill Road but will be used to supplement the existing crosswalk at Thelma Street.

Similar to the flashing beacon system, other features are added to crosswalks in order to provide additional safety and awareness to a specific crossing location. On Wood Street, the existing crosswalk location will be combined with a speed table. By incorporating a crosswalk into the speed table, pedestrians and other users are placed at an elevated position above the roadway. The raised elevation helps increase visibility for smaller objects such as children and pets.

Another feature of this project that helps to increase sight distance and visibility are the bike lanes. As indicated previously, new buffered bike lanes are proposed along Ross Hill Road. The existence of bike lanes (especially buffered bike lanes) provides an additional buffer between the

pedestrians and thru traffic. In addition, the buffer area (including the bike lane) increases the visibility of both pedestrians and vehicles at intersections.

- **Improves compliance with local traffic laws**

Many pedestrian related accidents occur as a result of not following the local traffic laws. In some cases the pedestrian is at fault and others it is the driver's fault. Unfortunately, when there is an incident involving a pedestrian, the pedestrian suffers the most. Creating "Complete Streets" and providing specific pedestrian zones helps to increase the use of pedestrian infrastructure resulting in greater compliance with local traffic laws.

As indicated previously, there are a number of beneficial aspects of adding bike lanes. With regard to improving compliance, bike lanes encourage both bicyclists and motorists to obey general traffic rules. Bicyclists are reminded that they should behave like other vehicular operators and motorists are reminded that bicyclists are road users too.

Similar to bike lanes, the addition of crosswalks has been shown to improve compliance. In the same FHWA study as described previously, other "compliance" based behaviors were analyzed. Specifically, driver yield to pedestrian and the number of pedestrians walking within the marked crosswalk. The study found that by adding a marked crosswalk, driver yield increased by nearly 28%. In addition, the number of pedestrians walking within the marked crosswalk increased by 15%. Providing a defined road space for pedestrians, bicyclists and motorists helps to promote safe and orderly traffic flows as well as compliance with the local traffic laws.

- **Eliminates behaviors that lead to collisions**

Safety is the responsibility of all road users including motorists, pedestrians and bicyclists alike. In this area of Fortuna, the existing pedestrian infrastructure is inadequate resulting in little or no boundary between the pedestrian and vehicular areas. When this happens, pedestrians walk and bike along the road or in the shoulder and cross the streets at gaps or openings in traffic. Without a designated pedestrian boundary or crossing location, careless actions lead to unpredictable behaviors which ultimately lead to collisions.

By adding sidewalks, crosswalks, bike lanes, etc., drivers and pedestrians have a designated area in which they belong. Crosswalks channel the number or crossings into particular location thus increasing the awareness and predictability of crossings while also reducing the number of potential points of conflict. All of which are factor that help to reduce the random and unpredictable behaviors that lead to collisions.

As described above, the lack of pedestrian infrastructure (specifically sidewalks) forces pedestrians to walk in the shoulder or in the roadway. These are the behaviors that lead to accidents. For this reason, any gaps in sidewalks within this area will be addressed. Approximately 1,775 linear feet of sidewalks will be added along Thelma Street and Rohner Street. In addition to the sidewalks, three new asphalt trails will be constructed providing access to the school. Once completed, students will have the opportunity to enter the school property at all four corners of the block.

In addition to the infrastructure improvements, education is the key to eliminating behaviors that lead to accidents. As discussed previously, the educational component will be an on-going effort to raise more awareness, increase participation and encourage safety. A list of activities planned as part of the educational component can be found under narrative question 1.a.

- **Addresses inadequate traffic control devices**

Near the Norman Ambrosini Elementary School, there are little or no traffic control devices. The area lacks any “Pedestrian Ahead” or “Crosswalk Ahead” warning signs as well as similarly named pavement marking messages. Of the pavement markings and striping that does exist, it is heavily worn and barely visible.

Within the project limits near the Toddy Thomas Middle School, there are a number of traffic control devices that are old and faded. Many of the signs need to be upgraded and be consistent with the latest colors and retroreflectivity standards. Many of the school related pavement marking messages appears to be relatively new and sufficiently visible; however, three out of the four, “Slow School Xing” pavement marking messages do not meet the current standards. These messages will

need to be repainted at a greater distance away from the crossing locations. Many of the "Stop" pavement marking messages are old and heavily worn down.

Ross Hill Road was recently reconstructed and as a result, the existing "vehicular driven" traffic control devices along this road are in relatively good shape. The inadequacies of this portion of the project result from the lack of pedestrian infrastructure. Given that there are little or no pedestrian facilities along this corridor, the "pedestrian driven" traffic control devices are almost nonexistent.

- **Addresses inadequate bicycle facilities, crosswalks or sidewalks**

The only access to Norman Ambrosini Elementary School is through Rohner Street. Currently, there is a small portion of sidewalk leading towards the school however; it ends before reaching the school property. Students are left walking along the grassed shoulder or in the street. The portion of sidewalk that does exist is narrow, contains a street sign mounted in the middle of the walk and has steep cross slopes at driveways (see Photo 1 in Attachment 3). There are a number of other inadequate facilities along Rohnerville Road and at the adjacent intersection; however, these issues will be addressed during the Rohnerville Road STIP project schedule to be constructed in 2015.

Near Toddy Thomas Middle School, there are a number of deficiencies similar to those mentioned above and more. Along Thelma Street, portions of the sidewalk are missing on both sides of the street. Many of the directly adjacent properties have fencing, mailboxes, signs and other obstructions forcing pedestrians to walk in the street. In many cases, vehicles are parked along the curb causing pedestrians to walk or ride directly in the travel lane (see Photo 2 in Attachment 3). Many of the adjacent intersections do not have accessible curb ramps or crosswalks. Of the crosswalks that do exist, many are faded and in some cases have been completely worn down as a result of the vehicular activity.

Along Ross Hill Road, there is currently a short section of bike lane on the north side of the road. It begins just east of Thelma Street and runs of approximately 500 feet towards the west. There are numerous cross streets and a significant amount of pedestrian activity; however, there are no existing sidewalks, curb ramps or crosswalks within the limits of the project (see Photo 3 in Attachment 3).

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

For this project there are a number of different data sources and specific events that were used to validate the necessity for the proposed improvements such as: **Crash Data/Historical Accidents** (copies of the collision details have been included in Attachment 4); **HCAOG's SRTS Prioritization Tool Report (**Copies of the Inventory Summaries for the Toddy Thomas Elementary School and Norman Ambrosini Middle School have been included in Attachment 5); **Walkability Assessment** (A detailed list of the specific items were identified and has been included in Attachment 6); **School Speed Zone Study** which led to the extension of school zones, new school zone signage, and/or reduced speed limits in school zones when children are present; and a **Pedestrian Survey** (the count data can be found in Attachment 7).

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

This project was developed over several years through collaboration with school officials, parents, neighbors, teachers, the Redwood Community Action Agency, Humboldt County Public Health, Fortuna Police Department and City of Fortuna engineers. The Humboldt County Safe Routes to School Task Force identified the need for safety improvements in Fortuna and helped coordinate a Walkability Audit and Workshop on Monday, June 4, 2012 to observe the peak student arrival time at two Fortuna schools and identify concerns and solutions to safety issues. This area of Fortuna is home to several public, charter, and private schools including Redwood Preparatory Charter School (charter), Willowbrook Learning Center (charter), Fortuna Jr. Academy (private), and Toddy Thomas Middle School (public). Participants included neighbors, parents, school principals, California Highway Patrol, Fortuna Fire Chief, staff from the Fortuna planning and engineering departments, Fortuna City Councilmembers, Humboldt County District 2 Supervisor, County engineering department, Redwood Community Action Agency (RCAA) staff, and County Public Health.

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

The Walkability Audit that took place to observe peak arrival and dismissal times at Toddy Thomas and Redwood Preparatory Charter School. The audit was followed by a series of meetings with the City of Fortuna engineering department, the FESD, the non-profit Redwood Community Action Agency (RCAA), and County Public Health Staff to discuss next steps and the roles and responsibilities of each entity.

The Fortuna City Engineer also prepared a School Zone Speed Survey which led to City Council's adoption of AB 321 allowing jurisdictions to extend school speed zones from 500 to 1000 feet and reduce the speed limit at qualifying schools to 15mph.

HCAOG worked with RCAA to develop the Prioritization Tool to assess the need and readiness of schools within the County. The final report ranked South Fortuna #3 out of 89 schools reviewed countywide, and Toddy Thomas ranked #6 countywide.

The City of Fortuna also hosted a day-long workshop entitled Designing for Pedestrian and Bicycle Safety on Wednesday June 20, 2012. The interactive workshop presented by the Healthy Transportation Network (Rails-to-Trails Conservancy Western Region, Local Government Commission, California Bicycle Coalition and CalWalks) was aimed at providing the latest bicycle and pedestrian design tools to elected officials and transportation, planning, engineering, and design professionals. There were presentations on Complete Streets and Safe Routes to School policies as well as an hour long 'walkabout' where participants had the opportunity to walk the same route as the Fortuna Walkability Assessment and view firsthand many of the challenges and opportunities Fortuna students face as they walk and bike to school. The workshop also provided an opportunity for networking and collaboration and further emphasized the City of Fortuna's progressive stance around safety for all transportation modes.

C. Is the project cost over $1 Million? No

4. **COST EFFECTIVENESS** (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

During project development a number of alternatives were considered for addressing non-motorized needs along Ross Hill Road, including a wide setback sidewalk & class II bike lane option estimated at $669,892. Another alternative considered was the installation of roundabouts at Kenmar Road and West School along with wide setback sidewalk and class II bike lanes, which was not estimated. The preferred alternative at Ross Hill Road was found to meet active transportation needs while maintaining a more reasonable cost. Recommended improvements to Thomas Toddy School and Ambrosini School were developed in conjunction with the walkability study. The recommendations were reviewed by the City's engineering staff and were incorporated into the conceptual design. No cost estimates were developed.

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

The ratio of safety benefits to total project cost and total project funds requested are found respectively below:

$\frac{\$2,138,000}{\$843,000}$ =2.54 and $\frac{\$2,138,000}{\$843,000}$ = 2.54

The project safety benefits were determined using the Transportation Injury Mapping System (TIMS) cost / Benefit Calculator. The TIMS cost/benefit calculator is based on accident information and assigns a monetary value to "countermeasures" that address specific accident types. A countermeasure is a specific type of infrastructure that, if installed, would address a scenario that could cause an accident or make one more likely. The monetary value of the countermeasure is based on the severity of the accident and how well it addresses the crash type. For the purposes of determining a benefit for the project specific bicycle and pedestrian countermeasures such as "install sidewalk/path (to avoid walking along roadway)" or "install pedestrian crossing (with enhanced safety features)" were assigned a "severe injury" crash outcome. By applying countermeasures (or project related infrastructure) to potentially unsafe situations the potential for a severe injury or fatal crash to occur has been significantly reduced if not eliminated, resulting in a benefit.

The summation of the TIMS benefit / cost calculator produced the ratios listed above and is attached in Attachment 8. This benefit-cost ratio is the baseline from which other less easily estimated benefits are added to. Increased opportunities for non-motorized transport via the trail would decrease the motorized

travel with the following benefits; reduced greenhouse gas emissions, lower ADT, increases level of service and improved safety. Increased active transportation opportunities afforded by the improvements have the following benefits; increased public fitness and health potentially reducing childhood obesity, in neighborhoods that surround the FESD. Combining all of these benefits, the benefit-cost ratio of the project would be well over 2.54.

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

Asthma is another concern. Emergency room visits due to asthma by children under age 5 (per 10,000) for Humboldt County is 120 visits as compared to California at 110 (2009 California Health Interview Survey). As more children and their families choose to walk or bike to school, automobile congestion and exhausts will be reduced.

Across Humboldt County, 42% of children aged 5-20 years were determined to be overweight or obese according to the Pediatric Nutrition Surveillance study of 2008. Providing a comprehensive SRTS education and encouragement program can significantly improve the health of children by complementing and supporting the safe walking and bicycling environments created through the installation of infrastructure improvements.

A California Physical Fitness Test (Fitness Gram) was used to determine the health status of 5^{th} and 7^{th} grade students within the FESD. During the 2012-2013 year program, only 16% of 5^{th} grade students and 24% of 7th graders met all of the fitness standards (district wide). On a smaller scale, South Fortuna Elementary had only 9%, Toddy Thomas Middle had 12.5% and Fortuna Middle School had almost 22% of their 5^{th} grade students meeting the standards.(California Ed-Data 2012-2013).

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

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

A. **I. Is the project located in a disadvantaged community? Y/N** Yes

II. Does the project significantly benefit a disadvantaged community? Y/N Yes

a. Which criteria does the project meet? (Answer all that apply)

- **Median household income for the community benefited by the project: _____**
- **California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____**
- **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:** >75 **%**

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged. **N/A**

B. **Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically how the school students and community will benefit.**

The Fortuna Elementary School District is located in rural Humboldt County, California. The median household income for the entire county is $40,830, or 57.6% of the statewide average. The entire amount of funding granted towards the project will provide a clear benefit to the community of Fortuna including students and residents.

According to the California Department of Education, Overall, 31.8% of grade 5 students and 28.9% of 7th grade students within the Fortuna Elementary School District are considered economically disadvantaged. The most recent data available (from 2011-2012) shows that 76.3% of FESD students were eligible for free or reduced meals.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description	**Detailed Estimate**	**Project Schedule**
Project Map	**Preliminary Plan**	

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Yes

a. **Name, e-mail, and phone # of the person contacted and the date the information was submitted to them**
Larry Notheis, Larry.Notheis@ccc.ca.gov, (916) 341-3147, May 2, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Yes

a. **Name, e-mail, and phone # of the person contacted and the date the information was submitted to them**
Cynthia Vitale, calocalcorps@gmail.com, (916) 558-1516, May 6, 2014.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Yes

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

The Region 1 Deputy Clerk, responded and indicated that they would be willing to help with the education portion of the project as well as possibly helping with the signage or basic construction.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

We have not yet received a response from Cynthia.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS** *(0 - 10 points)*

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City of Fortuna has successfully performed/delivered on a number of past grant funded projects.

Project name: Fortuna SRTS Project 2014

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

See next page

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013) *General Instructions*

☑ New Project					Date: 5/15/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
01					

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
HUM	Ross Hill RD			City of Fortuna	
HUM	Rhoner Street			**MPO**	**Element**
HUM	Thelma and Wood				

Project Manager/Contact	**Phone**	**E-mail Address**
Merritt Perry	707-443-8326	merritt.perry@ghd.com

Project Title

Fortuna SRTS 2014

Location, Project Limits, Description, Scope of Work ☐ See page 2

The project is located in South Fortuna and includes improvements on Rhoner Road west of Rhonerville Road, on Ross Hill Road between Kenmar Road and just north of Boone Street, and on Thelma Street and Wood Street between Ross Hill Road and Campton Heights Road. The project is a Safe Routes to School project associated with Ambrosini School and Toddy Thomas school. Improvements to Ross hill road include buffered bike lanes, enhanced crossings, signage and striping. Improvements to Thelma and Wood Streets include sidewalk, high visibility crossing, asphalt pathways, speed hump, signage and striping. Sidewalk

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	City of Fortuna
PS&E	City of Fortuna
Right of Way	City of Fortuna
Construction	City of Fortuna

Purpose and Need ☐ See page 2

The purpose of the project is to increase walking and bicycling, especially among students, while also improving safety and connectivity of walking and bicycling routes to and from schools. Within the immediate area of the project there have been four bicyclist and/or pedestrian involved collisions in the last 10 years. One of those accidents involved a student on their way to school and another, a pedestrian who was fatally injured while crossing the street.

Project Benefits ☐ See page 2

It is anticipated that by reducing "traffic related dangers" and educating the community, students and school staff that the number of students walking and biking to school will increase. The proposed infrastructure will provide comfort to both the parents as well as the users, encouraging safety and promoting the health and wellness benefits.

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone			**Proposed**
Project Study Report Approved			**10/01/14**
Begin Environmental (PA&ED) Phase			11/15/14
Circulate Draft Environmental Document	**Document Type**	CE/CE	01/01/15
Draft Project Report			01/01/15
End Environmental Phase (PA&ED Milestone)			06/15/15
Begin Design (PS&E) Phase			08/15/15
End Design Phase (Ready to List for Advertisement Milestone)			12/15/15
Begin Right of Way Phase			02/15/16
End Right of Way Phase (Right of Way Certification Milestone)			03/15/16
Begin Construction Phase (Contract Award Milestone)			07/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			12/16/16
Begin Closeout Phase			12/17/16
End Closeout Phase (Closeout Report)			06/15/17

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	HUM, HUM, HUM	Ross Hill RD,				
Project Title:	Fortuna SRTS 2014					

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)		35						35	
PS&E		53						53	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			829					829	$75,000 of CON is Non-Infrastructure
TOTAL		88	829					917	

Fund No. 1:	**ATP SRTS**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)		35						35	ATP/Caltrans
PS&E		53						53	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			829					829	
TOTAL		88	829					917	

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

Fund No. 3:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name: Fortuna SRTS Project 2014

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)		**Amount**
PE Phase (includes PA&ED and PS&E)	$	88,000
Right-of-Way Phase	$	
Construction Phase-Infrastructure	$	754,000
Construction Phase-Non-infrastructure	$	75,000
Total for ALL Phases	**$**	917,000

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

*Must indicate which funds are matching

Total Project Cost	$	917,000
Project is Fully Funded		Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)		**Amount**
Request for funding a Plan	$	0
Request for Safe Routes to Schools Infrastructure work	$	842,000
Request for Safe Routes to Schools Non-Infrastructure work	$	75,000
Request for other Non-Infrastructure work (non-SRTS)	$	
Request for Recreational Trails work	$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P	10/15/2014	10/15/2014
PS&E	04/15/2015	04/10/2015
Right-of-Way		
Construction	05/15/2016	05/15/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Fortuna Walk and Roll to School Program

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
		I. Form SRTS Club at Toddy Thomas Middle School
07/01/2015	12/31/2015	Develop Curriculum/Lessons for SRTS Club
08/01/2015	12/31/2017	Engage Student Council, recruit members
08/22/2015	12/31/2017	Implement Program
10/01/2015	12/31/2017	Walk-to-School / Bike-to-School Days & Punch card Program
07/01/2015	12/31/2017	Student/Parent Pledge
08/22/2015	12/31/2017	Coordinate campus-wide competitions
01/01/2016	08/15/2016	Develop Walking Map
05/15/2016	12/31/2017	Distribute Walking Map
		II. SRTS Workshops for Fortuna Elementary School District Students and Families
		Workshop #1: Exploring Safe Transportation Modes
01/01/2016	07/01/2016	Develop Workshop #1 Format and Content
01/01/2016	08/20/2016	Workshop #1 Planning
05/01/2016	08/20/2016	Workshop #1 Outreach
08/20/2016	08/20/2016	Implement Workshop #1
08/21/2016	12/31/2016	Workshop #1 Evaluation and Report
		Workshop #2: Bicycle Safety Skills
01/01/2017	07/31/2017	Develop Workshop #2 Format and Content
01/01/2017	04/31/2017	Workshop #2 Planning
01/01/2017	04/29/2017	Workshop #2 Outreach
04/29/2017	04/29/2017	Implement Workshop #2
04/30/2017	12/31/2017	Workshop #2 Evaluation and Report
		Workshop #3: Empowering Students and Families
01/01/2017	07/31/2016	Develop Workshop #3 Format and Content
01/01/2016	07/31/2016	Workshop #3 Planning
03/01/2016	08/20/2016	Workshop #3 Outreach
08/12/2017	08/12/2017	Implement Workshop #3
08/13/2017	12/31/2017	Workshop #3 Evaluation and Report
		Workshop #4: Infrastructure Celebration
01/01/2017	09/29/2017	Develop Format and Content
09/30/2017	09/30/2017	Implement/Hold Celebration
10/01/2017	12/31/2017	Workshop #4 Evaluation and Report
		III. Capacity Building
07/01/2015	12/31/2017	Trainings and Workshops
07/01/2015	12/31/2017	Attend SRTS and Active Transportation and Law Enforcement Meetings
07/01/2015	12/31/2017	Disseminate and Share Information

Project name: Fortuna SRTS Project 2014

VIII. APPLICATION SIGNATURES

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

Signature: _____ Date: 5-15-2014
Name: Merritt Perry Phone: 707-445-8326
Title: City Engineer e-mail: merritt.perry@ghd.com

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5-15-2014
Name: Merritt Perry Phone: 707-~~77~~443-8326
Title: City Engineer e-mail: merritt.perry@ghd.com

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

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

Person to contact for questions:

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

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

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

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

Project name: Fortuna SRTS Project 2014

VIII. APPLICATION SIGNATURES

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

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

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

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

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

Signature: Patti M Hafner Date: 5/15/14
Name: Patti M. Hafner Phone: 707 725-2393
Title: Superintendent e-mail: phafner@fortunaesd.com

Person to contact for questions:

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

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

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Project name:
Fortuna SRTS Project 2014

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

ATTACHMENT 1

Concept Drawings

TODDY THOMAS SCHOOL - NORTH

GENERAL NOTES

1. NEW & RELOCATED ROADWAY SIGNS NOT SHOWN FOR CLARITY BUT, ARE INCLUDING IN CONCEPTUAL DESIGN COST ESTIMATE.

KEYNOTES

1. NEW 5' WIDE CONCRETE SIDEWALK.
2. NEW 2.5' WIDE CONCRETE CURB & GUTTER.
3. NEW 8' WIDE ASPHALT PAVEMENT TRAIL.
4. NEW SPEED HUMP & APPROACH MARKINGS.
5. NEW ACCESSIBLE SPEED TABLE W/ APPROACH MARKINGS & "CONTINENTAL" STYLE CROSSWALK W/ 1' WIDE STRIPES AT 3' ON CENTER..
6. NEW PAVEMENT STRIPING.
7. NEW DIRECTIONAL ARROW PAVEMENT MARKING.
8. NEW CONCRETE CURB RAMP W/ DETECTABLE WARNING SURFACE.
9. NEW CONCRETE DRIVEWAY WITH CONCRETE, GRAVEL, OR ASPHALT TRANSITION TO EXISTING DRIVEWAY.
10. NEW "CONTINENTIAL" STYLE CROSSWALK W/ 1' WIDE STRIPES AT 3' ON CENTER.
11. NEW STOP MARKING.
12. NEW SLOW SCHOOL XING MARKINGS, PLACED 100' MINIMUM AWAY FROM APPROACHING CROSS WALK.
13. NEW RAPID RECTANGULAR FLASHING BEACON SYSTEM (INCLUDING SIGNAL POLES, SIGNS, PUSH BUTTONS, CONTROLLER, SOLAR PANEL, & BEACONS)
14. REMOVE CHAINLINK FENCE TO ACCOMMODATE NEW TRAIL, INSTALL NEW END POSTS & INSTALL NEW BOLLARD IN CENTER OF TRAIL AT TERMINUS.
15. NEW DETECTABLE WARNING SURFACE.
16. NEW STANDARD CROSSWALK STRIPING.
17. NEW STEEL UNDERDRAIN FOR DRAINAGE THROUGH SPEED TABLE, TYPICAL EACH SIDE.

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718 Third Street Eureka California 95501 USA
T 1 707 443 8326 F 1 707 444 8330
W www.ghd.com

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"

ISSUE	DESCRIPTION	DATE	MARK
-		-	-

CITY OF FORTUNA
SAFE ROUTES TO SCHOOL

CONCEPTUAL LAYOUT
TODDY THOMAS SCHOOL - NORTH

PROJ NO: 8410751
DRWN: JS CHKD: JS

FIG. A1

SHEET 1 OF 2

Plot Date: 6 March 2014 - 1:57 PM Plotted By: Jakob Schillinger
Cad File No: G:\01054 City of Fortuna\8410751 FortunaCityEngServices\06-CAD\Figures\Toddy Thomas School SR2S\8410751_FigureA1-A2.dwg

GENERAL NOTES

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16. NEW STANDARD CROSSWALK STRIPING.
17. NEW STEEL UNDERDRAIN FOR DRAINAGE THROUGH SPEED TABLE, TYPICAL EACH SIDE.

TODDY THOMAS SCHOOL - SOUTH

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718 Third Street Eureka California 95501 USA
T 1 707 443 8326 F 1 707 444 8330
W www.ghd.com

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"

MARK	DATE	DESCRIPTION
-	-	-

CITY OF FORTUNA
SAFE ROUTES TO SCHOOL

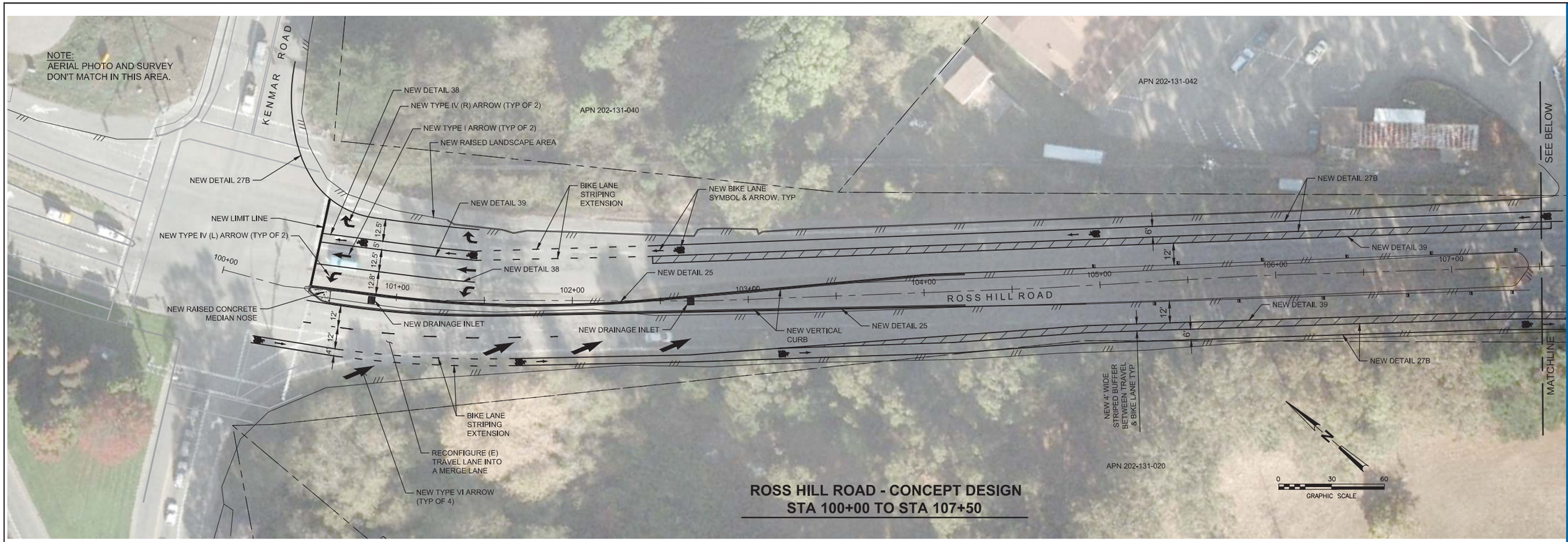
CONCEPTUAL LAYOUT
TODDY THOMAS SCHOOL - SOUTH

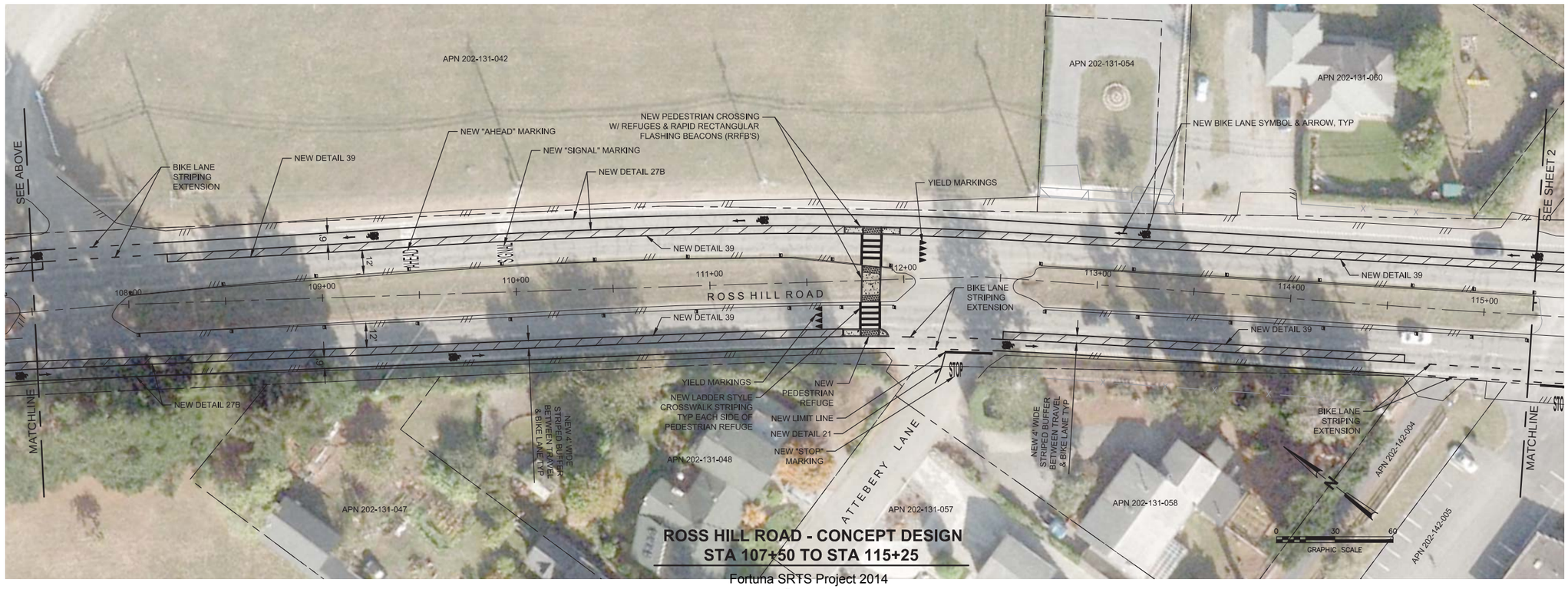
PROJ NO: 8410751
DRWN: JS CHKD: JS

FIG. A2

SHEET 2 OF 2

Plot Date: 1 May 2014 - 10:09 AM Plotted By: Jesse Willor
Cad File No: G:\01054 City of Fortuna\8410751 FortunaCityEngServices\06-CAD\Figures\Toddy Thomas School SR2S\8410751_FigureA1-A2.dwg





GHD Inc.
718 Third Street. Eureka California 95501 USA
T 1 707 443 8326 F 1 707 444 8330
W www.ghd.com

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"

ISSUE	DESCRIPTION	DATE	MARK
		-	-

CITY OF FORTUNA
ROSS HILL ROAD
SAFE ROUTES TO SCHOOL

CONCEPT DESIGN
STA 100+00 TO STA 115+25

PROJ NO: 8410751
DRWN: JS CHKD: MP

1

SHEET 1 OF 3

Plot Date: 23 April 2014 - 9:56 AM Plotted By: Jakob Schillinger
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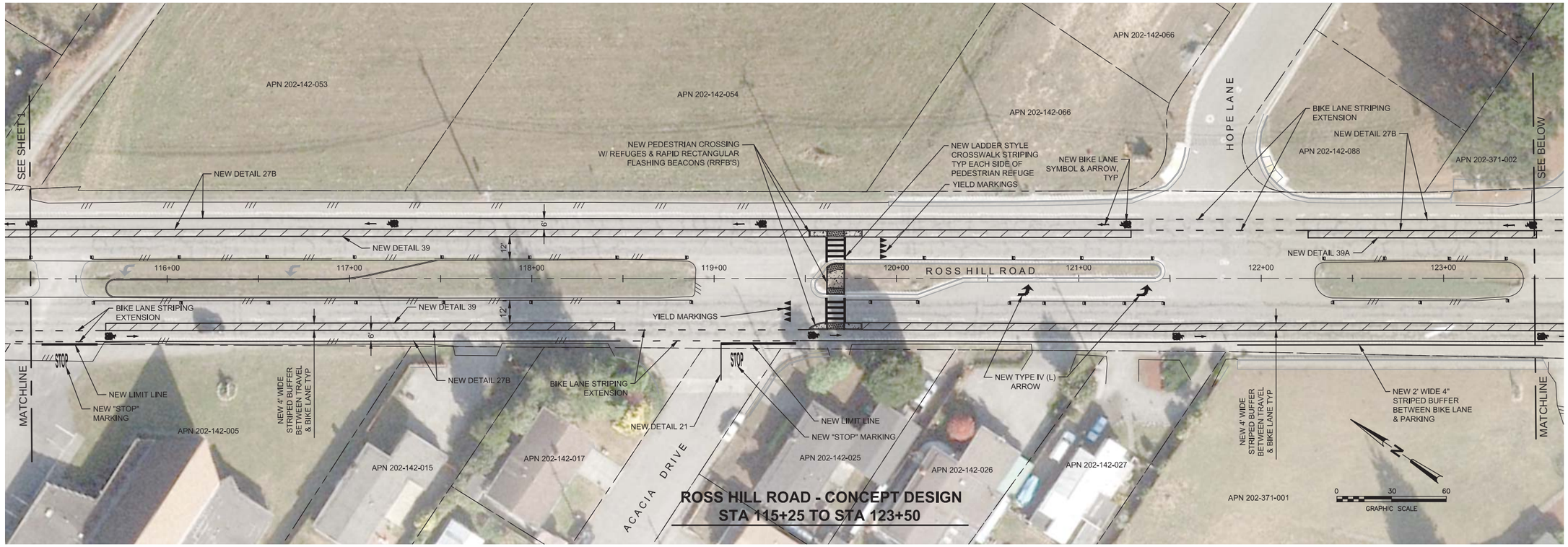

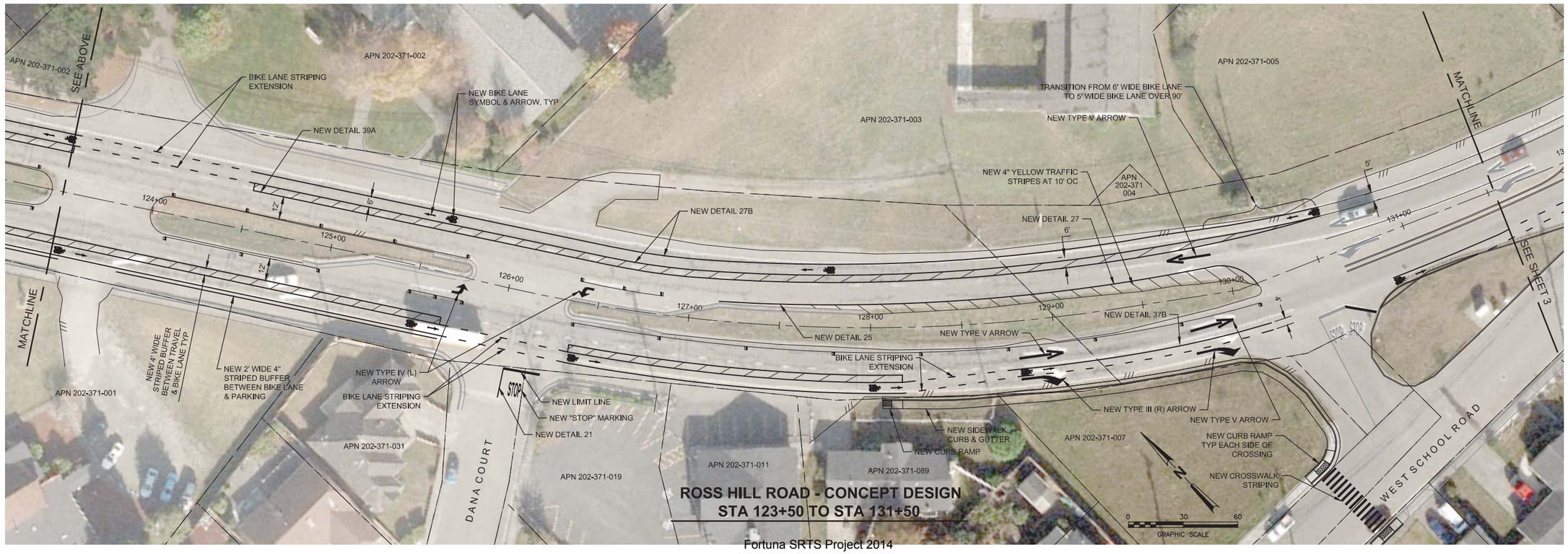

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ISSUE	DESCRIPTION	MARK	DATE
		-	-

CITY OF FORTUNA
ROSS HILL ROAD
SAFE ROUTES TO SCHOOL

CONCEPT DESIGN
STA 115+25 TO STA 131+50

PROJ NO: 8410751
DRWN: JS CHKD: MP

2

SHEET 2 OF 3

Plot Date: 23 April 2014 - 9:56 AM Plotted By: Jakob Schillinger
Cad File No: G:\01054 City of Fortuna\8410751 FortunaCityEngServices\06-CAD\Sheets\Ross Hill Road\0105411013-Concept Design.dwg

ROSS HILL ROAD - CONCEPT DESIGN
STA 131+50 TO END

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0 1"

ISSUE	DESCRIPTION	DATE	MARK

CITY OF FORTUNA
ROSS HILL ROAD
SAFE ROUTES TO SCHOOL

CONCEPT DESIGN
STA 131+50 TO END

PROJ NO: 8410751
DRWN: JS CHKD: MP

3

SHEET 3 OF 3

Plot Date: 23 April 2014 - 9:56 AM Plotted By: Jakob Schillinger
Cad File No: G:\01054 City of Fortuna\8410751 FortunaCityEngServices\06-CAD\Sheets\Ross Hill Road\0105411013-Concept Design.dwg

KEYNOTES

1. NEW 4.5' WIDE CONCRETE SIDEWALK.
2. NEW 2.5' WIDE CONCRETE CURB & GUTTER.
3. NEW CONCRETE CURB RAMP.
4. NEW CONCRETE DRIVEWAY.

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0 1"

MARK	DATE	DESCRIPTION
-	-	-

CITY OF FORTUNA
SAFE ROUTES TO SCHOOL

CONCEPTUAL LAYOUT
NORMAN AMBROSINI SCHOOL

PROJ NO: 8410751
DRWN: SJD CHKD: JS

FIGURE 1

SHEET 1 OF 1

Plot Date: 1 May 2014 - 10:22 AM Plotted By: Jesse Willor
Card File No: G:\01054 City of Fortuna\8410751 FortunaCityEngServices\06-CAD\Figures\Ambrosini School SR2S\8410751_Figure1-SIDEWALK

ATTACHMENT 2

City of Fortuna Traffic Engineering Survey

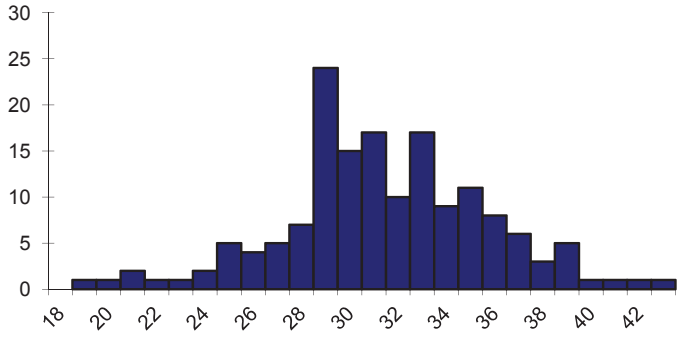
City of Fortuna
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **School Street - Ross Hill Road to Rohnerville Road**
Posted Limit: **35 mph**
Direction: **Both** Recorder: **Mechanical**
Date: **5/2/12** Day: **Wednesday**
Begin Time: **1:00 PM** End Time: **2:00 PM**
Weather: **Fair** Land Use: **Residential**

Summary Statistics

Total Observed	158
Speed Range	19 - 43
50th percentile speed	31
85th percentile speed	**36**
10 mph pace speed	28 - 37
% in pace speed	78
Skewness index	1.077



Speed	Number	Speed	Number
18	0	43	1
19	1	44	0
20	1	45	0
21	2	46	0
22	1	47	0
23	1	48	0
24	2	49	0
25	5	50	0
26	4	51	0
27	5	52	0
28	7	53	0
29	24	54	0
30	15	55	0
31	17	56	0
32	10	57	0
33	17	58	0
34	9	59	0
35	11	60	0
36	8	61	0
37	6	62	0
38	3	63	0
39	5	64	0
40	1	65	0
41	1	66	0
42	1	67	0
T O T A L			**158**

ANALYSIS INFORMATION

Segment Length (mi): **0.63** ADT (vpd): **5,450** Count Date: **5/2/12**
Number of collisions: **9** Time period: **5** years
Calc. Collision Rate = **1.44** collisions per million vehicle-miles (c/mvm)

Street Width (ft): **40' - 65'** Configuration: **2 Lanes/undiv.** Terrain: **Flat**
Parking Conditions: **Unrestricted** Sidewalk: **Both** Bike lanes: **Varies**

Other considerations and conditions not readily apparent to drivers: School Street is a minor arterial roadway serving residential/commercial uses. This roadway generally runs east-west with a typical section including curb, gutter, sidewalks and some bike striped bike lanes. The road section provides adequate room for parking (unrestricted) and bicycles. Based on the 85th percentile speed, lower than state averge collision rate, parking and residential frontages, it is recommended that the speed limit be retained at 35 mph.

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

Signature: _____

Frank W. Penry, C.E., P.E., P.T.O.E
C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2013)

Date: June 1, 2012

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
TR 2304
Exp. 6-30-13
TRAFFIC
STATE OF CALIFORNIA

ATTACHMENT 3

Project Description Photographs

Photo 1: Rhoner Street looking west towards Norman Ambrosini Elementary School

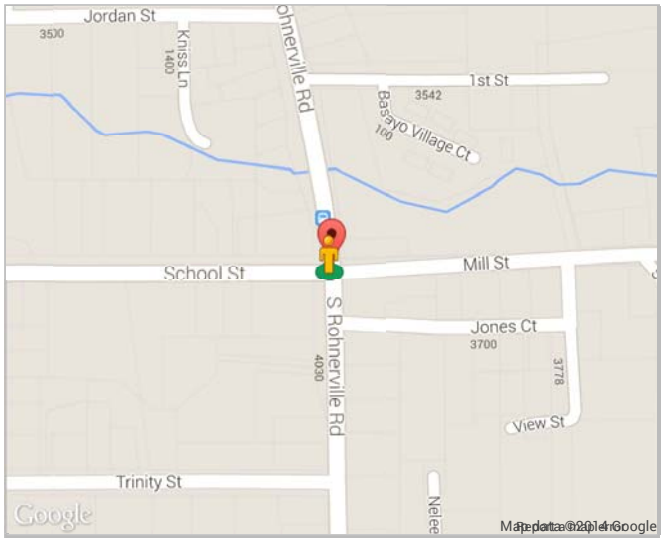
Photo 2: Thelma Street looking south towards Toddy Thomas Middle School

Photo 3: Ross Hill Road looking northwest towards downtown Fortuna

ATTACHMENT 4

Crash Data / Historical Accidents

COLLISION DETAILS: CASE ID **5542655**



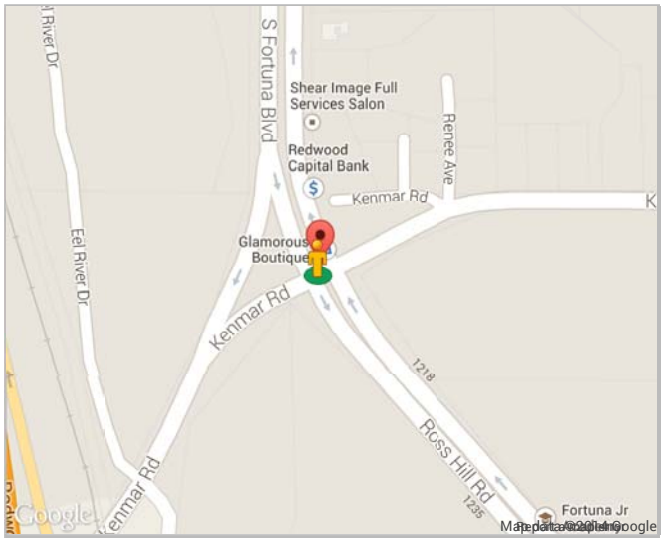
County	HUMBOLDT	**City**	FORTUNA
Date (Y-M-D)	2012-04-17	**Time**	07:39
Nearby Intersection	SCHOOL ST & ROHNERVILLE RD		
Coordinate Location	40.5702118847, -124.126733097		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	0	**Fatalities**	1
Alcohol	NO	**Weather**	Cloudy
Primary Collision Factor	Pedestrian Right of Way	**Involved with**	Pedestrian

STREET VIEW

COLLISION DETAILS: CASE ID **3889252**



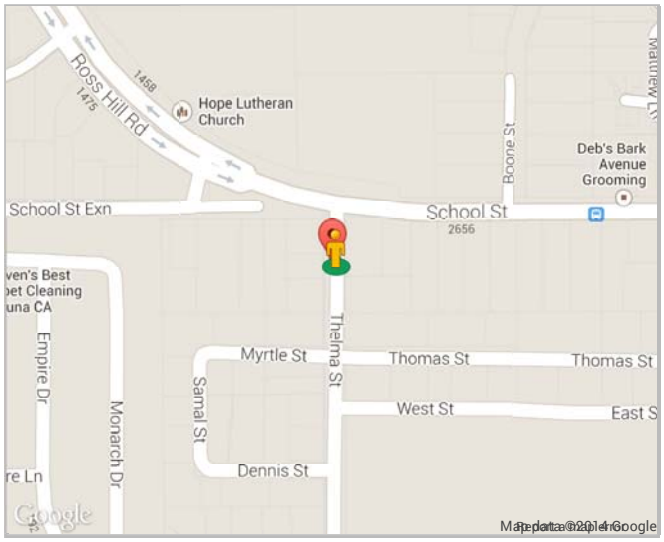
County	HUMBOLDT	**City**	FORTUNA
Date (Y-M-D)	2008-08-08	**Time**	14:57
Nearby Intersection	FORTUNA BL & KENMAR RD		
Coordinate Location	40.5770568848, -124.146473783		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Traffic Signals and Signs	**Involved with**	Bicycle

STREET VIEW

COLLISION DETAILS: CASE ID **3338703**



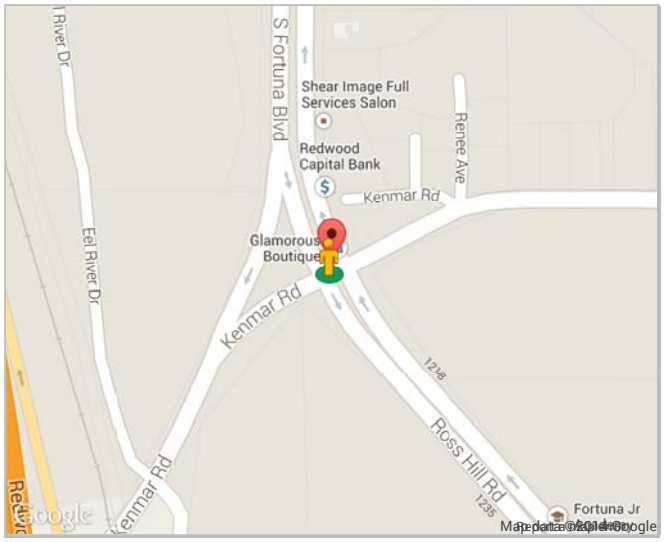
County	HUMBOLDT	**City**	FORTUNA
Date (Y-M-D)	2007-08-19	**Time**	18:10
Nearby Intersection	THELMA ST & SCHOOL ST		
Coordinate Location	40.5698280334, -124.13875585		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Pedestrian Violation	**Involved with**	Pedestrian

STREET VIEW

COLLISION DETAILS: CASE ID **3181906**



County	HUMBOLDT	**City**	FORTUNA
Date (Y-M-D)	2007-05-10	**Time**	14:46
Nearby Intersection	KENMAR RD & ROSS HILL RD		
Coordinate Location	40.5770568848, -124.146473783		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Brakes	**Involved with**	Bicycle

STREET VIEW

Home | About | Tools | Resources | News | Help

ATTACHMENT 5

HCAOG's Regional Safe Route to Schools Prioritization Tool - Inventory Summary

group rates for riding the City bus for occasional field trips, and wonders if the City is aware there is interest from schools in doing so.

Peninsula Union School District

Peninsula Union School serves grades K-8 in the Samoa area. Approximately 24 of the 39 students are bussed. The district has no busses, but contracts with Northern Humboldt Union School District. Very few students walk, and the school reports few safety concerns around students traveling to/from school.

Rio Dell School District

Eagle Prairie Elementary serves grades K-5 and **Monument Middle School** serves grades 6-8 in the Rio Dell. About half of the total students walk or bike to school. The rest of the approximately 500 students are driven as the school has no bus. Safety concerns around walking and biking include streets without sidewalks, crossing streets, and narrow unpaved streets. A crossing guard helps students cross Wildwood and Center Streets. The City of Rio Dell received funding a few years ago, which redesigned the drop-off/pick-up area of the school. This has increased safety for students walking and biking, and the City is interested in applying for more funding this year for sidewalks and a lighted crossing area with a button for pedestrians on Wildwood Ave. The City of Rio Dell received a SR2S grant in 2012 for pedestrian improvements around the two schools.

Rohnerville School District

Norman G Ambrosini Elementary School serves grades K-4 in the Fortuna area. Of the approximately 350 students, only five walk to school regularly and a handful bike. Some are bussed and the rest are driven. Nearby Rohnerville Road has no sidewalks, high traffic volume, and no dedicated bike lane. Traffic from the school backs up onto Rohnerville Road. The school now has two release times to address this congestion. There is a 35mph speed limit in front of the school, and a "school zone when children present" sign. A blinking light would help make the sign more visible. The school has participated in SR2S programs, including Walking Wednesdays and Walk to School Days. A few years ago, the Parent Teacher Organization designed a "golden sneaker award" for the class who walked to school the most days. The school also has a Walking Club.

Toddy Thomas Middle School serves grades 5-8 in the Fortuna area. Of the approximately 300 students, half walk or bike on average. Between 60 and 70 students ride the bus; the other 80 students are driven. There are safety concerns with walking and biking as a student was hit by a car on his bike on Fortuna Boulevard en route to school. Making Headway Center for Brain Injury Recovery came for a school assembly to discuss the importance of wearing helmets, and brought coupons for helmets. The addition of a crosswalk and signs has helped address other

safety concerns near the school. A flashing lighted sign would help even more, as would a crosswalk at the intersection of School and Wood Streets. The Parent Teacher Organization has led SR2S events, such as Walk to School Day, and put up posters to raise awareness about safety concerns. The school also has a Running Club.

Redwood Preparatory Charter School serves grades K-5 in the Fortuna area. A handful of the students walk or bike to school with a parent. The rest are driven as the school has no buses. Parents, including the Parent Council, desire to promote active transportation. But a City of Fortuna policy prohibits walking on Ross Hill Road, on which the school is located. Parent Council is hesitant to push the City, as their Conditional Use Permit allowing operation of the school ends in two years. No supportive SR2S policies exist. To ease congestion around the school and back-up onto Ross Hill Road, the school staggers pick-up and drop-off times and configured the parking lot in a horseshoe shape.

Scotia Union School District

Scotia Union School serves approximately 220 students in grades K-8 in the Scotia area. Roughly 50 are transported by bus, and at least 150 walk or bike to school. Students are educated annually about safety on buses. A crossing guard is employed at the corner of First and Church Streets, and also First and B Streets. Few safety concerns were reported.

South Bay Union School District

Pine Hill School serves grades K-6 in the Eureka area. No more than 10% of the nearly 300 students walk or bike to school. There were more walkers last year, when the school included older students in grades 4-6. Some walk to catch a bus to South Bay School. Nearby Herrick Avenue poses safety concerns due to congestion. A left-hand turn lane on Herrick for cars turning into/out of school would help. The County conducted a feasibility study for this, but it has not been implemented. A crossing guard helps students cross Herrick Ave and Vance Street. Around 50 students are bussed. In 2011 the County implemented sidewalk improvements near the school through Transportation Enhancement funds. The school is familiar with SR2S and has attended several meetings in the past.

South Bay School serves grades K-6 in the Eureka area and **South Bay Charter School**, located on the same site, serves grades 7-8. A bus serving the school picks up at Pine Hill School; most students are bussed. The majority of students who walk come from a neighborhood very near the school. The school has had assemblies about wearing helmets and safe walking/biking to school. The sheriff department also came to discuss transportation safety with students.

Alder Grove Charter School works with about 235 homeschooled students doing independent study projects. Due to the unique situation, transportation to and from school is a non-issue.

ATTACHMENT 6

Toddy Thomas Middle School – Walkability Assessment

Toddy Thomas Middle School Walkability Assessment – June 2012

Items of Concern

- Poor visibility on Wood Street Crosswalk in front of school
- Need 'School Zone' sign on School Street
- Create Right-turn only in and out of Thomas Rd onto Wood (towards bus loading area) and install barrier on Wood to discourage left turns)
- Crosswalk needed on Thelma and Ross Hill Road. Ped-activated preferred.
- Cut back vegetation on Thelma to make signs visible
- Through sidewalks needed on Thelma
- Through sidewalks needed on College (across from school entrance)
- Trim vegetation next to sidewalk on Wood
- Re-work bus zone
- Need more visible (raised) crosswalks on Thelma
- Create 1-way only through road on Thomas to Thelma for drop off
- Install stop signs in front of both crosswalks on Wood Street in front of school
- Extend red curb in front of crosswalk for better visibility
- Install bike lane on Wood Street or add center striping
- Create 'loading zone' only in front of school by painting curb white
    - Incorporate parent education for new procedure
    - Add regulatory signs (black and white)
- Speed limit signs needed on Wood Street in front of school
- Flashing school zone sign on Wood street and Ross Hill Road
- Move mobile Radar speed signs onto Ross Hill Road
- Reduce Ross Hill Road to one lane each way to slow traffic and make room for bike lanes
- Create wider shoulder on Ross Hill Road
- Remove illegal sign
- Eliminate 1 travel lane
- Add school signage
- Create connectivity from new development to walk from it to Boone St to school
    - Investigate creating path for bikes and peds
- Install roundabout on Ross hill Road at dangerous curves

ATTACHMENT 7

Pedestrian Survey Results

Pedestrian Survey

Location: Ross Hill Road

Date: October 2012

Day of the Week	Total Pedestrians Counted each day	Number of Students	Weather Conditions
Thursday	147	29	Sunny
Friday	89	25	Rainy
Saturday	110	-	Sunny
Sunday	64	-	Sunny

ATTACHMENT 8

TIMS Benefit-Cost Calculator Results

Benefit / Cost Calculation Result

1. Project Information

Application ID	Fortuna SRTS ATP	Version	1

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2002	to	05/16/2014	Years	12.38

- Install bike lanes

CM Number	Project Type	Crash Type	CRF	Life
R36	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	4	0	0	0	4

Annual Benefit	$ 24,426	Cost	$ 145,322
Life Benefit	$ 488,530	B/C Ratio	**3.36**

- Install pedestrian crossing (with enhanced safety features)

CM Number	Project Type	Crash Type	CRF	Life
R38	Ped and Bike	Ped & Bike	30	10

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	2	0	0	0	2

Annual Benefit	$ 10,468	Cost	$ 121,102
Life Benefit	$ 104,685	B/C Ratio	**0.86**

- Install flashing beacons as advance warning (NS.I.)

CM Number	Project Type	Crash Type	CRF	Life
NS8	Operation / Warning	All	30	10

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
All	0	2	0	0	0	2

Annual Benefit	$ 10,468	Cost	$ 145,322
Life Benefit	$ 104,685	B/C Ratio	**0.72**

3. Benefit Cost Result

Total Benefit	$ 697,900
Total Cost	$ 411,747
B/C Ratio	**1.69**

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

Benefit / Cost Calculation Result

1. Project Information

Application ID	Fortuna SRTS ATP	Version	2

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2002	to	05/16/2014	Years	12.38

- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	3	0	0	0	3

Annual Benefit	$ 41,874	Cost	$ 224,588
Life Benefit	$ 837,480	B/C Ratio	**3.73**

- Install pedestrian crossing (with enhanced safety features)

CM Number	Project Type	Crash Type	CRF	Life
R38	Ped and Bike	Ped & Bike	30	10

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	5	0	0	0	5

Annual Benefit	$ 26,171	Cost	$ 93,579
Life Benefit	$ 261,712	B/C Ratio	**2.80**

- Install raised pedestrian crossing

CM Number	Project Type	Crash Type	CRF	Life
R39	Ped and Bike	Ped & Bike	35	10

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	1	0	0	0	1

Annual Benefit	$ 6,107	Cost	$ 56,147
Life Benefit	$ 61,066	B/C Ratio	**1.09**

3. Benefit Cost Result

Total Benefit	$ 1,160,258
Total Cost	$ 374,314
B/C Ratio	**3.10**

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

Benefit / Cost Calculation Result

1. Project Information

Application ID	Fortuna SRTS ATP	Version	3

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2002	to	05/16/2014	Years	12.38

- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	1	0	0	0	1

Annual Benefit	$ 13,958	Cost	$ 56,114
Life Benefit	$ 279,160	B/C Ratio	**4.97**

3. Benefit Cost Result

Total Benefit	$ 279,160
Total Cost	$ 56,114
B/C Ratio	**4.97**

Signature:

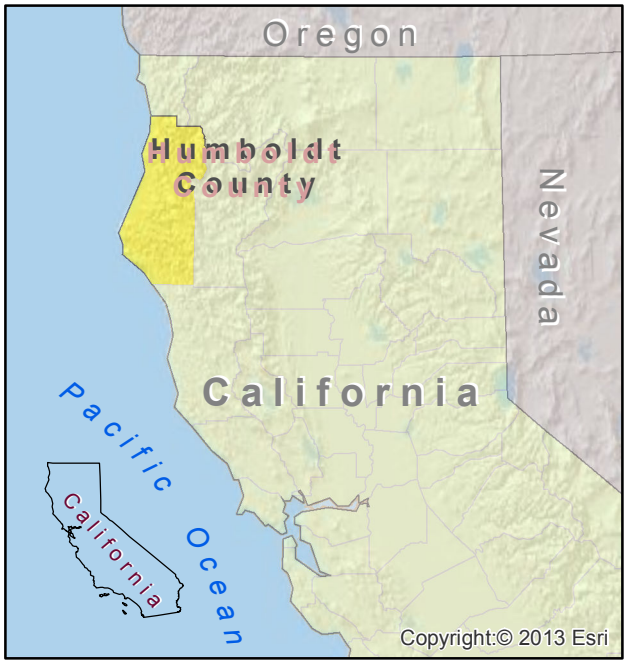
By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

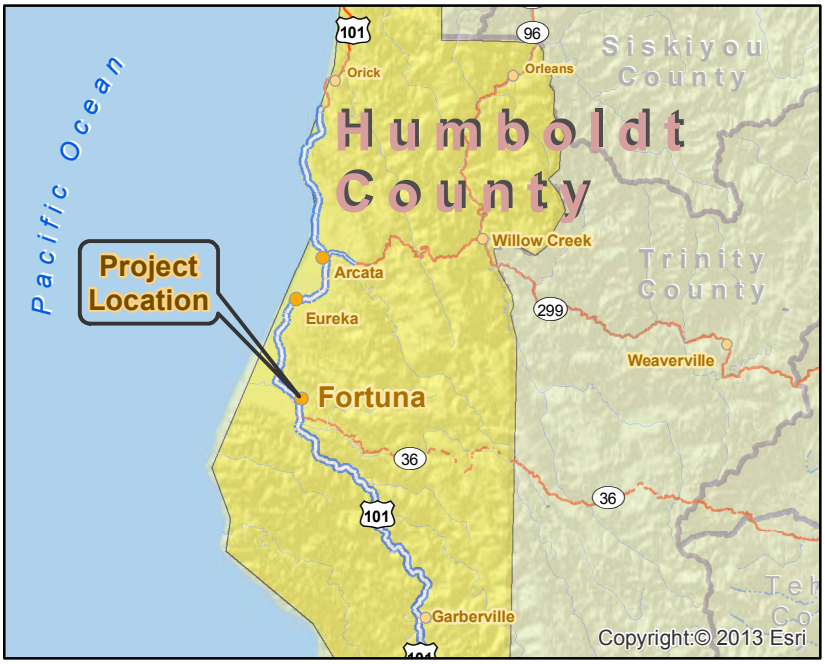
Fortuna SRTS 2014 Benefit Cost Ratio Summary Table

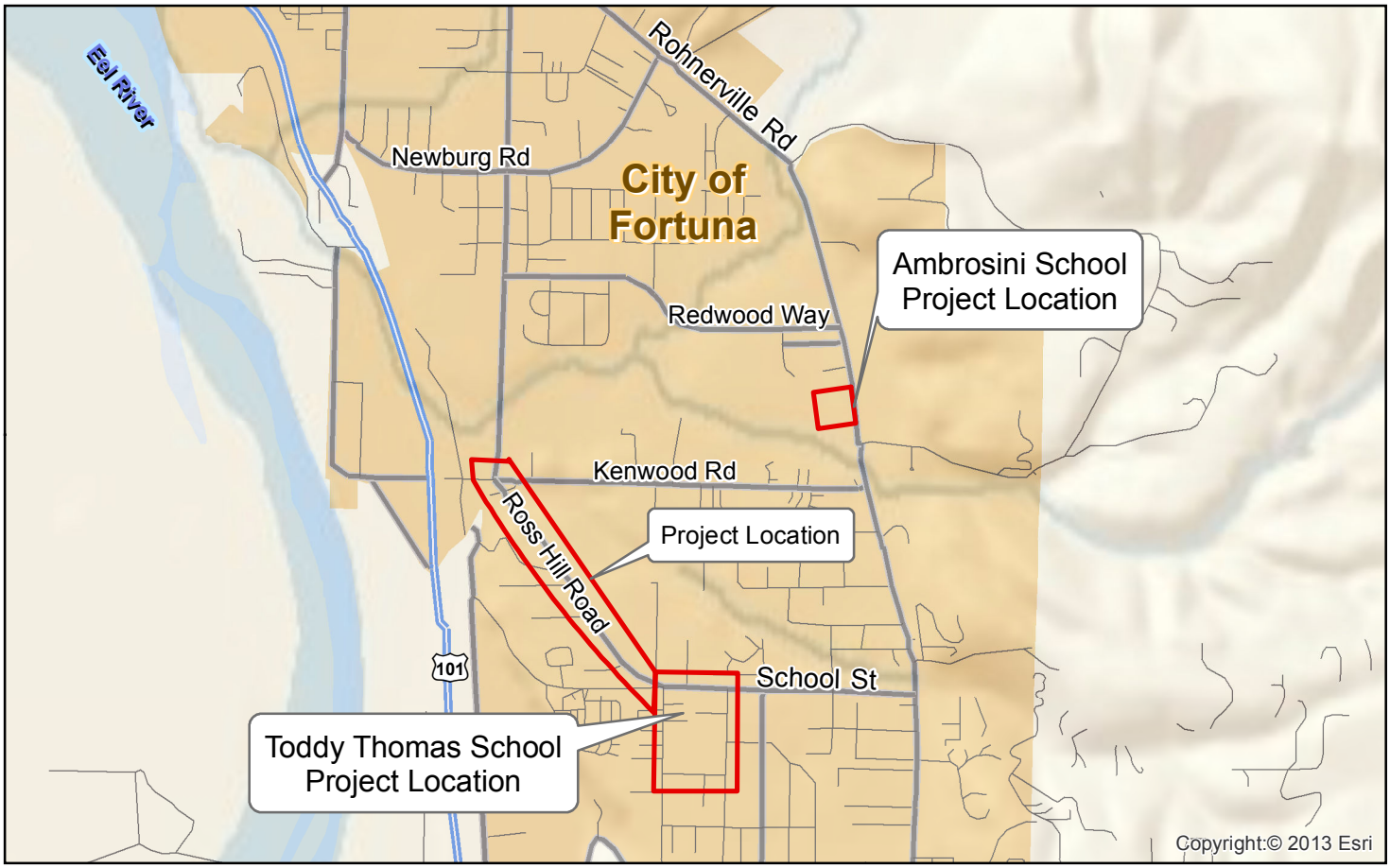
	Construction Cost	Benefit	B/C Ratio
Ross Hill Road	$ 411,747	$ 697,900	1.69
Toddy Thomas School	$ 374,314	$ 1,160,258	3.10
Ambrosini School	$ 56,114	$ 279,160	4.97
Total	**$ 843,000**	**$ 2,138,000**	**2.54**

ATTACHMENT 9

Vicinity / Location Map







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

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

N

City of Fortuna
SRTS ATP Application

Job Number 8410751
Revision A
Date 13 May 2014

Vicinity Map

Figure 1

718 Third Street Eureka CA 95501 USA T 707 443 8326 F 707 444 8330 E eureka@ghd.com W www.ghd.com

ATTACHMENT 10

Link to Regional Transportation Plan

Link to RTP:

Most recently adopted RTP:
http://www.hcaog.net/sites/default/files/complete_2008_rtp_w_amendments.pdf

RTP in progress: http://www.hcaog.net/documents/regional-transportation-plan-rtp-201314-update-vroom

ATTACHMENT 11

Letters of Support from Impacted School

April 14, 2014

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

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application for the Fortuna Elementary School District, coordinated by the City of Fortuna and involving the efforts of community partners and agencies such as the Fortuna City Council, the Fortuna Police Department, County Public Health Department, and Redwood Community Action Agency. The goals of SR2S are things that Toddy Thomas School and FESD value and want to be a part of for our students and our community.

At Toddy Thomas, we have worked closely with SR2S to participate in Walk to School Day, Bike to School Day, the Walkability Audit, and surveys for our Comprehensive Safe School Plan. SR2S activities and events have helped with recommending safe routes to school and identifying access problems for our students. In addition to helping to relieve traffic at my site, I am excited about the potential for this Safe Routes to School Program because walking and bicycling increase the physical and mental health of children. Studies show that increased physical activity is directly related to student achievement in schools! The Fortuna Elementary School District shares the goals of SR2S in keeping our children healthy (body and mind). This is a great opportunity for FESD, our community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in our school zones.

Toddy Thomas School is pleased to support and participate in the Safe Routes to School Program. I hope that you will take this project into consideration for a healthy, happy, and safe future for our students.

Sincerely,

Julie Johansen, Toddy Thomas Principal

2800 Thomas Street Fortuna, CA 95540
707-725-5197
jjohansen@humboldt.k12.ca.us

Amy Betts, Principal
Norman G. Ambrosini Elementary School
3850 Rohnerville Rd., Fortuna, CA 95540
707-725-4688 phone & 707-725-4941 fax
abetts@humboldt.k12.ca.us

April 28, 2014

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

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application for the Fortuna Elementary School District, coordinated by the City of Fortuna and involving the efforts of community partners and agencies such as the Fortuna City Council, the Fortuna Police Department, County Public Health Department, and Redwood Community Action Agency. I understand that the goal of SR2S is to increase the safety and participation of children walking and bicycling to school, reduce the number of vehicle accidents and injuries, and promote bicycling and walking as a healthy transportation choice.

SR2S activities and events help with recommending safe routes to school and identify access problems. In addition to helping to relieve traffic, I am excited about the potential for this Safe Routes to School Program because walking and bicycling increase the physical and mental health of children. The Fortuna Elementary School District shares this goal of keeping our children healthy. This is an opportunity for schools, communities and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones.

I am pleased to support and participate in the Safe Routes to School Program and encourage your support of this worthwhile project.

Sincerely,

A Betts

Amy R. Betts
Principal, Ambrosini Elementary School

Fortuna Elementary School District
Patti M. Hafner, Ed.D., District Superintendent
[illegible]

Fortuna Elementary School District

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

April 14, 2014

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

To Whom It May Concern:

I am writing in support of the Safe Routes to School (SR2S) program application for the Fortuna Elementary School District, coordinated by the City of Fortuna and involving the efforts of community partners and agencies such as the Fortuna City Council, the Fortuna Police Department, County Public Health Department, and Redwood Community Action Agency. It is my understanding that the goal of SR2S is to increase the safety and participation of children walking and bicycling to school, reduce the number of vehicle accidents and injuries, and promote bicycling and walking as a healthy transportation choice.

SR2S activities and events help with recommending safe routes to school and identify access problems. In addition to helping to relieve traffic, I am excited about the potential for this Safe Routes to School Program because walking and bicycling increase the physical and mental health of children. The Fortuna Elementary School District shares this goal of keeping our children healthy. This is an opportunity for schools, communities, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones.

My staff and I are pleased to support and participate in the Safe Routes to School Program and would also encourage your support of this worthwhile project.

Sincerely,

Jeff Northern, Principal
South Fortuna Elementary School
2089 Newburg Road
Fortuna, CA 95540

Fortuna Elementary School District

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

April 22, 2014

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

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application for the Fortuna Elementary School District, coordinated by the City of Fortuna and involving the efforts of community partners and agencies such as the Fortuna City Council, the Fortuna Police Department, County Public Health Department, and Redwood Community Action Agency. I understand that the goal of SR2S is to increase the safety and participation of children walking and bicycling to school, reduce the number of vehicle accidents and injuries, and promote bicycling and walking as a healthy transportation choice.

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I am pleased to support and participate in the Safe Routes to School Program and encourage your support of this worthwhile project.

Sincerely,

Patti M Hafner

Dr. Patti M. Hafner, Superintendent

REDWOOD PREPARATORY CHARTER
TIMBER WOLVES

1355 Ross Hill Road, Fortuna, CA 95540 • (707) 682-6149
Charter #1304 •Tax ID# 27-4062747

April 24, 2014

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

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application for the Fortuna Elementary School District, coordinated by the City of Fortuna and involving the efforts of community partners and agencies such as the Fortuna City Council, the Fortuna Police Department, County Public Health Department, and Redwood Community Action Agency. I understand that the goal of SR2S is to increase the safety and participation of children walking and bicycling to school, reduce the number of vehicle accidents and injuries, and promote bicycling and walking as a healthy transportation choice.

SR2S activities and events help with recommending safe routes to school and identify access problems. In addition to helping to relieve traffic, I am excited about the potential for this Safe Routes to School Program because walking and bicycling increase the physical and mental health of children. The Fortuna Elementary School District shares this goal of keeping our children healthy. This is an opportunity for schools, communities and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones.

I am pleased to support and participate in the Safe Routes to School Program and encourage your support of this worthwhile project.

Sincerely,

Lisa Jager

Lisa Jager
Director, Redwood Preparatory Charter School

ATTACHMENT 12

Additional Documentation – Letters of Support

City of Fortuna

P.O. Box 545 • Fortuna, CA 95540
www.friendlyfortuna.com

April 17, 2014

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

Dear Caltrans:

I am writing in support of the Safe Routes to School (SR2S) program application for the Fortuna Elementary School District, coordinated by the City of Fortuna and involving the efforts of community partners and agencies such as the Fortuna City Council, the Fortuna Police Department, County Public Health Department, and Redwood Community Action Agency. I understand that the goal of SR2S is to increase the safety and participation of children walking and bicycling to school, reduce the number of vehicle accidents and injuries, and promote bicycling and walking as a healthy transportation choice.

SR2S activities and events help with recommending safe routes to school and identify access problems. In addition to helping to relieve traffic, I am excited about the potential for this Safe Routes to School Program because walking and bicycling increase the physical and mental health of children. The Fortuna Elementary School District shares this goal of keeping our children healthy. This is an opportunity for schools, communities and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones.

I am pleased to support and participate in the Safe Routes to School Program and encourage your support of this worthwhile project.

Sincerely,

William Dobberstein
Chief of Police

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

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

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

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

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
www.hcaog.net

May 15, 2014

CALTRANS
Division of Local Assistance, MS 1
Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Caltrans Representative,

On behalf of the Humboldt County Association of Governments (HCAOG), I am writing in support of the Safe Routes to School (SR2S) program application for Toddy Thomas Middle School and Ambrosini Elementary School.

This purpose of this project is to ensure safe passage for students currently walking and bicycling to school and encourage those that currently arrive by a vehicle. While a high percentage of students walk or bike to school, the do so without sidewalks, raised crosswalks, pavement markings or bike lanes. This project will provide needed connectivity to all parts of town.

In 2012, HCAOG approved the Regional Safe Routes to School Prioritization Tool to help streamline decision making around SR2S projects and increase the capacity for effective SR2S programs and grant applications. HCAOG continues to participate in and support the development of this tool which ranked Toddy Thomas Middle School at #6 and Ambrosini Elementary School #8 out of 89 schools.

Providing the infrastructure for children to walk or bike to school is an excellent way to ensure daily physical activity. The request for funds to implement the Fortuna Walk and Roll Program (FWRP) will provide education and encouragement activities in order to reduce injuries, change behaviors and increase the number of students walking and rolling to school.

These projects were identified through a collaborative effort of the Safe Routes to School Task Force, School staff and the City of Fortuna utilizing Walkability studies and the Safe Routes to School Prioritization Tool. These were identified as areas with the greatest need and would thus meet the goals of the ATP. Please do not hesitate to call with any additional questions.

Sincerely,

Marcella Clem
Executive Director

ATTACHMENT 13

Detailed Engineer's Estimate

Opinion of Probable Construction Cost

Agency: CITY OF FORTUNA

Project Name: ROSS HILL ROAD - SAFE ROUTES TO SCHOOL PROJECT CONCEPTUAL LAYOUT

Project Location: CITY OF FORTUNA

Date of Estimate: May 15, 2014

Prepared by: GHD INC.

CONSTRUCTION COST BREAKDOWN

Item No.	Description	Quantity	Units	Unit Cost	Total
1	MOBILIZATION/DEMOBILIZATION	1	LS	$14,000	$14,000
2	CONSTRUCTION AREA SIGNS	17	EA	$500	$8,500
3	TRAFFIC CONTROL	1	LS	$20,000	$20,000
4	STORM WATER POLLUTION PREVENTION	1	LS	$2,500	$2,500
5	CLEAR & GRUBBING	1	LS	$2,000	$2,000
6	MISCELLANEOUS DEMOLITION AND REMOVAL	1	LS	$5,000	$5,000
7	18" CPP STORM DRAIN PIPE (SIZE ASSUMED)	30	LF	$200	$6,000
8	DRAINAGE INLET	2	EA	$4,500	$9,000
9	CLASS II AGGREGATE BASE (1' THK)	35	CY	$50	$1,750
10	ASPHALT CONCRETE (TYPE A 0.3' THK)	40	Ton	$130	$5,200
11	MINOR CONCRETE CURB (TYPE A1-6)	1130	LF	$30	$33,900
12	MINOR CONCRETE CURB AND GUTTER (TYPE A2-6)	320	LF	$40	$12,800
13	MINOR CONCRETE (SIDEWALK) INCL. AGG BASE	1885	SF	$12	$22,620
14	MINOR CONCRETE (CURB RAMPS, DRIVEWAYS) INCL AGG BASE	145	SF	$15	$2,175
15	DETECTABLE WARNING SURFACE (TRUNCATED DOMES)	282	SF	$46.50	$13,113
16	THERMOPLASTIC PAVEMENT MARKINGS	1809	SF	$8	$14,472
17	4-INCH THERMOPLASTIC TRAFFIC STRIPE	13,998	LF	$3	$41,994
18	6-INCH THERMOPLASTIC TRAFFIC STRIPE	7,072	LF	$5	$35,360
19	8-INCH THERMOPLASTIC TRAFFIC STRIPE	495	LF	$8	$3,960
20	PAVEMENT MARKER (RETROREFLECTIVE)	49	EA	$9	$441
21	RESET ROADSIDE SIGN, 1-POST	2	EA	$500	$1,000
22	SALVAGE ROADSIDE SIGN, 1-POST	4	EA	$120	$480
23	ROADSIDE SIGN, 1-POST	13	EA	$650	$8,450
24	RAPID RECTANGULAR FLASHING BEACON SYSTEM (INCLUDING SIGNAL POLES, SIGNS, PUSH BUTTONS, CONTROLLER, SOLAR PANEL, FLASHING BEACONS, INSTALLATION)	2	LS	$12,000	$24,000
	Opinion of Probable Construction Cost				**$288,715**

ENGINEERING COST BREAKDOWN

Item No.	Description	Quantity	Units	Unit Cost	Total
25	DESIGN ENGINEERING (ASSUME 12% OF CONSTRUCTION COST)	1	LS	$34,700	$34,700
26	SURVEYING (TOPOGRAPHIC ONLY)	1	LS	$7,500	$7,500
27	CONSTRUCTION ENGINEERING (ASSUME 15% OF CONSTRUCTION COST)	1	LS	$43,400	$43,400
	Opinion of Probable Engineering Cost				**$85,600**

CONTINGENCIES

	Estimating Contingency (Assume 10% of Construction and Engineering Cost)	**$37,431.50**

TOTAL OPINION OF PROBABLE PROJECT COST **$411,747**

Opinion of Probable Construction Cost

Agency: CITY OF FORTUNA

Project Name: TODDY THOMAS SCHOOL - SAFE ROUTES TO SCHOOL PROJECT CONCEPTUAL LAYOUT

Project Location: CITY OF FORTUNA

Date of Estimate: May 9, 2014

Prepared by: GHD INC.

CONSTRUCTION COST BREAKDOWN

Item No.	Description	Quantity	Units	Unit Cost	Total
1	MOBILIZATION/DEMOBILIZATION	1	LS	$12,500	$12,500
2	CONSTRUCTION AREA SIGNS	12	EA	$500	$6,000
3	TRAFFIC CONTROL	1	LS	$7,500	$7,500
4	STORM WATER POLLUTION PREVENTION	1	LS	$2,000	$2,000
5	CLEAR & GRUBBING	1	LS	$2,500	$2,500
6	DEMOLITION OF EXISTING BUILDINGS	1	LS	$10,000	$10,000
7	MISCELLANEOUS DEMOLITION AND REMOVAL	1	LS	$5,000	$5,000
8	STEEL UNDERDRAIN AT SPEED TABLE	44	LF	$45	$1,980
9	CLASS II AGGREGATE BASE (TRAIL, 0.5' THK)	88	CY	$50	$4,400
10	ASPHALT CONCRETE (TYPE A 0.2' THK TRAIL, SPEED HUMP/TABLE)	140	Ton	$130	$18,200
11	CONCRETE CURB (TYPE A1-6)	100	LF	$30	$3,000
12	CONCRETE CURB AND GUTTER (TYPE A2-6)	1256	LF	$40	$50,240
13	MINOR CONCRETE (SIDEWALK) INCL. AGG BASE	4238	SF	$12	$50,856
14	MINOR CONCRETE (CURB RAMPS, DRIVEWAYS) INCL AGG BASE	2278	SF	$15	$34,170
15	DETECTABLE WARNING SURFACE (TRUNCATED DOMES)	282	SF	$46.50	$13,113
16	THERMOPLASTIC PAVEMENT MARKINGS	1472	SF	$8	$11,776
17	4-INCH THERMOPLASTIC TRAFFIC STRIPE	1,300	LF	$3	$3,900
18	RESET ROADSIDE SIGN, 1-POST	2	EA	$500	$1,000
19	ROADSIDE SIGN, 1-POST	9	EA	$550	$4,950
20	RAPID RECTANGULAR FLASHING BEACON SYSTEM (INCLUDING SIGNAL POLES, SIGNS, PUSH BUTTONS, CONTROLLER, SOLAR PANEL, FLASHING BEACONS, INSTALLATION)	1	LS	$12,000	$12,000
21	ADJUST EXISTING WATER METER COVER TO GRADE	9	EA	$350	$3,150
22	MODIFY EXISTING CHAINLINK FENCE, INSTALL END POSTS	3	EA	$750	$2,250
23	INSTALL REMOVABLE STEEL BOLLARD AT TRAIL TERMINUS	3	EA	$500	$1,500
	Opinion of Probable Construction Cost				**$261,985**

ENGINEERING COST BREAKDOWN

Item No.	Description	Quantity	Units	Unit Cost	Total
23	DESIGN ENGINEERING (ASSUME 12% OF CONSTRUCTION COST)	1	LS	$31,500	$31,500
24	SURVEYING (TOPOGRAPHIC ONLY)	1	LS	$7,500	$7,500
25	CONSTRUCTION ENGINEERING (ASSUME 15% OF CONSTRUCTION COST)	1	LS	$39,300	$39,300
	Opinion of Probable Engineering Cost				**$78,300**
	Estimating Contingency (Assumes 10% of Construction and Engineering Cost				**$34,028.50**

TOTAL OPINION OF PROBABLE PROJECT COST **$374,314**

Opinion of Probable Construction Cost

Agency: CITY OF FORTUNA

Project Name: NORMAN AMBROSINI SCHOOL - SAFE ROUTES TO SCHOOL PROJECT CONCEPTUAL LAYOUT

Project Location: CITY OF FORTUNA

Date of Estimate: April 28, 2014

Prepared by: GHD INC.

CONSTRUCTION COST BREAKDOWN

Item No.	Description	Quantity	Units	Unit Cost	Total
1	MOBILIZATION/DEMOBILIZATION	1	LS	$3,000	$3,000
2	CONSTRUCTION AREA SIGNS	2	EA	$500	$1,000
3	TRAFFIC CONTROL	1	LS	$1,500	$1,500
4	STORM WATER POLLUTION PREVENTION	1	LS	$1,200	$1,200
5	CLEAR & GRUBBING	1	LS	$1,000	$1,000
6	MISCELLANEOUS DEMOLITION AND REMOVAL	1	LS	$1,000	$1,000
7	CONCRETE CURB AND GUTTER (TYPE A2-6)	205	LF	$50	$10,250
8	MINOR CONCRETE (SIDEWALK) INCL. AGG BASE	880	SF	$15	$13,200
9	MINOR CONCRETE (CURB RAMPS, DRIVEWAYS) INCL. AGG BASE	350	SF	$19	$6,650
10	DETECTABLE WARNING SURFACE (TRUNCATED DOMES)	15	SF	$47.50	$713
11	ADJUST EXISTING SSCO COVER TO GRADE	1	EA	$500	$500
	Opinion of Probable Construction Cost				**$40,013**

ENGINEERING COST BREAKDOWN

Item No.	Description	Quantity	Units	Unit Cost	Total
12	DESIGN ENGINEERING (ASSUME 12% OF CONSTRUCTION COST)	1	LS	$5,000	$5,000
13	SURVEYING (TOPOGRAPHIC ONLY)	1	LS	$2,000	$2,000
14	CONSTRUCTION ENGINEERING (ASSUME 10% OF CONSTRUCTION COST)	1	LS	$4,000	$4,000
	Opinion of Probable Engineering Cost				$11,000

Contingencies

	Estimating Contingency (Assume 10% of Construction and Engineering Cost)	$5,101.25
	TOTAL OPINION OF PROBABLE PROJECT COST	**$56,114**