



helmets to maximize their use and effectiveness. This NI education will help the students to avoid potential points of conflict with traffic, and other bicyclists and pedestrians. The avoidance of conflicts will also improve the student's compliance with the local traffic laws that apply to all motorists, pedestrians and bicyclists. The NI education will help the students be aware of, and help eliminate any behavior that may lead to accidents with vehicles and other non-motorized users. This NI program will provide the K-8 students at this disadvantaged school the education and encouragement needed to increase the number of kids walking and biking to school, and to sustain that interest for many years to come.

Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

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

The community based participation process that has culminated in this SRTS Cycle 2 funding for this disadvantaged school has been substantial. This neighborhood movement for sidewalks received a big start in 2004, with a \$147,000 grant from SACOG to initiate a four-phase revitalization study called "Hurley Way Revitalization Project". The area of study was between Ethan Way (to the west), and Watt Avenue (to the east), encompassing the Thomas Edison School SRTS segment of Hurley Way. The goal of the study was to improve the functioning, safety and attractiveness of Hurley Way, including continuous sidewalks along with many other infrastructure needs. Phase 1 of that study was awarded to the "Environmental Council of Sacramento" (ECOS). ECOS conducted very extensive community outreach with the Hurley Way community, hosting many community workshops and focus groups to gather public input on what the community felt was most important to them.



An excerpt from the ECOS report conducted in 2004-2007, is provided in “**ATT I Q#3A – ECOS Hurley Revitalization Report**”.

In addition to the ECOS Report, there have been numerous requests from the Arden Manor Community Action Group. They are strong advocates for the construction of sidewalk infill along Hurley Way, especially between Morse Avenue and Fulton Avenue where this SRTS Project is centered. As referenced previously, please refer to the WALKSacramento report to the Arden Manor CAG regarding a 2014 meeting that WALKSacramento had with SacDOT representatives, and the Principal of Thomas Edison School (**ATT I - Q#1C Arden Manor Community Meeting Minutes**).

WALKSacramento has been very engaged with the Hurley Way community regarding the proposed sidewalk infill for this SRTS funding request. WALKSacramento conducted a walk audit as previously referenced in November 2014 (**ATT I – Q#1A WALKSac Walk Audit**). In addition to obtaining surveys from students and parents regarding walking and bicycling concerns, WALKSacramento also received support and feedback regarding sidewalk installation from some of the parents (**Att I - Q#1A - Parent & Student Survey Parent Comments**)

Other very important advocates for this Project are the Principal of Thomas Edison School and the San Juan Unified School District. Please refer to their letters of support and a letter of support from WALKSacramento (**ATT J – Letters of Support**).

SacDOT also received valuable input from the Hurley Way community residents during the outreach effort as part of the Pedestrian Master Plan (PMP) that was approved by the County Board of Supervisors in April 2007. The PMP assists SacDOT with establishing sidewalk project priorities throughout the county. As previously referenced, refer to **ATT I - Screening Q#1 Pedestrian Master Plan Priorities**.

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

The ECOS study (referenced in Q#3A. above) involved a series of community workshops and focus groups to gather public input. ECOS worked with more than 350



individuals and numerous organizations and agencies in focus groups and workshops over a two year period to gather input from the community regarding their priorities within the Hurley Way community. ECOS also solicited input by extensive mailings, emails and phone calls to households and businesses throughout the neighborhood.

WALKSacramento engaged the Thomas Edison School staff, San Juan Unified School District, the students, the parents, and others in a November 2014 walk audit (see **ATT I - 4 Q#1A - WalkSac Walk Audit**). This walk audit involved the participants walking along the favorite routes that the Thomas Edison School students use to walk and bike to and from school. The group met up after the walk to discuss the needs and priorities of those common routes to encourage more students to walk and bike to school. WALKSacramento also engaged the students and their parents with a survey to help determine the number of students who walk and bike to school, and what the reasons were if they did not normally walk or bike to school.

The public was very engaged in the development of the Pedestrian Master Plan (PMP). This was an extensive multi-year effort involving community surveys to determine needs and desired destinations, community meetings, and infrastructure surveys to identify sidewalk gaps, destination points such as schools, parks and retail centers, transit usage, and many other factors to prioritize sidewalk needs using a variety considerations in a weighted scoring matrix for prioritization. This segment of Hurley Way between Fulton Ave and Morse Ave is identified in the PMP as a “Total Needs” priority segment (**ATT I - 1-Screening Q#1 Pedestrian Master Plan Priorities**) given its proximity to Thomas Edison and many of the other neighborhood destinations as previously referenced in **ATT I - 7 Q#1B -Service Area Destination Map**.

SacDOT Staff met with the Thomas Edison School Principal (Mr. Todd Lindeman) and WALKSacramento at the Thomas Edison School on August 18, 2014, to discuss priorities for sidewalk infill locations and strategies that would encourage more students



to walk and bike to school. The Principal's feedback was very important in selecting the sidewalk infill locations for this proposed SRTS project funding.

Any time the County conducts or sponsors a meeting, every effort is made to notify the public about the meeting in a variety of ways, including newspaper, mailings, bulletin boards, website announcements, community action group meetings, non-profit advocacy groups, and many other means depending on the circumstances of the meeting. Every effort is also made to make the meeting location accessible to public transit. These public meetings are often held in community centers, or facilities that can accommodate all public needs. Translators (commonly Spanish and Hmong) are also commonly provided depending on the needs of the neighborhood where the meeting is held.

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

The feedback from all the above points of contact (the ECOS study, the Pedestrian Master Plan study, the WALKSacramento walk audits, and from the meeting between SacDOT, WALKSacramento and the Principal of Thomas Edison School) all had a common theme: The community's very strong desire for continuous sidewalks along Hurley Way between Fulton Avenue and Morse Avenue. There was unanimous concern about the Thomas Edison School students walking along segments of Hurley Way with large sidewalk gaps and the heavy vehicular traffic. This concern is a key reason why about 67% of the students at the Thomas Edison School are driven to school by their parents.

This extensive and very vocal community feedback is very important to SacDOT to further establish this Thomas Edison School SRTS Project to be the chosen single candidate for the ATP Cycle 2, Safe Routes To School funding request.



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

SacDOT will coordinate the construction of the sidewalk infill with Thomas Edison School and the San Juan Unified School District to help mitigate any impact of the construction with school operations. The construction work will likely be coordinated as much as possible to coincide with the summer vacation to minimize disruptive impacts to the school and neighborhood.

The NI portion of this SRTS funding is intended to initiate ongoing engagement between SacDOT and the school and School District to provide a more positive self-sustaining walking and biking attitude, whereby the students, parents and school staff are more supportive advocates of walking and bicycling to school.

Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

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

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

The Thomas Edison School is a SRTS “disadvantaged” K-8 school, since 87.6% of the 736 students qualify for the Free and Reduced-Priced Meal Program. In order to qualify for this program the family household income must be below a certain level depending on family size, as established by the California Dept. of Education, Nutritional Services Division. For example, if the annual income (effective 7/1/14-6/3015) of a family of four was below \$31,005 per year, the students would be eligible for free lunch, breakfast and milk. If the annual income of a family of four was below \$44,123 per year, they would qualify for reduced-prices of lunch and breakfast.