



HILDALE CITY

P.O. BOX 840490 320 E. NEWEL AVE. HILDALE, UTAH 84784 PHONE: 435-874-2323 FAX: 435-874-2603

John Barlow
Hildale City Manager
325 East Newel Avenue
Hildale, UT 84784

July 14, 2019

Utah Department of Transportation
SRTS Program
Travis Evans
Active Transportation Safety Manager

Mr. Evans,

Over the last two years, I have seen the people of my hometown bootstrapping themselves up from a rocky past. I have had the pleasure of witnessing the power of second chances. The changes that are happening in Hildale are incredible. It is remarkable to see what can happen when people get together and chart a new course for the future.

I am incredibly optimistic about Hildale City's future. Much of that optimism comes from watching the reactions of our neighbors as we rebuild our community. There has been a rallying of support from neighboring towns, cities, counties, and state organizations, and that support has made an indescribable difference to our small community. Utah Department of Transportation has been one of those fantastic partners.

This is an application for the Safe Routes to School Grant for the funding year 2022. Hopefully, through this application two things are communicated: this project is badly needed, and the request comes from our entire community. The city is paying into this project; non-profits are endorsing the project and making donations; and individual community members are making contributions.

Thank you, and the entire UDOT team, for all your support.

Respectfully Sent,

John Barlow,
Hildale City Manager

"Now bring me that horizon." -Captain Jack Sparrow



UDOT Safe Routes to School Funding Application 2019

1. General Information

Project Title	Eleene Barlow SRTS Project		
Project Sponsor	<input checked="" type="checkbox"/> City	<input type="checkbox"/> County	<input type="checkbox"/> School District <input type="checkbox"/> Other:
Project Description (Municipal Location: Street, + limits; + improvements) <i>Example: Millcreek: 615 East, between Malibu Drive and 4350 South; fill in sidewalk gaps</i>			
<small>(1) Hildale City: crossing of Utah Avenue and Carling Street; (2) flashing stop signs for student pedestrians (2) Hildale City: west side of Canyon Street, from 1245 Canyon Street to Newel Avenue; fill in sidewalk gaps.</small>			

Contact Name	John Barlow		
Title	City Manager		
Organization	The City of Hildale		
Address	325 East Newel Avenue		
Daytime Phone	801.824.4232	Email	manager@hildalecity.com

Have you ever applied for Safe Routes to School Funding	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Have you ever received funding for a Safe Routes to School Project	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If Yes- provide project name/date: Utah Avenue SRTS Project (Funded 2019)		

I attest that this project is not part of developer-funded basic good practices in new development.
 **See the Federal Highway Administration's guidance for more background on basic good practices.

Signature of Applicant		Date	7/19/2019
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If the project is selected for funding, a pre-evaluation parent survey and student tally must be performed at the school(s) prior to the project's construction/implementation. A post-evaluation must also be completed once the project is complete. By signing this application, we verify that the school(s) will administer the appropriate evaluations using the format/forms provided by UDOT.



HILDALE CITY

P.O. BOX 840490 320 E. NEWEL AVE. HILDALE, UTAH 84784 PHONE: 435-874-2323 FAX: 435-874-2603

Donia Jessop
Mayor of Hildale Utah
325 East Newel Avenue
Hildale, UT 84784

July 14, 2019

I, Mayor Donia Jessop, am an official for The City of Hildale and certify that the above-named sponsoring agency is aware of the proposed project and supports the request for infrastructure funding from UDOT's SRTS Program. I certify that the above-named organization is the owner of the property on which the proposed project is located and will maintain the infrastructure upon completion.

I understand that the above-named organization must establish a scope, schedule, and budget for the project and will be fully responsible for the design, cost estimate, and construction. In the event that budget overruns occur, my agency will be responsible for paying the overrun amount. I signify that the agency is aware of this financial responsibility.

Respectfully Sent,

Donia Jessop,
Hildale City Mayor

Water Canyon High School

880 North Carling St., Hildale, UT 84784



Main Office: 435.874.1407

Fax: 435.874.1405

wchs.washk12.org

July 7, 2019

I Jack Eves am an official for Water Canyon High School and certify that the above-named sponsoring agency is aware of the proposed project and supports the request for infrastructure funding from UDOT's SRTS Program. You may contact me at jack.eves@washk12.org, (435) 874-1407 and 880 N Carling street # 520 if you have questions within my area of expertise and responsibility pertaining to this project.

Sincerely,



Jack Eves



Mr. Chris Barrett, Principal
chris.barrett@washk12.org

Water Canyon School
250 E Newel Ave.
PO Box 520
Hildale, Utah 84784
(435) 874-1182

"Building Tomorrow's Future"

July 10, 2019

I, Chris Barrett, am an official for Water Canyon School and certify that the above named sponsoring agency is aware of the proposed project and supports the request for infrastructure funding from UDOT'S SRTS program.

You may contact me at: chris.barrett@washk12.org, 435-874-1182, or 250 E. Newel Ave #520, Hildale, Utah 84784.

Sincerely,

Chris Barrett
Principal

2. Detailed Project Information

Project Location <i>(Street Address)</i>	Canyon Street and Utah Avenue/Carling Street intersection
Maintaining Agency	Hildale City

How far from the school is the project located? (network distance)	.25 Miles & .07 Miles
<i>This project will</i> _____	<input checked="" type="checkbox"/> Fill a gap in existing infrastructure (e.g. sidewalk) <input type="checkbox"/> Create a new facility <input type="checkbox"/> Create a new program

Please provide a description of the project or program and why it is needed (Max. 250 words)
<p>Description: (Schedule 1): Purchase two new solar powered, button enabled, flashing stop signs, and install them at the intersection of Utah Avenue and Carling Street. (Schedule 2): Construct sidewalk on the west side of Canyon Street.</p> <p>Why it is Needed: (Schedule 1): Washington County School District is developing a trade/technical building and ball fields on the south side of Utah Avenue (our busiest street), while the Water Canyon School is on the north side of the road. This will cause a large number of students to cross the road daily. This hazard is exacerbated by a large wall obstructing vehicle traffics' view of crossing student pedestrians. (Schedule 2): On Canyon Street, there is a bend in the road and a change in elevation that obstructs drivers view of any potential pedestrians in the road.</p> <p>Additional note on traffic affecting both projects: Looking on a map, you would not guess that Utah Avenue, which turns into Canyon Street, is a high-traffic road because it appears to lead nowhere; however, most of the residents of Hildale and neighboring communities (Approx. population 9,000) drive on this road weekly to get water from Maxwell Park. Utah Avenue and Canyon Street see a lot of traffic. It sees a high level of pedestrian traffic because this is the only road to the park, and the primary road used for many of the students that walk to school on the east side of Hildale.</p>

If the project is a sidewalk, please provide the following information:

Project Length (Feet)	2214
Side of street (N,S,E,W)	West
Sidewalk Width	5
Will this project fill gaps in multiple locations?	• Yes <input checked="" type="checkbox"/> No

What is the current state of the walking surface and or facility location (include description of signs/markings) and what improvements are needed?

(Schedule 1) There is Sidewalk, curb, and gutter on the south side of Utah Avenue, except for the actual intersection. Additionally, there are two school zone signs with flashing beacons during pre-programed hours 150' from the intersection and two additional non-flashing signs at the intersection. Utah Avenue is chip seal with dirt shoulders. (Schedule 2) In 2018 Hildale City, as part of a flood mitigation project, installed underground storm water pipes and removed a canal that forced pedestrians into the street at the marked danger area on the SRTS map. Now, there is a shoulder, but it is rugged terrain. There is 100 feet of sidewalk (put in as part of a bridge) at the top of Canyon Street and the project would tie into existing sidewalk on Newel Avenue. There is about 100' of sidewalk and 300' of curb on the east side of Canyon Street. There is no signage at this time. Canyons Street is chip seal and shoulders are dirt. Frequent flooding cause ravines that make it difficult to walk.

Because of the rugged shoulders on Canyon Street, most pedestrians walk in the road with the vehicle traffic.

Amount Requested	\$200000
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Is this project construction ready?	<input checked="" type="checkbox"/> Yes* • No
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**Please attach any plans, drawings, or project schedule information you have completed.*

Is this project included in any regional or local transportation plans? Examples: MPO Transportation Improvement Plan or Long-Range Transportation plan, UDOT bicycle/pedestrian network, etc.	• Yes <input checked="" type="checkbox"/> No
Is this project listed in the city's Active Transportation Master Plan	<input checked="" type="checkbox"/> Yes • No

Describe how this project is a cost-effective solution and what alternatives were considered?

After considering possible alternatives, we believe that this is the most cost-effective solution to provide for a safe way for students to get to school by walking or wheeling. One of the measures to reduce costs is to only put sidewalk on one side of the street; thereby, maximizing the distance we can offer the safety of a sidewalk to student pedestrians. Another alternative that was considered but ruled out was to chip seal the road wide enough for pedestrians. Chip seal would be cheaper than sidewalk; however, we believe that, where we can, we should work toward encouraging pedestrians into staying off the road. Parents feel so passionate about the necessity of this project they have pledged over \$20,000 of donations to support this project.

On the Utah/Carling intersection we have school-zone crossing markings and flashing beacons, but that has proved to be inadequate, so we are looking funding for signage to slow traffic down even more.

If this is a non-infrastructure project, does it encourage walking and biking through public information, education, training, and awareness? Explain	• Yes • No <input checked="" type="checkbox"/> N/A

UDOT 2019 SRTS Funding Program - Engineer's Estimate					Fill out cells in blue
PROJECT NAME: Canyon Street Sidewalk Installation/Carling Street Stop Sign Installation					
SPONSOR: Hildale City					
Item No.	Item Description	Unit	Qty	Unit price	Amount (\$)
Schedule 1 (Utah Avenue - Carling Street)					
1	Sign Type A-2 with Solar Powered Continuous Flashing LED in Border	EA	2	\$3,500.00	\$7,000
Schedule 2 (Canyon Street Sidewalk Improvements)					
1	Mobilization	EA	1	\$10,000.00	\$10,000
2	Construction Staking	EA	1	\$5,000.00	\$5,000
3	Traffic Control	EA	1	\$5,000.00	\$5,000
4	Watering for Construction and Dust Control	EA	1	\$2,500.00	\$2,500
5	Material Testing	EA	1	\$5,000.00	\$5,000
6	Clearing Grubbing Demolition	EA	1	\$8,000.00	\$8,000
7	Relocate Water Meter	EA	1	\$500.00	\$500
8	Relocate Hydrant	EA	1	\$500.00	\$500
9	Relocate Sign	EA	3	\$250.00	\$750
10	5' Sidewalk (4" Thick with Base)	LF	2,200	\$27.00	\$59,400
11	Driveway Restoration (6" Thick with Base)	SF	1,300	\$20.00	\$26,000
12	APEX Pedestrian Access Ramp	EA	3	\$3,200.00	\$9,600
13	Curb and Gutter with Base	LF	2,000	\$23.00	\$46,000
14	Concrete Cross Drains	SF	900	\$20.00	\$18,000
15	Drainage Pipe (12"-CMP)	LF	71	\$18.00	\$1,278
16	Adjust Drainage Box (Install Curb Inlet)	EA	1	\$2,500.00	\$2,500
17	Import UTBC	CY	400	\$25.00	\$10,000
18	Subgrade Preparation	EA	1	\$2,500.00	\$2,500
19	Restore Surface Improvements and Landscaping	EA	1	\$3,000.00	\$3,000
20	Striping	LS	1	\$3,000.00	\$3,000
21	Install Sign (No Parking/Bike Lane)	EA	2	\$500.00	\$1,000
					\$0
SUBTOTAL					\$226,528
					<i>Total</i>
Construction Engineering					\$13,000
Construction Management/Contract Administration					\$7,000
Total construction costs					\$246,528
Please indicate current status of project:			30% Design		
<i>(e.g., Feasibility Study, PSR, Environmental, 30% Design, 60% Design, 90% Design, 100% Design)</i>					

Eleene Barlow SRTS Project

Description	Budgeted Costs	Budgeted Contributions
Estimated Project Costs	\$246,528.00	
SRTS Grant		\$200,000.00
Donations		\$21,829.38
Hildale City		\$24,698.62
Total	\$246,528.00	\$246,528.00

Utah Ave/Carling Street Crossing



Canyon Street - Safe Routes to School



Tie into existing sidewalk (End Project)

WILLIAMS

JESSOP

CANYON

NEWEL Tie into existing sidewalk (Begin Project)

Map Legend

- Fire Hydrant
- Culverts
- ADA Ramp
- Bike Lane
- Curb & Gutter
- Driveway
- Drain Box
- Drain Pan
- Sidewalk
- Stop Sign

SUNRISE
ENGINEERING

N

0 90 180

Scale in Feet



Canyon Street: Curb, Gutter, and Sidewalk on bridge.
Project would tie sidewalk on the right side.
Pavement on bridge, chipseal/roadbase on the rest of Canyon Street.

After

Before



Before and after picture of flood mitigation project completed in December of 2018 to clear way for a sidewalk. This project removed the canal that forced pedestrians into the road, and instead runs the water underground.



1195 North Canyon Street: Dirt/Gravel shoulders, chip seal/road base



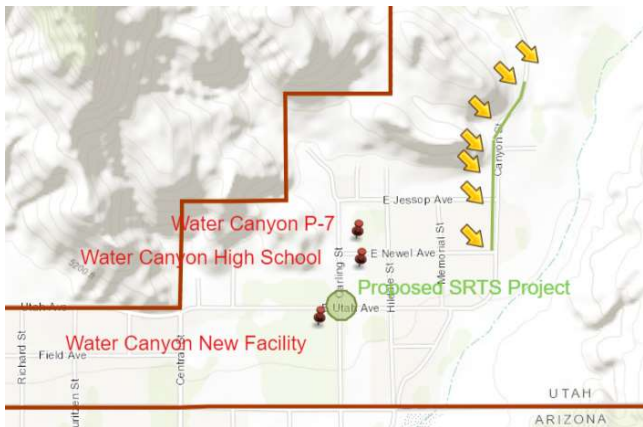
1085 North Canyon Street: Dirt/Gravel shoulder west
Shoulder, some curb, gutter, and sidewalk on east
side, chip seal/road base



1045 North Canyon Street: Dirt/Gravel west Shoulder, some curb, gutter, on east shoulder. Chip seal/road base.

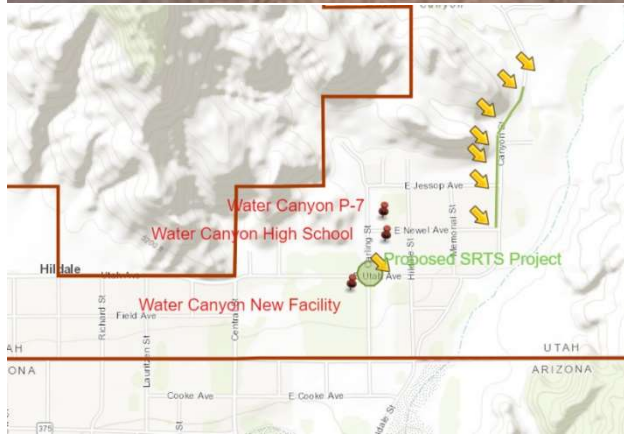


1025 North Canyon Street: Dirt/Gravel east/west shoulder. Chip seal/road base.



Newel Avenue/Canyon Street Intersection:
Curb/Gutter on north and south side of Newel.
Sidewalk on north side of Newel.

Project would tie into sidewalk/curb/gutter seen in
this picture.



Utah Avenue/Carling Street Intersection:
 North side, east of Carling: Curb/gutter/sidewalk up to intersection.
 South side east of Carling St: Curb/gutter/sidewalk just short of intersection.
 North side, west of Carling Street: Dirt/Gravel shoulder.
 South side west of Carling St: Curb/gutter/sidewalk just short of intersection.

3. School Information

School Name*	Water Canyon School P-6 and Water Canyon High 7-12	
Grades	Other	P-12
School District	Washington County School District	
Total Number of Students	573	

*If more than one school is impacted, please list the most affected school first.

Current number of students primarily walking to school	400
Current number of students primarily biking to school	20
Number of students eligible to walk to school	500
How were these numbers determined?	
PowerSchool, bus ridership, parent transportation.	

Percent of students within a ½ mile radius of the school	.6
Percent of students within 1.5 miles of the school	1
Number of students the project could directly impact*	500

*Please provide a map showing areas that will be impacted by this project

Does the school currently hold any walk to school/bike to school events? If yes, please list	<input checked="" type="checkbox"/> Yes • No
Bike Utah provides annual bike training at the elementary school.	

Does the school currently encourage walking and biking? If yes, please list programs or initiatives	<input checked="" type="checkbox"/> Yes • No
Hildale City, Washington County School District, and the Water Canyon administration are all working together to Hildale City's infrastructure in a place that would support safe walking conditions, then there will be a coordinated effort to educate the students and parents on the benefits of walking to school.	

Within the past school year, which of the following programs have been offered for students to participate in?
<input type="checkbox"/> Walking School Bus or Bike Trains <input type="checkbox"/> Walk n Roll Assembly <input type="checkbox"/> "Walk More in 4" Campaign <input type="checkbox"/> Early dismissal for students walking or biking from school <input type="checkbox"/> Pedestrian fairs or bike rodeos <input checked="" type="checkbox"/> Bike Utah "Youth BEST Program" <input type="checkbox"/> Other:

Note:

If more than one school is affected by this project, please provide the above information for all impacted schools in the Section 3 Appendix

Does the school currently have a Safe Routes Plan?	<input checked="" type="checkbox"/> Yes • No*
*If No, does the school have plans to develop a comprehensive plan?	• Yes • No
Is this project identified in the school's Safe Routes Plan recommendations?	<input checked="" type="checkbox"/> Yes • No

Note:

Please attach the Safe Routes Plan Recommendations and Map in the Section 3 Appendix. Each school's map be accessed at www.saferoutesutahmap.com

Section 4. Narrative Responses: A. Safety Narrative

Between Schedule I and II of the proposed project in Hildale Utah, we believe that the over-all safety of student pedestrians will increase dramatically. Through this summary and the accompanying documents, it will be clear that this project reduces speeds near student crossings, improves vehicles ability to see crossings, and removes pedestrians from the street where there is no line of site by providing much needed sidewalks and traffic control devices.

The Hazard: Utah Avenue/Carling Street Intersection:

Heading west on Utah Avenue drivers will come across a 24-foot white concrete wall¹ that circles the Most Wanted Bed and Breakfast. What only local drivers know, and only defensive drivers take into consideration, is that on the other side of that wall is Water Canyon School. Not until a driver is completely west of the wall can pedestrians be seen coming from Carling Street (See Diagram). This problem is so clearly a hazard, that it has sparked extremely passionate public comments at City Council meetings. Creating an even more hazardous situation, the School District has determined to put in a new technical building and ball fields on the south side of Utah Ave—ensuring that almost every student in the school makes that dangerous crossing daily.

The Solution: Utah Avenue/Carling Street Intersection:

Turning that intersection into a 4-way stop will reduce the speed of vehicle traffic. Additionally, having the button on the stop signs that initiates flashing will both cause drivers to be more aware of pedestrian traffic and remind pedestrians to stop and push the button rather than darting straight out into the street.

The Hazard: Canyon Street

Near the point that Maxwell Parkway becomes Canyon Street (marked by a hazard sign on the Safe Routes Utah Map), there is a dangerous corner. At the same place where there is a bend in the road, there is also a change in elevation. These two factors together fully obstruct vehicles' view of any pedestrian further south on Canyon Street. Years ago, these factors, along with speeding, came to a tragic head when a little girl, Eleene Barlow, was fatally struck by a vehicle. The presumed biggest contributor to the risk is pedestrians walking in the road. Pedestrians often walk in the road because the road is less rugged than the shoulder.

The Solution: Canyon Street

Two years ago this project was determined to be a high priority for Hildale City administration. At that time the City was doing flood mitigation in Canyon Cove, near the danger point in discussion, and the administration requested additional funding to construct underground flood drainage; thereby, removing a canal that ran along the road forcing pedestrians into the street at the danger point. This project was approved, and Hildale City borrowed an additional \$150,000 which was used to clear space for a sidewalk. Now that pedestrians are not forced into the road, the next step is to create a safe place for them to walk, so that they do not voluntarily walk on the road.

¹ Hildale City is working on legal routes to force the property owner to remove enough of the wall to eliminate the pedestrian hazard; however, those legal courses may take several years.

Section 4. Narrative Responses: B. Health Narrative

Schedule I and II of this project will encourage walking and biking to school by providing infrastructure and signage in an area that may be determined too dangerous to traverse without. Further, we believe that by providing a safe way to traverse Utah Avenue and Canyon Street, SRTS funding would also allow children a more safe way to access Maxwell Park¹ at north of the project location; speculatively, increasing the number of kids who would make the journey.

Verbal interviews with parents and public comments at Council meetings reflect a public view that walking on Utah Avenue and Canyon Street is dangerous enough that it often causes them to choose to drive their kids to school rather than having them walk. After assessing the risk through the City's operational risk matrix, Hildale City administration has determined that at worst, it is High Risk, and can only be mitigated down to Moderate Risk through individual precautions. In order for walking to be a Low Risk activity for children and young adults, there would need to be mitigation factors that include new infrastructure and signage.

Although the projects above rely on logical assumptions (i.e. if there is a safe way for students to walk to the school and to the park, then more students will walk to school and park), Hildale City is initiating two methods to measure any increase in walking to schools and parks, and any increase in public health.² Before discussing those methods, it is worth noting that the endorsement from the Parent Teachers Association and the \$21,000 of pledged from parents for the project speaks volumes for the logical assumptions that this will increase the number of students walking to school. The first method Hildale City will use to measure the effects of proposed improvements on the number of students walking is a parent/student survey to be administered through the school before the improvements are made, and a follow up survey a year after improvement are made. The second method we will use to measure, over a longer period, any increasing in students walking, is the annual survey that Hildale City conducts at the local annual health fair. Hildale will add a question surveying the number of students walking to school.

Hildale City works very closely with the regional health-department office. There has been a Hildale City Health Coalition established to promote the health of adults and children living in Hildale. Because Hildale City has had so little access to healthcare, the main efforts of the coalition has been to target basic care (e.g. vaccinations, dental work, etc.). Additionally, this coalition has worked to put together a team to apply for a federal grant to open a Federally Qualified Health Center. As these projects mature and as the residents move from a crisis of health to one that better reflects Utah at large, Hildale City hopes to construct, at least, the minimum amount of public infrastructure to support an educational campaign on the health benefits of walking or biking rather than riding. Additionally, in 2018 Hildale City has launched a Community Outreach Department that has for the first time in Hildale City's history, offered youth sports. In the future this department will give Hildale a platform to educate and inform the public on healthy living concepts like walking to school.

¹ Maxwell Park is the only park in Hildale and is where the City holds youth sport activities and summer leagues.

² Hildale City does not have the resources at this time to do a study comprehensive enough to measure the direct result of new infrastructure and signage on public health; however, we believe that there is enough research done that points toward increased walking will have a positive impact on public health.

Section 4. Narrative Responses: Section C. Benefit to Disadvantaged Neighborhoods

Residents of Hildale City economic and health position can only be described as desperate. Additionally, Hildale City Government has been horribly mismanaged¹ in the past, crippling the city's ability to meet the needs of the impoverished community and pay for much need infrastructure. Figure 1 shows a comparison of Hildale City demographical information compared to the nearby cities, Hurricane, UT and St. George City, UT.

Figure 1: 2013-2017 American Community Survey (Data Comparison)

Data Point	Hildale	Hurricane	St George	Difference*
Median Age	15.4	37.1	36.2	-21.25
Household median Income	\$40,938	\$49,961	\$54,022	(\$11,054)
Families Above Federal Poverty Level	53.20%	88.10%	85%	-33.1%
Adult Education Level (High School Graduate)	58.8%	92.2%	92.6%	-33.6%

*Hildale less average of Hurricane and St. George

Water Canyon School is a Title 1 School and 100%² of the students qualify for free lunches.

Direct Benefit

The improvements on Utah Ave. and Canyon St. both address a critical safety gap between children and destinations to engage in healthy exercise. Canyon Street is the only path for pedestrians to get to the only park in Hildale, where all of the city's youth sports are. Also, crossing Utah Avenue on Carling Street is the most direct route from Water Canyon Schools³ to the sports fields that will be constructed in 2019-2020.

Hildale City's budget is so constrained⁴ that any capital expenditure to alleviate safety concerns, like that of Canyon Street and Utah Avenue, come directly out of the city's ability to provide other health related support to local residents. Hildale City is working with volunteers and partially funding programs like youth soccer, afterschool programs, and health and educational fairs. By providing funding to improve infrastructure at high risk areas, SRTS funding would indirectly contribute to the city's ability to fund activities that promote youth health.

Providing funding for this critical infrastructure directly benefits the health of a disadvantaged community by providing a safe path to get to and from schools and parks.

¹ Past Hildale City officials blatantly violated civil rights as found by a Judge Holland in 2017 U.S. vs. TOCC et al. Actions like this and many others left Hildale City in crippling financial position.

² Actual number is closer to 83%, but due to the large number and some special circumstances, the State granted 100% eligibility.

³ Water Canyon School and Water Canyon High School

⁴ Fiscal Year 2020 required budgeting an approximate \$300,000 of transfers from general fund balance and reserve to meet the operational needs of the city, costs of past settlement agreements, and costs associated with meeting court-ordered injunctive requirements.

Section 4. Narrative Response: D. Collaboration and Public Involvement

This project being proposed was identified through a mix of City Officials planning and input and support from a wide group of community partners. Although the selection process was not initially planned, it can be described in three logic parts; informational input, narrowing and selection. All three components of the selection process were collaborated with the many community partners who feel so passionate about the project that many not only endorse the project but are willing to financially contribute to it.

During the input part of the selection process, City staff observed pedestrian routes, took note of online feedback, reviewed infrastructure plans, and reviewed the Utah Safe Routes Map. Additionally, City staff met with key partners: Parent Teachers Association, Bike Utah, Water Canyon Principals, local nonprofit organizations, and Hildale City residents. City staff distilled all of this information down to three major hazard areas.

For the narrowing phase, City staff did some preliminary assessments on cost and prepared a memo for the City Council to consider. The Mayor put the matter for discussion in a City Council meeting and invited the public to come and give input on the project¹. During that meeting, the public gave input and the Council had a lengthy discussion.

For the selection process, the Acting Hildale City Manager took the information provided by City staff, the input from all of the participating partners, and the guidance given by the City Council, and determined that the proposed project would make an incredibly impactful difference in the safety of student pedestrians.

It would be difficult to make note of all the community partners and how their input precisely guided the selection process; however, the amount of community partners, local residents, and private groups that are rallying to support this application and project speaks to their involvement in the process. Of all the community partners that see how critical this project is, the voice that is heard above all of the rest is that of the parents that live in the area. In a community where 46% of the families are below the poverty line the City received pledges for donations for this project.

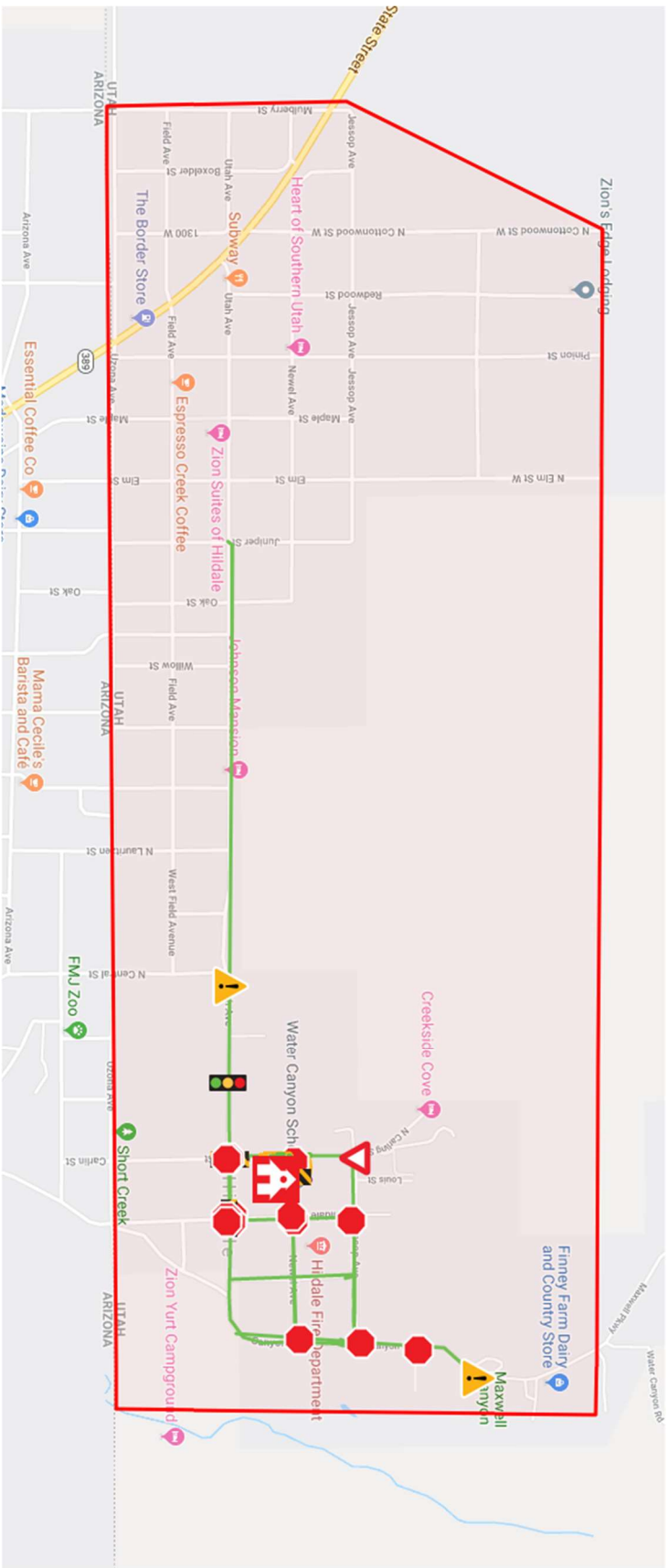
Partner

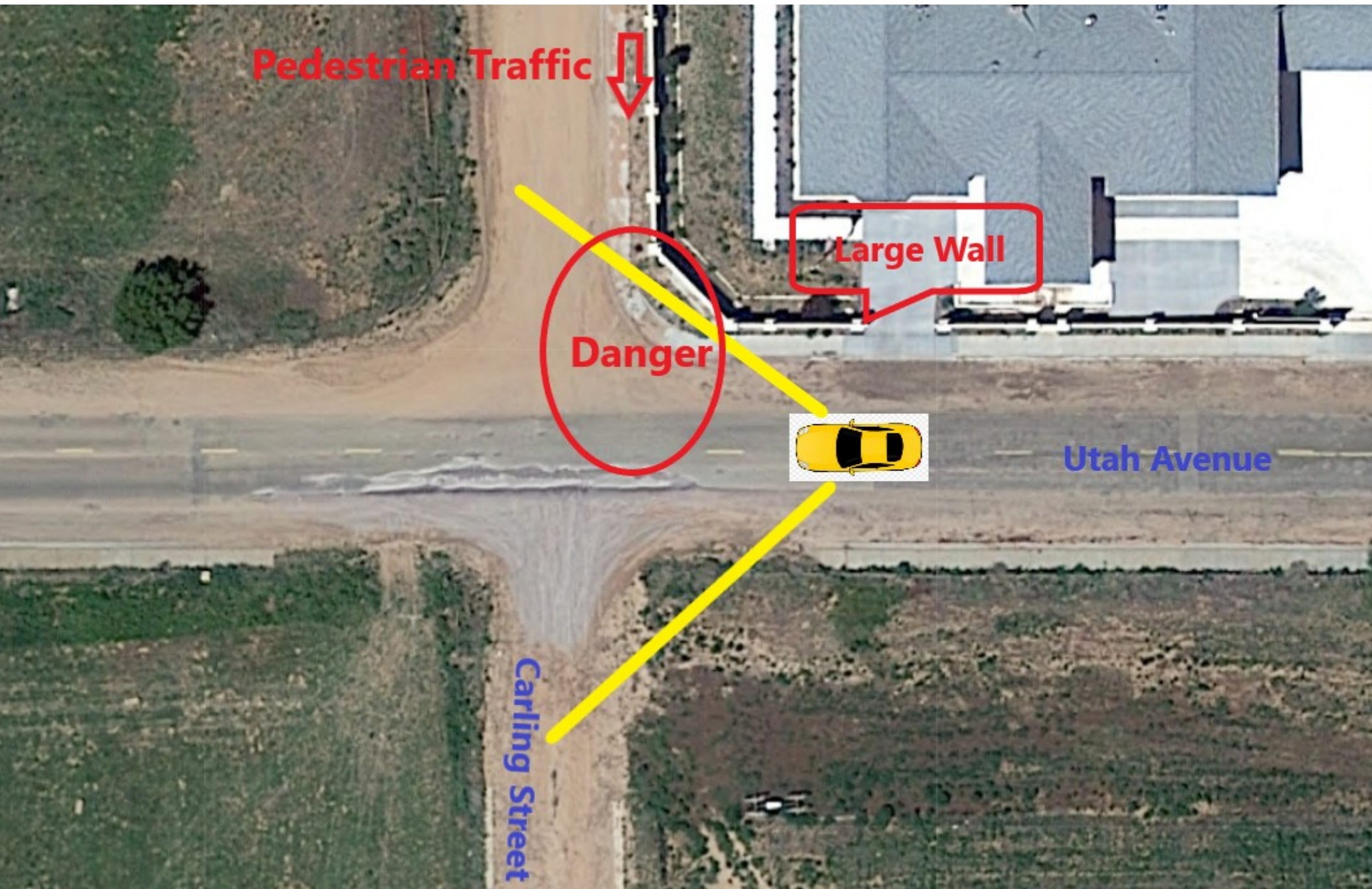
Bike Utah	Water Canyon School
Cherish Families	Water Canyon High School
United Effort Plan Trust	

Community Members Who Pledged Donations

Travis Holm	\$1,617.40
United Effort Plan Trust	\$8,109.00
Jeff Barlow	\$4,973.23
Jethro Barlow	\$3,674.91
Maha and Kyle Layton	\$1,440.60
Charles Hammon	\$1,760.43
	<hr/>
	\$21,575.56

¹ Hildale City Council meeting—July 3rd, 2019





Pedestrian Traffic



Large Wall

Danger



Utah Avenue

Carling Street

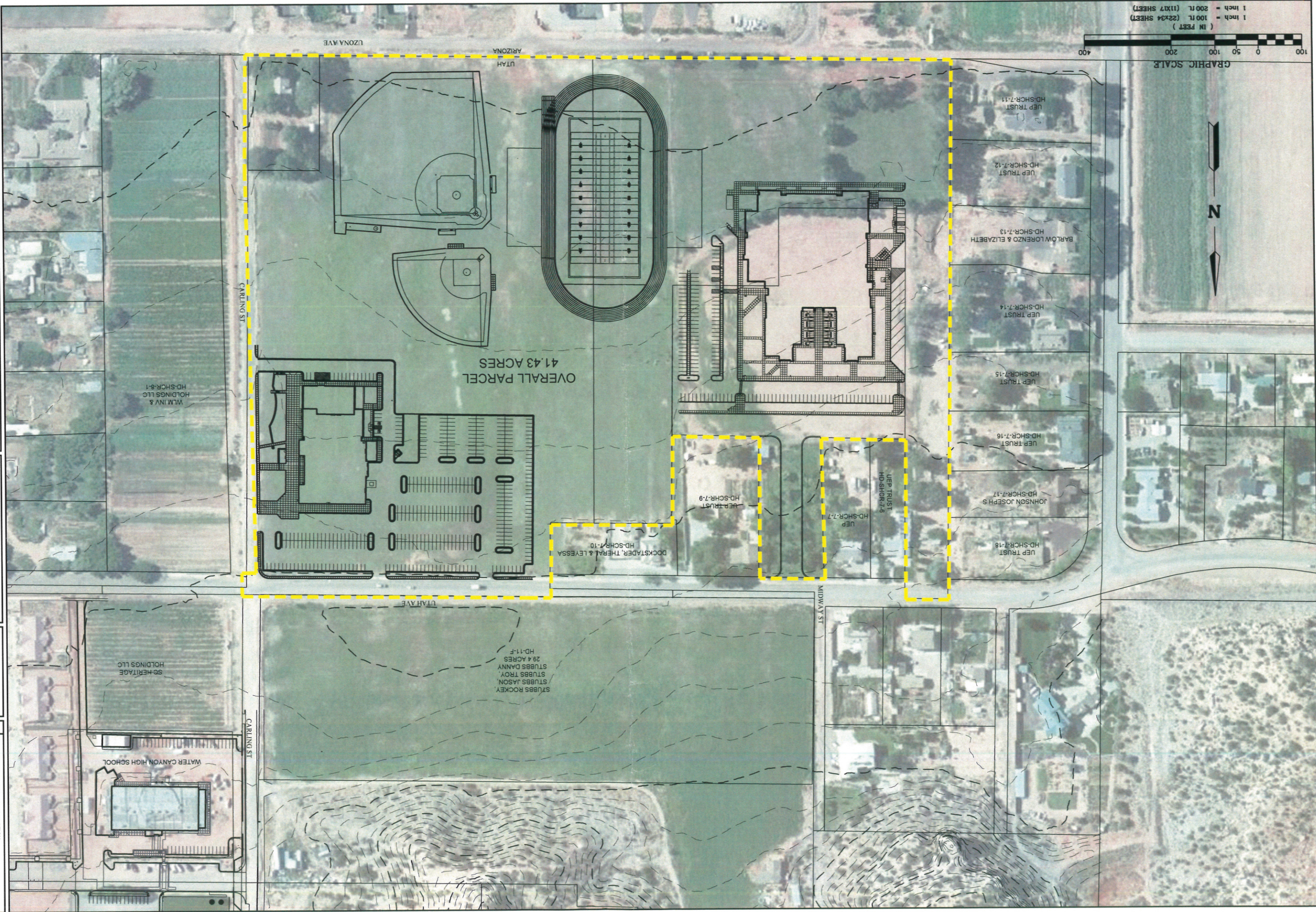
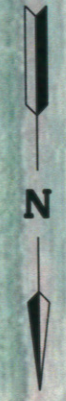
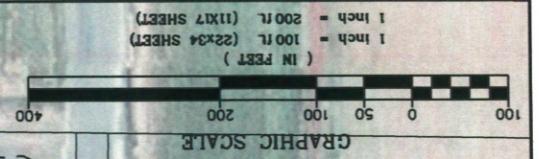


Danger Area

Change in Elevation

Canyon Street

1225



PROJECT #	032-133-2016-02
NAME	CWL
DATE	MARCH 7, 2018
SCALE	AS NOTED
SHEET	1 OF 1

**PRELIMINARY
CONCEPT PLAN**

WATER CANYON HIGH SCHOOL
WASHINGTON COUNTY SCHOOL DISTRICT

ALPHA ENGINEERING

43 South 100 East, Suite 100 • St George, Utah 84770
 T: 435.628.6500 • F: 435.628.6553 • alphaengineering.com

NO.	DATE	BY	DESCRIPTION



Safe Routes to School Grant Program

To whom it may concern,

I am writing to express my support of the City of Hilldale's request for assistance in connecting a sidewalk and adding a bike lane on Canyon Street.

As Bike Utah's 1,000 miles program director, I support efforts to provide children and families with multiple transportation options for travelling to school and other destinations within their community. I have worked with Hilldale staff to expand the original scope of this project to be more inclusive of bikes. We have also discussed ways to make the bicycle facilities even more family friendly, e.g. flexible bollards. This project would be a valuable investment for the SRTS program because they are community interested in expanding upon these efforts to make their city ever safer.

Furthermore, I will continue to work with the City of Hilldale to maximize these funds and to provide further active transportation based connections. Thank you for your consideration.

Sincerely,

Chris Wiltsie

A handwritten signature in black ink, appearing to read "Chris Wiltsie", written over a horizontal line.

Bike Utah 1,000 Miles Program Director

CHERISH FAMILIES

July 18, 2019

Utah Department of Transportation
SRTS Program
Travis Evans
Active Transportation Safety Manager

This letter is to affirm support for Hildale City's SRTS Grant Application for Funding Year 2020: Canyon Street Sidewalk.

Cherish Families provides social services for families in Hildale. As part of our services, we visit with families in their homes to assess their needs and provide stabilizing supports. Many of these families encounter issues with previous lack of access to proper education, unresolved trauma, poverty, health issues, and lack of transportation, employment and childcare. All of these factors compound to create a very vulnerable population with complex needs and a long path to recovery.

Cherish Families can assist with providing food, clothing, and mental health services, among many other services, but we cannot make the streets safe for young children who must walk to school, or cleaner for mothers who are taking their first steps toward physical health. For this, we rely on the city. Canyon Street is a much-used and quite unsafe road for foot traffic, with several spots having poor visibility. I sincerely hope you will approve this much needed grant to help the city and the citizens on their journey to stability.

Warm regards,

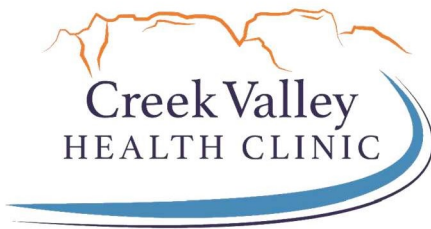


Shirlee Draper, SSW, MPA
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Hunter Adams
Creek Valley Heal Clinic
20 South Calvin St.
Colorado City, AZ 86021

July 18, 2019

Travis Evans
Active Transportation Safety Manager
Utah Department of Transportation

Mr. Evans

This letter is to declare support for Hildale City's SRTS Grant Application for Funding Year 2020: Canyon Street Sidewalk.

This particular route to Water Canyon High School can be extremely dangerous for the many students that walk to school each day. As you drive west on Utah Avenue, there is a large wall that completely blocks the northern view of this intersection. Canyon Street is the busiest road in Hildale, UT, and would greatly benefit from the SRTS Grant award.

Creek Valley Health Clinic is a 501(c)(3) nonprofit medical corporation that aims to provide many healthcare services to the residents of Hildale (UT), Colorado City (AZ) and the neighboring towns. This geographical area consists of approximately 10,000 residents, over 50% of those being under the age of 18. This student-aged population would greatly benefit from this award. Many of the families in our community lack access to proper education, unresolved trauma, poverty, health issues, and a lack of transportation, which is why sidewalks are imperative for the safety of our children.

Creek Valley Health Clinic can provide health, dental, mental health, and other services, but we cannot make the streets safe for students to walk to school or for residents looking to walk / run outside working toward a healthier lifestyle. In order to make our streets safe, we look for progress from our wonderful City of Hildale. Canyon Street is currently unsafe road for pedestrians, and I hope you will consider our town for this grant, contributing to our community's rebuilding society.

Kindest Regards,

Hunter Adams, MBA
CEO, Creek Valley Health Clinic

20 South Colvin Street
Colorado City, AZ 86021
(801)793-0143
Support@creekvalleyhc.com

LaRee Barlow
PTA President
Water Canyon School

7/18/2019

Utah Department of Transportation
SRTS Program
Travis Evans
Active Transportation Safety Manager

This letter is to affirm support for Hildale City's SRTS Grant Application for funding year 2020: Canyon Street Sidewalk.

The Parent Teacher Association has worked closely with Hildale City to ensure there are sports and after school programs for all youth in the community. Ensuring they have a fun, safe and healthy place to be active is one of our top priorities.

Last year many of the children walked to Maxwell park for our youth sports events. This journey on foot can be treacherous in multiple places on Canyon Street. We are also concerned about where kids often cross Utah Avenue. I understand that this grant, if awarded, would really help with both of these problems.

We look forward to continued safety of our kids through Hildale City, Bike Utah, and the school to get kids outside, walking and biking.

Sincerely,
LaRee Barlow



PTA President
Water Canyon School



July 18, 2019

Utah Department of Transportation

Attn: Travis Evans

Re: SRTS Program Endorsement

Please allow for this letter to affirm support for Hildale City's SRTS Grant Application for Funding Year 2020 regarding the Sidewalk and flashing lights at Canyon Street.

The Short Creek Dream Center is part of the Dream Center Network with over 270 non-profit organizations all around the world. Providing free trauma recovery, rehabilitation, crisis housing, counseling, classes and education for a rural and poverty stricken population.

The Dream Center also offers after school programs and summer school reading programs for school-aged children throughout the community. Given that the median age for the community is 14 and 15 years old, we serve a town primarily populated with children and youth. The city of Hildale has two phenomenal public schools that are located right next to each other and share a parking lot. Between the foot traffic and vehicle traffic for both schools, the library, City Hall and the Fire Department, Canyon Street in particular, gets congested and dangerous during peak school hours.

The families seeking safe refuge at the Dream Center have children that attend the Water Canyon schools. They walk to school or take the bus because most mothers in crisis do not have a vehicle or funds to transport their children. The roads are unsafe with few (if any) sidewalks and numerous blind spots. There are no flashing lights or speed bumps to slow the speed of traffic and Canyon Street is a major thoroughfare for our community and is heavily traveled.

It is our sincere hope that you will join the City of Hildale in their efforts to improve the safety of our streets for the community and for the children and approve this grant.

With Appreciation,

Glyn and Jena Jones
Executive Directors
Short Creek Dream Center
980 W Field Avenue
Hildale, UT 84784

Email: jjones@shortcreekdreamcenter.org
Office: 435-625-1494
Cell: 760-717-7333

Video Explanation from Mayor Donia Jessop

Utah Avenue and Carling Street Crossing: <https://youtu.be/GyAV-yXg-D0>

Canyon Street: <https://youtu.be/fzqHHUtyU7I>