City of Delano

Safety and Education for an Active Delano School Community

An Application to the California Transportation Commission for Active Transportation Program Funding

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ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	Safety and Education for an Active Delano School Community

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

I. GENERAL INFORMATION

1. APPLICANT (Agency name, address and zip code) City of Delano, 1015 Eleventh Avenue, Delano, CA 93216	2. PROJECT FUNDING ATP funds Requested $ 392,463.00 Matching Funds (If Applicable) $ 0.00 Other Project funds $ 0.00 TOTAL PROJECT COST $ 392,463.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Edgardo Galero, Associate Engineer, egalero@cityofdelano.org, (661) 720-2221	
4. APPLICANT CONTACT (Address & zip code) 1015 Eleventh Avenue, Delano, CA 93216	5. PROJECT COUNTY(IES): Kern
6. CALTRANS DISTRICT #- Click Drop down menu below District 6	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>	KCOG Kern Council of Governments
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 06-5227R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00260S

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
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ 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) ☒

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:
Delano High School, 1331 Cecil Avenue, Delano, CA 93215
27. SCHOOL DISTRICT NAME & ADDRESS:
Delano Joint Union High School District, 1720 Norwalk Street, Delano, CA 93215

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
15-634121-631672	1,600	100.00
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
29	1,300	0.0 mile; 0.06 mile

**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

SCHOOL INFORMATION – continued

26. SCHOOL NAME & ADDRESS: Cecil Avenue Math and Science Academy, 1430 Norwalk Street, Delano, CA 93215
27. SCHOOL DISTRICT NAME & ADDRESS: Delano Union School District, 1405 12th Avenue, Delano, CA 93215

28. County-District-School Code (CDS) 15-63404-6009351	29. Total Student Enrollment 724	30. Percentage of students eligible for free and reduced meal programs 95.61
31. Percentage of students who walk or bike to school 57	32. Approximate # of students living along school route proposed for improvement 500	33. Project distance from primary or middle school 0.13 mile (Norwalk Street and 17th Avenue); 0.19 mile (Madison Street and 17th Avenue)

26. SCHOOL NAME & ADDRESS: Almond Tree Middle School, 200 W. 15th Avenue, Delano, CA 93215
27. SCHOOL DISTRICT NAME & ADDRESS: Delano Union School District, 1405 12th Avenue, Delano, CA 93215

28. County-District-School Code (CDS) 15-63404-6115471	29. Total Student Enrollment 713	30. Percentage of students eligible for free and reduced meal programs 97.98
31. Percentage of students who walk or bike to school 45	32. Approximate # of students living along school route proposed for improvement 500	33. Project distance from primary or middle school 0.14 mile (Clinton Street and 14th Avenue)

SCHOOL INFORMATION – continued

26. SCHOOL NAME & ADDRESS: Fremont Elementary School, 1318 Clinton Street, Delano, CA 93215
27. SCHOOL DISTRICT NAME & ADDRESS: Delano Union School District, 1405 12th Avenue, Delano, CA 93215

28. County-District-School Code (CDS) 15-63404-6009377	29. Total Student Enrollment 759	30. Percentage of students eligible for free and reduced meal programs 100.0
31. Percentage of students who walk or bike to school 44	32. Approximate # of students living along school route proposed for improvement 500	33. Project distance from primary or middle school 0.0 mile (Clinton Street and 14th Avenue)

26. SCHOOL NAME & ADDRESS: Nueva Vista Language Academy, 120 Garces Highway, Delano, CA 93215
27. SCHOOL DISTRICT NAME & ADDRESS: Delano Union School District, 1405 12th Avenue, Delano, CA 93215

28. County-District-School Code (CDS) 15-63404-0120139	29. Total Student Enrollment 844	30. Percentage of students eligible for free and reduced meal programs 93.6
31. Percentage of students who walk or bike to school 57	32. Approximate # of students living along school route proposed for improvement 600	33. Project distance from primary or middle school 0.04 mile (Garces Highway and Clinton Street); 0.18 mile (Garces Highway and Dover Place)

II. PROJECT INFORMATION

1. **Project Location**

The Safety and Education for an Active Delano School Community Project is located in the City of Delano, in Kern County, and includes the intersections of Madison Street and 17th Avenue; Norwalk Street and 17th Avenue; Cecil Avenue and Madison Street; Clinton Street and 14th Avenue; Garces Highway and Clinton Street; and Garces Highway and Dover Place.

2. **Project Coordinates** (Latitude, Longitude)

A.	Madison Street and 17th Avenue	(35.777797,-119.242032)
B.	Norwalk Street and 17th Avenue	(35.777803,-119.240924)
C.	Cecil Avenue and Madison Street	(35.775592,-119.242016)
D.	Clinton Street and 14th Avenue	(35.772866,-119.256097)
E.	Garces Highway and Clinton Street	(35.761401,-119.253430)
F.	Garces Highway and Dover Place	(35.761408,-119.250922)

3. **Project Description**

The purpose of the Safety and Education for an Active Delano School Community Project is to increase the safety of students walking and bicycling to multiple schools in the City, and to create an environment that encourages such physical activity and active choices.

The project consists of engineering improvements at six locations along key routes to five schools (Delano High School, Cecil Avenue Math and Science Academy, Almond Tree Middle School, Fremont Elementary School, and Nueva Vista Language Academy), including the installation of bulb-outs with perpendicular curb ramps, raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs.

The project additionally includes a strong education and outreach component that will raise awareness of the safety improvements and further strengthen their effectiveness within the school community users. This non-infrastructure part of the project will also encourage more active lifestyles and educate students and parents regarding the resulting health benefits.

The City of Delano has experienced an alarming rate of collisions involving bicycles and pedestrians near its schools over the past few years. In fact, between 2009 and 2011, there were approximately 41 collisions involving bicycles and pedestrians, including three fatalities. The safety risks identified include speeding and motorists not yielding to pedestrians, as well as low pedestrian visibility and dangerous crossings. This project would attempt to directly address many of the risk factors by dramatically increasing the visibility of pedestrians and bicyclists and the crosswalks and intersections they use to travel to school.

4. **Project Status**

The Safety and Education for an Active Delano School Community Project is ready to move forward and have complete environmental documentation once funding is approved through this application.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding.

The purpose of the Safety and Education for an Active Delano School Community Project is to increase the safety of students walking and bicycling to multiple schools in the City, and to create an environment that encourages such physical activity and active choices.

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The goals of the project include greater safety for students traveling on foot and bicycle to and from school, and just as importantly, increasing the number of students utilizing those modes of transportation. The City of Delano believes this project will encourage more students to adopt a more active and healthier approach to their school commute, an approach that is difficult when safety is in danger under existing conditions.

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

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The 2011 Regional Transportation Plan (RTP) was adopted by the Kern Council of Governments (KernCOG) in July 2010 and the new 2014 RTP is in the final stages of adoption. The Safety and Education for an Active Delano School Community Project proposed in this application is consistent with both the 2011 RTP and pending 2014 RTP.

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.

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

The Safety and Education for an Active Delano School Community Project will encourage increased walking and bicycling among students through improving the safety of intersections and crosswalks leading to several schools, as well as providing an education and outreach component that will raise awareness of the safety improvements and further strengthen their effectiveness within the school community users.

The significant number of collisions involving bicycles and pedestrians near Delano schools over the past few years acts as a deterrent to increased bicycling and walking to school. The safety risks identified include speeding and motorists not yielding to pedestrians, as well as low pedestrian visibility and dangerous crossings. This project would attempt to directly address many of the risk factors by dramatically increasing the visibility of pedestrians and bicyclists and the crosswalks and intersections they use to travel to school.

The schools and school districts have implemented cycling and walking education into the middle school physical education curriculum. Schools have also found outside funding to provide bicycles and helmets for the physical education programs. This project will build upon that foundation by improving areas of the routes to school that serve as disincentives to increased use of these alternative forms of transportation.

The City believes individuals, particularly students, will be further encouraged to bicycle and walks once some of the safety concerns are addressed. The project will directly address the speeding, low pedestrian visibility, dangerous crossings, and other safety issues. The City of Delano used the Federal Highway Administration's (FHWA) PEDSAFE, the guidance of a Safe Routes to School consultant, and crash reduction factors published by FHWA, when selecting cost-effective countermeasures.

The residents of Delano have a very strong vested interest in the best interests of the community. The City and stakeholders that have participated in the planning, outreach, and project development process will also spearhead the

effort to sustain increased levels of walking and bicycling among students after the project is completed.

The City has worked with consultants in the past on similar projects targeted toward increasing bicycling and walking among students. Building upon that foundation—which many parents, school officials, and residents are still familiar with—the City expects a successful outcome from funding under the ATP, through a variety of activities, events and other outreach efforts.

At the beginning of each school year, the City and schools will coordinate a kickoff event or assembly to get students excited about walking or bicycling to school. Together with the school superintendents, principals, and teachers, the team will plan in-classroom activities for the year and encourage the incorporation of walking and bicycling education lesson plans in the classroom.

The school district will notify parents by including information about the infrastructure improvements in parent information sent home at the start of the school year. This will also be a good opportunity to introduce evaluation materials to assess parental attitudes about walking and bicycling to school for use in establishing baseline and continuing data collection.

This non-infrastructure part of the project will also encourage more active lifestyles and educate students and parents regarding the resulting health benefits. With higher obesity rates among children, Delano faces a challenge in educating both students and parents about the benefits of healthy lifestyles that include additional physical activity, such as walking and bicycling.

The meetings will be scheduled at a time when most interested people, especially parents, can attend. These meetings and other community meetings are good opportunities to gauge support for safe routes-type efforts such as walking school buses, where parents or others lead groups of students to school. This is also a great chance to have Delano "celebrities," such as the members of the City Council act as the lead in safe routes activities.

In order to keep the community interested and engaged, updates will be provided on activities through press releases, e-mails, and newsletter articles. Presentations will also be made to the various community groups and associations, including Rotary Clubs and Chamber of Commerce, as well as City Council and school board meetings.

A key element will be to monitor and promote the evaluation measures that are performed before, during and especially after the construction of the project improvements. When parents and students see an increase in the number of

children walking and biking to school and the reduction of cars entering the school grounds, they will be motivated to continue or join in the effort.

The group will also look for additional stakeholders or interest groups that can be included in its efforts to further broaden and add depth to its activities and contributions.

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 Safety and Education for an Active Delano School Community Project consists of engineering improvements at six locations along key routes to five schools (Delano High School, Cecil Avenue Math and Science Academy, Almond Tree Middle School, Fremont Elementary School, and Nueva Vista Language Academy), as well as providing an education and outreach component that will raise awareness of the safety improvements and further strengthen their effectiveness within the school community users.

The five schools impacted by the project have a combined student enrollment of 4,640, of which approximately 43 percent—or 2,103 students—bicycle or walk to school. This data is pursuant to survey data collected by the school districts impacted by this project (data is current within the 2012–2014 period), official enrollment data from the districts and schools, and data from the Department of Education for participation and eligibility for the Free and Reduced Meal Program. The City expects this percentage could increase to above 50 percent across the total student population after the project is completed.

The City has relied on data provided by the schools and school districts regarding travel modes of the students. Part of the outreach component of this project will be an effort to more accurately collect data on how many students are bicycling and walking to the schools. This will provide an opportunity to confirm the existing baseline data and track increases in student numbers walking or taking bicycles.

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 Safety and Education for an Active Delano School Community Project is designed to improve a number of key intersections near Delano schools. During the public participation process, it was clear there were safety concerns about

several of the routes to schools in the City and the desire was to address those risks in a comprehensive and cost-effective manner.

For this project, the City focused on those intersections where collisions involving bicyclists and pedestrians had occurred or were located along well-traveled routes with a history of collisions.

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.*

The planned solutions to be installed in the Safety and Education for an Active Delano School Community Project will directly address the speeding, low pedestrian visibility, dangerous crossings, and other safety issues which sever as a barrier to the mobility and connectivity for students desiring to walk and bicycle to school. We used FHWA's PEDSAFE, the guidance of our Safe Routes to School consultant, and crash reduction factors published by FHWA, when selecting cost-effective countermeasures.

As has been discussed, the significant number of collisions involving bicycles and pedestrians near Delano schools over the past few years acts as a deterrent to increased bicycling and walking to school. The safety risks identified include speeding and motorists not yielding to pedestrians, as well as low pedestrian visibility and dangerous crossings. This project would attempt to directly address many of the risk factors by dramatically increasing the visibility of pedestrians and bicyclists and the crosswalks and intersections they use to travel to school.

IV. NARRATIVE QUESTIONS – continued

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.

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

The Safety and Education for an Active Delano School Community Project will directly address the speeding, low pedestrian visibility, dangerous crossings, and other safety issues that create problems for students bicycling and walking to school. The City of Delano used the FHWA PEDSAFE, the guidance of a Safe Routes to School consultant, and crash reduction factors published by FHWA, when selecting cost-effective countermeasures. A crash reduction factor is an estimate of the percentage reduction that might be expected after implementing a countermeasure.

As will be discussed in further detail below, the project adds several countermeasures to reduce pedestrian and bicycle injuries and fatalities, including high-visibility crosswalks, advanced yield markings and signs at uncontrolled intersections, advanced stop bars where an intersection is signalized, bulb-outs at intersection corners, and raised crosswalks at some intersections.

The education and outreach component of the project will also provide an invaluable resource for reducing injuries and fatalities among students walking and bicycling to school. This component will raise awareness of the safety improvements and further strengthen their effectiveness within the school community users. This non-infrastructure part of the project will also help to educate drivers, including and especially parents dropping students off at school, about the improvements, traffic laws, and generally having a better awareness of the students on foot and bicycle who are also traveling to school.

Combined, these elements will work to not only raise the visibility of students bicycling and walking to school, but will also provide a traffic-calming effect. By providing these very cost-effective measures at a number of intersections around five Delano schools, the City hopes to impact as large a number of students as possible.

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

- *Reduces speed or volume of motor vehicles*
- *Improves sight distance and visibility*
- *Improves compliance with local traffic laws*
- *Eliminates behaviors that lead to collisions*
- *Addresses inadequate traffic control devices*
- *Addresses inadequate bicycle facilities, crosswalks or sidewalks*

As has been discussed, the project will add high-visibility, zebra-stripe crosswalks to all project locations. The pattern of these crosswalks makes the crossing more visible than the existing lateral-line style crosswalks. High-visibility crosswalks have been shown to **enhance pedestrian visibility**, and help address **behaviors that lead to collisions** by increasing motorist yield rates.

Included in the project is the addition of advanced yield markings and signs to uncontrolled crossings. These devices help make crossings more visible to motorists, and increase yield rates, **improving compliance with local traffic laws**. In addition, they decrease the multiple-threat crash scenario on multi-lane streets by improving sight visibility for both pedestrians and motorists.

At signalized intersections, advanced stop bars increase motorist yield compliance to pedestrians when making right-turns, and add a **more adequate quality of traffic control devices**. Motorists are required to stop in advance of the crosswalk as well, decreasing the likelihood for cars blocking the crosswalk, also further **improving compliance with local traffic laws**.

Many of the intersection corners will include the installation of bulb-outs. This device makes the street crossing shorter, and calms traffic by providing visual friction. They also make pedestrians more visible to motorists, make motorists more visible to pedestrians, and **reduce the speed of turning vehicles**.

When adding bulb-outs to a corner, we will also add perpendicular curb ramps with truncated domes. This type of ramp sends wheelchairs in a shorter, more direct route across intersections than diagonal ramps. They also minimize conflict by preventing users from having to travel into the middle of the intersection before crossing the street. The truncated domes notify sight-impaired pedestrians where the edge of the curb is. This component, along with the other improvements described, **significantly impact inadequate bicycle and pedestrian facilities, including crosswalks**.

Raised crosswalks elevate pedestrians while crossing in a crosswalk, making them more visible to the motorist. This is especially effective at school crossings where small, shorter children will be crossing. Raised crosswalks also are a form

of traffic calming to **reduce the speed of motor vehicles**, and act similar to a speed hump.

Federal research has shown these devices to be effective in addressing the issues already identified. New pavement markings and signage are extremely cost effective and increase visibility, motorist compliance, and can provide a traffic calming effect. The solutions are described in our attachments and their locations are illustrated on the attached map and site diagrams.

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.*

The City of Delano has experienced an alarming rate of collisions involving bicycles and pedestrians near its schools over the past few years according to data compiled by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, and made available through their Transportation Injury Mapping System (TIMS). In fact, between 2007 and 2011, there were approximately 69 collisions involving bicycles and pedestrians within one-half mile of the schools identified and being addressed in this project. Unfortunately, this number also includes five fatalities.

Examining the data more closely, the 69 collisions during the 5-year timeframe researched include 55 involving pedestrians and 14 with bicycles. The five fatalities were all pedestrians.

Just as worrisome is the very close proximity of all of these collisions to the schools identified in this project—all within one-half mile of a school. This is one of the key reasons the City believes addressing intersection and crosswalk deficiencies near the schools and on the highly traveled routes will be an extremely cost-effective solution to reducing the high number of pedestrian and bicyclist injuries.

IV. NARRATIVE QUESTIONS – continued

3. Public Participation and Planning

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.*

The City of Delano embarked on an effort to improve safety for K-12 students who walk and bicycle to school in 2007. This effort recognized the health benefits of students walking and cycling to school at a time when Delano's school-age population ranks among the most overweight in California. Delano further sought to improve the safety of walking and bicycling citywide. The City of Delano also believes that if more students walk or bicycle to school environmental benefits will result from less driving. Moreover, the City has always sought to make itself into a more livable community enhancing the quality of life of its residents.

In order to begin this planning effort, the City held four safe routes to school (SRTS) workshops in October 2007. These workshops gathered together all of the key stakeholders at each school to form a SRTS coalition. These members consisted of such people as, but not limited to, the superintendent of Delano Union School District, the Mayor of Delano, school principals and vice-principals, Delano Chamber of Commerce, the school district Health Services Coordinator and Safety Committee Chair, the school district Director of Maintenance, Operations, and Transportation, City Engineering secretary, additional school administrators, school facilities personnel, parents, students, and School Site Council officers. The City staff included the Director of Public Works who is in charge of overseeing physical changes around the schools on City streets, the Assistant City Engineer, Commander of the Police Department, and the Police Department School Resource Officer.

The workshops were facilitated by a nationally-certified SRTS Instructor who taught a curriculum developed for the national course. The course started out with a slide show educating attendees on why SRTS is important, what can be done with each of the primary components of a SRTS program, how to do them, and what other communities have done. This education informed a planning process that helped mold a SRTS plan for that school. During the slide show the instructor led a discussion on issues pertinent to the specific school.

Participants agreed that past enforcement options such as increased monitoring and ticketing were beneficial, but design changes were needed. The workshops indicated that traffic calming devices and greater accessibility for walkers and bicyclists would make long term lifestyle change possible.

Workshop attendees broke into work groups that drew up engineering improvements on large scale maps, devised incentives to encourage walking and cycling to school, and developed plans for safety education and enforcement strategies. Attendees drew common walking routes on the maps to all the schools and identified key issues and locations needing improvement. At one workshop, participants walked around the school to observe conditions and to develop solutions specific to that school. By the end, the schools and community were left with a plan to implement. These workshops are allowing Delano schools to benefit from having the traditional SRTS elements of education, encouragement, enforcement and evaluation they need to complement engineering improvements.

The safe routes program designed in the plan was intended to be institutionalized, ensuring its longevity. Each stakeholder group (the schools, police department, the City, the school districts) has taken the responsibility of ensuring that the elements translate into daily work, and are a part of business as usual. The activities the City is engaged in are well supported and documented as being effective safe routes to school programs, and the City has been successful with several grants to support its programming. These include federal Cycle 2 Safe Routes to School non-infrastructure funds, a mini-grant from the National Center for Safe Routes to School, and funds to support a bike to school day from the California Department of Public Health Kids' Plates program.

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

During the development of the City of Delano's Safe Routes to School Plan, the infrastructure and education components in this application were included on the priority list. Community leaders, parents, school officials and other stakeholders identified general safety issues around each school such as speeding, motorists disobeying stop signs, and motorists not stopping for pedestrians. Workshop participants also drew walking routes and circled unsafe crossing locations on a map showing the immediate vicinity around each school in Delano.

The stakeholder group participants prioritized schools and project locations based upon safety hazards, community input, and school participation. The prioritization also took into account crash data and speed surveys to identify locations with high rates of conflicts between motorists and pedestrians along school routes.

The City is now working on its latest phase of safe routes to school projects. During Cycle 2, the City applied and received federal Safe Routes to School

funding for both infrastructure and non-infrastructure projects and activities, addressing many of its problematic safety hazards with those funds, and launched a citywide program for the other traditional elements—education, encouragement, enforcement and evaluation. In the federal Cycle 3 and Cycle 8 of the State Safe Routes to School program, the City then funded additional projects, including with the use of City funds. This application will fund the next set of projects on the priority list.

C. *Is the project cost over $1 million?* **NO**

If Yes, is the project prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? **NA**

IV. NARRATIVE QUESTIONS – continued

4. Cost Effectiveness (preferred and other alternatives)

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 the multiple workshops on the Safe Routes to School Plan, the stakeholder group participants prioritized schools and project locations based upon safety hazards, community input, and school participation. The prioritization also took into account crash data and speed surveys to identify locations with high rates of conflicts between motorists and pedestrians along school routes. The alternative to the set of improvements described in this application was leaving the existing conditions in place, as more strict measures—including additional signalized intersections—are not appropriate given the locations and traffic data.

Federal research has shown the improvements described in this application to be effective in addressing the issues already identified. New pavement markings and signage are extremely cost effective and increase visibility, motorist compliance, and can provide a traffic calming effect. The solutions are described in our attachments and their locations are illustrated on the attached map and site diagrams.

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

The ratio of the benefits of the project relative to both the total project cost and funds requested is **190.34** (summary included in attachments).

IV. NARRATIVE QUESTIONS – continued

5. Improved Public Health

A. *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.*

The Safety and Education for an Active Delano School Community project will build upon policy actions by the City and focus an effort toward improving the health of school-age children. The City of Delano—and much of Kern County as a whole—suffer from extremely high rates of obesity and related conditions such as diabetes rates. In fact, according to data compiled by the Lucile Packard Foundation for Children's Health and provided through their Kidsdata.org Web site, the City of Delano has an obesity rate of 48 percent among children. This percentage is 10 percent higher than the State average and means almost half of the City's children are at risk of other health problems.

In an effort to help address this situation, the City of Delano adopted a resolution in 2011 to encourage healthy eating and active living, and provides a series of resources via its Web site. Even more importantly, the City has produced a draft element for its General Plan—the Delano Health & Sustainability Element—that includes improved connectivity between residential neighborhoods, schools, parks, recreation resources, and retail activity centers, and facilitates the siting of new grocery stores, community gardens, and farmers markets in underserved neighborhoods.

In addition to the physical improvements proposed in the project to address safety concerns, the project includes a strong education and outreach component that will raise awareness of the safety improvements and further strengthen their effectiveness within the school community users. This non-infrastructure part of the project will also encourage more active lifestyles and educate students and parents regarding the resulting health benefits.

Additionally, Delano and Kern County are among the worst areas for air quality and asthma rates. According to the American Lung Association in their State of the Air 2013 Report, out of 277 metropolitan areas, the Bakersfield-Delano metropolitan area ranks first for annual particulate pollution and third for high ozone days. To the extent encouraging students and parent to walk and ride bicycles to school instead of taking personal vehicles, the project brings with it the additional benefit of reducing emissions of air pollutants, including greenhouse gasses. In an area with some of the worst air quality conditions, local resident will experience health benefits from reduced carbon dioxide emissions.

IV. NARRATIVE QUESTIONS – continued

6. Benefit to Disadvantaged Communities

A. I. *Is the project located in a disadvantaged community?* **YES**

II. *Does the project significantly benefit a disadvantaged community?* **YES**

a. *Which criteria does the project meet?* **ALL**

- *Median household income for the community benefited by the project:* **$35,507 (57.8 percent of statewide median)**
- *California Communities Environmental Health Screen Tool (CalEnviroScreen) score for the community benefited by the project:* **44.64 (91–95 percentile range)**
- *For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:* **93.6–100 percent (all five schools in the project fall in this range)**

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.*

Not applicable—the project meets all of the specific criteria.

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 the school students and community will benefit.*

The Safety and Education for an Active Delano School Community project will directly benefit a disadvantaged community meeting all of the criteria in the ATP. The project funds—both infrastructure and non-infrastructure—are directly addressing safety improvements and education at five schools included in this application, with a combined student enrollment of 4,640, of which approximately 43 percent—or 2,103 students—bicycle or walk to school.

The schools impacted by this project have an eligibility rate for the Free or Reduced Price Meals Programs of between 93.6 percent to 100 percent. The project will benefit low-income schools by improving pedestrian safety along school routes, and enabling more students to walk to school.

IV. NARRATIVE QUESTIONS – continued

7. Use of California Conservation Corps (CCC) or a Qualified Community Conservation Corps.

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans: Project Description, Detailed Estimate, Project Map, Preliminary Plan, and Project Schedule.

A. *The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project.* **YES**

a. *Name, e-mail, and phone # of the person contacted and the date the information was submitted to them.*

Virginia Clark, virginia.clark@ccc.ca.gov; (916) 341-3147
Submitted via email on May 21, 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.* **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
Submitted via email on May 21, 2014

C. *The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated?* **YES**

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

The CCC will be providing this information directly to Caltrans.

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

The CALCC will be providing this information directly to Caltrans.

IV. NARRATIVE QUESTIONS – continued

8. Applicant's Performance on Past Grants

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.*

Not applicable—the City of Delano has not failed to deliver any ATP type projects during the past 5 years.

V. PROJECT PROGRAMMING REQUEST

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

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

[x] New Project					Date:	5/18/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	92842					

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
KER				City of Delano	
				MPO	Element
				KCOG	

Project Manager/Contact	Phone	E-mail Address
Edgardo Galero	(661) 720-2221	egalero@cityofdelano.org

Project Title

Safety and Education for an Active Delano School Community

Location, Project Limits, Description, Scope of Work [ ] See page 2

The project is located in the City of Delano, Kern County, and includes the intersections of Madison St. and 17th Ave.; Norwalk St. and 17th Ave.; Cecil Ave. and Madison St.; Clinton St. and 14th Ave.; Garces Hwy. and Clinton St.; and Garces Hwy. and Dover Pl.. The project consists of engineering improvements at 6 locations along key routes to 5 schools (Delano High, Cecil Avenue Academy, Almond Tree Middle, Fremont Elementary, and Nueva Vista Academy), including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs.

[ ] Includes ADA Improvements [ ] Includes Bike/Ped Improvements

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

Purpose and Need [ ] See page 2

The purpose of the project is to increase the safety of students walking and bicycling to multiple schools, and to create an environment that encourages physical activity and active choices. The City has an alarming rate of collisions involving bicycles and pedestrians near its schools over the past few years. Between 2007 and 2011, there were 41 collisions involving bicycles and pedestrians, including 3 fatalities. The safety risks identified include speeding and motorists not yielding to pedestrians, as well as low pedestrian visibility and dangerous crossings. This project would attempt to directly address many of the risk factors by increasing the visibility of pedestrians and bicyclists and the crosswalks and intersections they use to travel to school.

Project Benefits [ ] See page 2

The goals of the project include greater safety for students traveling on foot and bicycle to and from school, and just as importantly, increasing the number of students utilizing those modes of transportation. The City believes this project will encourage more students to adopt a more active and healthier approach to their school commute, an approach that is difficult when safety is in danger under existing conditions.

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

Project Milestone			Proposed
Project Study Report Approved			12/11/07
Begin Environmental (PA&ED) Phase			09/01/14
Circulate Draft Environmental Document	Document Type	CE	10/30/14
Draft Project Report			11/30/14
End Environmental Phase (PA&ED Milestone)			11/30/14
Begin Design (PS&E) Phase			11/30/14
End Design Phase (Ready to List for Advertisement Milestone)			01/30/15
Begin Right of Way Phase			01/30/15
End Right of Way Phase (Right of Way Certification Milestone)			02/15/15
Begin Construction Phase (Contract Award Milestone)			08/15/15
End Construction Phase (Construction Contract Acceptance Milestone)			12/15/15
Begin Closeout Phase			12/16/15
End Closeout Phase (Closeout Report)			09/30/16

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/18/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
6	KERN		92842			
Project Title:	Safety and Education for an Active Delano School Community					

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)		31,133						31,133	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									Of the total CON funding listed in 15/16, $50,000 in CON is for non infrastructure education and outreach activities.
CON			361,330					361,330	
TOTAL		31,133	361,330					392,463	

Fund No. 1:	Active Transportation Program								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)		31,133						31,133	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			361,330					361,330	
TOTAL		31,133	361,330					392,463	

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									

VI. ADDITIONAL INFORMATION

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	Amount
PE Phase (includes PA&ED and PS&E)	$ 31,133
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 311,330
Construction Phase-Non-infrastructure	$ 50,000
Total for ALL Phases	**$** 392,463

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

*Must indicate which funds are matching

Total Project Cost	$ 392,463
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	Amount
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$ 342,463
Request for Safe Routes to Schools Non-Infrastructure work	$ 50,000
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	07/01/2014	09/01/2014
PS&E	09/01/2014	01/30/2015
Right-of-Way	01/30/2015	02/15/2015
Construction	02/16/2015	08/15/2015

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.

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
7/15/15	12/15/15	Develop and distribute project informational pamphlets to students and parents.
7/15/15	4/15/16	Involve law enforcement in the planning of school zone and other signage.
7/15/15	4/15/16	Conduct outreach and education events at impacted schools regarding safety improvements.
7/15/15	6/15/16	Develop and distribute student and family surveys regarding pre- and post-construction observations.
1/1/16	Ongoing	Conduct bicycling and walking safety courses at impacted schools.
1/1/16	Ongoing	Plan in-classroom activities and encourage the incorporation of walking and bicycling education lesson plans in the classrooms.
1/1/16	9/1/16	Law enforcement sends notices to parents regarding driving and parking laws, including project improvements.
1/1/16	Ongoing	Coordinate a kick-off event or assemblies at the start of the school year (and upon project completion) to encourage students to walk or bicycle to school.
1/1/16	Ongoing	Organize, promote, and conduct Walk and Bike to School events at the impacted schools.
1/16/16	Ongoing	Focus law enforcement patrol efforts during before and after school hours.
1/16/16	Ongoing	Organize and encourage elected official and stakeholder participation in crosswalk guard activities.
6/16/16	Ongoing	Establish sources and review data related to pedestrian and bicycle near misses and collisions.

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:	for CM	Date:	May 20, 2014
Name:	Maribel Reyna	Phone:	(661) 720-2269
Title:	City Manager	e-mail:	mreyna@cityofdelano.org

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:	May 20, 2014
Name:	Roman Dowling	Phone:	(661) 720-2269
Title:	Public Works Director	e-mail:	rdowling@cityofdelano.org

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

Signature:		Date:	May 20, 2014
Name:	Dr. Anthony Monreal	Phone:	(661) 721-5000
Title:	Superintendent	e-mail:	amonreal@duesd.org

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

Signature:		Date:	May 20, 2014
Name:	Rosalina Rivera	Phone:	(661) 725-4000
Title:	Superintendent	e-mail:	rrivera@djuhsd.org

Person to contact for questions:

Name:	Edgardo Galero	Phone:	(661) 720-2221
Title:	Associate Engineer/Public Works Inspector	e-mail:	egalero@cityofdelano.org

Caltrans District Office 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:	_____

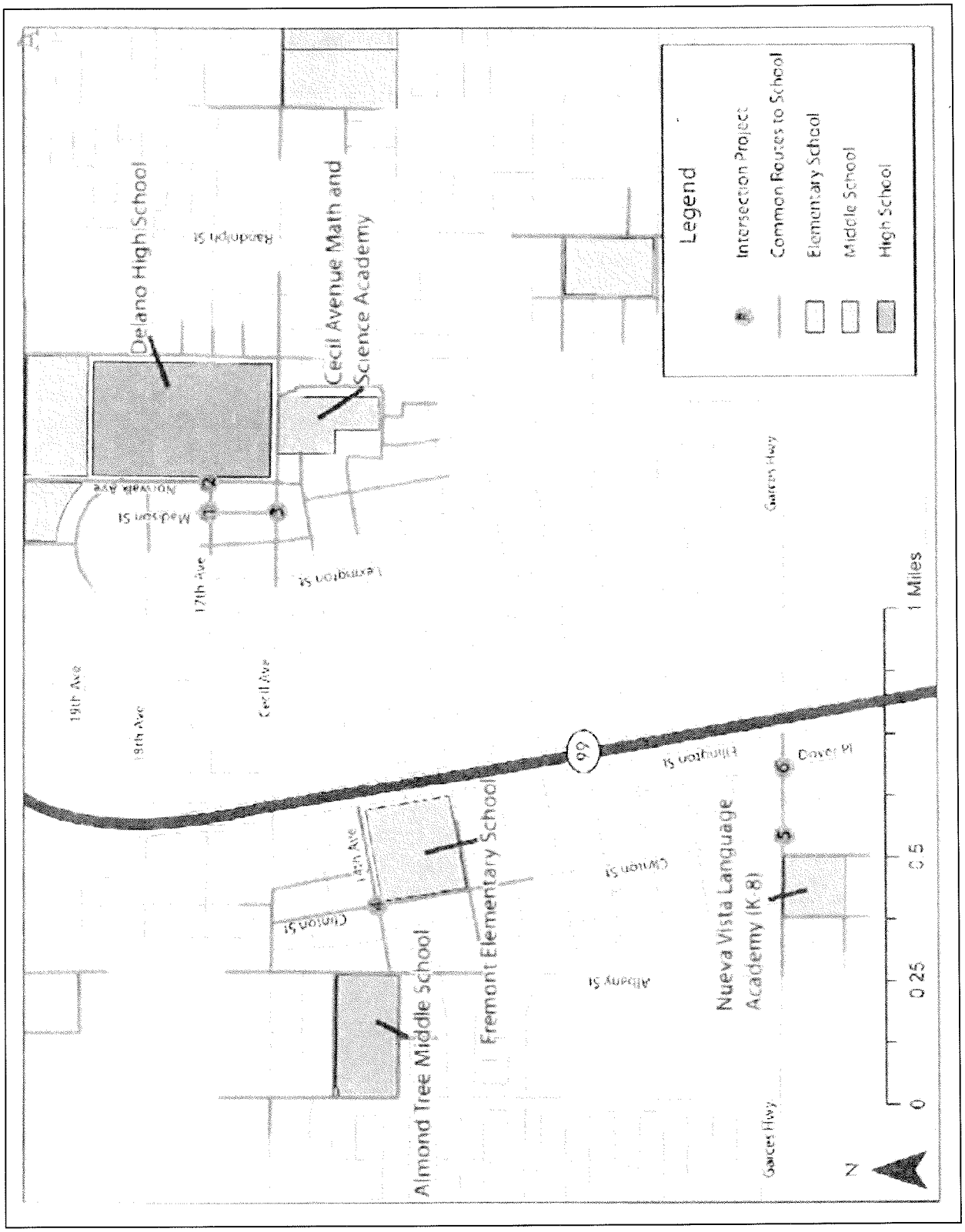
IX. ADDITIONAL APPLICATION ATTACHMENTS

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)

IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

1. Attachment 1—Vicinity Map



IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

2. Attachment 2—Photos of Existing Locations

Photo 1—*Intersection of Madison Street and 17th Avenue (looking east toward Delano High School)*

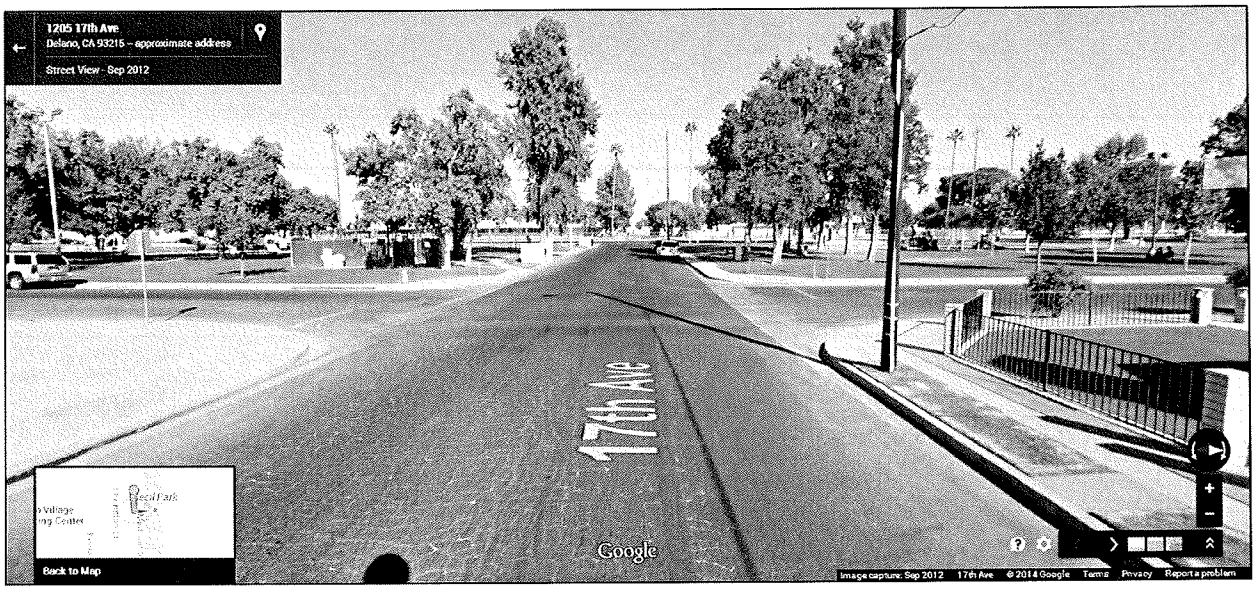


Photo 2—*Intersection of Norwalk Street and 17th Avenue (looking east toward Delano High School)*

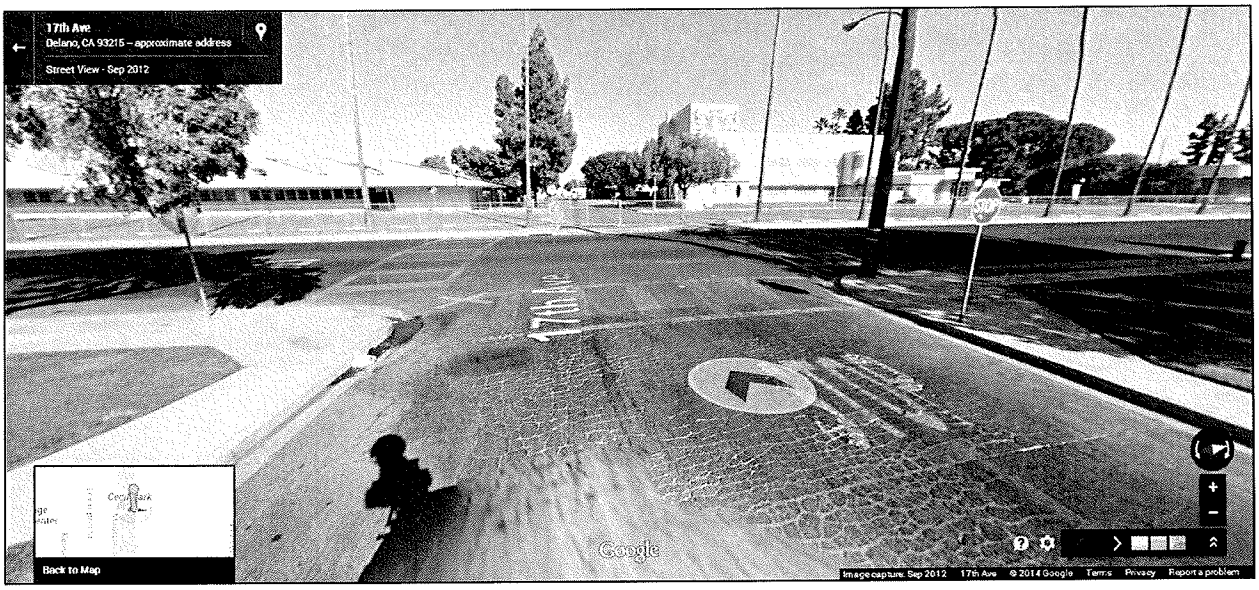


***Photo 3**—Intersection of Madison Street and Cecil Avenue (looking north toward Delano Skate Park and Delano High School)*

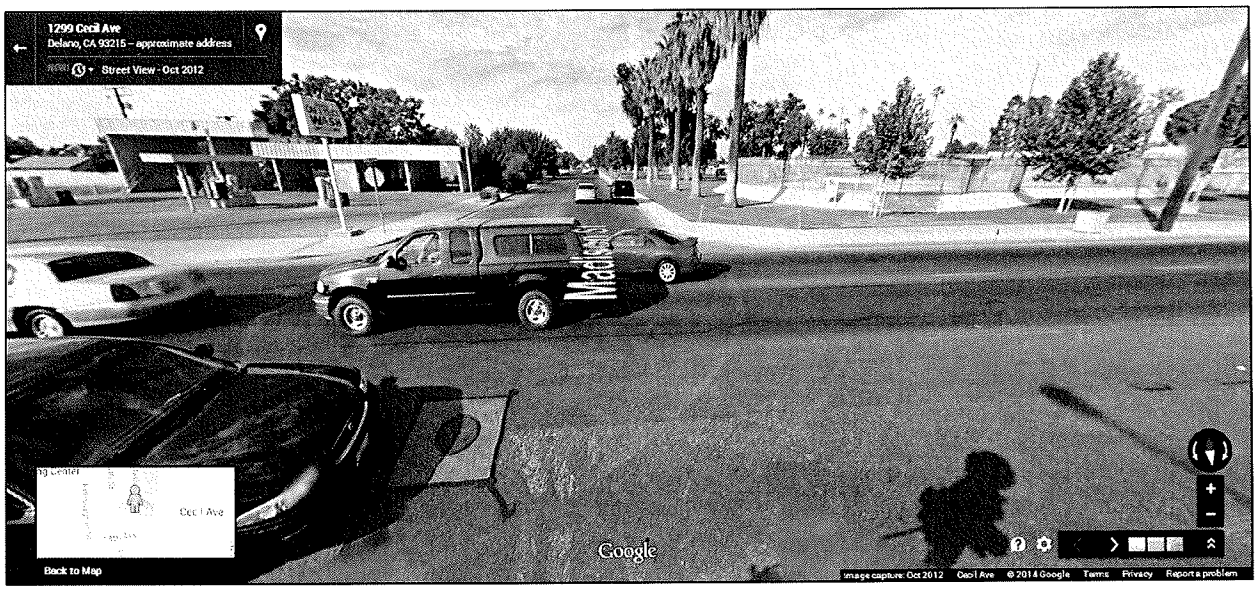


***Photo 4**—Intersection of Clinton Street and 14th Avenue (looking south toward Fremont Elementary School)*

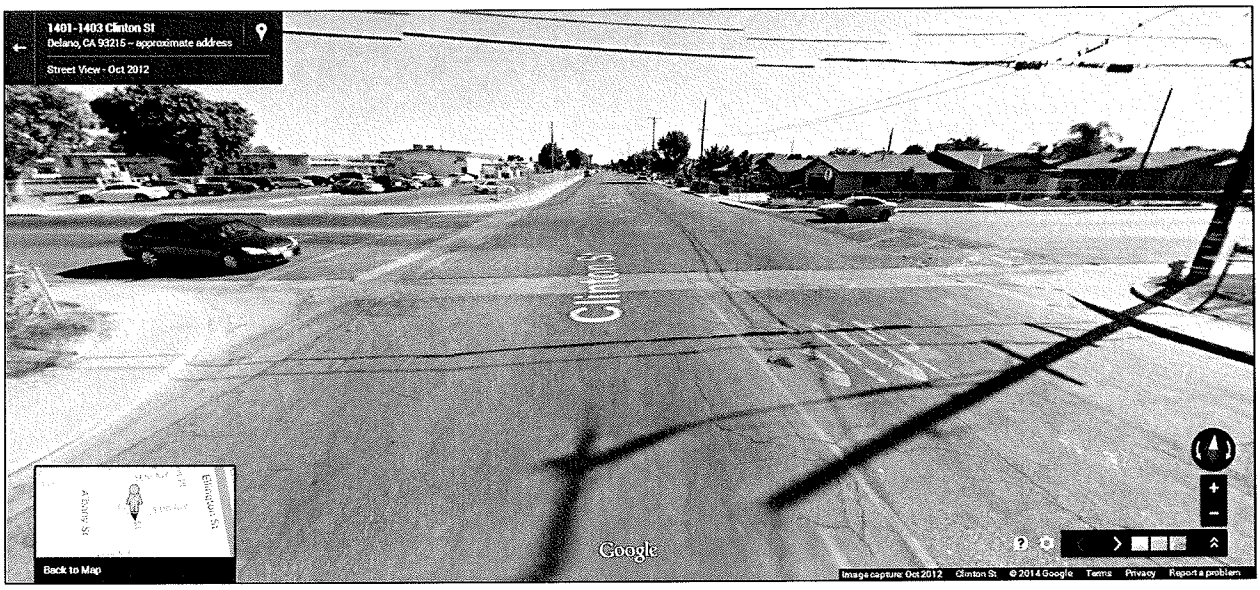


***Photo 5**—Intersection of Garces Highway and Clinton Street (looking west toward Nueva Vista Language Academy)*

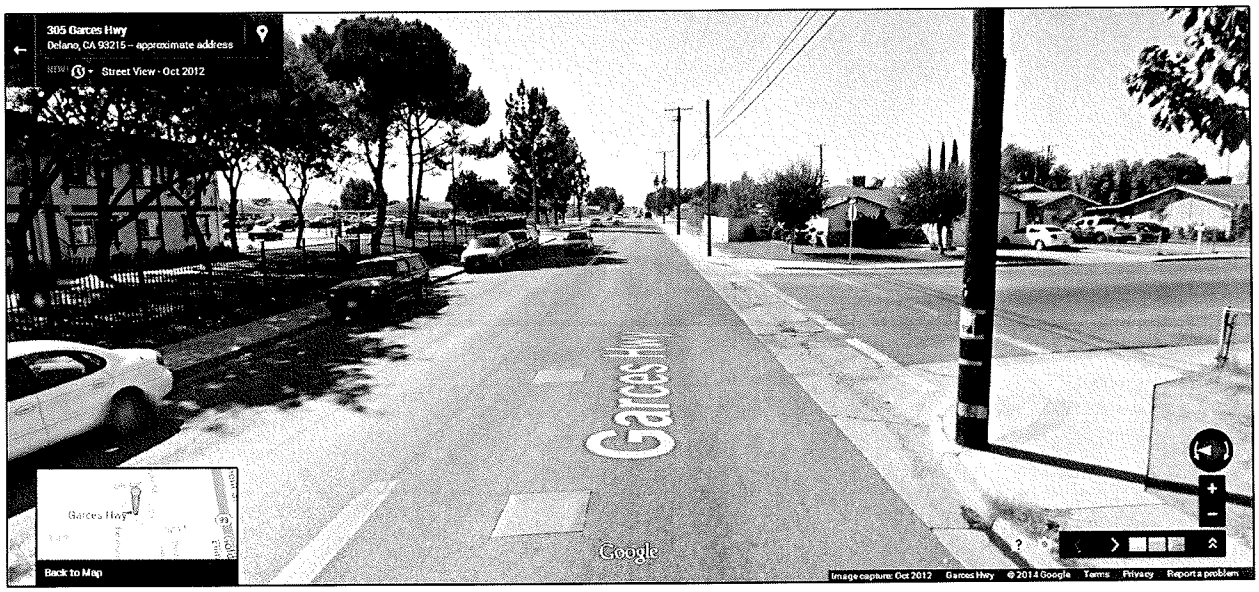
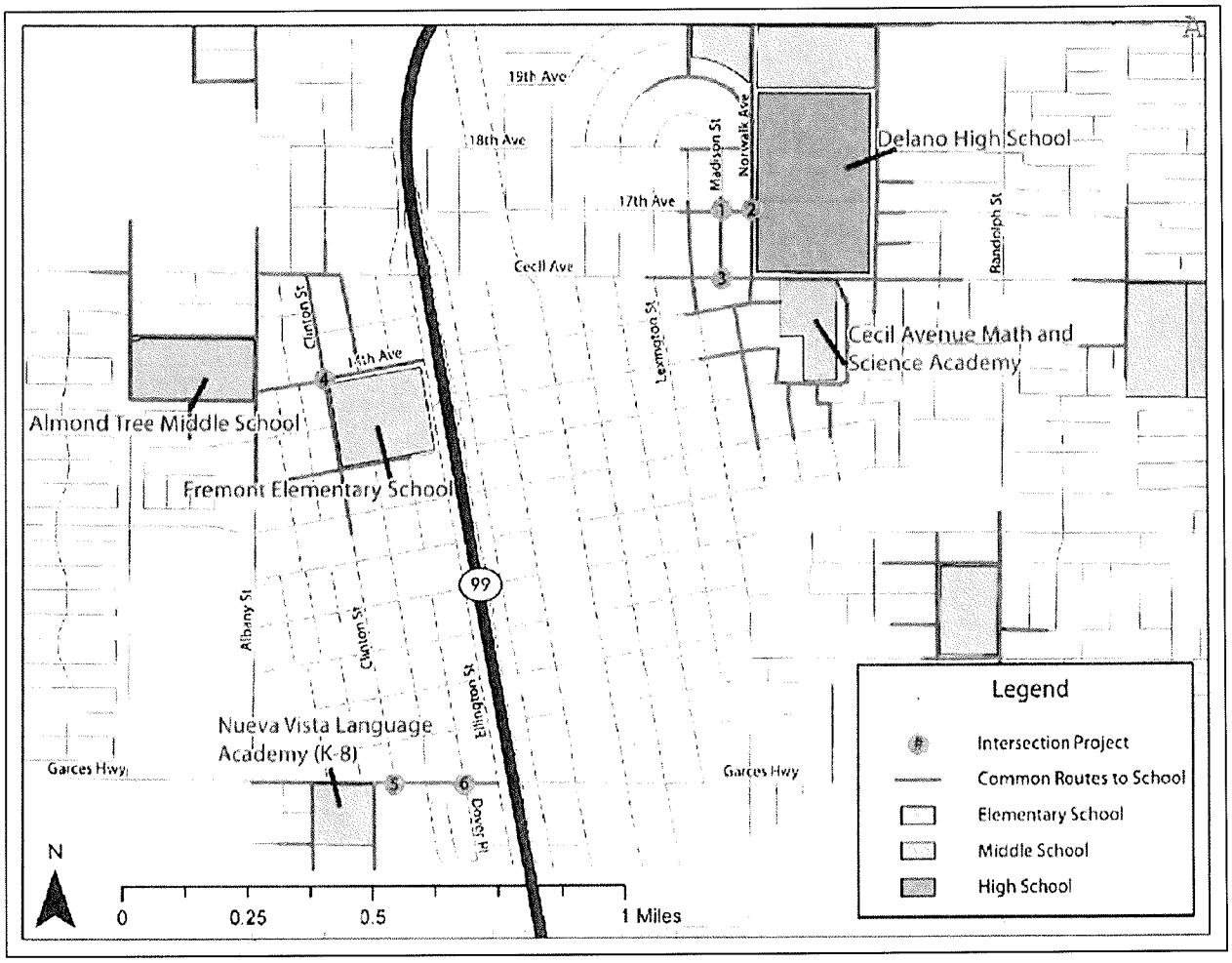


***Photo 6**—Intersection of Garces Highway and Dover Place (looking west)*

IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

3. Attachment 3—Preliminary Plans



Project #1

Madison St. @ 17th Ave.

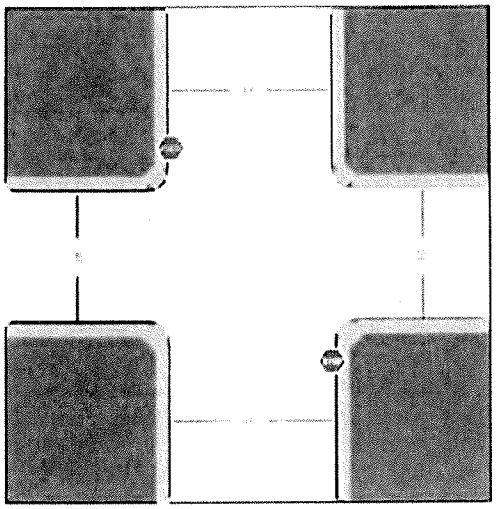
Serves Delano High School and Cecil Avenue Math and Science Academy

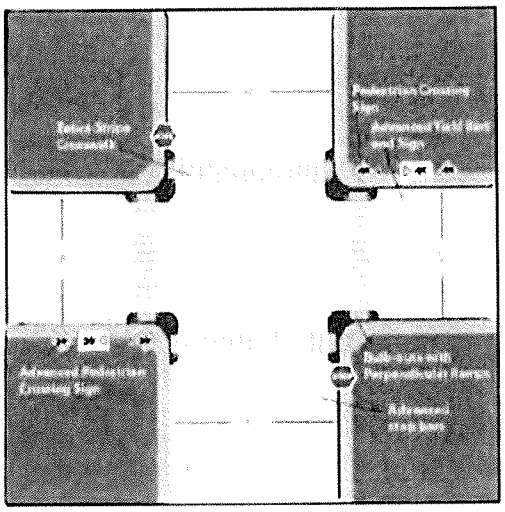
Both streets 40', two lanes with parking

Madison St. has a two-way stop

Proposed Improvements:

- Add bulb-outs to all 8 corners
- Build perpendicular curb ramps into bulb-outs
- Add zebra-stripe crosswalks to all 4 crossings
- Add advanced stop bars (2) to Madison St.
- Add advanced yield bars (2) to 17th Ave.
- Add advanced yield signs (2) to 17th Ave.
- Add advanced pedestrian crossing signs (2) to 17th Ave.
- Add pedestrian crossing signs (2) to 17th Ave.





Project #2

Norwalk St. @ 17th Ave.

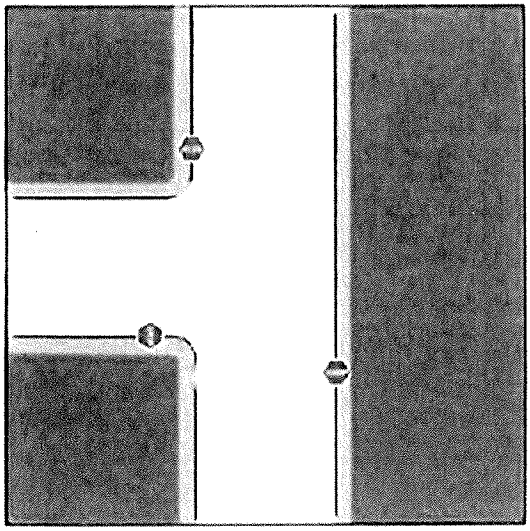
Serves Delano High School and Cecil Avenue Math and Science Academy

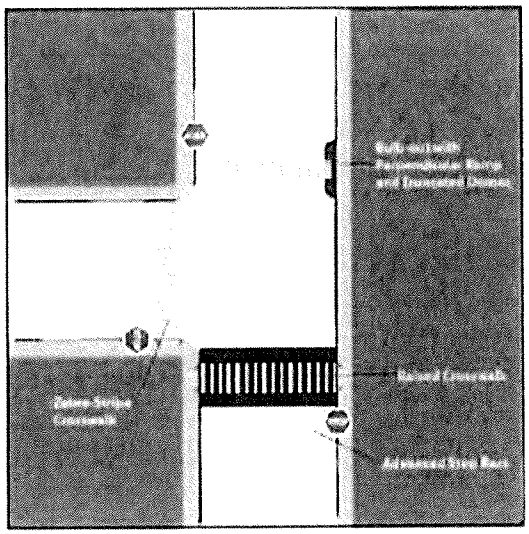
T-intersection

3-way stop

Proposed Improvements:

- Add bulb-out (1) to north crossing of Norwalk St. on the east side of the street
- Add zebra-stripe crosswalks to all 3 crossings
- Add advanced stop bars to all 3 crossings
- Add truncated domes (3) to existing ramps on NW and SW corner
- Add raised crosswalk with culverts to south crossing of Norwalk St.
- Paint red curb near all legs of the intersection





Project #3

Cecil Ave. @ Madison St.

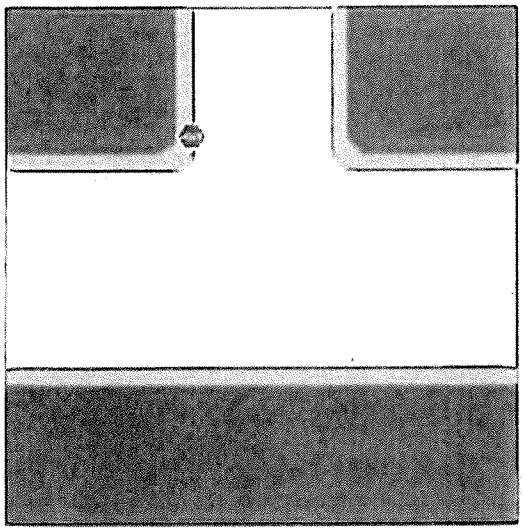
Serves Delano High School and Cecil Avenue Math and Science Academy

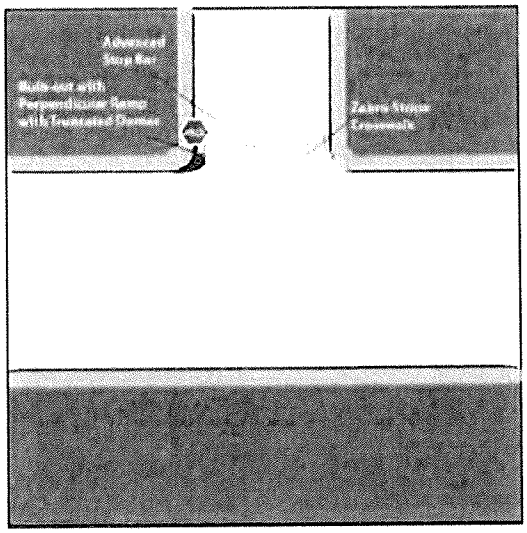
T-intersection

2-way stop for Madison St.

Proposed Improvements:

- Add bulb-out (1) on west side of Cecil Ave. to cross Madison St.
- Add truncated domes to existing diagonal ramp on NW corner
- Build perpendicular curb ramps into bulb-out
- Add zebra-stripe crosswalk (1) to cross Madison St.
- Add advanced stop bar on Madison St. (1)





Project #4

Clinton St. @ 14th Ave.

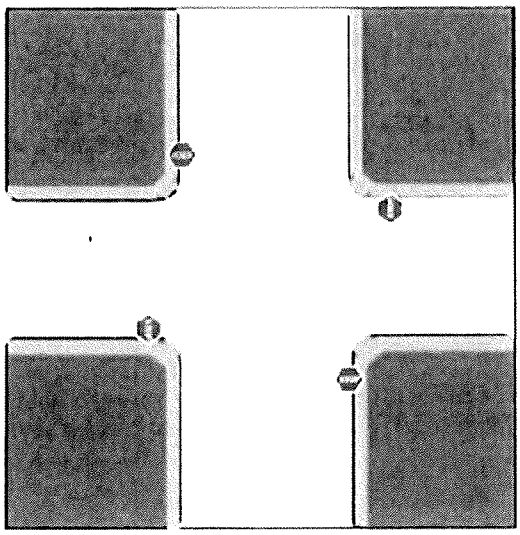
Serves Almond Tree Middle School and Fremont Elementary School

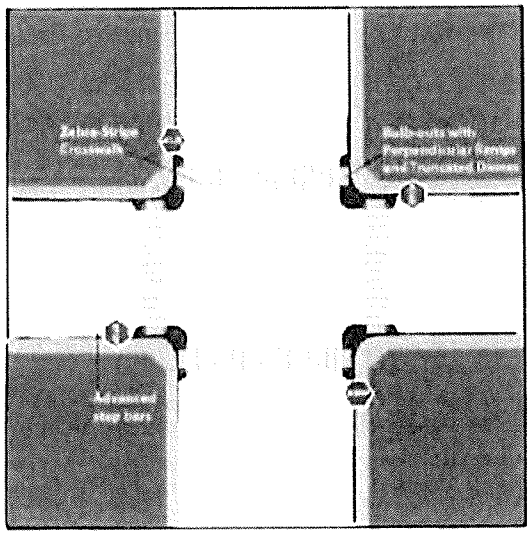
4-way stop

Has lateral-stripe crosswalk on all 4 legs

Proposed Improvements:

- Add bulb-outs to all 8 crossing faces
- Add zebra-stripe crosswalks to all 4 crossings
- Build perpendicular curb ramps into bulb-outs
- Add advanced stop bars to all 4
- Paint red curb near crosswalks





Project #5

Garces Hwy. @ Clinton St.

Serves Nueva Vista School

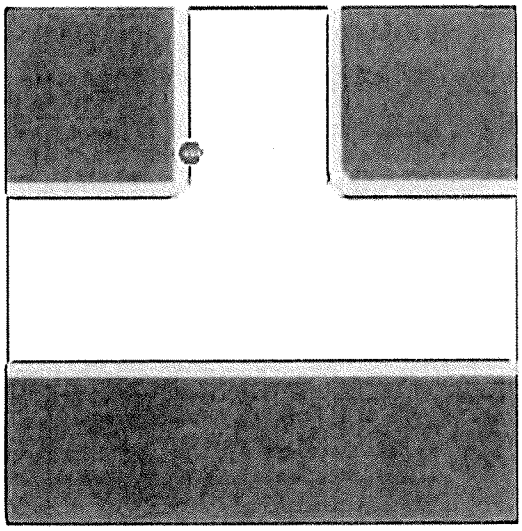
T-intersection

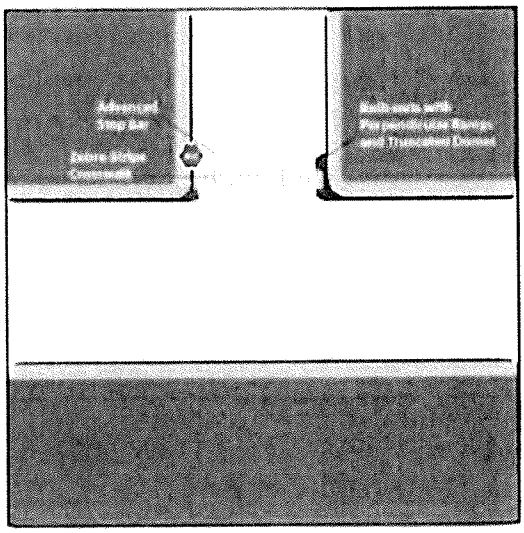
1-way stop for Clinton St.

Has lateral-stripe crosswalk to cross Clinton St.

Proposed Improvements:

- Add zebra-stripe crosswalk (1) to this crossing
- Add bulb-outs (2) to this crossing
- Build perpendicular curb ramps into bulb-outs
- Add advanced stop bar (1) to this crossing





Project #6

Garces Hwy. @ Dover Pl.

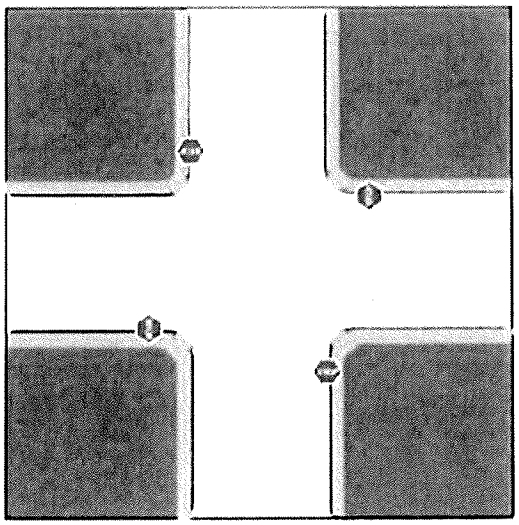
Serves Nueva Vista School

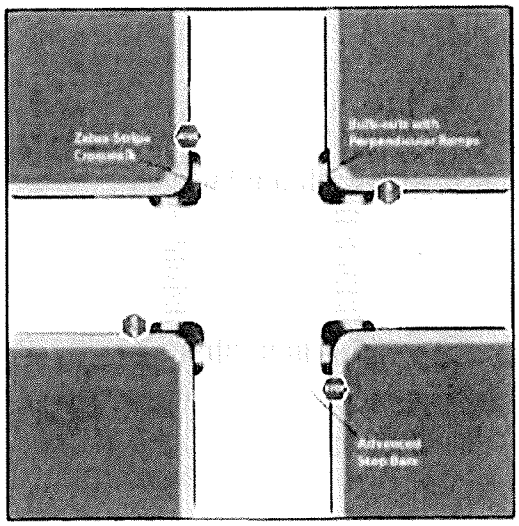
4-way stop

Has lateral-stripe crosswalks on all 4 legs

Proposed Improvements:

- Add bulb-outs to all 8 crossing faces
- Add zebra-stripe crosswalks to all 4 crossings
- Build perpendicular curb ramps into bulb-outs
- Add advanced stop bars to all 4 crossings
- Paint red curb near crosswalks





IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

4. Attachment 4—Detailed Engineer's Estimate

DETAILED ENGINEER'S ESTIMATE					
For Construction Only					
Agency: City of Delano					
Project Location: Garces Hwy @ Dover Pl., Garces Hwy @ Clinton St., Norwalk St @ 17th Ave., Madison St. @ 17th Ave., Cecil Avenue @Madison St., Clinton Avenue @ 14th Avenue					
Date of Estimate: May 15, 2014					
Prepared by: Edgardo Galero					
Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	$20,000.00	$20,000.00
2	Traffic Controls	1	LS	$15,000.00	$15,000.00
3	Construct Bulb-out with New Curb Ramps	28	EA	$7,500.00	$210,000.00
4	Install Advance Stop Bar	15	EA	$100.00	$1,500.00
5	Install Ladder Type Crosswalk	17	EA	$400.00	$6,800.00
6	Install Advanced Yield Marking	2	EA	$100.00	$200.00
7	Install Advanced Yield Sign	2	EA	$300.00	$600.00
8	Install Pedestrian Crossing Sign	2	EA	$300.00	$600.00
9	Install Advanced Pedestrian Crossing Warning Signs	2	EA	$300.00	$600.00
10	Install Raised Crosswalk with Drainage Pipe	1	EA	$20,000.00	$20,000.00
11	Painting and Striping	1	LS	$5,000.00	$5,000.00
12	Install Truncated Domes	8	EA	$500.00	$4,000.00
				Subtotal	$284,300.00
			10% Contingency		$27,030.00
			Total Cost of Construction :		$311,330.00

IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

5. Attachment 5—Plan References

As referenced throughout this application, the Safety and Education for an Active Delano School Community project is an outgrowth of the adopted 2007 City of Delano Safe Routes to School Plan, available at the following link:

http://www.cityofdelano.org/DocumentCenter/View/849

The project is also consistent with the 2011 Regional Transportation Plan (RTP), adopted by the Kern Council of Governments (KernCOG) in July 2010 and the new 2014 RTP in the final stages of adoption. The pending 2014 RTP is available at the following link:

http://www.kerncog.org/regional-transportation-plan

IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

6. Attachment 6—Public Participation Process

The City of Delano embarked on an effort to improve safety for K-12 students who walk and bicycle to school in 2007. This effort recognized the health benefits of students walking and cycling to school at a time when Delano's school-age population ranks among the most overweight in California. Delano further sought to improve the safety of walking and bicycling citywide. The City of Delano also believes that if more students walk or bicycle to school environmental benefits will result from less driving. Moreover, the City has always sought to make itself into a more livable community enhancing the quality of life of its residents.

In order to begin this planning effort, the City held four safe routes to school (SRTS) workshops in October 2007. These workshops gathered together all of the key stakeholders at each school to form a SRTS coalition. These members consisted of such people as, but not limited to, the superintendent of Delano Union School District, the Mayor of Delano, school principals and vice-principals, Delano Chamber of Commerce, the school district Health Services Coordinator and Safety Committee Chair, the school district Director of Maintenance, Operations, and Transportation, City Engineering secretary, additional school administrators, school facilities personnel, parents, students, and School Site Council officers. The City staff included the Director of Public Works who is in charge of overseeing physical changes around the schools on City streets, the Assistant City Engineer, Commander of the Police Department, and the Police Department School Resource Officer.

The workshops were facilitated by a nationally-certified SRTS Instructor who taught a curriculum developed for the national course. The course started out with a slide show educating attendees on why SRTS is important, what can be done with each of the primary components of a SRTS program, how to do them, and what other communities have done. This education informed a planning process that helped mold a SRTS plan for that school. During the slide show the instructor led a discussion on issues pertinent to the specific school.

Participants agreed that past enforcement options such as increased monitoring and ticketing were beneficial, but design changes were needed. The workshops indicated that traffic calming devices and greater accessibility for walkers and bicyclists would make long term lifestyle change possible.

Workshop attendees broke into work groups that drew up engineering improvements on large scale maps, devised incentives to encourage walking and cycling to school, and developed plans for safety education and enforcement strategies. Attendees drew common walking routes on the maps to all the schools and identified key issues and locations needing improvement. At one workshop, participants walked around the

school to observe conditions and to develop solutions specific to that school. By the end, the schools and community were left with a plan to implement. These workshops are allowing Delano schools to benefit from having the traditional SRTS elements of education, encouragement, enforcement and evaluation they need to complement engineering improvements.

During the development of the City of Delano's Safe Routes to School Plan, the infrastructure and education components in this application were included on the priority list. Community leaders, parents, school officials and other stakeholders identified general safety issues around each school such as speeding, motorists disobeying stop signs, and motorists not stopping for pedestrians. Workshop participants also drew walking routes and circled unsafe crossing locations on a map showing the immediate vicinity around each school in Delano.

The stakeholder group participants prioritized schools and project locations based upon safety hazards, community input, and school participation. The prioritization also took into account crash data and speed surveys to identify locations with high rates of conflicts between motorists and pedestrians along school routes.

The safe routes program designed in the plan was intended to be institutionalized, ensuring its longevity. Each stakeholder group (the schools, police department, the City, the school districts) has taken the responsibility of ensuring that the elements translate into daily work, and are a part of business as usual. The activities the City is engaged in are well supported and documented as being effective safe routes to school programs, and the City has been successful with several grants to support its programming. These include federal Cycle 2 Safe Routes to School non-infrastructure funds, a mini-grant from the National Center for Safe Routes to School, and funds to support a bike to school day from the California Department of Public Health Kids' Plates program.

IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

7. Attachment 7—Letters from Impacted Schools

Cecil Avenue Math & Science Academy

1430 Norwalk Street, Delano, CA. 93215
(661) 721-5030 Ext. 107

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93216

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I would like to extend my strong support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. Funding from the ATP will help improve safety and encourage a more active lifestyle for students at Cecil Avenue Math and Science Academy.

The City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. In addition, funding will allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety as well as to promote healthy activities.

The intersections around our school are dangerous. The safety of children traveling to and from school can be greatly enhanced through programs like the ATP that allocate crucial funding for infrastructure and non-infrastructure programs needed to promote healthy and safe walking and bicycling routes to and from school. The City has received funding in the past that has significantly helped promote and design programs that have directly benefited the student population at Cecil Avenue.

Ensuring student safety in our community is a fundamental first priority. It is for these reasons that I fully support the City of Delano's grant application for the Active Transportation Program.

Sincerely,

Alvin "Darrell" Hennessee
Principal

ALMOND TREE MIDDLE SCHOOL

"ACADEMIC EXCELLENCE IS OUR ULTIMATE GOAL"

200 W 15th Ave
Delano, CA 93215
(661) 721-3641

Uriel Robles
Interim Principal
urobles@duesd.org

Ian Tahlit
Vice Principal
itablit@duesd.org

Phillip Andrada
Resource Teacher
pandrada@duesd.org

Susie Torrez
Site Secretary
storrez@duesd.org

May 9, 2014

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93216

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I would like to extend my strong support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. Funding from the ATP will help improve safety and encourage a more active lifestyle for students at the Almond Tree Middle School.

The City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. In addition, funding will allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety as well as to promote healthy activities.

The safety of children traveling to and from school can be greatly enhanced through programs like the ATP that allocate crucial funding for infrastructure and non-infrastructure programs needed to promote healthy and safe walking and bicycling routes to and from school. The City has received funding in the past that has significantly helped promote and design programs that have directly benefited the Almond Tree Middle School student population.

Ensuring student safety in our community is a fundamental first priority. It is for these reasons that I fully support the City of Delano's grant application for the Active Transportation Program.

Sincerely,

Uriel Robles
Interim Principal

Delano Union

Delano Union School District

School District

NUEVA VISTA LANGUAGE ACADEMY

Raising Children for a Global Society

May 7, 2014

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93216

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I would like to extend my strong support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. Funding from the ATP will help improve safety and encourage a more active lifestyle for students at the Nueva Vista Language Academy.

The City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. In addition, funding will allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety as well as to promote healthy activities.

The safety of children traveling to and from school can be greatly enhanced through programs like the ATP that allocate crucial funding for infrastructure and non-infrastructure programs needed to promote healthy and safe walking and bicycling routes to and from school. The City has received funding in the past that has significantly helped promote and design programs that have directly benefited the Nueva Vista Language Academy student population.

Ensuring student safety in our community is a fundamental first priority. It is for these reasons that I fully support the City of Delano's grant application for the Active Transportation Program.

Sincerely,

Anamarie Sanchez
Principal

Delano Union School District

Office of Dr. Anthony Monreal, Superintendent
1405 12th Avenue – Delano, CA 93215
(661) 721-5000x102 – Fax (661) 725-2201

May 7, 2014

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93215

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I would like to extend my strong support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. Funding from the ATP will help improve safety and encourage a more active lifestyle for students at Almond Tree Middle School, Cecil Avenue Math & Science Academy, Fremont School, and Nueva Vista Language Academy.

The City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. In addition, funding will allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety as well as to promote healthy activities.

The safety of children traveling to and from school can be greatly enhanced through programs like the ATP that allocate crucial funding for infrastructure and non-infrastructure programs needed to promote healthy and safe walking and bicycling routes to and from school. The City has received funding in the past that has significantly helped promote and design programs that have directly benefited the student population at other school sites within our District.

Ensuring student safety in our community is a fundamental first priority. It is for these reasons that I fully support the City of Delano's grant application for the Active Transportation Program.

Sincerely,

Dr. Anthony Monreal
Superintendent

Working Together for A Better Education

DELANO HIGH SCHOOL

1331 Cecil Avenue, Delano, California 93215 ~ Telephone (661) 720-4121 Fax (661) 720-4216

THE TRADITION
Est 1911

May 14, 2014

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93216

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I would like to extend my strong support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. Funding from the ATP will help improve safety and encourage a more active lifestyle for students at Delano High School.

The City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. In addition, funding will allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety as well as to promote healthy activities.

The safety of children traveling to and from school can be greatly enhanced through programs like the ATP that allocate crucial funding for infrastructure and non-infrastructure programs needed to promote healthy and safe walking and bicycling routes to and from school. The City has received funding in the past that has significantly helped promote and design programs that have directly benefited Delano High School student population.

Ensuring student safety in our community is a fundamental first priority. It is for these reasons that I fully support the City of Delano's grant application for the Active Transportation Program.

If you should have any questions, please feel free to call me at (661) 720-1137.

Sincerely,

April Gregerson
Delano High School Principal

"True Blue"

BEST HIGH SCHOOLS U.S.News SILVER 2013

DELANO JOINT UNION HIGH SCHOOL DISTRICT

1720 Norwalk Street, Delano, California (661) 725-4000

Rosalina Rivera
Superintendent

James Hay
Assistant Superintendent

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Clerk

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Member

Arnold Morrison
Member

Anna Perigo
Member

Delano High School

Cesar E. Chavez High School

Robert F. Kennedy High School

Valley High School

Delano Adult School

May 16, 2014

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93216

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I would like to extend my strong support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. Funding from the ATP will help improve safety and encourage a more active lifestyle for students of the Delano Joint Union High School District.

The City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. In addition, funding will allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety as well as to promote healthy activities.

The safety of children traveling to and from school can be greatly enhanced through programs like the ATP that allocate crucial funding for infrastructure and non-infrastructure programs needed to promote healthy and safe walking and bicycling routes to and from school. The City has received funding in the past that has significantly helped promote and design programs that have directly benefited the Delano Joint Union High School District's student population.

Ensuring student safety in our community is a fundamental first priority. It is for these reasons that I fully support the City of Delano's grant application for the Active Transportation Program.

Sincerely,

Rosalina Rivera
Superintendent

Teamwork – Together We Achieve the Extraordinary

IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

8. Attachment 8—Letters of Support

DAVID G. VALADAO

COMMITTEE ON APPROPRIATIONS

UNITED STATES
HOUSE OF REPRESENTATIVES

May 19, 2014

Ms. Teresa McWilliam
Active Transportation Program Manager
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

I am writing in support of the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. The requested funding from ATP will help improve safety and encourage a more active lifestyle for students attending school in Delano, California.

I am told the city plans to use the grant funds to install improvements at six locations along high traffic routes near five schools. These improvements include bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. Additionally, grant funding will allow the City of Delano to coordinate community outreach and education efforts regarding bicycle and pedestrian safety and the promotion of a healthy lifestyle.

ATP funding has the opportunity to greatly enhance local programs and provide projects needed to ensure safe walking and bicycling routes to and from school. I am told the City of Delano has received grant funding in the past that has significantly aided in the design and promotion of programs that directly benefit students and their wellbeing.

Student safety is a top priority in our community. I ask for your complete and thorough consideration of the City of Delano's grant application to the California Transportation Commission.

Regards,

David G. Valadao
Member of Congress

STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4016
FAX (916) 651-4916

DISTRICT OFFICES

113 COURT ST, STE 205
HANFORD, CA 93230
TEL (559) 583-7561
FAX (559) 583-7187

2550 MARIPOSA MALL, STE 2016
FRESNO, CA 93721
TEL (559) 264-5070
FAX (559) 445-6506

1122 TRUXTUN AVE., STE 103
BAKERSFIELD, CA 93301
TEL (661) 395-2630
FAX (661) 395-2632

California State Senate

SENATOR
ANDY VIDAK
SIXTEENTH SENATE DISTRICT

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BANKING AND FINANCIAL INSTITUTIONS

GOVERNANCE AND FINANCE

GOVERNMENTAL ORGANIZATION

INSURANCE

JUDICIARY

May 15, 2014

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93216

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I write this letter to extend my support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. Funding from the ATP will help improve safety for students attending schools in Delano.

The City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. This funding will also allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety, as well as promote healthy activities.

The safety of children traveling to and from school can be greatly enhanced through programs like the ATP which allocate crucial funding for infrastructure and non-infrastructure projects needed to promote safe walking and bicycling routes to and from school. The City has received funding in the past, which has significantly helped promote and design programs that have directly benefited our student population.

Ensuring student safety in our community is a fundamental first priority. It is for these reasons that I support the City of Delano's grant application for the Active Transportation Program.

Sincerely,

ANDY VIDAK

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0032
(916) 319-2032
FAX (916) 319-2132

Assembly
California Legislature

RUDY SALAS, JR.
ASSEMBLYMEMBER, THIRTY-SECOND DISTRICT

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GOVERNMENTAL ORGANIZATION
VETERANS AFFAIRS

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CHAIR: WORKFORCE AND VOCATIONAL DEVELOPMENT IN CALIFORNIA
CALIFORNIA'S HIGH TECHNOLOGY
COMMUNITY COLLEGES
PRIVACY

May 14, 2014

Ms. Maribel Reyna, City Manager
City of Delano
1015 Eleventh Avenue
Delano, CA 93216

RE: Letter of Support—City of Delano Active Transportation Program Application

Dear Ms. Reyna:

I would like to extend my strong support for the City of Delano's Active Transportation Program (ATP) application to the California Transportation Commission. The ATP funds will help improve safety and encourage a healthier lifestyle for the residents of Delano.

As you know, the City proposes to use these grant funds to install improvements at six locations along key routes to five schools, including the potential installation of bulb-outs with perpendicular curb ramps, a raised crosswalk, zebra-stripe crosswalks, advanced stop/yield bars, and signs. In addition, funding will allow the City to coordinate efforts regarding community outreach and education on bicycle and pedestrian safety as well as to promote healthy activities.

The safety of children traveling to and from school can be greatly enhanced through programs like the ATP that allocate crucial funding for infrastructure and non-infrastructure programs needed to promote healthy and safe walking and bicycling routes to and from school. The City has received funding in the past that has significantly helped promote and design programs that have directly benefited our student population.

Ensuring student safety in our community is a fundamental priority. It is for these reasons that I fully support the City of Delano's grant application for the ATP.

Sincerely,

RUDY SALAS
Member of Assembly
32nd District

RS:ys

DISTRICT OFFICE: KERN COUNTY DISTRICT 1100 TRUXTUN AVENUE, SUITE 800 • BAKERSFIELD, CA 93301 • (661) 325-5937 • FAX (661) 325-5961
KINGS COUNTY DISTRICT 11 COURT STREET, SUITE 201 • HANFORD, CA 93230 • (559) 582-4128 • FAX (559) 585-7175

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DELANO UNION SCHOOL DISTRICT
Working Together For A Brighter Future

Office of Dr. Anthony Monreal – Superintendent
A. Linda Hinojosa RN, BSN, PHN – Coordinator of Health Services
1861 Norwalk St. – Delano, CA 93215
Tel: (661) 721-7030 Fax: (661) 721-7038

May 15, 2014

RE: Letter of Support – City of Delano Safe Routes to Schools Cycle 10 funding

Dear Caltrans District 6 Local Assistance Engineer

It is my pleasure to write a letter of support for the City of Delano's grant proposal to the Active Transportation Program for funding related to Safe Routes to School projects and education efforts. As an organization dedicated to the Health and Safety of children, we are very much concerned with **safe routes to school for children**. We have successfully collaborated with the City of Delano on both infrastructure and non infrastructure safe routes to school grants in the past. The City of Delano is a natural partner in addressing both childhood obesity rates and child safety. We also believe that community health is achieved collaboratively and that's why I support the City's comprehensive preventione fforts towards building a healthy community.

As a **School Nurse** I am concerned with Chronic Disease and Childhood Obesity in the community of Delano. The City of Delano along with multiple community partners and stakeholders, have begun addressing the complex contributing factors that lead to overweight/obesity and related chronic conditions by working to improve the walking and biking environment while increasing physical activity opportunities, such as safe walking routes to schools.

Please accept this letter as formal recognition of Delano Union School District's strong support for the City of Delano's grant proposal to the Active Transportation Program for funding related to Safe Routes to School projects and education efforts. If funded, Delano Union School District is committed and pleased to collaborate with the City of Delano in advancing and achieving the important public health goals of providing **safer routes for children**. We look forward to the continued partnership and commitment to improve the walking and biking safety for all of Delano residents as well as continued education and encouragement for school children and parents to walk to school safely.

Please consider funding for the following school sites and surrounding areas:

Almond Tree Middle School and surrounding areas
Cecil Avenue Math and Science Academy and surrounding areas
Fremont Elementary and surrounding areas
Nueva Vista Language Academy and surrounding areas

Sincerely,

A. Linda Hinojosa, RN

Linda Hinojosa, RN
Health Services Coordinator

IX. ADDITIONAL APPLICATION ATTACHMENTS – continued

9. Attachment 9—Collision Maps by School

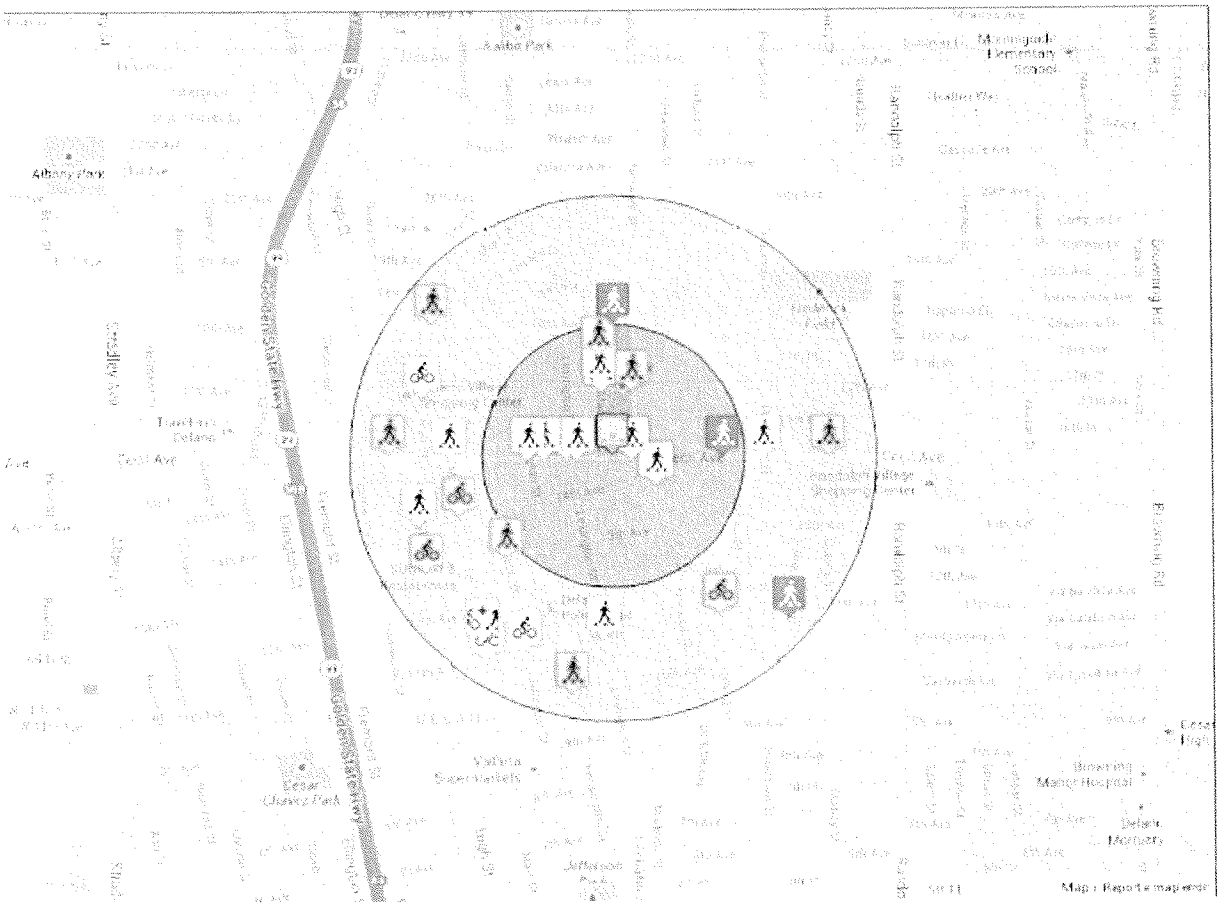
Delano High

1331 Cecil Ave. | Delano | Kern County | CDS: 15634121531672

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years : 2007 - 2011



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	2	2	9	12	1	**13**
¼ - ½ mi.	0	1	8	9	12	7	**18**
Total	0	3	10	18	24	8	**31**

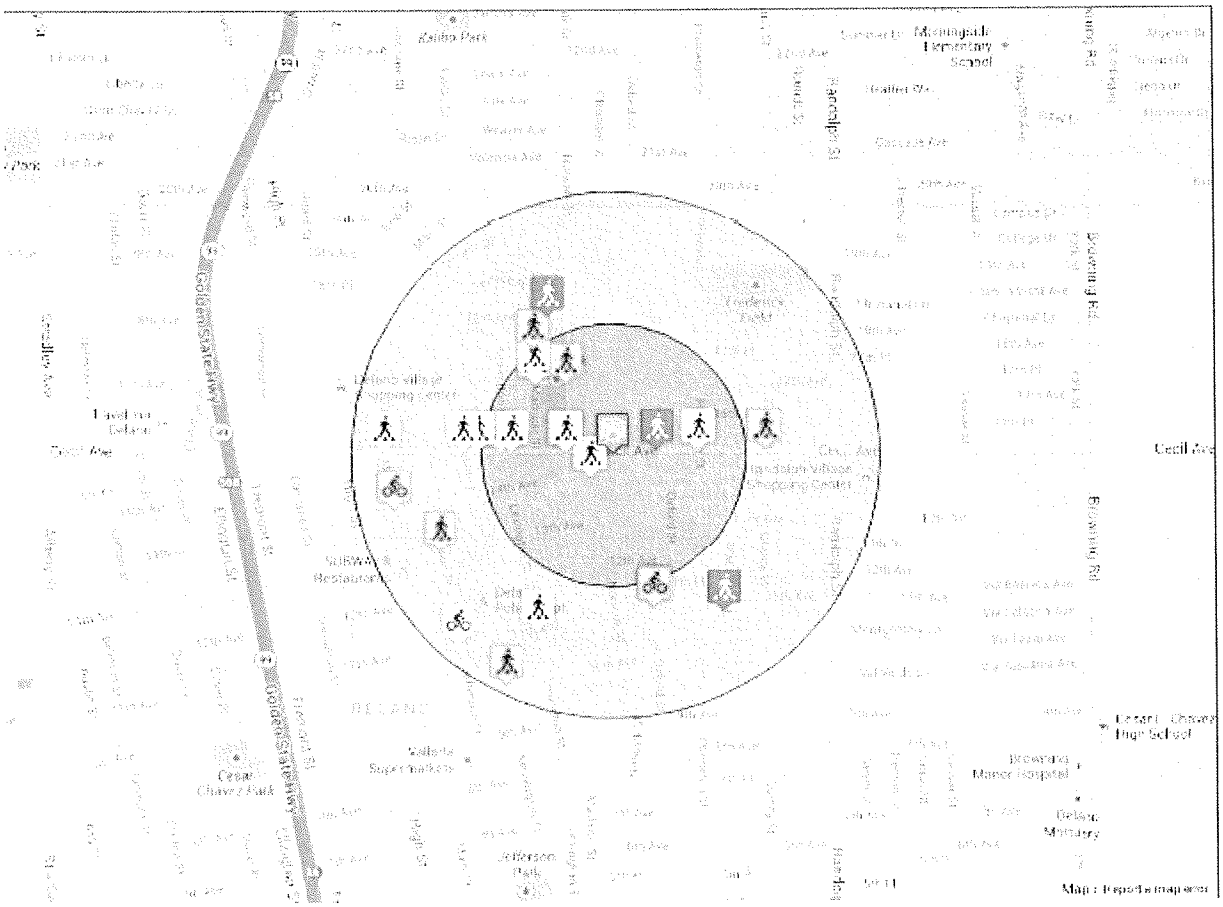
Cecil Avenue Middle

1430 Cecil Ave. | Delano | Kern County | CDS: 15634046009351

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years : 2007 - 2011



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	2	8	10	1	**11**
¼ - ½ mi.	0	2	5	6	10	3	**13**
Total	0	3	7	14	20	4	**24**

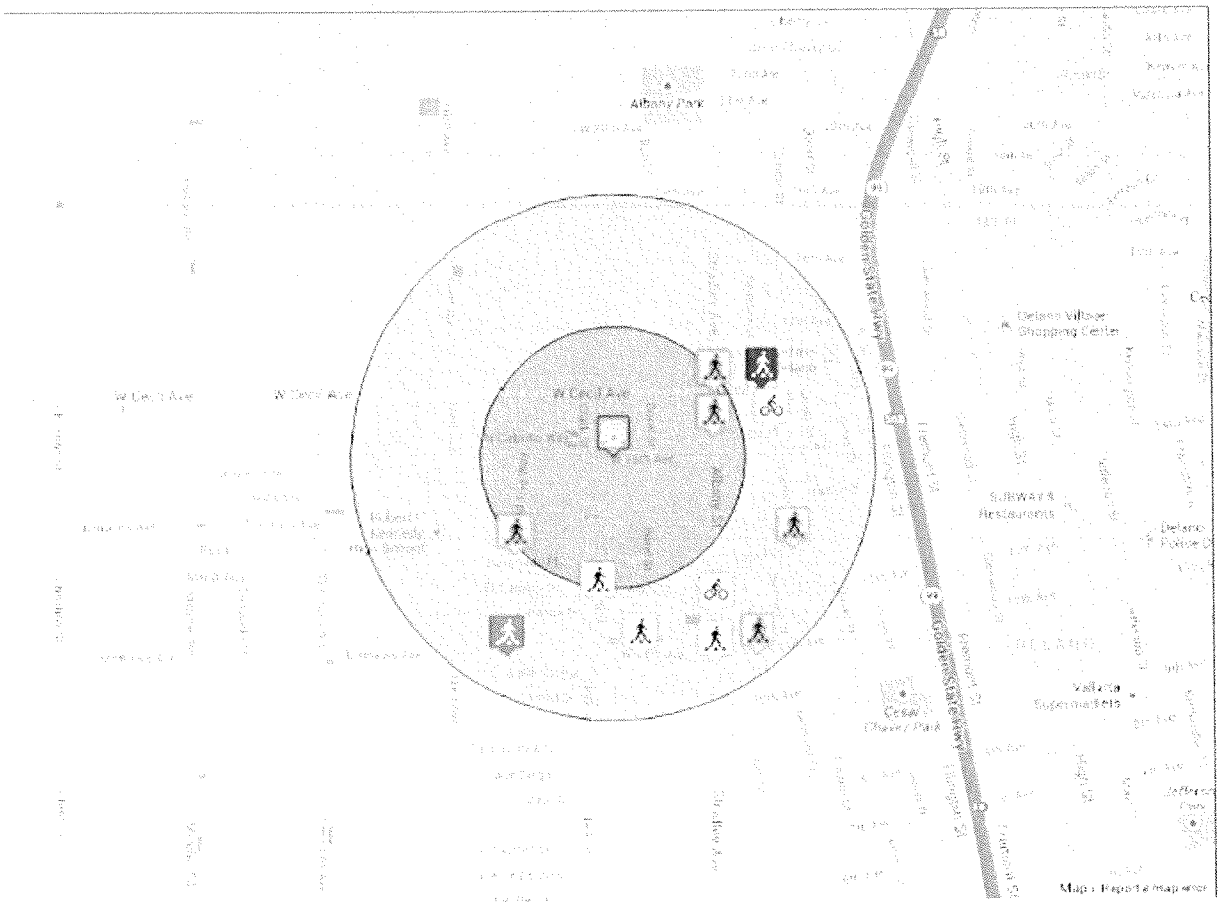
Almond Tree Middle

200 West 15th Ave. | Delano | Kern County | CDS: 15634046115471

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years : 2007 - 2011



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	0	0	2	1	3	0	**3**
¼ - ½ mi.	1	1	3	5	8	2	**10**
Total	1	1	5	6	11	2	**13**

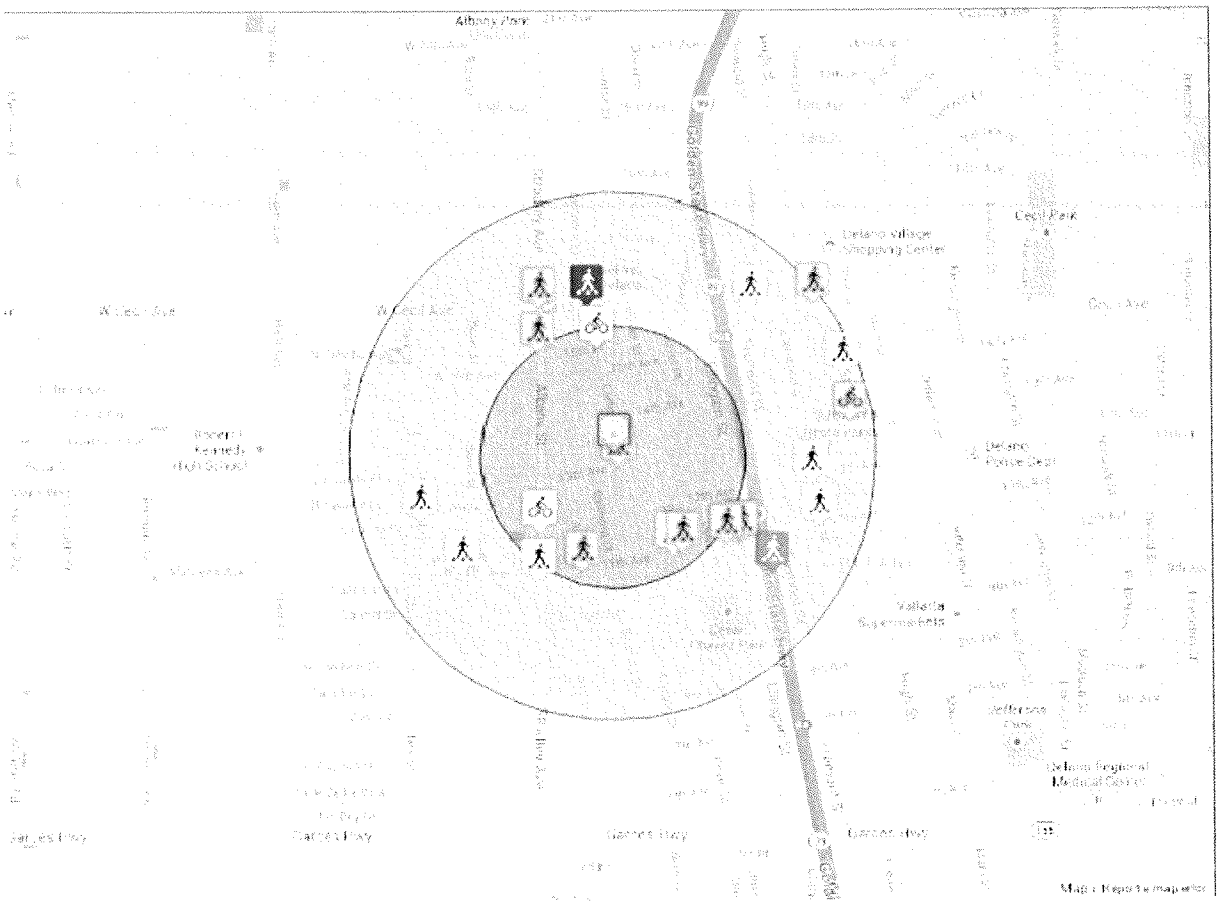
Fremont Elementary

1318 Clinton St. | Delano | Kern County | CDS: 1563404600937 7

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years : 2007 - 2011



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	4	3	5	2	**7**
¼ - ½ mi.	1	1	6	9	14	3	**17**
Total	1	1	10	12	19	5	**24**

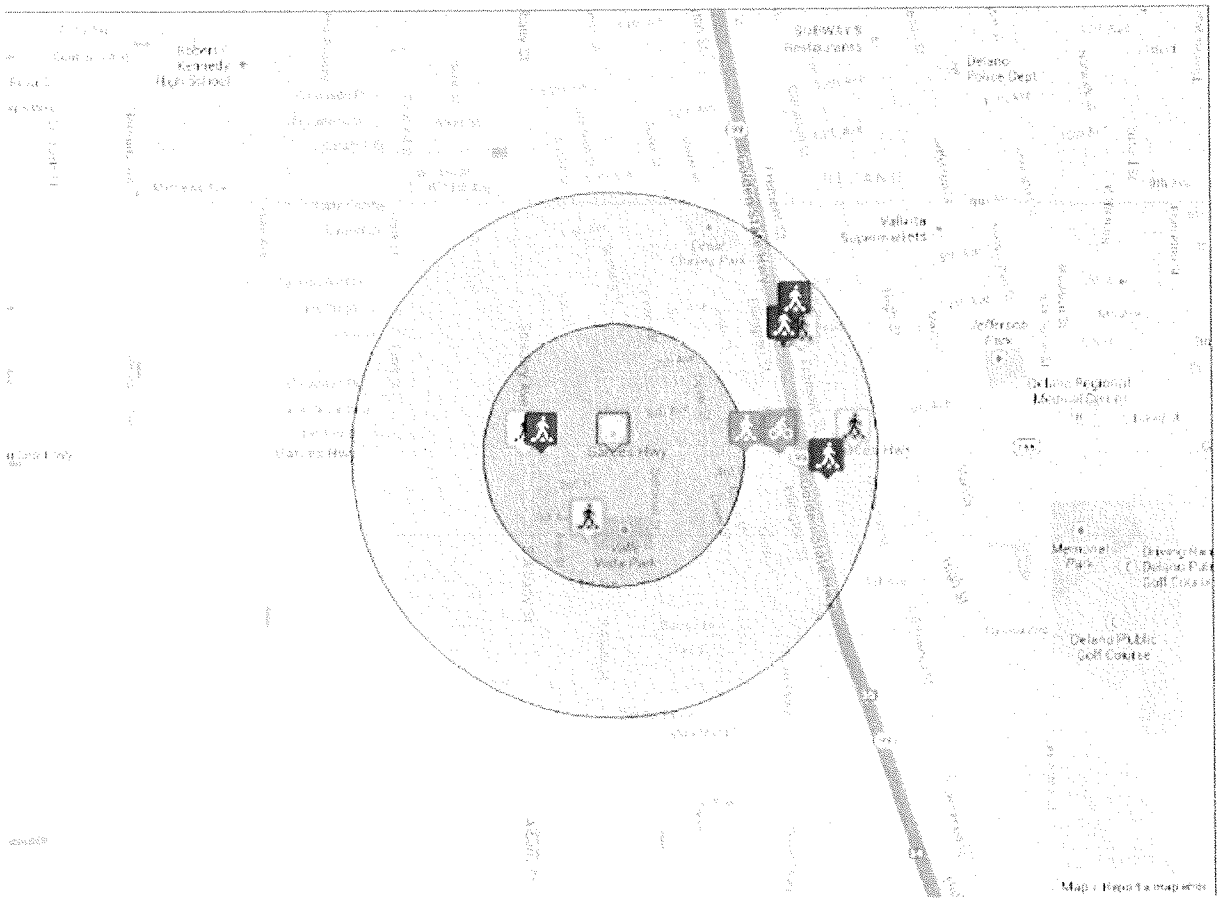
Nueva Vista Language Academy

120 Garces Hwy. | Delano | Kern County | CDS: 15634040120139

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years : 2007 - 2011



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	1	0	1	1	3	0	**3**
¼ - ½ mi.	3	2	5	2	10	2	**12**
Total	4	2	6	3	13	2	**15**

Benefit / Cost Calculation Result

1. Project Information

Application ID	Delano 1	Version	1

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2007	to	12/31/2011	Years	5

• Install pedestrian crossing (with enhanced safety features / curb-extensions)

CM Number	Project Type	Crash Type	CRF	Life
NS18	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	5	8	23	33	0	69

Annual Benefit	$ 1,754,984	Cost	$ 208,902
Life Benefit	$ 35,099,680	B/C Ratio	**168.02**

• 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	5	8	23	33	0	69

Annual Benefit	$ 1,754,984	Cost	$ 51,369
Life Benefit	$ 17,549,840	B/C Ratio	**341.64**

• Install pedestrian crossing (new signs and markings only)

CM Number	Project Type	Crash Type	CRF	Life
NS17	Ped and Bike	Ped & Bike	25	10

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	5	8	23	33	0	69

Annual Benefit	$ 1,253,560	Cost	$ 82,191
Life Benefit	$ 12,535,600	B/C Ratio	**152.52**

3. Benefit Cost Result

Total Benefit	$ 65,185,120
Total Cost	$ 342,463
B/C Ratio	**190.34**