

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: Palm Avenue Elementary School Pedestrian Infrastructure Improvements

For Caltrans use only: <input type="checkbox"/> TAP <input type="checkbox"/> STP <input type="checkbox"/> RTP <input type="checkbox"/> SRTS <input type="checkbox"/> SRTS-NI <input type="checkbox"/> SHA <input type="checkbox"/> DAC <input type="checkbox"/> Non-DAC <input type="checkbox"/> Plan
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ACTIVE TRANSPORTATION PROGRAM

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I. GENERAL INFORMATION

Project name: Palm Avenue Elementary School Pedestrian Infrastructure Improvements

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Wasco, 764 E Street, Wasco, CA 93280	2. PROJECT FUNDING ATP funds Requested \$ <u>458,181.00</u> Matching Funds \$ <u>0.00</u> (If Applicable) Other Project funds \$ <u>0.00</u> TOTAL PROJECT COST \$ <u>458,181.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Bob Wren, Deputy Public Works Director, bowren@ci.wasco.ca.us, (661)758-7219	5. PROJECT COUNTY(IES): <p style="text-align: center;">Kern</p>
4. APPLICANT CONTACT (Address & zip code) 764 E Street, Wasco, CA 93280	7. Application # <u>4</u> of <u>7</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 6	

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. 2

12. Yes, the applicant has a STATE MA with Caltrans. 000286

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)

Project name: Palm Avenue Elementary School Pedestrian Infrastructure Improvements

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: Palm Avenue Elementary School, 1017 Palm Avenue, Wasco, CA 93280
27. SCHOOL DISTRICT NAME & ADDRESS: Wasco Union Elementary School District, 639 Broadway, Wasco, CA 93280

28. County-District-School Code (CDS) 6010250	29. Total Student Enrollment 619	30. Percentage of students eligible for free or reduced meal programs ** 80.90
31. Percentage of students that currently walk or bike to school 31.3%	32. Approximate # of students living along school route proposed for improvement 219	33. Project distance from primary or middle school 20 feet

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

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

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location** 9th Place from Peters St. to Griffith Ave. and Palm Ave. at Poso Dr.

2. **Project Coordinates** Latitude Longitude
(Decimal degrees) (Decimal degrees)

3. **Project Description**

The City of Wasco proposes to construct pedestrian infrastructure around Palm Avenue Elementary School and various locations in the school route. High-visibility crosswalks and signage will be added on 9th Place at Peters Street, Palm Avenue, and Griffith Avenue and on Palm Avenue at Poso Drive. ADA-compliant curb ramps will be installed where needed. A median/pedestrian refuge will be constructed on Palm Avenue north and south of 9th Place and include trees and lighting. The Scope of Work includes: constructing median/pedestrian refuge; installing artificial turf, trees, lighting, signage, and ADA-compliant curb ramps; and, striping crosswalks.

4. **Project Status**

The associated CEQA review is complete and has been adopted by the City Council of the City of Wasco. The conceptual design work is complete and the project proposal has been approved by the Wasco City Council.

III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant**

Describe the need for the project and/or funding

The purpose of the project is to construct the pedestrian infrastructure needed so students can safely walk to Palm Avenue Elementary School. As depicted in the Site Location Map (attached), the school is located southwest of the downtown business district. Students attending

Palm Avenue School live in the surrounding neighborhood. Pedestrian crashes that have occurred around the school are attributed primarily to vehicle speeds and inadequate pedestrian infrastructure in the area. Thirty six percent of Palm Avenue students report walking to/from school and 1% report riding a bike. Sixty three percent of the students get to school by car or bus. This affects the air quality, already ranked among the worst in the nation, and deprives students of a valuable opportunity to exercise; 56.1% of Palm Avenue students are not in the healthy fitness zone for body composition according to the latest physical fitness results. The goals of the project are to increase pedestrian mobility and increase active mode share for school trips to 50 percent by 2020. Once the project is completed, there will be high-visibility crosswalks at key intersections, ADA-compliant curb ramps where needed, and enhanced signage. The improvements were recommended in the City of Wasco School Traffic Safety Study and Bicycle Master Plan adopted September 2013.

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 project is consistent with the Sustainable Communities Strategy (SCS) of the Kern Council of Governments Draft 2014 Regional Transportation Plan, adopted March 12, 2014. It supports the SCS goals to Improve Air Quality, Improve Communities' Health, and Increase Transportation and Public Safety. The project reduces greenhouse gas emissions by decreasing vehicle miles traveled (VMT). For each family who chooses walking over driving, CO₂ emissions will be decreased by 423 grams per VMT. More students and families will walk to school, improving health and wellbeing. With more walking, fewer cars will be on the road resulting in lower collision rates.

IV. NARRATIVE QUESTIONS

- 1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

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

This Safe Routes to School infrastructure project proposes to create safer intersections around Palm Avenue Elementary School. The improvements will make it safer for pedestrians to cross Griffith Avenue, Peters Street, and 9th Place, all classified as residential streets, and the ever-busy Palm Avenue, a minor arterial, and Poso Drive, a collector street. Palm Avenue Elementary School is located at Palm Avenue and 9th Place southwest of downtown. Its location presents opportunities for walking and bicycling and most students live in close proximity to the school. High-visibility crosswalks will be installed at key intersections, a median/pedestrian refuge will be added to Palm Avenue north and south of 9th Place, enhanced signage will be erected to guide motorists' movements through the school zone, and ADA-compliant curb ramps will be constructed where needed. These improvements are illustrated in the Preliminary Plans (attached). Improvements were selected based on input from school administrators and parents and analysis from traffic engineers as part of the City of Wasco School Traffic Safety Study and Bicycle Master Plan, adopted September 2013.

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.

Only 37% of Palm Avenue School students (approximately 230 of 619 students) currently walk or ride a bike to/from school. These figures came from the City of Wasco School Traffic Safety Study and Bicycle Master Plan that surveyed parents/caregivers during Fall 2012 on their children's mode of travel to and from school and their related safety concerns. The surveys were available in English and Spanish and could be completed in hardcopy or online. Three hundred twenty seven Palm Avenue School parents/caretakers responded to the survey. When asked how their children got to or

from school the previous week, the overall mode split for Palm Avenue students for all trips was as follows: 36% walk; 1% bike; 56% are driven by family vehicle; 4% ride the school bus; 3% are driven in a carpool; 0% ride public transit; and 0% use “other”. In comparison, among all five schools in the elementary school district, the overall mode split for all trips was: 37% walk; 1% bike; 46% are driven by family vehicle; 13% ride the school bus; 2% are driven in a carpool; 0% ride public transit; and 0% use “other”. After the proposed infrastructure improvements are completed, at least 65% of Palm Avenue Elementary School students (approximately 402 of 619 students) are expected to walk or bicycle to school. This represents an increase of 75%. These estimates are based on the percent of “yes” responses by parents/caregivers to the survey question “Would you allow your child(ren) to walk/bike more often if *this concern** was addressed?”: **lack of sidewalks and/or paths* (20% = yes); *lack of bikeways* (43% = yes); and, *unsafe intersections* (60% = yes). The infrastructure improvements proposed by this project target the need for safe intersections. The improved facilities will be used by students, their families, and area residents. To determine future use, the parents/caregivers at both schools will be surveyed again in Fall 2016 to determine their children’s current mode of travel to and from school and the results will be compared to the Fall 2012 findings. Alternately, a classroom hand tally of all students will be conducted in Fall 2016 asking how each student got to or from school that day and the results will be compared to the Fall 2012 findings.

- 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 destinations served by this project are Palm Avenue Elementary School, Wasco High School, and Barker Park. Palm Avenue School serves 619 students and approximately 32 employees. (The high school serves 1,601 students and more than 50 employees.) The project will install high-visibility crosswalks in the intersections of Palm Avenue and 9th Place, Griffith Avenue and 9th Place, Peters Street and 9th Place, and Palm Avenue and Poso Drive. Transverse yellow crosswalks

will be installed on Cypress and Maple Avenues where they cross 9th Place. ADA-compliant curb ramps will be constructed on Palm Avenue and Jubilee Drive, Peters Street and 9th Place, and on both ends of Peters Path, a pedestrian path between 9th Street and 9th Place. Street signage with flashing beacons will be erected around the intersections of Peters Street/9th Place and Griffith Avenue/9th Place. SLOW SCHOOL XING striping will be added to the Griffith Avenue/9th Place intersection and removed from 9th Place near Palm Avenue. A lighted median/pedestrian refuge will be constructed on Palm Avenue north and south of 9th Place to calm traffic and make it safer to cross Palm Avenue. Radar speed feedback signs, funded with federal Safe Routes to School funds, have just been installed on Broadway and Griffith Avenue at both approaches to the schools. The proposed improvements will join these signs to create safer routes to and from the schools.

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 project removes barriers and improves connectivity by installing high-visibility yellow crosswalks at key intersections on Palm Avenue, 9th Place, and Poso Drive and by constructing ADA-compliant curb ramps at 9th Place and Peters Street and Palm Avenue and Jubilee Drive. The Infrastructure Map (attached) illustrate the activity centers and existing, near-term, and proposed infrastructure within one-half mile of the project area. The City of Wasco School Traffic Safety Study and Bicycle Master Plan created Safe Routes to School maps (attached) to guide parents on recommended routes to both schools once the project's improvements are completed. No right-of-way needs or access rights modification impact this project. It is not dependent on another project and will not be completed in segments.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

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

The project will safeguard against injuries by installing infrastructure (crosswalks, curb ramps, median/pedestrian refuge, and signage) to remove pedestrians from the roadway, make them more visible, and slow down motor vehicle traffic. There have been several pedestrian and bicyclist collisions recorded in the project area. Speeding, failure to yield, and pedestrian/bicyclist violations have contributed most often to these crashes. SWITRS data from 2003 through 2012 reports four pedestrian and two bicyclist collisions on the project streets. All but two of these occurred on 9th Place. These will continue to occur if the recommended infrastructure improvements are not constructed. The City of Wasco lacks the financial resources to construct these and is requesting grant funding from the Active Transportation Program.

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

The safety hazards in the project area were identified in the 2013 City of Wasco School Traffic Safety Study and Bicycle Master Plan. Links to these documents are in the attachments. A lighted median/pedestrian refuge will be installed on Palm Avenue at 9th Place to reduce speed in front of the elementary school and make it safer for pedestrians to cross Palm Avenue, a minor arterial street. Enhanced school zone signage and new SLOW SCHOOL XING striping will be added to improve compliance with local traffic laws. ADA-compliant curb ramps on Palm Avenue and 9th Place, high-visibility crosswalks on 9th Place, Peters Street, Palm Avenue, Griffith Avenue, and Poso Drive, and transverse yellow crosswalks on Cypress and Maple Avenues will address the current inadequacies in the crosswalks, and sidewalks in the project area.

- 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.

SWITRS data for the period 2003 through 2012 reveals that nine injury collisions and thirteen property-damage-only collisions occurred in the project area around the schools. Nearly half of the injury collisions involved pedestrians or bicyclists as seen on the TIMS map (attached). Photos (attached) are included in this application depicting the hazards in the project area. The only alternative considered to the proposed improvements is to do nothing and make piecemeal improvements as the City budget allows. The proposed project is the preferred alternative because it provides Palm Avenue Elementary School students with a means to safely walk to school.

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

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

The 2013 City of Wasco School Traffic Safety Study and Bicycle Master Plan guide the future development of school traffic improvements and bicycle infrastructure and programs in the city. The Plan's recommendations facilitate walking and bicycling for transportation, school access, and recreation, supporting an active, healthy community. An extensive public outreach process conducted in both English and Spanish guided the recommendations of the Plan. For school site recommendations, a survey was administered to parents of children enrolled in Wasco public elementary and middle schools in December 2012. More than 1,200 parents/caregivers responded, including 327 from Palm Avenue Elementary School. Results of the surveys are included in the Appendices to the Bicycle Master Plan. A series of five walk audits were held on school sites between January 28 and February 1, 2013. At each walk audit, a group of stakeholders, including school and district staff, parents and community members, City staff, elected officials, and transportation professionals walked the school grounds and discussed opportunities and challenges for each site. Based on the observations and input provided by school staff and parents, the project team developed a report with observations and recommendations for each school site. A public workshop was held in January 2013 to identify key community issues and possible solutions. Insights and recommendations from the public outreach process have informed all aspects of the Plan. An additional public workshop to provide the public an opportunity to review the Plan's recommendations was held in August 2013. Sign-in sheets (attached) were completed at each walk audit and public meeting. The City and school district were pleased with the extent of community input into the process considering that Wasco has a household population of 21,170 residents (CA Dept. of Finance, 2014). The City of Wasco School Traffic Safety Study and Bicycle Master Plan was adopted by the City Council of the City of Wasco on September 17, 2013. It outlines the tasks the school district and the City are responsible for in order to implement the recommendations for

each school. The City is using those recommendations as the basis of this ATP grant request.

Appendix E to the plan (attached) outlines the plan's compliance with the ATP guidelines.

B. Describe the local participation process that resulted in the identification and prioritization of the project: The local participation process began with the parent/caregiver survey that gathered details on how their child(ren) got to and from school each day and what their attitudes and concerns were towards walking or biking to/from school. Each school invited its students' parents to the walk audit where the parents were able to further voice their concerns, recommend solutions, and exchange ideas with school site and district personnel, City Planning and Engineering staff, elected officials, and transportation professionals. A community workshop was held in the evening to engage the general public in identifying issues and solutions with school district administrators, City staff, and transportation professionals. Insights and recommendations from the public outreach process shaped all aspects of the City of Wasco School Traffic Safety Study and Bicycle Master Plan. Links to this plan are included in the attachments along with an outline of the plan's compliance with ATP guidelines. Local residents will continue to be engaged in the implementation of the project as they use and comply with the new grant-funded infrastructure and roadway signage. The project reduces greenhouse gas emissions by increasing the mode share of alternative transportation and decreasing vehicle miles traveled (VMT). Enhancing Wasco's pedestrian and bicycle infrastructure can increase pedestrian, bicycle, and transit mode share and reduce Kern County's greenhouse gas emissions. For each family who chooses walking or biking over driving, CO2 emissions will be decreased by 423 grams per VMT. Installation of the proposed sidewalk and bike lanes will encourage additional students and families to walk or bike to school, improving health and wellbeing. With more students using active transportation modes, fewer cars will be on the road resulting in lower collision rates.

C. Is the project cost over \$1 Million? Y/N

4. COST EFFECTIVENESS (0-10 POINTS)

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

The adopted 2013 City of Wasco School Traffic Safety Study and Bicycle Master Plan analyzed the pedestrian/bicycle safety needs of the project site and recommended specific infrastructure improvements. These improvements are designed to not only increase walking and biking to school, but will also help prevent bike/pedestrian collisions, reduce vehicle miles traveled (VMT), reduce greenhouse gas emissions, and improve local residents' public health status. The only alternative considered to this is to do nothing and leave the area as is. Of course, this alternative costs nothing, but reaps no benefits and no safeguards against future collisions. The City of Wasco does not have the resources available to pay for the improvements needed at the project location. It could only afford to make piecemeal improvements when local funds are available. The City therefore chooses to pursue an ATP grant as the most cost-effective means of achieving the recommended improvements.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit*}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$).

The benefit/cost ratio for both the total project cost and the funds requested for the Palm Avenue Elementary School Pedestrian Infrastructure Improvements project is **19.62**. This is based on the calculated project benefit cost of \$8,990,550 divided by the project cost of \$458,181. The project benefit cost was determined by adding together the value of the safety benefits, maintenance costs, reduced motorized vehicle usage, and health improvements to be realized from the specific infrastructure project. The Cost/Benefit Analysis calculation worksheets (attached) provide more details of how the benefit/cost ratio was determined.

5. IMPROVED PUBLIC HEALTH (0-10 points)

- 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.

In Wasco, an astounding 54.5% of fifth and seventh grade students are overweight or obese and 48.5% have impaired aerobic capacity according to the 2012-2013 California Physical Fitness Report (attached). More than half (56.1%) of fifth graders at Palm Avenue Elementary School were determined to be overweight or obese and 67.1% had impaired aerobic capacity. Is this the result of not walking or bicycling to school? (Recall that only 37% of Palm Avenue students reported getting to/from school on foot or by bicycle.) Whether from lack of exercise, obesity, asthma, or a combination of these or other conditions, aerobic capacity reflects an individual's lung fitness to handle routine exercise challenges. Overweight and obesity contribute to diabetes, heart disease, and cancer, risks that show up in children as Type 2 diabetes, high blood pressure, high cholesterol, asthma, and fatty liver disease. Statewide, overweight or obesity was found in 45.3% of fifth and seventh graders and impaired aerobic capacity in 36.3%. Compounding the situation is the poor air quality in Wasco and the Bakersfield/Kern County area. The American Lung Association's 2014 State of the Air report gave Kern County an "F" for ozone levels and 24-hour particle pollution, a "Fail" for annual particle pollution, and ranked Bakersfield the third most polluted city in the nation (attached). (Until 2014, Bakersfield consistently ranked first as the most polluted city in the nation in ALA's annual State of the Air reports.) The poor air quality affects everyone, but especially those with impaired lung capacity due to asthma, obesity, or other conditions and indicates the urgent need to clean the air. One simple and effective solution is to reduce the vehicle miles traveled (VMT) by using motor vehicles less frequently.

This project will improve public health by creating more walkable infrastructure in the routes to school. Students will get more exercise, lowering their risk of obesity, and, as VMT rates decline, air quality will improve, lowering students' risk of lung disease. It will be safer for Palm Avenue

Elementary School students to cross the busy streets around their school. Related infrastructure improvements (e.g., median/pedestrian refuge, ADA-compliant curb ramps, and improved signage) will make the route safer so parents can feel more confident about letting their children walk to/from school. The project will also help prevent pedestrian- and bicycle-involved collisions in the area.

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

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

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

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

- Median household income for the community benefited by the project: \$42,221
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: N/A
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 80.9%

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.

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.

Wasco is a community struggling with serious public health issues, low education, and poverty. It has one of the highest rates of overweight and obese children in the state (California Center for Public Health Advocacy, 2010) and consistently ranks worst in the nation for air quality (American Lung Association, 2013). Recent U.S. Census data shows that 45% of Wasco adults lack a high school diploma and, as part of the metropolitan Bakersfield area, it is ranked the fourth most impoverished region in the United States. Once just a rural farming community, growth within the Bakersfield metropolitan area has brought new housing and commercial development, but limited employment. Set in the broad South San Joaquin Valley agricultural area, the community is largely Hispanic with farm labor providing much of the local job base. Jobs are mostly out of town, requiring commuting to either Bakersfield or to agricultural areas within the County. Wasco's unemployment rate is averaging 23.3% in 2014, nearly three times higher than the state average (CA Employment Development Department, 2014). Wasco has a population of 26,159 of which approximately 5,000 are Wasco State Prison inmates (CA Dept. of Finance, 2014). Its household population has grown 41% since 2000, an increase of 6,126 residents.

One hundred percent of the project falls geographically within a disadvantaged community and 100% of the project funding will benefit the disadvantaged community. Wasco is an economically disadvantaged community with a median household income (MHI) of \$42,221 compared to the statewide MHI of \$61,400 (U.S. Census American Factfinder 2008-2012 five year estimate). At Palm Avenue Elementary School, 80.9% of students are eligible for the Free or Reduced Price Meals Program. Palm Avenue School students had far worse fitness results for aerobic capacity and body composition than the state's school population and few currently walk or bike to school. Sixty percent of Palm Avenue School parents stated they would let their child walk to school if the unsafe intersections were made safer. The project addresses this barrier and creates safer intersections at four key locations within the Palm Avenue School route to school. The project will provide the infrastructure that students, parents, and the community can use to increase their daily exercise, something the school physical fitness tests revealed that the students seriously need.

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

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

Project Description
Project Map

Detailed Estimate
Preliminary Plan

Project Schedule

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

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Sent to Virginia Clark, Virginia.Clark@ccc.ca.gov, (916)341-3147 on May 8, 2014

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N
a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Sent to Paige Brokaw, paige@csgcalifornia.com, (916)669-4797 on May 8, 2014

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

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

Signage installation

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

They are unable to partner on this project due to geographic constraints.

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

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

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

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

The City of Wasco has not had any grant failures of ATP-type grants. The City requested to de-obligate funds from two Safe Routes to School projects before construction began when it learned the manufacturer discontinued the product (in-pavement lighting systems) due to product failure. Caltrans approved these requests.

Project name: Palm Avenue Elementary School Pedestrian Infrastructure Improvements

V. PROJECT PROGRAMMING REQUEST

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

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

Notes:

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/14/14
District	EA	Project ID		PPNO	MPO ID	TCRP No.
06					KCOG	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER				City of Wasco		
				MPO	Element	
				KCOG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Bob Wren		661-758-7219		bowren@ci.wasco.ca.us		
Project Title						
Palm Avenue Pedestrian Improvements						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
The project location is located Palm Avenue School near a City Park and Wasco High School. In addition to curb ramps, in-fill sidewalk, bike lane striping and bike signage per plans this project will also provide a pedestrian refuge and calm traffic with a raised median and high visibility crosswalk treatments at various intersections, signage and rectangular rapid flashing beacons.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	City of Wasco					
PS&E	City of Wasco					
Right of Way	City of Wasco					
Construction	City of Wasco					
Purpose and Need						<input type="checkbox"/> See page 2
The purpose and needs assessment is described in more detail in the Bicycle Master Plan & Wasco School Traffic Safety Study that is included with this application. This project is intended to improve safety around Palm Avenue School, Barker Park and Wasco High School by placing in-fill sidewalk, curb ramps and safety improvements at intersections that are top priorities for school administrators and parents.						
Project Benefits						<input type="checkbox"/> See page 2
Project benefits include increased and safer pedestrian access as well as the health and environmental benefits of more students and parents walking versus driving to and from the site. The proposed improvements are also intended to make bicycling more comfortable and accessible for bicyclists of all skill levels and trip purposes and enhance pedestrian access for students and parents.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone						Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						03/05/15
Circulate Draft Environmental Document				Document Type	CE	03/15/15
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						04/15/15
Begin Design (PS&E) Phase						03/15/15
End Design Phase (Ready to List for Advertisement Milestone)						06/15/15
Begin Right of Way Phase						04/15/15
End Right of Way Phase (Right of Way Certification Milestone)						08/15/15
Begin Construction Phase (Contract Award Milestone)						10/15/15
End Construction Phase (Construction Contract Acceptance Milestone)						01/15/16
Begin Closeout Phase						02/15/16
End Closeout Phase (Closeout Report)						04/01/16

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.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER					
Project Title: Palm Avenue Pedestrian Improvements						

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)		2						2	
PS&E		27						27	
R/W SUP (CT)									
CON SUP (CT)									
R/W		19						19	
CON			410					410	
TOTAL		48	410					458	

Fund No. 1:	Proposed Funding (\$1,000s)									Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)		2						2		
PS&E		27						27		
R/W SUP (CT)										
CON SUP (CT)										
R/W		19						19		
CON			410					410		
TOTAL		48	410					458		

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER					
Project Title: Palm Avenue Pedestrian Improvements						

Fund No. 4:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER					
Project Title: Palm Avenue Pedestrian Improvements						

Fund No. 8:									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. 9:									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. 10:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name: Palm Avenue Elementary School Pedestrian Infrastructure Improvements

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$	30,000
Right-of-Way Phase	\$	18,000
Construction Phase-Infrastructure	\$	410,000
Construction Phase-Non-infrastructure	\$	0
Total for ALL Phases	\$	458,000

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

Amount

	\$	
	\$	
	\$	
	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	458,000
Project is Fully Funded		Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$	0
Request for Safe Routes to Schools Infrastructure work	\$	458,000
Request for Safe Routes to Schools Non-Infrastructure work	\$	0
Request for other Non-Infrastructure work (non-SRTS)	\$	0
Request for Recreational Trails work	\$	0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

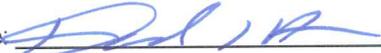
	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	02/15/2015	03/15/2015
PS&E	02/15/2015	03/15/2015
Right-of-Way	02/15/2015	03/15/2015
Construction	09/15/2015	10/15/2015

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.

Project name: Palm Avenue Elementary School Pedestrian Infrastructure Improvements

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: 
Name: Dan Allen
Title: City Manager

Date: 5.15.14
Phone: (661) 758-7214
e-mail: daallen@ci.wasco.ca.us

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: 
Name: J. Paul Paris
Title: Public Works Director

Date: 5.15.14
Phone: (661) 758-7271
e-mail: paparis@ci.wasco.ca.us

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

Signature: 
Name: Kelly Richers
Title: Superintendent, WUESD

Date: 5-15-14
Phone: (661) 758-7100
e-mail: kerichers@wuesd.org

Person to contact for questions:

Name: Rob Sanchez
Title: MOT Director

Phone: (661) 758-7100
e-mail: rosanchez@wuesd.org

Caltrans District Traffic Operations Office Approval*

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Project name:
Palm Avenue Elementary School Pedestrian Infrastructure Improvements

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

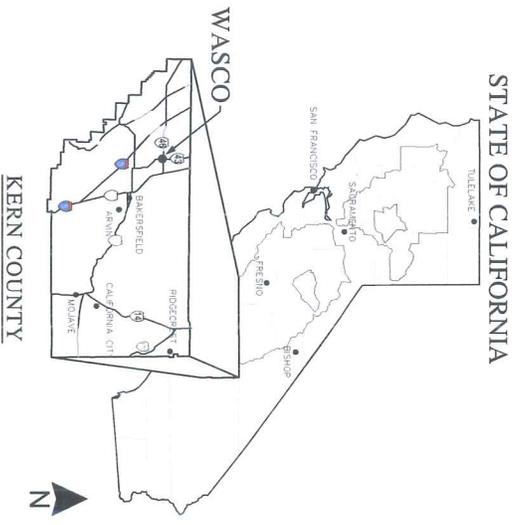
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

- **Site Location Map**



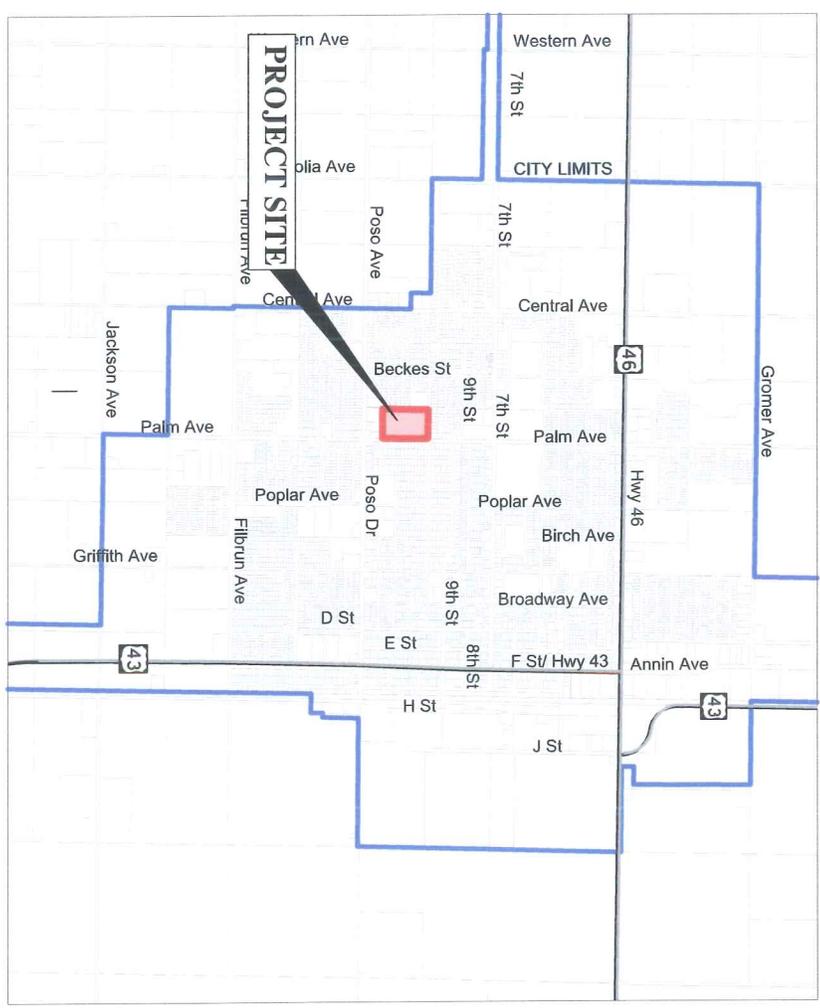
STATE OF CALIFORNIA

TULARE
 BAKERSFIELD
 FRESNO
 BISHOP
 WASCO
 KERN COUNTY

SHEET INDEX

- SHEET 1 - Site Location Map
- SHEET 2 - Preliminary Site Plan
- SHEET 3 - Infrastructure MAP

CITY OF WASCO
 DEPARTMENT OF PUBLIC WORKS
 ENGINEERING SERVICES
Palm Avenue Elementary School
 Proposed ATP Project



LOCATION MAP



ENGINEER	DATE	REVISIONS
CHECKED BY:		
DRAWN BY:		
DATE:		
DRAW NUMBER:		
SCALE:		

- **Photos**

Photos of the ATP Project Area



Palm Avenue Elementary School entrance at Palm Avenue and 9th Place. The project proposes to install high-visibility yellow crosswalks on all four legs of this intersection and a median in Palm Avenue north and south of 9th Place.



9th Place at Cypress Avenue. Transverse yellow crosswalks will be installed at this intersection on both legs of Cypress Avenue. 9th Place is a strategic walking corridor linking Palm and Griffith Avenues.

Photos of the ATP Project Area

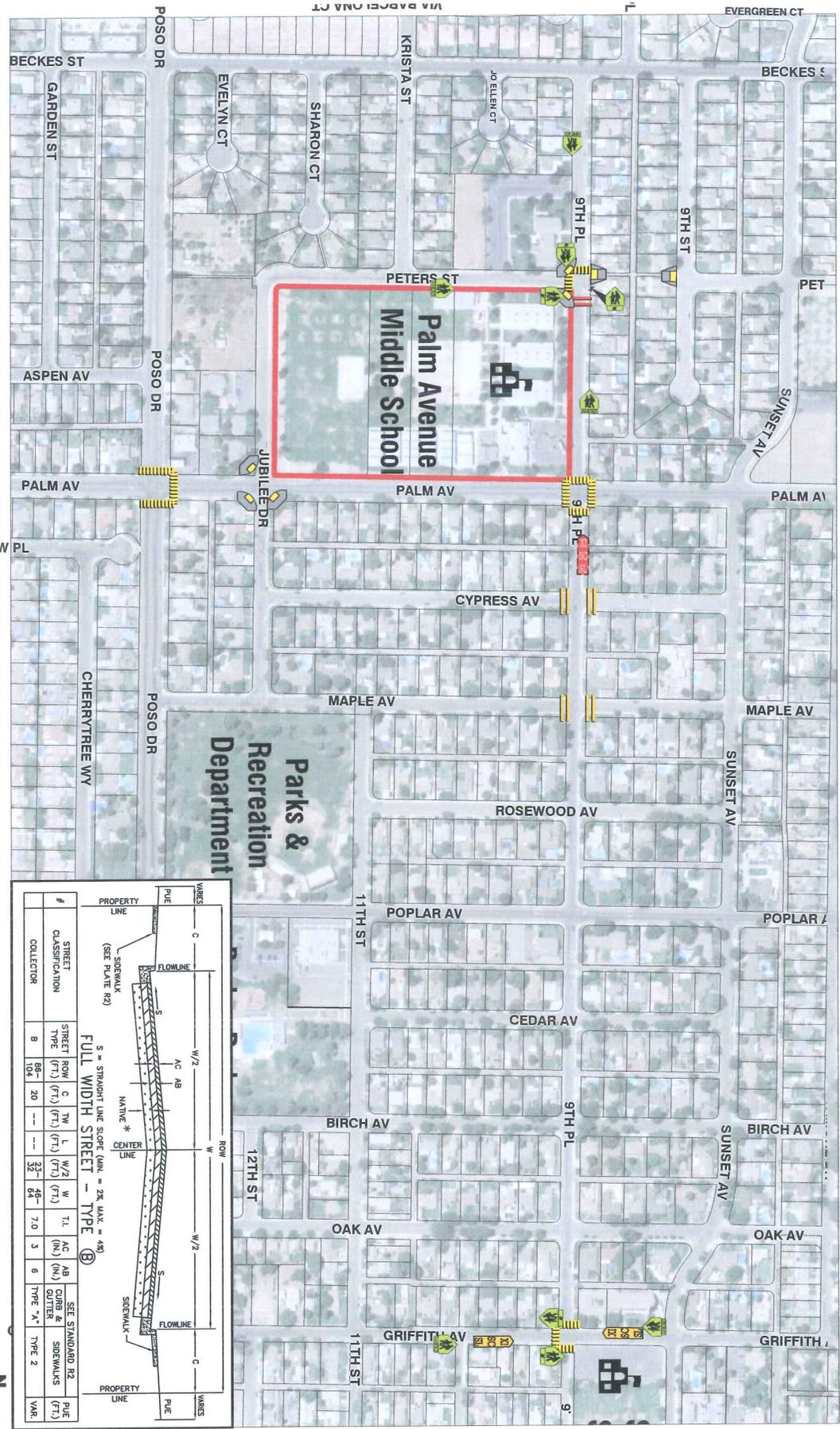


Griffith Avenue at 9th Place. High-visibility yellow crosswalks will be installed on the south, east, and west legs of this intersection. SLOW SCHOOL XING will be striped on Griffith Avenue and school crossing warning signs will be erected in the area.

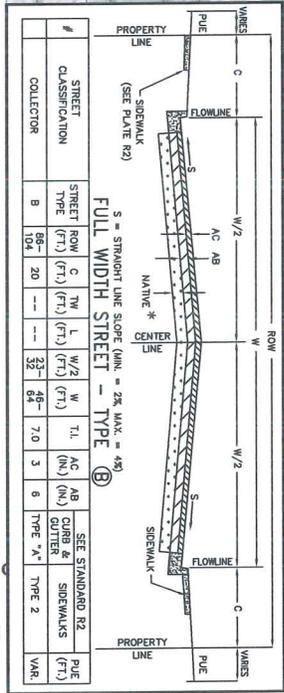


Peters Path at 9th Place. ADA-compliant curb ramps will be constructed on both ends of this pedestrian pathway that connects 9th Place to 9th Street. A high-visibility yellow crosswalk will be installed where the path leads across 9th Place.

- **Preliminary Plans**



- LEGEND**
- School Site
 - 2014 City Parcels
 - Proposed High-visibility Crosswalk
 - Proposed Transverse yellow crosswalk
 - Proposed to Remove Existing Yellow Crosswalks
 - Proposed Assembly D
 - Proposed Assembly B
 - Proposed Slow SCHOOL XING Signal
 - Proposed to Remove SLOW SCHOOL XING Signal
 - Proposed Corner ADA Curb Ramp
 - Proposed Side ADA Curb Ramp



Scale in Feet
 0 100' 300' 500'



SHEET 2 OF 3	Palm Avenue Elementary School Preliminary Site Plan WASCO, CA	 DEPARTMENT OF PUBLIC WORKS ENGINEERING SERVICES 764 E Street Wasco, CA 93220 Phone (661)758-7271 Fax (661)758-1728	ENGINEER CHECKED BY: DRAWN BY: DATE: JOB NUMBER: ROAD FILE:	DATE REVISIONS
------------------------	--	--	--	-------------------

- **Detailed Engineer's Estimate**

ENGINEER'S ESTIMATE
Improvements near Palm Avenue School

ITEM NO.	ITEM CODE	UNITS	QUANTITY	UNIT PRICE	TOTAL PRICE
	High visibility crosswalks	EA	19	\$ 700.00	\$ 13,300.00
	Remove SLOW SCHOOL XING striping, remove crosswalk striping	EA	2	\$ 400.00	\$ 800.00
	SLOW SCHOOL XING striping	EA	2	\$ 400.00	\$ 800.00
	Flashing pedestrian beacon	EA	4	\$ 6,500.00	\$ 26,000.00
	Curb ramp	EA	11	\$ 3,500.00	\$ 38,500.00
	Infill 4" sidewalk	SF	1360	\$ 5.00	\$ 6,800.00
	Red curb striping	LF	200	\$ 4.00	\$ 800.00
	Landscape median curb	LF	656	\$ 25.00	\$ 16,400.00
	Red-stamp concrete pedestrian refuge	SF	2768	\$ 11.50	\$ 31,832.00
	Artificial turf	SF	11021	\$ 9.00	\$ 99,189.00
	Trees (including grates and irrigation)	EA	8	\$ 2,000.00	\$ 16,000.00
	Median lighting (including trenching, utility permitting, etc.)	EA	6	\$ 10,000.00	\$ 60,000.00

Construction Items:	\$ 310,421.00
Contingency (20%):	\$ 62,084.00
Construction Subtotal:	\$ 372,505.00
Preliminary Engineering (8%):	\$ 29,800.00
Right-of-Way & Environmental (5%):	\$ 18,625.00
Construction Management (10%):	\$ 37,251.00
TOTAL:	\$ 458,181.00

- **Wasco School Traffic Safety Study and Bicycle Master Plan & Compliance with ATP Guidelines**

ACTIVE TRANSPORTATION PROGRAM

Online Link to Approved Plans

City of Wasco 2013 School Traffic Safety Study:

<http://www.ci.wasco.ca.us/wp-content/uploads/2014/02/Wasco-School-Traffic-Safety-Plans-2013.pdf>

City of Wasco 2014 Bicycle Master Plan:

<http://www.ci.wasco.ca.us/wp-content/uploads/2014/05/Wasco-Bicycle-Master-Plan-April-20141.pdf>

City of Wasco 2014 Bicycle Master Plan Appendices:

<http://www.ci.wasco.ca.us/wp-content/uploads/2014/05/Wasco-Bicycle-Master-Plan-April-2014-Appendices1.pdf>

Appendix E. Active Transportation Program Compliance

The California Active Transportation Program is a significant source of funding for bicycle, pedestrian and Safe Routes to School facilities. Table E-1 demonstrates how this Bicycle Master Plan complies with ATP requirements and is provided for the convenience of Caltrans reviewers.

Table E-1: ATP Compliance Table

Item	Compliant Elements in Plan	Page
a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.		
Existing Bicycle and Pedestrian Activity	3.2 Travel in Wasco	3-2
Future Bicycle and Pedestrian Demand	Appendix F: Projected Bicycle and Walking Demand	F-1
b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.		
Number of collisions	3.3 Collision Analysis	3-2 through 3-6
Collision locations	Appendix G: Collision Details List	G-1
Goal for collisions	1.4.2 Goals and Policies	1-4
c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.		
Land use map	2.1.3 Land Use	2-3
	Figure 2-1	2-4
d) A map and description of existing and proposed bicycle transportation facilities.		
Existing bicycle facilities	2.2 Existing Bikeways	2-5
	Figure 2-2	2-6
Proposed bicycle facilities	4.3 Bikeway Recommendations	4-3 through 4-18
	Figure 4-1	4-4
e) A map and description of existing and proposed end-of-trip bicycle parking facilities.		
Existing end of trip facilities		
Proposed end of trip facilities	4-10 Bicycle Parking and End of Trip Facilities	4-21 through 4-23
	4.7 Transit Station Improvements	4-19
f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.		
Existing policies	2.2.2 End of Trip Facilities	2-7
Proposed policies	4-10 Bicycle Parking and End of Trip Facilities	4-21 through 4-23

Item	Compliant Elements in Plan	Page
g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.		
Existing facilities	2.1.2 Transit	2-3
	2.2.2 End of Trip Facilities	2-7
	Figure 2-2	2-6
Proposed facilities	4.7 Transit Station Improvements	4-19
h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.		
Existing and proposed facilities at transit	4.7 Transit Station Improvements	4-19
i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.		
Bicycle wayfinding signage	4.8 Bicycle Wayfinding Signage	4-20
Pedestrian wayfinding signage	4.9 Pedestrian Wayfinding Signage	4-20
j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.		
Maintenance costs, tasks and schedule	6.3 Maintenance	6-6 through 6-8
k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.		
Existing programs	2.3 Existing Bicycle Programs	2-7 through 2-9
l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.		
Community involvement	1.2.1 Public Outreach	1-2
m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.		
Consistency with relevant plans	1.5 Planning and Policy Review	1-5 through 1-8
n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.		
Project prioritization	6.1 Prioritized Improvements	6-1 through 6-4
o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.		
Past expenditures	2.5 Past Expenditures	2-11

Item	Compliant Elements in Plan	Page
p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.		
Implementation steps	6.4 Implementation Steps	6-9
q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.		
Resolution	Attached	Attached

- **Public Participation Process**

City of Wasco Traffic Safety Study and Bicycle Master Plan Public Workshop!

Taller Público sobre el Estudio de Tráfico y Plan Maestro de Bicicletas de Wasco!

Please join us for the City of Wasco
Traffic Safety Study and Bicycle
Master Plan Public Workshop.

Community members are invited to
attend the workshop to give their input
on existing conditions and community
needs for both Safe Routes to School
and a bikeway network.

When? Where?

January 29, 2013
6:00-8:00pm
Palm Avenue Elementary
Cafeteria
1017 Palm Avenue
Wasco, CA 93280

Questions?

Keri Cobb
City of Wasco
kecobb@ci.wasco.ca.us
T: (661) 758-7200

Le invitamos a participar en el taller
público sobre el Estudio de Tráfico y Plan
Maestro de Bicicletas de la Ciudad de
Wasco.

Queremos saber sus pensamientos sobre
condiciones de hoy, y lo que Ud. quisiera
ver en el futuro.

Cuando? Donde?

29 de Enero, 2013
6:00-8:00pm
Cafeteria de la Escuela Elemental
Palm Avenue
1017 Palm Avenue
Wasco, CA 93280

Preguntas?

Keri Cobb
Ciudad de Wasco
kecobb@ci.wasco.ca.us
T: (661) 758-7200



**Wasco Traffic Safety Study and Bicycle Master Plan
Safe Routes to School
Community Meeting**

January 29, 2013



Name	Address	Email
1. Sean Mabey	1017 Palm Ave	seanmabey@wasco.org
2. Regina Green	1017 Palm Ave	regreen@wasco.org
3. Dean A Ramirez	474 Redwood Ave	pete.ramirez@wasco.org
4. Christina Anderson-Rosel	WUESD	
5. Kyle Cobb	909 Rosewood Ave	
6.		
7.		
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20.		

**Wasco Traffic Safety Study and Bicycle Master Plan
Safe Routes to School
Community Meeting**

January 29, 2013



Name	Address	Email
1. Guadalupe Ayala	8004 Street Apt 1C	guadalupe@gmail.com
2. Arturo Ayala	" "	" "
3. Robert Perez		rperez@unesd.org
4. John Yanez		
5.		
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20.		

**Palm Avenue Elementary School
Safe Routes to School
Walk Audit**

January 29, 2013



Name	Address	Email
1. Lucas Woodward	Alta Planning + Design	Lucaswoodward@altaplanning.com
2. Felicia Wu Pina	1004 9TH PL	
3. MARIA Lourdes Pina	1004 9TH PL	
4. Marisol Vasquez	1001 maple Ave wasco	
5. PAT GARZA	1750 POPLAR AVE #82 WASCO	
6. Olga Benavides	2348 SHARON CT. WASCO	
7. Ofelia Cornejo	2310 Sunset St	ocornejo0104@yahoo.com
8. Amanda Maldonado	1134 Maple Ave Wasco	maldonadomanda@stregidat.net
9. Frances Crampo	1134 Maple Ave. Wasco	francesmaldonado@hotmail.com
10. Robert Perez		Roperez@wuesd.org
11. Regine Green	1017 Palm Ave	regreen@wuesd.org
12. Brad Maberry	" "	bmaberry@wuesd.org
13. John Yanez		
14. Sunny Flores		
15. Susan Andreas-Beruel		
16. Bob Wren		
17.		
18.		
19.		
20.		

City of Wasco Traffic Safety Study and Bicycle Master Plan Public Workshop!

Taller Público sobre el Estudio de Tráfico y Plan Maestro de Bicicletas de Wasco!

Please join us for the City of Wasco
Traffic Safety Study and Bicycle
Master Plan Public Workshop.

Le invitamos a participar en el taller
público sobre el Estudio de Tráfico y Plan
Maestro de Bicicletas de la Ciudad de
Wasco.

This meeting is an important
opportunity to share your thoughts on
the draft recommended improvements
for both Safe Routes to School and a
bikeway network.

Esta reunión es una oportunidad
importante para compartir su
pensamiento sobre el proyecto de
mejoras recomendadas tanto para las
rutas escolares seguras y una red bikeway.

When? Where?

August 21, 2013
5:00-6:30pm
Palm Avenue Elementary
Cafeteria
1017 Palm Avenue
Wasco, CA 93280

Cuando? Donde?

21 de Agosto 2013
5:00-6:30pm
Cafeteria de la Escuela Elemental
Palm Avenue
1017 Palm Avenue
Wasco, CA 93280

Questions?

Keri Cobb
City of Wasco
kecobb@ci.wasco.ca.us
T: (661) 758-7200

Preguntas?

Keri Cobb
Ciudad de Wasco
kecobb@ci.wasco.ca.us
T: (661) 758-7200



- **Letter of Support - School**



Palm Avenue Elementary

Steffanie A. Pemberton, Principal
Justin M. Derrick, Assistant Principal
Kelly Richers, Superintendent

April 25, 2014

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

Letter of Support

Dear Ms. McWilliam:

On behalf of Palm Avenue Elementary School, I wish to express my support for the City of Wasco's Active Transportation Program grant proposal. Their proposal implements the recommendations made for this school in the 2013 City of Wasco School Traffic Safety Study.

The route to Palm Avenue Elementary School lacks the infrastructure needed for students to safely walk or bike to school. As a result, less than one third of elementary school students walks or bikes. I support the City's plan to implement the following recommendations from the 2013 School Traffic Safety Study:

- Restripe crosswalks at Palm Avenue and 9th Place, at 9th Place and Griffith Avenue, at 9th Place and Peters Street, and at Poso Drive and Palm Avenue as high-visibility yellow crosswalks.
- Remove SLOW SCHOOL XING stencil from 9th Place at Palm Avenue.
- Install ADA-compliant curb ramps where missing on 9th Place at the intersections with Cypress Avenue and Maple Avenue.
- Install SLOW SCHOOL XING stencils on Griffith Avenue at 9th Place and install Assembly D and Assembly B signage at the intersection.
- Install ADA-compliant curb ramps on both approaches to Peters Path (at 9th Street and at 9th Place).
- Relocate crosswalk from east side of intersection of 9th Place and Peters Street to west side of intersection.
- Install Assembly D and Assembly B signage on 9th Place at Peters Street.

As principal of Palm Avenue Elementary School, I feel the City of Wasco's application for Active Transportation Program funding deserves serious consideration. Please contact me if I can provide further information.

Sincerely,

933 Broadway, Wasco, CA 93280 (661) 758-7130 Fax (661) 758-9360

Board of Trustees: Dr. Jim Forrest, Richard Reding, Danny Rueda, Emilia Sanchez, Gilbert Rayna

- **Safe Routes to School Map**



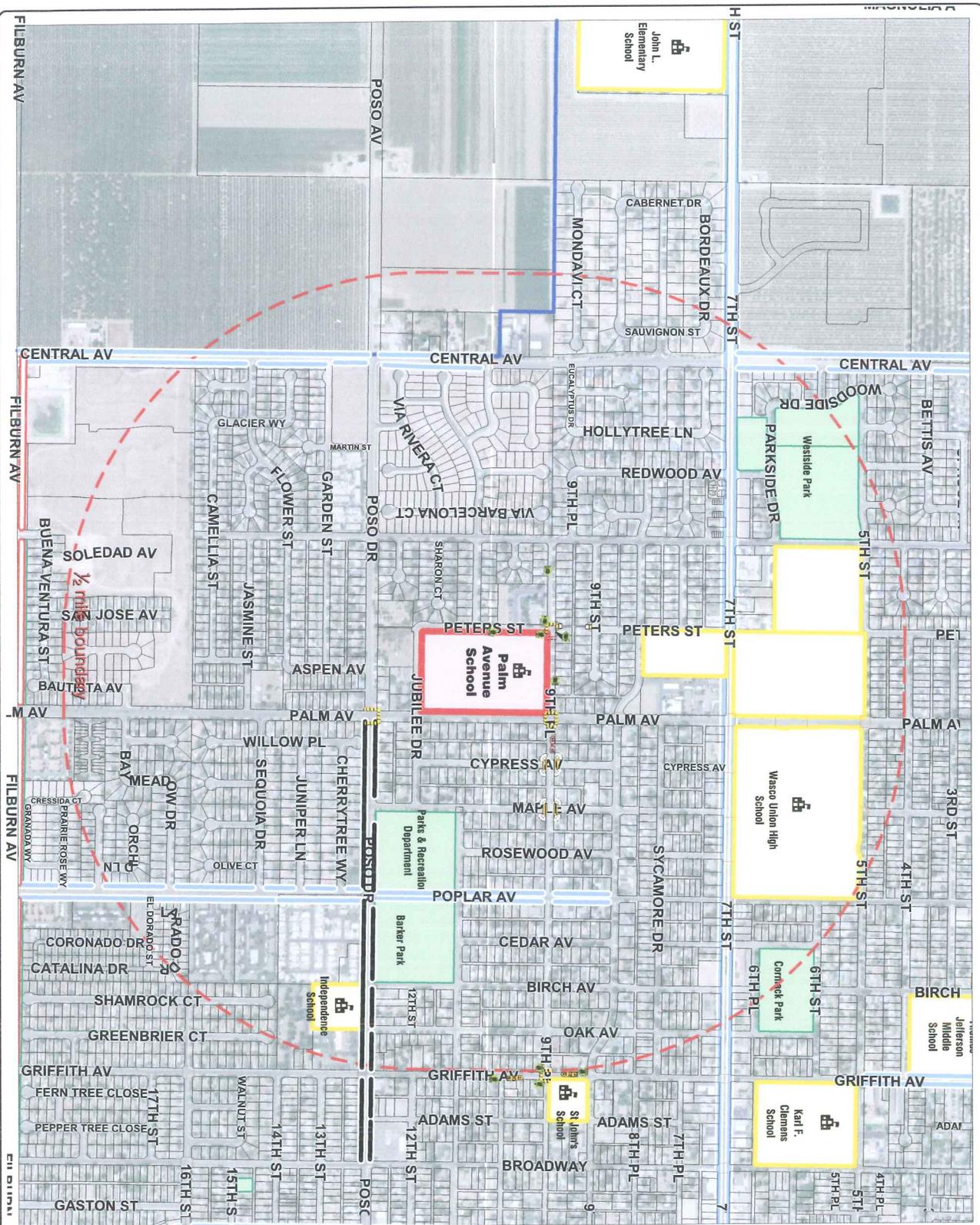
This map will help you to choose the best walking or bicycling route--it may not be the same way you would drive a car!

Parents are encouraged to walk or bike with students and use this mapping tool to explore options for commuting from home to school. Parents are responsible for choosing the most appropriate route based on their knowledge of conditions on the route between home and school and the experience level of the child.

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-  Suggested Route (Walking and Biking)
-  Marked Crosswalk
-  All-Way Stop
-  Traffic Signal
-  Enrollment Area
-  Park or Open Space
-  Est. Walking Time (X) / Biking Time (XX)
-  Crossing Guard Location
-  Existing Bicycle Parking
-  School

- **Infrastructure Map**



0 300' 600' 1/2 mile

Scale in Feet

LEGEND

- - - - - 1/2 mile boundary of project area
- Project Site
- School Sites
- Park Sites
- Wasco City Limits
- Parcels 2014
- Proposed Assembly D
- Proposed Assembly B Crosswalk
- Proposed High-visibility Crosswalk
- Proposed Transverse yellow crosswalk
- Proposed to Remove Existing Yellow Crosswalks
- Proposed SLOW SCHOOL XING Stencil
- Proposed to Remove SLOW SCHOOL XING Stencil
- Proposed Side ADA Curb Ramp
- Existing Corner ADA Ramp
- Near Term Bike Lane
- Existing Bike Lane

- **TIMS Map**

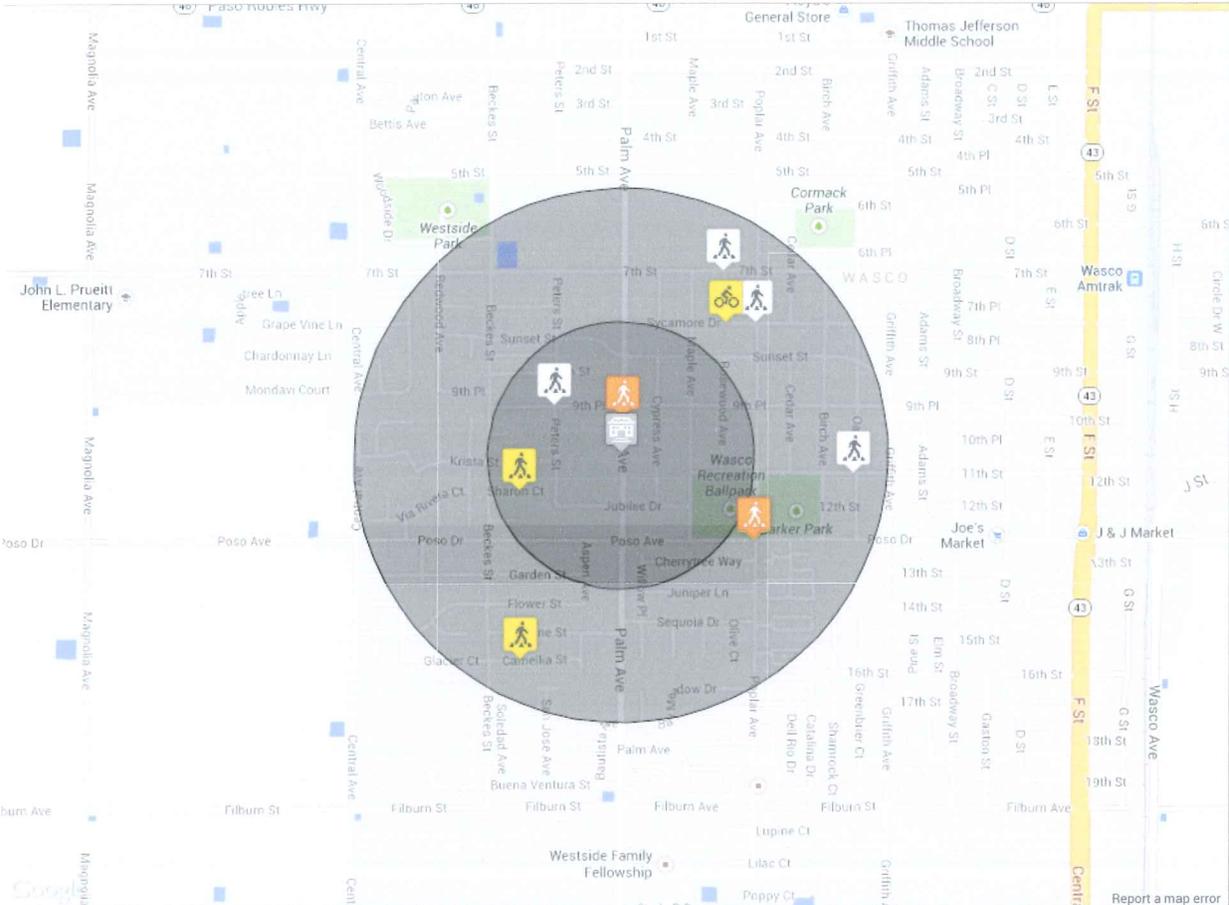
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Palm Avenue Elementary

1017 Palm Ave. | Wasco | Kern County | CDS: 15638426010250

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	1	1	3	0	3
¼ - ½ mi.	0	1	3	3	5	2	7
Total	0	2	4	4	8	2	10

- **Cost/Benefit Analysis Worksheets**

Active Transportation Program Cost / Benefit Analysis

Project Name: Palm Avenue School Pedestrian Improvements
Application Date: May 21, 2014

Project Cost: \$458,181

Safety

Methodology: Estimate anticipated quantity and severity of accidents that can be prevented by the Project. Monetize these statics and sum them as a calculated project benefit.

Proposed Value of Preventable Accident

Note: Based on Highway Safety Improvement Program Manual

Fatality:	\$4,008,900
Injury:	\$216,000
Non-Injury:	\$44,900

Number of Preventable Accidents within Project Limits (within last 10 years)

Note: Based on review of SWITERS and from local police department

Fatality:	0
Injury:	9
Non-Injury:	13

Estimate of Preventable Accidents to Occur within the Project Limits without Project

Note: Estimates based on perceived safety risks associated with current conditions, volume of non-motorized traffic, volume and proximity of motorized traffic, speed of adjacent motorized traffic, and potential for visual impairment to motorized traffic relative to non-motorized users.

Project Life (yrs):	25
Fatality:	0
Injury:	23
Non-Injury:	33

Total Value - Safety: \$8,977,400

Maintenance

Methodology: Estimate cost(s) to maintain existing facilities as well as costs to maintain proposed facilities over proposed project life span. Compares values to calculate net project benefit (or cost).

Project Life (yrs): 25

Existing Facility Maintenance Expenses

The project location is located Palm Avenue School near a City Park and Wasco High School. In addition to curb ramps, in-fill sidewalk, bike lane striping and bike signage per plans this project will also provide a pedestrian refuge and calm traffic with a raised median and high visibility crosswalk treatments at various intersections, signage and rectangular rapid flashing beacons.

Total Maintenance Expense \$2,200

Proposed Project Maintenance Expenses

Proposed improvements including raised center median, curb ramps, signage and sidewalk does not represent a major maintenance expense. The upkeep of the signage and striping will be the major expense. Weed control and minor spot repairs will be needed.

Total Maintenance Expense \$6,000

Total Value (Net) - Maintenance: -\$3,800

Reduced Motorized Vehicle Usage

Methodology: Estimate a per trip value to walking or bicycling to a location served by this Project. Multiply the Per Trip value by the number of projected trips within the life span of the project. Factors used in determining the Per Trip Value include; vehicle use cost savings, congestion mitigation, energy conservation, and reduced greenhouse gas emissions.

Pedestrian Trips: 154 (average trips per day * 365 * project life in years)

Bicycle Trips: 46 (average trips per day * 365 * project life in years)

Per Trip Value: \$2

Total Value - Reduced Motorized Vehicle Usage: \$400

Health Improvements

Methodology: Walking and/or bicycling is a healthy activity. As such, constructing improved pedestrian and bicycle facilities will result in an increased number of non-motorized users on the road. Therefore, estimate the number of people that may choose to walk or bicycle regularly as a result of the project over the project lifespan. Further, estimate the monetary value to the community for the relative health improvement obtained by constructing the project. Palm Avenue School enrollment for the 2013-14 school year is 619 students.

Estimate Users

Pedestrian:	154 (average trips per day * 365 * project life in years)
Bicyclist:	46 (average trips per day * 365 * project life in years)

Estimate to what degree the user will walk or bike to a destination in general as a result of the project.

Negligible Factor:	0.1%
Minor Factor:	0.5%
Moderate Factor:	2%
Major Factor:	5%

Pedestrian Factor:	2%
Bicycle Factor:	0.5%

Repeat User Reduction:	50%	(Reduce by this factor since many of the trips will be repeat users)
------------------------	-----	--

Monetary Value of Improved Health (per person):	\$10,000
---	----------

Total Value - Health Improvements:	\$16,550
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Project Benefit:	\$8,990,550
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B/C Ratio:	19.62
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- **2012-2013 California Physical Fitness
Report**



CDE Home » DataQuest » Report Results

Physical Fitness Test

Report:

California Department of Education
 Statewide Assessment Division
 Prepared: 4/28/2014 9:45:21 AM

State: [California](#)
 County: [Kern](#)
 District: [Wasco Union Elementary](#)
 School: [Palm Avenue Elementary](#)

2012-13 California Physical Fitness Report Overall - Summary of Results Palm Avenue Elementary

Additional information can be found at the California Department of Education [Physical Fitness Test Web page](#).

Physical Fitness Area	Total Tested ¹ in Grade 5	Number Grade 5 Students in HFZ ²	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 7	Number Grade 7 Students in HFZ ²	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 9	Number Grade 9 Students in HFZ ²	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	82	27	32.9	64.6	2.5	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Body Composition	82	36	43.9	12.2	43.9	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Abdominal Strength	82	73	89.0	11.0	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	82	80	97.6	2.4	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	82	68	82.9	17.1	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Flexibility	82	58	70.7	29.3	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A

¹ Includes partially tested students

² HFZ is an acronym for Healthy Fitness Zone a registered trademark of The Cooper Institute

** To protect confidentiality scores are not shown when the number of students tested is 10 or less

N/A Not applicable

The PFT is based on the FITNESSGRAM/ACTIVITYGRAM software, owned by the Cooper Institute, Dallas, TX, and published by Human Kinetics, Champaign, IL. The PFT is created and copyrighted by the California Department of Education (CDE) under a license agreement with Human Kinetics. The FITNESSGRAM is a registered trademark of The Cooper Institute.

The PFT performance standards are available on the [CDE FITNESSGRAM: Healthy Fitness Zone Charts Web page](#). Information about the FITNESSGRAM is available on the [Human Kinetics Web site](#) (Outside Source).

Questions: High School and Physical Fitness Assessment Office | pft@cde.ca.gov | 916-445-9449

California Department of Education
 1430 N Street
 Sacramento, CA 95814

[Web Policy](#)

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CDE Home » DataQuest » Report Results

Physical Fitness Test

Report:

California Department of Education
 Statewide Assessment Division
 Prepared: 4/28/2014 9:45:47 AM

State: [California](#)
 County: [Kern](#)
 District: [Wasco Union Elementary](#)
 School: Palm Avenue Elementary

2012-13 California Physical Fitness Report Economically Disadvantaged - Summary of Results Palm Avenue Elementary

Additional information can be found at the California Department of Education [Physical Fitness Test Web page](#).

Physical Fitness Area	Total Tested ¹ in Grade 5	Number Grade 5 Students in HFZ ²	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 7	Number Grade 7 Students in HFZ ²	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 9	Number Grade 9 Students in HFZ ²	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	71	22	31.0	66.2	2.8	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Body Composition	71	29	40.8	12.7	46.5	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Abdominal Strength	71	63	88.7	11.3	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	71	69	97.2	2.8	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	71	59	83.1	16.9	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Flexibility	71	49	69.0	31.0	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A

¹ Includes partially tested students

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California Department of Education
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 Sacramento, CA 95814

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- **2014 State of the Air Score**

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HEALTH RISKS

OUR FIGHT

PRESS MATERIALS

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Click on a city below to learn more about its ranking

By Ozone

- #1: [Los Angeles-Long Beach, CA](#)
- #2: [Visalia-Porterville-Hanford, CA](#)
- #3: [Bakersfield, CA](#)
- #4: [Fresno-Madera, CA](#)
- #5: [Sacramento-Roseville, CA](#)
- #6: [Houston-The Woodlands, TX](#)
- #7: [Modesto-Merced, CA](#)
- #8: [Washington-Baltimore-Arlington, DC-MD-VA-WV-PA](#)
- #8: [Dallas-Fort Worth, TX-OK](#)
- #10: [Las Vegas-Henderson, NV-AZ](#)
- #11: [Phoenix-Mesa-Scottsdale, AZ](#)
- #12: [New York-Newark, NY-NJ-CT-PA](#)
- #13: [St. Louis-St. Charles-Farmington, MO-IL](#)
- #14: [Tulsa-Muskogee-Bartlesville, OK](#)
- #15: [Cincinnati-Wilmington-Maysville, OH-KY-IN](#)
- #16: [Philadelphia-Reading-Camden, PA-NJ-DE-MD](#)
- #17: [El Centro, CA](#)
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- #19: [Oklahoma City-Shawnee, OK](#)
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- #21: [Pittsburgh-New Castle-Weirton, PA-OH-WV](#)
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- #23: [Birmingham-Hoover-Talladega, AL](#)
- #24: [Sheboygan, WI](#)
- #24: [Cleveland-Akron-Canton, OH](#)

By Year Round Particle Pollution

- #1: [Fresno-Madera, CA](#)
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- #3: [Bakersfield, CA](#)
- #3: [Los Angeles-Long Beach, CA](#)
- #5: [Modesto-Merced, CA](#)
- #6: [Pittsburgh-New Castle-Weirton, PA-OH-WV](#)
- #7: [El Centro, CA](#)
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- #11: [Philadelphia-Reading-Camden, PA-NJ-DE-MD](#)
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- #13: [Louisville-Jefferson County-Madison, KY-IN](#)
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- #20: [Indianapolis-Carmel-Muncie, IN](#)
- #22: [Columbus-Auburn-Opelika, GA-AL](#)
- #23: [San Diego-Carlsbad, CA](#)
- #23: [Johnstown-Somerset, PA](#)
- #23: [Dayton-Springfield-Sidney, OH](#)

By Short-Term Particle Pollution

- #1: [Fresno-Madera, CA](#)
- #2: [Visalia-Porterville-Hanford, CA](#)
- #3: [Bakersfield, CA](#)
- #4: [Los Angeles-Long Beach, CA](#)
- #5: [Modesto-Merced, CA](#)
- #6: [Pittsburgh-New Castle-Weirton, PA-OH-WV](#)
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- #21: [Yakima, WA](#)
- #23: [South Bend-Elkhart-Mishawaka, IN-MI](#)
- #23: [Green Bay-Shawano, WI](#)
- #25: [Sacramento-Roseville, CA](#)

Key Findings

- Ozone Pollution
- Year Round Particle
- Short Term Particle
- Cleanest Cities
- People at Risk
- Protect Yourself
- Methodology

City Rankings

- Cleanest Cities
- Most Polluted Cities
- View State Map
- Compare Your Air

Compare Your Air

Select Your State

Health Risks

- Ozone Pollution
- Particle Pollution
- Children's Health
- Disparities & Near
- Highways
- Protect Yourself

Our Fight

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- Personal Stories
- Clean Air Timeline
- Take Action

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[How to Protect Yourself](#)
[What does INC and DNC mean?](#)

If you live in Kern County, the air you breathe may put your health at risk.



You can make a difference in the air that you breathe.

[Take Action for Healthier Air](#) [Tell us why having healthy air matters to you.](#)

Tell your friends about the air where you live.

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Select Your State

High Ozone Days		Learn More
Ozone Grade:	F	How is my grade calculated?
Weighted Average	78.5	Change Since 1996: 62.3 fewer days this year
View Orange, Red, and Purple Ozone Days		

Particle Pollution - 24 Hour		Learn More
Grade:	F	How is my grade calculated?
Weighted Average:	33.3	Change Since 2000: 40.4 fewer days this year
View Orange, Red, and Purple Particle Pollution Days		

Particle Pollution - Annual		Learn More
Grade:	Fail	How is my grade calculated?
Design Value	15.6	Change Since 2000: -7.2 µg/m³

Groups At Risk		Learn More
Total Population:	856,158	Risks to the population
Pediatric Asthma:	22,440	Risks to people with Asthma
Adult Asthma:	52,552	Risks to people with Asthma
COPD:	26,262	Risks to people with COPD
Cardiovascular Disease:	36,291	Risks to people with Cardiovascular Disease
Diabetes:	54,932	Risks to people with Diabetes
Children Under 18:	255,815	Risks to children and teens
Adults 65 & Over:	80,525	Risks to older adults
Poverty Estimate:	195,433	Risks to people with low incomes

The air you breathe needs your support.

You can make a difference in the air that you breathe.

[Take Action for Healthier Air](#) [Tell us why having healthy air matters to you.](#)

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