

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: Burke Elementary School Bike and Pedestrian Infrastructure Improvements

For Caltrans use only: TAP STP RTP SRTS SRTS-NI SHA
 DAC Non-DAC Plan

I. GENERAL INFORMATION

Project name: Burke Elementary School Bike and 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>1,794,594.00</u> Matching Funds (If Applicable) \$ <u>0.00</u> Other Project funds \$ <u>0.00</u> TOTAL PROJECT COST \$ <u>1,794,594.00</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>2</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: Burke Elementary School Bike and 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: Teresa Burke Elementary School, 1301 Filburn 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) 0113167	29. Total Student Enrollment 766	30. Percentage of students eligible for free or reduced meal programs ** 82.50
31. Percentage of students that currently walk or bike to school 41.5%	32. Approximate # of students living along school route proposed for improvement 536	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

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 and bicycle infrastructure needed so students can safely walk or bike to Teresa Burke Elementary School. As depicted in the Site Location Map (attached), the school is located on the south side of Filburn Avenue on the south eastern edge of the city. The majority of students live on the north side of Filburn. Crossing Filburn is hazardous because it is more than 90 feet wide and it is one-quarter mile between crosswalks. Its width encourages high traffic speeds and reduces the visibility of school safety signage in the area. Fifty six percent of students report walking to/from school, making it critical for pedestrian safety improvements. None report riding a bike and 41% 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; nearly 45% of Burke 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, increase bicycle mobility, and increase active mode share for school trips to 50 percent by 2020. Once the project is completed, there will be a median/pedestrian refuge in front of the school, a continuous Class 1 Multi-Use Path from Highway 43 to just past Beckes Street, continuous bike lanes between Highway 43 and Central Avenue, pedestrian lighting throughout the Filburn Avenue corridor, high-visibility crosswalks, 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 a continuous bicycle path to the school, make it safer to cross Filburn Avenue, and develop a safe route corridor on 16th Street.

Teresa Burke Elementary School is the newest school in Wasco located on the south side of Filburn Avenue at the southern edge of the city. The majority of students live on the opposite side of Filburn. Filburn Avenue is the main street serving east-west trips in southern Wasco and is both a commuter and school route. It is very wide, exceeding 90 feet in the school neighborhood, which encourages high traffic speeds and reduces the visibility of school safety signage in the area. The project will take advantage of this space to construct a continuous Class 1 Multi-Use Path, buffered bike lanes, and a median/pedestrian refuge. High-visibility crosswalks will be installed at key intersections, enhanced signage will be erected to guide motorists' movements through the school zone, and a safe route corridor will be developed a few blocks to the north. These improvements are illustrated in the Preliminary Plans (attached). They 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. Making Filburn safer to cross is a top priority for school administrators and parents.

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.

Fifty six percent of Burke School students (approximately 430 of 766 students) currently walk to/from school and 0% ride a bike. 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. Two hundred thirty eight Burke School parents responded to the survey. When asked how their children got to or from school the previous week, the overall mode split for all trips was as follows: 56% walk; 0% bike; 38% are driven by family vehicle; 3% ride the school bus; 2% 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 70% of Burke Elementary School students (approximately 536 of 766 students) are expected to walk or bicycle to school, an increase of 25%. This estimate is 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* (22% = yes); *lack of bikeways* (26% = yes); and, *unsafe intersections* (38% = yes). The project will construct a continuous walkway to connect the school to the main part of town and will be used by students, their families, and area residents. To determine future use, Burke School parents/caregivers 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 Teresa Burke Elementary School and the Class 1 Multi-Use Path, the only Class 1 path located in Wasco and used for fitness by area residents. These destinations are one mile south of downtown Wasco on the southern edge of the city. The school

serves 766 students and approximately 34 employees. The project will install a median/pedestrian refuge on Filburn between Poplar and Griffith Avenues, a continuous Class I Multi-Use Path along Filburn Avenue between Palm Avenue and Highway 43, high-visibility crosswalks in the intersection of Filburn and Poplar Avenues and Filburn and Griffith Avenues, transverse yellow crosswalks on 16th Street at Griffith, Broadway, and D, ADA-compliant curb ramps on the bike path, street signage, pedestrian lighting, and buffered bike lanes on Filburn Avenue between Central Avenue and Highway 43. Radar speed feedback signs, funded with federal Safe Routes to School funds, have just been installed on Filburn Avenue at both approaches to the school. The proposed improvements will join these signs to create a safer route to and from the school.

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 improves connectivity by closing a gap of 0.65 mile in the Class 1 Multi-Use Path on Filburn Avenue, adding ADA-compliant curb ramps where needed on the bike path, and installing a median/pedestrian refuge on Filburn between Poplar and Griffith Avenues. The Infrastructure Map (attached) illustrates 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 a Safe Routes to School map (attached) to guide parents on recommended routes to school 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 (median, crosswalks, and signage) to remove pedestrians from the roadway, make them more visible, and slow down motor vehicle traffic. The bike path and bike lanes will separate cyclists from the general roadway and help slow motor vehicle traffic by narrowing the travel lane. There have been several pedestrian collisions recorded in the project area. SWITRS data from 2003 through 2012 reports one pedestrian fatality and three pedestrian injury collisions in the project area along Filburn Avenue and along the 16th Street corridor. More will 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. The recommended improvements will address the inadequate bicycle and pedestrian facilities in the project area. Specifically, a median/pedestrian refuge, Class 1 Multi-Use Path, and buffered bike lanes will be installed along Filburn Avenue to reduce speed of motor vehicles along this very wide street. Pedestrian lighting and signage will be added to improve the visibility of pedestrians and bicyclists along Filburn Avenue. Double yellow lines and signage will be added to Griffith Avenue from Filburn south to the school loading loop to prohibit U-turns. A gap in the bike path will be

closed and crosswalks will be added at key intersections to address current inadequacies in the infrastructure.

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 one fatality, eight injury collisions and nineteen property-damage-only collisions occurred in the project area. The fatality was a pedestrian collision that occurred on Highway 43 at Filburn in 2008 when a 12 year old girl jay-walked across the highway at night. Poor visibility due to no lighting in the area was a contributing cause of the collision. A pedestrian injury collision occurred on Griffith at 16th Street in 2009 when a 39 year old man under the influence crossed the street at night outside of the crosswalk. One quarter of all the collisions in the project area occurred at the intersection of Palm and Filburn where this project proposes to install pedestrian lighting. 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 Burke Elementary School students with a means to safely walk or bike 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 guides 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 268 from Burke 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

City of Wasco - Burke Elementary School Bike and Pedestrian Infrastructure Improvements

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

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?

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 Burke Elementary School Bike and Pedestrian Infrastructure Improvements project is 9.52. This is based on the calculated project benefit cost of \$17,087,271 divided by the project cost of \$1,794,594. 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). Burke Elementary School fifth graders are a little less unhealthy with 44.7% determined to be overweight or obese and 35.1% with impaired aerobic capacity. This may be the result of more students walking to school; recall that 56% of Burke students reported getting to/from school on foot. Statewide, overweight or obesity was found in 45.3% of fifth and seventh graders and impaired aerobic capacity in 36.3%. 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. Aerobic capacity reflects an individual's lung fitness to handle routine exercise challenges. 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/bikeable 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. Burke Elementary School students will finally have complete bicycle infrastructure leading to their school. Related infrastructure improvements (e.g., high-visibility crosswalks, pedestrian lighting, pedestrian refuge, and improved

signage) will make the route safer so parents can feel more confident about letting their children walk or bicycle 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: 82.5%

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). Among Burke Elementary School students, 82.5% are eligible for the Free or Reduced Price Meals Program. Burke School lacks a complete biking route to school and a safe means to cross Filburn Avenue. The project removes these barriers, creating a continuous bicycling infrastructure along Filburn and a pedestrian refuge accessible to students, parents, and the entire community. 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://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
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, benches, and trash can 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: Burke Elementary School Bike and 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									
Teresa Burke School & Filburn Walking Path									
Location, Project Limits, Description, Scope of Work									<input type="checkbox"/> See page 2
The project location is on Filburn Avenue between Central Avenue and Broadway in the City of Wasco. In addition to curb ramps, bike lane striping and bike signage per plans this project will also provide a pedestrian refuge and calm traffic with a raised median in Filburn Avenue, 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.									
Project Benefits									<input type="checkbox"/> See page 2
Project benefits include increased and safer pedestrian access to Teresa Burke Elementary School 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 intended to make bicycling more comfortable and accessible for bicyclists of all skill levels and trip purposes and enhance pedestrian safety 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
									04/20/15
Draft Project Report									
End Environmental Phase (PA&ED Milestone)									07/05/15
Begin Design (PS&E) Phase									03/25/15
End Design Phase (Ready to List for Advertisement Milestone)									08/15/15
Begin Right of Way Phase									04/05/15
End Right of Way Phase (Right of Way Certification Milestone)									07/15/15
Begin Construction Phase (Contract Award Milestone)									11/05/15
End Construction Phase (Construction Contract Acceptance Milestone)									03/25/16
Begin Closeout Phase									05/15/16
End Closeout Phase (Closeout Report)									07/01/16

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: Teresa Burke School & Filburn Walking Path						

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)		5						5	
PS&E		109						109	
R/W SUP (CT)									
CON SUP (CT)									
R/W		110						110	
CON			423					1,570	
TOTAL		224	1,570					1,794	

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)		5						5	
PS&E		109						109	
R/W SUP (CT)									
CON SUP (CT)									
R/W		110						110	
CON			1,570					1,570	
TOTAL		224	1,570					1,794	

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

Date: 5/14/14

DTP-0001 (Revised July 2013)

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER					
Project Title: Teresa Burke School & Filburn Walking Path						

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

Date: 5/14/14

DTP-0001 (Revised July 2013)

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER					
Project Title: Teresa Burke School & Filburn Walking Path						

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: Burke Elementary School Bike and 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)	\$ 114,000
Right-of-Way Phase	\$ 110,000
Construction Phase-Infrastructure	\$ 1,570,000
Construction Phase-Non-infrastructure	\$ 0
Total for ALL Phases	\$ 1,794,000

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

*Must indicate which funds are matching

Total Project Cost	\$ 1,794,000
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	\$ 1,794,000
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

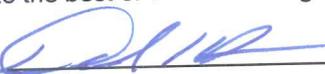
	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	02/15/2015	03/15/2015
PS&E	02/15/2015	03/15/2015
Right-of-Way	02/15/2015	03/15/2015
Construction	09/15/2015	11/15/2015

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: Burke Elementary School Bike and Pedestrian Infrastructure Improvements

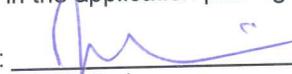
VIII. APPLICATION SIGNATURES

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

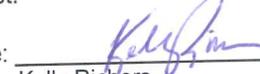
Date: 5.15.14
Phone: (661) 758-7214
e-mail: daallen@ci.wasco.ca.us

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:

Burke Elementary School Bike and 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.

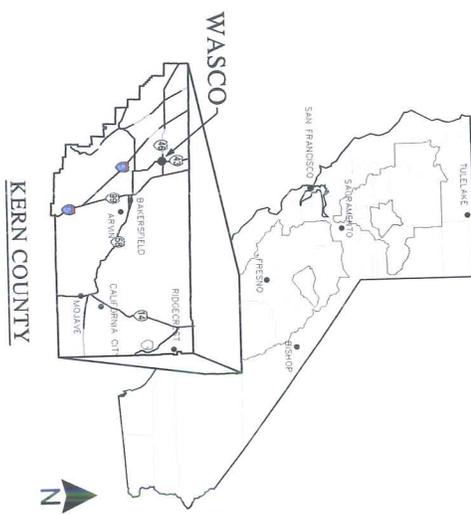
- Documentation of the public participation process (required)

- 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)

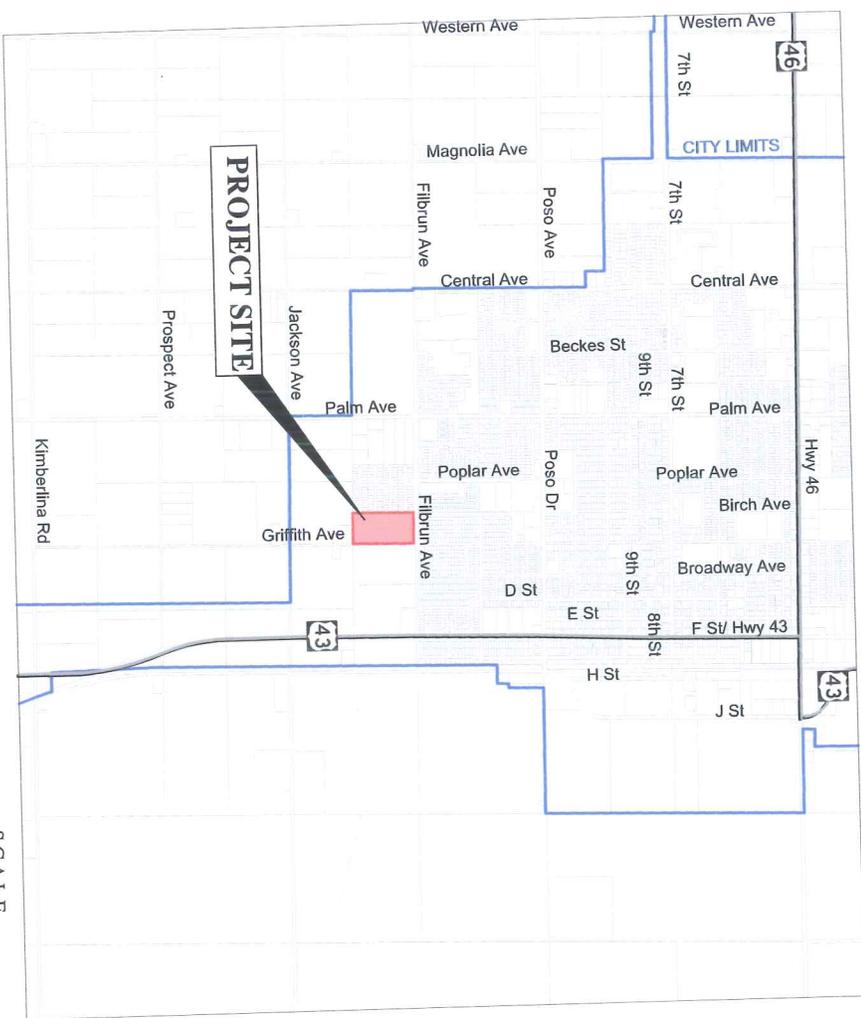
- **Site Location Map**

STATE OF CALIFORNIA



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
Teresa Bruke Elementary School
 Proposed ATP Project



LOCATION MAP
 SCALE 0 1/4 1/2 1 MILE



SHEET
1 OF 3

Teresa Bruke Elementary School
 SITE LOCATION MAP
 WASCO, CA



DEPARTMENT OF PUBLIC WORKS
 ENGINEERING SERVICES
 764 E Street Wasco, CA 93280
 Phone (661)758-7271 Fax (661)758-1728

TICKETS:	DATE	REVISIONS
CHECKED BY:		
DRAWN BY:		
DATE:		
DIST NUMBER:		
CDOT FILE:		

- **Photos**

Photos of the ATP Project Area



Teresa Burke Elementary School entrance at Filburn Avenue and Griffith Avenue. Filburn Avenue (right half of photo) is more than 90 ft wide. The project proposes to construct a median on Filburn to calm traffic and act as a pedestrian refuge.



Filburn Avenue. Note the 90-ft width of the street. The project proposes to construct a median between Poplar Avenue (pictured) and Griffith Avenue.

Photos of the ATP Project Area

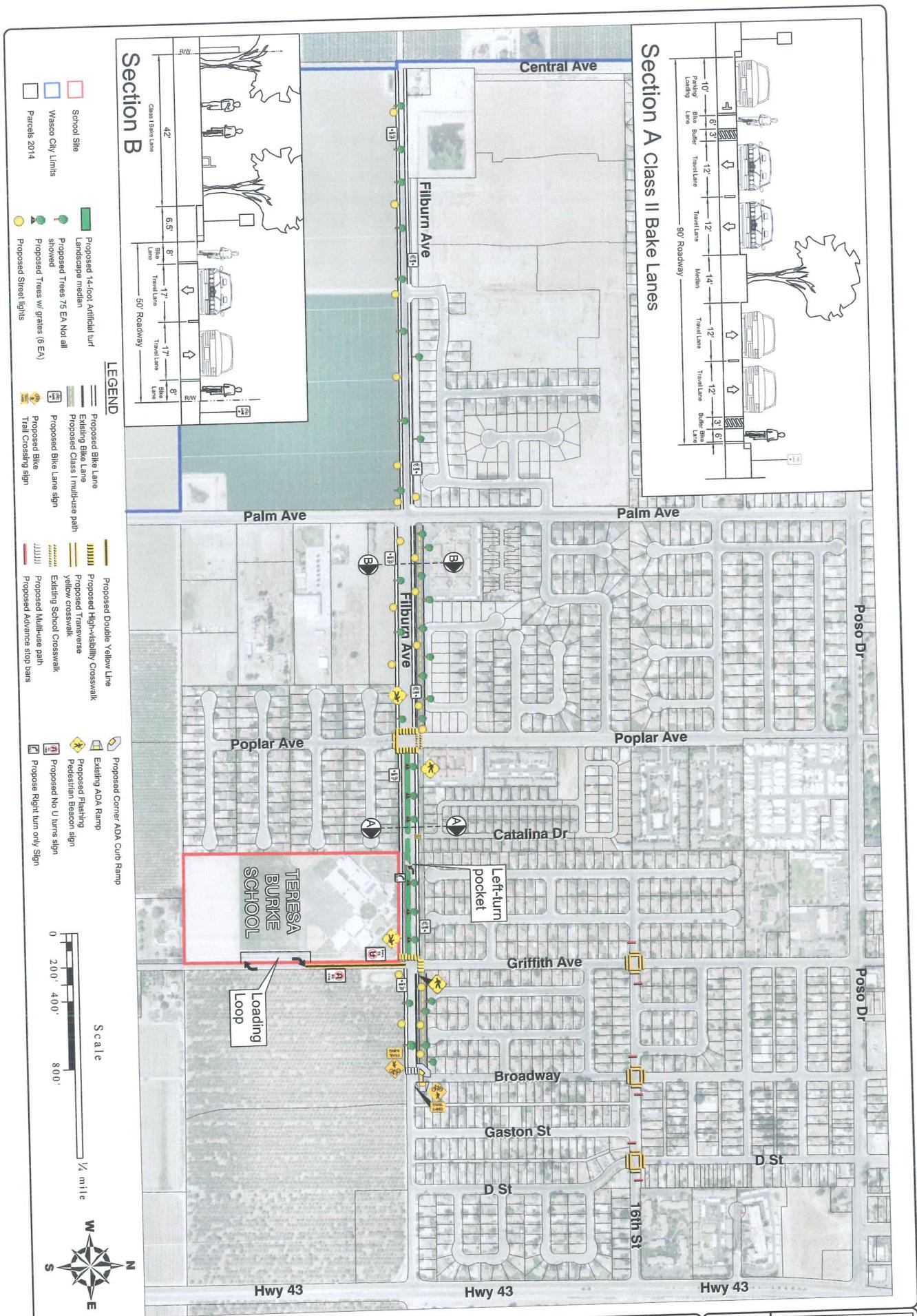


Filburn Avenue at Poplar Avenue. High-visibility yellow crosswalks will be installed in this intersection.

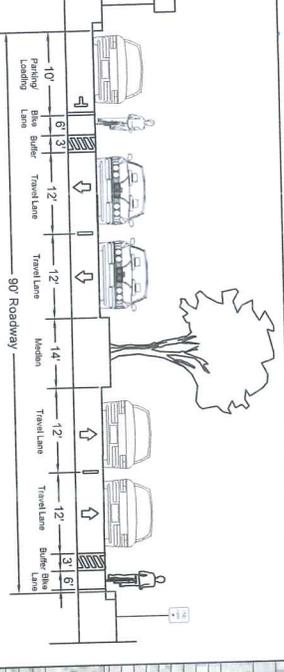


16th Street and D Street. 16th Street was identified as a safe route to Burke School. The project proposes to install transverse yellow crosswalks in this and two other intersections in the 16th Street corridor.

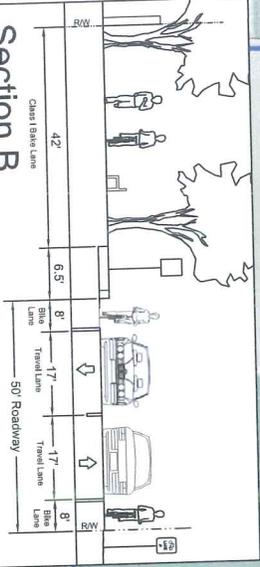
- **Preliminary Plans**



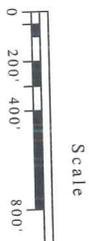
Section A Class II Bake Lanes



Section B



- LEGEND**
- School Site
 - Wasco City Limits
 - Parcels 2014
 - Proposed 14-foot Artificial turf
 - Landscape median
 - Proposed Trees 75 EA No. all
 - Proposed Trees w/ grates (6 EA)
 - Proposed Streetlights
 - Proposed Bike Lane
 - Existing Bike Lane
 - Proposed Class I multi-use path
 - Proposed Bike Lane sign
 - Trail Crossing sign
 - Proposed Double Yellow Line
 - Proposed High-visibility Crosswalk
 - Proposed Transverse yellow crosswalk
 - Existing School Crosswalk
 - Proposed Multi-use path
 - Proposed ADA Ramp
 - Existing ADA Ramp
 - Proposed Flashing Pedestrian Beacon sign
 - Proposed No U turns sign
 - Proposed Right turn only Sign



<p>SHEET 20F3</p>	<p>Teresa Bruke Elementary School Preliminary Site Plan WASCO, CA</p>	 <p>DEPARTMENT OF PUBLIC WORKS ENGINEERING SERVICES</p> <p>764 E Street Wasco, CA 93280 Phone (661)758-7271 Fax (661)758-1728</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">ENGINEER:</td> <td style="font-size: small;">DATE:</td> <td style="font-size: small;">REVISIONS:</td> </tr> <tr> <td style="font-size: x-small;">CHECKED BY:</td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">DRAWN BY:</td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">DATE:</td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">JOB NUMBER:</td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">ROAD FILE:</td> <td></td> <td></td> </tr> </table>	ENGINEER:	DATE:	REVISIONS:	CHECKED BY:			DRAWN BY:			DATE:			JOB NUMBER:			ROAD FILE:		
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- **Detailed Engineer's Estimate**

ENGINEER'S ESTIMATE
Filburn Bike Path and Pedestrian Improvements near Teresa Burke School

ITEM NO.	ITEM CODE	UNITS	QUANTITY	UNIT PRICE	TOTAL PRICE
1	6" Class A Concrete (10' Wide Class I Bike Path)	SF	36180	\$ 9.00	\$ 325,620.00
2	Curb Ramps for Bike Path	EA	6	\$ 3,500.00	\$ 21,000.00
3	Repairs to existing bike path (Poplar to Griffith)	LS	1	\$ 5,000.00	\$ 5,000.00
4	Trees (24" box) along bike path	EA	75	\$ 700.00	\$ 52,500.00
5	Artificial turf in the median	SF	63788	\$ 5.00	\$ 318,940.00
6	Electrical/irrigation along bike path	LS	1	\$ 20,000.00	\$ 20,000.00
7	Street lighting along bike path	EA	15	\$ 10,000.00	\$ 150,000.00
8	Trash cans/benches along bike path	EA	30	\$ 900.00	\$ 27,000.00
9	High visibility crosswalk	EA	15	\$ 1,200.00	\$ 18,000.00
10	Stripe advance stop bars	EA	6	\$ 600.00	\$ 3,600.00
11	Bike trail crossing sign	EA	2	\$ 400.00	\$ 800.00
12	Flashing pedestrian beacon	EA	4	\$ 6,500.00	\$ 26,000.00
13	Buffered bike lane striping	LF	5950	\$ 4.00	\$ 23,800.00
14	Bike lane striping	LF	1175	\$ 4.00	\$ 4,700.00
15	Relocate existing power poles	EA	2	\$ 15,000.00	\$ 30,000.00
16	Landscape median curb (near school)	LF	525	\$ 25.00	\$ 13,125.00
17	Red-stamp concrete pedestrian refuge	SF	1850	\$ 13.00	\$ 24,050.00
18	Artificial turf in the median	SF	8820	\$ 9.00	\$ 79,380.00
19	Trees (including grates and irrigation)	EA	6	\$ 2,000.00	\$ 12,000.00
20	Median lighting (including trenching, utility permitting, etc.)	EA	3	\$ 10,000.00	\$ 30,000.00

ITEM NO.	ITEM CODE	UNITS	QUANTITY	UNIT PRICE	TOTAL PRICE
21	Signage (No u-turn)	EA	2	\$ 400.00	\$ 800.00
22	Signage (Bike Lane)	EA	6	\$ 400.00	\$ 2,400.00
23	Double yellow striping	LF	250	\$ 4.00	\$ 1,000.00

Construction Items:	\$	1,189,715.00
Contingency (20%):	\$	237,943.00
Construction Subtotal:	\$	1,427,658.00
Preliminary Engineering (8%):	\$	114,213.00
Right-of-Way & Environmental (5%):	\$	109,957.00
Construction Management (10%):	\$	142,766.00
TOTAL:	\$	1,794,594.00

- **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.	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.	Attached	Attached
Implementation steps		
Resolution		

- **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. Brad Mabry	1017 Palm Ave	bradmabry@wascosd.org
2. Regina Green	1017 Palm Ave	regreen@wascosd.org
3. Peter A Ramirez	174 Redwood Ave	pete.ramirez@yahoo.com
4. Christina Anderson-Bassel	WUESD	
5. Kevin Cobb	901 Rosewood Ave	
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**Wasco Traffic Safety Study and Bicycle Master Plan
Safe Routes to School
Community Meeting**

January 29, 2013



Name	Address	Email
1. Guadalupe Pineda	8004 Street Apt 1C	gualadulpe@gmail.com
2. Arturo Ayala	" "	" "
3. Robert Perez		rperez@wascoesd.org
4. John Yanez		
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**Teresa Burke Elementary School
Safe Routes to School
Walk Audit**

January 30, 2013



Name	Address	Email
1. Meri Ubb		
2. Vanessa Blasquez		
3. Bob Wren		
4. John Yanez		
5. Peter Navarro Jr.		
6. Robert Perce		
7. David Bowling		
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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.

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.

When? Where?

August 21, 2013
5:00-6:30pm
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.

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.

Cuando? Donde?

21 de Agosto 2013
5:00-6:30pm
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



- **Letter of Support - School**



TERESA BURKE ELEMENTARY SCHOOL

Wasco Union Elementary School District

Superintendent: Kelly Richers
Principal: David M. Bowling
Assistant Principal: Betina Adams

1301 Filburn
Wasco, CA 93280
Office: 661-758-2480
Fax: 661-758-3024

Tuesday, April 22, 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 Teresa Burke 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 Teresa Burke Elementary lacks the infrastructure needed for students to safely walk or bike to school. As a result, fewer than 42% of Teresa Burke students walk or bike. I support the City's plan to implement the following recommendations from the 2013 School Traffic Safety Study:

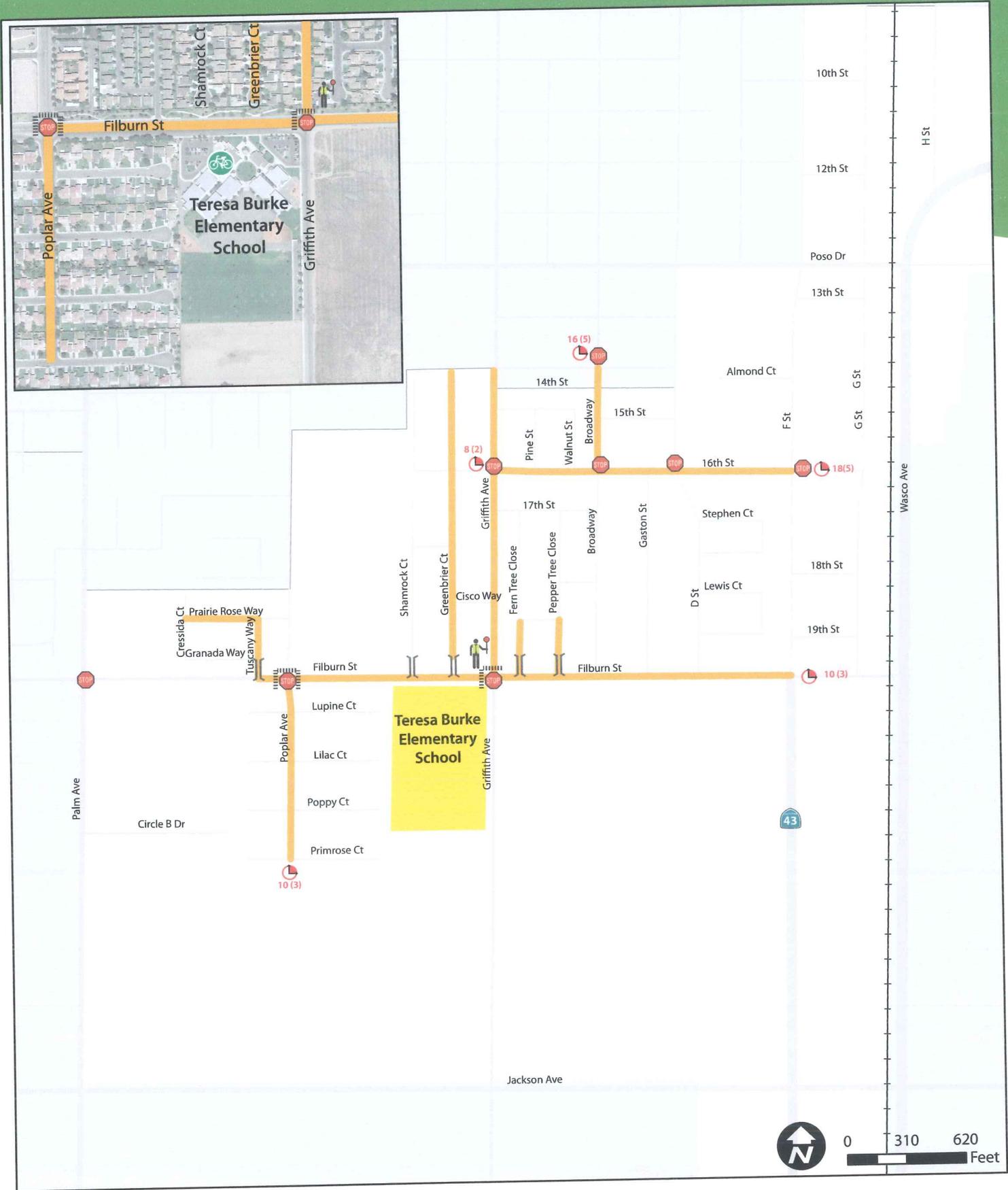
- Stripe high-visibility yellow crosswalks across the east and west legs of the intersection of Poplar Avenue and Filburn Street, at Catalina Drive and Filburn Street, and at the north and west legs of the intersection of Filburn Street and Griffith Avenue.
- Stripe transverse yellow crosswalks across the south leg of the intersection of Poplar Avenue and Filburn Street and on 16th Street at the intersections with Griffith Avenue, Broadway, and D Street
- Construct a continuous Class I multi-use path next to Filburn Avenue between Palm Avenue and Highway 43.
- Stripe buffered bike lanes on both sides of Filburn Street from Central Avenue to Broadway and standard bike lanes from Broadway to Highway 43.
- Install a landscaped median on Filburn Street between Griffith Avenue and Poplar Avenue to provide pedestrian refuge and calm traffic.
- Accommodate left-turn pockets on Filburn Street to allow turns into Teresa Burke School parking lot.
- Implement crossing treatments at Filburn Street and Broadway for the multi-use path.
- Install advance stop bars in both directions on 16th Street at the intersections with Griffith Avenue, Broadway, and D Street.
- Stripe a double yellow line on Griffith Avenue from Filburn Street to the entrance of the loading loop and post signage prohibiting U-turns.

As principal of Teresa Burke 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,

David M. Bowling
Principal
Teresa Burke Elementary School

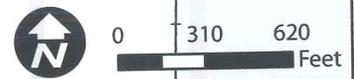
- **Safe Routes to School Map**



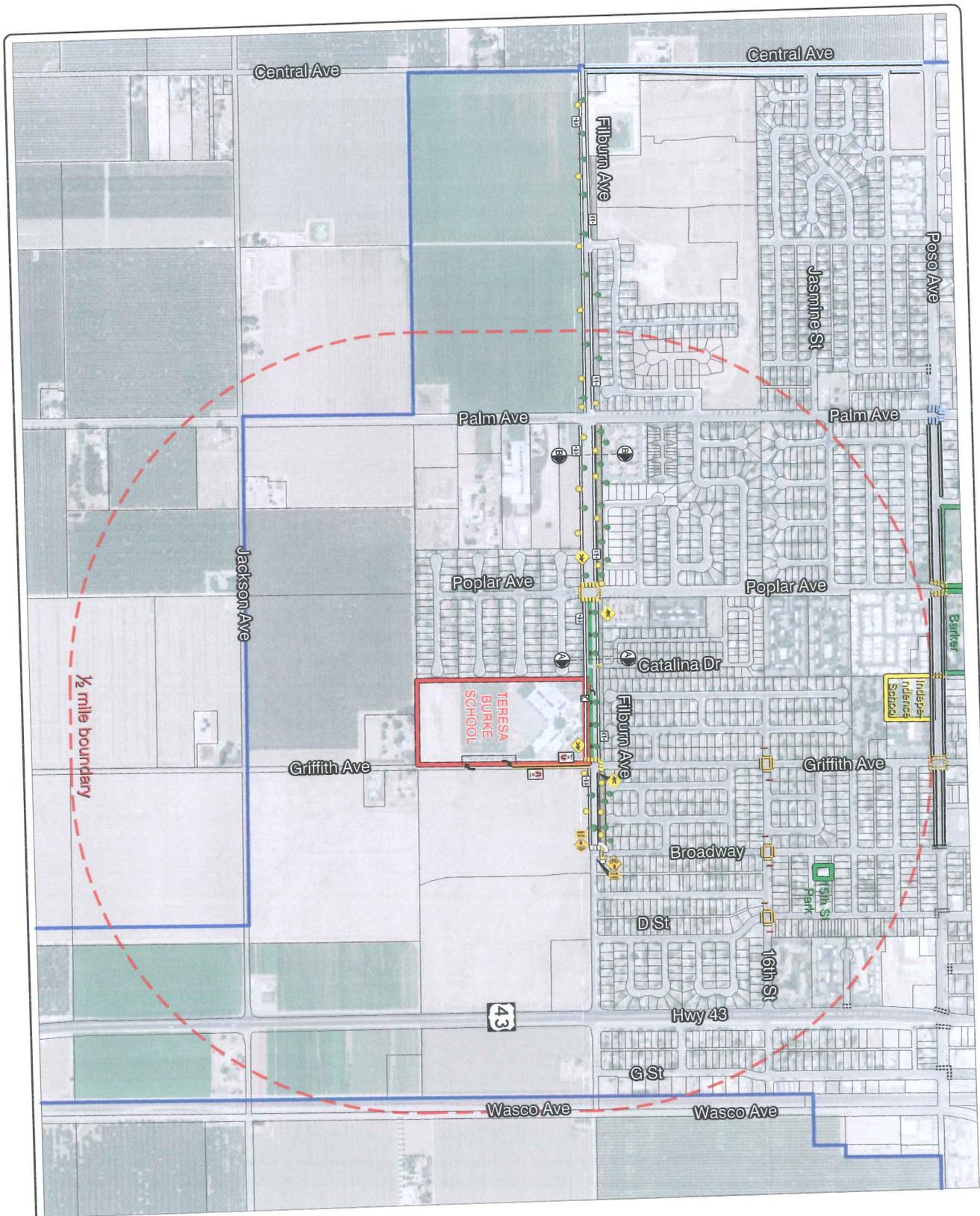
This map will help you to choose the best walking or bicycling route--it may not be the same way you would drive a car!

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.

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

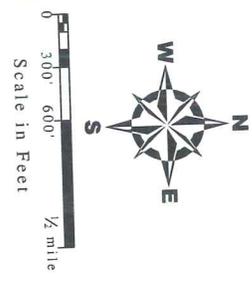


- **Infrastructure Map**



LEGEND

- - - 1/2 mile boundary of project area
- Project Site
- Schools
- Parks
- Wasco City Limits
- Parcel 2014
- Proposed 14-foot Artificial turf Landscape median
- Proposed Trees 75 EA Not all shown
- Proposed Trees w/ grates (6 EA)
- Proposed Bike Lane with Buffer
- Proposed Class I multi-use path
- Proposed Multi-use path
- Proposed High-visibility Crosswalk
- Proposed Transverse yellow crosswalk
- Proposed Advance stop bars
- Proposed Double Yellow Line
- Proposed Flashing Pedestrian Beacon sign
- Proposed Bike Lane sign
- Proposed No U turns sign
- Proposed Right turn only sign
- Proposed Street light
- Proposed Bike Trail Crossing sign
- Proposed Street light
- Near Term Bike Lane
- Near Term High-visibility Crosswalk
- Existing Bike Lane
- Existing School Crosswalk
- Existing Crosswalk



TERESA BRUKE
Elementary School
 Infrastructure Map
 WASCO, CA

SHEET
3 OF 3

DEPARTMENT OF PUBLIC WORKS
 ENGINEERING SERVICES

764 E Street Wasco, CA 93280
 Phone (661)758-7271 Fax (661)758-1728

ENGINEER	DATE	REVISIONS
CHECKED BY:		
DRAWN BY:		
DATE:		
JOB NUMBER:		
FOOT TITLE:		

- **TIMS Map**

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

User Entered Address

Griffith Avenue & Filburn Avenue, Wasco, CA 93280, USA

Types of Collisions:	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian		
Collision Severity:	<input type="checkbox"/> Fatal	<input type="checkbox"/> Severe Injury	<input type="checkbox"/> Other Visible Injury	<input type="checkbox"/> Complaint of Pain
Years :	2007 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	0	0	0	1	1	0	1
¼ - ½ mi.	1	0	1	0	2	0	2
Total	1	0	1	1	3	0	3

- **Cost/Benefit Analysis Worksheets**

Active Transportation Program Cost / Benefit Analysis

Project Name: Filburn Bike Path and Pedestrian Improvements near Teresa Burke School
Application Date: May 21, 2014

Project Cost: \$1,794,594

Safety

Methodology: Estimate anticipated quantity and severity of accidents that can be prevented by the Project. Monetize these statistics 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:	1
Injury:	8
Non-Injury:	19

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:	1
Injury:	20
Non-Injury:	48

Total Value - Safety: **\$17,074,100**

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 on Filburn Avenue between Central Avenue and Broadway in the City of Wasco. In addition to curb ramps, bike lane striping and bike signage per plans this project will also provide a pedestrian refuge and calm traffic with a raised median in Filburn Avenue, high visibility crosswalk treatments at various intersections, signage and rectangular rapid flashing beacons. The new median would be installed in existing painted median of Filburn Avenue that would eliminate the repainting of the median.

Total Maintenance Expense \$3,650

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 intersection striping will be the major expense. Weed control and minor spot repairs will be needed.

Total Maintenance Expense \$11,500

Total Value (Net) - Maintenance: -\$7,850

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: 191 (average trips per day * 365 * project life in years)

Bicycle Trips: 57 (average trips per day * 365 * project life in years)

Per Trip Value: \$2

Total Value - Reduced Motorized Vehicle Usage: \$496

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. Tresea Burke School enrollment for the 2013-14 school year is 766 students.

Estimate Users

Pedestrian:	191 (average trips per day * 365 * project life in years)
Bicyclist:	57 (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:	\$20,525
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Project Benefit:	\$17,087,271
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B/C Ratio:	9.52
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- **2012-2013 California Physical Fitness
Report**



Change Text Size: A A A



CDE Home » DataQuest » Report Results

Physical Fitness Test

Report: --- Select another report here ---

California Department of Education
 Statewide Assessment Division
 Prepared: 4/28/2014 9:44:02 AM

State: [California](#)
 County: [Kern](#)
 District: [Wasco Union Elementary](#)
 School: [Teresa Burke Elementary](#)

2012-13 California Physical Fitness Report Overall - Summary of Results Teresa Burke 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	94	61	64.9	26.6	8.5	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Body Composition	94	52	55.3	19.1	25.6	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Abdominal Strength	94	85	90.4	9.6	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	94	90	95.7	4.3	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	94	81	86.2	13.8	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Flexibility	94	89	94.7	5.3	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 9:44:28 AM

State: [California](#)
 County: [Kern](#)
 District: [Wasco Union Elementary](#)
 School: Teresa Burke Elementary

2012-13 California Physical Fitness Report Economically Disadvantaged - Summary of Results Teresa Burke 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	85	55	64.7	28.2	7.1	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Body Composition	85	49	57.6	17.6	24.8	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Abdominal Strength	85	78	91.8	8.2	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	85	82	96.5	3.5	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	85	75	88.2	11.8	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Flexibility	85	81	95.3	4.7	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

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 N/A Not applicable

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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**

SEARCH

MAKE A DONATION

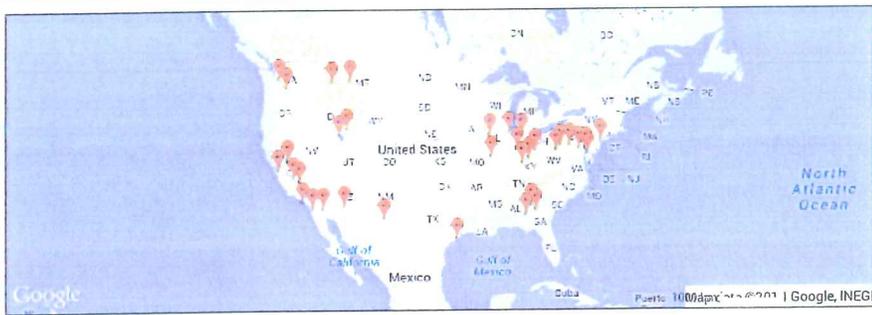
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- SHARE YOUR AIR
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Enter Your Zip

SEARCH

Select Your State

SEARCH

Click on a city below to learn more about its ranking

By Ozone

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- #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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- #20: [Chicago-Naperville, IL-IN-WI](#)
- #21: [Pittsburgh-New Castle-Weirton, PA-OH-WV](#)
- #22: [Fort Collins, CO](#)
- #23: [Birmingham-Hoover-Talladega, AL](#)
- #24: [Sheboygan, WI](#)
- #24: [Cleveland-Akron-Canton, OH](#)

By Year Round Particle Pollution

- #1: [Fresno-Madera, CA](#)
- #2: [Visalia-Porterville-Hanford, CA](#)
- #3: [Bakersfield, CA](#)
- #3: [Los Angeles-Long Beach, CA](#)
- #5: [Modesto-Merced, CA](#)
- #6: [Pittsburgh-New Castle-Weirton, PA-OH-WV](#)
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- #20: [Indianapolis-Carmel-Muncie, IN](#)
- #22: [Columbus-Auburn-Opelika, GA-AL](#)
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- #23: [Johnstown-Somerset, PA](#)
- #23: [Dayton-Springfield-Sidney, OH](#)

By Short-Term Particle Pollution

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- #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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- #18: [Lancaster, PA](#)
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- #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
 What We Do
 Our Story
 Personal Stories
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California

[How to Protect Yourself](#)
[What does IJC and DHC 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.

Enter Your Zip

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.](#)