ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

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

Project name:	5th Street East Corridor Improvements

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

lancaster ca
it's positively clear.

R. Rex Parris Mayor
Marvin E. Crist Vice Mayor
Ronald D. Smith Council Member
Ken Mann Council Member
Sandra Johnson Council Member
Mark V. Bozigian City Manager

May 19, 2014

State of California
Department of Transportation
Division of Local Assistance
P O Box 942874, MS 1
Sacramento, CA 94274-0001

Ref: Active Transportation Program Grant Application
City of Lancaster
5th Street East Corridor Improvements

Dear Director:

The City of Lancaster is pleased to submit the enclosed grant application package for the Active Transportation Program. City staff is very excited about the 5th Street East Corridor Improvements project that we are proposing. We are confident that the Grant Administrators will share our enthusiasm for this project and recommend it for funding.

The project will provide local public school children with a safer way to walk and bike to school and help encourage residents to become less dependent on automobiles. The project will construct pedestrian curb bulb-outs with ADA compliant curb ramps, and update existing traffic striping to include buffered bike lanes with green colored pavement in the conflict zones.

Thank you for the opportunity to participate in the grant program. The City will appreciate any consideration it is given in the application process. I will be happy to respond to any comments or questions you may have, please do not hesitate to contact me at (661) 945-6861.

Sincerely,

Stephen M. Carrillo, P.E.
Assistant Engineer
Development Services

Enclosures

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I. GENERAL INFORMATION

Project name: 5th Street East Corridor Improvements

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Lancaster 44933 North Fern Avenue Lancaster, CA 93534	2. PROJECT FUNDING ATP funds Requested $ 1,438,297.00 Matching Funds (If Applicable) $ Other Project funds $ TOTAL PROJECT COST $ 1,438,297.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Stephen Carrillo Assistant Engineer scarrillo@cityoflancasterca.org (661) 945-6861	
4. APPLICANT CONTACT (Address & zip code) 615 W. Avenue H Lancaster, CA 93534	5. PROJECT COUNTY(IES): Los Angeles County
6. CALTRANS DISTRICT #- Click Drop down menu below District 7	7. Application # 2 of 4 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governn
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>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 07-5419R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00265S

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: 5th Street East Corridor 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:
El Dorado Elementary School 361 East Pondera Street Lancaster, CA 93535
27. SCHOOL DISTRICT NAME & ADDRESS:
Lancaster School District 44711 N. Cedar Avenue Lancaster, CA 93534

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
19-64667-6014682	795	92.58
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
32.6%	467	460 ft

**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

I. General Information - School Information, continued

26. School Name & Address:		
Linda Verde Elementary School 44924 5th Street East Lancaster, CA 93535		
27. School District Name & Address:		
Lancaster School District 44711 N. Cedar Avenue Lancaster, CA 93534		
28. County-District-School Code (CDS)	**29. Total Student Enrollment**	**30. Percentage of students eligible for free or reduced meal programs**
19-64667-6014708	795	92.6%
31. Percentage of students that currently walk or bike to school	**32. Approximate # of students living along school route proposed for improvement**	**33. Project distance from primary or middle school**
33.5%	467	0 ft

26. School Name & Address:		
Piute Middle School 425 East Avenue H-11 Lancaster, CA 93535		
27. School District Name & Address:		
Lancaster School District 44711 N. Cedar Avenue Lancaster, CA 93534		
28. County-District-School Code (CDS)	**29. Total Student Enrollment**	**30. Percentage of students eligible for free or reduced meal programs**
19-64667-6014740	967	91.4%
31. Percentage of students that currently walk or bike to school	**32. Approximate # of students living along school route proposed for improvement**	**33. Project distance from primary or middle school**
26.1%	567	0 ft

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**

The City of Lancaster is located in the Antelope Valley, in North Los Angeles County, approximately 70 miles north of downtown Los Angeles. The City's incorporated boundaries encompass 94 square miles or approximately 60,160 acres. The current limits extend generally from Avenue E to Avenue N and from 110th Street West to 107th Street East. Lancaster is the 5th largest city in Los Angeles County with a population of nearly 160,000 residents. The proposed project is located in the city of Lancaster on 5th Street East, from Avenue H-8 to Avenue J-4.

2. **Project Coordinates** Latitude 34.69667 (Decimal degrees) Longitude 118.12139 (Decimal degrees)

3. **Project Description**

The project will improve pedestrian and bicyclist safety by constructing pedestrian curb bulb-outs to shorten crossing distances at several locations along 5th Street East, from Avenue H-8 to Avenue J-4, a pedestrian refuge island at Kettering Street and 5th Street East, and new traffic striping to install buffered bike lanes along the corridor. This corridor fronts one middle school and two elementary schools.

4. **Project Status**

The project is in the pre-design phase and environmental clearances are underway. All work will occur within existing right-of-way. Although a ROW Certification will be necessary through Caltrans Local Assistance, it is expected that a simple Caltrans Exhibit 13-A will be acceptable.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Children need safe routes to school, and this is especially true in Lancaster. Certain factors and community dynamics have fostered an environment where children are playing less and eating more. Most of Lancaster has a suburban form with large superblocks and cul-de-sac neighborhoods. The street network concentrates traffic on wide, high-speed arterials. These streets present safety challenges for pedestrians and bicyclists, and the physical environment discourages students from bicycling and walking to school.

Many parents that have the option to walk, bicycle, or drive their cars to drop-off and pick-up their children, still prefer to drive their cars due to concerns with speeding vehicles, lack of crosswalks, crosswalks that cross very wide streets, multiple lanes of traffic, and bike lanes that run directly adjacent to high speed vehicular traffic.

Obesity in children has a strong prevalence in the Antelope Valley. According to the Office of Health Assessment and Epidemiology, 21.2% of children in the area are obese with numbers rising consistently each year.

The City has already started efforts to improve the condition of our pathways to school, and we have found great success and cooperation working with local school districts and community members.

The corridor of 5th Street East, from Avenue H-8 to Avenue J-4, runs adjacent to two elementary schools, El Dorado and Linda Verde Elementary Schools, and is also adjacent to Piute Middle School. This corridor bisects the school boundary zones for these three schools, meaning that many students walking or bicycling to either of the schools will have to cross and/or travel along 5th Street East. Since 2007, there have been a total of 5 bicycle related injury collisions and 6 pedestrian related injury collisions along this corridor. With these collisions, and the proximity to public schools, the project has been identified as a safety priority.

However, the need for pedestrian and bicycle improvements along this corridor was also identified by constituents in the development of the City's Master Plan of Trails and Bikeways, and during the public workshop process of the development of the City's Safe Routes to School Master Plan.

During the public outreach process, some of the comments received included that the crossings were too wide to cross, and that motorists speed and ignore the crossing guards. The construction of pedestrian curb bulb-outs at several crossing locations would shorten crossing distances, making it safer for students to cross 5th Street East. Additionally the installation of new traffic striping would update and install new crosswalks, and install buffered bike lanes that include green colored pavement at conflict zones. The new striping would reduce the number of travel lanes on 5th Street East to one lane in each direction, and would have a traffic calming effect on the corridor.

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

This proposal is consistent with SCAG's Regional Transportation Plan 2012-2035 Sustainable Communities Strategy, adopted April 2012, and including implementing of SB 375 and AB 32 to reduce greenhouse gas emissions. SCAG has adopted Complete Streets strategies in the 2012 RTP to ensure active transportation through the development of bicycle and pedestrian policies. The proposal is also consistent with the City's Master Plan of Trails and Bikeways, adopted in March 2012. With walking and bicycling, there are no greenhouse gas emissions; more so, it helps to reduce roadway congestion, and increases the health and quality of life for residents.

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.

The proposed improvements have significant potential to encourage increased walking and bicycling. The 5th Street East corridor from Avenue H-8 to Avenue J-4 is located on a major route to school for El Dorado and Linda Verde Elementary Schools, and for Piute Middle School. With the proposed pedestrian curb bulb-outs, crossing distances will be shortened and it will be safer for students to walk along and cross 5th Street East. The proposed buffered bike lanes will increase bicyclist safety and encourage more bike trips.

To further encourage increased walking and bicycling by students, the City will work with the schools to develop education programs to teach walking and bicycling safety, and provide needed crossing guard equipment. These programs will be geared for both students and parents. For students, educational programs help build their knowledge of traffic safety rules. For parents, education programs can help them understand the appropriate traffic patterns around schools. The encouragement programs will be developed based on the individual needs and may include tools such as the creation of a Walking School Bus, Walk to School Day and individual or class competitions with incentives.

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.

5th Street East, from Avenue H-8 to Avenue J-4, runs through an area of the city that is primarily residential. There is a public park as well as two elementary schools and one middle school adjacent to the proposed project area. There is a total enrollment of 2,557 students, and approximately 1,500 students live along the corridor. Previously conducted classroom surveys

indicated that the percentage of students currently walking or bicycling to school at El Dorado Elementary, Linda Verde Elementary, and Piute Middle School is 32.6%, 33.5%, 26.1%, respectively. Additionally, pedestrian/bicycle screen line counts were conducted at the three schools to measure the volume and direction of the students arriving/departing school. The counts were conducted by trained volunteers, 45 minutes before the morning bell until 15 minutes after, and 15 minutes before the afternoon bell until 45 minutes after. Post-project counts will be conducted using the same methodology. With these proposed improvements, the City anticipates at least a 10% increase in the number of students that walk or bike to school.

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 transportation infrastructure that surrounds a school is often a deciding factor that parents consider when deciding whether or not to let their child(ren) walk or bike to school. The proposed project is on a major school route for three public schools and Eastside Park. 5th Street East generally bisects the enrollment boundaries for the three schools. Approximately 1,500 students live along the 5th Street East corridor. Although there are existing sidewalks and walkways for the students to use, many complaints from parents have been that 5th Street East is too wide to cross safely and that vehicles are traveling too fast. This project will shorten the crossing distances across 5th Street East at 13 locations, with the construction of bulb-outs, making it safer for students to cross. 5th Street East is included in the City's Master Plan of Trails and Bikeways. It is proposed to construct a Class II bike lane in each direction. This project will install these bike lanes along with a 2'minimum striped buffer to separate the bike lane from vehicular traffic. The addition of buffered bike lanes, and decreasing the number of thru lanes to one lane in each direction, will reduce the speed along this corridor. The bike lanes, in combination with proposed pedestrian curb bulb-outs will help to improve the safety of this corridor.

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.

Most of Lancaster has a suburban form with large superblocks, cul-de-sac neighborhoods, and property line walls along arterial streets. As such, traffic concentrates along these wide, high-speed arterials and creates an invisible barrier for pedestrians to cross and bicyclists to share. This situation hinders connectivity and mobility for pedestrians and bicyclists to access schools and discourages an active lifestyle. The proposed infrastructure improvements for the project will improve connectivity and mobility by eliminating the barriers that discourages students, parents, and others from walking and bicycling to school and other destinations, thus, providing motivation and encouragement to use active transportation modes of travel. The proposed bicycle improvements upgrade existing substandard bike lanes on segments of 5th Street East to the standard of the Master Plan of Trails and Bikeways, and completes the proposed segment of 5th Street East, from Avenue H-8 to Avenue J-4. The completion of these lanes allows for better connectivity to the major east/west bike lanes that intersection 5th Street East on Avenue I, Lancaster Blvd, and Avenue J.

IV. NARRATIVE QUESTIONS- continued

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

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

Since 2007, there have been 11 pedestrian and bicycle injuries along 5th Street East. Five of these injuries have been bicycle related as a result of the bicyclist not being visible to the motorist. The remaining 6 pedestrian related injuries were the result of vehicle left turn collisions or the motorist not seeing the pedestrian crossing the street. The proposed pedestrian curb bulb-outs will increase the visibility of the pedestrian. The bulb-outs will also create reduced curb radii, which will reduce speeds of turning vehicles. The bulb-outs create a "pinch point" of travel lanes which will reduce speeds of left turn vehicle traffic. Lastly, the bulb-outs will reduce crossing distances from 60' to 46'. The construction of buffered bike lanes will require the right sizing of the 5th Street East corridor from 4 lanes to 2 lanes. This reduction in lanes will reduce vehicular speeds. The proposed buffered bike lane improvements will separate bicyclists from adjacent vehicular traffic. The existing 4' wide bike lanes will be increased to 6' wide. Additionally, the use of green colored pavement in conflict zones will make the bike lanes more visible.

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

- **Reduces speed or volume of motor vehicles**

The project will implement right sizing on the 5th Street East corridor. Traffic lanes will be reduced from 4 lanes to 2 lanes, and buffered bike lanes will be installed. The improvements will create a visually narrower roadway perspective which will result in a reduction of driving speeds.

- **Improves sight distance and visibility**

The project will implement curb extension bulb-outs at 13 locations along 5th Street East. Typical curb bulb-outs project approximately 7' into the roadway from the existing roadway curb alignment. The sidewalk area is expanded within the bulbed-out portion of the curb, thus, pedestrians will be in a better position to be visible to oncoming vehicular traffic. These bulbed-out pedestrian zones will be shadowed by parking lanes along the longitudinal alignment of the street and red-curb or "No Stopping" zones will be incorporated where needed. Also, the reduction in traffic lanes resulting from the reduction to one lane in each direction will eliminate the situation where a driver's visibility of a crossing pedestrian is blocked by a second car that has already stopped and yielded to a pedestrian on multiple lane roads.

- **Improves compliance with local traffic laws**

The project will implement right sizing on the 5th Street East corridor that will encourage reduced speeds, thus encouraging compliance with the school zone speed limits of 25 mph. We are also confident the anticipated reduction in driving speeds will allow for the current speed limits (40 mph at some segments) to be reduced, after conducting a speed zone study and confirming the 85 percentile speeds after implementation of the project improvements. The proposed bulb-outs, and higher visibility crosswalks will provide a higher degree of visibility of crossing pedestrians which will result in improved driver compliance to local traffic laws that require drivers to yield to pedestrians.

- **Eliminates behaviors that lead to collisions**

Vehicular speeds are a contributing factor in all types of collisions. The project aims at reducing vehicular speeds by reducing the number of thru lanes and creating a narrower roadway perspective for drivers, thus, encouraging reduced speeds and changing drivers' behavior. The narrower roadway perspective gained by implementation of the proposed improvements are projected to eliminate high speed driving behavior that leads to collisions.

The proposed bulb-outs will strongly encourage pedestrians to cross at designated locations. These improvements create a safe and walkable environment that will eliminate any behaviors of pedestrians crossing at locations where drivers may not be expecting pedestrians to cross.

The proposed buffered bike lanes provide separation between vehicles and bicycles by incorporating a longitudinal buffer area between vehicles and bicycles. The behavior of some drivers to drive very close to bicyclists may lead to collisions, especially with wide vehicles that have extended mirrors. This type of striping treatment eliminates the behavior of drivers traveling too close to a bicyclist by providing a visible buffer area between vehicles and bicycles.

- **Addresses inadequate traffic control devices**

There are a lack of adequate traffic control devices along the 5th Street East corridor to adequately serve the crossing needs of school children. These locations were identified in the City's draft SRTS Master Plan and are incorporated into the project improvements. As previously mentioned, the proposed bulb-outs will provide higher visibility traffic control devices at pedestrian crossing locations.

- **Addresses inadequate bicycle facilities, crosswalks or sidewalks**

Higher speed results in more concerns for bicyclists sharing the roadway. The high speeds and likelihood of driver distraction can easily lead to vehicle/bicycle collisions. As such, the City typically installs buffered bike lanes on roadways where enough street width is available. Some segments of 5th Street East have bike lanes where there is no buffer present. The project improvements will correct this deficiency and install buffered bike lanes through the entire corridor.

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.

As described above, since 2007, there have been 11 pedestrian and bicycle related injuries along 5th Street East. This information is collected from the City's collision reports

database, based on Los County Sheriff's Department incident reports and from the Transportation Injury Mapping System (TIMS) website. The City also conducted walk audits with community participation to identify other hazards that were not apparent from the collision databases.

IV. NARRATIVE QUESTIONS- continued

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.

Over the past few years the City has taken great strides toward improving walkability and connectivity throughout Lancaster. The City's Master Plan of Trails and Bikeways was adopted by the City Council in early 2012, after a 2-year long effort involving community outreach, workshops, walk audits, and stakeholder coordination. The Technical Advisory Committee (TAC) for the Plan adopted a series of goals, policies and actions. Two of the goals were: 1) provide a safe, connected, and convenient street environment where people of all ages and physical abilities can travel throughout Lancaster without a vehicle; and 2) support safe access to and from schools.

The Master Plan of Trails and Bikeways provided the framework for the proposed project road diet and buffered bike lane components.

During this past year, the City has been in the process of developing a Safe Routes to School Master Plan. As part of the development of the SRTS Master Plan, the City coordinated with the staff and parents of El Dorado Elementary School, Linda Verde Elementary School, and Piute Middle School. School staff assisted in the distribution and collection of classroom surveys to determine the percentage of students walking and bicycling to school. In coordination with school staff and parents, the City conducted walk audits for the three schools. These walk audits included participation from the school staff, parents, City staff and the City's SRTS Master Plan consultant. City staff worked with the local school staff to coordinate the planning of these events and in distributing the notices to the parents about the planned walk audit and the Safe Routes to School Program. The walk audits included a presentation of the Safe Routes to School Program and the opportunity for staff and parents to discuss the safety issues that the

school faced. Each audit included a field visit around the school campus to allow parents to identify these issues for City staff, and afterwards the parents were asked to mark locations on a map of the school enrollment boundary and identify the common routes to school.

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

During the monthly SRTS Partner Meetings between Antelope Valley Partners for Health, representatives from Los Angeles County Department of Public Health and Lancaster School District, and City staff discussed the readiness assessment to determine which schools were ready to partner with the City to promote and develop SRTS plans. City staff reviewed the input from the School Districts, the collision data near the schools, and reviewed the Capital Improvement project lists that may have potential nearby infrastructure improvement opportunities near the schools.

In choosing the schools for this proposal, the close proximity of the three schools to 5th Street East, a proposed Class II bike lane route per the Master Plan of Trails and Bikeways, and 5th Street East being a major school route for the schools led to the desirability to potentially meet the needs of three public schools with one project.

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

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 Y

IV. NARRATIVE QUESTIONS- continued

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.

Alternative 1: Build all proposed improvements. Construction of pedestrian curb bulb-outs, updated traffic striping, including buffered bike lanes, enhanced visibility crosswalks, and pedestrian refuge islands at designated crossings along 5th Street East, from Avenue H-8 to Avenue J-4. Coordinate with the schools for the education programs for the students.

Alternative 2: No build option. This option has no direct associated cost since no infrastructure elements are proposed. Alternative 2, "No Build" was not considered due to the potential risk of injury to school students and because the no build alternative did not take any steps toward the City's active transportation goals.

Due to these improvements being identified in both the Master Plan of Trails and Bikeways and in the draft SRTS Master Plan, Alternative 1 was chosen to be a valuable and necessary improvement. Feedback received from the community during the SRTS walk audits indicated concerns for high speeds, and pedestrian crossings, also contributed to not considering the no build alternative. With 11 pedestrian and bicycle related injuries in the project area since 2007 and the proximity of three public schools, a no build option was not desirable because of the continued risk to injured students if improvements were not constructed.

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

The cost benefit ratio for this proposal was calculated using the benefit of the proposed civil improvements, and consideration of the benefits of congestion reduction, roadway and vehicle cost savings, health costs, air pollution reduction, noise reduction, and energy conservation that will result from these improvements.

The cost benefit ration of the proposed civil improvements was calculated using the cost benefit calculator tool on the Transportation Injury Mapping System website. For the pedestrian curb bulb-outs and bike lanes, there is an expected benefit of $1,674,120 (see attached printout). With a total project cost of $1,438,297, the benefit cost ratio in terms of just the proposed civil improvements is 1.16.

In calculating the additional monetary benefit from congestion and air pollution reduction, noise reduction, and energy conservation, etc., *Evaluating Active Transport Benefits and* Costs by the Victoria Transport Policy Institute (2014) was used. This additional benefit is $489,873 and is summarized n the table below.

School	# of Students	Current % Bike to School	Cost Benefit to Increase Bicycle Trips by 100%	Current % Walk to School	Cost Benefit to Increase Walking Trips by 100%	Current Students Driven in Family Vehicle	Family Vehicle Trips per Day	Daily Active Transport Cost (Note 1)	Cost Benefit for 10% Daily Family Trip Reduction	Current Carpool	Cost Benefit to Increase Carpool Trips by 100%	Daily Total Cost Benefit of Family Auto Trips Reduced, and
El Dorado Elementary	795	3%	$68	28%	$637	57%	453.15	$648.00	$64.80	5%	$113.69	$883
Linda Verde Elementary	757	1%	$22	32%	$693	49%	370.93	$530.43	$53.04	5%	$108.25	$876
Piute Middle	967	1%	$28	22%	$608	56%	541.52	$774.37	$77.44	9%	$248.91	$962
												$489,873.38

Assumptions:

Surveys taken from homeroom teacher asking how the student arrived to school, 3rd grade and higher

Note 1: $1.43 per mile per Victoria Transport Policy Institute (2014), *Evaluating Active Transport Benefits and Costs*, pages 21, 22, and 50, benefits include congesting reduction, roadway cost savings, vehicle cost savings, health costs, air pollution reduction, noise reduction, engergy conservation, and traffic safety benefits

As a result of this calculation, the new benefit in consideration of the proposed improvements and the active transportation goals becomes $2,163,993. The cost benefit ratio for the total project cost is 1.50. As the program funds requested is equal to the project cost, the benefit cost ratio of the funds requested is also 1.50.

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.

The vision for the City of Lancaster is to be a livable city organized on four "pillars" that support this goal: Safety, health, economic vitality and sustainability. A population that is healthier is able to work, with less absenteeism, and be active in community activities and organizations, which directly impacts the City's economic vitality and community livability.

Research has shown that school children today are not getting enough physical activity, which contributes to growing rates of obesity and obesity-related health problems, such as diabetes and heart disease. According to the UCLA Center for Health Policy Research, in the Antelope Valley 9.0% of children ages 2 – 11 are at or above the 85th percentile of children who are overweight for their age. And 15.3% of children ages 0-17 have recently been diagnosed or are experiencing asthma symptoms. As the proposed infrastructure and non-infrastructure improvements are along the major school route for two elementary schools and a middle school, the children in this age range would benefit from these improvements. Furthermore, increasing the number of children walking and bicycling to school also reduces the number of cars on the roads, since the parents would no longer drop-off their children in their cars. Research shows that the congestion typically experienced at schools during drop-off and pick-up results in a rise in air pollutants in proximity of the schools. Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.

Research data based on studies from the American Journal of Preventive Medicine and the British Medical Journal suggest that elementary and middle school-age students who walk to and from school are more physically active overall than those who travel to school by automobile. The proposed infrastructure improvements would improve the safety at the crossing

locations along the major school route of 5th Street East, and the proposed education programs would teach students how to walk and bike to school safely. With these proposed improvements and programs the students will be more physically active.

IV. NARRATIVE QUESTIONS- continued

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

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

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

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

- Median household income for the community benefited by the project: $_____
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 92.14 %

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.

With an average of 92.14% of the total students amongst the three schools eligible for free or reduced price meal programs, the community within the project area is considered a low-income area with 100% of the project funds benefitting this community. Research shows that children from lower income households had more than two times higher odds of being obese than children from higher income households and that rate of severe obesity were approximately 1.7 times higher among poor children. The Food Research and Action Center provides additional information regarding the relation of childhood poverty and obesity trends. The information can be found at the following link: http://frac.org/initiatives/hunger-and-obesity/are-low-income-people-at-greater-risk-for-overweight-or-obesity/.

The Safe Routes to School (SRTS) National Partnership website provides similar evidence of obesity trends listed above, as well as other pertinent data that identifies the benefits for an active lifestyle and an active transportation system. This information can be found at the following link: http://saferoutespartnership.org/resourcecenter/quick-facts.

If the proposed infrastructure improvements are constructed, students will be able to cross 5th Street East more safely. This would lower the safety risks to those students that currently walk to the school which would be a benefit to all students, including low-income students. Additionally, the added benefit of the proposed education programs would teach these children how to walk and bike to school safely.

IV. NARRATIVE QUESTIONS- continued

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	Detailed Estimate	Project Schedule
Project Map	Preliminary Plan	

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 Y

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

Virginia Clark
virginia.clark@ccc.ca.gov
(916) 341-3147
Submitted: April 24, 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 Y

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

Cynthia Vitale
calocalcorps@gmail.com
(916) 558-1516
Submitted: April 24, 2014

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

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

Virginia Clark of the CCC responded to the information submittal indicating that, "the CCC is not opting to participate in this ATP project.

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

Cynthia Vitale of the CALCC responded to the information submittal indicating that "the local conservation corps are not able to participate on this project."

IV. NARRATIVE QUESTIONS- continued

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 Lancaster has not experienced any grant failures to date. The City has a history of successful grant management and the development, implementation, and maintenance of both large and small capital improvement projects. The City currently has three Safe Route to School projects totaling $1,350,000 in SR2S funds. All total, the City currently has over $10 million in State and Federal grants funds programmed in its Capital projects.

Project name: 5th Street East Corridor 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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project | **Date:** 5/19/14

District	EA	Project ID	PPNO	MPO ID	TCRP No.
07					

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA				City of Lancaster	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Stephen Carrillo	661-945-6861	scarrillo@cityoflancasterca.org

Project Title

5th Street East Corridor Improvements

Location, Project Limits, Description, Scope of Work ☐ See page 2

In the City of Lancaster, on 5th Street East, from Avenue H-8 to Avenue J-4. The project will improve pedestrian and bicyclist safety by constructiing pedestrian curb bulb-outs with ADA compliant curb ramps to shorten crossing distances at several locations along 5th Street East, and new traffic striping to install buffered bike lanes along the corridor.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

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

Purpose and Need ☐ See page 2

The project was awarded Cycle 1 ATP funds - that will promote walking and bicycling.

Project Benefits ☐ See page 2

Project will support pedestrian and bicycle safety improvements.

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

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			09/29/14
Circulate Draft Environmental Document	**Document Type**		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			10/31/14
Begin Design (PS&E) Phase			03/16/15
End Design Phase (Ready to List for Advertisement Milestone)			12/13/15
Begin Right of Way Phase			12/16/15
End Right of Way Phase (Right of Way Certification Milestone)			01/15/16
Begin Construction Phase (Contract Award Milestone)			08/23/16
End Construction Phase (Construction Contract Acceptance Milestone)			01/24/17
Begin Closeout Phase			01/25/17
End Closeout Phase (Closeout Report)			04/28/17

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	5th Street East Corridor 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)									
PS&E		85						85	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,353					1,353	
TOTAL		85	1,353					1,438	

Fund No. 1:	ATP Funds								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)									State
PS&E		85						85	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,353					1,353	
TOTAL		85	1,353					1,438	

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

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name: 5th Street East Corridor 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)	$ 85,000
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 1,323,297
Construction Phase-Non-infrastructure	$ 30,000
Total for ALL Phases	**$** 1,438,297

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

*Must indicate which funds are matching

Total Project Cost	$ 1,438,297
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$ 1,323,297
Request for Safe Routes to Schools Non-Infrastructure work	$ 30,000
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	01/25/2015	03/13/2015
Right-of-Way		
Construction	03/30/2016	06/10/2016

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: 5th Street East Corridor Improvements

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
08/23/2016	12/31/2016	Organize and promote walking and biking education events, and equipment
		needs for improved crossing guard actions (signs, vests, etc.)

Project name: 5th Street East Corridor 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: Stephen M. Carrillo
Name: Stephen M. Carrillo, P.E.
Title: Assistant Engineer

Date: 5/19/14
Phone: (661) 945-6861
e-mail: scarrillo@cityoflancasterca.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Robert C. Neal
Name: Robert C. Neal, P.E.
Title: Director of Public Works

Date: 5/19/14
Phone: (661) 723-6044
e-mail: rneal@cityoflancasterca.org

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

Signature: Dr. Michele Bowers
Name: Michele Bowers, Ed.D.
Title: Superintendent

Date: 5/19/14
Phone: (661) 948-4661
e-mail: bowersm@lancsd.org

Person to contact for questions:

Name: Jenny Sampson
Title: Safety & Wellness TSA

Phone: (661) 726-5454 x. 217
e-mail: sampsonj@lancsd.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

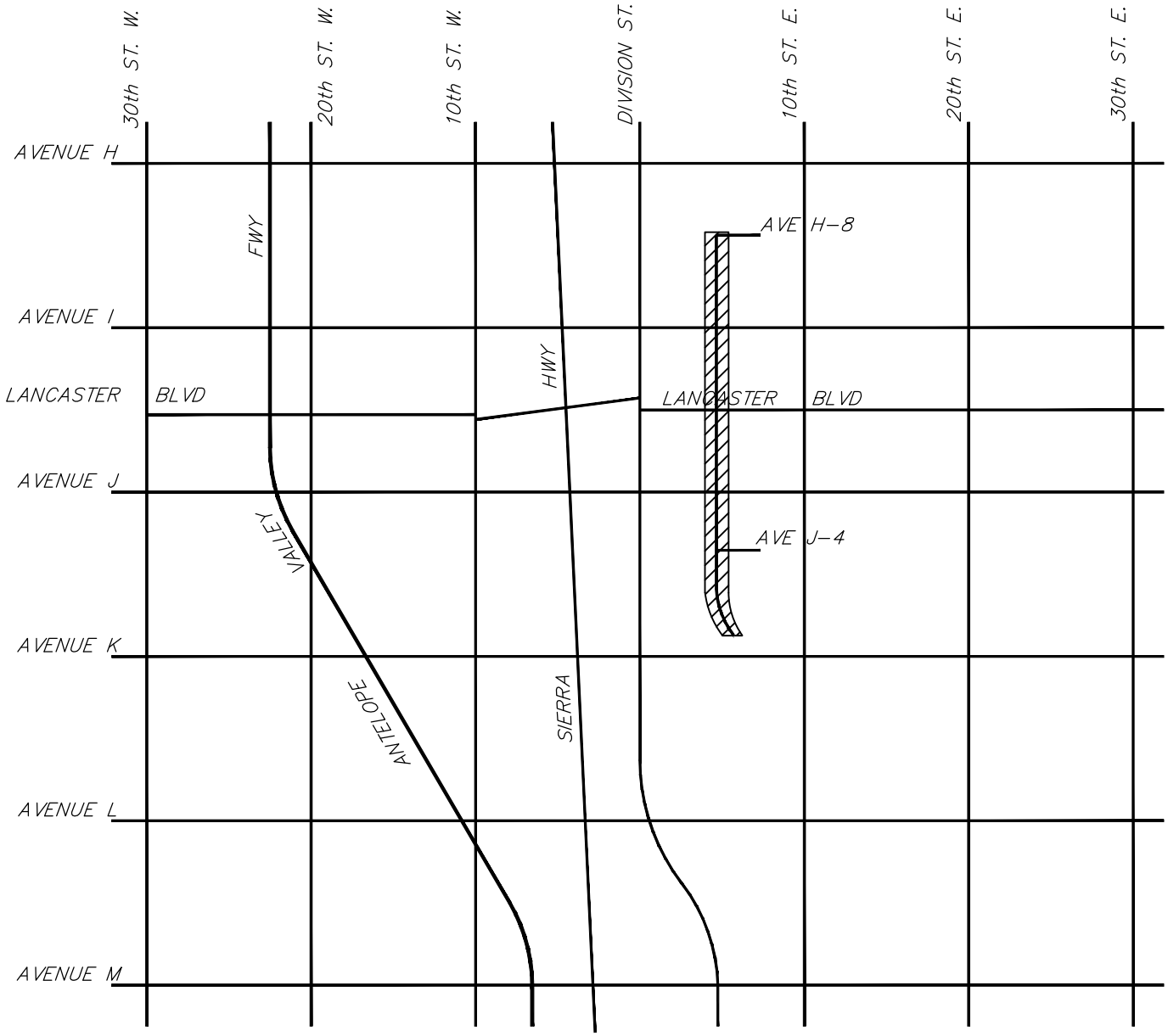
Project name:
5th Street East Corridor Improvements

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)

5TH STREET EAST CORRIDOR IMPROVEMENTS
ATP CYCLE 1 GRANT



LEGEND

PROJECT LIMITS

SCALE: NONE

VICINITY MAP

N.T.S.

Photos Of Current Conditions On 5th Street East

Pedestrians crossing 5th Street East near El Dorado Elementary School

Pedestrians cross 5th Street East near Linda Verde Elementary School

Students near Piute Middle School

CITY OF LANCASTER

5TH STREET EAST CORRIDOR IMPROVEMENTS
ATP CYCLE 1 GRANT
PRELIMINARY PLANS

GENERAL NOTES:

THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT EXISTING UTILITIES. PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CALL AND OBTAIN UNDERGROUND SERVICE ALERT ID NUMBER BY CALLING 811.

THESE PLANS ARE HEREBY MADE A PART OF THE SPECIFICATIONS.

THE CONTRACTOR SHALL COMPLY WITH THE PROVISIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC), LATEST EDITION, INCLUDING ALL SUBSEQUENT ADDENDA AND SUPPLEMENTS, HERINAFTER REFERRED TO AS "STANDARD SPECIFICATIONS", AS PUBLISHED BY BNI PUBLICATIONS, INC. 990 PARK CENTER DRIVE, SUITE E, VISTA, CALIFORNIA 92081, PHONE (760)734-1113, AND INCLUDING THE ADDITIONS AND AMENDMENTS CONTAINED IN THE CONTRACT DOCUMENTS.

REQUEST FOR INSPECTION SERVICE BY THE CITY OF LANCASTER DEPARTMENT OF PUBLIC WORKS SHALL BE MADE BY THE CONTRACTOR AT LEAST TWENTY FOUR (24) HOURS BEFORE THE SERVICES ARE REQUIRED. TO REQUEST INSPECTION SERVICES, CALL AT (661) 945-6879.

ACCESS TO ALL DRIVEWAYS AND BUSINESSES SHALL BE PROVIDED AND MAINTAINED DURING THE ENTIRE PERIOD OF CONSTRUCTION.

NO WORK IN CONNECTION HEREWITH SHALL BE CONDUCTED BETWEEN THE HOURS OF 5:00 P.M. AND 7:00 A.M. OF ANY DAY, NOR ON SATURDAYS, SUNDAYS, OR HOLIDAYS WITHOUT PRIOR WRITTEN APPROVAL OF THE LANCASTER CITY ENGINEER, OR OTHERWISE DIRECTED BY THE PLANS AND SPECIFICATIONS.

CONTRACTOR'S RESPONSIBILITY STATEMENT

THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITION DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY AND THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

THE CONTRACTOR ALSO AGREES TO DEFEND, INDEMNIFY AND HOLD THE CITY OF LANCASTER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

ENGINEER'S NOTICE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS.

THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THIS DRAWING.

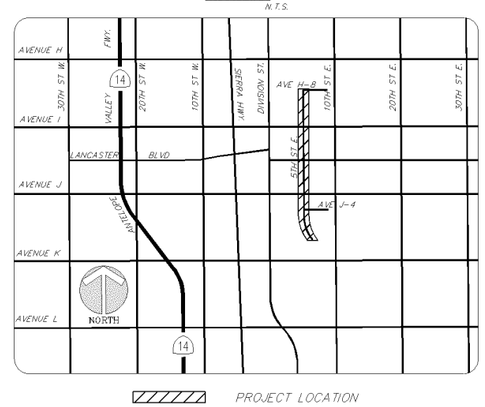
PRIOR TO EXCAVATION THE CONTRACTOR SHALL CALL UNDERGROUND SERVICE ALERT, TOLL FREE, AT 1-800-642-2444 TO VERIFY THE LOCATION OF UNDERGROUND UTILITIES.

INDEX OF SHEETS

SHEET 1	TITLE SHEET
SHEET 2	5TH STREET EAST FROM AVENUE H-8 TO LANCASTER BLVD
SHEET 3	5TH STREET EAST FROM LINGARD STREET TO AVENUE J-4
SHEET 4	SIGNING AND STRIPING TITLE SHEET
SHEET 5	SIGNING AND STRIPING 5TH STREET EAST FROM AVENUE H-14 TO IVYTON STREET
SHEET 6	SIGNING AND STRIPING 5TH STREET EAST FROM JACKMAN STREET TO NORBERRY STREET
SHEET 7	SIGNING AND STRIPING 5TH STREET EAST FROM NUGENT STREET TO WOODINGTON STREET
SHEET 8	SIGNING AND STRIPING 5TH STREET EAST FROM AVENUE J-4 TO AVENUE J-6

VICINITY MAP

N.T.S.



LEGEND

	BACK FLOW PREVENTER
	BOLLARD
DI	DRAIN INLET
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
GUY	GUY-ANCHOR
HB	HOSE BIB
GM	GAS METER
WM	WATER METER
TMH	TELEPHONE MANHOLE
FOMH	FIBER OPTIC CABLE MANHOLE
SDMH	STORM DRAIN MANHOLE
SMH	SEWER MANHOLE
CATV	CABLE TV PULLBOX
COMM	COMMUNICATION PULLBOX
ELEC	ELECTRIC PULLBOX
GAS	GAS PULLBOX
TSPB	TRAFFIC SIGNAL PULLBOX
WPB	WATER PULLBOX
	PILASTER
PIV	POST INDICATOR VALVE
GUY-P	POLE - GUY
	POLE - LIGHT
	POLE - TRAFFIC SIGNAL
UP	POLE - UTILITY
RISER	UTILITY RISER - TYPE SPECIFIED
SCO	SEWER CLEAN OUT
SIGN	SIGN
SIGN	DOUBLE POST SIGN
	TREE
X	SPOT ELEVATION
GV	GAS VALVE
ICV	IRRIGATION CONTROL VALVE
V	VALVE-UNKNOWN PURPOSE
WV	WATER VALVE
CP1	CONTROL POINT
2529.43 TC	LEADERED SPOT ELEVATION
2529.4	SPOT ELEVATION
	CONCRETE SURFACE
	FOUND MONUMENT AS NOTED
	EASEMENT LINE
	RIGHT OF WAY LINE
	FLOWLINE
	GROUND BREAKLINE
	SLOPE
2527	CONTOUR LINE
	CURB
	CENTERLINE
	EDGE OF PAVEMENT
	EXISTING EDGE OF PAVEMENT
	CHAINLINK/BARBWIRE FENCE
	POST FENCE
	WOOD FENCE
CTV	CABLE TV
COMM	COMMUNICATIONS
E	ELECTRIC
FOC	FIBER OPTIC CABLE
IRR	IRRIGATION
G	NATURAL GAS
S	SANITARY SEWER
	STORM DRAIN
TR	TRAFFIC SIGNAL
W	WATER
OHW	OVERHEAD WIRE
	WALL
	SAWCUT

APPROVED BY:

DIRECTOR OF PUBLIC WORKS — DATE

REVIEWED BY:

SENIOR CIVIL ENGINEER — DATE

SUBMITTED BY:

DATE

CONSTRUCTION NOTES

1. REMOVE EXISTING IMPROVEMENTS NECESSARY TO CONSTRUCT PEDESTRIAN CURB BULB-OUT. USE CURB RAMP PER SPPWC STD. PLAN 111-4, CASE A, TYPE I WITH TRUNCATED DOME DETECTORS. SIDEWALK SHALL BE 4" THICK PER SPPWC STD. PLAN 112-2, OVER THICK AGGREGATE BASE. PCC CURB AND GUTTER SHALL BE TYPE A2-8(200), PER SPWCC STD. PLAN 120-2.
2. REMOVE EXISTING IMPROVEMENTS NECESSARY TO DUAL PEDESTRIAN CURB RAMPS. USE CURB RAMP PER SPPWC STD. PLAN 111-4, CASE A, TYPE 1 WITH TRUNCATED DOME DETECTORS. SIDEWALK SHALL BE 4" THICK PER SPPWC STD. PLAN 112-2, OVER 4" THICK AGGREGATE BASE. PCC CURB AND GUTTER SHALL BE TYPE A2-8(200), PER SPWCC STD. PLAN 120-2.
3. CONSTRUCT ADA COMPLIANT PCC CURB RAMP WITH TRUNCATED DOME DETECTORS PER SPPWC STD. PLAN 111-4.
4. CONSTRUCT PEDESTRIAN REFUGE ISLAND.
5. CONSTRUCT PEDESTRIAN PASSAGE.

811 Know what's **below.** **Call** before you dig. UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

REGISTERED PROFESSIONAL ENGINEER RAYMOND M. HUNT No. C62540 CIVIL STATE OF CALIFORNIA

PLANS PREPARED UNDER THE SUPERVISION OF RAYMOND M. HUNT FOR THE CITY OF LANCASTER

SENIOR CIVIL ENGINEER — R.C.E. NO. C62540

REVISIONS

REVISED BY — DATE — APPROVED — DATE

REVISED BY — DATE — APPROVED — DATE

REVISED BY — DATE — APPROVED — DATE

CITY OF LANCASTER

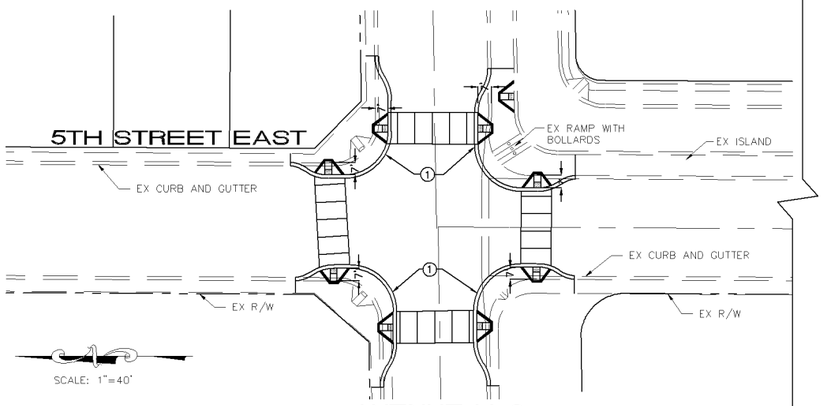
5TH STREET CORRIDOR IMPROVEMENTS

TITLE SHEET

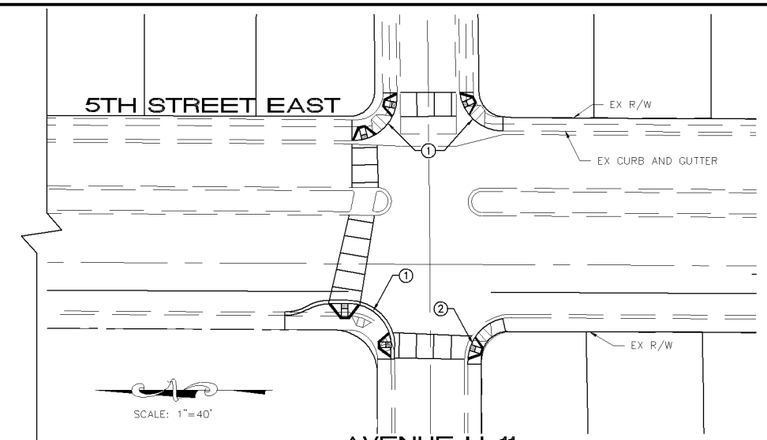
GENERAL NOTES; VICINITY MAP
CONSTRUCTION NOTES; SHEETS INDEX
SYMBOL LEGEND; TYPICAL CROSS SECTIONS

ATP CYCLE 1 GRANT — SHEET 1 OF 8 SHEETS

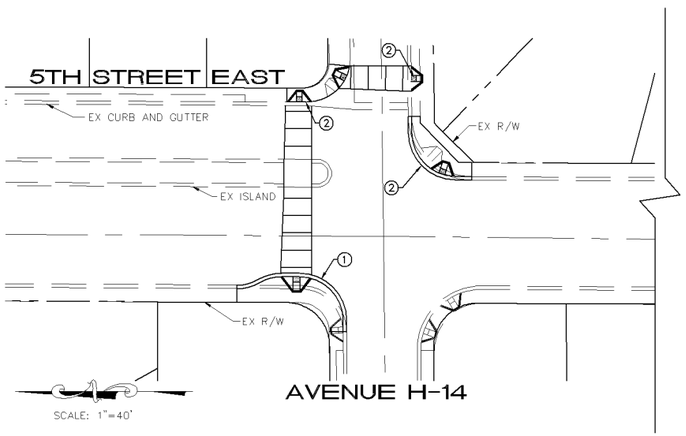
Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 1 Title Sheet



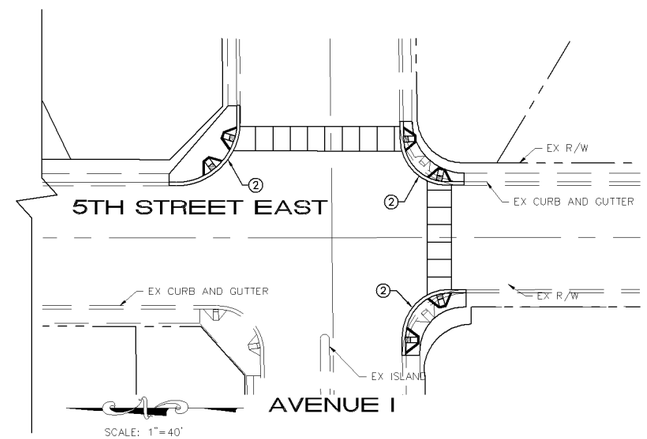
AVENUE H-8



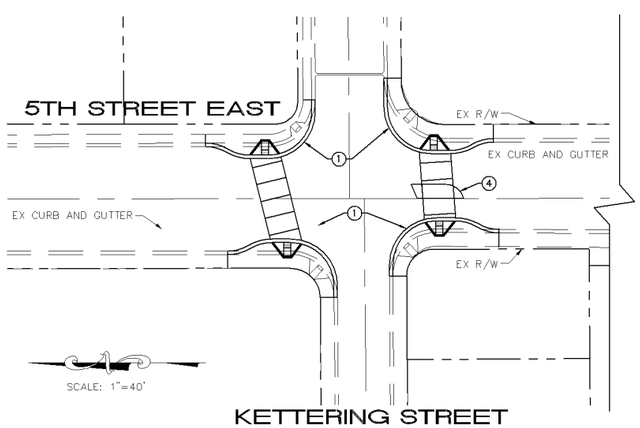
AVENUE H-11



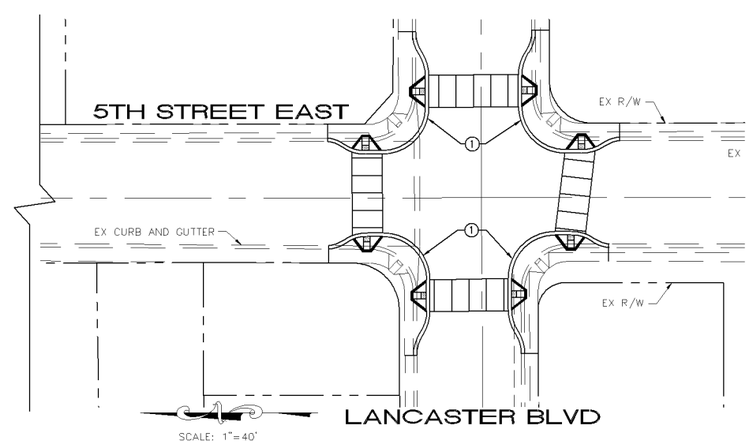
AVENUE H-14



AVENUE I



KETTERING STREET



LANCASTER BLVD

REVIEWED BY: DATE

SENIOR CIVIL ENGINEER

SUBMITTED BY: DATE

CONSTRUCTION NOTES

1. REMOVE EXISTING IMPROVEMENTS NECESSARY TO CONSTRUCT PEDESTRIAN CURB BULB-OUT. USE CURB RAMP PER SPPWC STD. PLAN 111-4, CASE A, TYPE I WITH TRUNCATED DOME DETECTORS. SIDEWALK SHALL BE 4" THICK PER SPPWC STD. PLAN 112-2, OVER THICK AGGREGATE BASE. PCC CURB AND GUTTER SHALL BE TYPE A2-8(200), PER SPWCC STD. PLAN 120-2.
2. REMOVE EXISTING IMPROVEMENTS NECESSARY TO DUAL PEDESTRIAN CURB RAMPS. USE CURB RAMP PER SPPWC STD. PLAN 111-4, CASE A, TYPE 1 WITH TRUNCATED DOME DETECTORS. SIDEWALK SHALL BE 4" THICK PER SPPWC STD. PLAN 112-2, OVER 4" THICK AGGREGATE BASE. PCC CURB AND GUTTER SHALL BE TYPE A2-8(200), PER SPWCC STD. PLAN 120-2.
3. CONSTRUCT ADA COMPLIANT PCC CURB RAMP WITH TRUNCATED DOME DETECTORS PER SPPWC STD. PLAN 111-4.
4. CONSTRUCT PEDESTRIAN REFUGE ISLAND.
5. CONSTRUCT PEDESTRIAN PASSAGE.

REGISTERED PROFESSIONAL ENGINEER RAYMOND M. HUNT No. C62540 CIVIL STATE OF CALIFORNIA

PLANS PREPARED UNDER THE SUPERVISION OF RAYMOND M. HUNT FOR THE CITY OF LANCASTER

SENIOR CIVIL ENGINEER R.C.E. NO. C62540

REVISIONS

REVISED BY ____ DATE	REVISED BY ____ DATE	REVISED BY ____ DATE
APPROVED ____ DATE	APPROVED ____ DATE	APPROVED ____ DATE

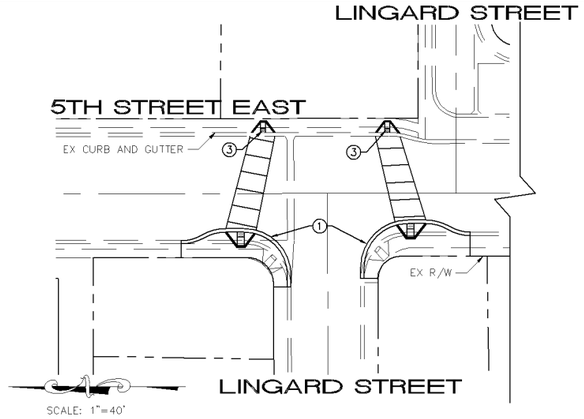
CITY OF LANCASTER

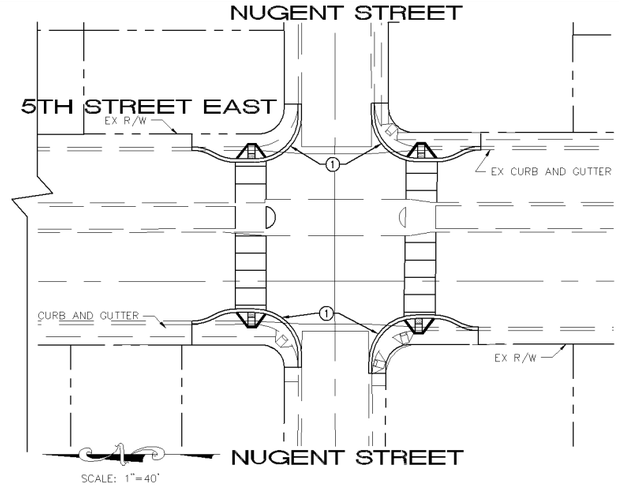
5TH STREET CORRIDOR IMPROVEMENTS

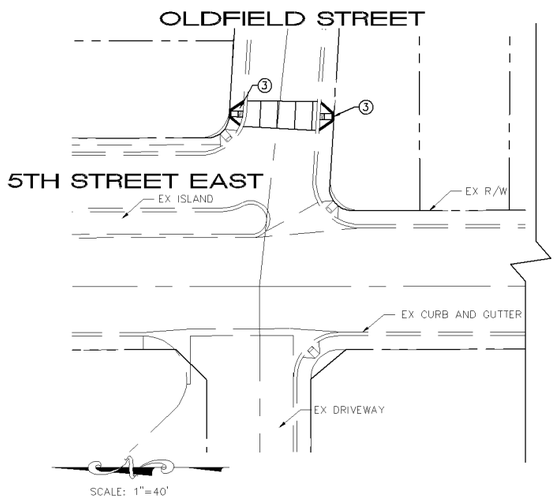
AVENUE H-8 AND 5TH STREET EAST
AVENUE H-11 AND 5TH STREET EAST
AVENUE H-14 AND 5TH STREET EAST
AVENUE I AND 5TH STREET EAST
KETTERING STREET AND 5TH STREET EAST
LANCASTER BLVD AND 5TH STREET EAST

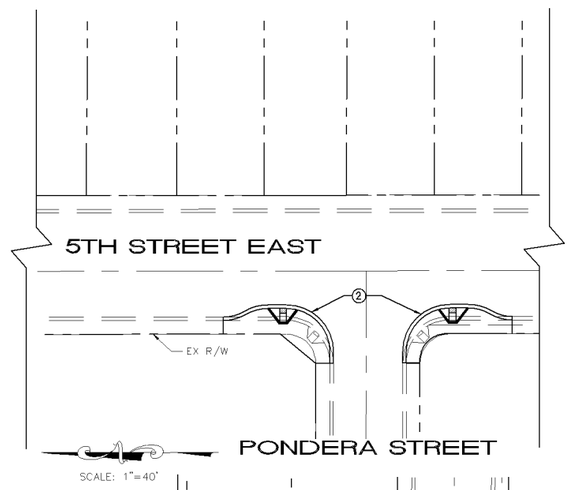
ATP CYCLE 1 GRANT | SHEET 2 OF 8 SHEETS

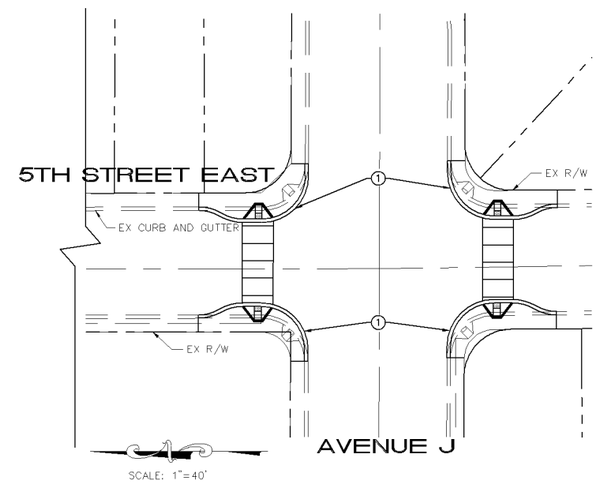
Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 2 Ave H-8

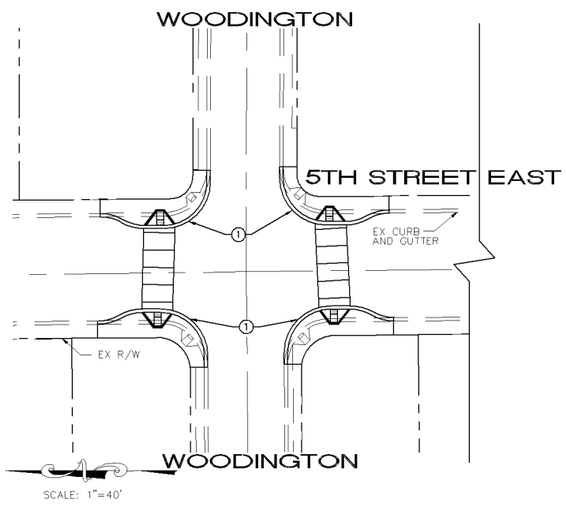


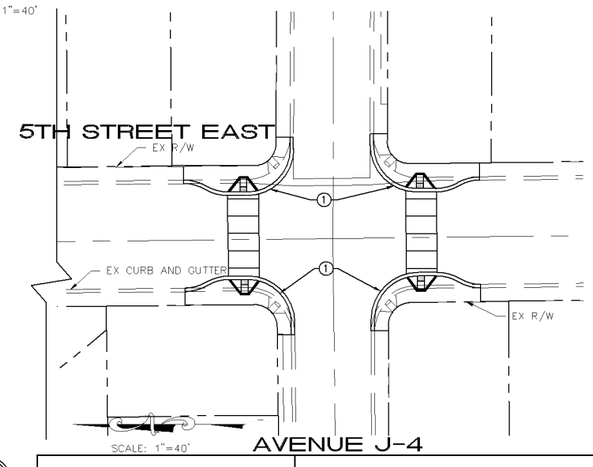












REVIEWED BY: DATE

SENIOR CIVIL ENGINEER

SUBMITTED BY: DATE

CONSTRUCTION NOTES

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PROFESSIONAL ENGINEER RAYMOND M. HUNT No. C82540 CIVIL STATE OF CALIFORNIA

PLANS PREPARED UNDER THE SUPERVISION OF RAYMOND M. HUNT FOR THE CITY OF LANCASTER

SENIOR CIVIL ENGINEER R.C.E. NO. C82540

REVISIONS

REVISED BY DATE
APPROVED DATE

REVISED BY DATE
APPROVED DATE

REVISED BY DATE
APPROVED DATE

CITY OF LANCASTER

5TH STREET CORRIDOR IMPROVEMENTS

LINGARD STREET AND 5TH STREET EAST
NUGENT STREET AND 5TH STREET EAST
OLDFIELD STREET AND 5TH STREET EAST
PONDERA STREET AND 5TH STREET EAST
AVENUE J AND 5TH STREET EAST
WOODINGTON AND 5TH STREET EAST
AVENUE J-4 AND 5TH STREET EAST

ATP CYCLE 1 GRANT | SHEET 3 OF 8 SHEETS

Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 3 Ave H-11

CITY OF LANCASTER

5TH STREET EAST CORRIDOR IMPROVEMENTS
ATP CYCLE 1 GRANT
PRELIMINARY PLANS

REVIEWED BY:	DATE
SENIOR CIVIL ENGINEER	
SUBMITTED BY:	DATE

GENERAL NOTES:

THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT EXISTING UTILITIES. PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CALL AND OBTAIN UNDERGROUND SERVICE ALERT ID NUMBER BY CALLING 811.

THESE PLANS ARE HEREBY MADE A PART OF THE SPECIFICATIONS.

THE CONTRACTOR SHALL COMPLY WITH THE PROVISIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC), LATEST EDITION, INCLUDING ALL SUBSEQUENT ADDENDA AND SUPPLEMENTS, HERINAFTER REFERRED TO AS "STANDARD SPECIFICATIONS", AS PUBLISHED BY BNI PUBLICATIONS, INC. 990 PARK CENTER DRIVE, SUITE E, VISTA, CALIFORNIA 92081, PHONE (760)734-1113, AND INCLUDING THE ADDITIONS AND AMENDMENTS CONTAINED IN THE CONTRACT DOCUMENTS.

REQUEST FOR INSPECTION SERVICE BY THE CITY OF LANCASTER DEPARTMENT OF PUBLIC WORKS SHALL BE MADE BY THE CONTRACTOR AT LEAST TWENTY FOUR (24) HOURS BEFORE THE SERVICES ARE REQUIRED. TO REQUEST INSPECTION SERVICES, CALL AT (661) 945-6879.

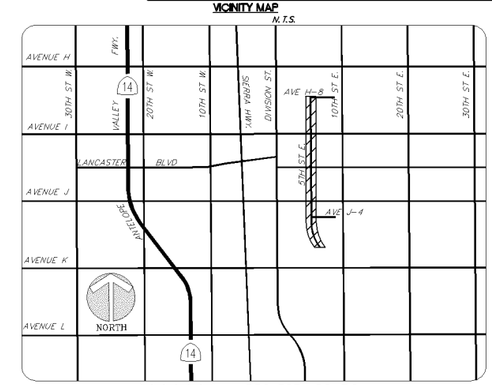
ACCESS TO ALL DRIVEWAYS AND BUSINESSES SHALL BE PROVIDED AND MAINTAINED DURING THE ENTIRE PERIOD OF CONSTRUCTION.

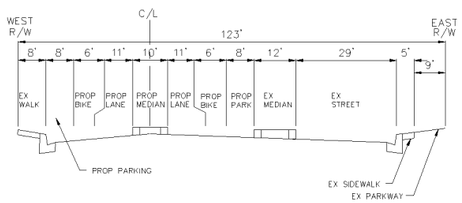
NO WORK IN CONNECTION HEREWITH SHALL BE CONDUCTED BETWEEN THE HOURS OF 5:00 P.M. AND 7:00 A.M. OF ANY DAY, NOR ON SATURDAYS, SUNDAYS, OR HOLIDAYS WITHOUT PRIOR WRITTEN APPROVAL OF THE LANCASTER CITY ENGINEER, OR OTHERWISE DIRECTED BY THE PLANS AND SPECIFICATIONS.

INDEX OF SHEETS

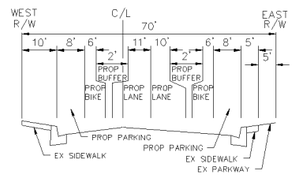
SHEET 4 SIGNING AND STRIPING TITLE SHEET
SHEET 5 SIGNING AND STRIPING 5TH STREET EAST FROM AVENUE H-14 TO IVYTON STREET
SHEET 6 SIGNING AND STIPING 5TH STREET EAST FROM JACKMAN TO NORBERRY STREET
SHEET 7 SIGNING AND STRIPING 5TH STREET EAST FROM NUGENT STREET TO WOODINGTON STREET
SHEET 8 SIGNING AND STRIPING 5TH STREET EAST FROM AVENUE J-4 TO AVENUE J-6

VICINITY MAP
N.T.S.

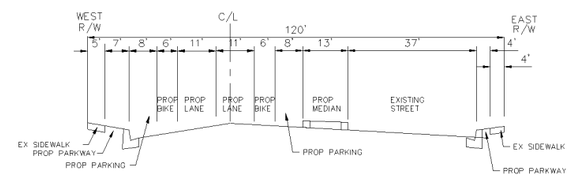




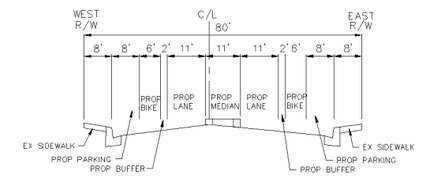
AVE H-8 TO AVE H-11
N.T.S.



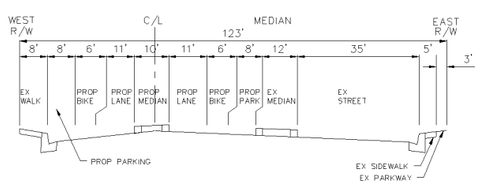
AVE I TO KETTERING STREET
N.T.S.



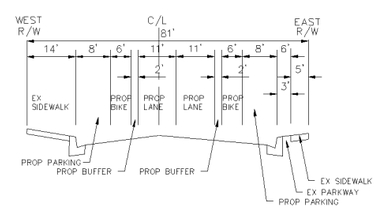
LINGARD STREET TO NUGENT STREET
N.T.S.



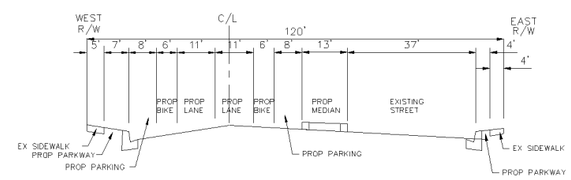
AVE J TO WOODINGTON STREET
N.T.S.



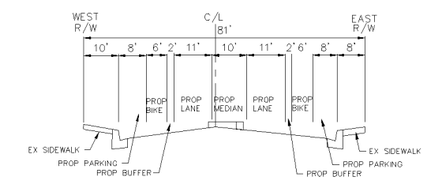
AVE H-11 TO AVE H-14
N.T.S.



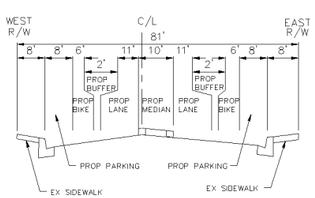
KETTERING STREET TO LANCASTER BLVD
N.T.S.



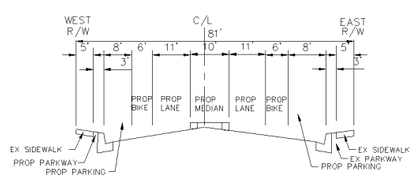
NUGENT STREET TO OLDFIELD
N.T.S.



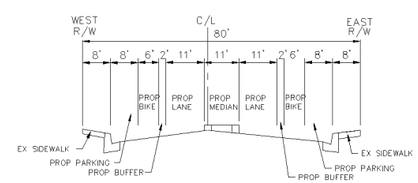
WOODINGTON STREET TO AVE J-4
N.T.S.



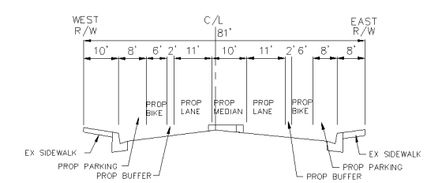
AVE H-14 TO LINN WAY
N.T.S.



LANCASTER BLVD TO LINGARD STREET
N.T.S.



OLDFIELD STREET TO AVENUE J
N.T.S.



AVE J-4 TO AVE J-6
N.T.S.

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REVISIONS

REVISED BY / DATE	REVISED BY / DATE	REVISED BY / DATE
APPROVED / DATE	APPROVED / DATE	APPROVED / DATE

CITY OF LANCASTER

5TH STREET CORRIDOR IMPROVEMENTS

TITLE SHEET

GENERAL NOTES; VICINITY MAP
CONSTRUCTION NOTES; SHEETS INDEX
SYMBOL LEGEND; TYPICAL CROSS SECTIONS

ATP CYCLE 1 GRANT | SHEET 4 OF 8 SHEETS

Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 4 Signing and Striping Title Sheet

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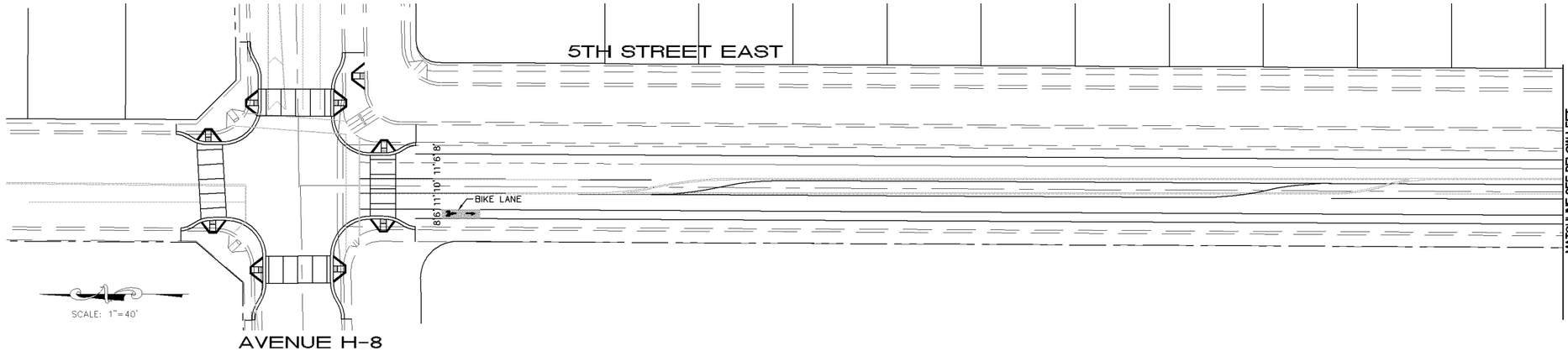

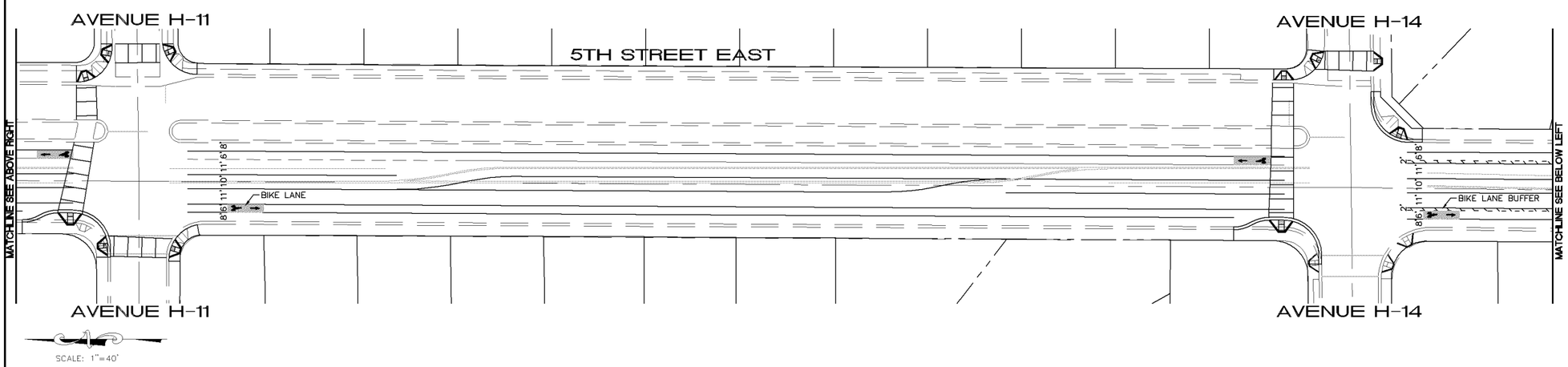

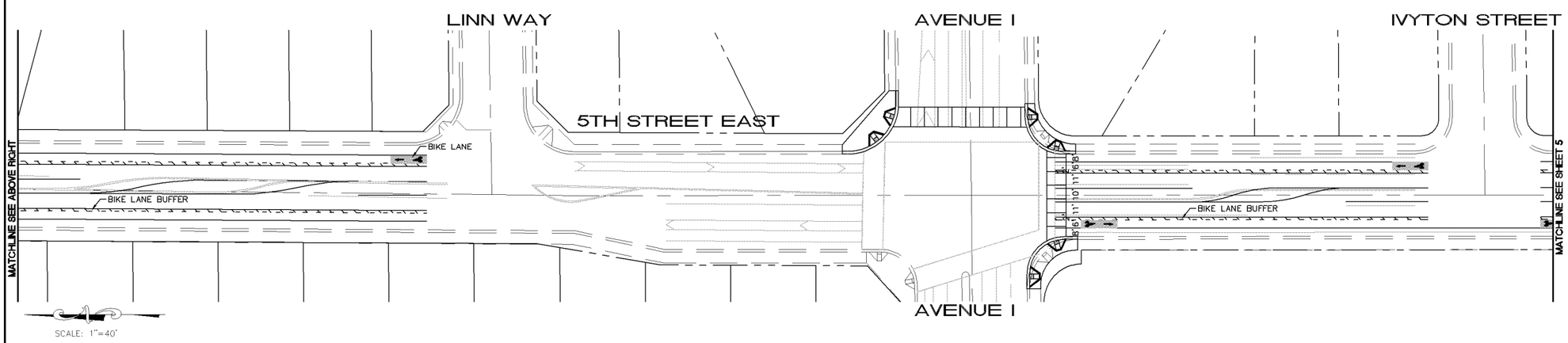

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CITY OF LANCASTER

5TH STREET CORRIDOR IMPROVEMENTS

SIGNING AND STRIPING PLAN
5TH STREET EAST
FROM
AVENUE H-14 TO IVYTON STREET

ATP CYCLE 1 GRANT | SHEET 5 OF 8 SHEETS

Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 5 Signing and Striping

REVIEWED BY: DATE

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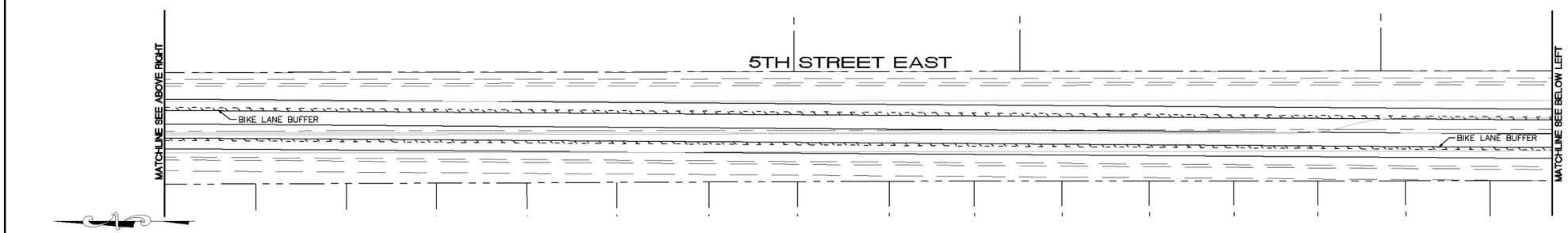

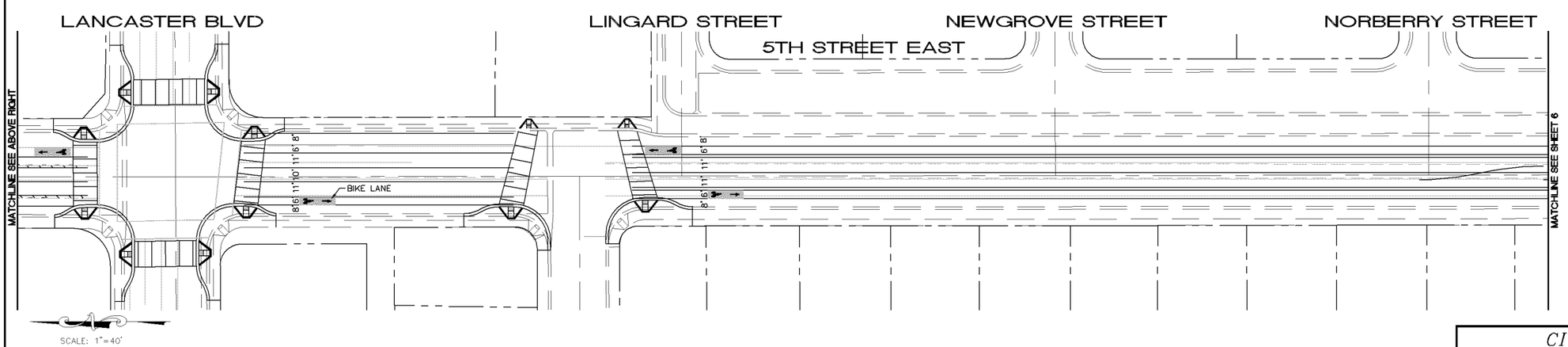

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CITY OF LANCASTER

5TH STREET CORRIDOR IMPROVEMENTS

SIGNING AND STRIPING PLAN
5TH STREET EAST
FROM
JACKMAN TO NORBERRY STREET

ATP CYCLE 1 GRANT | SHEET 6 OF 8 SHEETS

Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 6 Signing and Striping

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SENIOR CIVIL ENGINEER

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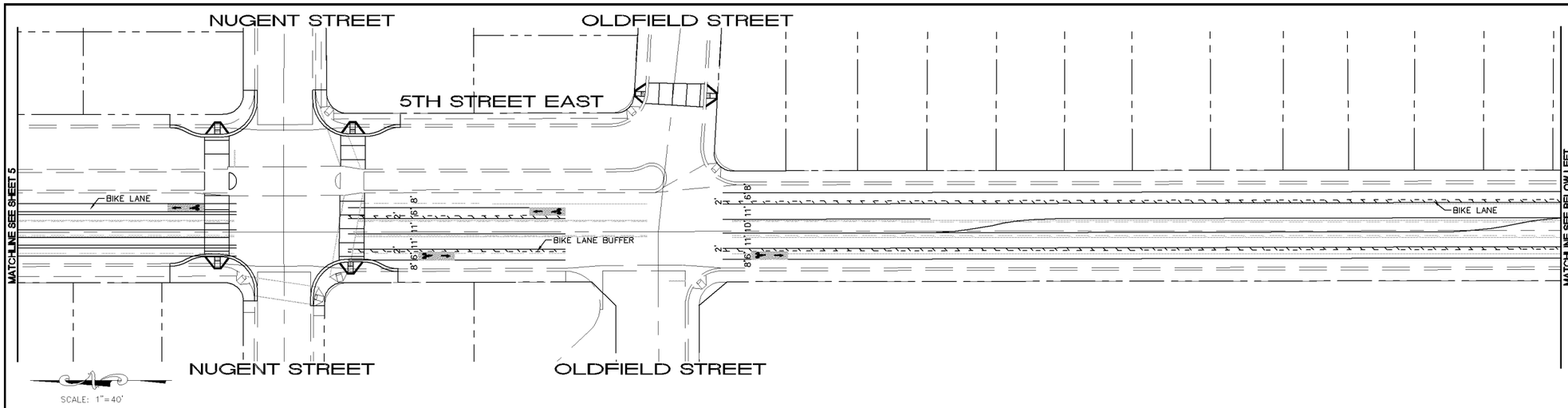

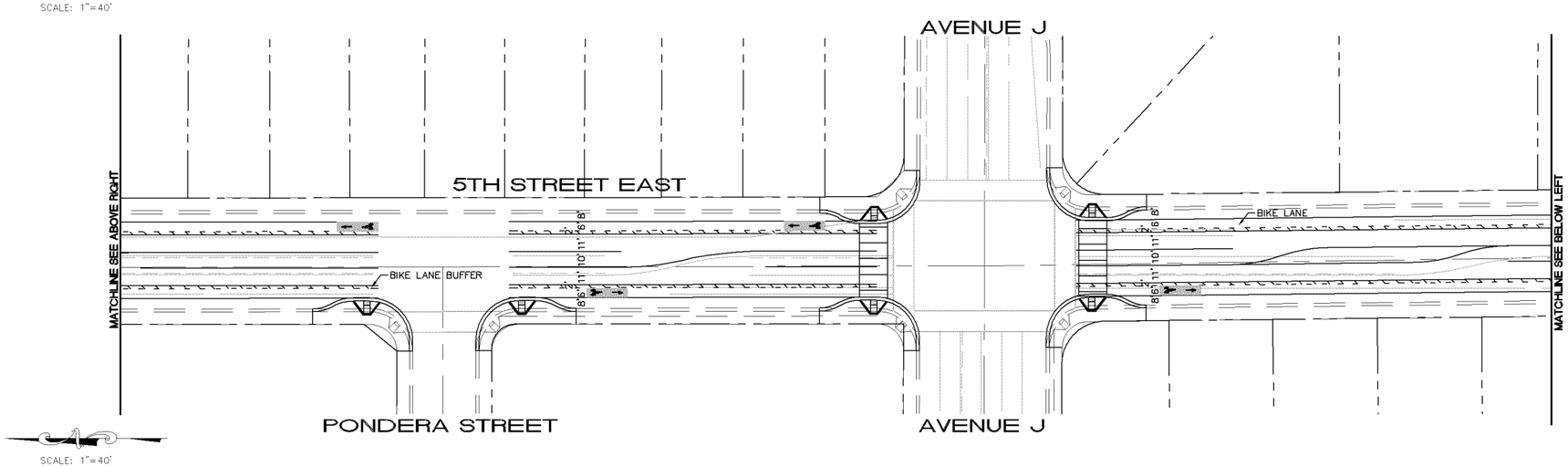

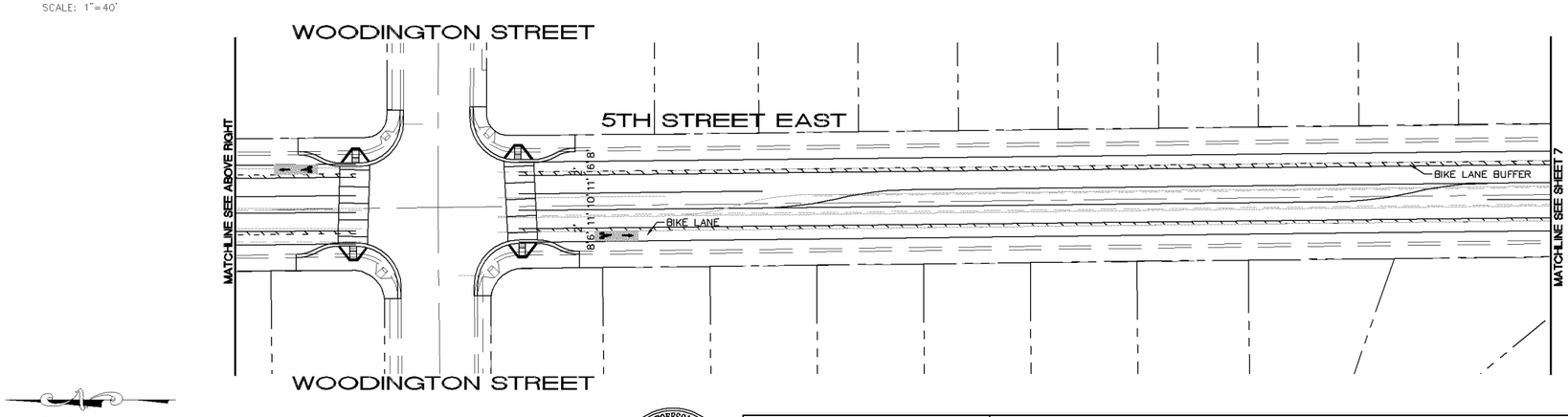

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CITY OF LANCASTER

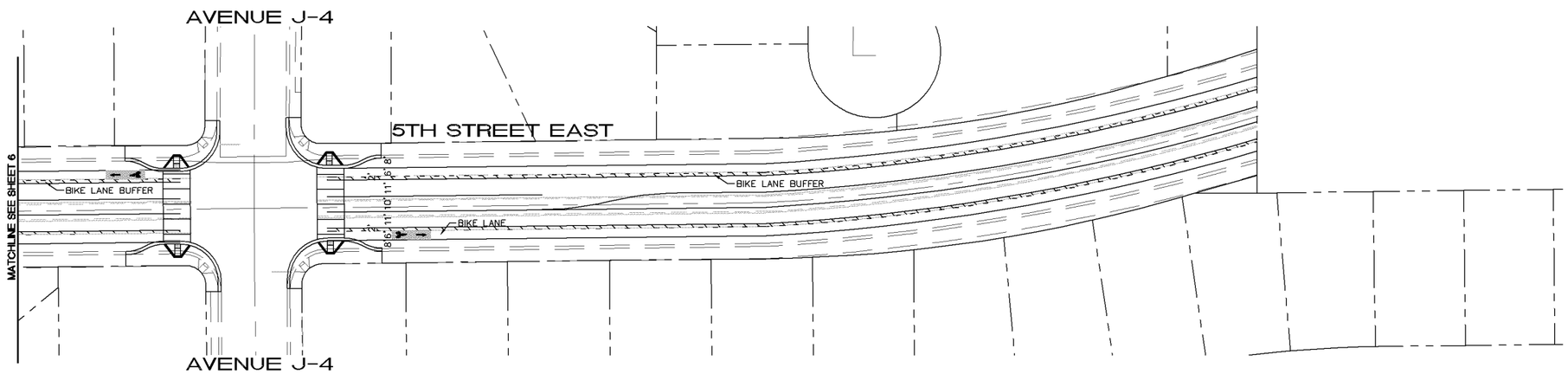
5TH STREET CORRIDOR IMPROVEMENTS

SIGNING AND STRIPING PLAN
5TH STREET EAST
FROM
NUGENT STREET TO WOODINGTON STREET

ATP CYCLE 1 GRANT | SHEET 7 OF 8 SHEETS

Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 7 Signing and Striping

REVIEWED BY:	DATE
SENIOR CIVIL ENGINEER	
SUBMITTED BY:	DATE



SCALE: 1"=40'

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CITY OF LANCASTER

5TH STREET CORRIDOR IMPROVEMENTS

SIGNING AND STRIPING PLAN
5TH STREET EAST
FROM
AVENUE J-4 TO AVENUE J-6

ATP CYCLE 1 GRANT | SHEET 8 OF 8 SHEETS

Mapguide\d\Traffic Files\Grants\ATP Cycle 1\5th Street East\Sheet 8 Signing and Striping

Detailed Engineer's Estimate
For Construction Items Only

Agency: City of Lancaster

Project Name: 5th Street East Corridor Improvements

Project Location: Avenue H-8 to Avenue J-4

Date of Estimate: April 22, 2014

Prepared by: Stephen Carrillo, Assistant Engineer

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	$30,000.00	$30,000
2	Traffic Control	1	LS	$15,000.00	$15,000
3	Clearing & Grubbing & Removals	1	LS	$42,000.00	$42,000
4	Cold Planing	12,150	SF	$1.20	$14,580
5	Traction Seal Type II	63,500	SY	$3.25	$206,375
6	PCC Curb and Gutter	5,220	LF	$25.00	$130,500
7	PCC Sidewalk	52,644	SF	$5.50	$289,542
8	PCC Curb Ramp	84	EA	$5,000.00	$420,000
9	Traffic Signal Modifications	1	LS	$10,000.00	$10,000
10	Signing & Striping	1	LS	$45,000.00	$45,000
	Total Participating Items:				***$1,202,997***
	Total Non-Participating Items:				

Subtotal	$1,202,997.00
Contingency 10%	$120,299.70
TOTAL	$1,323,296.70

SRTS
Lancaster, CA

Safe Routes to School - School Site Walk Audit

Children deserve Safe Routes to School (SRTS). A successful SRTS program is a sustained community effort that involves bringing together the right mix of people, identifying key issues, and finding ways to improve existing walking and bicycling conditions. Please join us to identify ways to improve the health and safety of our children as they travel to school:

Friday, September 6, 2013
1:00 p.m. to 3:00 p.m.
El Dorado Elementary School
361 East Pondera Street

- We will begin with a brief overview of our process.
- We will then conduct a walk around the school to discuss key safety issues.
- We will return to the workshop room and draw common routes to school identifying specific locations which have safety problems along the routes to school.
- Lastly, we will reconvene and discuss both general and specific location safety issues. This will equip us with the information we need to create an engineering plan for your school to remedy the safety issues.

For more information contact:
Jean Varden at (661) 942-4719 or Elma Watson at (661) 723-6100

lancaster ca it's positively clear
Westside Union School District Pointing the way, providing the path
Lancaster School District
AVUHSD
Eastside Union School District
AVPH Antelope Valley Partners for Health Community Collaborative Promoting Health and Wellness
County of Los Angeles Public Health

Made possible with funding from the Centers for Disease Control and Prevention through the Los Angeles County Department of Public Health

SAFE ROUTES TO SCHOOL: WALK AUDIT
El Dorado Elementary
9/6/2013

Lancaster, CA

Lancaster, CA

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Please Print Clearly

NAME	PHONE	EMAIL	SIGNATURE
Jenny Sampson	661-726-5454 x217	sampsonj@lancsd.org	JSampson
Maria Colin	(661) 942-4719 x194	mcolin@auph.org	Maria colin
PATTI CACIBAT	(661) 723-6072	PCACIBAT@CITYOFLANCASTER.CA.GOV	
Stephen Carrillo	661 945-6861	scarrillo@cityoflancasterca.org	
Ruth Espinoza → Valerie Padilla	(661) 373-1263		
Efraidita alcala	661)434-8258	Jemima. Penuelas	
Maria Chavez	(818)993-2861	Brandon Osorio	Maria Chavez
Aida Marin	661 236 17-33	AIAN BRAYAN	Aida Marin
Maria Barron	661-860-7527	mariabarronx8@yahoo.com	Maria Barron
Teresa Esparza	661 341 6362		Teresa Esparza
Jazmin Esparza	— — —		
BRIAN LUDICKE	661-723-6105	bludicke@cityoflancasterca.org	Brian L. Ludicke

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Please Print Clearly

NAME	PHONE	EMAIL	SIGNATURE
Veronica Farfan	(661) 544-2996		
Berta Martinez	661 544-6034		
☆ Leticia Gonzalez	661-206 8224		
Veronica Caballero			
Morris Dickson, III	281-841-2092		
Jean Varden	661 713-4999	jvarden@avpl.org	Jean Varden
* Ardrella Hamilton	661 816-7375	hamiltona@lancsd.org	
Berta Martinez	661 544-6034		

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Please Print Clearly

NAME	PHONE	EMAIL	SIGNATURE
Anai Solano Margarita Solano	818-454-3617		Margarita A. Solano
Maria Chavez	(818)993-2861	Brandon Osorio	Maria Chavez
Cristina Guerra	661-206-9497	Matthew Guerra.	Cristina Guerra.
Sandra Villafranco	661-670-1241		[illegible]
Jimena Villafranco	661-670-1241		Maria I. Juarez.
Imelda Jaime	(213)270-3609		[illegible]

SAFE ROUTES TO SCHOOL: WALK AUDIT
El Dorado Elementary
9/6/2013

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Please Print Clearly

NAME	PHONE	EMAIL	SIGNATURE
Maria Andrade	(661) 579/9936	—	Maria A. J. Andrade
Maria Mendivar	(818) 307 4278	—	
Brenda Gamlowski	723-6013	bgamlowski@cityofllancasterca.org	[illegible]
Joy Reyes	723.6107		[illegible]
Melissa Varela	723-6070		[illegible]
Elma Watson	(661) 723-6266	ewatson@cityofllancasterca.org	Elma Watson
Ryan Snyder			

SAFE ROUTES TO SCHOOL: WALK AUDIT
Linda Verde Elementary
9/11/2013

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Please Print Clearly

Name	Affiliation	Phone	E-Mail	Signature
Melissa Varela	COL	723-6070		
Jenny Sampson	LSD/PSA	726-5454	sampsonj@lancsd.org	J Sampson
Milagros Otero	*	726-7398	Milagros Otero 4020@yahoo.com	Milagros Otero
Leslie Estrada		209-4917	LeslieEstrada24@yahoo.com	L Estrada
Silvia Gallo		350-4830		
Jennifer Nolen	APPH	661-372-7479	nolen Jennifer@yahoo.com	Jennifer Nolen
Tiffanee Samuel		661 480-4975	deionthie@gmail.com	
Trayvon Samuel		661 236-7168	trayvon.samuel@gmail.com	
Latoya Singleton		661-468-6985		Latoya Singleton
Vanessa Magana		(661) 309 2701		
Urbano Magana		(661) 575 4662		
Elma Watson	COL	(661) 723-6266		

SAFE ROUTES TO SCHOOL: WALK AUDIT
Linda Verde Elementary
9/11/2013

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Please Print Clearly

Name	Affiliation	Phone	E-Mail	Signature
Jeanette Gallup	Linda Verde School Librarian	661-992-1079	jueschkej@lancsd.org	Jeanette Gallup
Carmen Morales	Linda Verde School	818-427-1321	CARCRY1297@yahoo.com	Carmen Morales
KIT GRUPPI	LASD/LAN	661 948 8466	KCGRUPPI@LASD.ORG	
Susana Sanchez	Staff	661-942-0431	sanchezr@lancsd.org	
MARIO ROJAS	Staff	661 526 9466		
Julie Eutzler	PSA LSD	PSA	—	
Ray Hunt	C.O.L.	661-945-6860	rhunt@cityoflancasterca.org	
Jean Varden	AVPH	661 713-4999		

SAFE ROUTES TO SCHOOL: WALK AUDIT
Linda Verde Elementary
9/11/2013

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Please Print Clearly

Name	Affiliation	Phone	E-Mail	Signature
Josh Kline	Davis Communications	626 676-4458	Josh@JKPEvents.com	
* Heather Chapman	LV School	661-609-4941	chapmanh@lancsd.org	
Ronald Patterson *		661-726-7398		
Jonathan Gonzalez		661-547-7486		
Barbara Atkinson	L.V School	661 492 9322	BarbaraAtkinson63@yahoo	
Mahogane McChristan	A.V.P.H	661 547-9272	Mahogane McChristan@gmail.com	
Morris Fuselier, III	AVSTA	281-841-2092	mfuselier@AVSTA.com	
M. Neil Controll	COL			

SAFE ROUTES TO SCHOOL: WALK AUDIT
Piute Middle School
9/11/2013

Lancaster, CA

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Please Print Clearly

Name	Affiliation	Phone	E-Mail	Signature
Melissa Varela	COL	723-6070		
Ray Hunt	COL	945-6860		
Cesia Rocha	teacher PI	(510)388-1063	rocha-martinezc@lancsd.org	
DEP. Amos Cisneros	LASD-LANCASTER STATION	661-948-8466		
Zara Gonzalez	Student ☆			
Judi Capess	Student ☆			
Kyshawn Mills	Student ☆			
Karin Kingsley	teacher PI	661-942-9508	kingsleyk@lancsd.org	
MIKE DAVIS	PIUTE MS - PRIN	661-942-9508	davismb@lancsd.org	
Maria Estrada	DPH	661-723-4506	mtestrada@ph.lacounty.gov	
Alicia Aguilar	~~APH~~ AVPH	(661) 723-0351	aaguilar@avph.org	
Mahoganie McChristen	AVPH	(661) 547-9272	Mahoganiee mcchristen@yahoo.com	

SAFE ROUTES TO SCHOOL: WALK AUDIT
Piute Middle School
9/11/2013

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Please Print Clearly

Name	Affiliation	Phone	E-Mail	Signature
BRIAN LUDICKE	CITY OF LANCASTER	723-6105		Brian Ludicke
Julie Eustler	LSD PSA	940-4355		
Elma Watson	CoL	723-6266		Elma Watson

Photos of the Walk Audits

El Dorado Elementary School

El Dorado Elementary School

Linda Verde Elementary School

Piute Middle School

SAFE ROUTES TO SCHOOL

lancaster ca
it's positively clear

El Dorado Elementary School
School Boundary

Legend

- El Dorado Elementary School
- School Boundary
- Local Park or Recreational Area
- Educational Institution
- Cemetery

Streets

- ARTERIAL
- RESIDENTIAL
- COLLECTOR
- HIGHWAY

0 0.125 0.25 0.5 0.75 1 Miles

NORTH

Antelope Valley Fairgrounds
Mays Field
Antelope Valley High School
Lancaster Cemetery
Joshua Memorial Cemetery
El Dorado Park
El Dorado Elementary School

AVENUE I
TREVOR AVENUE
JACKMAN STREET
TREVOR AVENUE
SPEARMAN AVENUE
REDWOOD AVENUE
YUCCA AVENUE
LANCASTER BLVD
MILLING STREET
SIERRA HIGHWAY
NEWGROVE STREET
NICOBAR STREET
NORBERRY STREET
NUGENT STREET
OLDFIELD STREET
OVINGTON STREET
PILLSBURY STREET
PONDERA STREET
BEECH AVENUE
CEDAR AVENUE
DIVISION STREET
2ND STREET EAST
3RD STREET EAST
STANRIDGE AVENUE
FOXTON AVENUE
4TH STREET EAST
GINGHAM AVENUE
RAYSACK AVENUE
5TH STREET EAST
6TH STREET EAST
RODIN AVENUE
ANDALE AVENUE
LANCASTER BLVD FR
LINGARD STREET
NUGENT STREET
OLDFIELD STREET
SANCROFT AVENUE
WATFORD AVENUE
TABLER STREET
HANSTEAD STREET
8TH STREET EAST
DENMORE AVENUE
PONDERA STREET
AVENUE J FR
AVENUE J
AVENUE J-1
CHALLENGER WAY
11TH STREET EAST
PALM VISTA AVENUE
12TH STREET EAST
13TH STREET EAST
15TH STREET EAST
CALSTON AVENUE
GILLAN AVENUE
DONATELLO STREET
MORVEN STREET
CAPERTON STREET
BENALD STREET
FENHOLD STREET
FOXBORO COURT

SAFE ROUTES TO SCHOOL

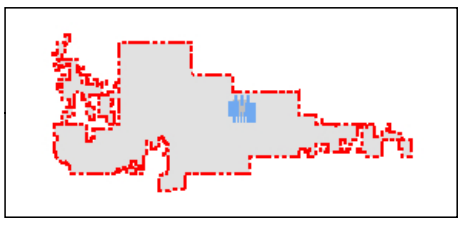
Linda Verde Elementary School
School Boundary

Legend

- Linda Verde Elementary School
- School Boundary
- Educational Institution
- Local Park or Recreational Area

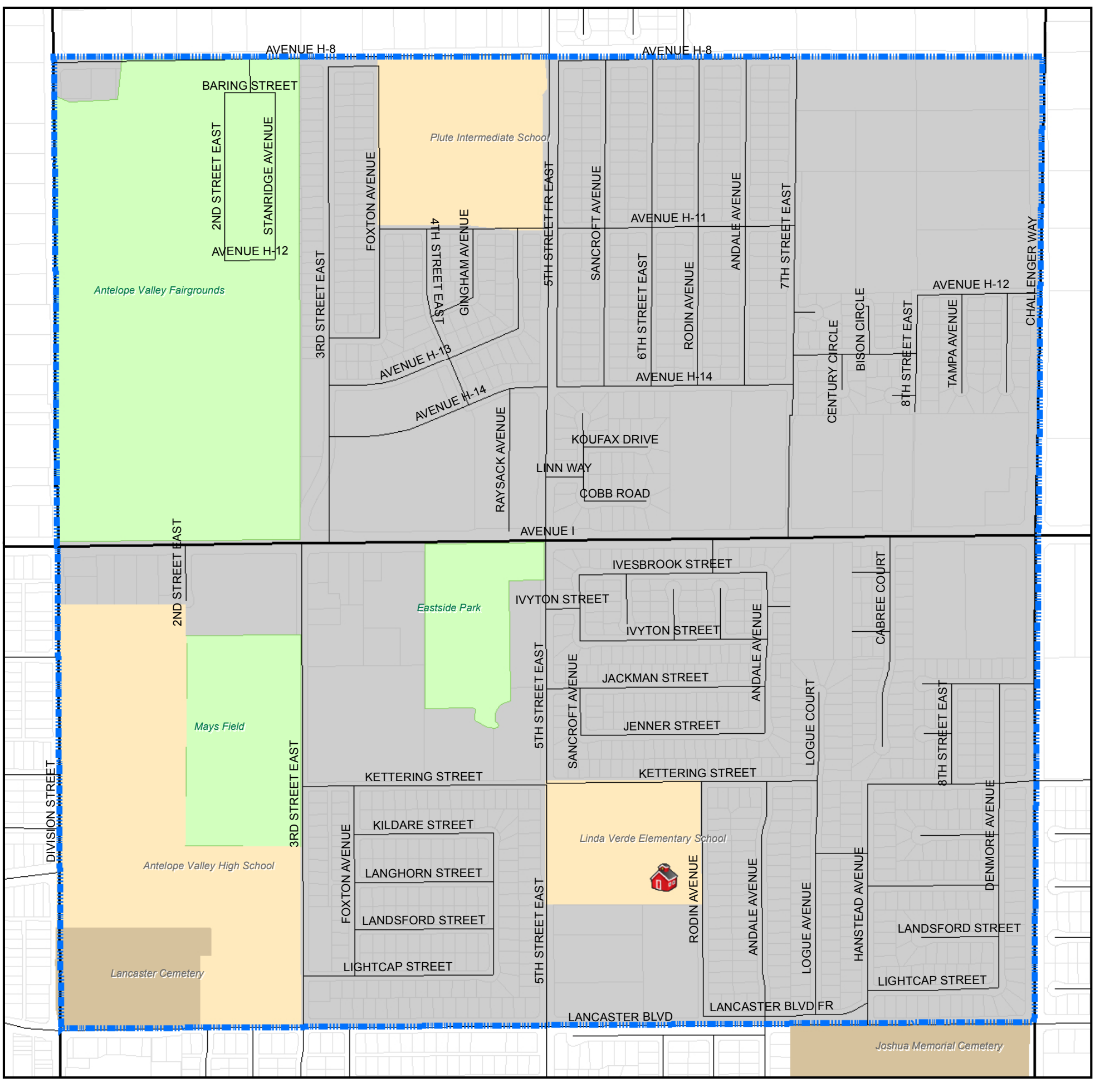
Streets

- ARTERIAL
- COLLECTOR
- RESIDENTIAL
- HIGHWAY



0 0.125 0.25 0.5 0.75 Miles

NORTH



SAFE ROUTES TO SCHOOL

lancaster ca
it's positively clear

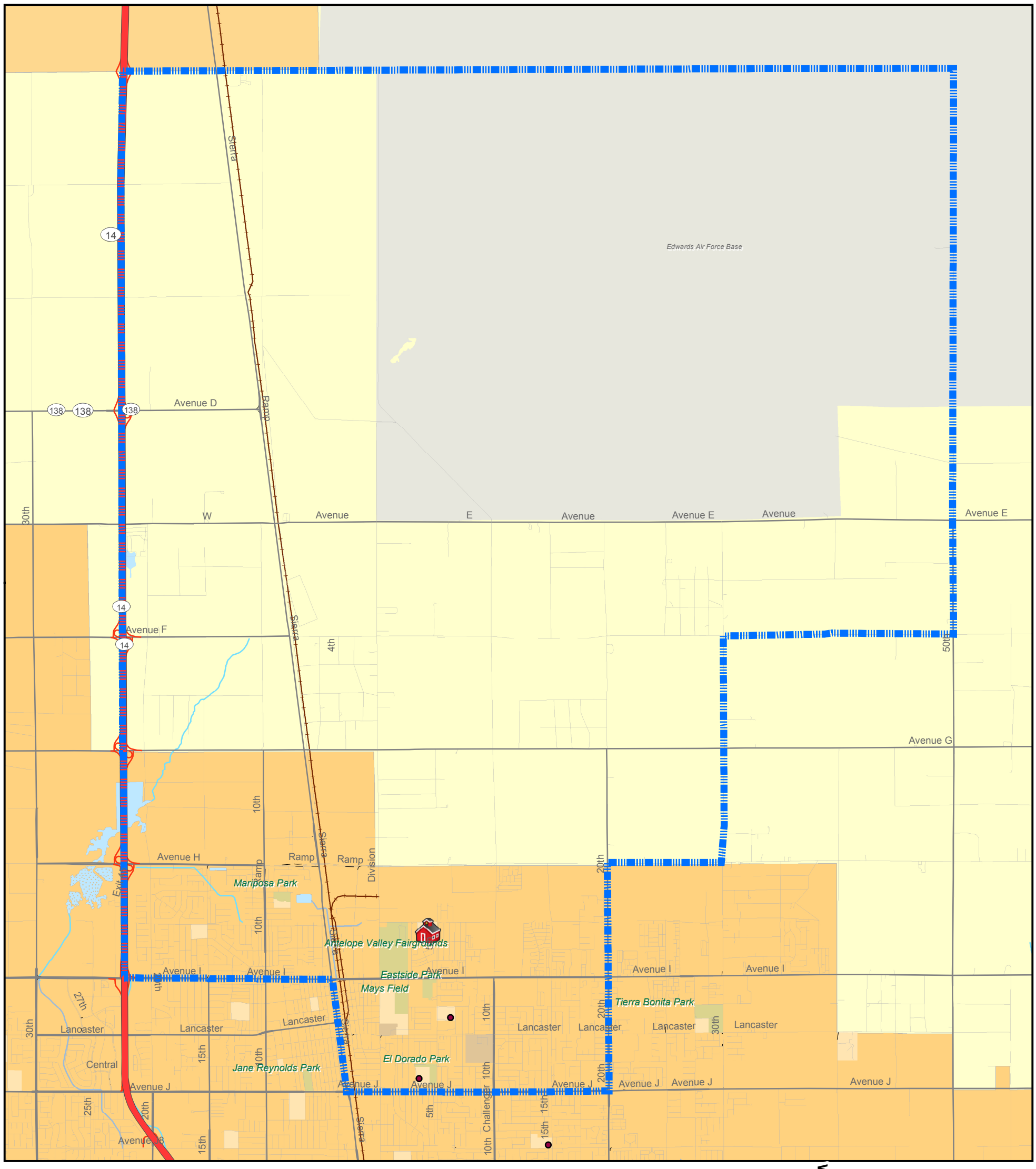
Piute Middle School
School Boundary
Legend

Piute Middle School
School Boundary
Educational Institution

Streets
ARTERIAL
COLLECTOR
RESIDENTIAL
HIGHWAY

Miles
0 0.5 1 2 3

NORTH



Benefit / Cost Calculation Result

1. Project Information

Application ID	5th Street East Corridor Improvements	Version	1

2. Countermeasures and Crash Data

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

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

CM Number	Project Type	Crash Type	CRF	Life
NS18	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	10	1	0	11

Annual Benefit	$ 58,443	Cost	$ 1,222,552
Life Benefit	$ 1,168,860	B/C Ratio	**0.96**

- Install bike lanes

CM Number	Project Type	Crash Type	CRF	Life
R36	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	4	1	0	5

Annual Benefit	$ 25,263	Cost	$ 215,745
Life Benefit	$ 505,260	B/C Ratio	**2.34**

3. Benefit Cost Result

Total Benefit	$ 1,674,120
Total Cost	$ 1,438,297
B/C Ratio	**1.16**

Safety Practitioner / Engineer: Stephen Carrillo

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

Lancaster School District

44711 NORTH CEDAR AVENUE, LANCASTER, CALIFORNIA 93534-3210

(661) 948-4661
Fax: (661) 942-9452
www.lancsd.org

MICHELE BOWERS, ED.D.
SUPERINTENDENT

BOARD OF TRUSTEES
CHRIS GRADO
DIANE GROOMS
MERLE KLEVEN
JOHN L. MILLER
SANDY PRICE

May 13, 2014

City of Lancaster
Mark V. Bozigian
City Manager
44933 Fern Avenue
Lancaster, CA 93534

Subject: Active Transportation Program, 5th Street East Corridor Improvements

Dear Mr. Bozigian,

On behalf of Lancaster School District, I am pleased to provide this letter in support of the City of Lancaster's application for grant funding for the City's 5th Street East Corridor Improvements project. The 5th Street East Corridor Improvements project will benefit the citizens of Lancaster as well as support our efforts to promote the safe and healthy living of our students.

If funded, the project will improve pedestrian safety at several intersections along 5th Street East by constructing pedestrian curb bulb-outs that will shorten crossing distances, directly benefitting the students of El Dorado Elementary School, Linda Verde Elementary School, and Piute Middle School. Bicyclist safety will be improved with the installation of new bike lanes with green colored pavement and with buffers between the vehicle lanes.

I am pleased to support the City's 5th Street East Corridor Improvements project and its contribution to the quality of life in the Antelope Valley. We look forward to collaborating on this initiative if this grant application is funded. Thank you.

Sincerely,

Michele Bowers

Michele Bowers, Ed.D.
Superintendent

Carrillo, Stephen

From: Clark, Virginia@CCC [Virginia.Clark@CCC.CA.GOV]
Sent: Tuesday, May 13, 2014 10:40 AM
To: Carrillo, Stephen
Cc: calocalcorps@gmail.com; Lino, Edgar@CCC
Subject: RE: Lancaster - 5th Street East Corridor Improvements - ATP Cycle 1 Grant

Stephen,
The CCC is NOT opting to participate in this ATP project.

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at **www.ccc.ca.gov** for more information about the California Conservation Corps
Visit our web site at **www.WatershedStewards.com** for more information about the Watershed Stewards Program

---

From: Carrillo, Stephen [mailto:scarrillo@cityoflancasterca.org]
Sent: Thursday, April 24, 2014 4:57 PM
To: Clark, Virginia@CCC
Cc: Diaz, Marissa@LANCASTERCA; Hunt, Ray
Subject: Lancaster - 5th Street East Corridor Improvements - ATP Cycle 1 Grant

Virginia Clark,

Per the Active Transportation Program Guidelines, attached is a vicinity map, detailed estimate, and preliminary plan for the 5th Street East Corridor Improvements project in the City of Lancaster. Please let me know if this is a project that the California Conservation Corps would wish to partner. The project description and proposed schedule are below:

5th Street East Corridor Improvements

Project Description

The project will construct pedestrian and bicycle improvements along 5th Street East, from Avenue H-8 to Avenue J-4. The proposed improvements will include pedestrian curb bulb-outs to shorten crossing distances and improve connectivity, and traffic striping improvements to reduce thru traffic lanes and to allow for buffered bike lanes.

Project Schedule

CTC PS&E Allocation	01/21/15
Caltrans PS&E E-76	03/13/15
Begin Design Phase	03/16/15
End Design Phase	12/13/15
Begin ROW Phase	12/16/15
End ROW Phase	01/15/16
CTC CON Allocation	03/30/16
Caltrans CON E-76	06/10/16
Contract Award	08/23/16
Begin Construction	09/21/16
End Construction	12/16/16
Contract Acceptance	01/24/17

Please let me know if you have any questions.

Thank you,

Stephen Carrillo, P.E.
Assistant Engineer
City of Lancaster
Capital Engineering Division
P: (661) 945-6861
F: (661) 723-6221

Carrillo, Stephen

From: Cynthia Vitale [Cynthia@csgcalifornia.com]
Sent: Friday, April 25, 2014 6:26 PM
To: Carrillo, Stephen
Cc: bsavage@lacorps.org; Cynthia Vitale
Subject: RE: Lancaster - 5th Street East Corridor Improvements - ATP Cycle 1 Grant

Hi Stephen,

The local conservation corps are not able to participate on this project. Please let me know if you have any questions.

Thanks,
Cynthia

---------- Forwarded message ----------
From: **Carrillo, Stephen** < >
Date: Thu, Apr 24, 2014 at 5:00 PM
Subject: Lancaster - 5th Street East Corridor Improvements - ATP Cycle 1 Grant
To: "calocalcorps@gmail.com" <calocalcorps@gmail.com>
Cc: "Diaz, Marissa" <mdiaz@cityoflancasterca.org>, "Hunt, Ray" <rhunt@cityoflancasterca.org>

Cynthia Vitale,

Per the Active Transportation Program Guidelines, attached is a vicinity map, detailed estimate, and preliminary plan for the 5th Street East Corridor Improvements project in the City of Lancaster. Please let me know if this is a project that the California Association of Local Conservation Corps would wish to partner. The project description and proposed schedule are below:

5th Street East Corridor Improvements

Project Description

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Please let me know if you have any questions.

Thank you,

Stephen Carrillo, P.E.

Assistant Engineer

City of Lancaster

Capital Engineering Division

P: (661) 945-6861

F: (661) 723-6221

lancaster ca
it's positively clear

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