



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

06-City of Sanger-1

Auto populated

Total ATP Funds Requested:

\$ 513

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

- Part A: General Project Information
- Part B: Narrative Questions
- Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

City of Sanger

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1700 7th Street	Sanger	CA	93657
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IMPLEMENTING AGENCY'S CONTACT PERSON:

John Mulligan

CONTACT PERSON'S TITLE:

Director of Public Works

CONTACT PERSON'S PHONE NUMBER:

559-876-6300

CONTACT PERSON'S EMAIL ADDRESS :

jmulligan@ci.sanger.ca.us



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

[Empty text box for Project Partnering Agency's Name]

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for Zip Code]
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

[Empty text box for Contact Person Name]

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person Title]

CONTACT PERSON'S PHONE NUMBER:

[Empty text box for Contact Person Phone Number]

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person Email Address]

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

06-5197R

Implementing Agency's State Caltrans MA number

[Empty text box for State MA number]

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Sanger Safe Routes to School

Application Number: [1] out of [1] Applications

PROJECT DESCRIPTION: (Max of 250 Characters)

Install curbs, gutters, sidewalks, curb ramps, crosswalks, flashing beacons, school zone signage and pavement markings

PROJECT LOCATION: (Max of 250 Characters)

At Washington Academic Middle School: 10th Street between DeWitt and West avenues; Q Street between 13th and 14th streets; and at Madison Elementary School, the intersection of Bethel and Cherry avenues.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.694600 /long. 119.573000

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text"/>
One Year Projection:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text"/>
Five Year Projection:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text"/>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other

Pedestrian: Sidewalk Crossing Other

Multiuse Trails/Paths: Meets "Class I" Design Standards Other

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	CalEnviroScreen	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Student Meals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Local Criteria	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		1/17
* CEQA Environmental Clearance:	_____		3/17
* NEPA Environmental Clearance:	_____		3/17
CTC - PS&E Allocation:	_____		4/17
CTC - Right of Way Allocation:	_____		4/17
* Right of Way Clearance & Permits:	_____		7/17
Final/Stamped PS&E package:	_____		9/17
* CTC - Construction Allocation:	_____		10/17
* Construction Complete:	_____		11/18
* Submittal of "Final Report":	_____		02/18



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 06-Sanger-01

Implementing Agency's Name: City of Sanger

Important:

- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

Sanger, a community of 24,270 in Central California's agricultural heartland, is challenged by high unemployment and high poverty rates. It meets the criteria for a Disadvantaged Community by several measures, including average household income (\$40,005, approximately 30 percent below the state average) and percentage of students who qualify for free or reduced price meal programs (72.75% for the district as a whole and 87.9% in the main project areas). Unemployment rates are consistently in the double digits (12.9% as of January 2015). In addition, it is a severely disadvantaged community based on the State of California's Office of Environmental Health Hazard Assessment. The CAOEHHA developed a screening tool of community need and institutionalized disadvantage called CALENVIROSCREEN 2.0. Based on a wide range of criteria, all four Census blocks measured by CALENVIROSCREEN measure in at least the 85th percentile for severe disadvantage in the State, with one in above the 95th percentile. The actual block areas measured, which includes all of the City of Sangers city limits within them, are:

Block 60190006201 96th-100th Percentile

Block 60190006202 86th-90th Percentile

Block 60190006100 86th-90th Percentile

Block 60190006000 86th-90th Percentile

2. Consistency with Regional Plan.

The Fresno Council of Governments 2014 Regional Transportation Plan charts a 25-year course to 2040 prioritizing the reduction of greenhouse gases and mandating the adoption of alternative transportation strategies at the community level, including the Sustainable



Communities Strategy (whole plan is saved on electronic submission as Attachment K 4 under file name "Sanger Attachment K 4Fresno COG"). The Sanger Safe Routes to Schools project addresses these transportation components in addition to public health issues:

"The 2014 RTP/SCS seeks to guide the Fresno region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more compact, walkable, and transit oriented. Sustainability is defined as simultaneously meeting current economic, environmental, and community needs."

<http://www.fresnocog.org/sites/default/files/publications/RTP/Final RTP/2014 RTP Chapter Four Final.pdf>, pg.4-2). Also, Fresno Council of Governments Executive Director Tony Boren concurs (Attachment J 1) that "the City of Sanger's Safe Routes to School Project is consistent with the Fresno COG 2014 Regional Transportation Plan...and coincides with Fresno COGs Bike and Pedestrian goals, objectives and policies..."



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #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 the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The Safe Routes to Schools project continues the city's identification of walking and cycling routes as critical to the community's progress in improving its quality of life, educational access and overall economic prosperity. The SRTS project will include the entire Sanger Unified School District by upgrading existing signage and pavement markings to meet MUTC requirements and, at two schools, installing sidewalks, crosswalks, lights and signage.

According to a recent study by the Journal of the American Planning Association, as reported by usa.streetsblog.org (<http://usa.streetsblog.org/2014/10/22/study-safe-routes-to-school-programs-boost-walking-and-biking-30/>), the average increase in walking and biking rates because of a SRTS project was 31% over a five-year period.

Enrollment numbers, current and projected, and current and projected numbers of walkers and cyclists to schools are:

- Districtwide: 11,204; current walkers/cyclists estimated at 35.5% of total enrollment, or 3,977 active travelers, using statistical analysis outlined in "A cross-sectional study of demographic, environmental and parental barriers to active school travel among children in the United States," 2014, Palma Chillón, Derek Hales, Amber Vaughn³, Ziya Gizlice, Andy Ni and Dianne S Ward. (<http://www.ijbnpa.org/content/11/1/61>) Given an average annual enrollment growth rate of 2.54%



(<http://www.sanger.k12.ca.us/About/FMP/facilitiesmasterplan.pdf>), with an enrollment in 2020 of 13,021, the estimated number of walkers/cyclists are 6,054.

- Using the same methodology, at Washington Academic Middle School with an enrollment of 1,722 students, 611 students are current walkers/cyclists, with 902 projected walkers/cyclists by five years
 - Madison Elementary, with a current enrollment of 458 students, and assuming a walk/bike rate of 55.5% given the younger population and the negative correlation between age of student and walking or biking to school, (<http://www.ijbnpa.org/content/11/1/61>) 254 current walkers/cyclists and 371 projected walkers/cyclists by 2020.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**

***Corresponding maps are Attachments I #1B (1-6)**

- **creation of new routes**

Washington Academic Middle School and Madison Elementary are surrounded by neighborhoods and pedestrians are required to cross through busy intersections and streets. The project proposes to refine existing routes with the addition of crosswalks, sidewalks and signage and eliminate the current points of street entry mid-block.

- **removal of barrier to mobility**

By filling in gaps in sidewalks and constructing curb ramps where they are nonexistent at intersections, the city is removing barriers to pedestrian mobility in the immediate vicinity of Washington Academic Middle School.

- **closure of gaps**

In the immediate vicinity of Washington Academic Middle School, barriers to pedestrian mobility will be removed and gaps filled in in sidewalks.



- **other improvements to routes**

1. Safety improvements to the high-traffic, uncontrolled intersection of Bethel and Cherry avenues through the installation of school zone flashing beacons, which was the subject of a petition of parents at Madison Elementary.
2. The installation of MUTCD-compliant signage and pavement markings within 500 feet of all schools citywide for increased visibility and consistency of driver expectations
3. Installation of rectangular rapid-flashing beacons at existing crosswalk on 10th Street north of Washington Academic Middle School with geometric-related sight distance constraints

- **educates or encourages use of existing routes**

The Sanger SRTS project exemplifies the city's foremost priority of the safety and health of its residents, especially its children. This community has formidable obstacles to education as a result of its existing infrastructure and formidable challenges to its children's health, also as a result of infrastructure that was developed to support vehicular use, as in every other community in California. Establishing pedestrian- and bicyclist-friendly routes to schools illustrates the city's commitment to its residents, whether they are young, old, able-bodied or possessing physical challenges.

- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The Sanger SRTS project exemplifies the city's foremost priority of the safety and health of its residents, especially its children. This community has formidable obstacles to education as a result of its existing infrastructure and formidable challenges to its children's health, also as a result of infrastructure that was developed to support



vehicular use, as in every other community in California. Establishing pedestrian- and bicyclist-friendly routes to schools illustrates the city's commitment to its residents, whether they are young, old, able-bodied or possessing physical challenges. During community forums, meetings with the City of Sangers Community Advisory Committee, Annual community Budget workshops and School PTA and related forums, safety for students coming to or leaving schools has consistently been a top three or better priority among parents and citizens. As was previously cited, Fresno COG (Attachment J 1) also supports the project's goals, objectives, and policies as they "coincide with Fresno COG's Bike and Pedestrian goals, objectives, and policies..."



Part B: Narrative Questions Detailed Instructions for: **Question #2**

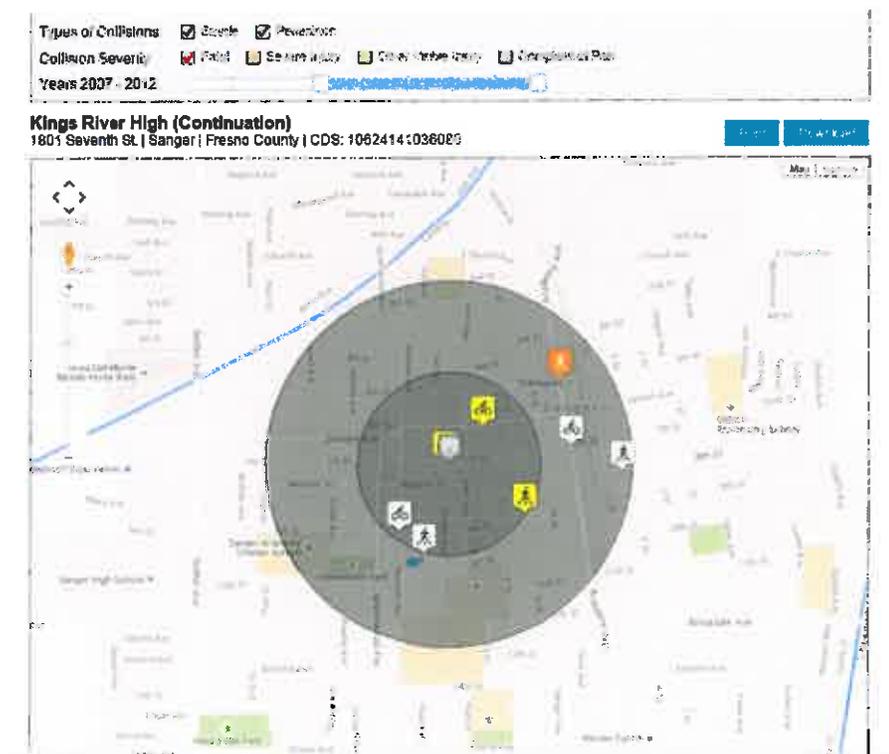
QUESTION #2

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 plan/program influence area or project location’s history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

According to the most recent figures by the National Highway Traffic Safety Administration, nationwide, there were 4,743 pedestrian fatalities in 2012. Children age 14 and younger accounted for 5 percent of these fatalities (255). More than one-fifth (22%) of those fatalities were pedestrians.

In Sanger, in the past five years, there were five injury accidents within a school area (Traffic Safety Assessment, ITS Berkeley). The Top Three corridors of Academy Avenue, Jensen Avenue and Bethel Avenue had 163 mid-block collisions, 34.6% of all Sanger’s mid-block collisions





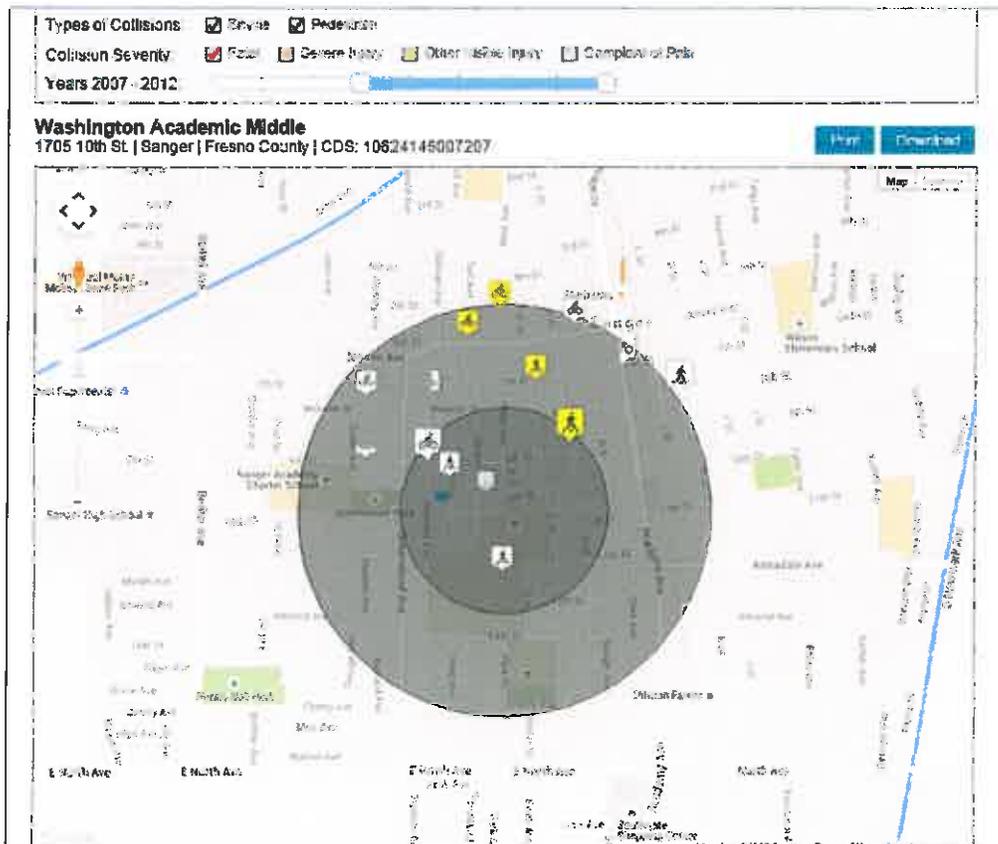
Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	0	3	1	1	3	4
1/4 - 1/2 mi.	0	1	0	3	3	1	4
Total	0	1	3	4	4	4	8

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
3129270	2007-02-19	16:28	8TH ST	K ST	166	W	No	Yes
3703235	2008-04-22	7:30	9TH ST	RAWSON AV	0	-	Yes	No
4032813	2008-09-23	8:29	DEWITT AV	7TH ST	0	-	Yes	No
4165374	2009-03-12	23:53	O ST	9TH ST	93	W	No	Yes
4438683	2009-09-23	20:30	ACADEMY AV	5TH ST	0	N	No	Yes
4585630	2010-01-22	17:54	JENSEN AV	P ST	0	-	Yes	No
5233085	2011-06-02	8:00	7TH ST	ACADEMY AV	0	-	Yes	No
5487174	2012-01-26	7:06	PALM AV	HOAG AV	19	E	No	Yes

*Specific collision reports are included as well in Attachments I #2A (1-4).

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.





Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Ped.	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	1	2	2	1	3
1/4 - 1/2 mi.	0	0	2	2	1	3	4
Total	0	0	3	4	3	4	7

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
3481039	2007-11-02	7:56	Q ST	13TH ST	138	S	No	Yes
3763235	2008-04-22	7:30	9TH ST	RAWSON AV	0	-	Yes	No
4032813	2008-09-23	8:29	DEWITT AV	7TH ST	0	-	Yes	No
4165374	2009-03-12	23:53	O ST	9TH ST	93	N	No	Yes
4585630	2010-01-22	17:54	JENSEN AV	P ST	0	-	Yes	No
5233085	2011-06-02	8:00	7TH ST	ACADEMY AV	0	-	Yes	No
5437174	2012-01-26	7:08	PALM AV	HOAG AV	19	E	No	Yes

The installation of warranted school zone flashing beacons on Bethel Avenue, a primary arterial within the City of Sanger, at Cherry Avenue, a direct pedestrian route from the residential neighborhoods east of Bethel Avenue to Madison Elementary, will increase visibility of the children crossing the high-traffic road. This intersection has been a cause of concern for several years, as evidenced by the petition solicited by Mrs. Melissa Griggs, a concerned parent, which was signed by more than 200 citizens and supported by Sanger Unified School District and the Madison Elementary principal (letter of support/petition letter Attachment J 3). Previous safety improvements have been made, such as upgrading the existing crosswalk to a high-visibility crosswalk, installing large pedestrian crossing signage and advance warning rumble strips, but the problem persists. Approval of a new, 312-unit subdivision directly west of the existing subdivision along Bethel Avenue will only increase the pedestrian traffic at this intersection. A warrant study (Attachment K 2 saved on electronic submission) was recently completed for flashing beacons and is included in this application. Also, installation of rectangular, rapid-flashing beacons at the uncontrolled crosswalk on 10th Street at West Avenue will increase visibility of drivers navigating the reversing curves north of Washington Academic Middle School.

- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.



Many stop-controlled marked crosswalks in school zones still have pavement markings indicating "SLOW SCHOOL XING." Per the MUTCD, these markings shall only be used at uncontrolled crosswalks. Oversaturation of these pavement markings can reduce their effectiveness in cases where they should be used. These markings will be analyzed citywide and brought into MUTCD compliance. This item was specifically discussed and recommended in the ITS Berkeley Traffic Safety Assessment for the City of Sanger.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

Within the city, uncontrolled crosswalks are ubiquitous. Combined with areas where sidewalks, curbs and gutters are lacking to provide barriers from motor vehicles, the abundance of pavement markings can lead to a false sense of security for schoolchildren crossing roadways at uncontrolled locations. Examples are along 10th Street north of WAMS; along Cherry Avenue near Madison Elementary; and along 7th Street near Kings River High School, but these issues have been noted citywide. Consolidation of crosswalks where possible and upgrading recommended existing crossing locations with high visibility crosswalks, school zone signage, pavement markings and beacons should lead to increased pedestrian safety

Alternatives were reviewed and were subsequently dismissed because of the needs of the city, the school district, individual school representatives and requests from parents. The locations for new sidewalk, curb/gutter and curb ramp construction around Washington Academic Middle School were chosen to fill in gaps in the existing infrastructure. The scope was limited to a minimum of one side of the street, where it was possible for pedestrian traffic to cross either at existing crosswalks, which would be upgraded with MUTCD-compliant signage and markings, or at new sidewalks striped across controlled intersections within the school zone in order to guide school-age pedestrians towards those locations where infrastructure is, or will be, in place. Alternatives considered at the intersection of 10th Street and



West Avenue included a raised crosswalk, curb extensions or a media island. However, the decision was made to include rectangular, rapid-flashing beacons with the School Crosswalk Warning Assembly B signage because of visibility concerns.

Alternatives considered along Bethel Avenue, where high vehicle volumes and speeds are risk factors, were the installation of a median refuge island, which immediately was deemed infeasible because of the left turn lane to Cherry Avenue. Curb extensions were also considered but were deemed to be ineffective because it is a four-lane road and motorists in the center travel lanes would not notice them. School zone flashing beacons were determined to be warranted and the decision was made to include these in the application as they will provide the most visibility impact to the crosswalk (Traffic Safety Assessment, pgs. 22-24; entire Attachment is saved on submitted USB drive under file name "SANGER Attachment K 2 Traffic Safety Assessment").

A review of the school zone signage and pavement markings throughout the city has shown that there are locations at every school which do not meet the standards of the current MUTCD. This was also noted in the Traffic Safety Assessment. These improvements are considered to be the most cost-effective safety improvements in the project, as they are merely enforcing the minimum standards of the MUTCD and will provide a safety improvement by giving drivers additional warnings through school zones.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The project was developed by a broad consortium of public and private stakeholders: residents, targeted users, community leaders, elected officials, advocacy organizations and members of the youth community, as well as members of the disadvantaged community at large and the physically and mentally disabled community. Presentations were given to the City Council (Attachment I #3A (3) and other city officials (budget workshop (Attachment 1 #3A (2), residents in public forum (budget workshop), Sanger Unified (school board meetings), and general public outreach. During the City of Sanger Community Budget Workshop, a special presentation was made by the City Engineer, Josh Rogers, detailing the identified needs of safer routes to schools and a nine page outline (Attachment I #3A (1) of information regarding the issue. These packets were made available to all attendees, which numbered about 60 community members. Several speakers addressed the concerns and provided valuable insight into some of the identified intersections. Several others provided written comments. This same information was presented at a Sanger Unified School Board meeting (during public discussion) and was made available through community media and social media sources.

Government stakeholders were also involved in the planning and development process: through these discussions letters of support were obtained from Fresno COG (Attachment J 1), Fresno Co. Supervisor Buddy Mendes (Attachment J 2,) WAMS Principal Jamie Nino (Attachment J 4) Fresno Co. Public Health Dept. (Attachment J 5), and Sanger Unified School District Superintendent Matt Navo (Attachment J 6).



B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Stakeholders were engaged during the planning process, the development process and the grant application progress through public presentations and informal meetings. The public was engaged through a wide range of specific sources including an extensive 9 page report (Attachment I #3A) prepared by City Engineer, Josh Rogers, discussions on local social media and regular media as well as verbal presentations made at numerous public forums.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

Community input was received by a number of methods during the community engagement process. A petition was circulated regarding the project area at Washington school and more than 200 signatures were received, providing valuable input into the project's configuration (Attachment I #3C (1)). This direct community experience was given credence in designing the improvements. In addition, written comments were received following presentations made at a number of community presentations involving the City Council and School Board (Attachment I #3C (2)). All of these forums also allowed for and received spoken testimony during these meetings. City engineering and administrative staff attended all meetings in order to hear and incorporate received comments and input.

Alternatives discussed at length in Question #6 were proposed and taken under consideration, including curb extensions, raised crosswalks and median islands. However, upon more scrutiny, those were abandoned in favor of more effective approaches.

The project was modified and developed to increase the use of active transportation modes that would meet the community's needs and support the goals of ATP, including increased public safety, connection with other areas of the community and removing obstacles to walking and biking to school.

As previously stated and cited, multiple letters of support for the project were received from individual schools as well as Sanger Unified, encouraging the project's progress.



D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Effective community outreach avenues will be continued, including but not limited to:

- School board meetings
- School site meetings such as PTA
- Neighborhood groups
- Community events and forums
- The Sanger Herald newspaper and other community media
- Inserts in utility bills



Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

In Sanger, the childhood obesity rate is 47.5% (UCLA Center for Health Policy Research and the California Center for Health Advocacy, 2012, pg.6

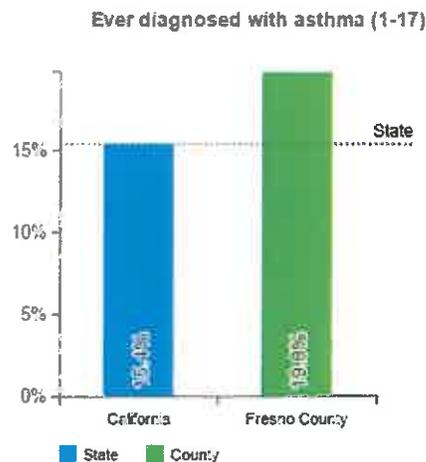
<http://healthpolicy.ucla.edu/publications/Documents/PDF/children2010fs-jun2012.PDF>), the diagnosed childhood asthma rate in Fresno County is 19.8%,

exceeding the statewide average of 15.4% (UCLA Center for Health Policy Research

<http://healthpolicy.ucla.edu/Pages/home.aspx>), and the community's score according

to the California Communities Environmental Health Screen Tool

<http://oehha.ca.gov/ej/pdf/042313CalEnviroScreen1.pdf>) is in the top 6-10%.



Created in Acl/CHIS Neighborhood Edition
Powered by The California Health Interview Survey (CHIS)



Also, as is noted by David Pomaville, Director of Fresno Co. Dept. of public health in Attachment J 5, “nearly 7 out of 10 adults and more than 42% of students are



overweight or obese.” Data referenced from Cal Enviro Screen can also be found on electronic submission as Attachment K3 under file name “Sanger Attachment K 3 CalEnviroScreen map”

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

Beyond the clear benefits of reduced exposure to accidents between pedestrians, cyclists and vehicles, the health benefits of increased access to outdoor exercise have been extensively documented: reduced obesity and diabetes rates, reduced risk of heart disease, and improvement in pulmonary function.

According to the Centers for Disease Control and Prevention, participation in physical activity declines as young people age. In 2013, just 29% percent of high school students had participated in at least 60 minutes of physical activity on each of the seven days before the survey

(http://www.cdc.gov/mmwr/pdf/ss/ss6304.pdf?utm_source=rss&utm_medium=rss&utm_campaign=youth-risk-behavior-surveillance-united-states-2013-pdf,pg.39) The

completion of the Sanger SRTS project will provide students of all ages in the project area with additional opportunities for physical activity, leading to improvements in their overall health.

Furthermore, providing an immediate, concrete result in improving safety for students walking or biking to school, Safe Routes to School programs have also been shown to improve overall student health

(http://activelivingresearch.org/files/ALR_Brief_ActiveTransportation_0.pdf , pg.3):”Building sidewalks, crosswalks and traffic-control devices around schools, have been linked to both increases in the percentage of students who walked to school and reductions in the percentage of students being driven to school.” This point is reinforced in Attachment J 5 where Director Pomaville states “ The installation of curbs, gutters, and pedestrian safety improvements...will allow for more active transport as well as provide health and safety benefits to many residents in Sanger”



In a disadvantaged community such as Sanger, where household income is 30% below the state average (\$40,005), the overwhelming majority of K-12 students qualify for free or reduced meal programs, and unemployment chronically exceeds national and state averages, residents have little recourse to joining gyms or other paid opportunities for physical activity, necessitating all public resources provide optimal opportunities for recreational pursuits. By all these measures, Safe Routes to School in Sanger will benefit the community at large.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$ _____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: ____95th percentile____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Block 60190006201 96th-100th Percentile; 2608

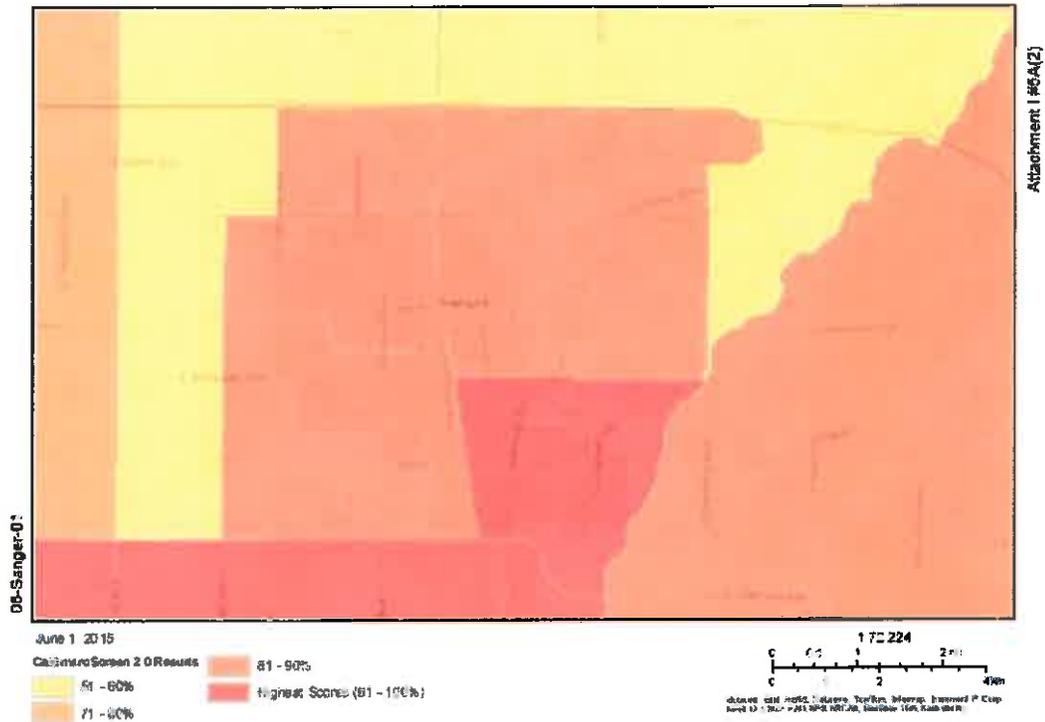
Block 60190006202 86th-90th Percentile; 6809

Block 60190006100 86th-90th Percentile; 7536

Block 60190006000 86th-90th Percentile; 8895



CalEnviroScreen 2.0 results



Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: 87.9 %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

***See Attachment K 1 Multiple Schools for applicable data**

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100 %

Explain how this percent was calculated.

One hundred percent of project funds will be expended in Sanger’s disadvantaged community, as the entire community meets the criteria.



- C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

Disadvantaged members of the community will benefit in direct, immediate and assured ways such as drastically reduced risk of accidents and improved health benefits from walking and biking to school, and ancillary benefits including a lessening of obstacles to education, and increased sense of pride in their community and empowerment in belonging to the greater community, which has demonstrated a belief in the worth and possibilities of disadvantaged residents



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)**

The proposed project has three primary elements:

1. Construction of curb/gutter/sidewalk and installation of crosswalks and pedestrian safety improvements around WAMS;
2. Installation of school zone flashing beacons at the intersection of Bethel and Cherry Avenues near Madison Elementary School;
3. Installation of MUTCD-compliant school zone signage and pavement markings at school sites citywide.

In a study conducted by ITS Berkeley for the City of Sanger, according to the Office of Traffic Safety, Sanger has one of the highest incidences of pedestrian/vehicle accidents in the state among similar-sized cities (City of Sanger Traffic Safety Assessment, May 2014, pg. 11; Attachment K 2). Alternatives reviewed were fairly limited, due to the fact that the scope of work had been narrowed to meet the needs of the city, the school district and the individual school representatives and parents. The locations for new sidewalk, curb/gutter and curb ramp construction around WAMS were chosen to fill in gaps in the existing infrastructure. However, instead of focusing on construction of sidewalk on both sides of the street, the scope was limited to a minimum of one side of the street, where it was possible for pedestrian traffic to cross either at existing crosswalks, which would be upgraded with MUTCD-compliant signage and markings, or at new sidewalks striped across controlled intersections within the school zone in order to guide school-age pedestrians towards those locations where infrastructure is, or will be, in place. With respect to the intersection of 10th Street and West Avenue, north of WAMS, the intent was to ensure that at least one mid-block crossing was enhanced, based on information from the school district



of children choosing to take the more direct route to the northern entry point of the school. The alternatives considered for safety improvements at this intersection included a raised crosswalk, curb extensions or a median refuge island. After reviewing the alternatives though, the decision was made to include rectangular, rapid-flashing beacons with the School Crosswalk Warning Assembly B signage, due to visibility concerns caused by the reversing-curve geometry was more of a factor in this area than the crossing width of the roadway, or the vehicle speed or volumes. Advance warning from the flashing beacons was determined to be the optimum improvement. Additionally, the adjacent parking lot ingress/egress could be negatively impacted by physical improvements such as median islands or bulb-outs, which could impact circulation.

With respect to Element 2, the concern is the high vehicle volumes and speeds along Bethel Avenue, as well as the width of the road. Improvements have been made to increase the visibility of the existing crosswalk through installation of signage and rumble strips, but like any static element, they tend to be ignored by motorists over time. Alternatives considered were the installation of a median refuge island, which immediately was deemed infeasible due to the left turn lane to Cherry Avenue. Also considered were curb extensions, but with a four-lane road, these were projected to be ineffective to motorists in the center travel lanes, and would also still be a static element. After a warrant analysis indicated that school zone flashing beacons were warranted, the decision was made to include these in the application, as they are projected to provide the most positive visibility impact to the crosswalk (Traffic Safety Assessment, pgs. 22-24).

And considering Element 3, a review of the school zone signage and pavement markings throughout the city has shown that there are locations at every school which do not meet the standards of the current MUTCD. This was also noted in the Traffic Safety Assessment. These improvements are considered to be the most cost-effective safety improvements in the project, as they are merely enforcing the minimum standards of the MUTCD and will provide a safety improvement by giving drivers additional warnings through school zones.



- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

Benefit/total cost ratio is \$48.45 and benefit/requested cost ratio of funds requested is \$54.02.

Given that this is the first time this tool has been used, it worked well. The user interface is clear and easy to follow, the instructions were relatively simple and the fields worked well. Calculations methodologies were soundly quantitative; however, the results did not seem to take into account the disproportionate benefits that can accrue to disadvantaged communities in light of their more extreme needs and results in quality of life from ATP projects. For example, there is no calculation for what may well be increased school attendance rates and graduation rates resulting from safe routes to schools.

For the future, possible improvements could be made to take these factors into consideration and determine some way to incorporate otherwise qualitative data into the calculator.

The benefit/cost tool is easy to use for non-analysts and non-engineers.



Part B: Narrative Questions **Detailed Instructions for: Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The city will match 11.5 percent -- \$66,700 -- with local transportation revenues from Article 8, Measure C and gas tax.



Part B: Narrative Questions **Detailed Instructions for: Question #8**

QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh
 Email: atp@ccc.ca.gov
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch
 Email: inquiry@atpcommunitycorps.org
 Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points) (See email in Attachment I #8)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions **Detailed Instructions for: Question #9**

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The city has had no projects with delivery failure and works successfully with Caltrans District 6 Local Assistance staff to consistently deliver federal aid projects

- B. Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K

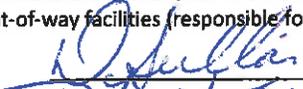


Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 5/29/15
Name: Deborah Sultan Phone: 559-875-6300 x1150
Title: Acting City Manager e-mail: dsultan@ci.sanger.ca.us

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

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

Signature:  Date: 5/29/15
Name: Matt Nard Phone: 559-524-6521
Title: Superintendent e-mail: Matt-Nard@SangerK12.CA.US

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ 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>

ATTACHMENT A

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:					
Project Title: 2015 Sanger Safe Routes to School Project					
District	County	Route	EA	Project ID	PPNO
06	FRE	VAR			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

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)				10				10	
PS&E				50				50	
R/W									
CON					520			520	
TOTAL				60	520			580	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				9				9	
PS&E				44				44	
R/W									
CON					460			460	
TOTAL				53	460			513	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

U6-Sanger-U1
 STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:					
Project Title: 2015 Sanger Safe Routes to School Project					
District	County	Route	EA	Project ID	PPNO
06	FRE	VAR			

Funding Information:
 DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				1				1	City of Sanger Local Transportation Revenues (Fresno County - Measure C, Gas Tax, TDA, etc.)
PS&E				6				6	
R/W									
CON					60			60	
TOTAL				7	60			67	

Fund No. 3:	Proposed Funding Allocation (\$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)									Notes:
PS&E									
R/W									
CON									
TOTAL									

Fund No. 4:	Proposed Funding Allocation (\$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)									Notes:
PS&E									
R/W									
CON									
TOTAL									

Fund No. 5:	Proposed Funding Allocation (\$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)									Notes:
PS&E									
R/W									
CON									
TOTAL									

Fund No. 6:	Proposed Funding Allocation (\$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)									Notes:
PS&E									
R/W									
CON									
TOTAL									

Fund No. 7:	Proposed Funding Allocation (\$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)									Notes:
PS&E									
R/W									
CON									
TOTAL									

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map**

Engineer's Initials: 

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must:

Engineer's Initials: 

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions.

Engineer's Initials: 

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate**

Engineer's Initials: 

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:

Engineer's Initials: JD

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding

Engineer's Initials: JD

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: JD

N/A

- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. Additional narration and documentation:

Engineer's Initials: JD

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): ROGERS, JOSHUA

Title: CITY ENGINEER

Engineer License Number C 66898

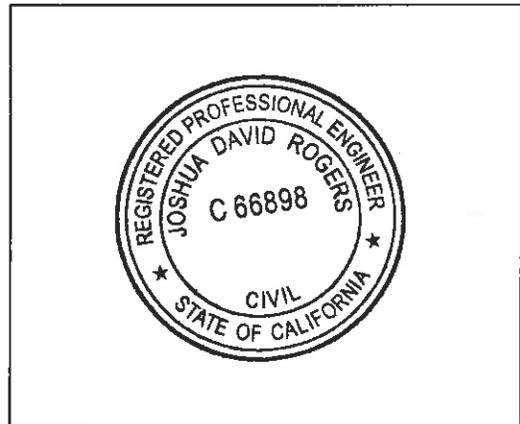
Signature: [Signature]

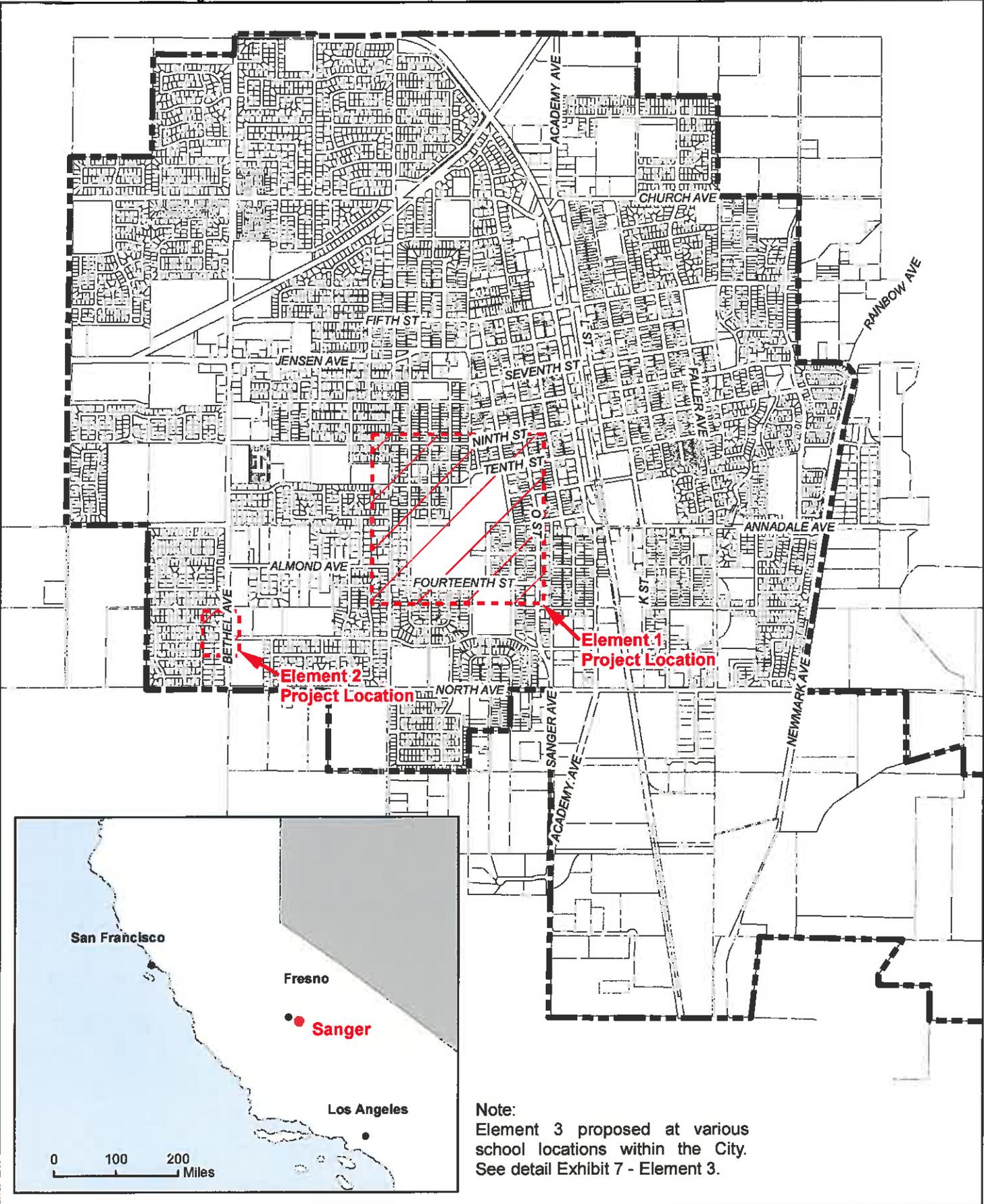
Date: 5/29/15

Email: jrogers@yhmmail.com

Phone: 559-244-3123

Engineer's Stamp:





Note:
 Element 3 proposed at various
 school locations within the City.
 See detail Exhibit 7 - Element 3.

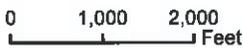
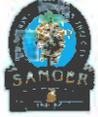
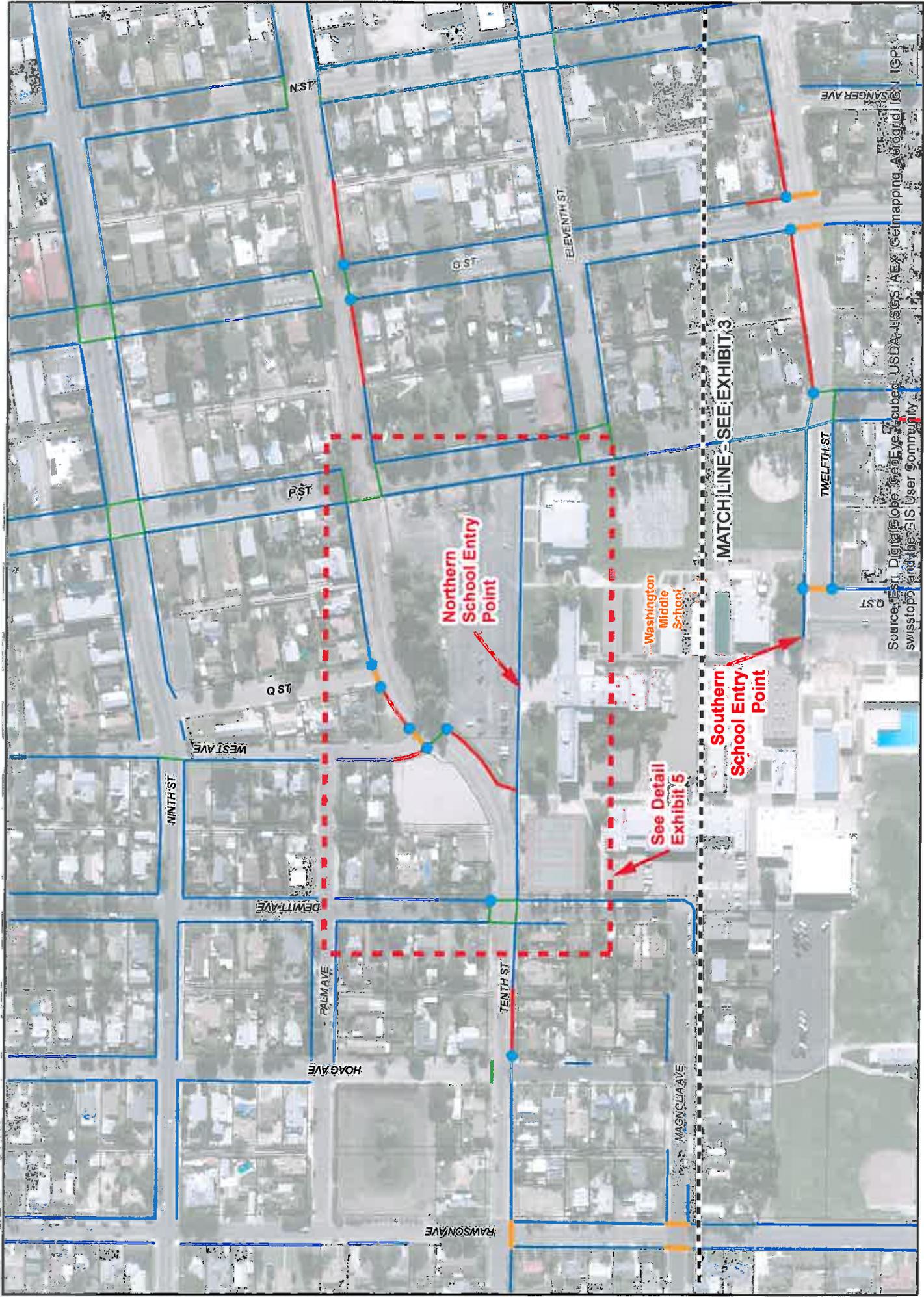


Exhibit 1 - Element 1
 Attachment D

2015 ATP Application
Safe Routes to School



Document Path: F:\0015\15-233\GIS\15-233_1_Location.mxd



Source: Esri, DigitalGlobe, GeoEye, AeroCast, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



2015 ATP Application
Safe Routes to School

- Proposed Curb Ramp
- Existing Crosswalk
- Proposed Crosswalk
- Existing Sidewalks
- Proposed Sidewalks

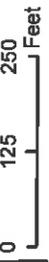
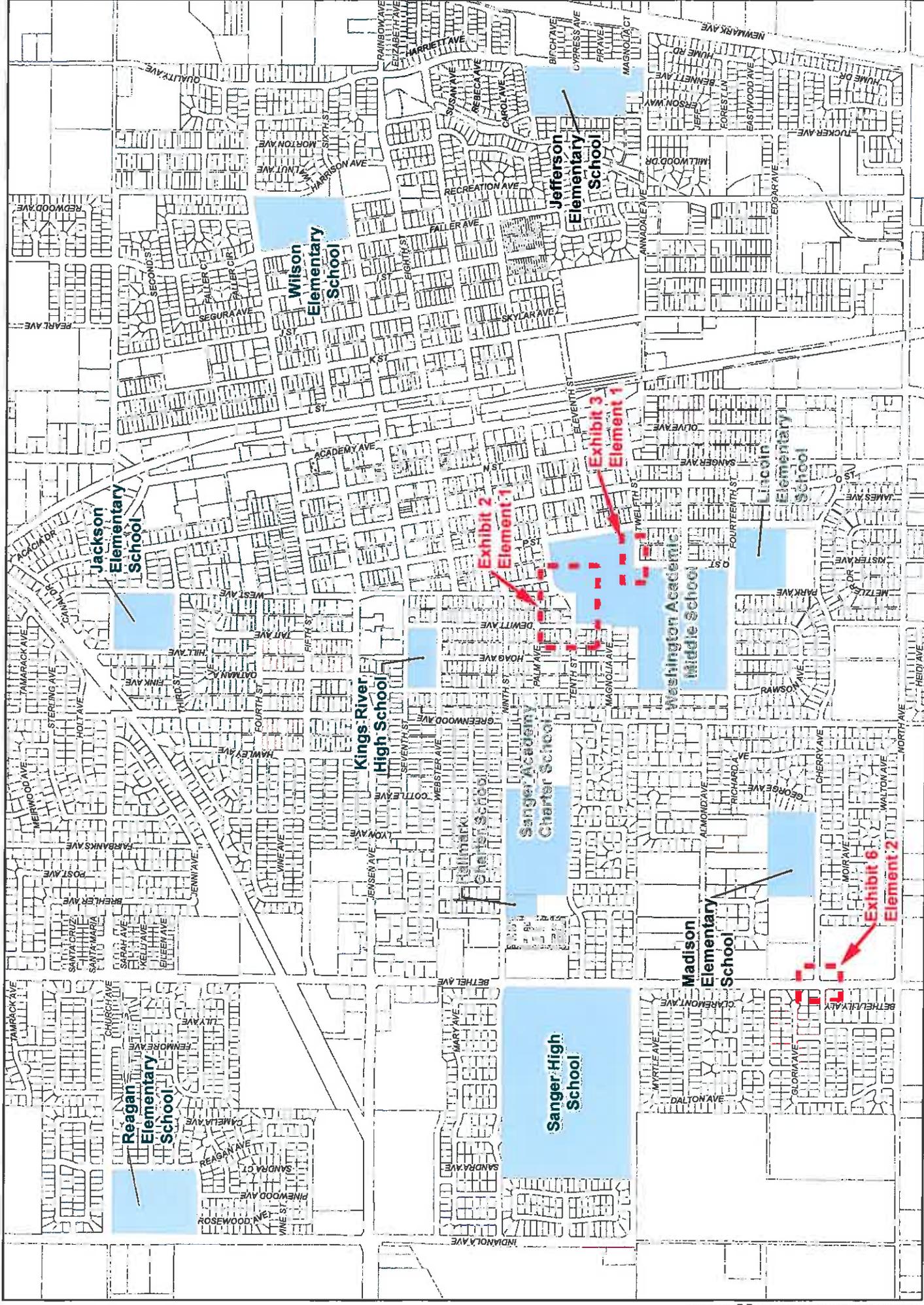


Exhibit 2 - Element 1

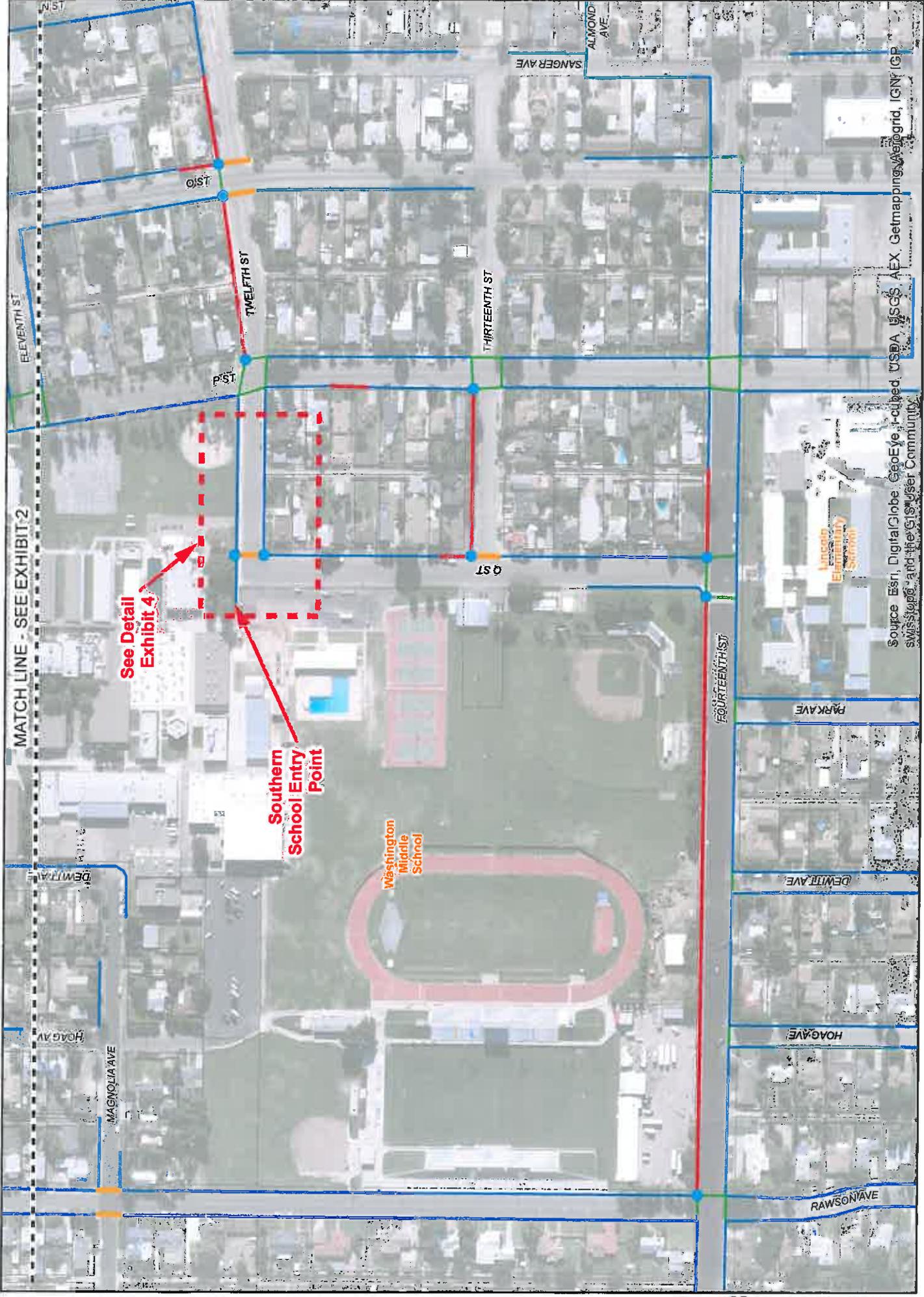


School sites to receive upgraded signage and markings per MUTCD within 500' of school boundaries



Exhibit 7 - Element 3





MATCH LINE - SEE EXHIBIT 2

See Detail Exhibit 4

Southern Entry Point

Washington Middle School

Lincoln Elementary School

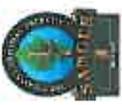
Source: Esri, DigitalGlobe, GeoEye, Earthstar (United States), IGN (France), Mapbox (Portugal), Swisstopo, and the GIS User Community

- Proposed Curb Ramp
- Existing Crosswalk
- Proposed Crosswalk
- Existing Sidewalk
- Proposed Sidewalk

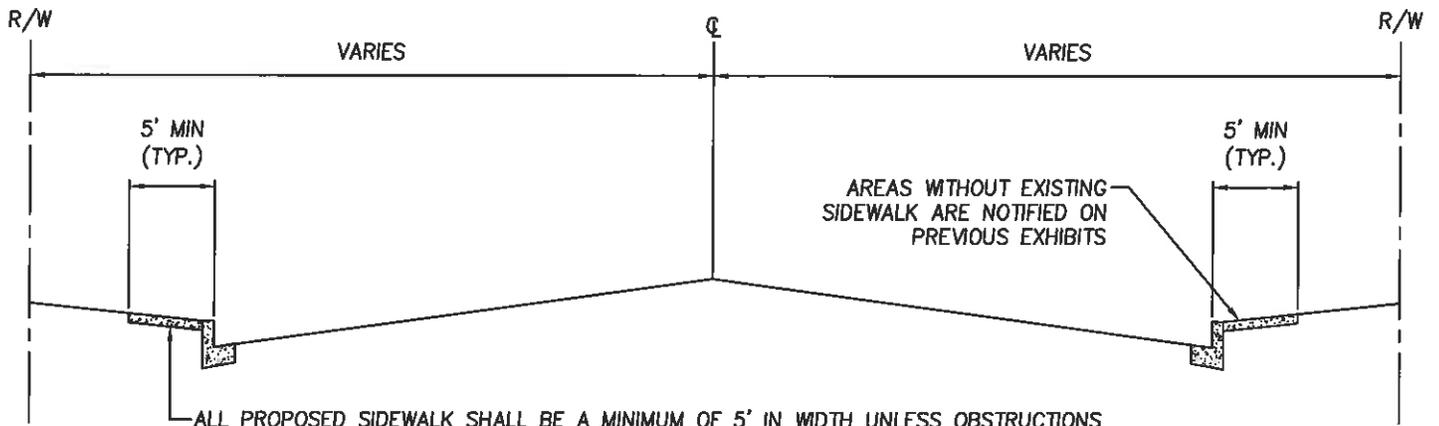


Exhibit 3 - Element 1

2015 ATP Application
Safe Routes to School



8-114

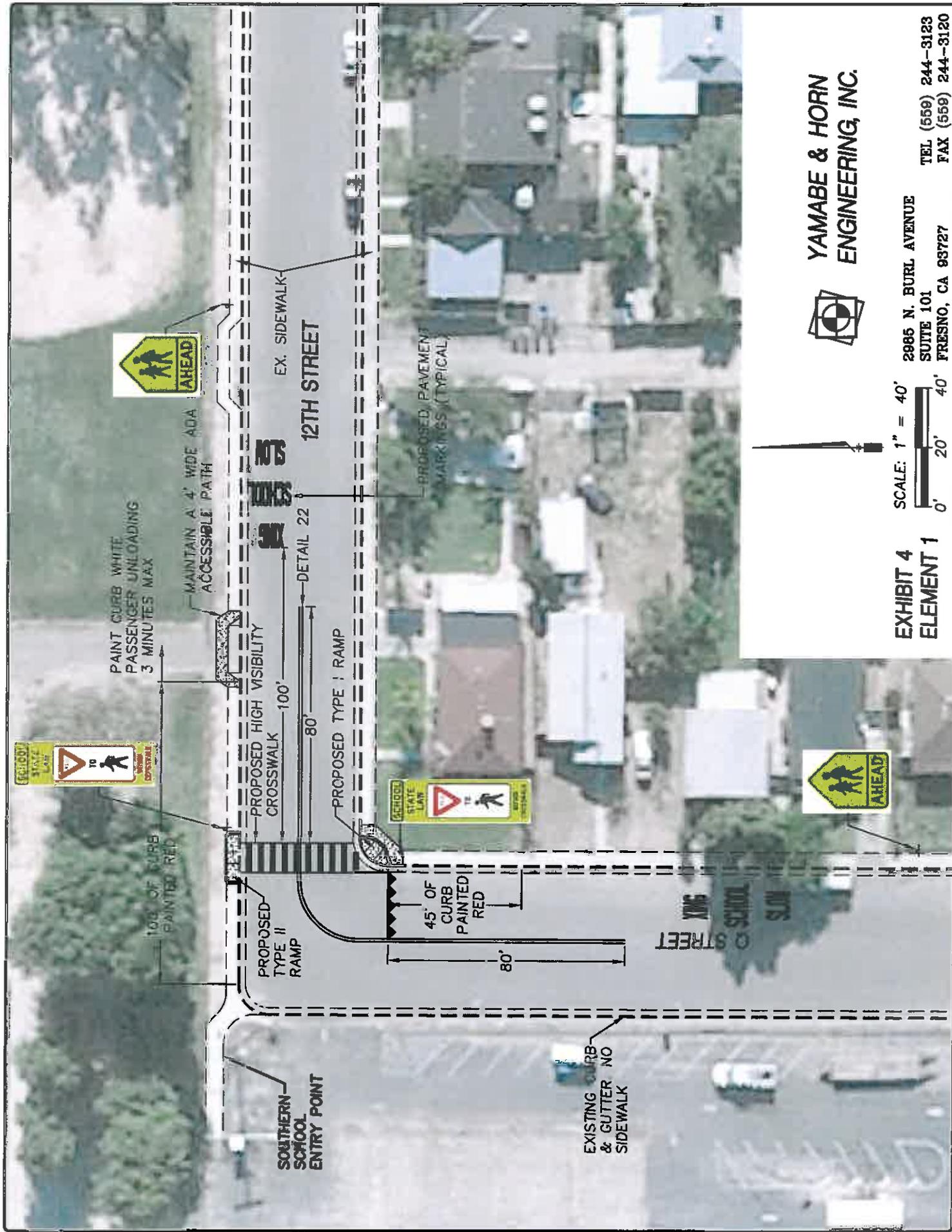


ALL PROPOSED SIDEWALK SHALL BE A MINIMUM OF 5' IN WIDTH UNLESS OBSTRUCTIONS OCCUR, IN WHICH CASE A MINIMUM 3' WILL BE MAINTAINED AROUND OBSTRUCTION TO MAINTAIN ADA COMPLIANCE. REFER TO PREVIOUS EXHIBITS TO FIND EXACT LOCATIONS OF PROPOSED SIDEWALK. SIDEWALKS MAY BE CURB-ADJACENT OR DETACHED TO MATCH ADJACENT PATTERNS BUT WILL BE LOCATED ENTIRELY WITHIN PUBLIC RIGHT OF WAY.

TYPICAL CROSS-SECTION

N.T.S.

 <p>YAMABE & HORN ENGINEERING, INC.</p> <p>2985 N. BURL AVENUE SUITE 101 FRESNO, CA 93727</p> <p>TEL (559) 244-3123 FAX (559) 244-3120</p>	Ref. & Rev.	CITY OF SANGER	
		<p>2015 ATP APPLICATION SAFE ROUTES TO SCHOOL</p> <p>EXHIBIT 8 ELEMENT 1</p>	<p>Dr. By: <u>JW</u> Ch. By: <u>JR</u> Date: <u>05/26/2015</u> YH Job No. <u>15-233</u> Sheet No. <u>1</u> of <u>1</u> Sheets</p>



**YAMABE & HORN
ENGINEERING, INC.**

**EXHIBIT 4
ELEMENT 1**

SCALE: 1" = 40'

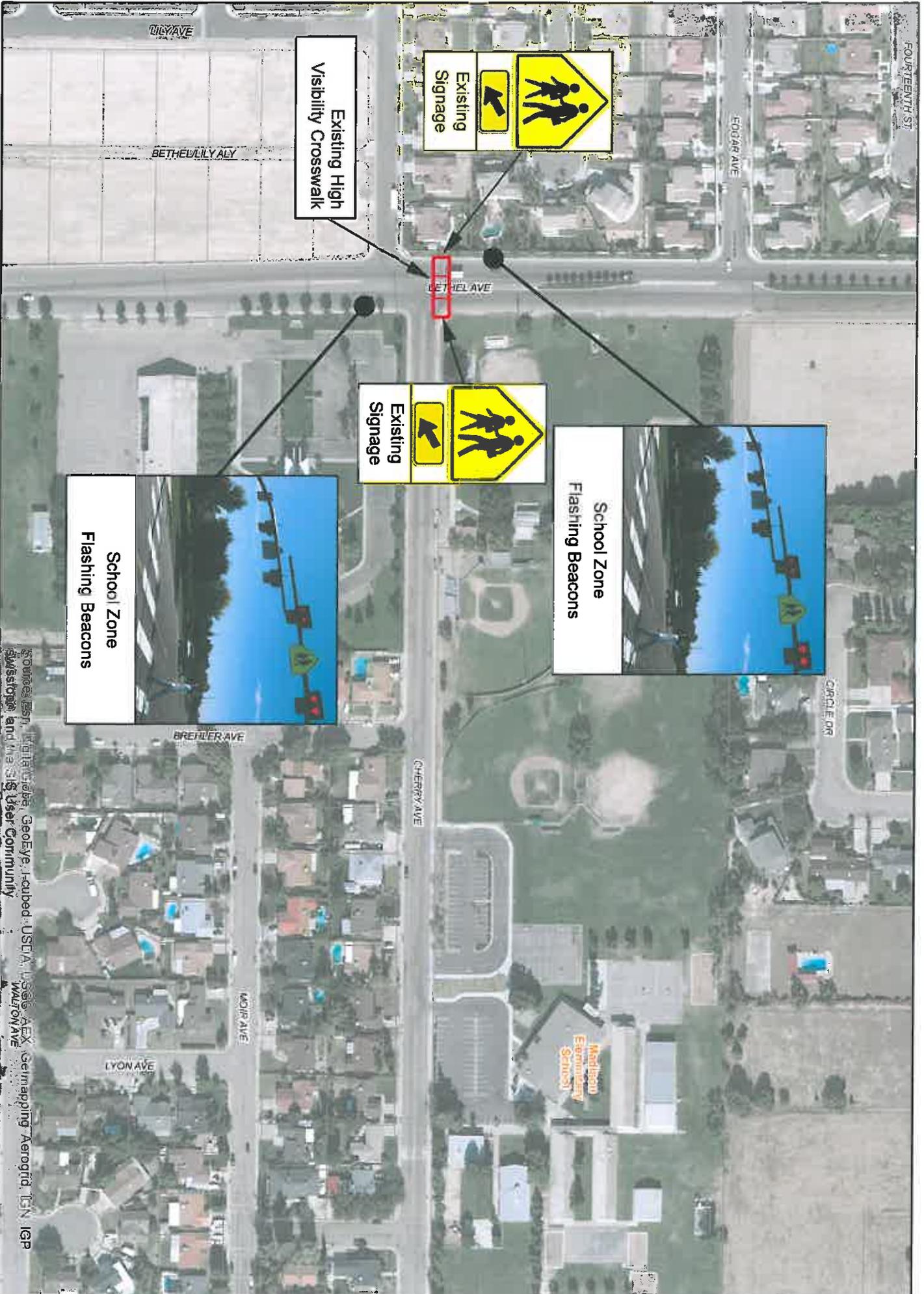
0' 20' 40'

2985 N. BURL AVENUE
SUITE 101
FRESNO, CA 93727

TEL (559) 244-3123
FAX (559) 244-3120



0 100 200 Feet



Sources: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, FSA, AeroGRID, IGN, IGP, Mapbox, and the GIS User Community

Exhibit 6 - Element 2

2015 ATP Application
School Zone Flashing Beacons



WESTBOUND ON 10TH STREET



CONVERT TO HIGH VISIBILITY CROSSWALK

NEW SIGNAGE WITH RECTANGULAR RAPID FLASHING BEACONS

WESTBOUND ON 10TH STREET



WESTBOUND ON 10TH STREET



NORTHBOUND ON BETHEL AVENUE

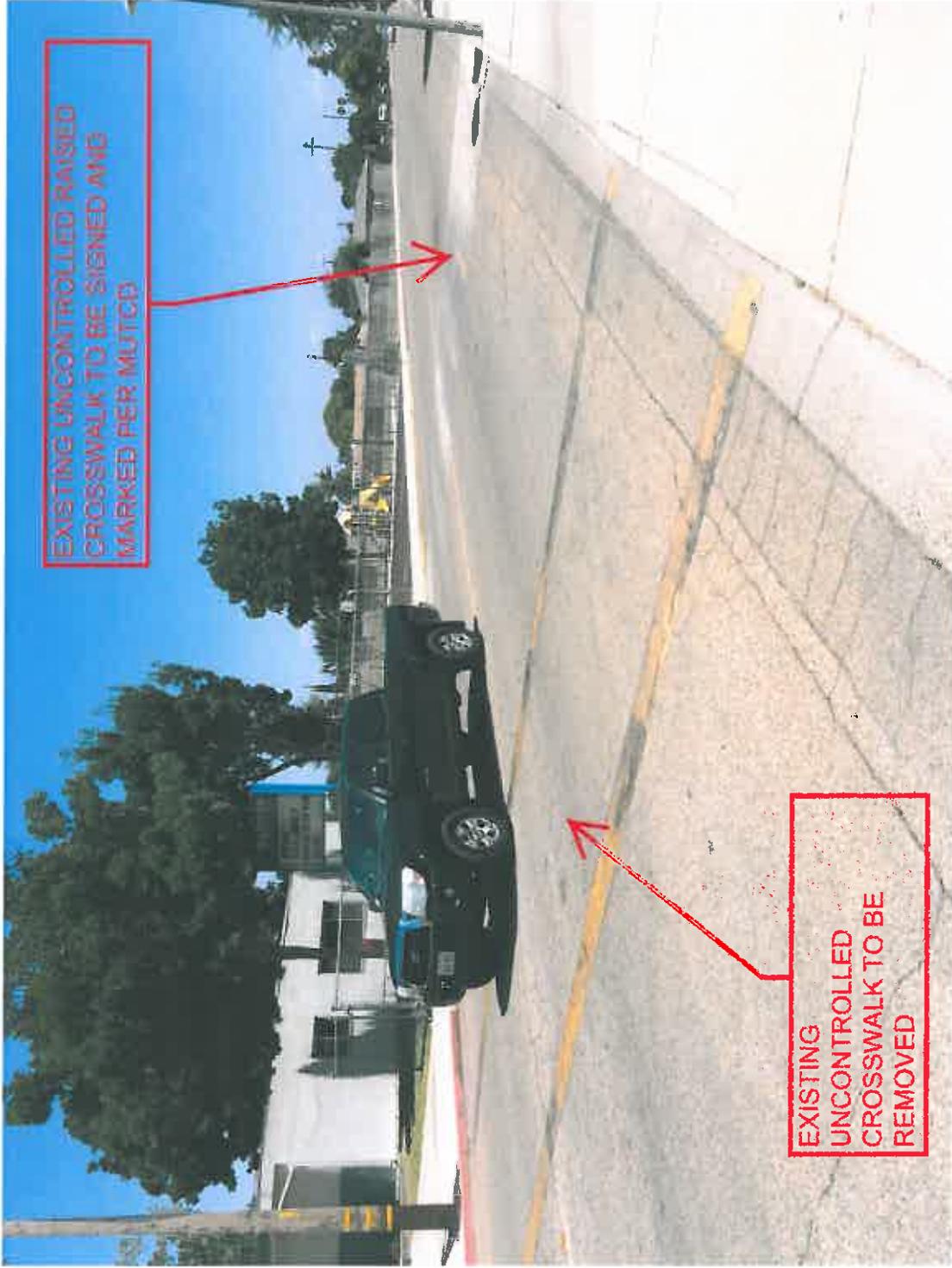


ATT. E.

SOUTHBOUND ON BETHEL AVENUE



EASTBOUND ON CHERRY AVENUE



WESTBOUND ON CHERRY AVENUE



EASTBOUND ON O AND 12TH STREET



NORTHBOUND ON O AND 12TH STREET



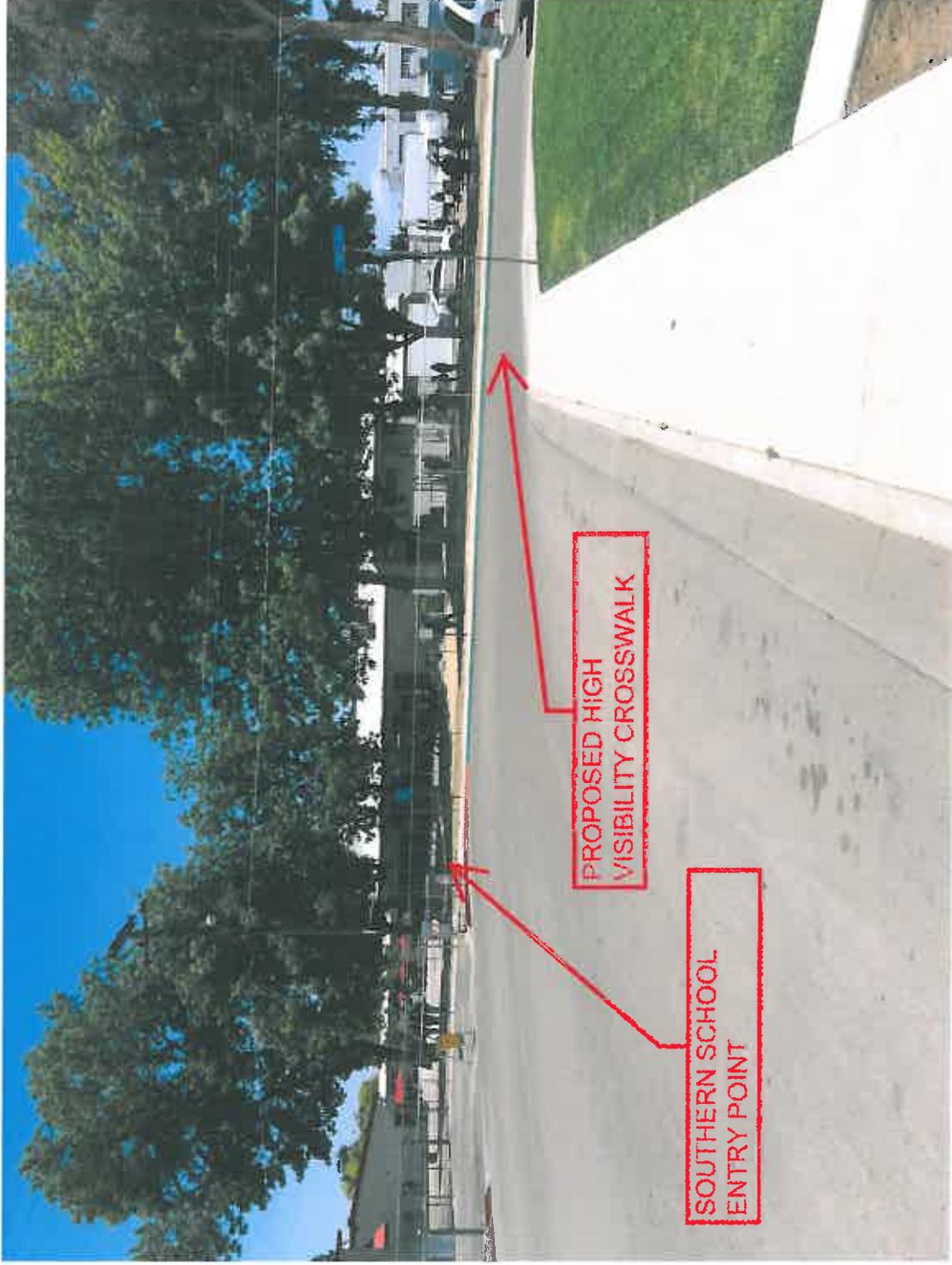
NORTHBOUND ON O AND 12TH STREET



WESTBOUND ON O AND 12TH STREET



NORTHBOUND ON Q AND 12 STREET



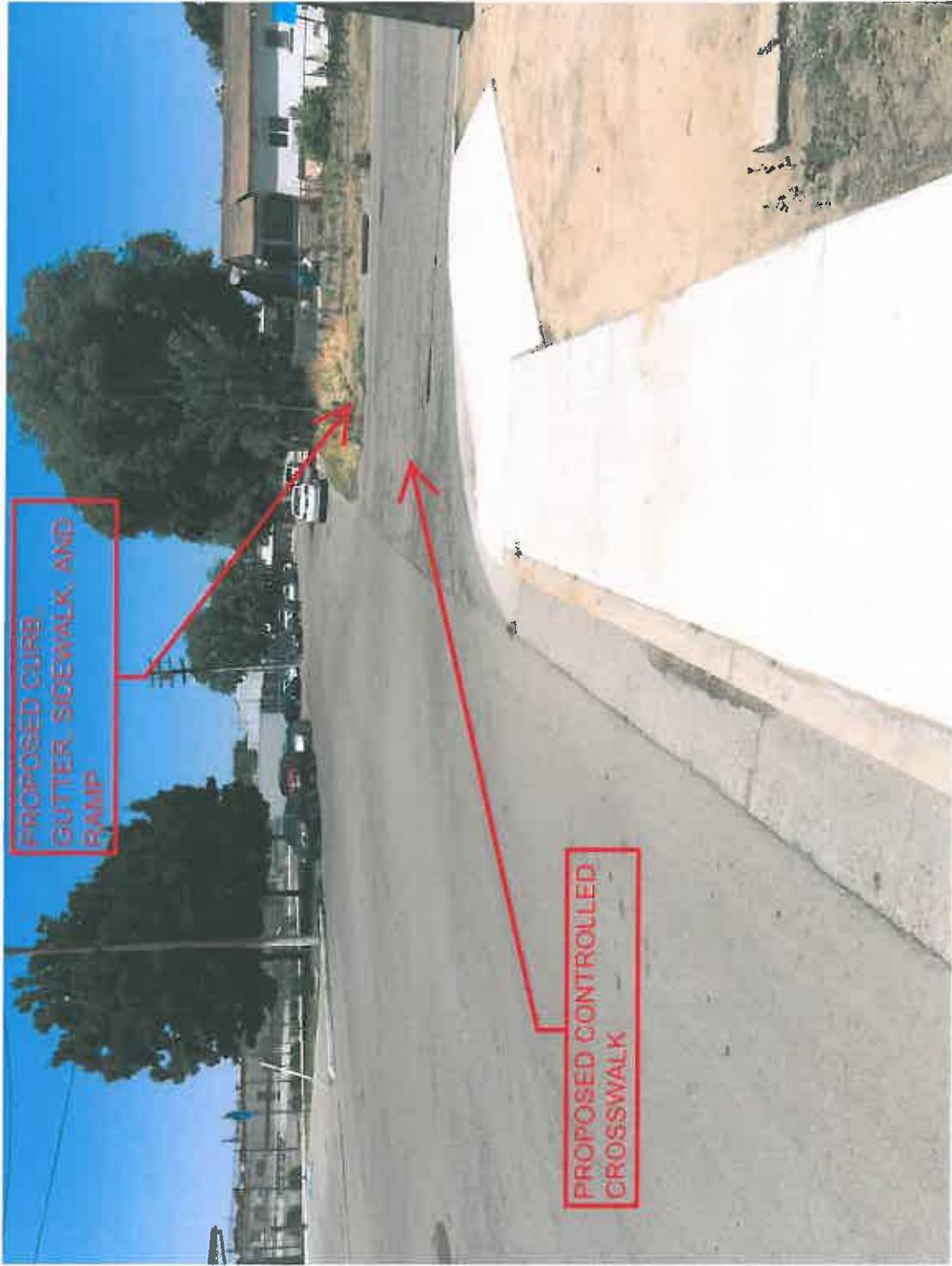
EASTBOUND ON Q AND 12TH STREET



EASTBOUND ON Q AND 13TH STREET



NORTHBOUND ON Q AND 13TH STREET



NORTHBOUND ON Q AND 13 STREET



ATT F,

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

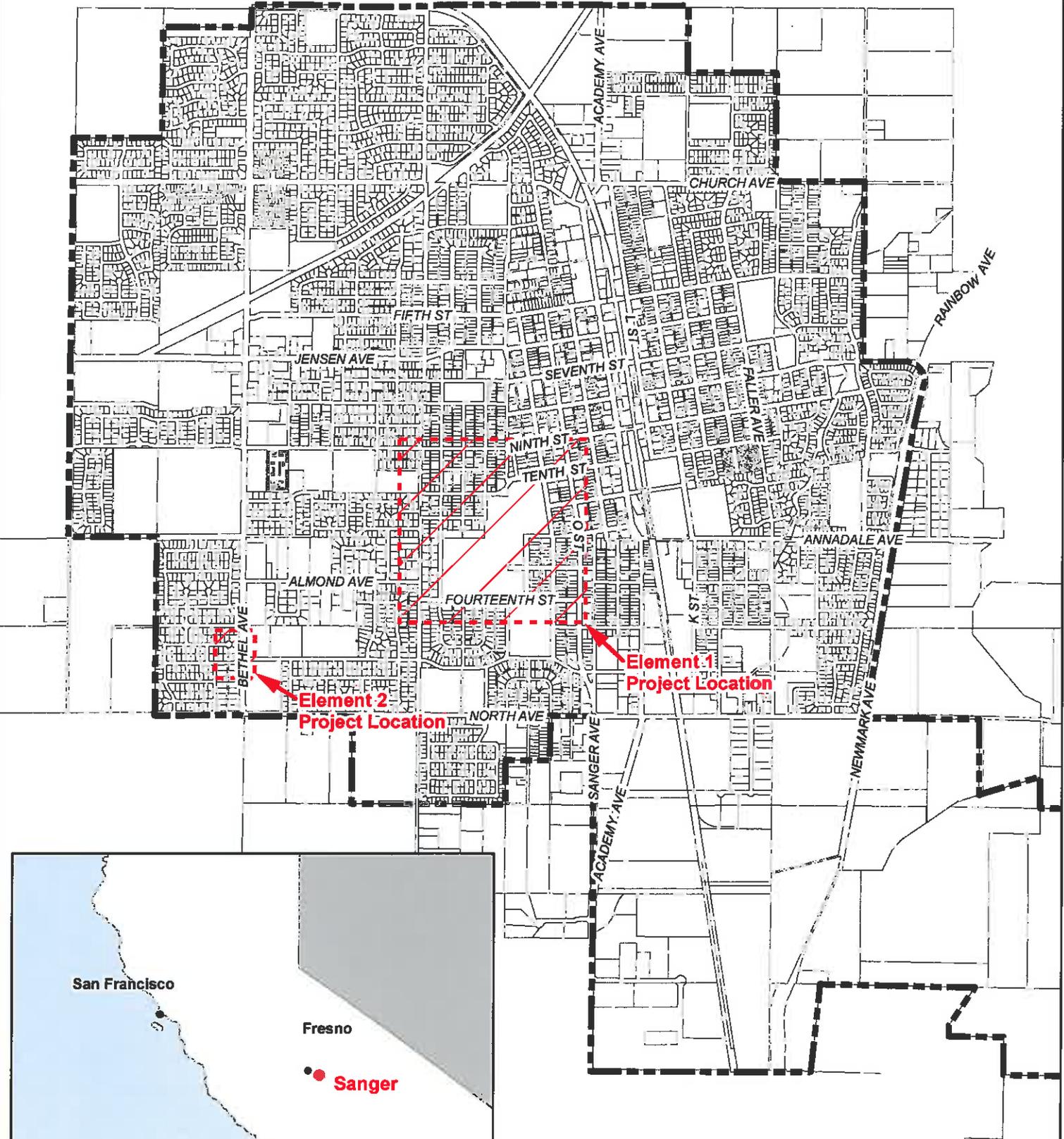
Agency:	CITY OF SANGER		
Application ID:		Prepared by:	JOSH ROGERS, CITY ENGINEER
		Date:	5/26/2015
Project Description:	SANGER 2015 SAFE ROUTES TO SCHOOL PROJECT		
Project Location:	VARIOUS LOCATIONS WITHIN THE CITY OF SANGER		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category, therefore may be over 100%							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization & Demobilization	1	L.S.	\$10,000.00	\$10,000	10000%	\$10,000						
2	Traffic & Dust Control	1	L.S.	\$5,000.00	\$5,000	10000%	\$5,000						
3	Clearing & Grubbing	1	L.S.	\$10,000.00	\$10,000	10000%	\$10,000						
4	Concrete Curb & Gutter	245	L.F.	\$30.00	\$7,350	10000%	\$7,350						
5	Concrete Sidewalk	17195	S.F.	\$5.00	\$85,975	10000%	\$85,975						
6	Concrete Handicap Ramp	19	EA.	\$3,500.00	\$66,500	10000%	\$66,500						
7	High Visibility Crosswalk	4	EA.	\$2,000.00	\$8,000	10000%	\$8,000						
8	Tree/Bush Removal	16	EA.	\$800.00	\$12,800	10000%	\$12,800						
9	Rectangular Rapid Flashing Beacons	1	L.S.	\$15,000.00	\$15,000	10000%	\$15,000						
10	School Zone Flashing Beacons	1	L.S.	\$80,000.00	\$80,000	10000%	\$80,000						
11	New School Zone Signage	1	L.S.	\$34,000.00	\$34,000	10000%	\$34,000						
12	New School Zone Pavement Markings	1	L.S.	\$43,000.00	\$43,000	10000%	\$43,000						
13	Remove Existing Pavement Markings	1	L.S.	\$27,000.00	\$27,000	10000%	\$27,000						
14													
15													
16													
Subtotal of Construction Items:					\$404,625		\$404,625						
Construction Item Contingencies (% of Construction Items):				15.00%	\$60,694								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$465,319								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 10,000		
Plans, Specifications and Estimates (PS&E):	\$ 50,000		
Total PE:	\$ 60,000	12.89%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ -		
Acquisitions and Utilities:	\$ -		
Total RW:	\$ -		
Construction (CON)			
Construction Engineering (CE):	\$ 55,000	10.57%	15% Max
Total Construction Items & Contingencies:	\$465,319		
Total CON:	\$ 520,319		
Total Project Cost Estimate:	\$ 580,319		



**Element 1
Project Location**

**Element 2
Project Location**



Note:
Element 3 proposed at various school locations within the City.
See detail Exhibit 7 - Element 3.

Document Path: F:\2015\15-233\GIS\15-233_1_Location.mxd

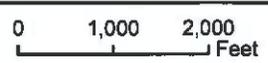
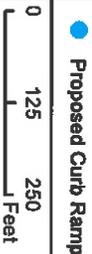


Exhibit 1 - Element 1
Attachment 1 #1R (1)

2015 ATP Application
Safe Routes to School

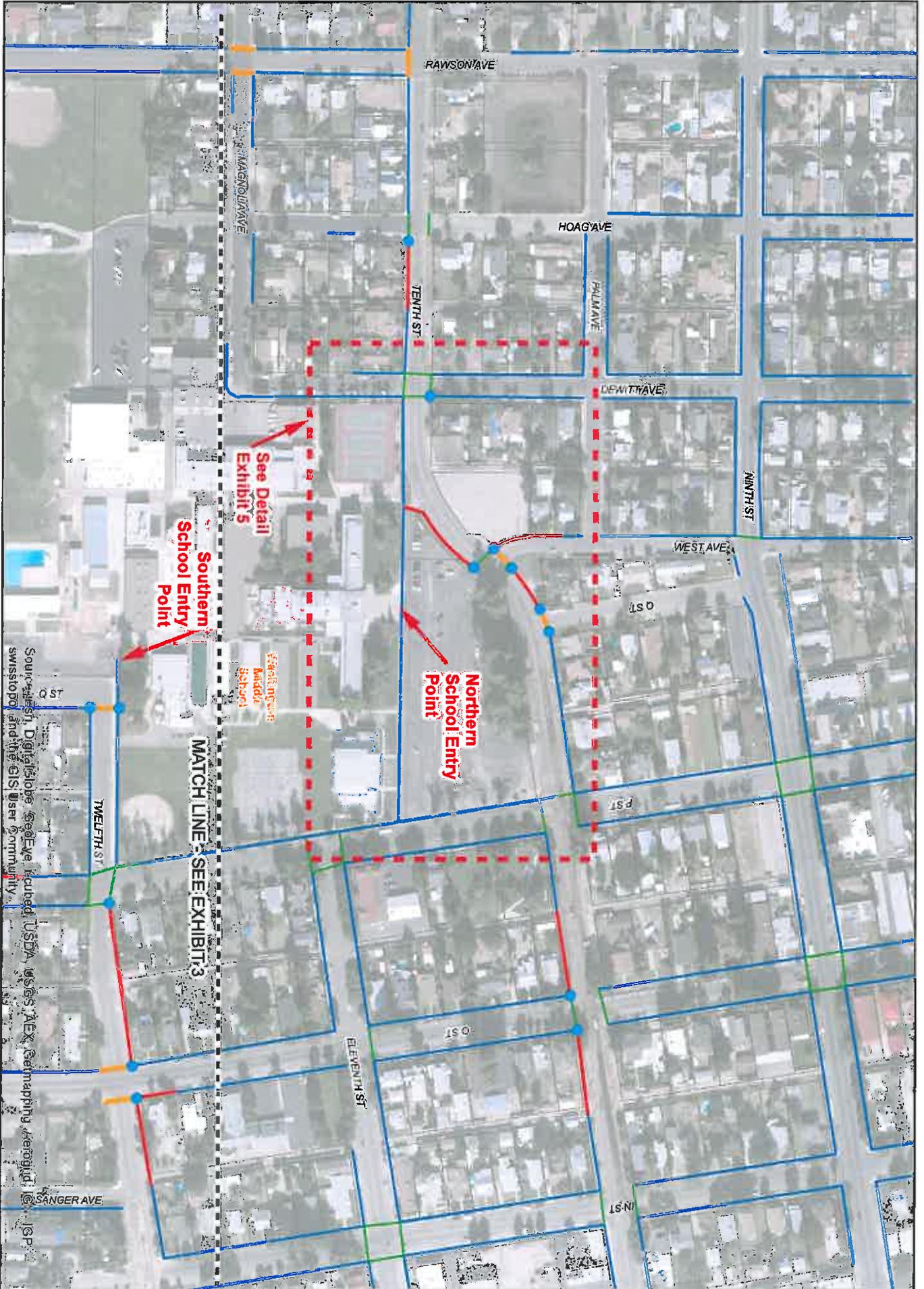




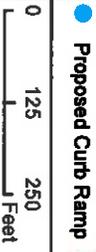
- Proposed Curb Ramp
- Existing Crosswalk
- Proposed Crosswalk
- Existing Sidewalks
- Proposed Sidewalks

Exhibit 2 - Element 1

2015 ATP Application
Safe Routes to School

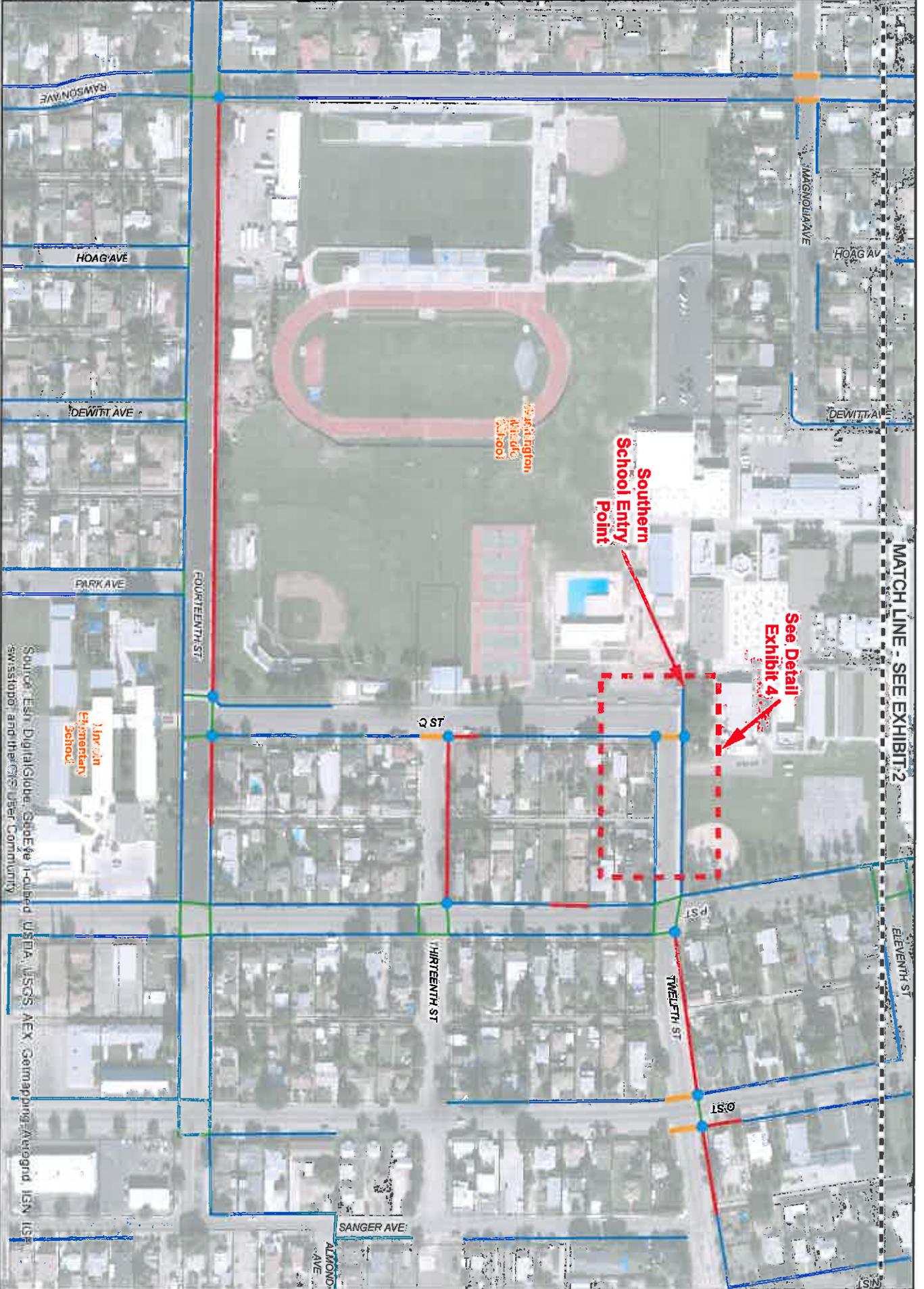


Source: Aerial, Digital Globe, Google, USDA, USGS, AEC, Remapping, Aerogrid, IGP, swissstop and the GIS User Community



- Proposed Curb Ramp
- Existing Crosswalk
- Proposed Crosswalk
- Existing Sidewalk
- Proposed Sidewalk

Exhibit 3 - Element 1



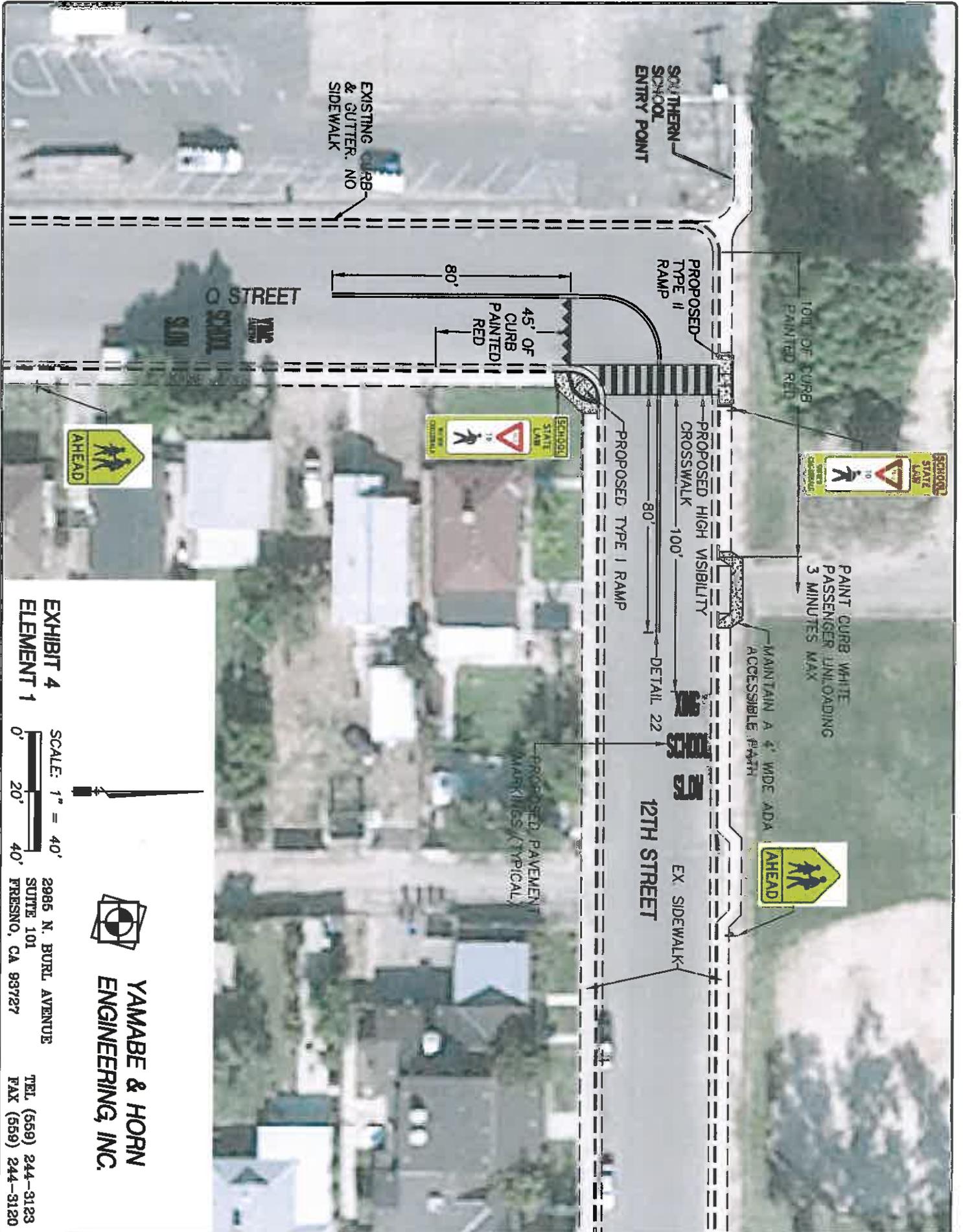


EXHIBIT 4
ELEMENT 1



**YAMABE & HORN
ENGINEERING, INC.**

2985 N. BURL AVENUE
SUITE 101
FRESNO, CA 93727

TEL (559) 244-3123
FAX (559) 244-3120

**YAMABE & HORN
ENGINEERING, INC.**

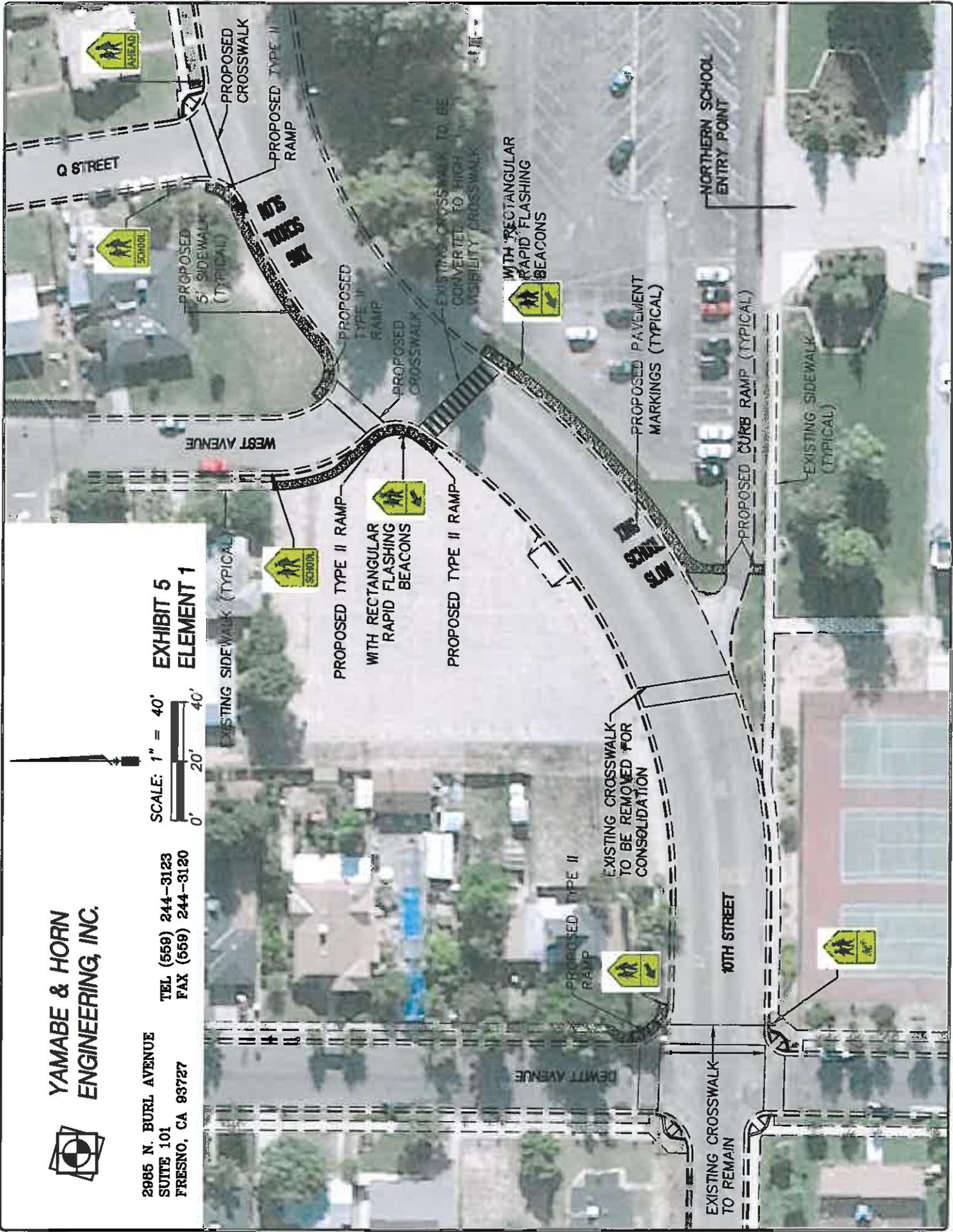


2885 N. BURL AVENUE
SUITE 101
FRESNO, CA 93727

TEL (559) 244-3123
FAX (559) 244-3120

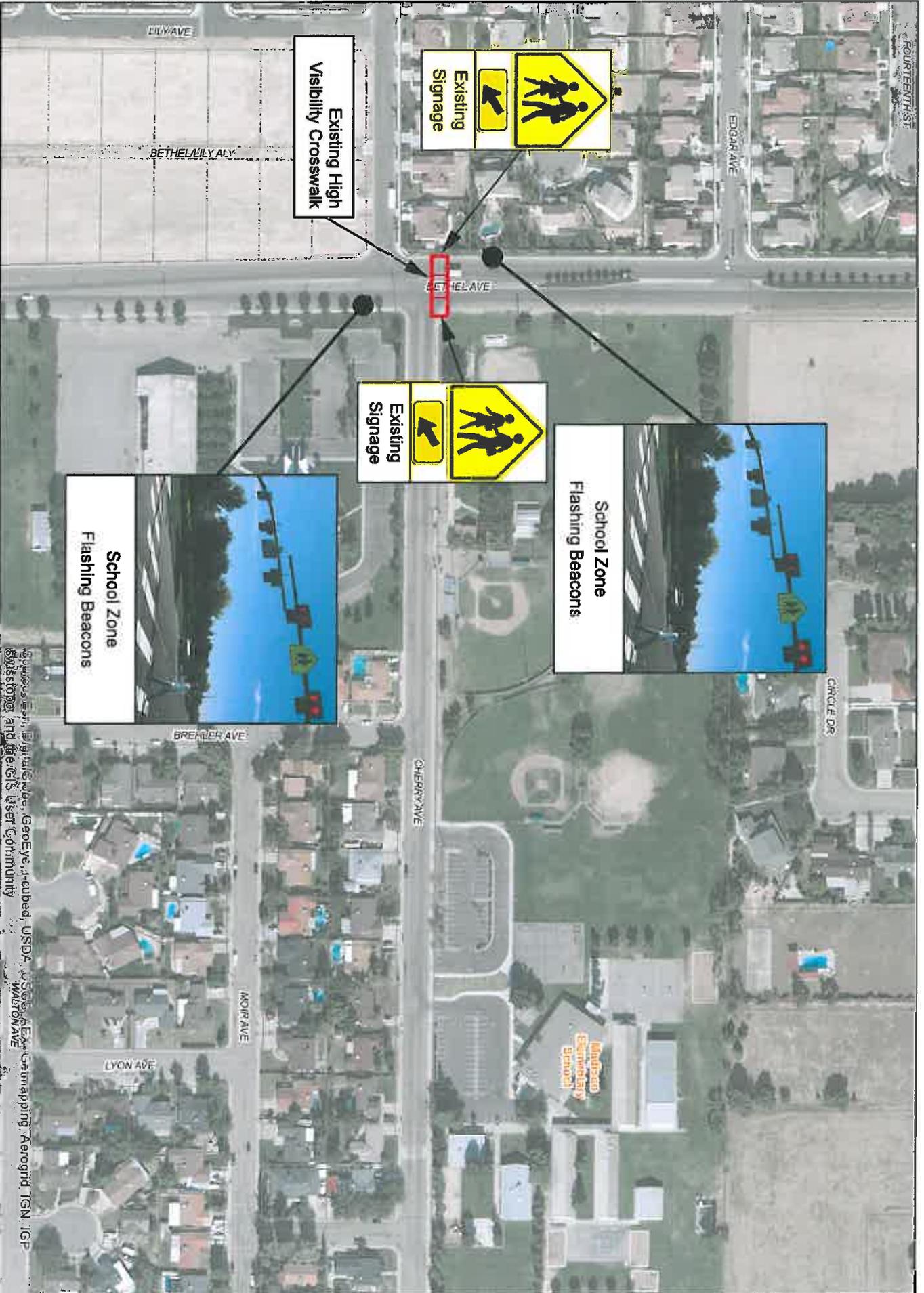
**EXHIBIT 5
ELEMENT 1**

SCALE: 1" = 40'
0' 20' 40'





0 100 200 Feet



Map data provided by Esri, DeLorme, GeoEye, i-cubed, USDA, USGS, AeroGRID, IGN, IGP, Swisstopo, and the GIS User Community

Exhibit 6 - Element 2

2015 ATP Application
School Zone Flashing Beacons





REPORT 7 - BICYCLE INVOLVED COLLISIONS

01/02/2012 thru 01/01/2013

Total Count: 2

Include State Highways cases

Jurisdiction(s): Sanger
Report Run On: 05/26/2015

Primary Rd	9TH ST	Distance (ft)	0	Direction	Population	3	Rpt Dist	M270	K ST	Beat	002	Type	NCIC	1013	State Hwy?	N	Route	Badge	M051	Postmile Prefix	Postmile	20120313	Time	1627	Day	TUE	
City	Sanger	Fresno	Fresno	Direction	Population	3	Rpt Dist	M270	K ST	Beat	002	Type	NCIC	1013	State Hwy?	N	Route	Badge	M051	Postmile Prefix	Postmile	20120313	Time	1627	Day	TUE	
Primary Collision Factor	R-O-W AUTO	Weather1	CLEAR	Violation	21802B	Collision Type	ROADSIDE	Collision Type	BROADSIDE	Rdwy Condt1	NO UNUSL CND	Rdwy Condt2	NO UNUSL CND	Rdwy Condt2	Critl Dev	FNCTNG	Loc Type	0	#Injured	1	Tow Away?	N	Process Date	20131004			
Hit and Run		Motor Vehicle Involved With BICYCLE		Lighting	DAYLIGHT	Ped Action																					
Party Type	Age Sex Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	0AF1 Viol	0AF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected							
1F	DRVR	70	M	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
2	BICY	36	F	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
Primary Rd	NORTH AV	Distance (ft)	0	Direction	Population	3	Rpt Dist	M270	K ST	Beat	003	Type	NCIC	1013	State Hwy?	N	Route	Badge	M051	Postmile Prefix	Postmile	20120410	Time	1907	Day	TUE	
City	Sanger	Fresno	Fresno	Direction	Population	3	Rpt Dist	M270	K ST	Beat	003	Type	NCIC	1013	State Hwy?	N	Route	Badge	M051	Postmile Prefix	Postmile	20120410	Time	1907	Day	TUE	
Primary Collision Factor	STOP SGNISIG	Weather1	CLEAR	Violation	22450A	Collision Type	HEAD-ON	Rdwy Condt1	NO UNUSL CND	Rdwy Condt2	NO UNUSL CND	Rdwy Condt2	NO UNUSL CND	Rdwy Condt2	Critl Dev	FNCTNG	Loc Type	0	#Injured	0	Tow Away?	N	Process Date	20131119			
Hit and Run		Motor Vehicle Involved With BICYCLE		Lighting	DAYLIGHT	Ped Action																					
Party Type	Age Sex Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	0AF1 Viol	0AF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected							
1F	BICY	998	M	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
2	DRVR	36	F	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W

01/01/2013 thru 01/01/2014

Total Count: 6

Jurisdiction(s): Sanger
Report Run On: 05/26/2015

Include State Highways cases

Primary Rd	Secondary Rd	Distance (ft)	Direction	Rpt Dist	Beat	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy													
Primary Rd GREENWOOD	Secondary Rd CHURCH	0	Population	SANGE	002	1013	N	M109	20130806	1910	TUE													
City Sanger	County UNKNOWN	Fresno	Violation	Collision Type	OTHER	0	INJURY	0	1	Spec Cond	0													
Primary Collision Factor OTHER	Weather1 OTHER	Weather2	Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL	CND	Rdwy Cond2		Spec Cond	0													
Hit and Run	Motor Vehicle Involved With BICYCLE		Lighting	DAYLIGHT	Ped Action			Cntrl Dev	NT PRS/FCR	Loc Type														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Postmile	Collision Date	20131022	Time	1605	Day	TUE	
1	DRVR	38	F	H	HNBD	PROC ST	N	-	-00	CHEVR	2007	-	3	E	-	M	G	13	20131022	3	0	0	M	G
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Postmile	Collision Date	20131022	Time	1605	Day	TUE	
2	BICY	42	F	H	HNBD	PROC ST	E	L	0400	-	-	-	N	-	-	-	G	7	20131022	6	0	0	M	H
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Postmile	Collision Date	20131022	Time	1605	Day	TUE	
1F	BICY	23	F	H	HNBD	PROC ST	E	L	0400	-	-	-	N	-	-	-	G	6	20131022	4	0	0	M	H
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Postmile	Collision Date	20131022	Time	1605	Day	TUE	
2	DRVR	35	M	H	HNBD	RGT TURN	S	-	-00	CHEVR	2012	-	N	-	-	M	G	42	20131022	9	0	0	M	G



REPORT 6 - PEDESTRIAN INVOLVED COLLISIONS

01/02/2012 thru 01/01/2013

Total Count: 1

Jurisdiction(s): Sanger

Include State Highways cases

Report Run On: 05/20/2015

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	38	F	H	H	H	LFT TURN	E	-	-00	DODGE	1998	-	3	-	-	M	H	COMP	PN 10	F	9	3	-	-	
2	PED	10	F	H			PROC ST	W	N	6000	-	-	-	N	-	-	-	PED								
Primary Rd PALM AV Distance (ft) 19 Direction E Secondary Rd HOAG AV NCIC 1013 State Hwy? N Route M106 Postmile Prefix Postmile City Sanger County Fresno Population 3 Rpt Dist 21650 Beat 002 Type 0 CalTrans Badge M106 Collision Date 20120126 Side of Hwy THU Primary Collision Factor WRONG SIDE Violation 21650 Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20130622 Weather1 CLEAR Weather2 Motor Vehicle involved With PED Rwy Surface DRY Rwy Cond1 NO UNUSL CND Rwy Cond2 Spec Cond 0 Hit and Run Lighting DUSK/DAWN Ped Action IN RD, Critl Dev NT PRS/FCTR Loc Type Ramp/Int																										

06-Sanger-01

Attachment I#2A (3)



REPORT 6 - PEDESTRIAN INVOLVED COLLISIONS

01/01/2013 thru 01/01/2014

Total Count: 5

Jurisdiction(s): Sanger

Include State Highways cases

Report Run On: 05/20/2015

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
<p>Primary Rd 14TH ST Distance (ft) 0 Direction Population 3 Rpt Dist M340 Beat 003 NCIC 1013 State Hwy? N Route M046 Postmile Prefix Collision Date 20131108 Postmile Side of Hwy FRI</p> <p>City Sanger County Fresno Population 21950A Collision Type AUTOPEP Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20140516</p> <p>Primary Collision Factor R-O-W PED Weather1 CLEAR Rdy Surface DRY Rdy Condt NO UNUSL CND Rdy Condt 0</p> <p>Weather1 CLEAR Weather2 Motor Vehicle Involved With PED Lighting DARK - ST Ped Action X-WLK AT Cntrl Dev NT PRS/FCTR Loc Type</p> <p>Hit and Run Party Info</p>																										
1F	DRVR	44	M	H	HMBD		PROC ST	N	-	-00	TOYOT 2000	-	3	N	-	-	M	G	PED	SEVERE	17	M	0	0	P	-
2	PED	17	M	A	HMBD		OTHER	N	-	6000	-	-	3	N	-	-	-	-	-	-	-	-	-	-	-	-
<p>Primary Rd ELDERBERRY RD Distance (ft) 325 Direction Population 3 Rpt Dist SANGE Beat 001 NCIC 1013 State Hwy? N Route M043 Postmile Prefix Collision Date 20130513 Postmile Side of Hwy MON</p> <p>City Sanger County Fresno Population 22106 Collision Type AUTOPEP Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20140221</p> <p>Primary Collision Factor STRTINGBACKNG Weather1 CLEAR Rdy Surface DRY Rdy Condt NO UNUSL CND Rdy Condt 0</p> <p>Weather1 CLEAR Weather2 Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action IN RD. Cntrl Dev NT PRS/FCTR Loc Type</p> <p>Hit and Run Party Info</p>																										
1F	DRVR	66	M	H	HMBD		BACKING	E	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
2	PED	72	M	H	HMBD		PROC ST	S	N	6000	-	-	3	N	-	-	M	G	PED	COMP PN	72	M	9	0	-	-
<p>Primary Rd JENSEN AV Distance (ft) 0 Direction Population 3 Rpt Dist SANGE Beat 002 NCIC 1013 State Hwy? N Route M110 Postmile Prefix Collision Date 20131027 Postmile Side of Hwy SUN</p> <p>City Sanger County UNSAFE SPEED Population 22350 Collision Type AUTOPEP Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20140421</p> <p>Primary Collision Factor UNSAFE SPEED Weather1 CLEAR Rdy Surface DRY Rdy Condt NO UNUSL CND Rdy Condt 0</p> <p>Weather1 CLEAR Weather2 Motor Vehicle Involved With PED Lighting DARK - ST Ped Action X-WLK AT Cntrl Dev NT PRS/FCTR Loc Type</p> <p>Hit and Run Party Info</p>																										
1F	DRVR	26	F	H	HMBD		PROC ST	W	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
2	PED	64	M	H	HMBD		PROC ST	N	N	6000	-	-	3	E	-	-	M	C	PED	COMP PN	64	M	9	3	-	-
<p>Primary Rd RAWSON AV Distance (ft) 4 Direction Population 3 Rpt Dist JENSEN AV Beat 05A NCIC 1013 State Hwy? N Route M084 Postmile Prefix Collision Date 20130211 Postmile Side of Hwy MON</p> <p>City Sanger County Fresno Population 21950A Collision Type AUTOPEP Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20140124</p> <p>Primary Collision Factor R-O-W PED Weather1 CLEAR Rdy Surface DRY Rdy Condt NO UNUSL CND Rdy Condt 0</p> <p>Weather1 CLEAR Weather2 Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev NT PRS/FCTR Loc Type</p> <p>Hit and Run Party Info</p>																										
1F	DRVR	23	M	H	HMBD		LFT TURN	S	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
2	PED	63	F	H	HMBD		PROC ST	E	N	6000	-	-	3	N	-	-	M	G	PED	SEVERE	63	F	9	3	-	-

01/01/2013 thru 01/01/2014

Total Count: 5

Include State Highways cases

Jurisdiction(s): Sanger
Report Run On: 05/20/2015

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pte	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety/Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	M	H	H	H	H	NBD	RGT TURN	E	-	-	3	E	N	M	G	PED	OTH VIS	12	F	9	3	-	-
2	PED	12	F	H			PROC ST	S	N	6000	-	-	-	N	-	-	-	PED	COMP PN	12	F	9	3	-	-
3	PED	12	F	H			PROC ST	S	N	6000	-	-	-	N	-	-	-	PED	COMP PN	12	F	9	3	-	-

06-Sanger-01

Attachment I#2A (4)



Source: Esri, DigitalGlobe, GeoEye, Earthstar (United States), USDA, USGS, AeroGRID, IGN, SRTM3; processed by GeoEye
 Swisstopo, and the GIS user community

2015 ATP Application
 Safe Routes to School



2015 ATP GRANT APPLICATION

PRIMARY ELEMENTS

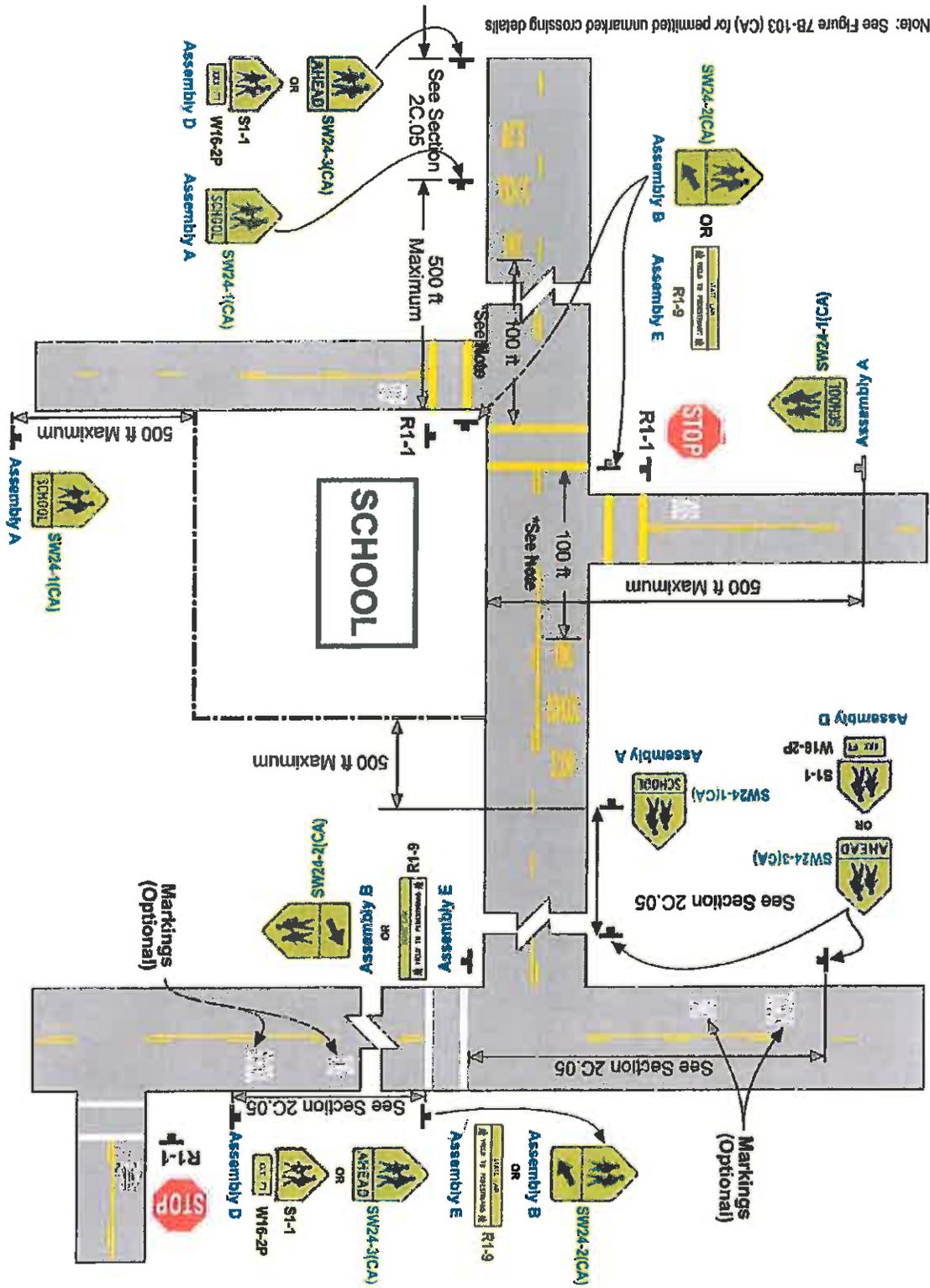
- Construction of sidewalks, curb ramps and crosswalks where missing in the areas immediately surrounding Washington Academic Middle School (WAMS) (See Attachment 1);
- Installation of traffic calming measures along 10th Street north of WAMS (See Attachment 1);
- Installation of Rectangular Rapid Flashing Beacons at intersection of Bethel and Cherry Avenues near Madison Elementary (See Attachment 2);
- Consolidation of existing school zone crosswalks at various schools for improved circulation;
- Installation of MUTCD-compliant signage and pavement markings where deficient at all school sites within the City of Sanger (See Attachment 3);

2015 ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATION

Safe Routes to School



Figure 7B-104(CA). Example of Signing for School Crosswalk Warning Assembly







Notice and Agenda of a Special Meeting

TOWN HALL MEETING FISCAL YEAR 2015/2016 BUDGET WORKSHOP

SANGER CITY COUNCIL
Council Chamber
1700 7th Street, Sanger, California 93657
MAY 14, 2015
6:00 P.M.

NOTICE IS HEREBY GIVEN that a special meeting of the City Council is hereby called for Thursday, May 14, 2015 commencing at 6:00 pm at the Sanger City Hall Council Chamber, 1700 7th Street, Sanger, California.

Special meeting shall be held for the purpose of the Council to conduct a Workshop regarding the Fiscal Year 2015/2016 Budget.

A handwritten signature in black ink, appearing to read "Joshua D. Mitchell".

Mayor Joshua D. Mitchell

- A. CALL TO ORDER
- B. OPENING CEREMONIES
Flag Salute
Roll Call
- C. WORKSHOP REGARDING THE 2015-2016 FISCAL YEAR BUDGET
- D. PUBLIC FORUM
(This portion of the meeting is reserved for persons desiring to address the Council concerning the item that is described in this notice. Speakers shall address all comments to the Mayor and the Council as a body and not to any particular Council Member or Member of the Staff. Speakers should limit their comments to three (3) minutes.)
- E. ADJOURNMENT

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate at this meeting, please contact Rebeca Hernandez, City Clerk at 559/876-6300 Ext 1350. Notification of 48 hours prior to the meeting will enable the City Clerk to make reasonable arrangements to ensure accessibility to this meeting. Pursuant to the ADA, the meeting room is accessible to the physically disabled.

I certify under penalty of perjury, under the laws of the State of California that the foregoing agenda was posted in accordance with the applicable legal requirements. Dated this 5th day of May 2015.

A handwritten signature in red ink, appearing to read "Rebeca Hernandez".
Rebeca Hernandez, City Clerk



AVAILABLE FOR REVIEW 72 HOURS
PRIOR TO THE CITY COUNCIL MEETING
AT THE SANGER LIBRARY, CITY CLERK'S
OFFICE AND THE SANGER CITY HALL
LOBBY.

AMENDED AGENDA

**SANGER CITY COUNCIL
REGULAR MEETING**
Council Chamber
1700 7th Street, Sanger, California 93657
May 21, 2015
6:00 P.M.

ALL MEETING ATTENDEES ARE ADVISED THAT ALL PAGERS, CELLULAR TELEPHONES AND ANY OTHER COMMUNICATION DEVICES SHOULD BE POWERED OFF UPON ENTERING THE COUNCIL CHAMBERS, AS THESE DEVICES INTERFERE WITH OUR AUDIO EQUIPMENT.

Prior to action by the Council on any item on this agenda, the public may comment on that item.

A. CALL TO ORDER

**B. PUBLIC FORUM PRIOR TO CLOSED SESSION
(THIS PORTION OF THE MEETING IS RESERVED FOR PERSONS DESIRING TO ADDRESS THE COUNCIL ON AN ITEM WHICH IS TO BE CONSIDERED DURING CLOSED SESSION. SPEAKERS SHOULD LIMIT THEIR COMMENTS TO THREE (3) MINUTES.)**

C. CLOSED SESSION

- 1. Pursuant to Government Code Section 54957
Public Employee Appointment/Employment
Title: City Manager**

D. OPENING CEREMONIES

**Invocation
Flag Salute
Roll Call**

ANY WRITINGS OR DOCUMENTS PROVIDED TO A MAJORITY OF THE CITY COUNCIL LESS THAN 72 HOURS PRIOR TO A REGULAR MEETING REGARDING ANY ITEM ON THIS AGENDA WILL BE MADE AVAILABLE FOR PUBLIC INSPECTION, DURING NORMAL BUSINESS HOURS, AT THE CITY CLERK'S OFFICE & CITY HALL LOBBY LOCATED AT 1700 7TH STREET AND SANGER LIBRARY 1812 7TH STREET, SANGER, CA 93657. THE DOCUMENTS ARE ALSO AVAILABLE ON THE CITY'S WEBSITE, WWW.CLSANGER.CA.US.

Attachment I# A3A (3)

E. CITY ATTORNEY REPORT FROM CLOSED SESSION

F. AGENDA APPROVAL, ADDITIONS AND/OR DELETIONS

G. CEREMONIAL MATTERS

1. Recognition of Foster's Freeze.

H. WORKSHOP

Acquisition Partners of America Quarterly Report.

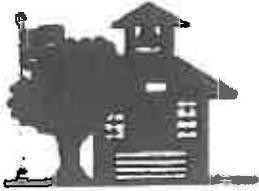
I. PUBLIC FORUM

(THIS PORTION OF THE MEETING IS RESERVED FOR PERSONS DESIRING TO ADDRESS THE COUNCIL ON ANY MATTER NOT OTHERWISE ON THE AGENDA AND WITHIN THE JURISDICTION OF THE CITY COUNCIL. SPEAKERS SHALL ADDRESS ALL COMMENTS TO THE MAYOR AND THE COUNCIL AS A BODY AND NOT TO ANY PARTICULAR COUNCIL MEMBER OR MEMBER OF THE STAFF. SPEAKERS SHOULD LIMIT THEIR COMMENTS TO THREE (3) MINUTES.)

J. CONSENT CALENDAR

(Matters listed under the consent calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately. With respect to the approval of ordinances, the reading of the title thereto shall be deemed a motion to waive a reading of the complete ordinance and unless there is a request by a Council Member that the ordinance be read in full, further reading of the ordinance shall be deemed waived by unanimous consent of the Council.)

1. SUBJECT: Minutes of the regular meeting of the City Council held on May 7, 2015.
RECOMMENDATION: That the City Council approve the minutes.
2. SUBJECT: Monthly Warrants.
RECOMMENDATION: This is not an action item, for Council review only.
3. SUBJECT: Approval of Payroll.
RECOMMENDATION: That the City Council approve.
4. SUBJECT: Treasurer's Report – April 30, 2015
RECOMMENDATION: That the City Council accept the Treasurer's Report as of April 30, 2015.



SANGER UNIFIED SCHOOL DISTRICT

1905 SEVENTH STREET • SANGER, CA 93657
(559) 524- 6521 FAX 875- 0311

MATTHEW J. NAVO, SUPERINTENDENT
"Dream Big, Work Hard and Believe!"

August 29, 2013

To Whom It May Concern:

This letter should serve to support the parent initiative to install in-street lighting at the east to west crosswalk at the intersection of Bethel and Cherry avenues.

Numerous students who reside west of Bethel Avenue attend Madison Elementary. As a result, many will use this particular crosswalk as a means to get to school. Although, in the past Madison Elementary has provided for a crossing guard to assist, one is not always available. Adding a visual cue that indicates pedestrians are about to enter the crosswalk would significantly increase the awareness of motorists.

It is without hesitation that we, as Sanger Unified, support this initiative. Should you have any further questions please feel free to contact me at the numbers listed.

Respectfully,

A handwritten signature in black ink, appearing to read 'Eduardo Martinez'. The signature is fluid and cursive, with a large initial 'E' and 'M'.

Eduardo Martinez
Associate Superintendent, Administrative Services

----- *Every Child, Every Day, Whatever It Takes!* -----

Trustees: Peter R. Filippi Ismael (Mike) Hernandez James D. Karle Kenneth R. Marcantonio
 Marcy Masumoto Jesse Vasquez Tammy Wolfe

Attachment I #3C (1)



Madison Elementary
Sanger Unified School District
2324 Cherry Ave. • Sanger, California 93657
PH (559) 524-7430 FAX (559) 875-1219
Principal – Stephanie Rodriguez



August 29, 2013

To Whom It May Concern:

It is with great concern that I write this letter of support for the efforts of Mrs. Melissa Griggs in placing a crossing system at the intersection of Cherry and Bethel. As the Principal of Madison Elementary, I have fought a battle with this crosswalk and have had serious concern for our students for the past four years of my assignment.

Across Bethel and Cherry there are over 100 Madison students many of whom walk to school daily. In addition several SHS students cross in the opposite direction to the High School. Dozens of parents have struggled to find transportation, get assistance walking, or even changed work times as they fear their students crossing the wide intersection.

We have put in our effort to protect children by placing crossing guards and volunteers in the intersection. Our guards are often ignored and have been in several "close calls" with vehicles despite the yellow lines, florescent vests, and blinking stop signs. Due to the nature of the road, it would take three people at best to even cover the area so that both sides of traffic can be slowed. At times even Sanger police have told our guards the intersection was too dangerous for a guard to cover, and on any given day you can view cars going well between 45-50 mph with no regard to persons walking.

While we appreciate the effort made with the paint, and we know the City of Sanger is understanding and supportive of our district officials, we greatly support the addition of the new safety measures being proposed by Mrs. Griggs. This simple act would be a visual reminder to all cars that this is a school crossing and we need them to stop before an unfortunate accident occurs.

We thank you for your consideration of this project, as it would be a wonderful asset to the safety and security of the students of Sanger Unified.

Sincerely,

Stephanie R. Rodriguez
Principal
Madison Elementary School
Sanger Unified School District
(559) 524-7430
Stephanie_Rodriguez@sanger.k12.ca.us

By signing this petition, I certify that I am a resident of the City of Sanger and am in support of installing crosswalk lighting across Bethel Ave at Cherry Ave.

~~_____~~
~~_____~~
 Kristina Nunez
 Matthew Rivera
 Juanita Ortiz
 Celia a. Lopez-alvarez
 Mikely Jarama
 David Lucero
 Angela Lucero
 Raul Mendoza
 Ethan Denton
 Eula M. Corneal
~~_____~~
~~_____~~
~~_____~~
~~_____~~
 Gino Lopez
 Yulka Mercado
 Liza Ayala
 Abella
~~_____~~
 Crystal Smith
 Delaysia Reyna
~~_____~~
~~_____~~

Alexis Sanchez
~~_____~~
 Jennifer Smith
~~_____~~
~~_____~~
 Glenda Montano
 Elena Oviedo
 Karl Kulow Jr.
 Izayah Kyles
 Rachel Joseph
~~_____~~
 Eric Dominguez
~~_____~~
 Elaine Wallace
 Gursharan Kaur
~~_____~~
 Danniella Alvarez
 Kennyah Alvarez
 Luz Diaz
 Al King
 Amanda Campos
 Marijela
 Mello

By signing this petition, I certify that I am a resident of the City of Sanger and am in support of installing crosswalk lighting across Bethel Ave at Cherry Ave.

Christina Macias
 Joseph Macias
 Sakota West
 Joe West
 Jennifer Trantham
 Scott West
 Michele Bromley
 Bruce West
 Micheli West
 Sierra Macias
 Joseph Macias Jr.
 J.W.
 Jodynn Rice
 Mural Gomez
 Andy Saben
 STEVEN GIBSON
 L. Antonio
 Misha Alipala
 EILENE RAVEN
 L.M.R.
 Thomasina Castaneda
 Sabrina Lopez
 Debbie de Carlew
 [Signature]
 [Signature]
 [Signature]

Bertha [Signature]
 Silvestre Gonzalez
 Demineri
 Stephanie Rocha
 Aida Reyes
 [Signature]
 [Signature]

By signing this petition, I certify that I am a resident of the City of Sanger and am in support of installing crosswalk lighting across Bethel Ave at Cherry Ave.

~~Anna Monsiverde~~
 Emma Pineros
 Evangelina Zamora
~~Stranabbe~~
~~Romy~~
 Norma M
 Normalicia Garcia
 Michael Garcia
 Alexis Garcia
 Erika Landa
 Melissa Bustamante
 Paula Bustamante
 Maricela Diaz
 Teresa Ruiz
~~Janet~~
 Jan Oliver
 Marina Maldonado
~~Justin~~
 Justin Maldonado
 Joshua Maldonado
~~Ellie~~
 Jayne Bell
~~Moore~~
 Julieta Adams

~~Michelle~~
 Maria Rodriguez
 Madlyn Esquer
 Nicole Esquer
 Angela Carter
 Alex Rosas
 Minerva Rosas
 Jessie Rio
~~David~~
 David Contreras
 maria contreras
 Patricia Weaver
 CHARLENE
~~Robert~~
 Robert Nelson
 AGNITA L ODDIA
 Brenda Ortiz
~~Julie~~
 Julie Butts
~~Patricia~~
 Patricia Ojeda
~~Sandra~~
 Sandra Rios
~~Janette~~
 Janette
 D-V Lora St. Ortiz
 Yrene Al Soto



2015 ACTIVE TRANSPORTATION PROGRAM

We Need Your Input

Proposed Federal Grant for Street Improvements Near Schools For the City of Sanger

We are interested in filing a competitive application for Federal Funds through the Department of Transportation's Safe Routes to Schools Program. This fund would provide construction dollars for street improvements that increase safety (such as sidewalks, curbs and signage) around some schools in our community.

We have attached some information about the proposal and would welcome any written comments or support on this page (below) or send them to us by 5/21/15 at the address below. Thanks for your interest!!

My comments:

I like to see Benches outside school Ground for people Handycap walking around I talked to some people saying, I can't walked around I need to set down to rest but they nothing to set on I know all schools have fences to get in to sit down. Just a simple cement Bench would do.
Thank you

Name: Bob Merlo

Address: 322 Tait

Also, please feel free to mail us comments to Sanger City Hall, Attention City Engineer

Josh Rogers, 1700 Seventh Street, Sanger, CA, 93657.

Or email to jquirina@acquisition-partners.com.

RE: City of Sanger CCC Submission Attn: Wei Hsieh/ Attn: Danielle Lynch

Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of
ATP@CCC <ATP@CCC.CA.GOV>

Wed 5/27/2015 1:49 PM

ATP

To: Tom Daly <TDaly@Acquisition-Partners.com>;

Cc: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV>; ATP@CCC <ATP@CCC.CA.GOV>; inquiry@atpcommunitycorps.org
<inquiry@atpcommunitycorps.org>; Rios, Enrique@CCC <Enrique.Rios@CCC.CA.GOV>; Mijares, Marie@CCC
<Marie.Mijares@CCC.CA.GOV>;

Hi Tom,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps

[1719 24th Street](#)
[Sacramento, CA 95816](#)
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Tom Daly [<mailto:TDaly@Acquisition-Partners.com>]
Sent: Tuesday, May 26, 2015 5:51 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Subject: City of Sanger CCC Submission Attn: Wei Hsieh/ Attn: Danielle Lynch

Good afternoon:

This email is the submission of the City of Sanger's solicitation of CCC partnership for Sanger's ATP grant application project.

- **Project Title:** Sanger Safe Routes to Schools
- **Description:** The City of Sanger will install raised crosswalks, ADA ramps, sidewalks, embedded LED stop signs, rapid-flashing beacons, signs and striping. In one location, the city will remove and relocate curbs, gutters and driveway approaches.

- **Map (See Attached folder):**

- **Schedule:**

CTC - PA&ED Allocation:	7/31/15
* CEQA Environmental Clearance:	10/30/15
* NEPA Environmental Clearance:	10/30/15
CTC - PS&E Allocation:	
CTC - Right of Way Allocation:	12/29/15
* Right of Way Clearance & Permits:	
Final/Stamped PS&E package:	
* CTC - Construction Allocation:	3/30/16
* Construction Complete:	3/30/17
* Submittal of "Final Report"	5/31/17

- Detailed Estimate: (See attached spreadsheet)
- Preliminary Plan: (See attached)



May 29, 2015

Chief, Office of Active Transportation and Special Programs
Caltrans
Division of Local Assistance, MS 1
Attention: P.O. Box 942874
Sacramento, CA 95814

To Whom It May Concern:

The Fresno Council of Governments (Fresno COG) concurs that the City of Sanger's Safe Routes to School Project is consistent with the Fresno COG 2014 Regional Transportation Plan (RTP). The project coincides with Fresno COG's Bike and Pedestrian goals, objectives and policies listed in Table 6-5 beginning on page 6-14 in the 2014 RTP.

In addition, the City of Sanger has several projects programmed in the 2014 RTP that coincide with this project (Appendix C);

- FRE500900 – 5th Street Sidewalk and ADA Improvements
- FRE500906 – 9th Street Sidewalk and ADA Improvements
- FRE500904 – Almond Avenue Sidewalk and ADA Improvements
- FRE500907 – Annadale Avenue Sidewalk and ADA Improvements
- FRE500899 – Bethel Avenue Sidewalk and ADA Improvements
- FRE500902 – Faller Avenue Sidewalk and ADA Improvements
- FRE500901 – Florence Avenue Sidewalk and ADA Improvements
- FRE500903 – Greenwood Avenue Sidewalk and ADA Improvements
- FRE500905 – O Street Sidewalk and ADA Improvements

If you have any questions please contact Lindsey Chargin at 559-233-4148 ext. 205 or lindseyc@fresnocog.org

Sincerely,

Tony Boren
Executive Director

- City of Clovis
- City of Coalinga
- City of Firebaugh
- City of Fowler
- City of Fresno
- City of Huron
- City of Kerman
- City of Kingsburg
- City of Merdota
- City of Orange Cove
- City of Parlier
- City of Reedley
- City of San Joaquin
- City of Sanger
- City of Selma
- County of Fresno



County of Fresno

VICE CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR BUDDY MENDES – DISTRICT FOUR

May 28, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Dear Grant Administrator,

As the Fresno County Supervisor representing District 4 which includes the City of Sanger, I am writing to express my support of the application submitted by the city for the Active Transportation Program-Safe Routes to School grant through CalTrans.

The City of Sanger has a long history of working closely with the school district in the city, and the community to address some of the city's biggest needs-from jobs, to infrastructure, to housing. For the current ATP grant, the city worked with the community to determine the best possible project to benefit our students and neighborhoods. The schools have long recognized that there is a significant need for adequate handicap sidewalk parking, sidewalk, curb, and gutter changes to meet national ADA requirements. For this reason, I am excited at the potential for Sanger to receive funding to assist projects that will install raised crosswalks, ADA ramps, sidewalks, embedded LED stop signs, rapid-flashing beacons, signs and stripping.

Thank you, in advance, for your full support of the proposal submitted by the City of Sanger. If you have any questions, please do not hesitate to contact me at (559) 600-4000.

Sincerely,

Buddy Mendes, Vice Chairman
Fresno County Board of Supervisors
District 4

Burrell • Caruthers • Coalinga • Del Rey • Five Points • Fowler • Huron • Kingsburg • Lanare
Laton • Malaga • Orange Cove • Parlier • Raisin City • Reedley • Riverdale • Sanger • Selma

May 28, 2015

To Whom It May Concern,

When my son was in 5th grade, he and his friend were crossing the intersection of Cherry and Bethel Ave, coming home from school, when a car approaching had increased his speed while approaching the minimally marked crosswalk, slammed on his brakes and yelled at and flipped off my son, after forcing my son to jump out of the crosswalk to avoid being hit. I was disturbed to hear this since my son had to cross at that crosswalk so that he would have a sidewalk to walk on, to and from school, but I needed him to be safe. So, I talked with the school principle, who shared with me tales of the horror of this crosswalk. Once, a city police officer told the principle that it was "too unsafe" to have a crossing guard at this crossing, after numerous ones had quit after nearly being hit. I heard stories from former crossing guards who said cars wouldn't even stop when they went into the intersection with a hand held stop sign. The concern for the kids' safety I heard from parents matched the concern that the school officials had, but it was the stories I heard from the children that was heart breaking. I had even recorded videos of the kids crossing the street and the look that they had on their faces as they ran as quick as they could across that intersection, proved to me that my son's near miss incident was not an isolated event. I needed to do something.

This crosswalk connects a neighborhood to not only an elementary school, but also a church and the Rotary Park. This intersection gets packed with moving and parked vehicles during church activities, baseball/softball games, and school events. The road that the crosswalk crosses is a main road used to leave/enter town. I don't know when there isn't traffic crossing through that crosswalk. The posted speed limit is 40 MPH and because it is just outside of the school zone, there is no signage for cars to slow down when children are present. The biggest problem is that even after the crosswalk was repainted; it continues to be hard for drivers to see.

So I started a petition to get in pavement lighting installed at the mentioned crosswalk, I collected about 260 signatures of adults and children who would be affected by this crosswalk, letters of support from the principle of the affected school and its school district. My son and I went to a council meeting and presented the petition, support letters and project quotes. My son told his story and if you would listen to the recording of that meeting, you would hear a gasp from the audience when my 11 year old told the council that he was yelled at and flipped off after nearly being hit.

I even went to the School District and asked them to help fund the improvement, but that was a dead end. I went back to the city manager at the time, who informed me that the city would be installing larger crosswalk signs and using cattle crossing bars to alert drivers to the upcoming crosswalk. I did not think at that time that this was the best

ATTACHMENT J(3)

idea or even a good long term solution, but it was a start. Since the improvement has been made, I've heard of noise complaints this has caused and was glad when I heard my City Council was still interested in improving the safety of that crosswalk.

When the city engineer talked with me about this grant, I knew that this was the opportunity my city needed to be able to provide more effective improvements to not only the mentioned crosswalk, but many areas around our schools. I understand that the city will be asking for funds to install overhead flashing beacons for this crosswalk which is different than my initial petition request. I had seen in pavement lighting in a town I use to live in and thought they were a great addition to crosswalks, which is why I petitioned for them. However, I am in full support of either in pavement lighting or overhead flashing beacons, which ever the city sees most effective for this mentioned intersection and I am positive that the people who signed my petitioned will be just as supportive. I hope that this grant is approved, not only for the safety of our children, but for the safety of our community.

Thank you,



Melissa Griggs, M.A.O.B

AOD intern, Mental Health First Aid Responder

559-392-7807



Washington Academic Middle School

National School to Watch

1705 10th Street, Sanger, CA 93657 Phone 559.524.7015 Fax 559.875.6365



Principal - Jamie Nino

Vice-Principals - Mark Coleman ❖ Amy Jones ❖ Jimmy Robles
Yolanda Shahbazian ❖ Sokunveary Siv

May 28, 2015

Caltrans

Division of Local Assistance, MS-1

Attention: Chief, Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 95814

Dear Grant Administrator,

I am pleased to write in support of the application submitted by the City of Sanger for the Active Transportation Program-Safe Routes to School grant through CalTrans.

The City of Sanger has a long history of working closely with the school district in the city, and the community to address some of the city's biggest needs-from jobs, to infrastructure, to housing. For the current ATP grant, the city worked with the community to determine the best possible project to benefit our students and neighborhoods. The schools have long recognized that there is a significant need for adequate handicap sidewalk parking, sidewalk, curb, crosswalks, and gutter changes to meet national ADA requirements. For this reason, Washington Academic Middle School is excited at the potential for Sanger to receive funding to assist projects that will install raised crosswalks, ADA ramps, sidewalks, embedded LED stop signs, rapid-flashing beacons, signs and stripping

Thank you, in advance, for your full support of proposal submitted by the City of Sanger. Our students safety is very important to our city. If you have any questions, please do not hesitate to contact me at (559) 284-7675.

Sincerely,

Jamie Nino, Principal

Washington Academic Middle School





County of Fresno

DEPARTMENT OF PUBLIC HEALTH
DAVID POMAVILLE, DIRECTOR

May 29, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Dear Grant Administrator,

The Fresno County Department of Public Health (Department) is pleased to provide this letter of support to the City of Sanger for their CalTrans Active Transportation Program (ATP) grant application for Safe Routes to School. The core mission of the Department is the promotion, preservation and protection of the community's health. The City of Sanger's objective to increase opportunities for physical activity for community residents through community design supports the Department's goals and objectives.

In Fresno County, nearly 7 out of 10 adults and more than 42% of students are overweight or obese. The installation of curbs, gutters, sidewalks, curb ramps, and pedestrian safety improvements such as, high visibility crosswalks, school zone flashing beacons, and pavement markings will allow for more active transport as well as provide health and safety benefits to many residents in Sanger.

The City of Sanger has a long history of working closely with Sanger Unified, its individual schools, and the community to address some of the city's biggest needs-from jobs, to infrastructure, to housing. For the current ATP grant, the city worked with the community to determine the best possible project to benefit the City's students and neighborhoods.

Therefore, the Department supports the City of Sanger's ATP project and recommends that the City of Sanger receive funding. Thank you for consideration of this project.

Sincerely,

Dave Pomaville
Director

Promotion, preservation and protection of the community's health

1221 Fulton Mall / P. O. Box 11867, Fresno, CA 93775

(559) 600-6449 • FAX (559) 600-7689

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Attachment J 5



SANGER UNIFIED SCHOOL DISTRICT

1905 SEVENTH STREET • SANGER, CA 93657

(559) 524-6521

FAX (559) 875-0311

MATT J. NAVO, SUPERINTENDENT

"Dream Big, Work Hard and Believe!"

May 29, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Dear Grant Administrator,

I am pleased to write in support of the application submitted by the City of Sanger for the Active Transportation Program-Safe Routes to School grant through CalTrans.

The City of Sanger has a long history of working closely with Sanger Unified, its individual schools, and the community to address some of the city's biggest needs-from jobs, to infrastructure, to housing. For the current ATP grant, the city worked with the community to determine the best possible project to benefit our students and neighborhoods. All parties have long recognized that there is a significant need for adequate pedestrian infrastructure to encourage active transportation while maintaining the safety of the community. For this reason, Sanger Unified School District is excited at the potential for Sanger to receive funding to assist projects that will install curbs, gutters, sidewalks, curb ramps, and pedestrian safety improvements such as high visibility crosswalks, school zone flashing beacons, and upgraded signage and pavement markings.

Thank you, in advance, for your full support of the proposal submitted by the City of Sanger.

If you have any questions, please do not hesitate to contact me at 559-524-6521

Sincerely,

Matt Navo, Superintendent
Sanger Unified School District

~~~~~ *Every Child, Every Day, Whatever it Takes!* ~~~~~

Trustees: Peter R. Filippi Ismael (Mike) Hernandez James D. Karle Kenneth R. Marcantonio  
Marcy Masumoto Jesse Vasquez Tammy Wolfe

ATTACHMENT J(6)

06-City of Sanger-1

School name: Washington Academic Middle School

School address: 1705 10<sup>th</sup> St., Sanger, CA 93657

District name: Sanger Unified School District

District address: 1905 7<sup>th</sup> St., Sanger, CA 93657

Co.-Dist.-School Code: 10 62414 6007215

School type (K-8 or 9-12 or Both): K-8

Total student enrollment: 1,722

% of students that currently walk or bike to school: 60%

Approx. # of students living along route proposed for improvement: 1,400

Percentage of students eligible for free or reduced meal programs: 87.3%

School name: Madison Elementary School

School address: 2324 Cherry Street, Sanger, CA 93657

District name: Sanger Unified School District

District address: 1905 7<sup>th</sup> St., Sanger, CA 93657

Co.-Dist.-School Code: 10 62414 6007181

School type (K-8 or 9-12 or Both): K-8

Total student enrollment: 460

% of students that currently walk or bike to school: 60%

Approx. # of students living along route proposed for improvement:

Percentage of students eligible for free or reduced meal programs: 88.4%