



## 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 Bakersfield-1

Auto populated

**Total ATP Funds Requested:**

\$ 1,055,000

(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 Bakersfield

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

1600 Truxtun Avenue

Bakersfield

CA

93301

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Christopher Gerry

**CONTACT PERSON'S TITLE:**

Administrative Analyst III

**CONTACT PERSON'S PHONE NUMBER:**

661-326-3753

**CONTACT PERSON'S EMAIL ADDRESS :**

cgerry@bakersfieldcity.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:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

		CA	
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**



**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**



**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?  Yes  No

Implementing Agency's Federal Caltrans MS number

Implementing Agency's State Caltrans MS number

07-145, Res. 108-07

\* 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)

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

**PROJECT LOCATION:** (Max of 250 Characters)



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. 35.357941 /long. -119.029484

**Congressional District(s):**  23  21

**State Senate District(s):**  16  14  **State Assembly District(s):**  32  34

**Caltrans District(s):**  06

**County:**

**MPO:**

**RTPA:**

**MPO UZA Population:**

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

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

<b>Existing Counts:</b>	<b>Pedestrians</b>	<u>544</u>	<b>Bicyclists</b>	<u>140</u>
<b>One Year Projection:</b>	<b>Pedestrians</b>	<u>590</u>	<b>Bicyclists</b>	<u>155</u>
<b>Five Year Projection:</b>	<b>Pedestrians</b>	<u>660</u>	<b>Bicyclists</b>	<u>200</u>

**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**  Yes  No **CalEnvioScreen**  Yes  No

**Student Meals**  Yes  No **Local Criteria**  Yes  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



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**       **OR Non-Infrastructure (NI)**       **OR Combination (N/NI)**

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**       Yes       No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan       Pedestrian Plan       Safe Routes to School Plan       Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation**      % of Project 20.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 80.0 %
- Safe Routes to School**      *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

**How many schools does the project impact/serve:**      3

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple Schools  
 School address: Multiple Schools  
 District name: \_\_\_\_\_  
 District address: \_\_\_\_\_  
 Co.-Dist.-School Code: \_\_\_\_\_

School type (K-8 or 9-12 or Both)       **K-8**      Project improvements maximum distance from school      0.5 mile

Total student enrollment: 1,132  
 % of students that currently walk or bike to school%      75.0 %  
 Approx. # of students living along route proposed for improvement: 914  
 Percentage of students eligible for free or reduced meal programs \*\*      95.5 %

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

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



**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
<b>CTC - PA&amp;ED Allocation:</b>			
* CEQA Environmental Clearance:	_____		10/3/16
* NEPA Environmental Clearance:	_____		10/3/16
<b>CTC - PS&amp;E Allocation:</b>			
<b>CTC - Right of Way Allocation:</b>			
* Right of Way Clearance & Permits:	_____		1/13/17
Final/Stamped PS&E package:	_____		1/13/17
* <b>CTC - Construction Allocation:</b>			3/29/17
* Construction Complete:			8/25/17
* Submittal of "Final Report"			9/29/17



**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	_____	
ATP funds for PS&E:	_____	
ATP funds for Right of Way:	_____	
ATP funds for Construction:	_____	1,055,000
ATP funds for Non-Infrastructure:	_____	(All NI funding is allocated in a project's Construction Phase)
<b>Total ATP funds being requested for this application/project:</b>	_____	<b>1,055,000</b>

**Local funds leveraging or matching the ATP funds:** \_\_\_\_\_ **55,000**

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \_\_\_\_\_

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \_\_\_\_\_ **1,110,000**

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?**  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

## School Information

### School #1

School Name:	Roosevelt Elementary School
School Address:	2324 Verde Street, Bakersfield, CA 93304
School Contact:	Susana Rios, Principal
District Name:	Bakersfield City School District
District Address:	1300 Baker Street, Bakersfield, CA 93305
Co.-Dist.-School Code:	6009146
School Type:	K-8
Max Distance from School:	0.5 Miles
Total Student Enrollment:	410
% of students that walk/bike:	90
# living along route:	165
% eligible for meal program:	94

### School #2

School Name:	William Penn Elementary School
School Address:	2201 San Emidio Street, Bakersfield, CA 93304
School Contact:	Rona Chacon Mellon
District Name:	Bakersfield City School District
District Address:	1300 Baker Street, Bakersfield, CA 93305
Co.-Dist.-School Code:	6009195
School Type:	K-5
Max Distance from School:	0.5 Miles
Total Student Enrollment:	286
% of students that walk/bike:	95
# living along route:	110
% eligible for meal program:	94

### School #3

School Name:	Saint Francis of Assisi Parish
School Address:	2516 Palm Street, Bakersfield, CA 93304
School Contact:	Craig Harrison, Monsignor
District Name:	National Catholic Education Association (NCEA)
District Address:	1005 North Glebe Road #525, Arlington, VA 22201
Co.-Dist.-School Code:	N/A, Private School
School Type:	K-5
Max Distance from School:	0.5 Miles
Total Student Enrollment:	436
% of students that walk/bike:	2
# living along route:	30
% eligible for meal program:	N/A, Private School

Official school signatures can be found in Part B, Attachment A and J.



**ACTIVE TRANSPORTATION PROGRAM – CYCLE 2**

**Part B: Narrative Questions**

(Application Screening/Scoring)

**Project unique application No.:** 06-City of Bakersfield-1

**Implementing Agency’s Name:** City of Bakersfield

**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:**

##### Existing Conditions

Before examining the City of Bakersfield's fiscal needs, one must first review the existing conditions and project scope of the "A" Street Improvement Project (project). The project is located within a residential neighborhood that was constructed in the 1950s. Infrastructure standards at that time did not require sidewalks adjacent to schools and homes. Handicap access was not a priority as well. As a result, most of the neighborhood lacks sidewalks and handicap access ramps.

##### Project Scope

There is an inherent need for infrastructure improvements in this neighborhood considering the various land uses (schools, churches, and homes). The project includes approximately 42,000 square feet of sidewalks, 29 handicap access ramps, and 1,000 lineal feet of curb and gutter. The project is located in a total 0.8 mile distance in a residential neighborhood. Ultimately, the project closes infrastructure gaps by connecting the sidewalks, adding handicap access ramps and removing barriers for people with disabilities.



### Fiscal Needs

The City does not have a funding source identified to construct the project, which consists of new infrastructure improvements (sidewalks, handicap access ramps, and curb and gutter) in the project area. Furthermore, the requested funds do not supplant other committed funds. No elements of the project are directly/indirectly related to past/future environmental mitigation resulting from a separate development or capital project.

The City's fiscal constraints are due to the depressed oil prices in the Bakersfield Metropolitan Area, which generate significant revenue within this region. Countywide oil productivity has decreased considerably since 2014, with the current price per barrel of crude oil approximately 50% lower when compared to summer 2014 prices. Local oil production and support companies have laid-off workers and curtailed productivity. The latest report published by the State Employment Development Department shows a 13.2% year-over-year decrease in countywide oil-related employment. Sales tax, which is the City's largest General Fund revenue, has declined in two out of the previous four quarters. This decline has been linked to oil industry related purchases and other indirect categories.

The City proposed a conservative budget this upcoming fiscal year, which includes a reduced capital improvement program budget. The budget has decreased from the previous fiscal year by 21.8% (\$42.7 million). The CIP budget is further reduced because of required local match funding for the remainder of a large-scale regional transportation improvement project.



## 2. Consistency with Regional Plan.

The project is consistent with the 2014 Regional Transportation Plan (Regional Plan) created by the Kern Council of Governments. The project meets several of the goals and expected benefits outlined in the Regional Plan, including the following core goals:

- Improved mobility of people by adding new pedestrian/bicycle facilities
- Improve accessibility to major activity centers such as schools
- Improve reliability and safety of the transportation system in this area by encouraging alternate modes of transportation with dedicated infrastructure improvements
- Maximize the efficiency of the transportation system by giving residents multiple options on how to reach their destination
- Promote livable communities by installing the necessary infrastructure to satisfy all modes of transportation and encourage more physical activity
- Provide for future sustainability by enhancing the existing transportation system while minimizing the effects on the environment
- Provide equity among all benefit groups by installing the improvements in an area considered to be a disadvantaged community

The language within the Regional Plan displaying consistency with the project is highlighted in Attachment I-1.

**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 current and projected types and numbers/rates of users.**

**(12 points max)**

Primary Users (Elementary School Students) and Secondary Users

First and foremost, under the Safe Routes to School Program, the most important users that will benefit from the project are the students of the three elementary schools living within the project area. Nonetheless, the secondary users (residents and churchgoers) will also be discussed throughout this application since they are perhaps equally impacted by the project. Please note that the users are not mutually exclusive due to the cohesiveness of the neighborhood; that is, a student is likely a neighborhood resident and/or possibly a churchgoer. However, since this application falls under the Safe Routes to School Program, only the student projected types and numbers/rates of users are explored in this section, as requested.



Elementary School Students

As previously mentioned, a majority of the current and projected users that will benefit most from the project are elementary school students ranging from 5 to 13 years old, also including their parents/guardians. Three elementary schools directly benefit from the project and the students will be impacted almost immediately following construction. These facilities are true neighborhood schools with no or very limited bus services. Even the private school has a large student population from the nearby neighborhood that could easily walk/ride to school due to its central location.

Total Student Enrollment

The total enrollment is 1,132 students across the three schools, as follows:

- Roosevelt Elementary School: 410
- William Penn Elementary School: 286
- St. Francis of Assisi Parish (private school): 436

Estimated Students Living within Reasonable Walking/Bicycling Distance

City staff estimates a total of 75% or 914 students (75%) living within a reasonable walking/bicycling distance from their schools. The amount includes 731 pedestrians and 183 bicyclists. The estimates were provided from the schools. According to the Bakersfield City School District, 696 students (100%) are within a reasonable walking/bicycling distance. The private school approximates 218 students (50%) are within a reasonable distance.

Percentage of Students that Walk/Bike to School (Before Project)

City staff estimates a total of 684 students (60%) currently walk/bicycle to school. The amount includes 544 pedestrians and 140 bicyclists. The projections were provided from the schools. In regards to the two public



schools, the amounts are based on the total enrollments minus the bus riders. Since these are true neighborhood public schools, all students are located only within a few blocks. In regards to the private school, the amount is based on the principal's best estimates.

Projected Percent of Students that will Walk/Bike to School (After Project)

City staff estimates a 9% first-year increase totaling 745 students that will walk/bike to school. The amount includes 590 pedestrians and 115 bicyclists. Also, City staff estimates a 26% five-year increase totaling 860 students. The amount includes 660 pedestrians and 200 bicyclists. The projections were based on the past experience of the City's Traffic Engineering Division, and include modest year-to-year increases after a larger increase in the first year.

**B. Describe how the project links or connects, or encourages use of existing routes 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)**

- **Creation of new routes**
- **Removal of barrier to mobility**
- **Closure of gaps**
- **Other improvements to routes**
- **Educates or encourages use of existing routes**



Under the Safe Routes to School Program, the most important concept is to increase the number of children who walk/bicycle to school by removing existing barriers. The project safely connects and closes all sidewalks gaps within the community for three neighborhood schools. The schools include Roosevelt Elementary, William Penn Elementary, and St. Francis of Assisi Parish (private school). The schools have a combined enrollment of 1,132 students.

Often times, children and adults take the path of least resistance. Instead of traveling over uneven ground, grass lawns, and dirt shoulders, they walk/ride in the street in close proximity to vehicles. Since the schools are located within a neighborhood, the streets are narrow and congested. Also, cars are often parked in front of nearby homes, narrowing the streets even further. This forces children, especially those riding bicycles, further out into the street and in the direct path of vehicles. The project provides a safer, more efficient pathway for those students and parents/guardians who wish to participate in active modes of transportation. City staff estimates a decrease in the number and rate of accidents involving pedestrians/bicyclists.

Although this application falls under the Safe Routes to School Program, there are other stakeholders that benefit. For example, there are three churches within the neighborhood, including the St. Francis of Assisi Parish, Church of Jesus Christ of Latter-day Saints, and Bakersfield Community Church of the Brethren. These churches have a combined congregation of 8,094 members. Many churchgoers live in the surrounding neighborhood; thus, they have the ability to walk/bicycle to church. The project provides them a safer route from their homes to church.



Besides three schools and three churches, the project is within a disadvantaged, residential neighborhood. The impacted census tracts have 8,113 residents. The project area has approximately 70 single-family homes and seven multi-family homes as well.

The project benefits the residents by providing safe active modes of transportation to various locations throughout the neighborhood. The project not only connects the residents to these aforementioned locations, but to activity centers along Brundage Lane. Also, the project connects residents to the local bus stop on Brundage Lane, which promotes an alternative mode of transportation. A map outlining land uses can be found as Attachment I-2.

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

The project is one of the City's highest priorities for encouraging the use of active modes of transportation. City staff first contacted the Bakersfield City School District (BCSD), Maintenance and Operations Department, to identify their highest priorities under the Safe Routes to School Program. For perspective, the BCSD manages 35 elementary schools, 10 middle schools, and two magnet schools. Of these 47 schools (nearly 30,000 students), the BCSD recommended this project as their highest priority. City staff and the community concur with the BCSD's project as the highest priority.

Also, the project aligns with multiple local and regional planning documents. The documents identifying the types of elements that are the highest priorities



throughout Bakersfield include the General Plan, Complete Streets Resolution, and Regional Plan. Pertinent sections from the documents are described below.

### General Plan

The City's General Plan is a policy document designed to give long range guidance to those making decisions affecting the future character of the Metropolitan Bakersfield planning area. Below are the goals in the General Plan's Circulation Element that support the project.

- Provide for safe and efficient motorized, non-motorized, and pedestrian traffic movement
- Provide a street system that creates a positive image of Bakersfield and contributes to residents' quality of life
- Provide a local street network that contributes to the quality and safety of residential neighborhoods and commercial districts
- Provide planning area residents with a choice of travel modes
- Reduce traffic congestion and parking requirements and improve air quality through improved transportation services

### Complete Streets Resolution

The Bakersfield City Council adopted a complete streets policy designed to give equal consideration to bicyclists, pedestrians, motorists, and transit users for transportation projects. The resolution is intended to place a higher priority



to active modes of transportation. The resolution defines "Complete Streets" as, "...transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for users, including motorists, bicyclists, pedestrians, and transit riders appropriate to the function and context of the facility," and it recognizes that special accommodations are required for those with disabilities.

The project is consistent with the resolution since it promotes a having safer modes of active transportation for pedestrians/bicyclists. The project includes handicap access ramps that remove barriers for those with disabilities as well.

#### Regional Transportation Plan

The project is consistent with the Kern Council of Government's 2014 Regional Transportation Plan. A letter from the Council identifying that the project is consistent with the Regional Plan and represents a high priority for unfunded non-motorized active transportation can be found as Attachment I-1.

**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)**

The influence area for the project is within ½ mile of the three combined schools in this neighborhood. The limits used for accident data analysis is bordered by Oak Street (west), Brundage Lane (south), H Street (east), and California Avenue (north). According to the University of Berkeley's TIMS website tools and the Bakersfield Police Department accident records, there have been a total of 26 accidents involving pedestrians/bicyclists within ½ mile of the schools over the past five years. The majority of those accidents have occurred between a vehicle and pedestrian. Three of the 26 accidents were fatalities, two resulted in serious injuries, six had visible injuries, and the remaining 15 resulted in complaints of pain. During the City's community outreach, it was emphasized multiple times that the lack of pedestrian/bicycle infrastructure is causing a dangerous situation for the impacted school children. Also, they emphasized the observance of many close calls and narrowly avoided accidents that would not show up on



official accident records. A map and data detailing the collisions/incidents within the project's area of influence can be found as Attachment I-3.

**B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contributes 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.**
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**
- **Improves compliance with local traffic laws for both motorized and non-motorized users.**
- **Addresses inadequate traffic control devices.**
- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**
- **Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.**

Identify Safety Hazards

The project was first identified by the Bakersfield City School District as the most hazardous location of out their 47 schools (nearly 30,000 students). Next, City staff conducted a thorough analysis of the project area, including a review of collision data, traffic counts, land uses, and stakeholder



interviews/meetings (see Question #3B). Based on a comprehensive analysis, City staff concur there are hazardous conditions for pedestrians/bicyclists within the neighborhood. To help identify the causes of the hazardous conditions, City staff reviewed the U.S. Department of Transportation's *A Resident's Guide for Creating Safer Communities for Walking and Biking*. Upon review, the causes for hazardous conditions in the project area align with the following reasons:

- No Place to Walk/Bike: Insufficient amount of sidewalks that connect to schools, churches, homes, activity centers, and other land uses
- Poor Surfaces: Surfaces are uneven, broken, or covered with debris; bike areas contain potholes or debris such as leaves or gravel; or dangerous drain grates or utility covers
- Blocked Pathways: Sidewalks, bike areas, or other paths are blocked by barriers such as vehicles, vegetation, utility poles, mailboxes, etc.
- Poor Connectivity: Sidewalks and bike areas unexpectedly end, few available crossings, and indirect pedestrian or bike access

The pertinent sections from the U.S Department of Transportation's guidebook can be found as Attachment I-4. Also, the photos of existing conditions that identify safety hazards can be found as Attachment F.

#### Identify Countermeasure

The City used Caltrans' *Local Roadway Safety Manual* to identify the countermeasure that addresses specific collision/incident types. The most



appropriate Caltrans' roadway countermeasure is, "install sidewalk/pathway (to avoid walking along roadway)" (R37). The countermeasure should be used in areas lacking sidewalks and that display a history of pedestrian accidents. Caltrans' manual also states the presence of sidewalks on both sides of the street significantly reduce the "walking along roadway" pedestrian crash risk compared to locations where no sidewalks/walkways exist. As a result, Caltrans states that the countermeasure reduces 50% to 90% of bicycle/pedestrian crashes within a community. The pertinent sections from this countermeasure can be found as Attachment I-5.

#### Apply Countermeasure to Reduce Safety Hazards

Applying the countermeasure in the project will remedy the safety hazards that contribute to pedestrian/bicyclist injuries. Based on the U.S. Department of Transportation and Caltrans' methodology, the construction of sidewalks and installation of handicap access ramps address each cause that leads to the hazardous conditions. The project provides a safer, more efficient pathway for those students and parents/guardians who wish to participate in active modes of transportation. By giving children and parents their own space away from the dangers of vehicles, they will be encouraged to utilize this new space. Also, the number and rate of accidents involving pedestrians/bicyclists should decrease as well. Finally, the project removes barriers for those with disabilities.

**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)**

City staff met with nine groups (11 meetings) totaling over 163 stakeholders. The stakeholders are members of the community and represent nearly all of the residents within the project area. Letters of support from these stakeholders and meeting agendas (if available) can be found as Attachments J and I-6, respectively. The groups, meetings, and stakeholders are identified below; the stakeholders are further discussed in Question #3B.

- Bakersfield City School District (2 Meetings; 4 Stakeholders)
  - Superintendent
  - Maintenance and Operations Director
  - Administrative Staff
  
- Roosevelt Elementary School (1 Meeting; 100+ Stakeholders)
  - School Site Council (Principal, Teachers, and Administrative Staff)
  - Students and Parents (Student Homework Assignment)



- William Penn Elementary School (1 Meeting; 12 Stakeholders)
  - Parents
  - Teachers
  - Crossing Guard
  - Principal
  
- St. Francis of Assisi Parish (1 Meeting; 9 Stakeholders)
  - School Board
  - Principal
  - Parents
  - Church Representatives
  
- Church of Jesus Christ of Latter-day Saints (1 Meeting; 3 Stakeholders)
  - Bishop
  - Administrative Staff
  - Churchgoer
  
- Bakersfield Community Church of the Brethren (1 Meeting; 3 Stakeholders)
  - Pastor
  - Deacon (and Wife)
  
- Public Health Institute (1 Meeting; 20 Stakeholders)
  - City Council Members
  - Public Health Officials
  - School District Representatives



- Kern County Public Health Department (2 Meetings; 3 Stakeholders)
  - Public Health Services Director
  - Health Education Assistant
  - Administrative Staff
  
- Bicycle and Pedestrian Safety Coalition (1 Meeting; 9 Stakeholders)
  - Kern County Public Works Department staff
  - Bike Bakersfield's Executive Director
  - Golden Empire Transit's Board Member
  - Kern Council of Governments staff

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

**(4 points max)**

City staff presented the project to and obtained feedback from the stakeholders in various forums. The forums were identified by the stakeholders as the appropriate venue for community outreach. The stakeholders were engaged through individual or groups meetings. All stakeholders were in favor of the project. Below describes the stakeholders and types of meetings.

Bakersfield City School District (BCSD) – Meetings (Individual)

City staff worked with BCSD in prior years to identify projects for Safe Routes to School. The BCSD has ample time to conduct a thorough analysis of projects before making a recommendation. The recommendation derived from the feedback of parents, teachers, and BCSD departments.



Roosevelt Elementary – Site Council Meeting/Student Assignment (Group)

Roosevelt Elementary has 410 students. Its Council meets monthly to discuss items pertinent to the school. The teachers had 75 students perform a writing assignment regarding “Why Sidewalks Are Needed” around their school and neighborhood. Parents were likely involved in the homework assignment. Ten of the 75 student responses can be found as Attachment I-7.

William Penn Elementary – Booster Club (Group)

William Penn Elementary has 286 students. Its Booster Club is a parent-teacher organization aimed at enhancing the student learning and school experience. The Booster Club meets monthly.

St. Francis of Assisi Parish – School Board Meeting (Group)

The private school and church has been in this community for over 134 years. The school has 436 students ranging from kindergarten through eighth grade. The school board meets monthly. The church has over 7,000 members.

Church of Jesus Christ of Latter-day Saints – Meeting (Individual)

The church has been in this community for over 50 years and has slightly over 1,000 members. Besides their usual attendance at its Sunday sermon, the church continually has classes and events on weekdays.

Bakersfield Community Church of the Brethren – Meeting (Individual)

The church has been in this community for almost 85 years and has 94 members. The church owns an adjacent building where they operate a food pantry for those in poverty.



Public Health Institute – Active Transportation Education Forum (Group)

The Public Health Institute was funded for the initiative “Cultiva la Salud.” The initiative aims to increase access to physical activity opportunities. The forum was held to discuss active transportation opportunities for policymakers.

Kern County Public Health Department – Meetings (Individual)

The Department’s purpose is to protect/safeguard the health/safety of its residents. Since public health is an important element in active modes of transportation, City staff held multiple meetings with agency staff.

Bicycle and Pedestrian Safety Coalition – Meeting (Group)

The coalition meets monthly to discuss local bicycle/pedestrian safety items. The group includes employees from nonprofits and government agencies.

**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)**

The feedback from the Bakersfield City School District (BCSD) was invaluable in identifying the project. The BCSD is the most knowledgeable about safety issues within its jurisdiction. Without the BCSD’s feedback, City staff would most likely not have been able to identify the project.

Originally, City staff approached the stakeholders with the concept of installing sidewalks and handicap access ramps only along “A” Street. After meeting with the schools and churches, City staff quickly realized the stakeholders desired improvements along their respective properties on



adjacent streets. The stakeholders requested not only additional sidewalks and handicap access ramps, but the installation of curbs and gutters in specific areas. Also, one stakeholder requested that the City extend the project area another block to San Emido Street.

The most valuable feedback was received from the schools. Many of the proposed handicap access ramps were based on locations where the schools knew elderly or disabled residents lived. In fact, one school gave a descriptive account of how a disabled resident in a wheelchair continually has a difficult time taking their child to school due to the lack of connectivity and handicap access ramps.

All stakeholders concurred with the concept of the project. City staff has since revised the original scope of the project to incorporate the requested improvements. A map identifying the original and revised scope based on community feedback can be found as Attachment I-8.

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

If the City receives the grant, City staff will first report back to the stakeholders in the respective forums of our initial meetings. Although the initial meetings will be more congratulatory in nature, City staff will have preliminary discussions about the next steps in the design and construction process. As the City proceeds with the project, the stakeholders will be invaluable in helping City staff identify a schedule that does not interfere with their upcoming activities. Also, the stakeholders will be invited to any ceremonial events since the project isn't possible without their participation.

**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)**

According to the Center of Disease Control and Prevention (2014), the health of Kern County residents has become an alarming concern. Approximately 42% of Kern County residents live in Bakersfield. Out of California's 58 counties, Kern County ranks 58<sup>th</sup> and 57<sup>th</sup> in incidence of heart disease and diabetes, respectively. According to the Kern County Public Health Services Department, the lack of physical activity significantly increases the risk and acuity of diabetes, heart disease, high blood pressure, and cancers. Thus, inactivity directly correlates to some of these major health concerns.

Kern County ranks near the bottom in 6 of 8 health indicators in California's 58 counties. Health factors in the County Health Rankings relate to health behavior and clinical care, and social, economic, and physical environment factors. Also, more than 60% of Kern County's population is overweight or obese. The County's obesity rate and the number of individuals who are physically inactive are considerably higher than state and national averages.



Childhood obesity is a large concern in Kern County. A 2011 study by the California Center for Public Health and Advocacy and the UCLA Center for Health Policy Research found that although childhood obesity rates were down in California by 1.1%, the rates in Kern County increased by 5.8% during a five-year period. Overall, 44% of students are overweight In Kern County compared to 38% statewide. The statistics above are provided the Center of Disease Control and Prevention unless otherwise stated. The health statistics and data points can be found as Attachment I-9.

City staff collaborated with the Kern County Public Health Services Department (public); particularly, Mathew Constantine (Public Health Services Director) and Mariel Mehdipour (Community Wellness Director). City staff also worked with the Public Health Institute (nonprofit); particularly, Genoveva Islas (Program Director).

**B. Describe how you expect your project to enhance public health.**

**(7 points max)**

This project promotes active transportation alternatives, which can result in health benefits. As mentioned, the health concern of Kern County residents is partially due to the lack of physical activity. However, according to the U.S. Department of Transportation (2004), the presence of sidewalks has a slightly positive effect on the tendency for adults to walk. If the project gets more parents walking, then there is a strong likelihood that their children will benefit as well. Collectively, parents/children can walk within the neighborhood to school, church, or activity centers. Ultimately, an increase in active modes of transportation enhances public health since there is a direct correlation to reducing diabetes, heart disease, high blood pressure, and cancers.



The project removes deterrents to active transportation. The walking/riding paths are difficult to navigate, uneven, and often involve traveling in the roadway in close proximity to vehicles. The streets surrounding the school have few sidewalks and no handicap ramps. Often times, the lack of infrastructure can deter adults who would otherwise allow their children to participate in active modes of transportation. By removing these deterrents, children/adults are more likely to be physically active.

The project also increases the physical safety of children/adults. According to the Department of Transportation (2004), accidents involving pedestrians are more than twice as likely to occur in places without sidewalks. Streets with sidewalks on both sides have the fewest accidents. The project allows children walking to and from school to have a separate, dedicated space. The new space provides a safer, more efficient pathway for those students and parents/guardians who wish to participate in active modes of transportation. By giving them their own space away from vehicles, they will be encouraged to utilize this new space for active modes of transportation.



**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 community points, projects must be located within a disadvantaged 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 project and the geographic boundaries of the disadvantaged community that the project is located within and/or benefiting.



**A map of the project area within the school attendance areas can be found as Attachment I-10.**

**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: \_\_\_\_\_

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

**Option 3:** **Percentage of students eligible for the Free or Reduced Price Meals Programs: 93.7% – 95.5%**

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



**Roosevelt Elementary      93.7%**  
**William Penn Elementary      95.5%**

**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.**

Under the Safe Routes to School Program, the project qualifies as a disadvantaged community since at least 75% of public school students in the project area are eligible to receive free or reduced-price meals under



the National School Lunch Program. In fact, both Roosevelt Elementary (93.7%) and William Penn Elementary (95.5%) have students eligible for the free or reduced price meal program.

An estimated 100% of the funds requested will be expended in the disadvantaged community. The school attendance areas encompass the entire project area by multiple blocks in every direction. Also, the project directly benefits the community by safely connecting children and parents to schools and generally protecting pedestrians in their daily lives. According to the Bakersfield City School District, an estimated 90% to 95% of students walk/ride their bikes to school; thus, these students directly benefit by improved safety conditions. A map of the project area within the school attendance areas can be found as Attachment I-10.

**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 project, how it benefit will be achieved, and who will receive this benefit.**

The project directly and meaningfully benefits the children and adults within the neighborhood. Under the Safe Routes to School Program, there is a strong emphasis on safely linking or connecting children and parents to schools and generally protecting pedestrians in their daily lives. According to the U.S. Department of Transportation (2013), providing walkways separated from the travel lanes could help to reduce 88% or 3,960 pedestrians that are killed annually in traffic crashes with vehicles.



Thus, the project closes a gap within a neighborhood that links the stakeholders, which results in the increase of safety for adults/children.

The project promotes active modes of transportation and better public health results. According to the Center for Disease Control (2004), 30.4% of parents identify traffic-related danger as a barrier to letting their child walk to school. The project increases pedestrian/bicycle safety for students, which alleviates some concerns by parents. Also, according to the U.S. Department of Transportation (2013), research indicates that people walk for recreational purposes if provided sidewalks. Recreational walking is one of the easiest ways for residents to get their recommended allotment of physical exercise each day. Active modes of transportation can reduce some of the public health concerns. The project increases the likelihood of children/adults using active modes of transportation within this disadvantaged community, which results in public health benefits.

**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)**

Several alternatives were considered for this project area. Over the course of the past few years, several intersection studies have been completed to see if any intersections near the schools could be upgraded to all-way stops. Unfortunately, none of the State mandated warrants for all-ways stops were satisfied. Bike lanes were also considered, but due to the existing configuration of the street, a standard bike/parking lane would not fit within the street boundaries. Also, City staff received feedback through its community outreach that bike lanes on “A” Street are undesired. Lastly, the alternatives would not solve the handicap access concern and cause more children to be in direct conflict with vehicles.

This project is the only solution that addresses all the infrastructure needs including handicap access, pedestrian walkability, and bike access to school grounds. Although the other alternatives may have been more cost effective, they neither were applicable nor achieve the project goals. As a Caltrans' countermeasure (“install sidewalk/pathway: R37), the project



achieves its goal by having a crash reduction factor of 65% to 89%. The countermeasure data can be found as Attachment I-5.

- 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)**

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

The cost benefit ratio for this proposed project is 43.67. This project shows considerable gains in mobility, health, and gas and emissions benefits as expected due to the large number of students that would benefit from the infrastructure improvements along "A" Street. City staff's only feedback is to please clarify how to determine some of the inputs for the Safe Routes to School Program projects that affect multiple schools. For example, the tool asks for the percentage of students that currently walk/ride to school. Every school is different, so without further guidance, City staff used an average of the three school's percentages for the tool. The results of the ATP Benefit/Cost Tool can be found as Attachment I-11.



**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 project will be funded with two sources. Approximately 95% (\$1,055,000) of the funding will be requested through this application. The remaining 5% (\$55,000) will be funded with the City's local gas tax money. The City will only use these funds for direct expenses for completing construction. City staff is very familiar with federally funded projects and grants including RSTP, CMAQ, HSIP, and ATP. Also, City staff is well versed in the requirements to appropriate the money and the reporting requirements necessary after the project has been completed.



**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?

√ **Yes**

No

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

**The email correspondence between the City and California Conservation Corps and certified conservation corps can be found as Attachment I-12.**



California Conservation Corps and Community Conservation Corps:

Name: Wei Hsieh

Name: Danielle Lynch

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

Phone: (916) 341-3154

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:

√ **Neither corps can participate in the project (0 points)**

- 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 not had any grant failures within the past five years. In fact, the opposite is true. In the last five years, the City has received one Safe Route to School Grant and three Highway Safety Improvement Program (HSIP) grants. All projects were completed in a timely manner and within budget. Several of our HSIP projects have been advanced and completed before the required time and under budget. The City has an excellent track record of providing the grant improvement projects in a timely, efficient, and cost-effective manner. Also, the City is familiar with managing Federal and State funds, reporting on the project's progress, and maintaining the improvements after construction.

- B. Caltrans response only:** Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



### **Part C: Application Attachments**

- A. Application Signature Page
- B. ATP – Project Program Request (ATP-PPR)
- C. Engineers Checklist for Infrastructure Projects (only)
- D. Project Location Map
- E. Project Map/Plans Showing Existing and Proposed Conditions
- F. Photos of Existing Conditions
- G. Project Estimate
- H. Non-Infrastructure Work Plan (22-R Form)
- I. Narrative Questions Backup Information
  - 1. 2014 Regional Transportation Plan
  - 2. Land Use Map
  - 3. Collision/Incident Map
  - 4. U.S. Department of Transportation Data
  - 5. Caltrans – Local Roadway Safety Manual
  - 6. Meeting Agendas
  - 7. Student Responses
  - 8. Revised Project Map (Based on Community Feedback)
  - 9. Public Health Statistics and Data Points
  - 10. School Attendance Area Map
  - 11. ATP Benefit/Cost Tool Results
  - 12. CCC and Certified Community Conservation Corps Responses
- J. Letters of Support
- K. Additional Attachments



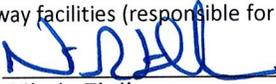
# Part C: Attachments

## 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: 05/27/2015  
Name: Nick Fidler Phone: 661-326-3724  
Title: Public Works Director e-mail: nfidler@bakersfieldcity.us

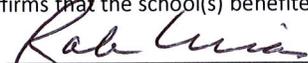
**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**  
*(For use only when appropriate)*

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: 05/27/2015  
Name: Robert Arias, Ed.D Phone: 661-631-4610  
Title: Superintendent e-mail: ariasr@bcsd.com

**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>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 05/18/15

Project Information:					
Project Title: City of Bakersfield - "A" Street Improvement Project					
District	County	Route	EA	Project ID	PPNO
6	Kern	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)									
PS&E									
R/W									
CON				1,110,000				1,110,000	
TOTAL				1,110,000				1,110,000	
ATP Funds		Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON				1,055,000				1,055,000	
TOTAL				1,055,000				1,055,000	
Funding Agency: Caltrans									
Notes:									
ATP Funds		Non-Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Funding Agency:									
Notes:									
ATP Funds		Plan Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Funding Agency:									
Notes:									
ATP Funds		Previous Cycle							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Funding Agency:									
Notes:									
ATP Funds		Future Cycles							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Funding Agency:									
Notes:									

**ATP PROJECT PROGRAMMING REQUEST**

Date: 05/18/15

Project Information:					
<b>Project Title:</b> City of Bakersfield - "A" Street Improvement Project					
District	County	Route	EA	Project ID	PPNO
6	Kern	VAR			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:		Future Source for Matching							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Bakersfield
PS&E									Notes:
R/W									
CON				55,000				55,000	
<b>TOTAL</b>				55,000				55,000	

Fund No. 3:		Future Source for Matching							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 4:		Future Source for Matching							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 5:		Future Source for Matching							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 6:		Future Source for Matching							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 7:		Future Source for Matching							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

## 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: JM

- 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: JM

- 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: JM

*(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: JM

- 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: JN

- 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: JN

- 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: JN

- 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: JN

- 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): Ussery, John

Title: Civil Engineer III

Engineer License Number C78015

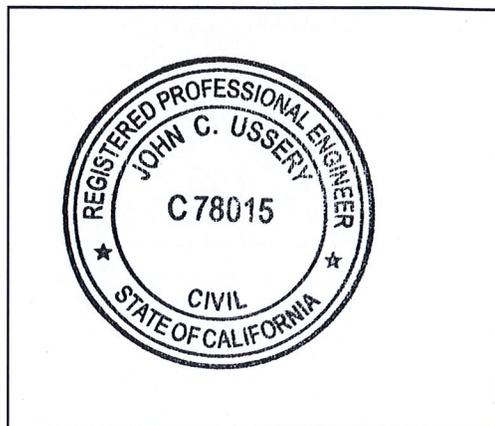
Signature: John Ussery

Date: 5-28-15

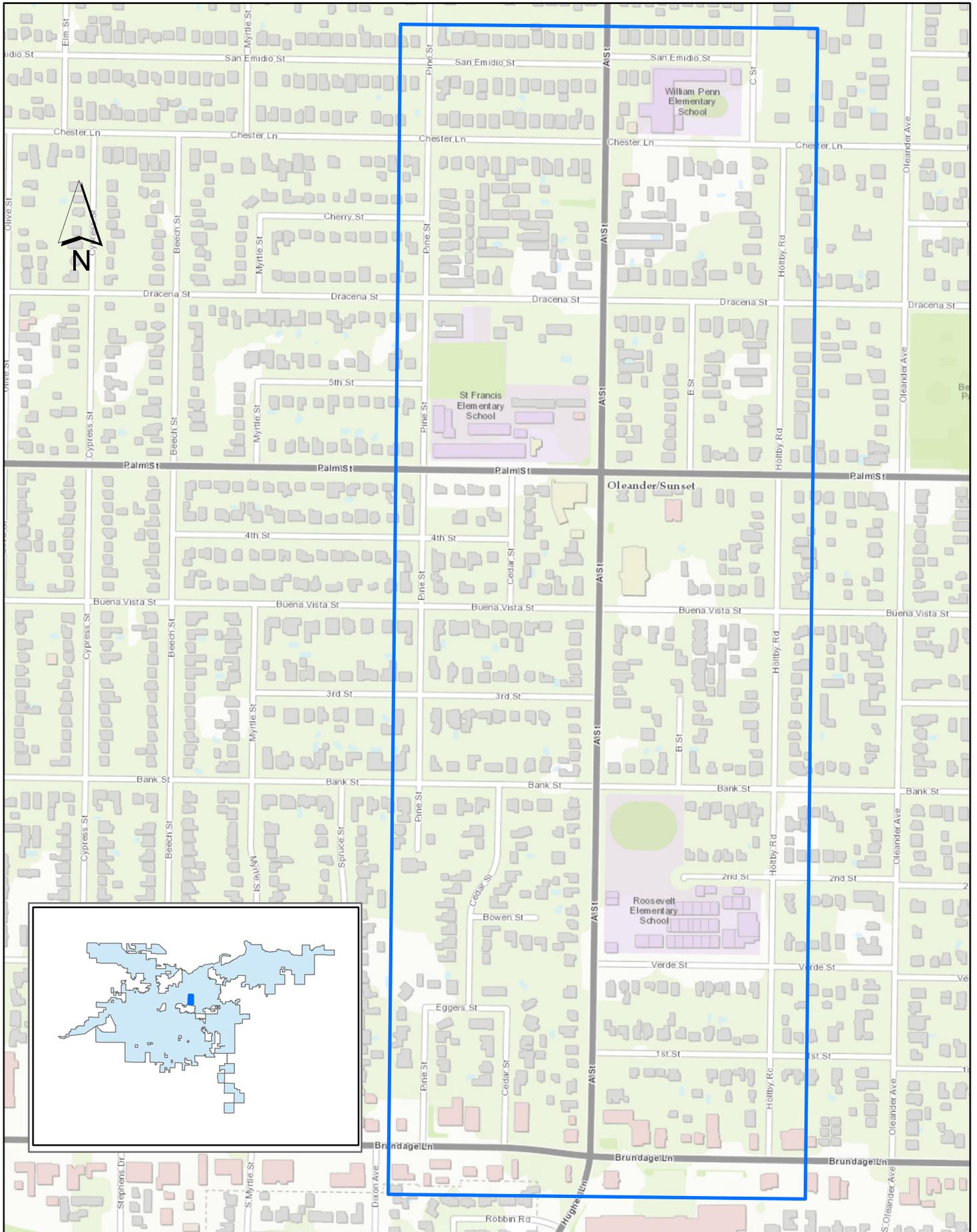
Email: jussery@bakersonfieldcity.us

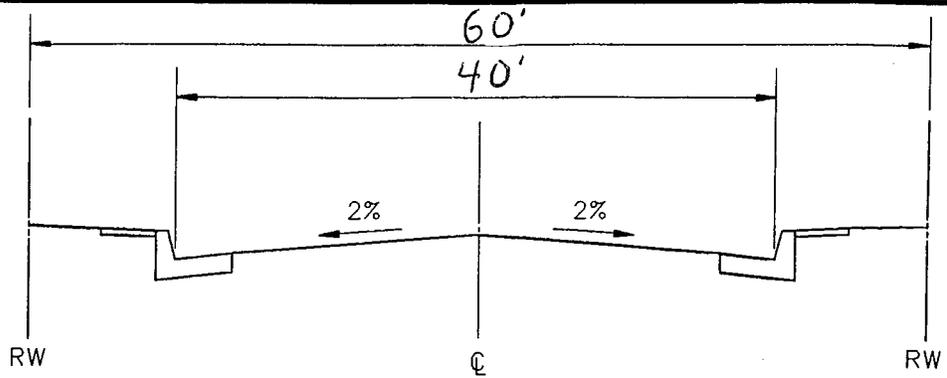
Phone: 661-326-3581

Engineer's Stamp:



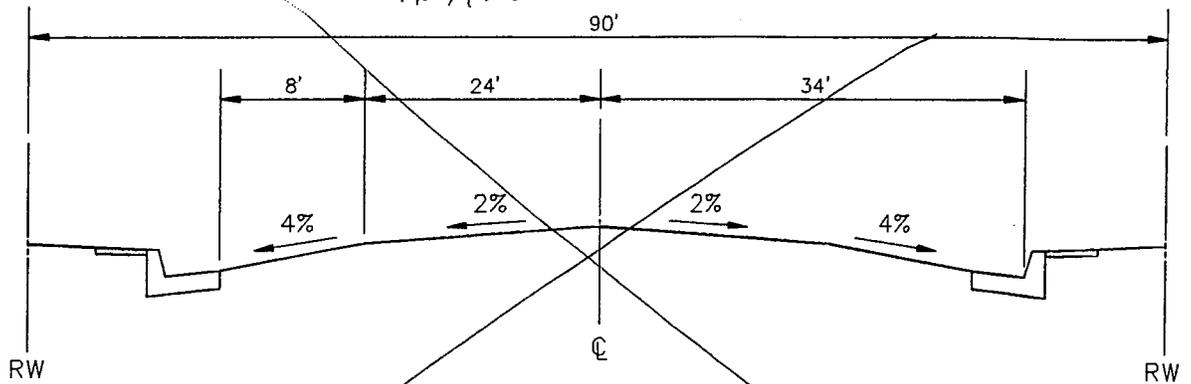
# PROJECT LOCATION MAP



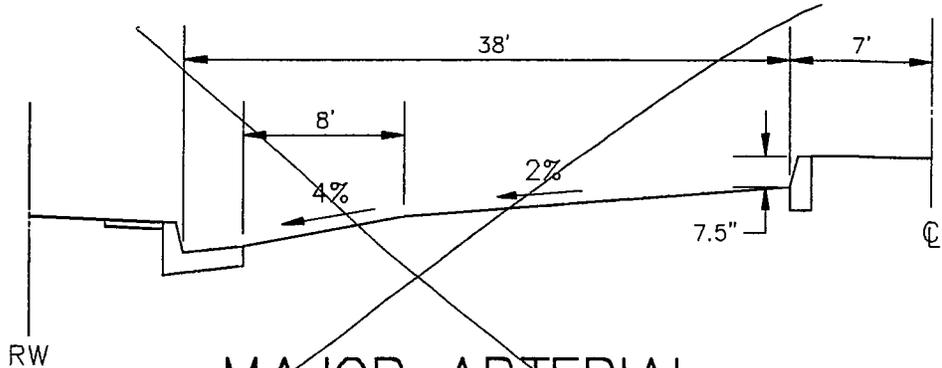


**LOCAL STREET**

\* ALL STREETS



**MAJOR COLLECTOR**



**MAJOR ARTERIAL**

DIVIDED STREET  
(HALF SECTION)

**NOTES**  
 WHEN CONDITIONS REQUIRE OPPOSITE GUTTERS TO BE AT DIFFERENT ELEVATIONS THE CROSS SLOPES SHALL NOT VARY FROM THE STANDARD SLOPES SHOWN BY MORE THAN:  
 PARKING LANE: ±1.0%  
 TRAVEL LANES: -0.5%, +1.4%

ANY PROPOSED DEVIATION FROM THE STANDARD CROSS SECTION BEYOND THE TOLERANCES CONTAINED HEREIN MUST BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.

CURB & GUTTER - SEE CITY STANDARD S-1  
 SIDEWALK - SEE CITY STANDARD S-3  
 STRUCTURAL SECTION - SEE CITY STANDARD S-25  
 MEDIAN CURB - SEE CITY STANDARD S-36

APPROVED	<b>STANDARD STREET CROSS SECTION</b> <b>CITY OF BAKERSFIELD CALIFORNIA</b> ENGINEERING DEPARTMENT	DATE July 24, 1989
		DRAWN B.J.D.
 CITY ENGINEER		CHECKED F.L.K.
		SCALE None
		S-27



PROPOSED ACCESS RAMPS

BRUNDAGE LN

VERDE ST

ROOSEVELT ELEMENTARY

BANK ST

BUENA VISTA ST

A ST

PALM ST

HOLTBY RD

PROPOSED CURB AND SIDEWALK IMPROVEMENTS

PROPOSED SIDEWALK IMPROVEMENTS (TYP.)

EXISTING PROPERTY LINES

EXISTING FLOWLINE



SCALE: 1"=200'

\*RW TO FL DISTANCE = 8' TO 10' (TYP. ALL STREETS)



SCALE: 1"=200'

\*RW TO FL DISTANCE = 8' TO 10' (TYP. ALL STREETS)

**"A" Street and Brundage Lane (North)**

- No Sidewalk
- No Handicap Access Ramp





**"A" Street and Verde Street (South)**

- **No Sidewalk**
- **No Handicap Access Ramp**

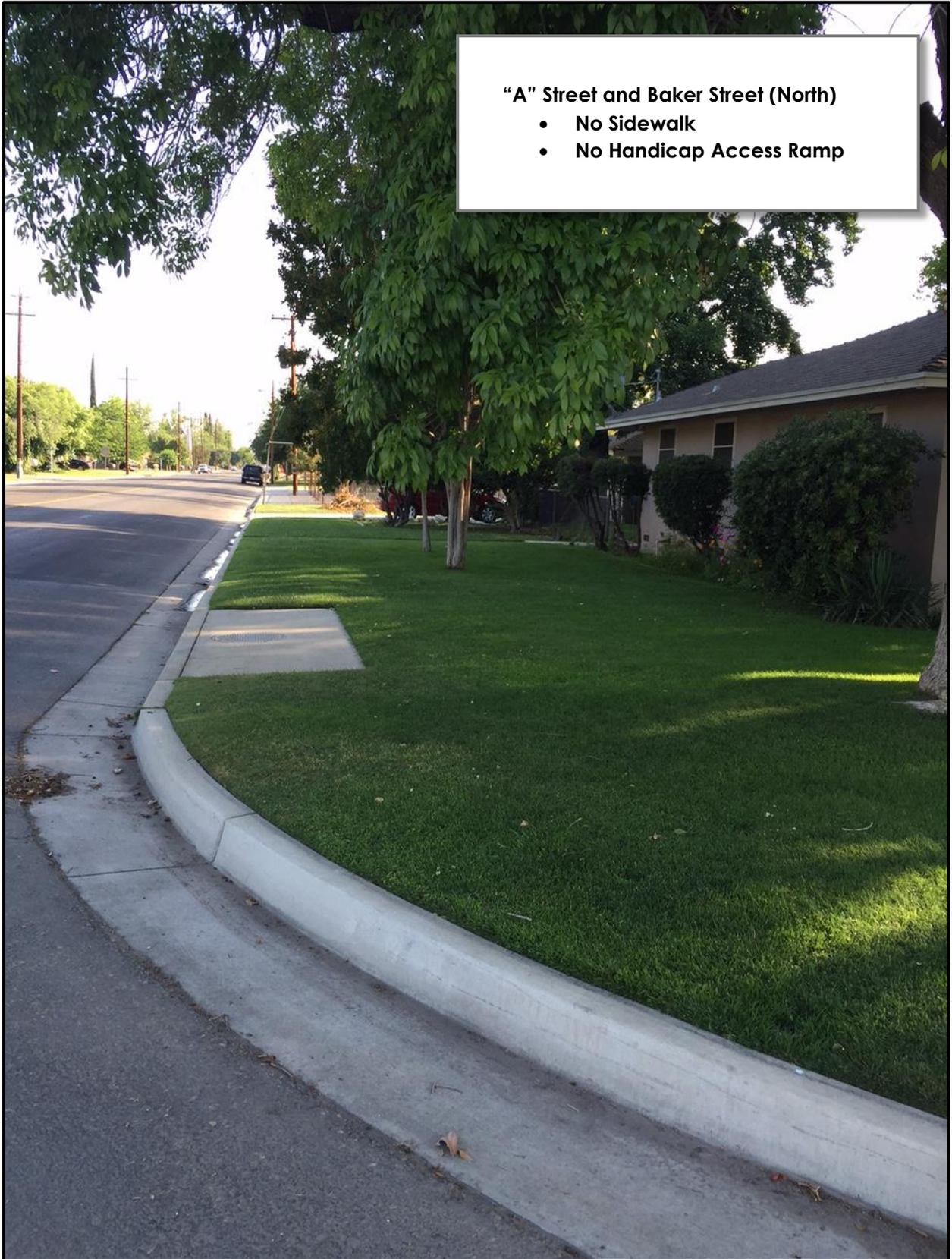
**“A” Street and Baker Street (East)**

- No Sidewalk (Along School)
- No Handicap Access Ramp



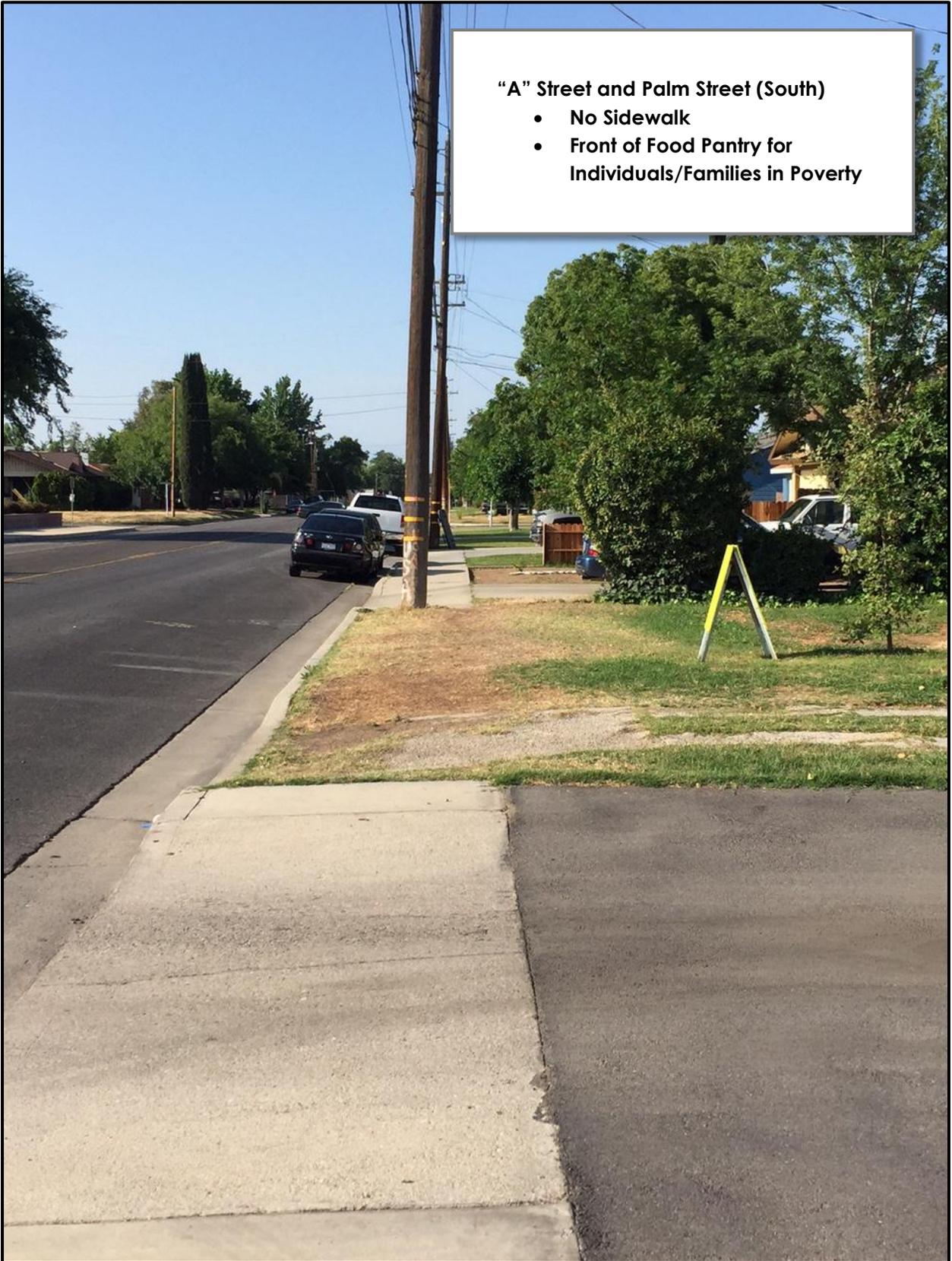
**"A" Street and Baker Street (North)**

- **No Sidewalk**
- **No Handicap Access Ramp**



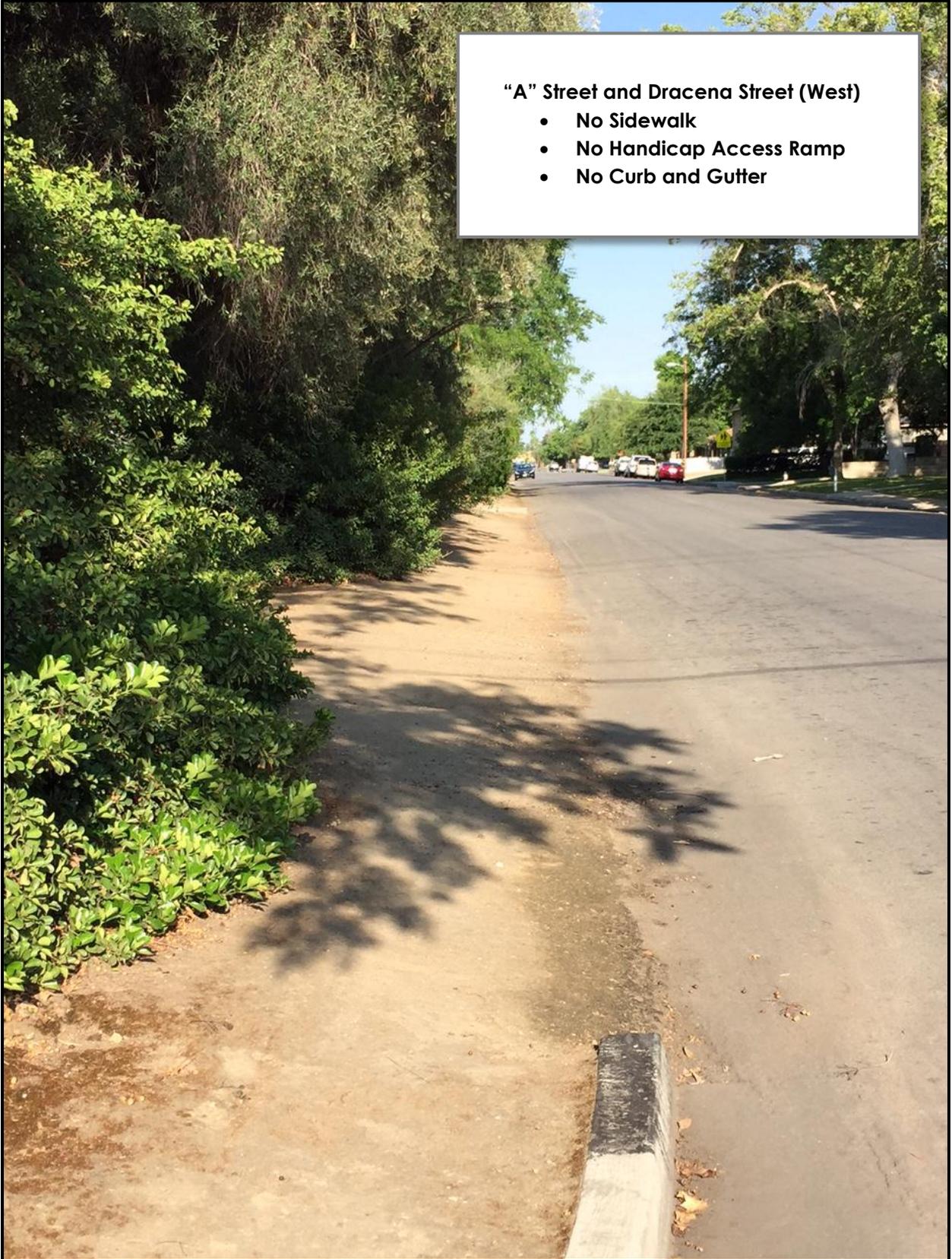
**"A" Street and Palm Street (South)**

- **No Sidewalk**
- **Front of Food Pantry for  
Individuals/Families in Poverty**



**"A" Street and Dracena Street (West)**

- No Sidewalk
- No Handicap Access Ramp
- No Curb and Gutter



## 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:

<b>Agency:</b>	City of Bakersfield		
<b>Application ID:</b>	06-City of Bakersfield-01	<b>Prepared by:</b>	John Ussery
		<b>Date:</b>	5/18/2015
<b>Project Description:</b>	Under the Safe Routes to School Program, the project includes the construction of new sidewalk, handicap access ramps, and curbs/gutters in a residential neighborhood that serves three elementary schools in Bakersfield.		
<b>Project Location:</b>	The proposed project is primarily located along "A" Street in Bakersfield and bound by Brundage Lane (south) and San Emidio Street (north). The proposed project runs along three elementary schools and three churches within a 0.8 mile distance.		

### Engineer's Estimate and Cost Breakdown:

<b>Engineer's Estimate (for Construction Items Only)</b>						<b>Cost Breakdown</b>							
						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	1	LS	\$10,000.00	\$10,000	100%	\$100						
2	Remove Concrete (Curb and Gutter)	350	LF	\$15.00	\$5,250	100%	\$53						
3	Minor Concrete (Curb and Gutter)	1,000	LF	\$20.00	\$20,000	100%	\$200						
4	Minor Concrete (Sidewalk)	42,000	SF	\$18.00	\$756,000	100%	\$7,560						
5	Minor Concrete (29 Access Ramps)	6,500	SF	\$15.00	\$97,500	100%	\$975						
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
<b>Subtotal of Construction Items:</b>					<b>\$888,750</b>		<b>\$8,888</b>						
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>9.90%</b>	<b>\$87,950</b>								
				<b>Enter in the cell to the right</b>									
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$976,700</b>								

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$	
<b>Preliminary Engineering (PE)</b>		
Environmental Studies and Permits(PA&ED):	\$	-
Plans, Specifications and Estimates (PS&E):	\$	-
<b>Total PE:</b>	<b>\$</b>	<b>-</b> <span style="float: right; font-size: small;">25% Max</span>
<b>Right of Way (RW)</b>		
Right of Way Engineering:	\$	-
Acquisitions and Utilities:	\$	-
<b>Total RW:</b>	<b>\$</b>	<b>-</b>
<b>Construction (CON)</b>		
Construction Engineering (CE):	\$	133,300 <span style="float: right; font-size: small;">12.01% 15% Max</span>
Total Construction Items & Contingencies:	\$	976,700
<b>Total CON:</b>	<b>\$</b>	<b>1,110,000</b>
<b>Total Project Cost Estimate:</b>		
	<b>\$</b>	<b>1,110,000</b>



**Kern Council  
of Governments**

May 21, 2015

CALTRANS  
Division of Local Assistance  
Attn: Office of Active Transportation and Special Projects  
P.O. Box 942874  
Sacramento, CA 94274

**RE: Consistency with the Regional Plan / Highest Unfunded Non-Motorized Active Transportation Priorities**

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program; particularly, under the Safe Routes to School Program. The grant application is for infrastructure improvements along and adjacent to "A" Street and provides safer pedestrian access and promotes active transportation.

The Kern Council of Governments, better known as Kern COG, is an association of city and county governments created to address regional transportation issues. Its Member Agencies include the County of Kern and the 11 incorporated cities within Kern County. We serve as the Metropolitan Planning Area for Kern County.

We concur that the proposed project is an Active Transportation Program priority. In addition, the proposed project demonstrates the potential role for the City of Bakersfield to achieve the goal for encouraging increased use of active modes of transportation, such as walking or biking.

The project is consistent with the 2014 Regional Transportation Plan created by Kern COG, in conjunction with all municipal partners, including the City of Bakersfield. The proposed project meets and exceeds several of the goals and expected benefits outlined in the 2014 Regional Transportation Plan. For example, the proposed project increases the amount of funding utilized for bike and pedestrian facilities and improves air quality by encouraging alternate modes of transportation. The proposed project satisfies all seven core goals of the 2014 Regional Transportation Plan (Chapter 2), including: (a) improved mobility of people by adding new pedestrian/bicycle facilities, (b) improve accessibility to major activity centers such as schools, (c) improve reliability and safety of the transportation system in this area by encouraging alternate modes of transportation with dedicated infrastructure improvements, (d) maximize the efficiency of the transportation system by giving residents multiple options on how to reach their destination, (e) promote livable communities by installing the necessary infrastructure to satisfy all modes of transportation and encourage more physical activity, (f) provide for future sustainability by enhancing the existing transportation system while minimizing the effects on the environment, and (g) providing equity among all benefit groups by installing the improvements in an area considered to be a disadvantaged community.

We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more residents will feel safe enough to walk or ride bicycles in this neighborhood. Since much of this area lacks sidewalks, the proposed project would provide a safer pedestrian and bicycle route. Ultimately, these alternate modes of transportation support public health. We look forward to these potential improvements within our community. Thank you.

Sincerely,



Peter Smith  
Regional Planner

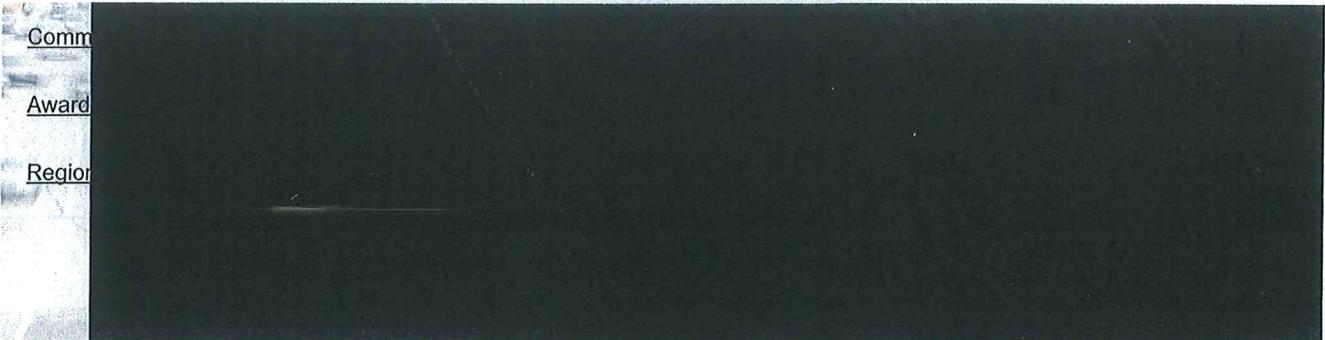
Search KernCOG...

(/)

[Home \(/\)](#)

[Directions 2050 \(/climate-change\)](#)

[Data Center \(/data-center\)](#)



Its member agencies include the County of Kern and its 11 incorporated cities.

## Recent News from Kern COG

### Kern 511 is live

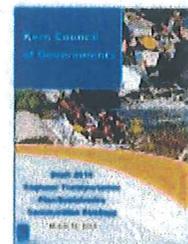
Check out [www.kern511.org](http://www.kern511.org) (<http://www.kern511.org>) for live traffic feeds, travel times, public transit links and much more. Kern 511 is Kern County's premiere source of traveler information.



<http://www.kern511.org>

### Now Available

55-Day Public Review for [Draft 2015 Federal Transportation Improvement Program \(/images/docs/ftip/Draft 2015 FTIP.pdf\)](#), [Draft 2014 Regional Transportation Plan \(/images/docs/rtp/2014/draft 2014 RTP.pdf\)](#) with [Draft Regional Housing Needs Allocation Plan \(/images/docs/rtp/2014/draft appendix h.pdf\)](#) and [Draft Environmental Impact Report \(/images/docs/rtp/2014/draft 2014 RTP EIR.pdf\)](#), [Draft Conformity Analysis](#)



[\(/images/docs/conformity/draft\\_conformity\\_2014\\_FTIP-RTP.pdf\)](#) and [Availability Letter \(/images/docs/rtp/2014/availability\\_letter.pdf\)](#).

Comments are welcomed at the public hearings at 6:00 pm April 15, 2014 (California City) or at 6:30 pm April 17, 2014 (Bakersfield) or may be submitted in writing no later than 5:00 pm May 6, 2014.

### **Caltrans Active Transportation Program Call for Projects**

The Caltrans Active Transportation Program Call for Projects is scheduled to begin on March 21, 2014; the applications are due to Caltrans by May 21, 2014. We urge our member agencies and community partners to consider the development and submission of capital improvement applications to Caltrans for an award in the state Active Transportation Program (ATP).

Go to: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

[\(/http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html\)](http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html) to receive application instructions and other resources in the days ahead. Supplemental resources are listed below.

[March 18, 2014 Kern COG Memo Reminder ATP Call for Projects \(/tmp/Memo\\_Reminder\\_Call\\_for\\_Projects.pdf\)](#)

[March 20, 2014 CTC staff report approving the policy \(/tmp/03\\_4\\_12.pdf\)](#)

### **Kern COG Annual Report**

In 2012-13 Kern Council of Governments spoke to more than 5,000 residents to help develop its preliminary Regional Transportation Plan and programmed nearly \$533 million for regional transportation projects, including the Centennial Corridor in Bakersfield. Find out more about these activities and others in the [2012-13 Annual Report \(/images/docs/newsletters/KernCOG\\_annual\\_2013.pdf\)](#).

### **Kern COG Board Actions**

Board members voted to continue participating in the Kern Energy Watch Partnership with the three major utilities in Kern County and also to prioritize \$7 million in substitute Congestion Mitigation Air Quality projects to ensure Kern uses all the federal transportation funding to which it's entitled. These stories and more may be found in [March's Board Actions \(/attachments/article/314/board\\_actions\\_20140320.pdf\)](#).

### **Kern COG Quarterly Newsletter**

Rail projects in Shafter and Delano have qualified for \$5 million in combined federal grants; meanwhile, Kern COG awarded another \$3 million for public transit improvements. These stories and others may be found in our [Fall Quarterly \(/attachments/article/364/KernCOG\\_Fall\\_2013.pdf\)](#).

### **Projects of Regional Significance Progress Report**

<http://www.kerncog.org/>

5/1/2014

The April 2014 edition of the Progress Report for Projects of Regional Significance is now available.

 [Transportation Progress Report \(/images/docs/progress\\_report\\_201404.pdf\)](/images/docs/progress_report_201404.pdf) [April 2014] 3 MB

## Translate

Translation by WorldLingo (<http://www.worldlingo.com/>) Currently logged in as unknown user. ([Not you?](#))

[Home Page \(http://www.kerncog.org/\)](http://www.kerncog.org/)

[Who We Are \(javascript:void\(0\);\)](#)

[Agendas & Minutes \(javascript:void\(0\);\)](#)

[Public Information \(javascript:void\(0\);\)](#)

[Transportation \(javascript:void\(0\);\)](#)

[Publications \(javascript:void\(0\);\)](#)

[Get Involved \(javascript:void\(0\);\)](#)

[Working with Kern COG \(javascript:void\(0\);\)](#)

[Contact Us \(/contact-us\)](#)

## DID YOU KNOW?

Accidents on state highways in Kern will increase 125 percent by 2030.

## Kern COG Members

- [City of Arvin \(/member-agencies/city-of-arvin\)](/member-agencies/city-of-arvin)
- [City of Bakersfield \(/member-agencies/city-of-bakersfield\)](/member-agencies/city-of-bakersfield)
- [City of California City \(/member-agencies/city-of-california-city\)](/member-agencies/city-of-california-city)
- [City of Delano \(/member-agencies/city-of-delano\)](/member-agencies/city-of-delano)
- [City of Maricopa \(/member-agencies/city-of-maricopa\)](/member-agencies/city-of-maricopa)
- [City of McFarland \(/member-agencies/city-of-mcfarland\)](/member-agencies/city-of-mcfarland)
- [City of Ridgecrest \(/member-agencies/city-of-ridgecrest\)](/member-agencies/city-of-ridgecrest)
- [City of Shafter \(/member-agencies/city-of-shafter\)](/member-agencies/city-of-shafter)
- [City of Taft \(/member-agencies/city-of-taft\)](/member-agencies/city-of-taft)
- [City of Tehachapi \(/member-agencies/city-of-tehachapi\)](/member-agencies/city-of-tehachapi)
- [City of Wasco \(/member-agencies/city-of-wasco\)](/member-agencies/city-of-wasco)
- [Kern County \(/member-agencies/kern-county\)](/member-agencies/kern-county)

## Login

User Name

Password

Remember Me

[Forgot your password? \(/user/reset\)](/user/reset)

[Forgot your username? \(/user/remind\)](/user/remind)

2014 Kern Council of Governments. Design by [Saba Agency \(http://www.sabaagency.com\)](http://www.sabaagency.com). Powered by [Fluxar Studios \(http://www.fluxar.com\)](http://www.fluxar.com).

# SUMMARY OF BENEFITS

## 2014 Regional Transportation Plan

The region represented by the Kern Council of Governments is projected to add over ¼ million people by 2040. To protect to quality of life for future generations, the 2014 RTP is presented as an economic development strategy as well as a transportation, infrastructure and sustainability investment.

### MOBILITY BENEFITS

- ✓ The plan improves overall mobility and provides needed congestion relief by maintaining, fixing and finishing what we have.
- ✓ This plan fully funds maintenance of the transportation system while increasing funding for bike, pedestrian, and transit facilities.
- ✓ Implementation of the plan will nearly double the number of homes within walking distance to quality transit. By integrating land use and transportation, 71% of homes will be near quality transit compared to 57% under the prior plan.

### ECONOMIC BENEFITS

- ✓ The Federal Highway Administration estimates that every \$1 billion spent on transportation infrastructure creates 10,870 job years of which up to 4,000 can persist long after construction, generated by increased labor from better mobility and more efficient goods movement.
- ✓ This 26-year investment plan is projected to add over 80,000 job years (3,100 26-year jobs) from construction, maintenance, and better mobility, a 40% jump over the 2011 RTP.
- ✓ The plan could ultimately add 28,000 permanent jobs to the region increasing Kern's economic base, adding capacity to re-invest in an ever more efficient transportation system, triggering an upward economic spiral for future generations.

### HEALTH BENEFITS

- ✓ Improves air quality and public health by reducing all criteria pollutants, emissions and their precursors – oxides of nitrogen (NOx), reactive organic gasses (ROG), particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>) and carbon monoxide (CO).
- ✓ 5% or more reduction in health expenditures because of improved air quality.
- ✓ Promotes more active transportation by increasing funding for bike and pedestrian facilities 700% over the 2011 RTP.

### SUSTAINABILITY BENEFITS

- ✓ 10% or more reduction in household water use by providing a full range housing choices.
- ✓ 11% or more reduction in infrastructure costs by revitalizing existing communities.
- ✓ 32% reduction in farmland converted to housing outside city spheres of influence.



## DRAFT CHAPTER 2 TRANSPORTATION PLANNING POLICIES

### GOALS/POLICIES

At the core of the 2014 RTP are seven goals:

- 1) **Mobility** – Improve the mobility of people and freight.
- 2) **Accessibility** – Improve accessibility to, and the economic wellbeing of, major employment and other regional activity centers.
- 3) **Reliability** – Improve the reliability and safety of the transportation system.
- 4) **Efficiency** – Maximize the efficiency and cost effectiveness of the existing and future transportation system.
- 5) **Livability** – Promote livable communities and satisfaction of consumers with the transportation system.
- 6) **Sustainability** – Provide for the enhancement and expansion of the system while minimizing effects on the environment.
- 7) **Equity** – Ensure an equitable distribution of the benefits among various demographic and user groups.

While all goals are considered interrelated and important, mobility is considered the plan's highest goal. Identified in Table 2-1 are policy objectives for Kern COG and its member agencies categorized by the goals they help to advance. The table also references the strategic investment category in Chapter 5, Strategic Investments.

TABLE 2-1: REGIONAL TRANSPORTATION PLAN GOALS, POLICIES AND ACTIONS

Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
1	Mobility, Accessibility	Enhance connectivity to Meadows Field and Inyokern Airport to accommodate future regional growth	Aviation
1.1		Work with Meadows Field and Inyokern Airport to obtain funding from the state and federal governments for their respective development programs.	Aviation
1.2		Work with local and regional transit providers to increase alternative mode ground access options at Meadows Field.	Aviation
1.3		Assist Meadows Field with planning related to high-speed rail connections.	Aviation
2	Mobility, Accessibility	Assist Kern County airports in expanding facilities to meet growing general aviation demands.	Aviation
2.1		Participate in master plan updates for various Kern County airports.	Aviation
2.2		Implement the Action Plan of the Central California Aviation System.	Aviation
2.3		Work with public airports to increase their access to federal and state funding.	Aviation
3	Mobility, Accessibility	Work with privately owned airports and local jurisdictions to support their operations and to maintain compatible uses within the airport area of influence.	Aviation

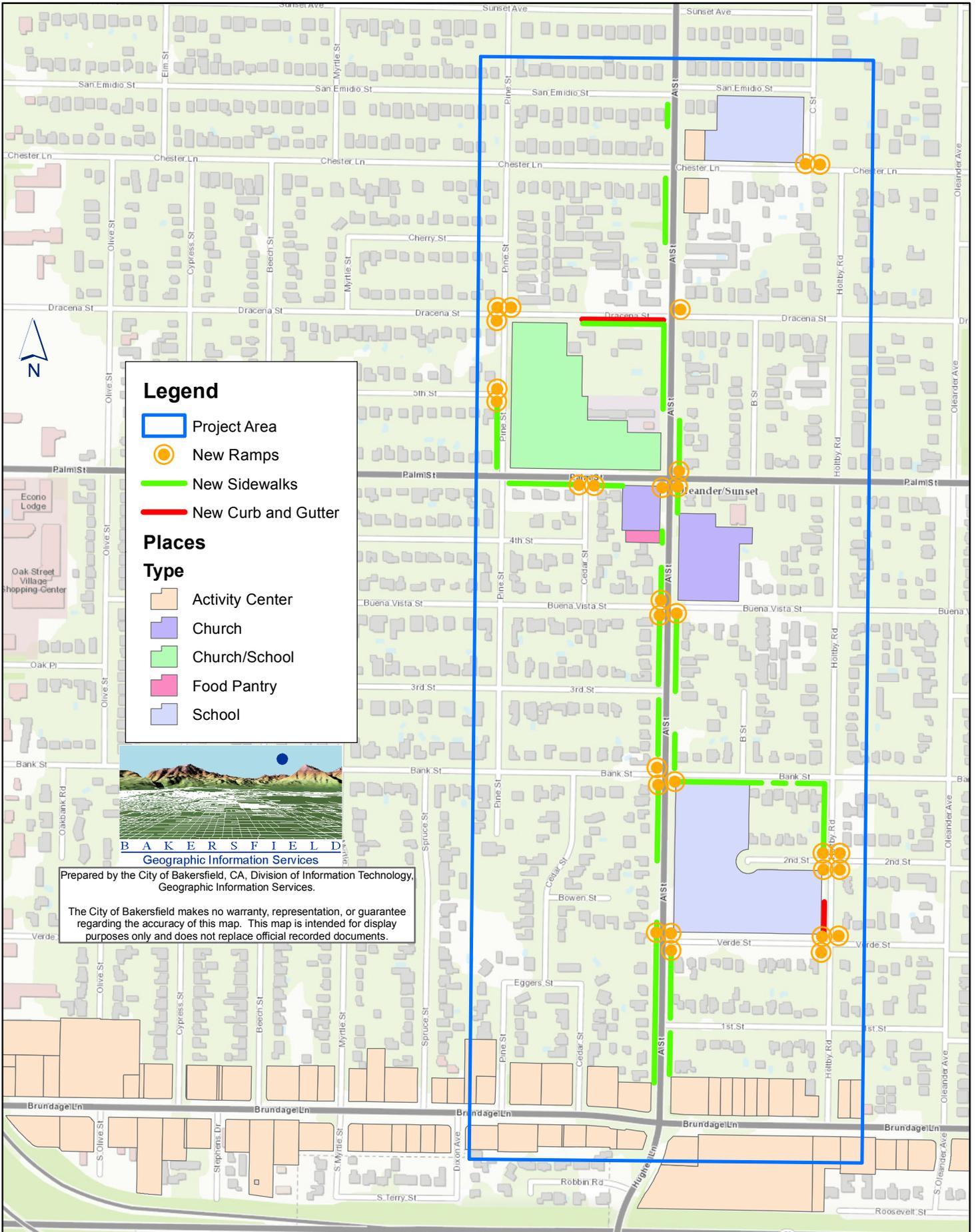
**DRAFT CHAPTER 2 TRANSPORTATION PLANNING POLICIES**

Policy - Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
8.6		Consider introducing "full" GET Bus Rapid Transit.	Transit
8.7		Create pedestrian/bicycle facilities.	Air Emissions
8.8		Implement traffic flow improvements/railroad grade separations.	Air Emissions
8.9		Promote park and ride lots.	Air Emissions
8.10		Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.	Air Emissions
8.11		Consider lower transit fares or transit subsidies.	Air Emissions
8.12		Implement flextime program.	Air Emissions
9	Mobility, Accessibility	Identify alternatives to traditional transit that address Kern County's regional transit (KRT) rural mobility needs.	Transit, Air Emissions
9.1		Assist KRT in refining KRT scheduling practices.	Transit
9.2		Consider KRT route reconfiguration within Downtown Bakersfield.	Transit
9.3		Assist KRT in analyzing stop placements.	Transit
9.4		Initiate discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.	Transit
9.5		Continue pursuing extension of Metrolink from Lancaster to Rosamond. (Transit)	Transit
9.6		Initiate discussions with the State regarding adding stops to Amtrak San Joaquin service between Bakersfield and Wasco.	Transit
9.7		Create ridesharing and voluntary employer-based incentives.	Air Emissions
10	Mobility, Accessibility	Develop coordination alternatives that would realize improvements over current Golden Empire Transit (GET) and other transit operations.	Transit, Air Emissions
10.1		GET may consider decreasing emphasis on timed connections at transit centers.	Transit
10.2		GET may consider faster crosstown trips: <ul style="list-style-type: none"> <li>• New Express routes</li> <li>• New "Rapid" routes</li> <li>• More direct routes</li> </ul>	Transit
10.3		GET may consider faster crosstown service connecting one side of Bakersfield to the other.	Transit
10.4		GET may consider circular services within neighborhoods or around outlying areas of Bakersfield.	Transit
10.5		Continuation of GET express routes.	Transit
11	Mobility, Accessibility	Review, identify, and discuss alternative administrative and oversight models for transit services in Kern County.	Transit, Air Emissions
12	Mobility, Accessibility	Create strategies to increase the visibility and importance of transit in Kern County.	Transit, Air Emissions
12.1		Monitor advancement of the California High-Speed Rail (HSR) project.	Transit
12.2		Introduce GET hybrid Circulator/Express service.	Transit

**DRAFT CHAPTER 2 TRANSPORTATION PLANNING POLICIES**

Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
19	Livability	Delay the need for future increases in highway capacity and congestion through the implementation of measures that reduce transportation related air emissions.	Highways, Air Emissions
19.1		Improve public transit.	Air Emissions
19.2		Create ridesharing and voluntary employer-based incentives.	Air Emissions
19.3		Facilitate traffic flow improvements/railroad grade separation.	Air Emissions
19.4		Create pedestrian/bicycle facilities.	Air Emissions
19.5		Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.	Air Emissions
19.6		Consider implementing flextime program.	Air Emissions
20	Mobility, Accessibility	Prepare a systems-level planning analysis of various transportation system alternatives using multimodal performance measures.	Highways, Air Emissions
20.1		Maintain Regional Traffic Models to aid in traffic and air quality analyses. Air emissions	Air Emissions
21	Mobility, Accessibility, Efficiency, Livability	Coordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods.	Highways, Freight
21.1		Prioritize and program the capital improvements for highways, regional roads, and interchanges for the RTP planning period, consistent with adopted goals and policies as feasible.	Highways
21.2		Support higher safety level requirement for hazardous material transport on interstates, state highways, and local roads.	Highways
21.3		Encourage coordination and consultation between the public and private sectors to explore innovative and efficient goods movement strategies.	Freight
21.4		Identify opportunities for truck-to-rail and truck-to-intermodal mode shifts, and evaluate the contributions of truck traffic on regional air quality.	Freight
21.5		Encourage the use of rail and air for goods movement to reduce impacts to state and inter county routes and lessen air quality impacts.	Freight
21.6		Oppose higher axle load limits for the trucking industry on general purpose roadways.	Freight
22	Mobility, Accessibility, Efficiency	Advocate programs and projects for the intermodal linkage of all freight transportation.	Highways, Freight
22.1		Consider constructing truck climbing lanes on eastbound SR 58 from General Beale Road to the Bena Road overcrossing. (Freight)	Freight, Highways
22.2		Program Infrastructure improvements such as widening of Seventh Standard Road in response to proposed freight movements activities in the area. (Freight)	Freight
22.3		Widen State Route 184 to four lanes to respond to increasing agriculture trucking activity. (Freight)	Highways, Freight
22.4		Widen Wheeler Ridge Road to four lanes as a gap-closure measure to tie I-5 to SR 58 via SR184.	Highways, Freight

# LAND USE MAP



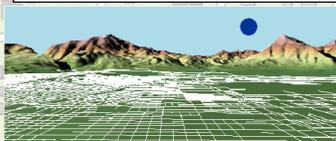
## Legend

- Project Area
- New Ramps
- New Sidewalks
- New Curb and Gutter

## Places

### Type

- Activity Center
- Church
- Church/School
- Food Pantry
- School

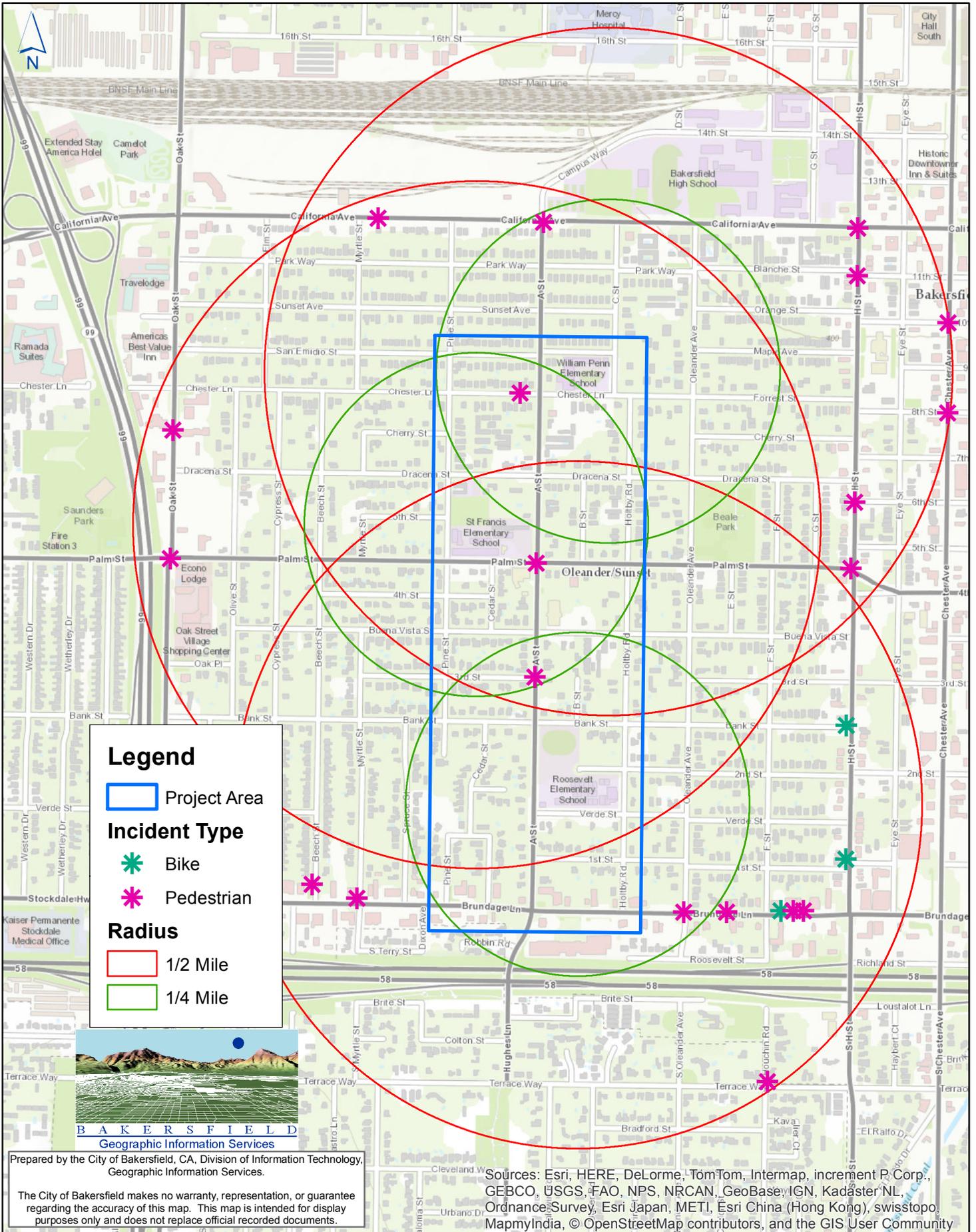


BAKERSFIELD  
Geographic Information Services

Prepared by the City of Bakersfield, CA, Division of Information Technology,  
Geographic Information Services.

The City of Bakersfield makes no warranty, representation, or guarantee  
regarding the accuracy of this map. This map is intended for display  
purposes only and does not replace official recorded documents.

# COLLISION / INCIDENT MAP (Last 5 years)



## Legend

 Project Area

## Incident Type

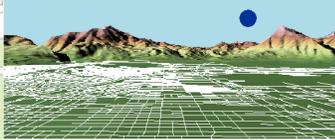
 Bike

 Pedestrian

## Radius

 1/2 Mile

 1/4 Mile



**B A K E R S F I E L D**  
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Prepared by the City of Bakersfield, CA, Division of Information Technology, Geographic Information Services.

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Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P, Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

# A Resident's Guide for Creating Safer Communities for Walking and Biking

January 2015



so they may need more time to cross a street. They also may have trouble getting oriented and understanding traffic signs, so they may need more information on how to get around safely.

- **Recent immigrants** may have little understanding of English and may not know the bike laws or customs in the U.S., or understand the traffic and pedestrian signals that indicate when to walk.
- **People with disabilities** (e.g., people using wheelchairs, crutches, canes, or those with visual or cognitive impairments) may be more affected by surface irregularities in the pavement, changes in slope or elevation/grade, lack of accessible curb ramps, and sidewalk width restrictions.



Some communities lack sidewalks, curb ramps, and other facilities, making it difficult for people to travel safely and easily on foot or by bike.

## TYPES OF PEDESTRIAN AND BICYCLIST SAFETY PROBLEMS

Understanding and properly identifying issues that can cause pedestrian safety problems is an important part of finding a solution. If the problem is not accurately identified, the wrong solution may be applied and the problem could continue. Some typical problems that affect pedestrian and bicyclist safety include:

### Poor walking or bicycling accommodations

- **No place to walk or bike** – There are not enough sidewalks, paths, bike facilities, or trails. Existing facilities do not connect to schools, transit stations, parks, churches, etc. Dirt paths may show where people are walking or biking and that more sidewalks or paths are needed.
- **Not enough space** – Sidewalks are not wide enough for people to walk comfortably or pass each other, or roadway shoulders or travel lanes are too narrow for a bicycle to comfortably share the road with a motor vehicle.
- **Poor surfaces** – Sidewalk surfaces are uneven, broken, or covered with debris; bike lanes contain potholes or debris such as leaves or gravel, or dangerous drain grates or utility covers.
- **Blocked pathways** – Sidewalks, bike lanes, or other paths are blocked by barriers such as vehicles, trash cans, vegetation, snow, utility poles, mail boxes, benches, etc.
- **No buffer** – There is not enough space between the sidewalk or bike facility and the roadway, or this space lacks trees or landscaping to make pedestrians and bicyclists feel comfortable.
- **Difficult street crossings** – There are long crossing distances and wide intersections that allow cars to turn at higher speeds. There are intersections with no pedestrian signals, curb ramps, median crossing islands, or markings to indicate where bicyclists should ride or wait. The signal at the intersection doesn't change for a bicycle, or doesn't give enough time for a bicyclist to get through the intersection.
- **Poor connectivity** – There are many dead-end streets, bike lanes that end unexpectedly, few available roadway crossings, and indirect pedestrian or bike paths.
- **Insufficient lighting** – There are not enough streetlights to help pedestrians, bicyclists, and drivers see each other at night.



# Issue Brief

Number 12

December 2004

Bureau of Transportation Statistics



U.S. Department of Transportation

## Sidewalks Promote Walking

- Of America's 205 million adults, 86% took walks during the summer months of 2002, and 40% of those walkers walked more than 15 days per month. Fourteen percent of adult Americans state they never take walks.
- The presence of sidewalks has a slight positive effect on the tendency for adults to take walks, but has no effect on the frequency of those walks. If people in communities without sidewalks (about one-third of the population), were to walk at the same rate as they do in communities with sidewalks, an additional 2.8 million adults would join the ranks of the walking.
- Nonwalkers are more likely than walkers to assert that their communities need more sidewalks and to voice dissatisfaction with their community designs in making walking safe (overall 17%). In communities without sidewalks, adults are three times as likely as other adults to state their dissatisfaction.

### Walkers, Nonwalkers, and Frequency of Walking

One hundred and seventy-eight million adult<sup>1</sup> Americans took walks during the summer months of 2002, or 6 out of every 7 adults.<sup>2</sup> About 40% of these walked more than 15 days of the preceding month of the survey, which was administered in the summer 2002. Only a small minority of adults say they never take walks (about 29 million adult Americans). Walking was defined as any outdoor walking, jogging, or running that lasts at least 5 minutes.

### Importance of Sidewalks

About two-thirds of the respondents said their community had sidewalks.<sup>3</sup> Those who say that sidewalks are not available in their communities are slightly less likely (4%) to be walkers (See Figure 1). However, if sidewalks were available to everyone and this slight difference held true, another 2.8 million Americans could be expected to take up walking.

<sup>1</sup> Survey used respondents 16 and over.

<sup>2</sup> For survey description, see end of this paper.

<sup>3</sup> Sidewalks are generally constructed for walking along a street or road.

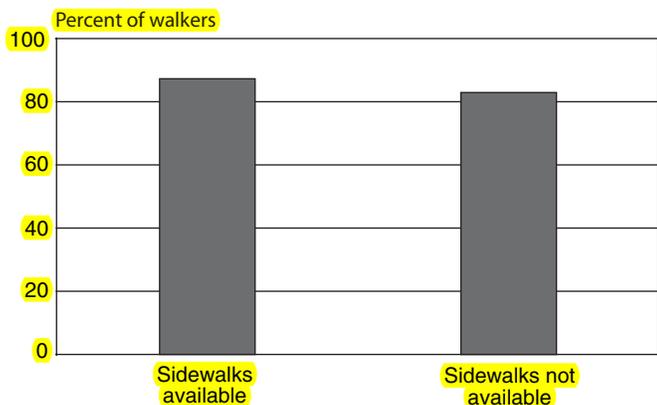
Although there is an apparent relationship between sidewalk availability and the likelihood of walking, the presence of sidewalks has no apparent effect on the frequency of walks taken. The median number of days walked for those who take walks fell between 12 and 13 days in the month preceding the survey. That median number was used to divide survey respondents into two groups. Those who walked 13 or more days per month were labeled "frequent" walkers while those who walked 12 or fewer days per month were labeled "occasional" walkers. The presence or absence of sidewalks had no statistically significant effect on the walking frequency of either group.

### Satisfaction with Community Design for Making Walking Safe

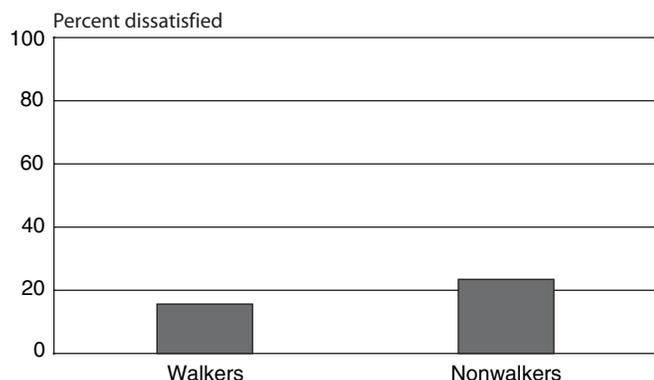
Nonwalkers report dissatisfaction with the safe-walking design of their community.<sup>4</sup> (See Figure 2). However, this relationship was not found between frequent and occasional walkers within the walking group. Both frequent

<sup>4</sup> Unless otherwise noted, all differences cited are statistically significant at the 0.05 level. This means that there is less than a 5% probability that the difference could have occurred by chance.

**Figure 1. Percent of Walkers by Sidewalk Availability**



**Figure 2. Dissatisfaction with the Community Design for Making Walking Safe**



and occasional walkers expressed about the same levels of dissatisfaction with their community's safe-walking design—about 17.9% and 16.4%, respectively.

Dissatisfaction with “how the local community is designed for making walking safe” is quite low—below 10%—in communities where sidewalks are available. But the percent dissatisfied increases to nearly a one-third (32%) when sidewalks are not available (See Figure 3). Overall, survey respondents strongly favor acquiring more sidewalks. When asked what changes they would like to see in their communities, those offering suggestions often mention “more sidewalks” before other options, such as more crosswalks or more lights on the streets or paths. Moreover, nearly half the respondents cite either more sidewalks (39%) or better sidewalks (5%). People who say sidewalks are not available in their communities are twice as likely as people with sidewalks to mention more sidewalks as a change they would like to see in their communities (58% versus 27%).

**Figure 3. Dissatisfaction with Community Design for Making Walking Safe by Sidewalk Availability**

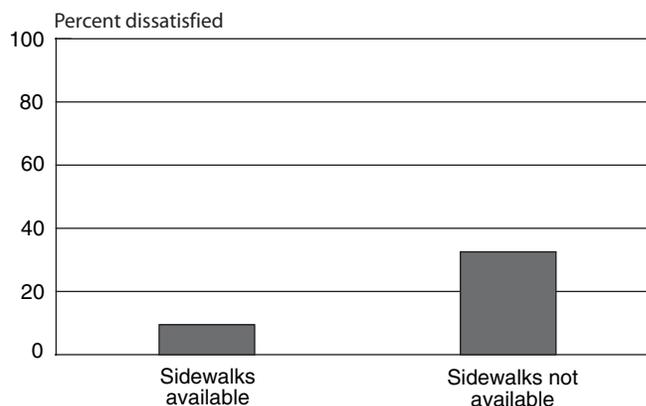


FIGURE SOURCES: *National Survey of Pedestrian and Bicyclist Attitudes & Behaviors*, Bureau of Transportation Statistics and National Highway Traffic Safety Administration, U.S. Department of Transportation, Washington, D.C., 2002.

*Background information for the data presented in this paper.* A national survey of 9,616 adults was conducted in the summer of 2002 by the Bureau of Transportation Statistics and the National Highway Traffic Safety Administration. The objective of this survey was to determine the magnitude of bicycle and pedestrian activity in the nation and the public's behavior and attitudes regarding bicycling and walking. This survey—the first national survey of its kind—sheds light on the effect of bike paths, bike lanes, and sidewalks on attitudes and behavior towards bicycling and walking. Bicycling is covered in another Issue Brief, *How Bike Paths and Lanes make a Difference*, No. 11, June 2004.

**We're on the WEB!**  
**www.bts.gov**

answers@bts.gov  
 Info line: 1-800-853-1351

**For More Information:**

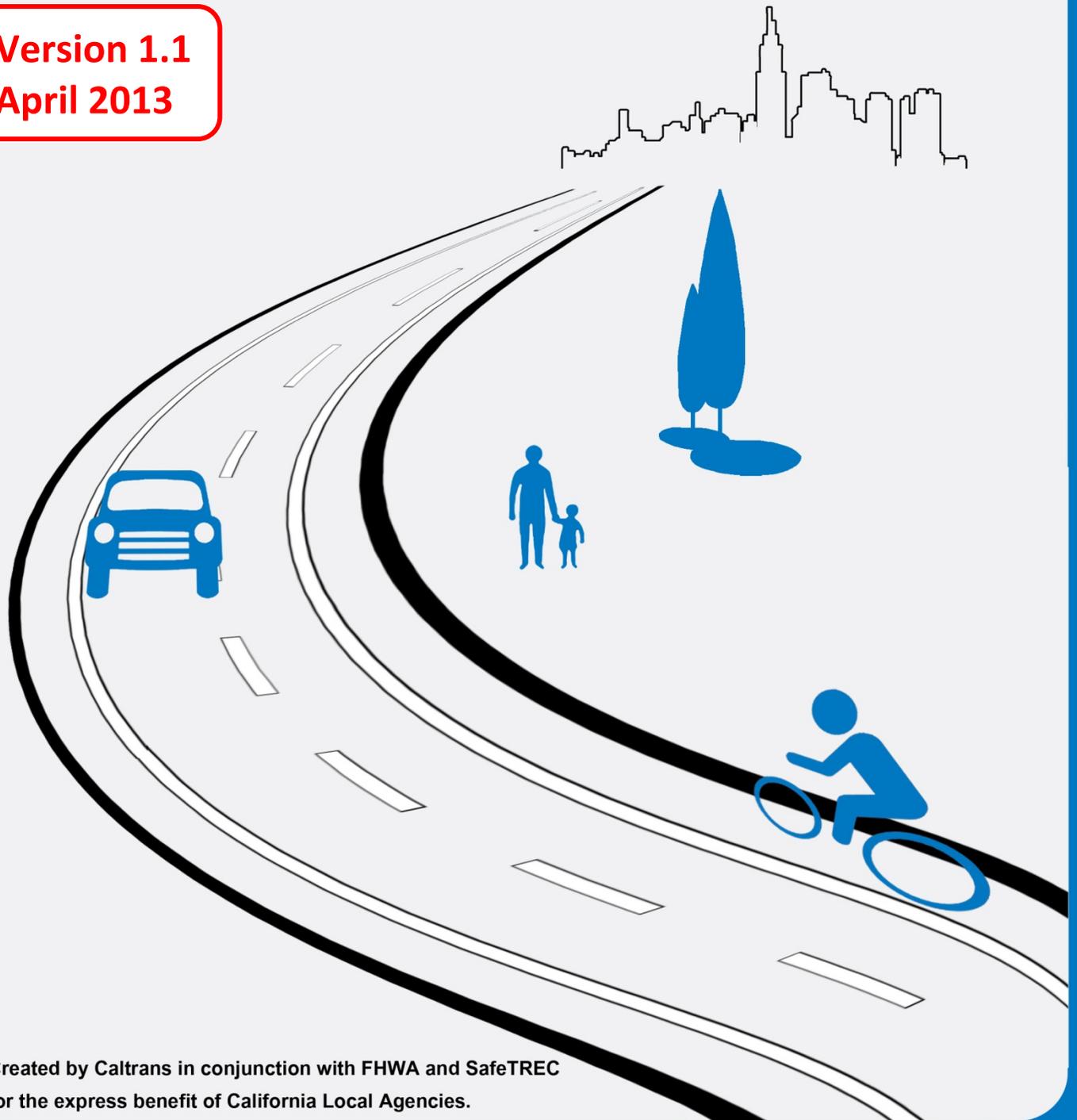
Gary Feuerberg  
 Transportation Specialist  
 U.S. Department of Transportation  
 Bureau of Transportation Statistics  
 400 7th Street SW, Room 3430  
 Washington, DC 20590  
 Phone: 202-493-0320 Fax: 202-493-0568  
 Gary.Feuerberg@bts.gov

# Local Roadway Safety

A Manual for California's Local Road Owners

Version 1.1

April 2013



Created by Caltrans in conjunction with FHWA and SafeTREC  
for the express benefit of California Local Agencies.



U. S. Department of Transportation  
Federal Highway Administration

Safe Transportation  
Research & Education Center  
**SafeTREC**

<b>Name:</b> Install sidewalk/pathway (to avoid walking along roadway)		Caltrans CM Number: <b>R37</b>
<p><b>Where to use:</b> Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.</p> <p><i>* For Caltrans' statewide Calls-for-Projects: This CM only applies to "Ped &amp; Bike" crashes occurring within the limits of the new walkway. This CM is <u>not</u> intended to be used where an existing sidewalk is being replaced with a wider one, unless prior Caltrans approval is included in the application. When an off-street multi-use path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped &amp; Bike" crashes to apply.</i></p>		
<p><b>Why it works:</b> Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks on both sides of the street has been found to be related to significant reductions in the "walking along roadway" pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.</p>		
<p><b>General Qualities (Time, Cost, Effectiveness):</b> In general, the cost of new sidewalks for long segments are higher cost projects. Costs for sidewalks will vary, depending upon factors such as width, materials, and existing of curb, gutter and drainage. Asphalt curbs and walkways are less expensive, but require more maintenance. The expected effectiveness of this CM must be assessed for each individual location. These projects can be very effective in areas of high-pedestrian volumes with a past history of crashes involving pedestrians.</p>		
	<b>General Use</b>	<b>Values for Caltrans Statewide Programs (Calls-for-Projects)</b>
<b>Crash Types Addressed:</b>	Pedestrian, Bicycle	Pedestrian and Bicycle
<b>Crash Reduction Factor:</b>	65 - 89 %	80% (with an expected life of 20 years)

<b>Name:</b> Install pedestrian crossing (with enhanced safety features)		Caltrans CM Number: <b>R38</b>
<p><b>Where to use:</b> Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, rectangular rapid flashing beacons, overhead flashing beacons, curb extensions and other safety features should be added to complement the standard crossing elements. For multi-lane roadways, advance "yield" markings can be effective in reducing the 'multiple-threat' danger to pedestrians.</p> <p><i>* For Caltrans' statewide Calls-for-Projects: This CM only applies to "Ped &amp; Bike" crashes occurring in the influence area of crossing which includes new enhanced safety features. Note: This CM is <u>not</u> intended to be combined with the "Install raised pedestrian crossing" when calculating the improvement's B/C ratio. This CM is <u>not</u> intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).</i></p>		
<p><b>Why it works:</b> Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, raised medians, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs. <b>When agencies opt to install aesthetic enhancement to crossing like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.</b></p>		
<p><b>General Qualities (Time, Cost, Effectiveness):</b> Costs associated with this strategy will vary widely, depending the extend of the curb extensions, raised medians, flashing beacons, and other pedestrian safety elements that are needed with the crossing. When considered at a single location, these improvements can sometimes be low cost and funded through local funding by local crews. These CMs can often be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.</p>		
	<b>General Use</b>	<b>Values for Caltrans Statewide Programs (Calls-for-Projects)</b>
<b>Crash Types Addressed:</b>	Pedestrian, Bicycle	Pedestrian and Bicycle
<b>Crash Reduction Factor:</b>	8 - 56%	30% (with an expected life of 10 years)

<b>Name:</b> Install raised pedestrian crossing		Caltrans CM Number: <b>R39</b>
<p><b>Where to use:</b> On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone, may not be sufficient to adequately protect non-motorized users. In these cases, raised crossings can be added to complement the standard crossing elements. <b>Special requirements may apply and extra care should be taken when considering installing raised crossings to ensure unintended safety issues are not created, such as: emergency vehicle access or truck route issues.</b></p> <p><i>* For Caltrans' statewide Calls-for-Projects: This CM only applies to "Ped &amp; Bike" crashes occurring in the area with the new raised crossing. Note: This CM is <u>not</u> intended to be combined with the "Install pedestrian crossing (with enhanced safety features)" when calculating the improvement's B/C ratio.</i></p>		
<p><b>Why it works:</b> Adding a raised pedestrian crossing has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The raised crossing encourages motorists to reduce their speed and provides improved delineation for the portion of the roadway that is designated for pedestrian crossing. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths.</p>		
<p><b>General Qualities (Time, Cost, Effectiveness):</b> Costs associated with this strategy will vary widely, depending upon the elements of the raised crossing and the need for new curb ramps and sidewalk modifications. These CMs may be effectively and efficiently implemented using a systematic approach with more than one location and can have medium to high B/C ratios based on past non-motorized crash history.</p>		
	<b>General Use</b>	<b>Values for Caltrans Statewide Programs (Calls-for-Projects)</b>
<b>Crash Types Addressed:</b>	Pedestrian, Bicycle	Pedestrian and Bicycle
<b>Crash Reduction Factor:</b>	30 - 46%	35% (with an expected life of 10 years)



## **Bicycle and Pedestrian Safety Coalition – Meeting Agenda**

**May 13, 2015 : 2 pm - 3 pm**

**Public Services Building**

**2700 "M" Street 4<sup>th</sup> Floor Roads Dept, Bakersfield 93301**

- |             |   |
|-------------|---|
| 2:00 – 2:05 | Welcome and Introductions   |
| 2:05 – 2:20 | Funding Updates <ul style="list-style-type: none"> <li>- EJ Grant wrap up</li> <li>- TDA</li> <li>- CMAQ</li> <li>- ATP</li> <li>- ATP Presentation by City of Bakersfield</li> </ul>   |
| 2:20 – 2:45 | GET Board meeting update: <ul style="list-style-type: none"> <li>- Route changes</li> <li>- KernCOG/County grant</li> <li>- Funding for bus stop improvements</li> </ul> Safety/Education video/PSA (Susanne Campbell)<br>Pioneer Village striping<br>May is Bike Month<br>Bike Bakersfield Fundraising/Awards Dinner wrap-up |
| 2:45 – 3:00 | Next Steps  |

### **Next Meeting**

**Date: June 10, 2015 : 2 pm – 3 pm**

**Location: 2700 "M" Street 4th Floor Conference Room**

Roosevelt Elementary  
School Site Council Meeting  
Thursday, May 7, 2015  
2:45 p.m./Library

AGENDA ITEMS		PERSON RESPONSIBLE
1.0	<b>Welcome/Opening/Roll Call</b>	Chairperson
2.0	<b>Minutes</b> 2.1 Review Minutes from 4/16/15	Secretary
3.0	<b>Open Forum (items must pertain to School Site Council, 5 minute limit)</b>  3.1 Public comments	Chairperson
4.0	<b>School Report: data to review and/or other school reports relevant to student achievement and implementation of SPSA</b>  4.1 Action Research Summit 4.2 Accelerated Reader 4.3 Parent Engagement – Monthly PI Report for April 4.4 Safe Route to School Project with City of Bakersfield	Chairperson  Susana Rios, Principal Randy Rowles
5.0	<b>Unfinished Business: any unfinished business that needs to be voted upon by SSC Members</b> 5.1 None	Chairperson
6.0	<b>New Business: any new business that needs to be voted upon by SSC Members</b> 6.1 None	Chairperson
7.0	<b>Reports</b>  7.1 DAC – Meeting date May 5, 2015 from 12-1:15 p.m. in Board Room 7.2 DELAC – Meeting date May 13, 2015 from 9-11 a.m. in PDC	Chairperson  Parent Rep Parent Rep
8.0	<b>Announcements</b>  8.1 Spring Concert May 7, 2015 @ 6:00 p.m. 8.2 Lend A Hand – May 12, 2015 @ 9-11:00 a.m. 8.3 Day of the Teacher-May 13, 2015 8.4 Memorial Day/No School-May 25, 2015 8.5 Last Day of School-May 28, 2015	Chairperson
9.0	<b>Adjournment</b>	Chairperson

## Agenda

St. Francis School Board Meeting  
May 14, 2015/6:15PM/Room 7

- I. Call to Order
- II. Opening Prayer
- III. Recommended Actions:
  - a. Roll Call
  - b. Approval of Minutes
  - c. Approval of Agenda
  - d. Teacher/Admin of the Month Award-Vote
  - e. Volunteer of the Month Award-Vote
  - f. Approval of Department Reports
    - i. Principal- Present report
    - ii. Pastor Report- (may present verbally)
    - iii. PTO-Present report.
    - iv. Parish Counsel Rep.-Report if needed
    - v. Foundation Report-Report if needed
    - vi. Facility Report- Dan Hargis
      - 1. Unexpected Expenses to report. Cost Saving Opportunities?
  - g. Old Business:
    - i. Bylaw approval from Bishop?
    - ii. Board member attendance follow up.
  - h. New Business:
    - i. City of Bakersfield – Caltrans Grant Application
    - ii. School Registration/Teacher Positions Update (Kelli Gruszka or Assignee)
    - iii. Summer Committee Meeting Scheduling (If Needed)
- IV. Committee Reports
  - a. Finance Committee- Mitch Wetzel Report
    - i. Financial report
  - b. PR/Communications Committee- Andrew Zaninovich Report.
    - i. End of year Annual Report/Present
  - c. Executive Committee-Matt Billings Report for Chad Hathaway
    - i. Distribute minutes
  - d. Curriculum Committee- Kelli Gruszka Report
  - e. Strategy Committee- Matt Billings Report
    - i. WASC: Updates/Publishing of Scores
    - ii. Long Range Strategic Plan Meeting Review
  - f. Spiritual Committee Update-Josette McCray Report
- V. Review of topics for future agenda
- VI. Adjourn NEED TO VERIFY NEXT MEETING DATE

**NEXT MEETING June 24<sup>RD</sup> 12:00 Noon, Church Office**



## **Active Transportation Forum**

May 18, 2015  
6:00 p.m. – 8:00 p.m.

T.L. Maxwell's, 1421 17<sup>th</sup> Place, Bakersfield, CA 95354

### **Agenda**

- |           |  |
|-----------|--|
| 6:00 p.m. | Registration   |
| 6:15 p.m. | Welcome & Introductions – Genoveva Islas, Cultiva la Salud   |
| 6:30 p.m. | Planning for Health Equity: Active Transportation & Health – Sara de Guia, CPEHN <ul style="list-style-type: none"><li>• Health &amp; Transportation</li><li>• Funding &amp; Opportunities</li><li>• Resources</li></ul> |
| 7:00 p.m. | City of Bakersfield – Active Transportation Program (Community Outreach) <ul style="list-style-type: none"><li>• “A” Street Improvement Project</li><li>• North Bakersfield Bicycle Connectivity Project</li></ul>       |
| 7:30 p.m. | Questions & Answers  |
| 7:45 p.m. | Closing  |

May 18<sup>th</sup>, 2015

Dear city of bakersfield,

there should be new sidewalks surrounding our school, new sidewalks will make it easier for our community to travel safely. less people will trip and fall. let's make our community safe.

your friend  
EMILY

Jayleen

# Sidewalks Are Needed!

I am going to tell -

you why we need sidewalks.

The first reason we -

need sidewalks is because -

people are walking in the -

street and they can get -

run over and they have to -

go to the hospital.



Another reason why we -

need sidewalks is because

Walkers may have dogs and

if the dogs are in the

street, they may get

hurt by a car. Everyone

needs sidewalks so they

can run or ride their

bikes. That is why

We need sidewalks.

Sincerely,

Jayleen

May, 15, 2015

Dear City of Bakerfield



I would like it to be safer to come to school. Our sidewalk is not smooth

so wheelchairs tip over. We need new sidewalk because it will keep our city cleaner.

We also need new sidewalks because people tip over the cracks.

Your friend from 2nd grad

Lotus Puente



# Sidewalks Are Needed!

In my opinion we -

need sidewalks because -

Kids need to Ride their -

bikes on the sidewalks. -

First we need -

Sidewalks because -

A drunk driver can't -

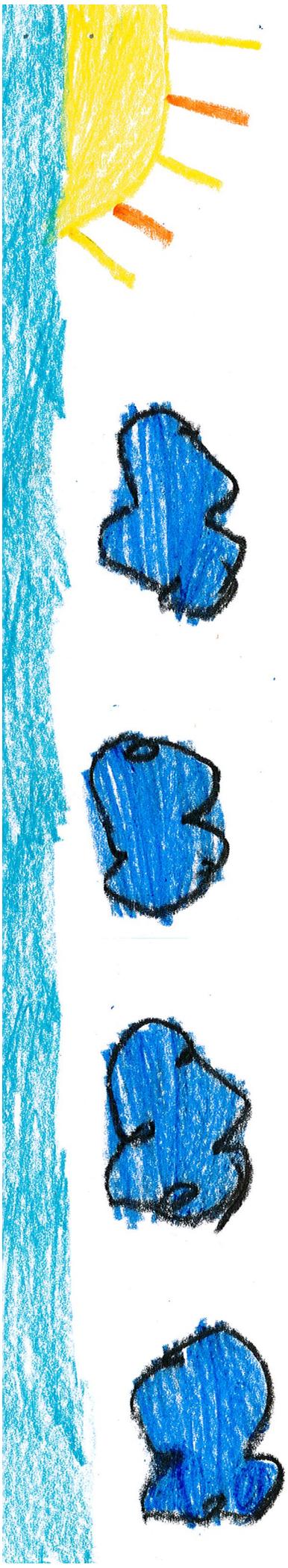
run you over. Next we -



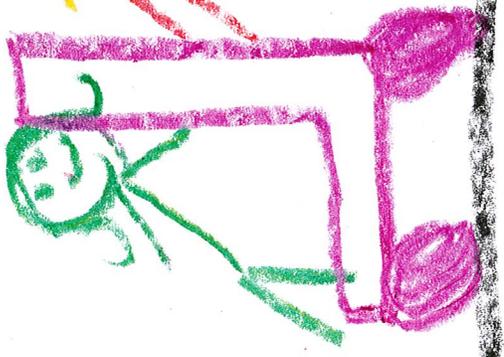
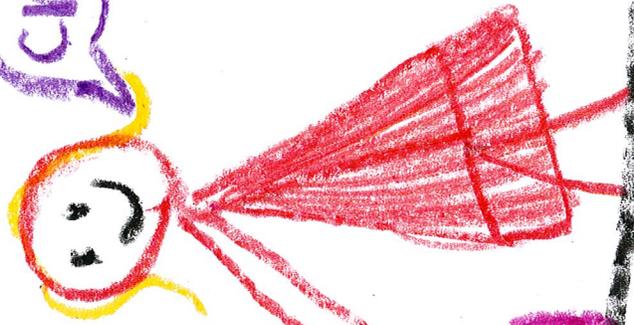
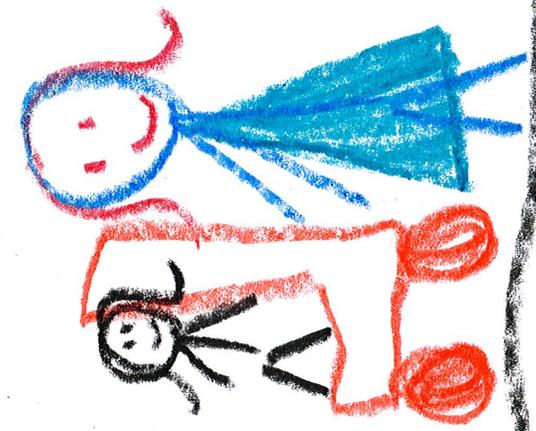
Use sidewalks because kids can  
get hurt walking in the street.

On the other hand we  
use sidewalks because everyone  
needs smooth sidewalks, especially  
the disabled, and skaters also  
need to be safe on the  
sidewalks.

That is why we need  
sidewalks. by Aylin



clock



May 15, 2015

Dear City of Bakersfield,  
I would like for it to  
be safer to come to  
school. Our school needs new  
sidewalks so people can  
walk safely. We need smother  
er sidewalks so weelchairs  
don't tip over. New sidewalks  
will make our city cleaner.

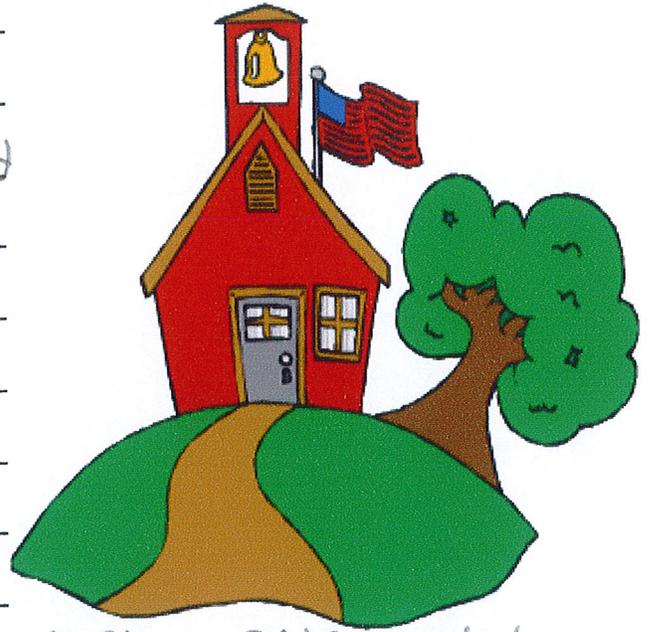
your friend  
Leslie O.

May 14, 2015

Dear City of Bakersfield

Dear City of Bakersfield

I would like for it to  
be safer to come to  
school. Our school needs  
~~new~~ side walk walk  
so people can walk  
safer. We need smoother side walk  
so wheel chairs don't tip over  
New side walk will make our city  
cleaner.



Your friend in 2 grade

Linhua



# Sidewalks Are Needed!

I think we need sidewalks

so kids don't have to

walk in the street. Dogwalkers

need sidewalks, so that their

dogs have a safe place to

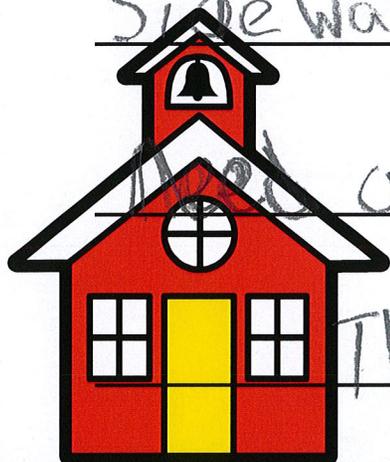
exercise. We need

sidewalks because bikers

need a safe place to ride.

That's why we need sidewalks.

Sincerely, Haik



May 18, <sup>th</sup> 2015

Dear city of Bakersfield,

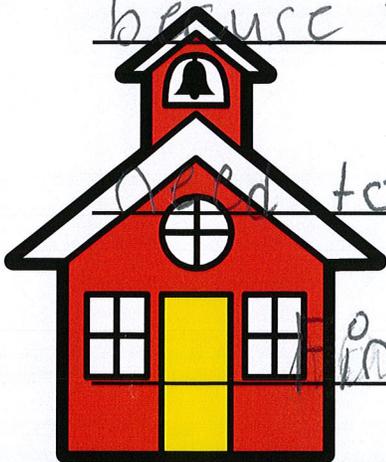
There should be new sidewalks surrounding our school. New sidewalks will make easier for our community to travel safely. Less people will trip and fall if there are no cracks or bumps. We need smooth and even sidewalks. Let's make our community safe!

your friend, Andrea

# Sidewalks Are Needed!

We need smooth side  
walks for the disabled, the dog  
walkers, and for children.

In my opinion, I think  
everyone needs a smooth side  
walk, especially the disabled  
because the disabled people don't  
need to have bumpy sidewalks.  
Finally, people and children



Need a side walk to play or walk, to  
draw on, or ride on with their bikes. That  
is why people and children need sidewalks.

These are the reasons why we  
need side walks.

Sincerely,

Sataria

Dear City of Bakersfield,

I go to Roosevelt Elementary School. We need sidewalks in our neighborhood. New sidewalks will keep walkers and wheelchair riders safe. Everyone needs to be safe!

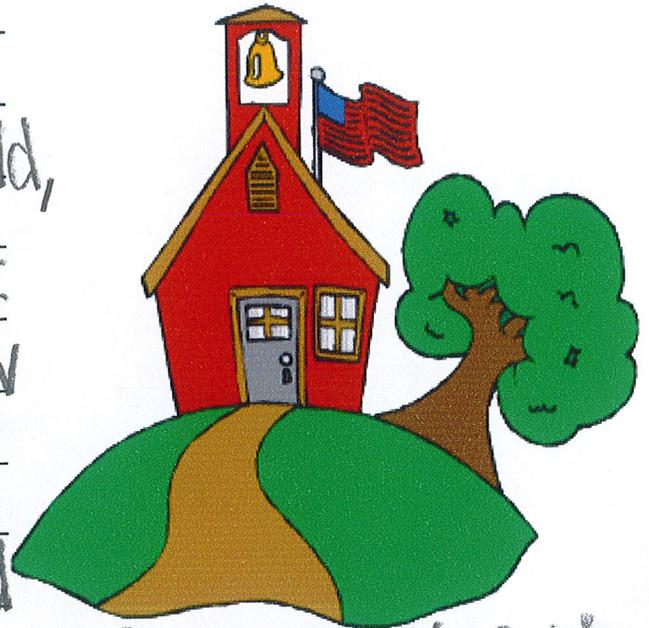
Sincerely,  
Dayanna

May 5, 2015

Dear City of Bakersfield,

I would like it if you can make a new sidewalk for us to walk on, because we have cracks and

if you can make us a new sidewalk so we don't get hurt. Thank you!

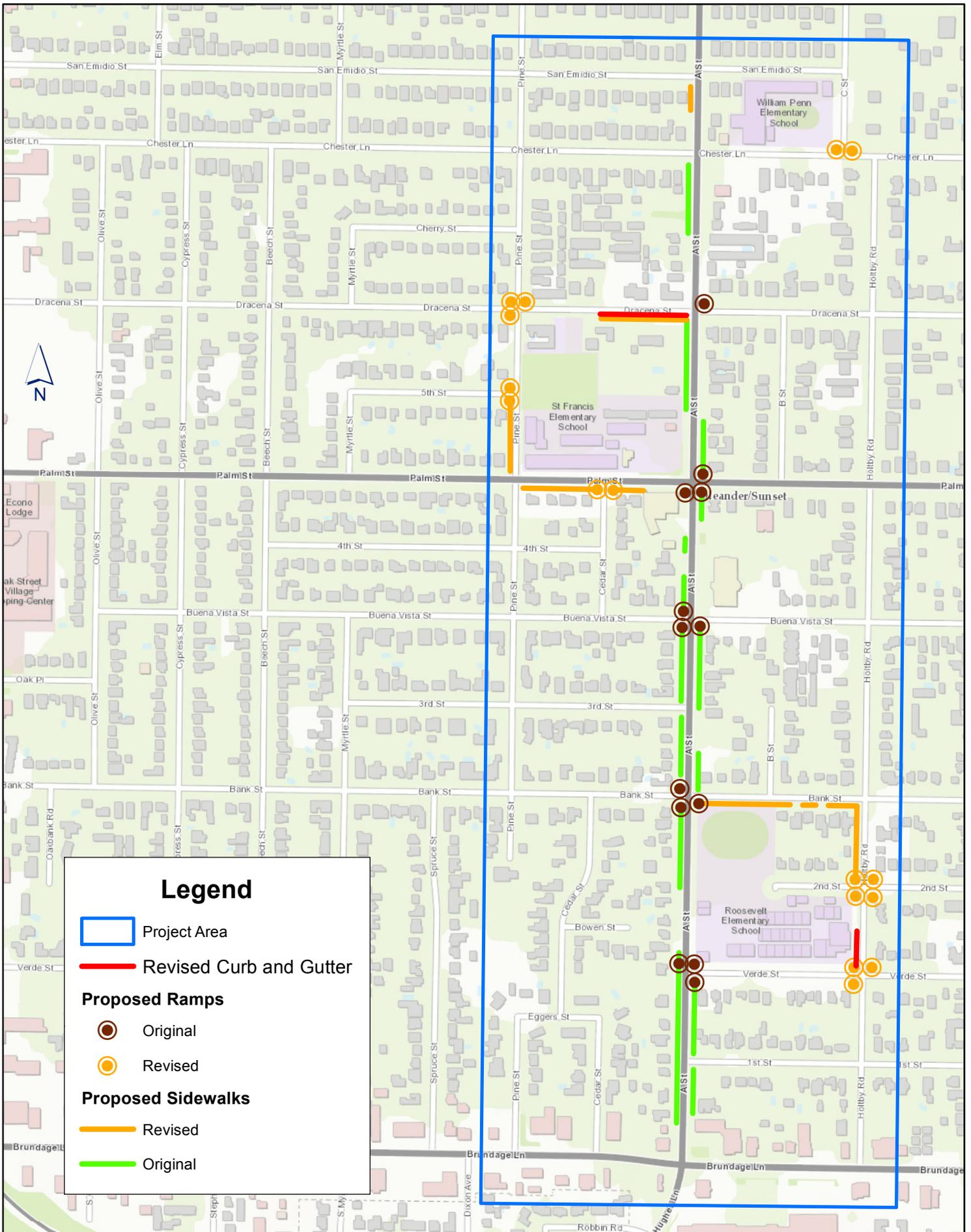


Your friend in 2nd grade,  
Teja Guzman





# REVISED PROJECT MAP (BASED ON COMMUNITY FEEDBACK)



## BakersfieldNow.com - KBAK and KBFX News

# Childhood obesity rates up in Kern County, down in the state

By *Connie Tran, KBAK - KBFX - Eyewitness News - BakersfieldNow.com* | Published: Nov 9, 2011 at 7:57 PM PDT (2011-11-10T2:57:4Z) | Last Updated: Nov 10, 2011 at 2:01 PM PDT (2011-11-10T21:01:59Z)



BAKERSFIELD, Calif.

PLAY VIDEO ([HTTP://WWW.BAKERSFIELDNOW.COM/NEWS/HEALTH/133582613.HTML?TAB=VIDEO&C=Y](http://www.bakersfieldnow.com/news/health/133582613.html?tab=video&c=y))

(<http://search.bakersfieldnow.com/default.aspx?ct=r&q=Bakersfield>) (KBAK/KBFX) — A study released Wednesday by the California Center for Public Health and Advocacy and the UCLA Center for Health Policy Research found that childhood obesity rates are down in California by 1.1 percent. Unfortunately, in Kern County, the rates have grown.

The number of obese children in Kern County is almost alarming, and it seems a similar trend is forming in other Central Valley counties, such as Fresno and Tulare.

Dr. Harold Goldstein, the executive director for CCPHA said, "In Kern County, 44 percent of students are overweight. That's an increase of 5.8 percent over that five-year period. Really, when I saw those numbers I was shocked, because I had seen the numbers statewide were going down, but (that) the numbers continued to climb in Kern County is especially troubling."

Goldstein said he believes the childhood obesity rates in Kern County and Fresno County are so high because those counties have the highest density of unhealthy food outlets in California.

Lauren Lacher, mom to a baby girl and a 12-year old, said, "I think it has to do with a lot of the parents having to work, they have to work so much, whether it be in the fields or office jobs, they're gone all day. Nobody's there to watch what snacks they're getting and people aren't teaching their child the right snacks to get after school."

The Kern County Department of Public Health has acknowledged the childhood obesity problem in the area.

## Call To Action Plan

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Welcome to the information hub on the Kern County Call to Action Plan. This action plan, adapted with permission from San Diego's Call to Action: Childhood Obesity Action Plan model, is intended to have the most influence on developing environmental and policy change supporting healthy lifestyles, choices, and behavior change by engaging residents, community organizations, local leaders and businesses.

Recently, the Kern County Public Health Services Department received a Capacity Building Community Transformation Grant through the Centers for Disease Control and Prevention to further support and expand the work of the Call to Action Plan. This \$2.2 million grant to be implemented over the course of the next five years, will build Kern County's capacity to effectively promote active living and healthy eating, tobacco-free living, and high impact quality clinical and other preventive services.

Kern County Call to Action  
Kern County Public Health Services Department  
1800 Mt. Vernon Ave. Bakersfield, CA 93306  
(661) 321-3000 [CallToAction@co.kern.ca.us](mailto:CallToAction@co.kern.ca.us)

**About Us Partners Sponsors Domains Government Healthcare Schools Early Childhood More ↓**

## About Us

### Background:

Chronic disease, along with the issues of overweight and obesity, has reached epidemic proportions in Kern County. Over 60% of the population (teens and adults) is reported as being overweight or obese. Kern County ranks highest of the 58 California counties in deaths from heart disease and is second highest in deaths from diabetes. Kern County also ranked in the bottom 25% for six of eight health indicators related to all causes of death (2010). Poor nutrition and lack of physical activity significantly increases the risk and acuity of diabetes, heart disease, high blood pressure and cancers. Secondhand smoke exposure causes serious disease and death, including heart disease and lung cancer in non-smoking populations. According to the CDC, each year an estimated 3,000 non-smoking Americans die of lung cancer primarily because of exposure to secondhand smoke; more than 46,000 die of heart disease.

In September 2011, in response to these critical health concerns, the County was awarded a five year Community Transformation Grant (CTG) to support and promote active living and healthy eating, tobacco-free living, and clinical and other preventive services. The grant provides for a "Capacity Building Project to Engage Community" through a range of community strategies including:

- Coalition Building and Planning;
- Community Health Assessment;
- Capacity Building;
- Strengthening our Leadership Team; and
- Promoting and Educating Stakeholders about CTG program activities and a common vision for community wellness and prevention.

Kern County's CTG supports the Call to Action: Chronic Disease and Obesity Action Plan, which incorporates the development of core, guiding and strategic principles; maximizing health impact through prevention; and the expansion of evidence-based services to address community health problems. The Call to Action Plan will also ensure health equity and reduce health disparities among high-risk populations. See the [Kern County Call to Action Chronic Disease and Obesity Plan](#) for more details.

# THE 2010 COMMUNITY HEALTH NEEDS ASSESSMENT SUMMARY AND FINDINGS

## 2010 COMMUNITY HEALTH NEEDS ASSESSMENT (CHNA) SUMMARY

The 2010 CHNA is a collaborative effort of Bakersfield Memorial Hospital, Delano Regional Medical Center, KP-Kern County, Kern County Department of Public Health, Mercy Hospitals of Bakersfield, San Joaquin Community Hospital, and other local partners. The 2010 assessment is a Web-based, living CHNA, which uses the Healthy Communities Network (HCN) web tool to display health status and track progress in the community. The technology allows the CHNA to refresh and stay current each year by highlighting important issues in the community and is now available to the public at [www.healthykern.org](http://www.healthykern.org), which provides more than 120 health and quality-of-life indicators for Kern County. Rather than focus on one isolated area of need, the CHNA sought to create a comprehensive county overview using multiple health and quality-of-life indicators. The CHNA process involves assessment and understanding of demographics, health access, health care usage, health behaviors, health status, as well as social and environmental factors that ultimately affect health outcomes. Review and evaluation of this quantitative data combined with community consultation and feedback have enabled us to identify key priority areas in the community that require attention.

## KEY FINDINGS FROM THE 2010 CHNA

Based on a careful review of the primary and secondary data collected for the 2010 CHNA, the key findings are as follows:

### *Access to Health Care:*

- 57% of adults have private health insurance.
- 87.5% of people have a usual source of health care.
- 91% of children have health insurance.
- African American (47.9%) and Latinos (36.3%) have the lowest rates of health coverage.

### *Obesity:*

- 29.3% of Kern County adults are obese.
- Latinos are leading at 34% with Whites next at 26%.
- Males 45 to 65 have the highest obesity rates.

### *Diabetes:*

- Kern County places in the bottom quartile of California counties for *all* diabetes-related indicators.
- During the 2006–2008 measurement period, the hospitalization rate due to diabetes was 28.4 hospitalizations per 10,000 population and ranked 55 out of 58 California counties.

### *Mortality Rates:*

- Kern County was rated 58th out of 58 California counties for age-adjusted rate of death due to heart disease; 25% higher than the national average.
- Kern County was rated 57th out of 58 California counties for age-adjusted rate of death due to diabetes complications.
- Kern County was rated 45th out of 58 California counties for infant mortality.

### *Adolescent Health:*

- In 2006–2008, Kern County had the highest teen birthrate of all California counties at 63.7 births per 1,000 females 15 to 19, compared to 36.6 per 1,000 females 15 to 19 statewide.

percentage of grant dollars allocated to organizations that provide access to health care coverage to children and/or adults, number of KP-Kern County physicians and staff who participate, and type of engagement and assistance provided.

## **PRIORITIZED NEED II: PREVENTION AND MANAGEMENT OF OBESITY, DIABETES, AND HEART DISEASE**

Obesity increases the risk of many diseases and health conditions including heart disease, type 2 diabetes, cancer, hypertension, stroke, liver and gallbladder disease, respiratory problems, and osteoarthritis. Losing weight and maintaining a healthy weight help to prevent and control these diseases. Being overweight or obese also carries significant economic costs due to increased health care spending and lost earnings. With an overall adult obesity rate of 29.3%, Kern County is far above the 15% Healthy People 2010 goal. The high mortality rates in Kern County point to multiple systemic problems in the health care system. Mortality rates in Kern County rank in the bottom third of all California counties. In addition, the rates for nearly all causes of death are increasing over time. The age-adjusted death rates due to coronary heart disease, diabetes, and stroke all place Kern County in the bottom quartile of California's 58 counties. Significant racial and ethnic disparities exist for many death rates, especially for African Americans.

### **2011 GOALS**

1. Increase consumption of fresh fruits and vegetables.
2. Increase physical activity in community and institutional settings.
3. Decrease mortality rates for heart disease, diabetes, and stroke.

### **2011 STRATEGIES**

1. Provide grants to community-based organizations that address access to healthy food choices, environmental changes that lead to an increase in physical activity, and/or public policy issues that will result in a more healthy and active community.
2. Provide technical assistance (TA) and clinical expertise to community-based organizations in the form of shared best practices and intellectual assets.
3. Provide grants to community-based organizations that address preventing and successfully managing obesity, heart disease, diabetes, and stroke.

### **TARGET POPULATION**

Low-income residents of Kern County who are at risk for obesity, heart disease, diabetes, and/or stroke, especially those who reside in areas of the county where there is limited access to outdoor recreation or fresh fruits and vegetables.

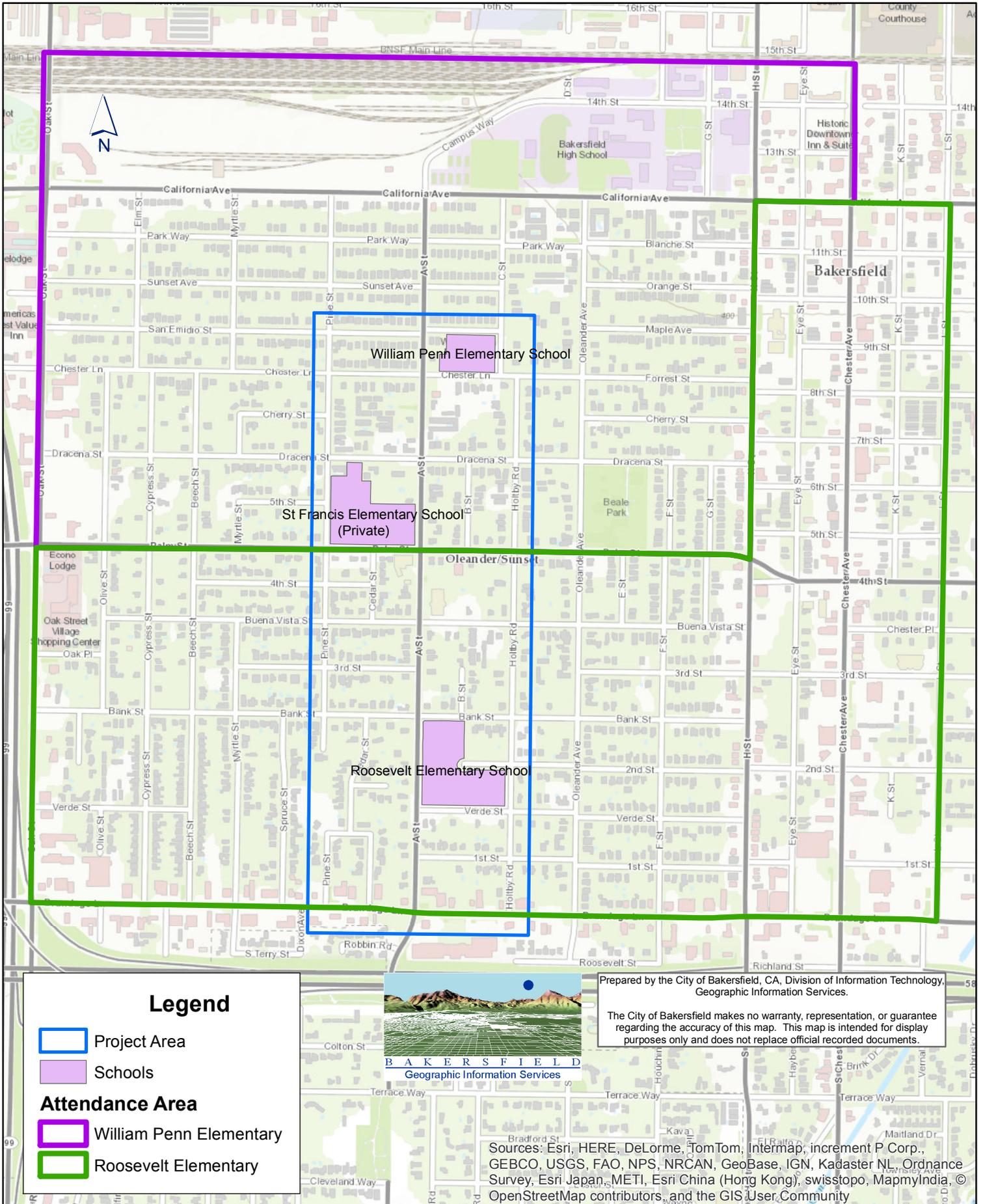
### **COMMUNITY PARTNERS**

Community partners include parks and recreation departments throughout Kern County, Kern County Department of Public Health, local school districts, and community-based organizations.

### **2011 YEAR-END RESULTS**

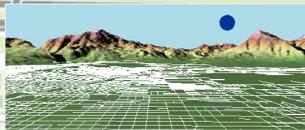
- Stop the Violence Movement, Inc. received a \$7,000 planning grant to assess and organize the southeast Bakersfield community to establish a successful farmers' market capable of accepting EBT, WIC, and Senior Nutrition Vouchers.
- Boys & Girls Clubs of Kern County received a \$20,000 grant for the Triple Play program. Triple Play's curriculum consists of 10 sessions for each of three age groups, 6 to 8, 9 to 12, and teens, that are conducted after-school and during the summer. Triple Play includes daily fitness challenges that give youth at every age the chance to play longer and harder at different games—from jumping rope to basketball and creating games of their own. Also included is the Healthy Habits curriculum, which has the central themes of good nutrition, regular physical activity, and improving overall well-being.

# SCHOOL ATTENDANCE AREA MAP



## Legend

- Project Area
- Schools
- Attendance Area**
- William Penn Elementary
- Roosevelt Elementary



**BAKERSFIELD**  
Geographic Information Services

Prepared by the City of Bakersfield, CA, Division of Information Technology, Geographic Information Services.

The City of Bakersfield makes no warranty, representation, or guarantee regarding the accuracy of this map. This map is intended for display purposes only and does not replace official recorded documents.

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Project Name:**

Infrastructure Improvements along A Street
A Street between Brundage Lane and Chester Avenue

**Project Location:**

**INFRASTRUCTURE**

<b>Bike Projects (Daily Person Trips for All Users) (Box 1A)</b>		
	Without Project	With Project
Existing		
Forecast (1 Yr after completion)		
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR after completion) (actual)		
<b>Project Information- Non SR2S Infrastructure</b>		
Bike Class Type		Bike Class II
Average Annual Daily Traffic (AADT)		

<b>Project Costs (Box 1D)</b>	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$1,110,850

<b>ATP Requested Funds (Box 1E)</b>	
Non-SR2S Infrastructure	
SR2S Infrastructure	\$1,055,300

<b>CRASH DATA (Box 1F)</b>	Last 5 Yrs	Annual Average
Fatal Crashes	3	0.6
Injury Crashes	14	2.8
PDO	9	1.8

<b>Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)</b>		
	Without Project	With Project
Existing		
Forecast (1 YR after project completion)		
	Without Project	With Project
Existing step counts <small>(600 steps=0.3mi=1 trip)</small>		
Existing miles walked		

<b>SAFETY COUNTERMEASURES (improvements) (Box 1G)</b>		<b>Y or N</b> (Capitalized)
<b>Signalized Intersection</b>	Pedestrian countdown signal heads	
	Pedestrian crossing	
	Advance stop bar before crosswalk	
	Install overpass/underpass	
<b>Unsignalized Intersection</b>	Raised medians/refuge islands	
	Pedestrian crossing <small>(new signs and markings only)</small>	
	Pedestrian crossing <small>(safety features/curb extensions)</small>	Y
	Pedestrian signals	
<b>Roadways</b>	Bike lanes	
	Sidewalk/pathway <small>(to avoid walking along roadway)</small>	Y
	Pedestrian crossing <small>(with enhanced safety features)</small>	Y
	Pedestrian crossing	
<b>Other reduction factor countermeasures</b>		

<b>Safe Routes to School (SR2S) (Box 1C)</b>	
	Total
Number of student enrollment	1,132
Approximate no. of students living along school route proposed for improvement	305
Percentage of students that currently walk or bike to school	62.00%
Projected percentage of students that will walk or bike to school after the project	78.00%

## SAFE ROUTES TO SCHOOL

### Infrastructure

#### Before Project

No. of students enrollment	1,132
Approximate no. of students living along school route proposed for improvement	305
Percent that currently walks/bikes to school	62%
Number of students that walk/bike to school	189.1

#### After Project

No. of students enrollment	1,132
Approximate no. of students living along school route proposed for improvement	305
Projected percentage of students that will walk or bike because of the project	78%
Number of students that will walk/bike to school after the project	237.9

ATP Shift	17,568
Fuels Saved	\$2,995.34
Emissions Saved	\$219.60

Annual Mobility Benefits	\$114,499
Annual Health Benefits	\$7,142
Annual Safety Benefits	\$1,314,586
Fuel and Emissions Saved	\$3,215
Recreational Benefits	\$0

#### Assumptions:

- 1) 180 school days
- 2) 2 miles distance to school = 1 h
- 3) Takes 1 hour back and forth to
- 4) Approximate no. of students liv before and after to get an actual
- 5) We used the value of time for ; community in general. Value of ti
- 6) Safety benefits are assumed to

Did not quantify recreational benefits for SF

**20 Year Invest Summary Analysis**

Total Costs	\$1,110,850.00
Net Present Cost	\$1,068,125.00
Total Benefits	\$66,915,610.94
Net Present Benefit	\$44,316,838.36
Benefit-Cost Ratio	41.49

*20 Year Itemized Savings*

Mobility	\$2,782,014.56
Health	\$173,533.55
Recreational	\$0.00
Gas & Emissions	\$78,114.68
Safety	\$63,881,948.15

Funds Requested	\$1,055,300.00
Net Present Cost of Funds Requested	\$1,014,711.54
Benefit Cost Ratio	43.67

## Christopher Gerry

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Friday, May 22, 2015 3:43 PM  
**To:** Christopher Gerry  
**Cc:** Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Mijares, Marie@CCC; Rios, Enrique@CCC  
**Subject:** RE: ATP Grant Application - "A" Street Improvement Project

Hi Christopher,

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 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**From:** Christopher Gerry [<mailto:cgerry@bakersfieldcity.us>]  
**Sent:** Thursday, May 21, 2015 11:12 AM  
**To:** ATP@CCC; [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)  
**Subject:** ATP Grant Application - "A" Street Improvement Project

To Whom It May Concern:

The City of Bakersfield is submitting an Active Transportation Program (ATP) grant application for the "A" Street Improvement Project. If awarded, the City requests participation from the California Conversation Corps and/or Community Conversation Corps' related to the proposed project. Please see the project information below.

Project Title: "A" Street Improvement Project

Project Description: The proposed improvements includes constructing sidewalk, curb and gutter, and handicap access ramps. All of the proposed improvements are located within a total 0.8 mile distance in a residential neighborhood. The proposed improvements close the infrastructure gap by entirely connecting the sidewalks and adding handicap access ramps, and remove potential barriers for people with disabilities. The project description is further defined in the attachment ("Detailed Estimate").

Detailed Estimate: Please see the attachment ("Detailed Estimate"). Please be advised the detailed estimate is subject to revisions contingent upon further design.

## Christopher Gerry

---

**From:** Ed Jones <ed.jones@cset.org>  
**Sent:** Tuesday, May 26, 2015 11:17 AM  
**To:** Active Transportation Program; Christopher Gerry  
**Cc:** Mary Escarsega-Fechner  
**Subject:** Re: ATP Grant Application - "A" Street Improvement Project

We're sorry to inform you that due to the distance from our location to yours we are unable to take part in the ATP project you are applying for.

Please do not hesitate to call me should you have any questions.

Sincerely,

**Ed Jones,**  
Community Services Employment Training  
Strengthening Youth, Families and Communities since 1976  
Office: 559.732.4194 Ext 634  
Fax: 559.627.1674

This transmission may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or use of the information contained herein (including any reliance thereon) is STRICTLY PROHIBITED. If you received this transmission in error, please immediately contact the sender and destroy the material in its entirety, whether in electronic or hard copy format. Thank you!

On Fri, May 22, 2015 at 3:01 PM, Active Transportation Program <[inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)> wrote:

Good Afternoon,

Please see the forwarded request below to partner on an ATP project. Please let me know by May 27th if you think the SCC is able to partner.

Thank you

Monica

----- Forwarded message -----

From: **Christopher Gerry** <[cgerry@bakersfieldcity.us](mailto:cgerry@bakersfieldcity.us)>  
Date: Thu, May 21, 2015 at 11:11 AM

## Christopher Gerry

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Wednesday, May 27, 2015 11:14 AM  
**To:** Christopher Gerry  
**Cc:** atp@ccc.ca.gov  
**Subject:** Re: ATP Grant Application - "A" Street Improvement Project

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Thu, May 21, 2015 at 11:11 AM, Christopher Gerry <[cgerry@bakersfieldcity.us](mailto:cgerry@bakersfieldcity.us)> wrote:

To Whom It May Concern:

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# Bakersfield City School District

1300 Baker Street  
Bakersfield, CA 93305-4399  
Phone (661) 631-4610  
Fax (661) 3324-3190



BOARD OF EDUCATION  
Andrae Gonzales  
PRESIDENT  
Bill McDougle  
CLERK  
Pam Baugher  
Dr. Fred L Haynes  
Lillian Tafoya

Robert J. Arias, Ed.D.  
SUPERINTENDENT

May 27, 2015

CALTRANS  
Division of Local Assistance  
PO Box 942874  
Sacramento, CA 94274-0001

Re: City of Bakersfield's Active Transportation Program (ATP) Grant Application for Construction of Pedestrian Improvements near Roosevelt Elementary School and William Penn Elementary School in Bakersfield, California

To Whom It May Concern:

The Bakersfield City School District is pleased to offer its support for the City of Bakersfield's Active Transportation Program application to construct pedestrian improvements near Roosevelt Elementary School and William Penn Elementary School.

This project will not only improve safety for our students who currently walk or ride to school, but it will act as an incentive to encourage more children to get out of their parents' cars and become more physically active. With so much of Bakersfield's population suffering from chronic illnesses resulting from inactivity, the lessons our students learn when they are young will help them to lead healthier lives when they are older.

Being located in an economically distressed and older neighborhood, the Roosevelt Elementary School and William Penn Elementary School area has unfortunately, at times, been overlooked when it comes to infrastructure improvements. We strongly support the City's effort to make the improvements shown in the application, and look forward to the beneficial aspects to be enjoyed by the students.

We strongly urge that this grant application be funded.

Sincerely,

A handwritten signature in cursive script that reads "Rob Arias".

Dr. Robert J. Arias  
Superintendent  
Bakersfield City School District

# BAKERSFIELD CITY SCHOOL DISTRICT



ROOSEVELT SCHOOL  
2324 Verde Street  
Bakersfield, CA 93304  
(661) 631-5460

EDUCATION CENTER, 1300 BAKER STREET  
BAKERSFIELD, CALIFORNIA 93305-4326  
(661) 631-4600  
FAX: (661) 326-1485

Susana Z. Rios  
Principal

May 7, 2015

CALTRANS

Division of Local Assistance

Attn: Office of Active Transportation and Special Projects

P.O. Box 942874

Sacramento, CA 94274

## **RE: Support for the City of Bakersfield's Active Transportation Program Grant Application**

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program; particularly, under the Safe Routes to School Program. The grant application is for infrastructure improvements along and adjacent to "A" Street and provides safer pedestrian access and promotes active transportation.

The mission of Roosevelt Elementary is to provide all children with a high-quality education in a positive, nurturing and safe learning environment. Roosevelt staff is committed to increasing student achievement by working in conjunction with parents and the community to promote the social, emotional and academic growth of all children. Roosevelt Elementary opened in 1980 and currently has 432 students (K-5).

We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more students and their parents will feel safe enough to walk or ride bicycles to our school. To promote community outreach, City staff met with our School Site Council Meeting (including me) to present the proposed project. The entire Council was greatly in favor of the proposed project. We look forward to these potential improvements within our community. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Susana Rios". The signature is stylized and cursive.

Susana Rios  
Principal

# BAKERSFIELD CITY SCHOOL DISTRICT



William Penn Elementary  
2201 San Emidio St.  
Bakersfield, CA 93304  
Office 661-631-5440  
Fax 661-633-9795

EDUCATION CENTER, 1300 BAKER STREET  
BAKERSFIELD, CALIFORNIA 93305-4399  
(661) 631-4600  
FAX: (661) 326-1485

Rona Chacon-Mellon  
Principal  
May 14, 2015

CALTRANS  
Division of Local Assistance  
Attn: Office of Active Transportation and Special Projects  
P.O. Box 942874  
Sacramento, CA 94274

## **RE: Support for the City of Bakersfield's Active Transportation Program Grant Application**

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program; particularly, under the Safe Routes to School Program. The grant application is for infrastructure improvements along and adjacent to "A" Street and provides safer pedestrian access and promotes active transportation.

The mission of William Penn Elementary is to provide all children with a high-quality education in a positive, nurturing and safe learning environment. William Penn staff is committed to increasing student achievement by working in conjunction with parents and the community to promote the social, emotional and academic growth of all children. William Penn Elementary opened in 1917 and currently has 287 students (K-5).

We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more students and their parents will feel safe enough to walk or ride bicycles to our school. To promote community outreach, City staff met with our School Booster Club (including me) to present the proposed project. The Booster Club is a Parent-Teacher organization at our school with the goal is to enhance the learning and school experience of the students. The Club meeting included approximately 14 teachers and parents. The entire Council was greatly in favor of the proposed project. We look forward to these potential improvements within our community. Thank you.

Sincerely,

A handwritten signature in blue ink that reads 'Rona Chacon-Mellon'. The signature is fluid and cursive.

Rona Chacon Mellon  
Principal

May 20, 2015

CALTRANS

Division of Local Assistance

Attn: Office of Active Transportation and Special Projects

P.O. Box 942874

Sacramento, CA 94274

**RE: Support for the City of Bakersfield's Active Transportation Program Grant Application**

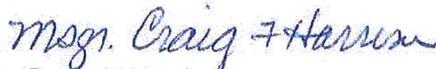
To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program; particularly, under the Safe Routes to School Program. The grant application is for infrastructure improvements along and adjacent to "A" Street and provides safe pedestrian access and promotes active transportation.

Our church, the St. Francis of Assisi Parish, has been a part of this community for 134 years. Our church has over 7,000 members in the surrounding community. Many of our members live within this neighborhood. In addition, we provide a pre-kindergarten through eighth grade school that has an enrollment of 400 students.

We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more members will feel safe enough to walk or ride bicycles to our church. In addition, due to our large membership, many times our members park in the street throughout the neighborhood. Since much of this area lacks sidewalks, the proposed project would provide our members a safer route from their cars to church as well. To promote community outreach, City staff presented the proposed project the proposed project at our School Board Meeting. We look forward to these potential improvements within our community. Thank you.

Sincerely,



Msgr. Craig F. Harrison

Pastor

May 18, 2015

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

RE: City of Bakersfield's Active Transportation Program Grant Application  
"A" Street and Downtown Bakersfield's Improvement Projects

To Whom It May Concern:

On behalf of the Kern County Public Health Services Department, I support the City of Bakersfield's applications for the California Active Transportation Program. Kern County residents struggle with obesity and the wide myriad of chronic diseases associated with it. In order to address these issues, there has to be a comprehensive, multi-sectorial response. By applying for this grant program, the City of Bakersfield will be able to use it to provide safe and healthy means of transportation for residents of all ages. Moreover, it will work towards creating an environment that is supportive of health and improved quality of life.

This application will allow the city the opportunity to complete a number of projects that will greatly increase the safety of its residents as they utilize alternative forms of transportation. It is our understanding that its various projects will:

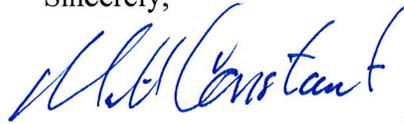
- "A" Street Improvement Project. This will provide infrastructure improvements along and adjacent to "A" Street and provides safer pedestrian access and promotes active transportation. In addition, since much of this area lacks sidewalks, this improvement would provide a safer pedestrian, bicycle route, and promote a safe route to and from schools for the youth of our community.
- Downtown Bakersfield Improvement Project. This will provide improvements allowing the construction of additional bike lanes and routes in downtown Bakersfield in order to increase pedestrian and bicycle safety and promote active transportation. The proposed project not only increases safety for existing pedestrians and bicyclists, but it also substantially completes a crucial transportation network.

We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more residents will feel safe enough to walk or ride bicycles in their neighborhoods. Given the gravity of our county's health condition as it struggles with chronic diseases and the obesity epidemic, we are supportive of the need to foster the development of healthy community growth and structure, promoting public safety, and

encouraging the use of alternative transportation options. Therefore, my department is committed to collaborating with the city of Bakersfield in their efforts.

As Director of the Kern County Public Health Services Department, I believe these applications are important and consistent with our agency's mission. We look forward to working with you and the City of Bakersfield towards creating a healthier environment for the residents of our county.

Sincerely,

A handwritten signature in blue ink that reads "Matthew Constantine". The signature is fluid and cursive, with the first name "Matthew" and last name "Constantine" clearly legible.

Matthew Constantine, Director  
Public Health Services Department



May 26, 2015

CALTRANS  
Division of Local Assistance  
Attn: Office of Active Transportation and Special Projects  
P.O. Box 942874  
Sacramento, CA 94274

**RE: Support for the City of Bakersfield's Active Transportation Program Grant Application**

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program; particularly, under the Safe Routes to School Program. The grant application is for infrastructure improvements along and adjacent to "A" Street and provides safer pedestrian access and promotes active transportation.

Our organization, *Cultiva<sup>la</sup>Salud*, is an awardee of the Centers for Disease Control and Prevention (CDC) Racial and Ethnic Approaches to Community Health (REACH) program that works in Fresno, Kern and Stanislaus counties. Our program works in six largely Latino neighborhoods and communities including Southeast Fresno, Orange Cove, Southeast Bakersfield, Arvin, Ceres and Turlock. Our goal is to increase access to environments with healthy food or beverage options and increase access to physical activity opportunities.

City staff presented the proposed project at our Active Transportation Forum to promote outreach to the community. We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more members will feel safe enough to walk or ride bicycles in this neighborhood. Since much of this area lacks sidewalks, the proposed project would provide a safer pedestrian and bicycle route. Ultimately, these alternate modes of transportation support public health.

We look forward to these potential improvements within our community. Thank you.

Sincerely,

Genoveva Islas  
Principal Investigator/Program Director

THE CHURCH OF  
**JESUS CHRIST**  
OF LATTER-DAY SAINTS

BAKERSFIELD 5TH WARD  
BAKERSFIELD CALIFORNIA STAKE

May 15, 2015

Bishop Chad Elison  
Church of Jesus Christ of Latter-day Saints  
316 "A" Street  
Bakersfield, CA 93304

**RE: Support for the City of Bakersfield's Active Transportation Program Grant Application**

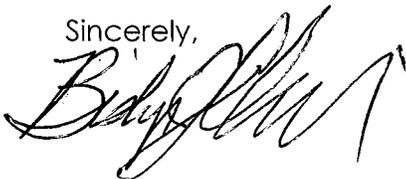
To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program; particularly, under the Safe Routes to School Program. The grant application is for infrastructure improvements along and adjacent to "A" Street and provides safe pedestrian access and promotes active transportation.

Our organization, the Church of Jesus Christ of Latter-day Saints, has been a part of this community for over 50 years. Our church membership for this building has over 1,000 members in the surrounding community. Many of our members live within this neighborhood.

We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more members will feel safe enough to walk or ride bicycles to our church. In addition, due to our large membership, many times our members park in the street throughout the neighborhood. Since much of this area lacks sidewalks, the proposed project would provide our members a safer route from their cars to church as well. To promote community outreach, City staff met with administrative staff and I to present the proposed project. We look forward to these potential improvements within our community. Thank you.

Sincerely,



Bishop Chad Elison



# Community Church of the Brethren

327 A Street • Bakersfield, California 93304 • 661/323-1011

May 21, 2015

CALTRANS

Division of Local Assistance

Attn: Office of Active Transportation and Special Projects

P.O. Box 942874

Sacramento, CA 94274

**RE: Support for the City of Bakersfield's Active Transportation Program Grant Application**

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program; particularly, under the Safe Routes to School Program. The grant application is for infrastructure improvements along and adjacent to "A" Street and provides safe pedestrian access and promotes active transportation.

Our organization, the Bakersfield Community Church of the Brethren, has been a part of this community for almost 85 years. Our church has over 94 members in the surrounding community. Many of our members live within this neighborhood.

We fully support the City's grant application for the betterment of this neighborhood. If the City of Bakersfield receives these grant funds, we believe more members will feel safe enough to walk or ride bicycles to our church. In addition, many times our members park in the street throughout the neighborhood. Since much of this area lacks sidewalks, the proposed project would provide our members a safer route from their cars to church as well. To promote community outreach, City staff met with our Deacon and myself to present the proposed project. We look forward to these potential improvements within our community. Thank you.

Sincerely,

James Isaacs

Pastor