

County of Kern - Lamont Pedestrian Improvement Project



Kern County Roads Department
Active Transportation Program
Cycle 2
June 1, 2015



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-Kern County-2

Auto populated

Total ATP Funds Requested:

\$ 1,430

(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:

Kern County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

2700 "M" Street Suite 400

Bakersfield

CA

93301

IMPLEMENTING AGENCY'S CONTACT PERSON:

Bob Neath, P.E.

CONTACT PERSON'S TITLE:

Engineering Manager

CONTACT PERSON'S PHONE NUMBER:

(661) 862-8859

CONTACT PERSON'S EMAIL ADDRESS :

bobn@co.kern.ca.us



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

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

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

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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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 MA number

06-5950R

Implementing Agency's State Caltrans MA number

00007S

* 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)



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 _____ % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 100.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: 2

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

District name: Lamont School District

District address: 7915 Burgundy Avenue, Lamont, CA 93241

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: _____

% of students that currently walk or bike to school% _____ %

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

Percentage of students eligible for free or reduced meal programs ** 96.2 %

**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
CTC - PA&ED Allocation:	_____		N/A
* CEQA Environmental Clearance:	_____		06/16
* NEPA Environmental Clearance:	_____		06/16
CTC - PS&E Allocation:	_____		N/A
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		07/16
Final/Stamped PS&E package:	_____		08/16
* CTC - Construction Allocation:	_____		09/16
* Construction Complete:	_____		04/17
* Submittal of “Final Report”	_____		05/17



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:	\$0	
ATP funds for PS&E:	\$0	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$1,430	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$1,430	

Local funds leveraging or matching the ATP funds: \$550

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: \$0

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: **\$1,980**

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.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 06 – Kern County – 2

Implementing Agency’s Name: Kern County

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:

Kern County is not able to fully fund the construction of this project without the help of an outside grant. Kern County derives a significant portion of its local revenue from property taxes assessed on oil producing land.

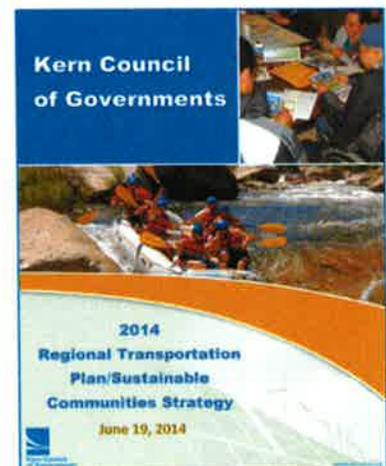
Los Angeles Times
January 27, 2015

Kern County declares a fiscal emergency amid plunging oil prices

The falling price of oil has caused the County to declare a state of fiscal emergency in the face of a \$61 million budget shortfall (I-0.1). This will require cuts in funding to every department, including a loss of funding to the Roads Department that would have been used for this project.

2. Consistency with Regional Plan.

The Kern Council of Governments' 2014 Regional Transportation Plan (RTP), adopted June 19, 2014, outlines a number of regional transportation planning goals, policies and actions that are consistent with this project (I-0.2). This includes the policy to "enhance and connect existing and future bikeways and pedestrian walkways in the Kern region," (I-0.3) and "provide convenient and safe walking and bike paths to a fixed transit hub..." (I-0.4)





Also within the RTP is the Sustainable Communities Strategy (I-0.5) which states, “Our region’s bicycle and pedestrian facilities will expand, providing more opportunities to bike and walk to work, school, the park, the store, the bank, etc...As a result, more residents will be able to use transit and active transportation as a safe an attractive means of travel. Active transportation helps to maintain our communities’ health and well-being” (I-0.5 – 0.6).



Part B: Narrative Questions

Detailed Instructions for: **Question #1**

QUESTION #1

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

A. Describe the following:

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

The project area is in the community of Lamont, located approximately 10 miles southeast of Bakersfield. Lamont is an unincorporated community under the jurisdiction of Kern County. The proposed project area is approximately one mile by one-half mile. This is a “Safe Routes to School” project that is designed to serve two schools: Lamont Elementary School, which serves students in Kindergarten through 3rd grade, and Myrtle Avenue Elementary School, serving 4th grade through 6th grade. The schools are located within the project area on the east side of the community, and are about ¼ mile apart.



The following estimate of current users and projection of future users is based on surveys, phone and personal interviews, website polls, transit studies, and pedestrian counts conducted in the field.

In May 2015, the Kern County Roads Department conducted a survey of the students at the two schools (I-1.1). Teachers were requested to ask their students how they got to school that day and then tally the responses. A total of 1021 students at the two



schools were polled. Approximately 35% of the students responded that they walked to school. Combined, there are 1,114 students at the two schools. Multiplying the percentage of students that walk by the total number of students indicates that approximately **390** students currently walk to school.

Kern Regional Transit (Kern Transit) is an intercity public transportation service operated by the County of Kern. Kern Transit operates three fixed bus routes that connect Lamont to Bakersfield, where riders have



access to employment, education, health services, and dining and shopping opportunities that are not available in Lamont. According to boarding information collected during a study for Kern Transit, approximately **110** people currently walk through Downtown Lamont each day to access the Kern Transit bus stops on Main Street at the western edge of the project area (I-1.2).

The census tract information for Lamont indicates that there are 229 households without cars. Approximately half of the population of Lamont lives within the project limits, so it is estimated that there are 115 households without cars. At an average size of 4.68 people per household, that means that **540** people in the project area do not have access to a car and would likely walk somewhere each day (I-1.3 – I-1.4).



SUMMARY OF CURRENT USERS	
Students	390
Transit Riders	110
Other residents	540
TOTAL	1,040

There are great opportunities for increasing the number of people walking through Lamont after the construction of this project.

In the above referenced survey of students at the two schools, 43% of the students, or 480 children, currently travel to school in a car. Based on similar projects in the past, we would anticipate that about 35% of these students will walk to school if there is a safe, continuous pedestrian path available to them. Multiplying 35% by 480 and adding that to the 390 students who are already walking to school indicates that **560** students would walk to school if the project is completed

There are approximately 16,000 people who live in Lamont (I-1.5). Approximately half, or 8,000, live within the project limits. The addition of sidewalks to a neighborhood has proven to be an effective incentive to encourage people who would otherwise drive to get out of their vehicles and walk more often. Again, throughout our public outreach, we have received unanimously favorable reactions to the project as well as commitments from the residents to use the sidewalks after they're built. Assuming that about 50% of the residents utilize the sidewalks by walking more frequently than they do right now, the number of potential users living in the project area would be **4,000** people.



SUMMARY OF POTENTIAL USERS	
Students	560
Transit Riders	110
Other residents	4,000
TOTAL	4,670

As it is recognized that it will take time for residents to change their transportation habits, it is assumed that half of these numbers (2,335) will be realized in the first year, and that the total amount (4,670) will be realized in five years.

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

This project will significantly improve the walking route to Lamont Elementary School and Myrtle Avenue Elementary School for students by creating a continuous network of sidewalks that connect homes to schools.

Throughout our public outreach, parents expressed to us a reluctance to allow their children to walk to school due to the lack of sidewalks. Currently, any student who desires to walk to school has two choices: walking on dirt shoulders or walking in the street exposed to traffic. During the winter months, the shoulders are often wet and muddy. There are various tripping hazards that are not easily seen. There is also



significant traffic around the schools, especially in the morning as students are being dropped off and in the afternoon when they are picked up. A student who walks to school must choose between walking in the dirt and getting his shoes and pants muddy or walking in the street and risk being hit by a car. The new sidewalks will eliminate these problems for students. In fact, parents at our meetings confirmed that if sidewalks were available, they would be more likely to allow their children to walk to school.

In addition to the schools, popular destinations located within or immediately adjacent to the project area include a grocery store, a hardware store, a clinic, Lamont Park, the



Kern County Library, the Department of Human Services, the Boys and Girls Club, the Lamont Community Health Center, and various restaurants and discount stores.

As the census data indicates, and as attendees at our meetings and open house confirmed, there are a significant number of households in the Lamont area that do not have

access to vehicles. About half of those in attendance at our public open house arrived on foot. The open house was held at the Lamont Library, which is within the project area. The fact that so many of those in attendance walked is a testament to the need for sidewalks. A network of continuous sidewalks around the two schools would not only provide a safe route to school, but would also provide for these citizens safe access to a variety of shops, services, and recreational and educational opportunities.

This project will make using transit much easier and safer. There are 10 bus stops located along State Route 184 (Main Street). Kern Transit serves these stops with



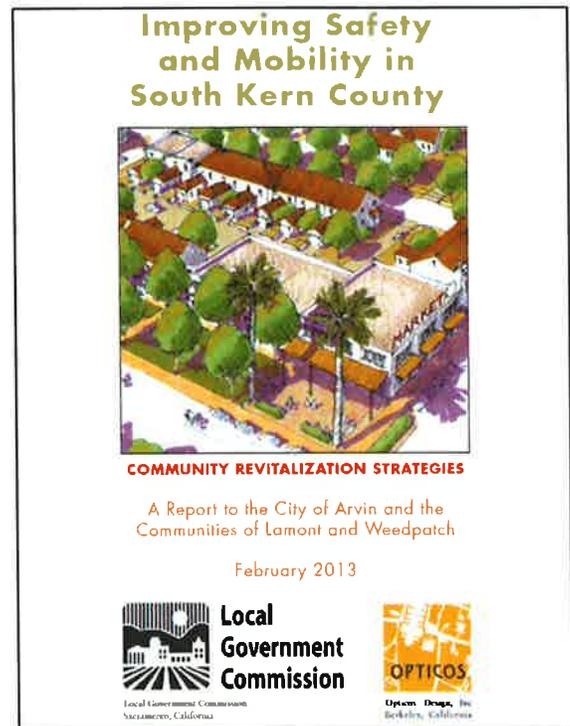
three fixed routes that connect Lamont to Bakersfield seven days a week. In Bakersfield, residents of Lamont can find access to employment, shopping, entertainment, and specialized medical services, as well as advanced educational opportunities at Bakersfield College, CSU, Bakersfield and several vocational schools.





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

The Kern County Roads Department gives “safe routes to schools” projects its highest priority of all potential active transportation projects. The department receives calls throughout the year from parents and school officials expressing safety concerns along school routes throughout the County. These safety concerns are documented and investigated. Whenever possible, the safety concerns are resolved by installing additional signs or painting new crosswalks and/or additional striping. Unfortunately, sometimes these safety concerns require more than just signage and striping. They require infrastructure improvements that cost a significant amount of money. That is the case with the routes addressed in this project.



However, this project goes beyond just “safe routes to school.” The 2013 Community Revitalization Strategies report (I-1.6 – 1.7) focused on improving safety and mobility in South Kern County. The Local Government Commission in partnership with Kern County Community Development, Kern County Roads, Kern County Environmental Health Services and 5th District Supervisor Leticia Perez outlined the need to “create a safer, more comfortable, and aesthetically pleasing environment” as part of California’s Endowment for Building Healthy Communities Initiative in South Kern. In order to improve safety and mobility in Lamont, the report highlights the gaps in the built environment. Residents in Lamont are very low income and many do not have access to vehicles. This scenario



exacerbates the need for safe and continuous pedestrian paths. “Non-motorized infrastructure, including sidewalks, bicycle lanes, and adequate shade and shelter are not common along area streets making it uncomfortable and sometimes physically impossible for residents to access services and reach primary destinations during hot summer months when temperatures rise above 100 degrees.”

The group Building Healthy Communities published a “Report Card” outlining their top priorities as “increasing the number of safe places to walk and play, promoting physical activity and building community” (I-1.8). They focus on recreation because “Families who have access to well-maintained safe parks and safe streets, which promote walking and biking are more likely to be physically active, resulting in healthier individuals and communities. Healthy individuals have less risk of chronic disease and improved mental health” (I-1.9).



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.)

This portion of the application was completed by Salvador Gomez, P.E. of the Kern County Roads Department Traffic Division. Mr. Gomez holds a California Professional Engineering License with a specialty in Traffic Engineering and has over 13 years of experience in the field of traffic engineering:

The proposed project will construct sidewalk on various streets in the community of Lamont. All of these streets are east of State Route 184 (Main Street), north of DiGiorgio Road, and south of Panama Road. Currently these streets have curb and gutter and scattered small stretches of sidewalk, but the sidewalk is not continuous and there are many significant gaps. During certain



times of the day most of the pedestrians are students who are walking to or from Lamont Elementary School and Myrtle Avenue Elementary School, which are both located within the project limits. Students and other pedestrians must walk on dirt shoulders or on the roadway due to the lack of sidewalks.

The County uses the “Crossroads Software Traffic Collision Database” to keep track of all traffic collision on County maintained roads. The County receives a copy of all traffic collision reports for collisions on Kern County roadways from the California



Highway Patrol (CHP). This database is use to obtain accident history on any Kern County maintained road; this database was used to obtain the accident history on the Lamont streets. According to our database, there have been **three pedestrian collisions** in the past five years (I-2.1). All three resulted in injuries. The first



pedestrian injury accident occurred on Bernard Avenue between Main Street and Myrtle Avenue on February 27, 2010 (I-2.2). The second pedestrian injury accident occurred on Waco Avenue between Panama Road and Gail Marie Drive on November 10, 2010 (I-2.3). The

third and most recent pedestrian accident occurred on Primrose Avenue between Panama Road and Bonita Road on December 1, 2012 (I-2.4).

Providing safe routes to school has been a priority for Kern County. School area traffic control continues to be one of the most frequent requests of concerned citizens. Unfortunately the County does not have the funds to install curb, gutter, sidewalks and curb ramps on all 3,300 miles of County-maintained roadways in order to improve existing school routes. Like mentioned above, most of the streets around both schools are lacking a continuous sidewalk network. This forces students to walk on dirt shoulders or, if there are parked vehicles or ponding water on the shoulders, on the roadway. The potential for a pedestrian accident on any street in Lamont is high due to the lack of barrier between the pedestrian and the vehicle.

Parents with children who ride the bus home from school also expressed to us concern for their children's safety. They explained that once children are dropped off by the bus, they often must still walk several blocks to get home, a journey made more difficult due to a lack of continuous sidewalks. Large numbers of students will exit the bus and



walk directly on the street on their way home. The parents stated that they have witnessed too many harrowing incidents where inattentive drivers have narrowly missed hitting children, and that they desperately need sidewalks constructed in their neighborhoods. School bus service is provided to students within the project area, even though the school is less than one half mile away.

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and visibility between motorized and non-motorized users.
 - 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.

The proposed project will install crosswalks, sidewalks and curb ramps on numerous streets in Lamont. These streets are a direct route to both schools (Lamont Elementary School and Myrtle Avenue Elementary School). Providing sidewalks on all of these streets will increase connectivity between routes therefore creating a safe route to school for all children in the area. Sidewalks will clearly identify for students the safest routes to school. This project will also improve safety because it will



separate children from motor vehicles and will eliminate the conflict between pedestrian and vehicle in the middle of the roadway. Driver and pedestrian visibility will improve by installing curb ramps at all intersections therefore placing the pedestrian at a location where the driver expects them to be. Placing pedestrian crosswalks will



improve safety by not only informing students where to cross a street, but also by informing the driver where to expect pedestrians. The pedestrian and vehicle conflict points will be reduced by identifying the safe routes with sidewalks, curb ramps and pedestrian crosswalks. This action will eliminate pedestrians crossing mid-block, walking next to vehicles, or between parked vehicles.

The County has installed curb and gutter on many streets in Lamont with different types of funding in the past, but like mentioned earlier, the County does not have the funds to install sidewalk. Installing sidewalk on all these streets will greatly improve pedestrian safety.



Part B: Narrative Questions **Detailed Instructions for: Question #3**

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

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

The concept for this project was initially realized during discussions with Supervisor Leticia Perez and her staff. Mrs. Perez represents the community of Lamont on the Board of Supervisors. She reported that one of the most frequent complaints she received was about lack of sidewalks in the community, and that parents were very concerned with unsafe conditions for children walking to school. She requested that the Roads Department investigate the possibility of constructing pedestrian improvements throughout the community. Staff immediately recognized that this project had tremendous potential to advance the goals of the Active Transportation Programs and has spent the last six months preparing to apply for this project in this cycle.



Supervisor Perez initiated this project based on feedback from her constituents.

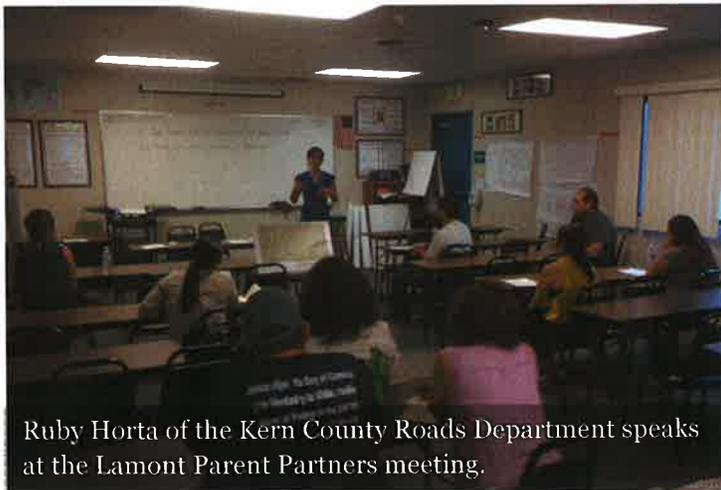
A broad and thorough outreach program for this project was undertaken by the Roads Department. In addition to meetings with Supervisor Perez, staff met with a wide spectrum of Lamont's citizens and leaders. Meetings were held with representatives from the Lamont Unified School District, the principals of Lamont Elementary School and Myrtle Avenue Elementary School, the Lamont Chamber of Commerce, the Lamont Parent Partners group, the Leadership Counsel for Justice and Accountability, and the South Valley Neighborhood Partnership Arvin / Weedpatch / Lamont Collaborative. Small groups of local residents were engaged during several roundtable



discussions held throughout the community. Staff from the Roads Department met with students, teachers and parents at a booth set up at the Myrtle Avenue Elementary School open house while leaders of the Lamont Parent Partners group spoke to the Lamont Elementary School parents and students at their open house. Finally, the general public was invited to an open house held in the assembly hall at the Lamont Library, located within the project limits.

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

Meetings were held with the superintendent of the Lamont School District and the principals of Lamont Elementary School and Myrtle Avenue Elementary School. Staff



Ruby Horta of the Kern County Roads Department speaks at the Lamont Parent Partners meeting.

engaged local business leaders in person during a presentation about the project at a meeting of the Lamont Chamber of Commerce (I-3.1 – 3.3). Staff spoke at a meeting of the Lamont Parent Partners Group, then remained afterwards for a discussion of pedestrian safety issues as they related to children

(I-3.4 – 3.5). Local community activists were briefed on the project during meetings with the Leadership Counsel for Justice and Accountability and the South Valley Neighborhood Partnership Arvin / Weedpatch / Lamont Collaborative. Their help in engaging the disadvantaged residents they serve, who are often excluded and marginalized, was invaluable.

A public open house was held in Lamont at the Lamont Library where the project and the importance of active transportation in a healthy lifestyle were discussed with local residents (I-3.6 – 3.10). Fliers for the event were sent home with students from the two



schools, and the event was advertised in the local media. Members of the Lamont Parent Partners walked door to door throughout the project area, passing out informational fliers about the project and the public open house to ensure that the individuals who would be most impacted by the project were informed and empowered. Staff was extremely pleased when more than 80 people stopped by during the open house to learn about the project and offer their enthusiastic support. The community's commitment to this project is undeniable. After the public open house, many attendees took fliers to share with friends and family members who could not attend that night but still had a stake in the success of the project.

Another successful outreach event resulted when staff from the Roads Department set up an information booth about the project at Myrtle Avenue Elementary School's annual open house (1-3.11 – 3.19). On a Thursday evening, over 300 parents, students, teachers, administrators were in attendance. The information booth and sign board were strategically placed at a table adjacent to the entrance where everyone attending the open house viewed the information as they entered. Attendees stopped by to talk about the project, offer



Students learn about the project at an information table during the Myrtle Avenue Elementary School open house.

suggestions, receive a flier with information about the project to take home, and over 100 people added their names to a sign-in sheet to demonstrate support for the project.

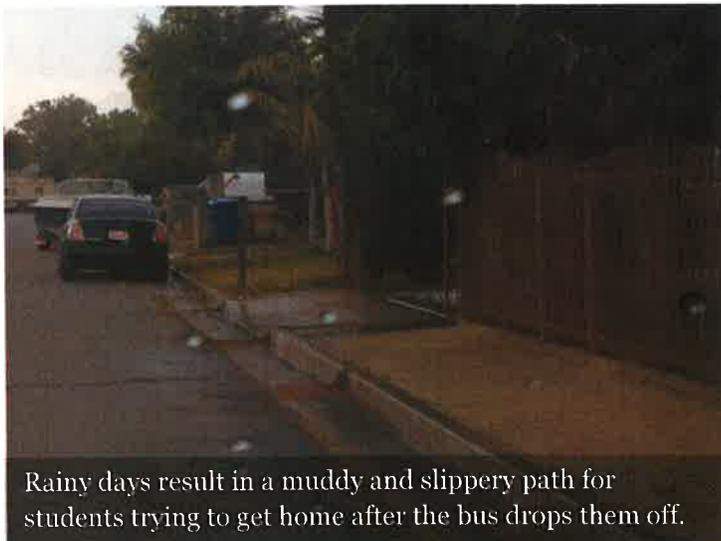
Bilingual staff was present at all of the public events to translate for visitors who felt more comfortable speaking in Spanish. Free public transportation to the events was made available for residents who requested it.



- 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 original idea for the project came from the citizens of the community of Lamont through Supervisor Perez's office. We expanded the scope of the project based on the

input we received during our outreach efforts. The inclusion of sidewalks on Waco Avenue, Mark Avenue and Jeffry Avenue were all the direct results of comments from the public. Families that live along Jeffry Avenue noted that while the school bus drops off students along a street with sidewalks, they must walk along



Rainy days result in a muddy and slippery path for students trying to get home after the bus drops them off.

a dirt path to get home and many elect to walk on the street, which is often busy with vehicles. Many people asked about sidewalks on Habecker Road on the eastern edge of the project limit. Because this street does not have existing curb and gutter and there are extensive utility conflicts, work on this street could not be completed on the same scheduled as the rest of this project. The Kern County Roads Department is currently designing a project to relocate utilities, widen the road, and construct the requested improvements while concurrently searching for separate funding.

The feedback we received from stakeholders and the public was unanimously in support of the project. We were overwhelmed by the stories parents and students shared with us about the dangers they faced each day just trying to walk to school. Teachers and administrators passionately supported the project, recognizing both the need for improved safety and for creating opportunities to encourage physical activity.



The outreach process significantly improved the project's overall effectiveness at meeting the goals of the ATP through the inclusion of the Kern County Public Health Services Department. By making their informational handouts available to Roads Department staff for use in our outreach, we were able to expand our message beyond just sidewalk construction to include the discussion of the importance of exercise, healthy life choices and community involvement.

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

Staff has made numerous personal connections with stakeholders in the Lamont area, and continues to speak with them about the project frequently. We plan on making follow up presentations to the schools and civic groups to keep them apprised of the project status. We will work closely with Supervisor Perez and her staff, the Superintendent of the school district, and the leaders of the various civic groups to keep the community up-to-date and engaged throughout the remainder of the ATP process.



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)

Roads Department staff reached out to the Kern County Public Health Services Department for support of this project. Department Director Matthew Constantine and Mariel Mehdipour, the director of the Health Promotion and Public Information Division, enthusiastically responded.

Ms. Mehdipour informed us that “Kern County bears a heavy and disproportionate burden of poor health, suffering from significantly higher rates of chronic disease. The mortality rates in Kern County for diseases and conditions commonly associated with obesity- including diabetes, heart disease and stroke- are consistently above California state and national averages.” Out of 58 counties in the state, Kern ranks 54th in incidence of heart disease and 57th in incidence of diabetes. Kern’s rate for deaths due to stroke is 10% higher than the state’s rate. 70% of adults are



overweight or obese. According to the Center for Disease Control and Prevention, Kern County is the least healthy county in California. According to Ms. Mehdipour, “Children who are unhealthy are more than likely to have reduced academic achievement” (I-4.1).



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

This project would establish a safe route for children to walk to school, thereby encouraging them to increase their daily physical activity. The Centers for Disease Control reports that “schools play a critical role in promoting the health and safety of young people and helping them establish lifelong healthy behavior patterns” (I-4.2 – 4.5). It would also establish safe pedestrian paths connecting residents to transit, employment, shopping, and services, thereby encouraging the community to participate in active transportation.

Increasing daily exercise can help adults fight obesity and diabetes. Walking is the simplest, easiest, and cheapest way to exercise. According to the American Heart Association, walking reduces the risk of coronary heart disease, improves blood pressure and reduces the risk of osteoporosis (I-4.6). A study by the National Institute of Health found that active commuting is associated with lower rates of adiposity (obesity), and that walking can reduce rates of chronic diseases (I-4.7).

Studies have also shown that the construction of sidewalks can promote greater physical activity. According to the Federal Highway Administration Safety Program, “research indicates that people will walk for recreational purposes if a facility is provided. Recreational walking is one of the easiest ways for people to get the recommended allotment of physical exercise each day” (I-4.8 – 4.9). The Journal of Public Health reports that “sidewalk improvements and reductions in physical disorder in urban communities may promote greater equity in physical activity” (I-4.10). Also, a study in the American Journal of Public Health found evidence to “support the potential for walking and cycling infrastructure to promote physical activity” (I-4.11). Finally, a study published in the Journal of the American Heart Association found that neighborhood walkability was related to both higher reported walking for transportation (20 – 40 more minutes per week) and higher objectively measured total physical



activity (35 – 49 more minutes per week) (I-4.12 – 4.13).

Locally, the “Kern County Call to Action: Obesity Action Plan,” (I-4.14 – 4.16) developed by the Kern County Public Health Services Department in 2010, encourages that capital improvement projects be designed “so that schools, parks, stores, park and rides, and other facilities are within easy walking and bicycling distance to residential areas and so that there are walking / cycling paths that encourage physical activity.” This project clearly meets that goal for the community of Lamont.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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

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

\$ _____

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

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

- 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: **96.2 %**

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

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.**

This community is identified as disadvantage by the percentage of students eligible for free or reduced-price lunches at Lamont Elementary School and Myrtle Avenue Elementary School. At Lamont Elementary School, 94.1% of the students qualify for free or reduced-price meals. At Myrtle Avenue Elementary School, 99.2% of the students qualify for free or reduced-price meal. Combining the data from both schools shows that 96.2% of the students attending the schools in the project area qualify for free or reduced-price meals (I-5.1).

The project will be entirely constructed within the attendance boundaries of the two schools, with the overwhelming majority of the work constructed within a half-mile of the schools.

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

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

This project is completely located within a disadvantaged community and will directly benefit those who live there.

According to the census tract information, 28.8% of Lamont residents live below the poverty level, and the median household income of \$34,672 is slightly more than half of the State's median income of \$61,094 (I-5.2 – 5.4).

While providing a safe route to school is the primary goal of this project, the tremendous benefit this project will provide to the disadvantaged and underserved of the community cannot be overlooked. Access to the many services people in this



community rely on would be made safer and easier.

This project would complete an uninterrupted pedestrian path to the Department of Human Services (DHS) office. DHS provides safety net programs such as CalFresh, CalWORKS and Medi-Cal. It provides children's services and helps in the placement of foster children. It offers the crucial help families need when, as is the case with so many residents of Lamont, they are facing financial challenges.

One of the key pathways out of poverty is through education. There are no higher education opportunities in the community of Lamont. However, Kern Transit connects Lamont to Bakersfield College, a community college in Bakersfield, with nine trips every weekday. At Bakersfield College, Golden Empire Transit offers connections to California State University, Bakersfield, a four-year institution.

The ability to seek care from quality medical providers is an important issue for all families and individuals. Being a small community, the number of care providers and the days they are available are extremely limited. By utilizing Kern Transit's service to Bakersfield, residents gain access to not only a far larger number of providers, but to numerous specialists and large hospitals. Once in Bakersfield, Kern Transit provides a free shuttle from the downtown transit center to any medical provider and back.

Access to education gives opportunities and hope to the poor and disenfranchised. The ability to obtain quality healthcare is a basic necessity for all. This project would provide everyone in the community a safe, continuous pedestrian path to the ten bus stops on State Route 184 (Main Street), where transit that connects to these services originates.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

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

The problems for pedestrians that exist around these schools and in the adjoining neighborhood can only be addressed by the construction of sidewalks as proposed in this project. Children are walking to school on dirt shoulders or in the roadway. Residents who do not have vehicles cannot walk safely as they try to access employment, shopping, services and public transportation. Residents who do have vehicles are actually discouraged from choosing active modes of transportation due to the lack of safe pedestrian paths.

There are no other reasonable alternatives to be considered.

- 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.)

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

Utilizing the ATP Benefit/Cost Tool, it was determined that the B/C for the Total Project Cost was **9.14**, and the B/C for the Funds Requested was **12.66** (I-6.1 – I-6.3).

Although initially apprehensive, we found the tool to be very easy to use and felt that it yielded some very interesting results. As engineers, we tend to only think of benefit-cost ratios in terms of safety and emissions, so it was very interesting to see the other



benefits, such as health and recreation, quantified.

We would suggest that the pages be configured better for easier printing.



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.)

Kern County will fund all of the preliminary engineering costs (budgeted at 24.5% of the project cost, or \$350,000) and all of the construction management costs (budgeted at 12.3% of the project cost, or \$200,000). This \$550,000 commitment, to be paid with local funds, represents **28%** of the total project cost.



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

QUESTION #8

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

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

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

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

California Conservation Corps representative:

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

Community Conservation Corps representative:

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

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points) **(1-8.1 – 8.2)**
 - 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.

Kern County has delivered all projects that included funding through Caltrans Local Assistance over the past five years.

- B. **Caltrans response only:**

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



Part C: Application Attachments

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

List of Application Attachments

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

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

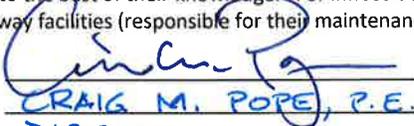


Part C: Attachments **Attachment A: Signature Page**

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

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

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

Signature:		Date:	<u>5-27-15</u>
Name:	<u>CRAIG M. POPE, P.E.</u>	Phone:	<u>661/862-8850</u>
Title:	<u>DIRECTOR</u>	e-mail:	<u>CPOPE@CO.KERN.CA.US</u>

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

(For use only when appropriate)

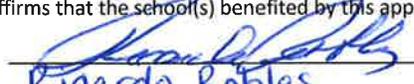
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. 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:	<u>May 27, 2015</u>
Name:	<u>Ricardo Robles</u>	Phone:	<u>(661) 845-0751</u>
Title:	<u>Superintendent</u>	e-mail:	<u>rrobles@lesd.us</u>

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: 06/01/2015

Project Information:					
Project Title: County of Kern - Lamont Pedestrian Improvements					
District	County	Route	EA	Project ID	PPNO
06	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)			20					20	
PS&E			330					330	
R/W									
CON			200	1,430				1,630	
TOTAL			550	1,430				1,980	

ATP Funds		Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON				1,430				1,430	
TOTAL				1,430				1,430	

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

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

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

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

ATP PROJECT PROGRAMMING REQUEST

Date: 06/01/2015

Project Information:					
Project Title: County of Kern - Lamont Pedestrian Improvements					
District	County	Route	EA	Project ID	PPNO
06	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)							Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Fund No. 3:		Local Matching Funds							Program Code
		Proposed Funding Allocation (\$1,000s)							Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)			20					20	County of Kern
PS&E			330					330	
R/W									
CON			200					200	
TOTAL			550					550	
Fund No. 4:		Proposed Funding Allocation (\$1,000s)							Program Code
		Proposed Funding Allocation (\$1,000s)							Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Fund No. 5:		Proposed Funding Allocation (\$1,000s)							Program Code
		Proposed Funding Allocation (\$1,000s)							Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Fund No. 6:		Proposed Funding Allocation (\$1,000s)							Program Code
		Proposed Funding Allocation (\$1,000s)							Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
Fund No. 7:		Proposed Funding Allocation (\$1,000s)							Program Code
		Proposed Funding Allocation (\$1,000s)							Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP 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:** JK
 - 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:** JK
 - 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:** JK

(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:** JK
 - 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: JE

- 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: JE

- 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: JE

- 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: JE

- 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): CHAMPLIN, JOSHUA

Title: SUPERVISING ENGINEER

Engineer License Number 73104

Signature: [Handwritten Signature]

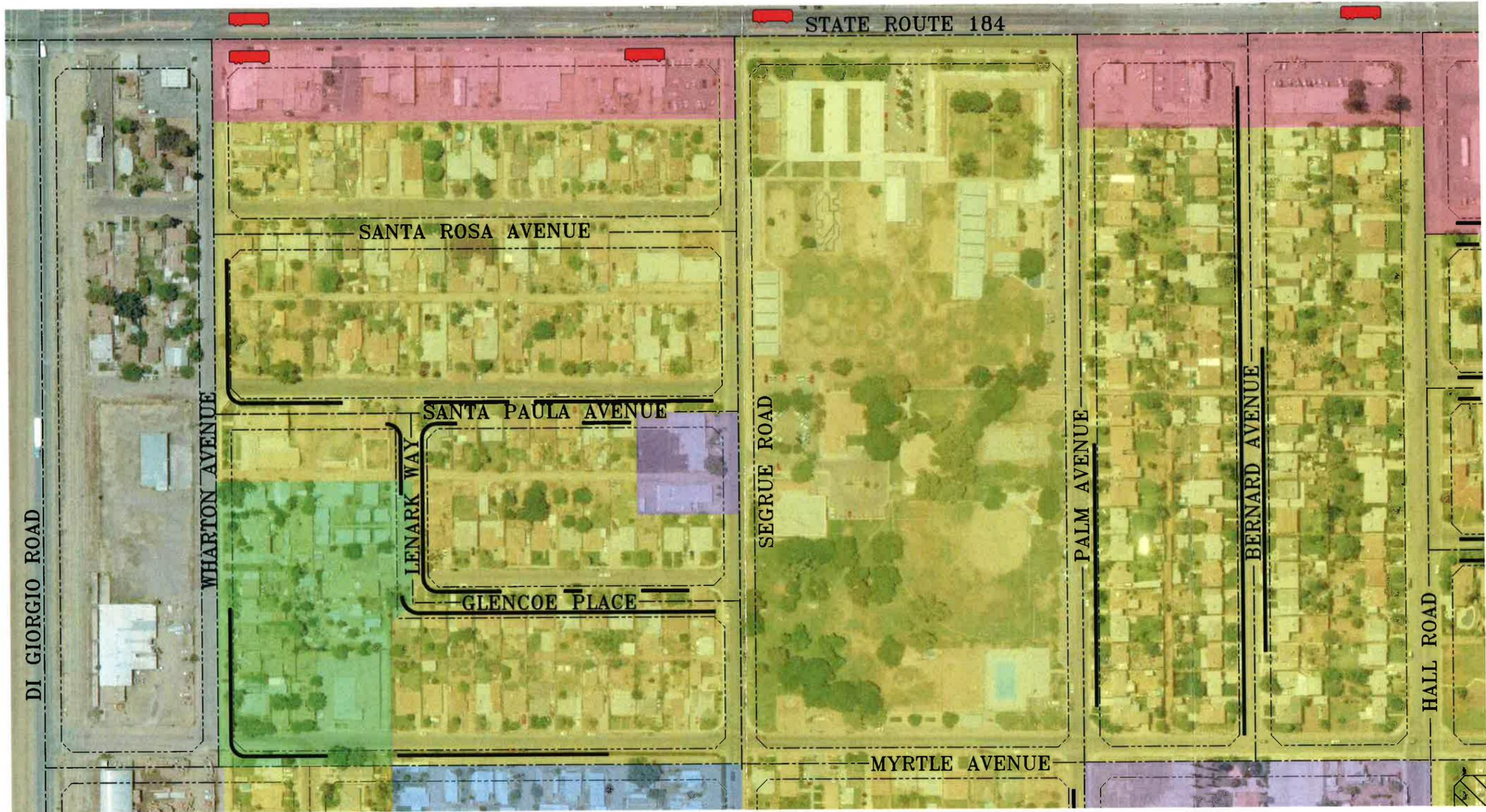
Date: 5.21.2015

Email: champlinj@co.kern.ca.us

Phone: 661.862.8844

Engineer's Stamp:





STATE ROUTE 184

SANTA ROSA AVENUE

SANTA PAULA AVENUE

GLENCOE PLACE

MYRTLE AVENUE

DI GIORGIO ROAD

WHARTON AVENUE

LENARK WAY

SEGRUE ROAD

PALM AVENUE

BERNARD AVENUE

HALL ROAD

SEE SHEET 2

SEE SHEET 3

LEGEND

-  CONSTRUCT 53,500 L.F. OF SIDEWALK
-  SCHOOL
-  BUS STOP

ZONING

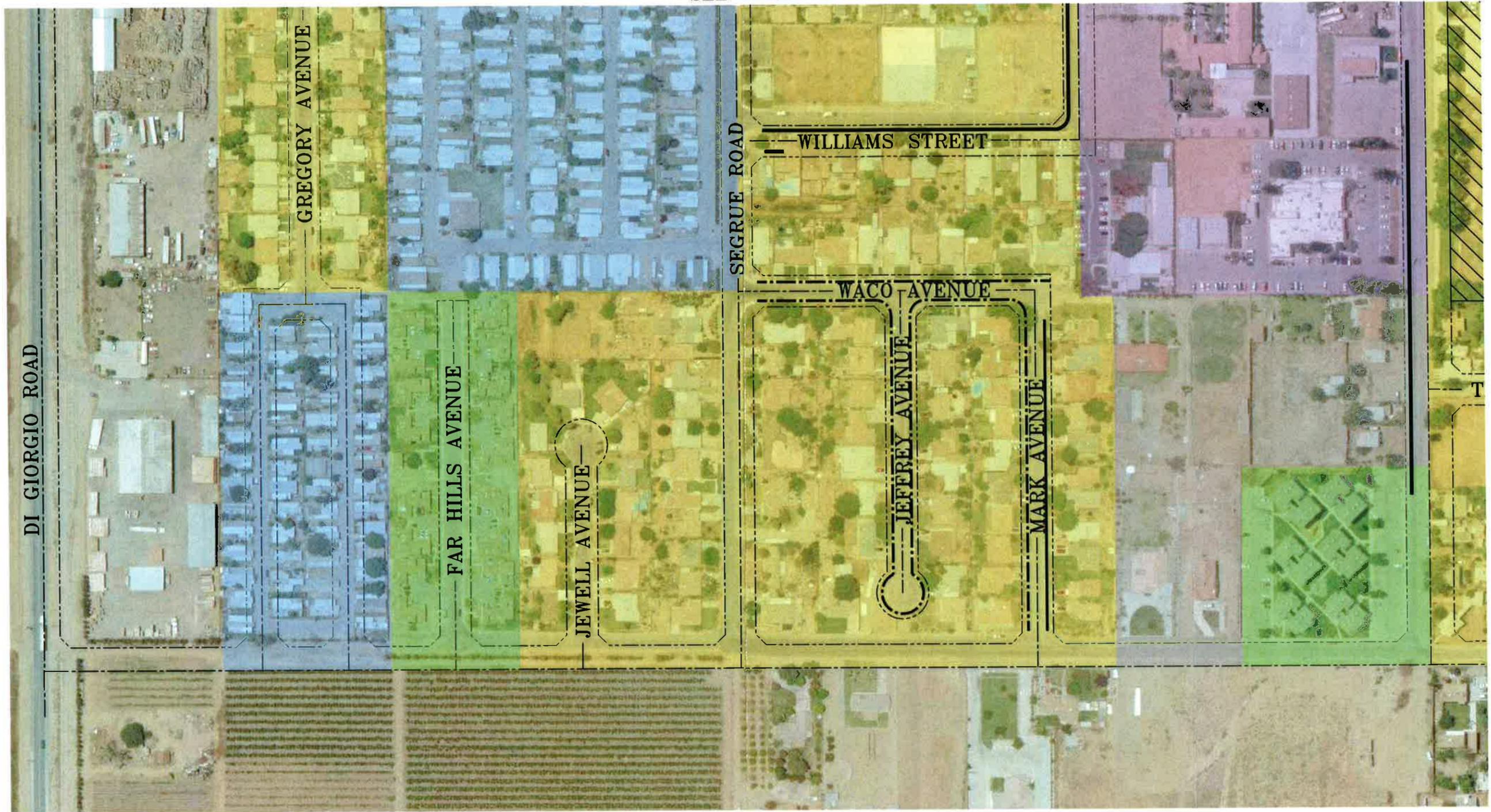
-  R-1 (LOW DENSITY RESIDENTIAL)
-  R-2 (MEDIUM DENSITY RESIDENTIAL)
-  R(1/2) RS (ESTATE 0.5 ACRES)
-  C-2 (GENERAL COMMERCIAL)
-  MP (MOBILE HOME PARK)
-  CO (COMMERCIAL OFFICE)



SCALE: 1"=200'

PROJECT LAYOUT
 06-KERN_COUNTY-2
 ATP APPLICATION CYCLE 2
 1/4

SEE SHEET 1



SEE SHEET 4

LEGEND

-  CONSTRUCT 53,500 L.F. OF SIDEWALK
-  SCHOOL
-  BUS STOP

ZONING

-  R-1 (LOW DENSITY RESIDENTIAL)
-  R-2 (MEDIUM DENSITY RESIDENTIAL)
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-  C-2 (GENERAL COMMERCIAL)
-  MP (MOBILE HOME PARK)
-  CO (COMMERCIAL OFFICE)



SCALE: 1"=200'

PROJECT LAYOUT
 06-KERN_COUNTY-2
 ATP APPLICATION CYCLE 2
 2/4



SEE SHEET 1

SEE SHEET 4

LEGEND

-  CONSTRUCT 53,500 L.F. OF SIDEWALK
-  SCHOOL
-  BUS STOP

ZONING

-  R-1 (LOW DENSITY RESIDENTIAL)
-  R-2 (MEDIUM DENSITY RESIDENTIAL)
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-  C-2 (GENERAL COMMERCIAL)
-  MP (MOBILE HOME PARK)
-  CO (COMMERCIAL OFFICE)



SCALE: 1"=200'

PROJECT LAYOUT
 06-KERN_COUNTY-2
 ATP APPLICATION CYCLE 2
 3/4

SEE SHEET 3



SEE SHEET 2

LEGEND

-  CONSTRUCT 53,500 L.F. OF SIDEWALK
-  SCHOOL
-  BUS STOP

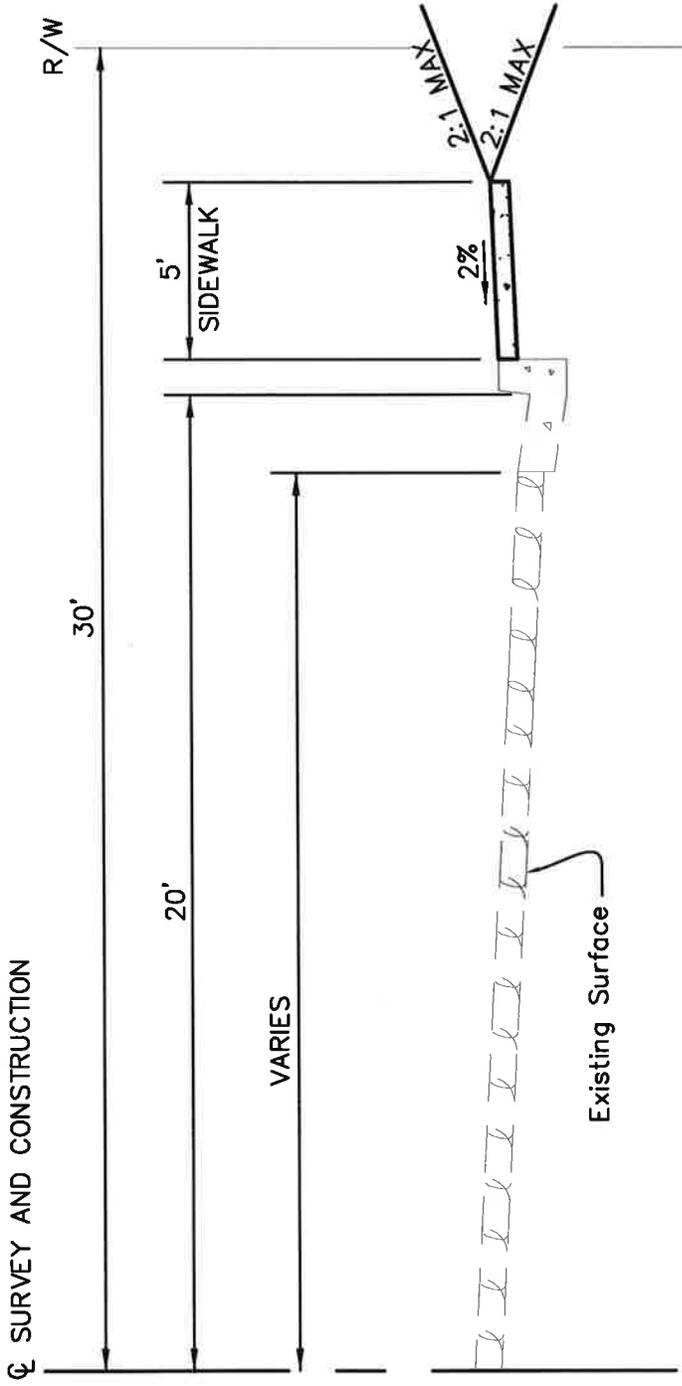
ZONING

-  R-1 (LOW DENSITY RESIDENTIAL)
-  R-2 (MEDIUM DENSITY RESIDENTIAL)
-  R(1/2) RS (ESTATE 0.5 ACRES)
-  C-2 (GENERAL COMMERCIAL)
-  MP (MOBILE HOME PARK)
-  CO (COMMERCIAL OFFICE)



SCALE: 1"=200'

PROJECT LAYOUT
 06-KERN_COUNTY-2
 ATP APPLICATION CYCLE 2
 4/4



TYPICAL CROSS SECTION
NO SCALE

NOTE:
CROSS SECTION IS COMPOSITE AND
REPRESENTS EITHER SIDE.

Designed By JRC Drawn By SLR Checked By JRC	RECOMMENDED APPROVAL:	CROSS SECTION
	Design Engineer Director	LAMONT ATP APPLICATION
COUNTY OF KERN ROADS DEPARTMENT BAKERSFIELD, CALIFORNIA		DATE: _____ 20__

1



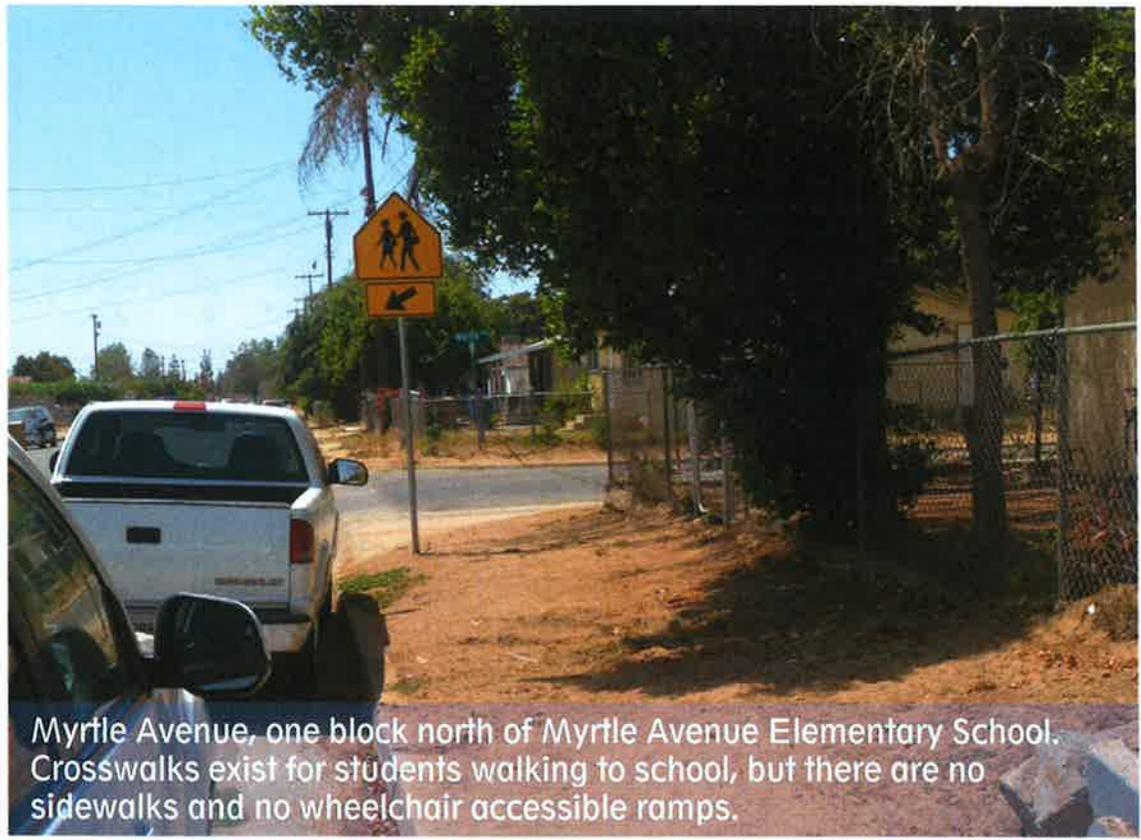
Myrtle Avenue at School Street, looking south. Students walking to and from school must either walk on the dirt shoulder or in the street.

2



Gail Marie Drive at Elmco Avenue, looking east. Rainy days pose an additional challenge for pedestrians as gutters fill with water and shoulder areas become slippery and muddy.

3



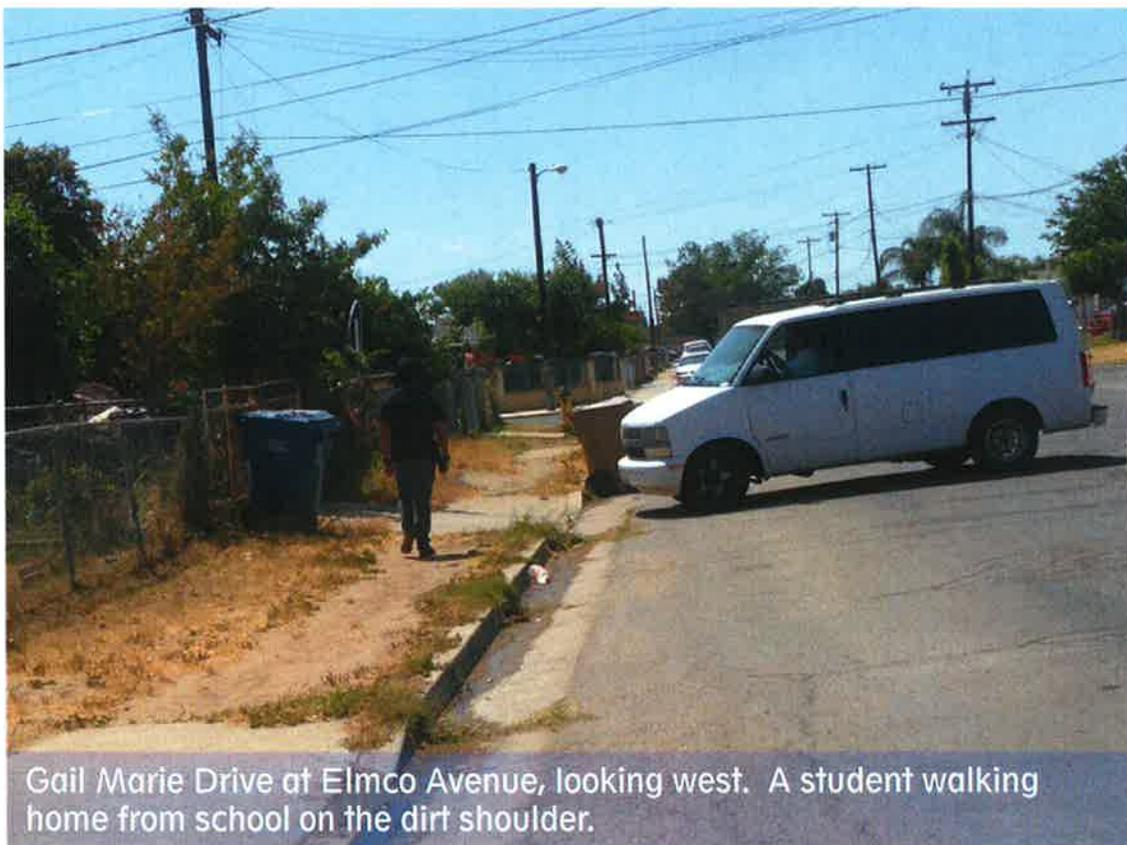
Myrtle Avenue, one block north of Myrtle Avenue Elementary School. Crosswalks exist for students walking to school, but there are no sidewalks and no wheelchair accessible ramps.

4



Gail Marie Drive, one block north of Myrtle Avenue Elementary School. A mother walks her son home from school. They are walking in the street because this area of Lamont does not have sidewalks.

5



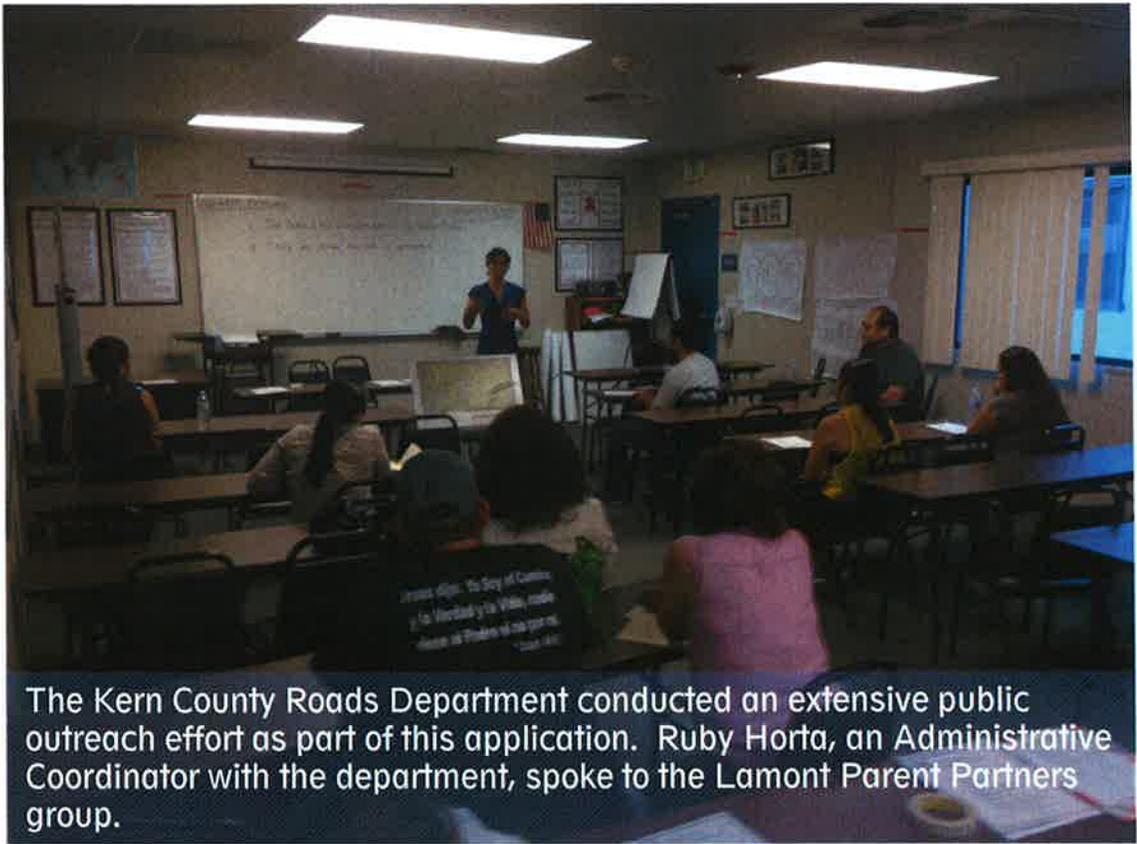
Gail Marie Drive at Elmco Avenue, looking west. A student walking home from school on the dirt shoulder.

6



Panama Road at Elmco Avenue. Unfortunately, it is very common to see strollers being pushed down the streets in Lamont due to the absence of sidewalks.

7



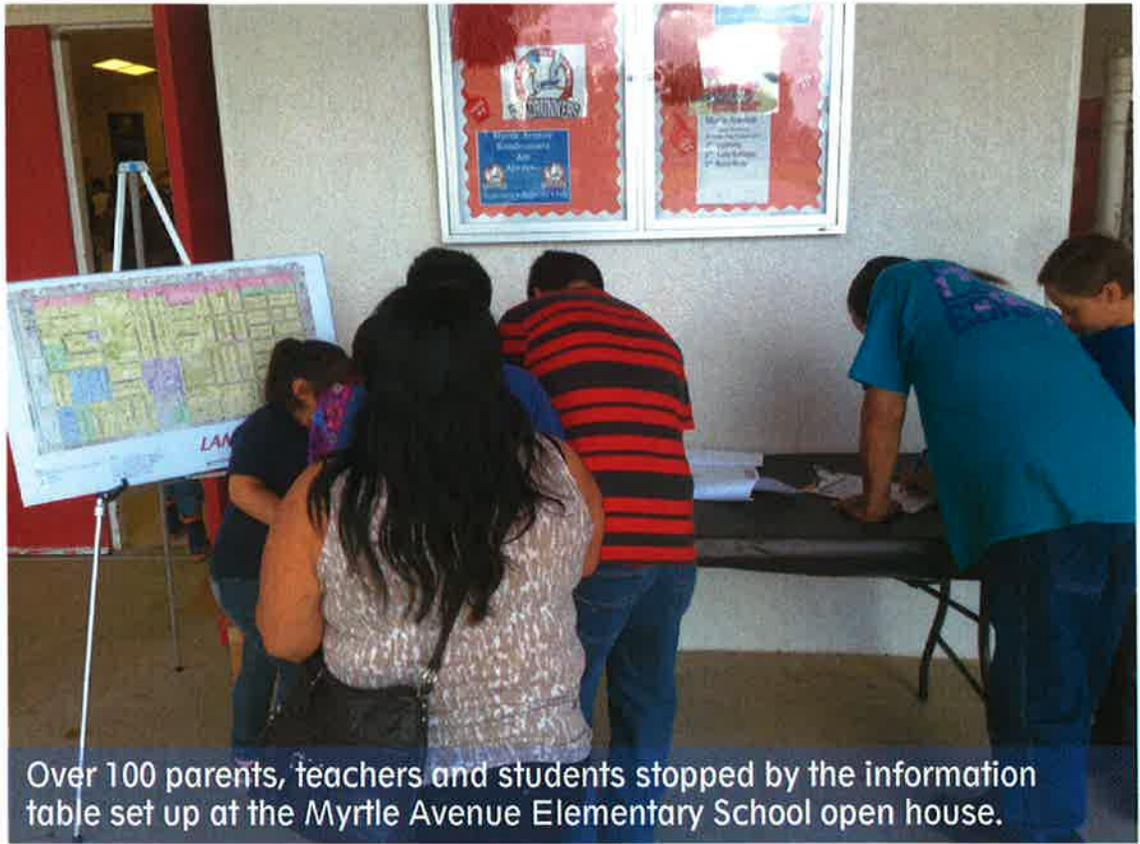
The Kern County Roads Department conducted an extensive public outreach effort as part of this application. Ruby Horta, an Administrative Coordinator with the department, spoke to the Lamont Parent Partners group.

8



Roundtable discussions were held with local residents who shared their concerns about letting their children walk to school in neighborhoods with no sidewalks.

9



Over 100 parents, teachers and students stopped by the information table set up at the Myrtle Avenue Elementary School open house.

10



Ruby Horta explains the project, the application, and the Active Transportation Program to visitors at the Open House hosted by the Kern County Roads Department.

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	Kern County		
Application ID:	06 - Kern County - 2	Prepared by:	Joshua Champlin
		Date:	06/01/2015
Project Description:	Construct sidewalks and wheelchair accessible ramps behind existing curb and gutter throughout the east side of Lamont		
Project Location:	On various streets in Lamont (East of State Route 184, north of DiGiorgio Road and south of Panama Road)		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Clearing and Grubbing	1	LS	\$25,000.00	\$25,000	100%	\$25,000						
2	Develop Water Supply	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
3	Finishing Project	1	LS	\$25,000.00	\$25,000	100%	\$25,000						
4	Minor Concrete (Sidewalk)	3300	CY	\$350.00	\$1,155,000	100%	\$1,155,000						
5	Minor Concrete (Curb Ramp)	170	CY	\$500.00	\$85,000	100%	\$85,000						
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
Subtotal of Construction Items:					\$1,300,000		\$1,300,000						
Construction Item Contingencies (% of Construction Items):				10.00%	\$130,000								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$1,430,000								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 20,000		
Plans, Specifications and Estimates (PS&E):	\$ 330,000		
Total PE:	\$ 350,000	24.48%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ -		
Acquisitions and Utilities:	\$ -		
Total RW:	\$ -		
Construction (CON)			
Construction Engineering (CE):	\$ 200,000	12.27%	15% Max
Total Construction Items & Contingencies:	\$1,430,000		
Total CON:	\$ 1,630,000		
Total Project Cost Estimate:		\$ 1,980,000	

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Kern County declares a fiscal emergency amid plunging oil prices

By **TIFFANY HSU**

JANUARY 27, 2015, 5:04 PM

Kern County supervisors declared a state of fiscal emergency at their weekly meeting Tuesday in response to predictions of a massive shortfall in property tax revenues because of tanking oil prices.

Surging oil supplies domestically and weak demand abroad have left Kern, the heart of oil production in California, facing what could be a \$61-million hole in its budget once its fiscal year starts July 1, according to preliminary calculations from the county's assessor-recorder office.

Oil companies account for about 30% of the county's property tax revenues, a percentage that has been declining in recent decades but still represents a critical cushion for county departments and school districts.

"It affects all county departments – every department will be asked to make cuts," said County Assessor Jon Lifquist in an interview this month. "It just doesn't bode well."

Soaring pension costs also influenced the fiscal emergency declaration, which allows supervisors to tap county reserves. Operating costs expected at a new jail facility in fiscal 2017 and 2018 factored into the decision as well.

Looking at an operational deficit of nearly \$27 million for the 2015-16 fiscal year, supervisors adopted a plan to immediately begin scaling back county spending rather than making deep reductions all at once in July.

The Service Employees International Union Local 521 urged officials in a statement to "not adopt drastic cuts that could cripple vital community services."

The union said that although temporary wage cuts and hiring freezes "may be an obvious solution," such tactics "are never the sole answer to economic problems."

Twitter: @tiffhsulatimes

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Kern Council of Governments



2014 Regional Transportation Plan/Sustainable Communities Strategy

June 19, 2014



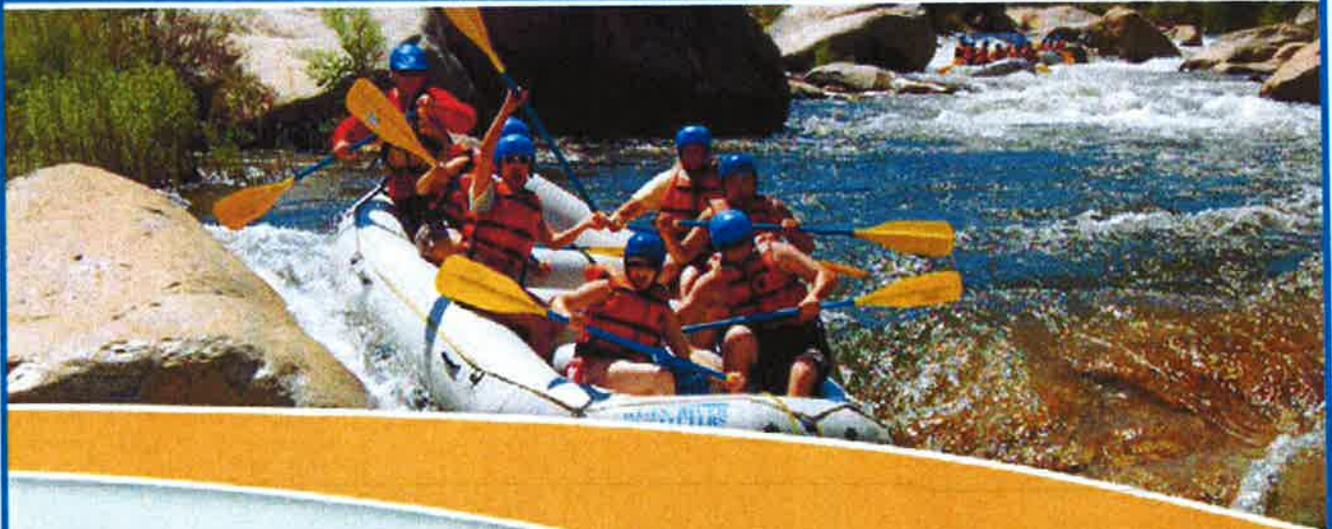
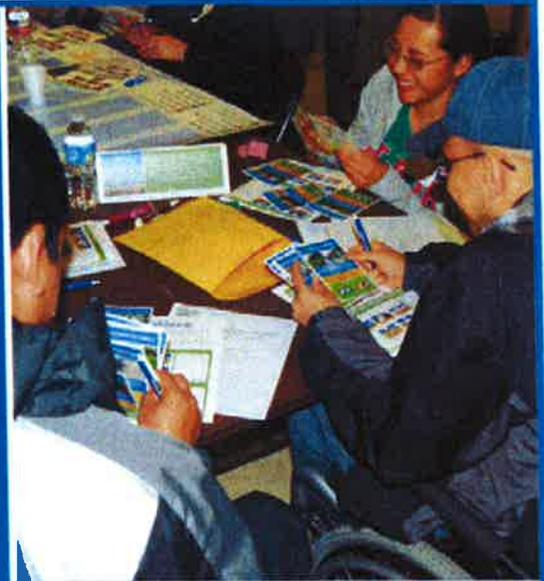
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Policy - Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
3.1		Work with the JLUS committee to implement planning activities listed in the JLUS for R-2508 airspace (China Lake Naval Air Weapons Station and Edwards Air Force Base).	Aviation
3.2		Implement planning actions and strategies listed in the JLUS for R-2508.	
4	Mobility, Accessibility, Sustainability	Enhance and connect existing and future bikeways and pedestrian walkways in the Kern region.	Active Transport (AT), Air Emission
4.1		Seek and assist member agencies to apply for funding for bicycle and pedestrian projects from local, state, and federal sources.	AT
4.2		Seek and assist member agencies to apply for funding to maintain existing bikeways and pedestrian walkways.	AT
5	Mobility, Accessibility	Encourage and assist Kern COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.	AT, Air Emissions
5.1		Fund updated bicycle plans for incorporated cities and unincorporated communities.	AT
5.2		Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, create and fund pedestrian/bicycle facilities.	AT
6	Mobility, Accessibility	Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, update and fund regional and local plans that promote bicycle and pedestrian travel.	AT, Air Emissions
6.1		Fund a Pedestrian facilities Plan for the County of Kern as well as incorporated cities.	AT
6.2		Periodically update the Kern Regional Bicycle Plan.	AT
7	Livability	Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, promote and fund sustainable community design that supports transit use and increases active transportation (AT) while still meeting the mobility needs of residents and employees.	AT, Public Transit, Air Emissions
7.1		Purchase and construct bicycle racks and lockers for Kern County multimodal stations.	AT
7.2		Purchase and construct bike tie-downs and racks on commuter trains and buses.	AT
7.3		Implement Rapid bus Improvements when financially feasible throughout the County.	Transit
7.4		Introduce Express bus service along SR 178/24th Street/Rosedale Highway and SR 99.	Transit
7.5		Consider Bus Rapid Transit in exclusive lanes with traffic signal priority.	Transit
7.6		Consider funding a feasibility study to explore additional Express bus service throughout the county.	Transit
7.7		Consider ramp metering.	Transit
7.8		Consider peak period only HOV lanes.	Transit
7.9		Consider converting BRT corridors to light rail transit.	Transit
7.10		Consider additional peak period HOV lanes.	Transit
7.11		Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, create and fund pedestrian/bicycle facilities	AT
8	Mobility, Accessibility	Identify additions and alternatives that would improve the overall quality of transit service in Kern County.	Transit, Air Emissions

Policy - Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
29.5		Provide convenient and safe walking and bike paths to a fixed transit hub at each transit priority place type.	Land Use, Air Emissions
29.6		Promote more compact and mixed-use centers along transit corridors, where appropriate, to support more intense transit options such as Bus Rapid Transit, light rail and active transportation as areas become revitalized.	Land Use, Air Emissions
29.7		Land uses should be mixed both horizontally and vertically where appropriate. Vertical mixed use, with ground-floor retail in developed areas and activity centers as identified through local land use plans, can increase the vitality of the street and provide people with the choice of walking to desired services. More important for Bakersfield, mixing uses horizontally can prevent desolate, single-use areas and encourage increased pedestrian activity; scale of use and distance between uses are important to successful horizontal mixed-use development.	Land Use, Air Emissions
29.8		Support and enhance transit priority and strategic employment place types. These areas have a strong impact on transportation patterns as the major destinations. To make these places more transit-supportive, they should be enhanced by land use decisions that locate new housing and appropriately scaled retail and employment uses to diversify the mix, creating an environment that maximizes transportation choice.	Land Use, Air Emissions
29.9		Encourage cities and the county to provide land use intensities where appropriate at levels that will promote use of transit and support pedestrian and bicycle activity. A general threshold for transit-supportive residential uses is 10 to 15 units per acre within ½ mile of a high-frequency transit stop (15 min. headways or less). This density can be lower, however, if the urban environment supports easy pedestrian/bike access to transit. Nonresidential uses with a floor area ratio (FAR) of 0.5 provide a baseline that can support viable transit ridership levels. Local land use plans should provide flexibility to maximize the intensity of development in transit priority place types to be more responsive to changing market conditions.	Land Use, Air Emissions
29.10		Encourage the adoption of general plan circulation elements with specific plan lines as appropriate to preserve goods movement corridors and high frequency transit corridors.	Land Use, Air Emissions
29.11		The transportation and circulation framework should define compact districts and corridors that are characterized by high connectivity of streets to not overly concentrate traffic on major streets and to provide more direct routes for pedestrians, good access to transit, and streets that are designed for pedestrians and bicycles, as well as for vehicles.	Land Use, Air Emissions
29.12		New residential developments should include streets that provide connectivity. Cul-de-sacs and walls around communities are especially challenging for providing effective pedestrian and bike access to public transit.	Land Use, Air Emissions
29.13		Streets should be designed to support use by multiple modes, including transit, bicycles, and pedestrians, through proper scaling and provision of lighting, landscaping, and amenities. Amenities must be designed to provide comfortable walking environments.	Land Use, Air Emissions
29.14		Buildings should be human scaled, with a positive relationship to the street (e.g. entries and windows facing onto public streets, and appropriate articulation and signage). (Land Use – Highway/Road)	Air Emissions
29.15		The impact of parking on the public realm should be minimized by siting parking lots behind buildings or screening elements (walls or landscaping). Buildings should be close to the road so parking can be located on the side or in the rear.	Land Use, Air Emissions
30	Accessibility, Efficiency, Livability, Sustainability	Promote increased communication with neighboring jurisdictions on interregional land use issues, including the coordination of land use decisions and transportation systems.	Land Use, Air Emissions

Kern Council of Governments



Chapter 4 Sustainable Communities Strategy

June 19, 2014



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Improve economic vitality

Our transportation system will be increasingly efficient and cost-effective in the future. The 2014 RTP will generate construction jobs for transportation projects and additional jobs in a broad cross-section of industries as a result of the improved transportation system. This SCS seeks to reduce obstacles to development and reduce infrastructure costs for new development, which will enable appropriate development that supports the community's vision for the future. With a more efficient transportation system, our region will be more mobile and our roadways will be less congested, enabling the efficient movement of goods through the region. With increased maintenance of streets and roads, and more transit and active transportation options, Kern region transportation costs will be lower and community members will have more resources to spend on themselves and their families.

Improve air quality

The RTP/SCS seeks to improve air quality in the Kern region by reducing emissions. The SCS component of the RTP will work in tandem with other RTP policies to reduce not only CO₂ emissions but also federal criteria pollutant emissions. We will achieve and exceed our CO₂ emissions reduction target set by CARB by achieving more than a 5% reduction by 2020 and more than a 10% by 2035 compared to the 2005 16.7 lbs. per capita. The RTP/SCS meets criteria pollutant emission budgets set by the Environmental Protection Agency. By improving air quality, the RTP/SCS helps to remove San Joaquin Valley's \$29 million fine and to meet very fine dust (particulate matter—PM_{2.5}) attainment plan goals as well as attain the emission reduction for the other health based criteria pollutants in Kern. In 2013, the San Joaquin Valley portion of Kern went from extreme non-attainment to attainment of the one-hour ozone standard. Continued progress in this area may positively affect climate change impacts. With each passing year, Kern region community members should expect to breathe cleaner air and live healthier lives.

By improving air quality, this SCS helps to remove San Joaquin Valley's \$29 million fine and to meet very fine dust (particulate matter—PM_{2.5}) attainment plan goals as well as attain the emission reduction for the other health based criteria pollutants in Kern.

This air quality benefit is made possible largely by integrating transportation and land use to allow Kern region residents to live closer to where they work and play and closer to high-quality transit service, bicycle paths, and sidewalks.

Improve communities' health

Our region's bicycle and pedestrian facilities will expand, providing more opportunities to bike and walk to work, school, the park, the store, the bank, etc. In the future, Kern region residents will be able to live closer to where they work and play. The share of households living within bike or walk distance from where they work and play will increase from 84% to 93% by 2035 compared to the old plan¹, signaling a more efficient overall development pattern in the future. As a result, more residents will be able to use transit and active transportation as a safe and attractive means of travel. Active transportation helps to maintain our communities' health and well-being. In addition, less vehicle trips will result in better air quality and healthier lives.

¹ Analysis used methodology suggested by Kern COG RPAC participants based on Human Impact Partners (humanimpact.org) SB 375 Health & Equity Metrics. Kern COG GIS analyzed public services within a 10 min. walk or bike of public services (transit, parks, schools, hospitals). Access to private services remained at 90% between the two alternatives.

Lamont Schools

Survey Results

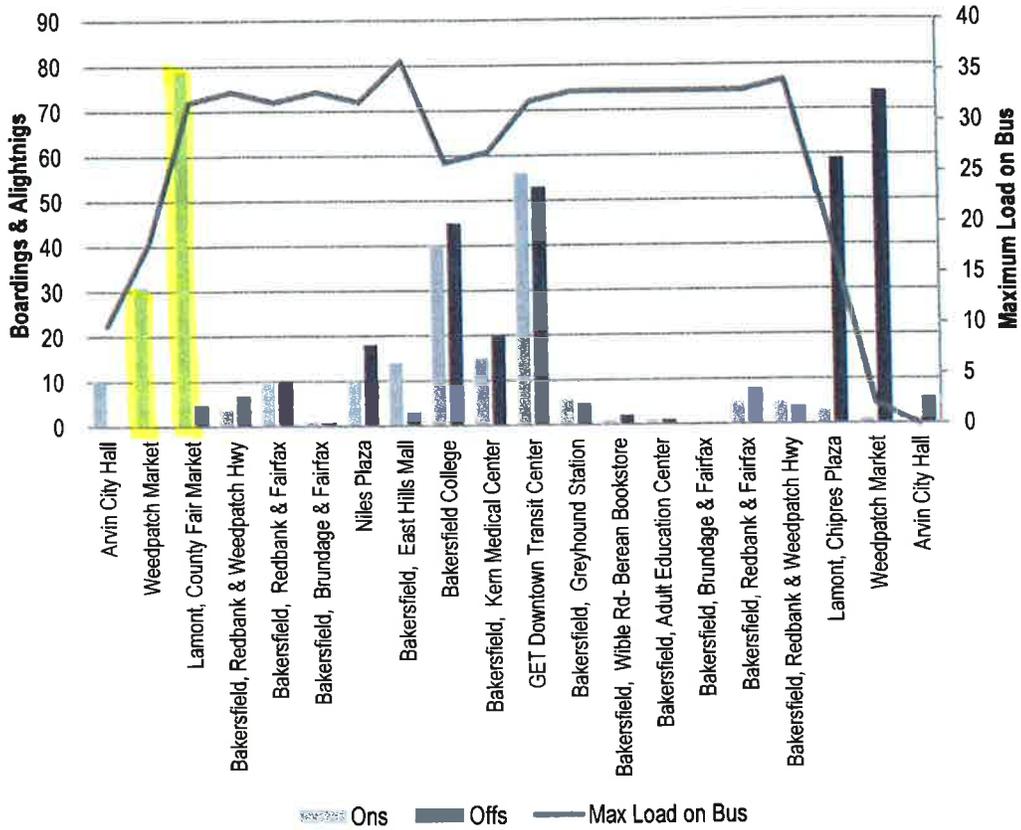
How did you get to school today?					
		LEM	MAES	Total	Pct
	WALK:	156	205	361	35.4%
	BIKE:	3	17	20	2.0%
	CAR:	296	139	435	42.6%
	SCHOOL BUS:	146	55	201	19.7%
	OTHER:	0	4	4	0.4%
	TOTAL:	601	420	1021	

LEM= Lamont Elementary School

MAES= Myrtle Avenue Elementary School

BAKERSFIELD SERVICE ANALYSIS FINAL REPORT
Kern Regional Transit

Figure 5-15 Lamont-Bakersfield Boardings, Alightings and Maximum Load (Weekday)





DP04

SELECTED HOUSING CHARACTERISTICS

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Lamont CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	3,692	+/-149	3,692	(X)
Occupied housing units	3,475	+/-166	94.1%	+/-2.6
Vacant housing units	217	+/-98	5.9%	+/-2.6
Homeowner vacancy rate	0.0	+/-2.2	(X)	(X)
Rental vacancy rate	3.8	+/-3.2	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	3,692	+/-149	3,692	(X)
1-unit, detached	2,457	+/-171	66.5%	+/-5.0
1-unit, attached	85	+/-51	2.3%	+/-1.4
2 units	126	+/-77	3.4%	+/-2.1
3 or 4 units	318	+/-128	8.6%	+/-3.4
5 to 9 units	217	+/-114	5.9%	+/-3.0
10 to 19 units	46	+/-46	1.2%	+/-1.3
20 or more units	118	+/-58	3.2%	+/-1.6
Mobile home	325	+/-112	8.8%	+/-2.9
Boat, RV, van, etc.	0	+/-19	0.0%	+/-0.9
YEAR STRUCTURE BUILT				
Total housing units	3,692	+/-149	3,692	(X)
Built 2010 or later	43	+/-49	1.2%	+/-1.3
Built 2000 to 2009	223	+/-133	6.0%	+/-3.5
Built 1990 to 1999	561	+/-150	15.2%	+/-4.0
Built 1980 to 1989	287	+/-118	7.8%	+/-3.2
Built 1970 to 1979	783	+/-189	21.2%	+/-5.1
Built 1960 to 1969	528	+/-154	14.3%	+/-4.1
Built 1950 to 1959	703	+/-148	19.0%	+/-4.0
Built 1940 to 1949	341	+/-106	9.2%	+/-2.9
Built 1939 or earlier	223	+/-90	6.0%	+/-2.4
ROOMS				
Total housing units	3,692	+/-149	3,692	(X)
1 room	47	+/-39	1.3%	+/-1.1
2 rooms	167	+/-85	4.5%	+/-2.3

Subject	Lamont CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
3 rooms	124	+/-61	3.4%	+/-1.6
4 rooms	1,389	+/-237	37.6%	+/-5.9
5 rooms	1,186	+/-196	32.1%	+/-5.1
6 rooms	537	+/-135	14.5%	+/-3.7
7 rooms	119	+/-63	3.2%	+/-1.7
8 rooms	94	+/-56	2.5%	+/-1.5
9 rooms or more	29	+/-32	0.8%	+/-0.9
Median rooms	4.6	+/-0.2	(X)	(X)
BEDROOMS				
Total housing units	3,692	+/-149	3,692	(X)
No bedroom	87	+/-51	2.4%	+/-1.4
1 bedroom	232	+/-95	6.3%	+/-2.5
2 bedrooms	1,377	+/-213	37.3%	+/-5.3
3 bedrooms	1,634	+/-187	44.3%	+/-5.0
4 bedrooms	270	+/-117	7.3%	+/-3.2
5 or more bedrooms	92	+/-54	2.5%	+/-1.5
HOUSING TENURE				
Occupied housing units	3,475	+/-166	3,475	(X)
Owner-occupied	1,565	+/-151	45.0%	+/-4.5
Renter-occupied	1,910	+/-207	55.0%	+/-4.5
Average household size of owner-occupied unit	4.94	+/-0.38	(X)	(X)
Average household size of renter-occupied unit	4.46	+/-0.34	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	3,475	+/-166	3,475	(X)
Moved in 2010 or later	576	+/-146	16.6%	+/-4.1
Moved in 2000 to 2009	1,787	+/-203	51.4%	+/-5.0
Moved in 1990 to 1999	733	+/-137	21.1%	+/-3.8
Moved in 1980 to 1989	171	+/-77	4.9%	+/-2.2
Moved in 1970 to 1979	114	+/-62	3.3%	+/-1.8
Moved in 1969 or earlier	94	+/-45	2.7%	+/-1.3
VEHICLES AVAILABLE				
Occupied housing units	3,475	+/-166	3,475	(X)
No vehicles available	229	+/-85	6.6%	+/-2.4
1 vehicle available	1,251	+/-211	36.0%	+/-5.7
2 vehicles available	1,165	+/-204	33.5%	+/-5.5
3 or more vehicles available	830	+/-144	23.9%	+/-4.2
HOUSE HEATING FUEL				
Occupied housing units	3,475	+/-166	3,475	(X)
Utility gas	2,669	+/-206	76.8%	+/-4.3
Bottled, tank, or LP gas	10	+/-16	0.3%	+/-0.5
Electricity	751	+/-154	21.6%	+/-4.4
Fuel oil, kerosene, etc.	0	+/-19	0.0%	+/-1.0
Coal or coke	0	+/-19	0.0%	+/-1.0
Wood	0	+/-19	0.0%	+/-1.0
Solar energy	0	+/-19	0.0%	+/-1.0
Other fuel	0	+/-19	0.0%	+/-1.0
No fuel used	45	+/-33	1.3%	+/-1.0
SELECTED CHARACTERISTICS				
Occupied housing units	3,475	+/-166	3,475	(X)
Lacking complete plumbing facilities	16	+/-20	0.5%	+/-0.6
Lacking complete kitchen facilities	11	+/-18	0.3%	+/-0.5
No telephone service available	81	+/-84	2.3%	+/-2.4

4.68

[MAIN](#) | [COMMUNITY FACTS](#) | [GUIDED SEARCH](#) | [ADVANCED SEARCH](#) | [DOWNLOAD CENTER](#)

Community Facts - Find popular facts (population, income, etc.) and frequently requested data about your community.

Enter a state, county, city, town, or zip code:

-
-
-
-
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-
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-
-
-
-

Lamont CDP, California

Population [Bookmark/Save](#)

2013 ACS 5-Year Population Estimate

16,239

Source: 2009-2013 American Community Survey 5-Year Estimates

Popular tables for this geography:

2010 Census

- [General Population and Housing Characteristics \(Population, Age, Sex, Race, Households and Housing, ...\)](#)
- [Race and Hispanic or Latino Origin](#)
- [Hispanic or Latino by Type \(Mexican, Puerto Rican, ...\)](#)
- [Households and Families \(Relationships, Children, Household Size, ...\)](#)

2013 American Community Survey

- [Demographic and Housing Estimates \(Age, Sex, Race, Households and Housing, ...\)](#)

2013 Population Estimates Program

- [Annual Population Estimates](#)

Census 2000

- [General Demographic Characteristics \(Population, Age, Sex, Race, Households and Housing, ...\)](#)

• [Want more?](#) Need help? Use [Guided Search](#) or visit [Census.gov's Quick Facts](#).

Measuring America — People, Places, and Our Economy

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

I-1.5

Improving Safety and Mobility in South Kern County



COMMUNITY REVITALIZATION STRATEGIES

A Report to the City of Arvin and the
Communities of Lamont and Weedpatch

February 2013



Introduction

Regional Context

The project area includes three communities in southern Kern County south of Bakersfield. Although it is rich in natural resources (including oil) and has a large agricultural economy that supports large numbers of farm workers, the area suffers from high rates of poverty, substandard education, unhealthy air and water, and inadequate infrastructure and public services. Arvin, Lamont, and Weedpatch are all located in South Kern.

The City of Arvin is located about 25 miles southeast of Bakersfield along State Route 223. Arvin's population according to the 2010 U.S. Census was 19,304; over 92% of residents identify themselves as Hispanic or Latino, and nearly half (47%) identify as foreign-born. Nearly 1/3 of Arvin's residents fall below the poverty level, with median household income little more than half of the statewide average. Arvin also suffers from poor air quality (it has been known to have some of the highest smog levels in all of California).

Lamont and Weedpatch are located about 14 miles southeast of Bakersfield along State Route 184. Lamont is home to about 15,000 residents while Weedpatch has about 2,700 residents. Nearly 95% of residents identify themselves as Hispanic or Latino, and 44% identify as foreign-born. Poverty is widespread, with over 25% of residents falling below the poverty level, and median household income slightly more than half of the statewide average.

According to a July 2009 Transportation Concept Report, State Route 184 carries approximately 14,000 cars per day through the community of Lamont, and serves as a truck route for the region.

Since residents in both project areas are very low income, they either need to walk in an area of inconsistent sidewalks and little shade, or spend a high percentage of their income to maintain a car. Non-motorized infrastructure, including sidewalks, bicycle lanes, and adequate shade and shelter are not common along area streets making it uncomfortable and sometimes physically impossible for residents to access services and reach primary destinations during hot summer months when temperatures rise above 100 degrees.

Pedestrian and bicycle accessibility is also an important component of local economic activity, as safe and comfortable streets and sidewalks allow local entrepreneurs and their potential customers to connect.

All three communities have limited resources and are challenged to implement planning policies, programs, and projects. There are a number of organizing and advocacy partners currently working to improve South Kern. It will be important for local agencies to work together with these partners in order to respond creatively in addressing local issues.



Above: Agriculture remains the foundation of local economy, and situates the communities in a larger regionally rural context. Below: While walking is often the most practical, economical option for daily trips and errands, large pavement expanses and little shade are among several difficulties facing pedestrians in the communities of southern Kern County.

Above: The Weedpatch Camp demonstrates the region's consistent history as home to farm-worker families and communities. Below: Wide roads with high vehicle speeds, gaps in the built environment, and missing sidewalks are also common challenges for pedestrians and cyclists in South Kern communities.

I-1.7

Recreation & Health Snap Shot

We have the power to build healthy communities for the next generation.

Health Happens In Neighborhoods

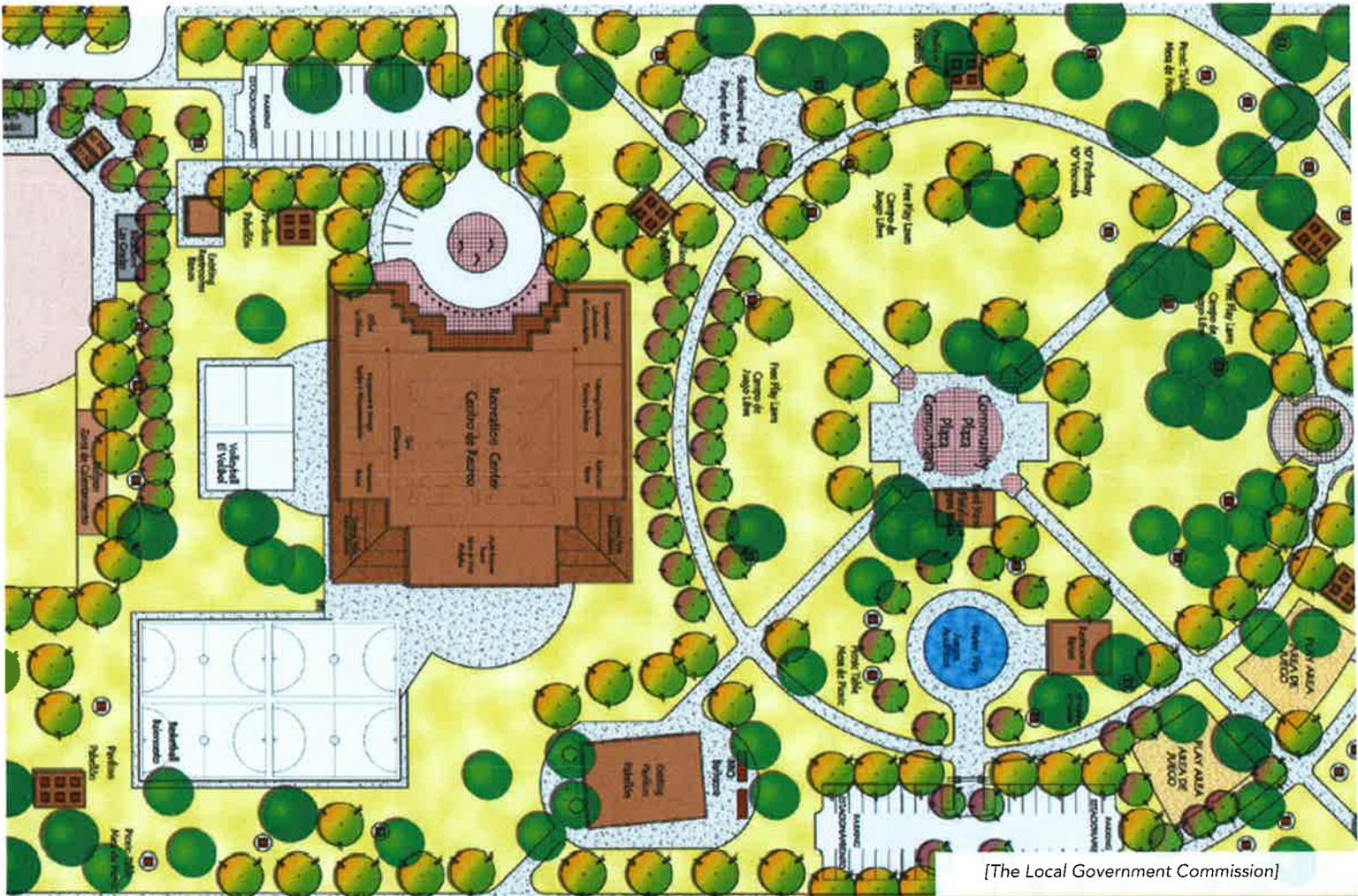
Recreation and Health are TOP priorities for Building Healthy Communities South Kern. Creating healthy neighborhoods means increasing the number of safe places to walk and play, promoting physical activity, and building community.



**BUILDING HEALTHY
COMMUNITIES**
CONSTRUYENDO COMUNIDADES SALUDABLES
SOUTH KERN · SUR DE KERN

health
happens
here 
In Neighborhoods

I-1.8



[The Local Government Commission]

Why Focus On Recreation?

Movement and physical activity are important for getting and staying fit, and creating healthy communities! When counties and cities engage residents in envisioning and planning, families are more likely to take ownership of their community. Families who have access to well-maintained safe parks and safe streets, which promote walking and biking, are more likely to be physically active, resulting in healthier individuals and communities. Healthy individuals have less risk of chronic disease and improved mental health. Beyond individual benefits, parks and safe streets strengthen communities by improving air quality, improving community aesthetics, and promoting social bonds.

Who lives in South Kern?

- Roughly 40% of the population is 19 years old or younger.
- Nearly half of all residents (47.6%), regardless of age, live below 150% of the federal poverty line.
- Most South Kern residents are Latino (79%).
- More than one in three residents (39%) was born outside of the United States.
- Approximately one in three residents is undocumented.

Did You Know?

There are two parks in Lamont, three in Greenfield, three in Arvin, and one in Weedpatch. These nine parks serve the South Kern area, which has about 76,000 residents. There are four park jurisdictions in South Kern responsible for park upkeep and decision making. Unfortunately, our parks have been subject to drastic budget cuts in recent years due to budget fluctuations and varying priorities.

LEGEND

 COLLISION WITH PEDESTRIAN



NO SCALE

COLLISION MAP

**ATP APPLICATION
06-KERN_COUNTY-2
CYCLE 2**

COUNTY OF KERN

ROADS DEPARTMENT

BAKERSFIELD, CALIFORNIA

Designed By
JC

Drawn By
DM

Checked By
JC

Traffic Collision History Report
 Midblock Collisions
 PEDESTRIAN

Arterial: WACO AV
 Limit 1: PANAMA RD
 Limit 2: GAIL MARIE DR

Total Number of Collisions: 1
 Date Range Reported: 01/01/2010 - 12/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# KId
2010110121	11/10/10 16:50	57'	Waco Av/School St North of	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	East	Entering Traffic		1	0

Traffic Collision History Report
 Midblock Collisions
 PEDESTRIAN

Arterial: PRIMROSE AV
 Limit 1: PANAMA RD
 Limit 2: BONITA RD

Total Number of Collisions: 1
 Date Range Reported: 01/01/2010 - 12/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kid
2012120001	12/1/12 16:05	161' North of	Primrose Av/Paradise Rd	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	West	Other	Pedestrian Violation	1	0



**Lamont Chamber of Commerce
General Membership Meeting**
Tuesday, May 12, 2015, 12:00pm
Casa Lopez, 8001 Panama Road, Lamont

Agenda

President

Ricardo Robles

Vice President

Jerome Kresha

Secretary

Jennifer Wood-Slayton

Treasurer

Lucila Gonzalez

Board of Directors

Juan Avila	Betty Chagoya
J. R Chagoya	Jose Gonzalez
Omar Gutierrez	Faye Holbert
Gary Lopez	Miguel Sanchez
Louis Simpson	

MISSION STATEMENT

*Working and growing
together through
cultural and business
developments in our
community.*

**P.O. Box 593
Lamont, CA 93241**

(661) 845-1992

lamontchamber@outlook.com
www.lamontchamber.com

Call to Order

Roll Call and Introduction of Guests

Flag Salute and Prayer

Agenda for May 12, 2015 – *Motion to Approve*

Minutes – *Motion to Approve*

Treasurer's Report – *Motion to File*

Presentations and Guest Speakers:

- Kern County Roads – Action Transportation Plan Funds

New Business:

- Chamber Meeting Space and Lunch Costs
- Strategic Planning for 2015
 - Expand and Improve Membership (Kresha)
 - Hold a Forum with Elected Officials (Wood-Slayton)
 - Improve and Beautify the Community, Including Refurbish and Move the Old Lamont Sign (Robles)
- Planning Teams Report Out
- Board of Director's Meeting Time/Day

Old Business:

- Chamber Directors Year Designation – Rick Robles
- Chamber Mixer – Miguel Sanchez
 - July 2015 (tentative), Sanchez Plaza

Discussion and Announcements

Adjourn

Next Board of Director's Meeting: Tuesday, June 9, 2015



Lamont Chamber of Commerce Board of Director's Meeting

Tuesday, May 12, 2015, 12:00 noon to 1:00 pm

Casa Lopez, 8001 Panama Road, Lamont, CA 93241

Name	Agency	Phone	Fax	E-mail
Juanita Example	Any Agency, Inc.	555-5555	555-5555	jexample@any.com
1) Ricardo DelHoyo	State of California	661-988-7410	661-988-7410 (fax)	delhoyor@co.kern.ca.us
2) Svetlana Kostopur	Deer Park Rec. & Park District	661-556-2244		svetlana.kostopur@deerparkrec.com
3) AS Gonzalez	SCORP	661-836-8384		alvarez19@yahoo.com
4) JAY THOMPSON	CSUB SBSDC	661-510-7160		SBSDC144@gmail.com
5) JIM HESTER	RECOLOGY	45 740 8529		thester@recoology.com
6) JACKIE O. RIBALONJA	MARIE'S MUTTS	(661) 345-4183		YACI@E1RAC@AOL.COM
7) ROSALIA REYOS	MISSION BANK	661-834-9772		reyosr@missionbank.com
8) David Chavez	Board of Trade	661-868-5376		DC Chavez @ Visit Kern.com
9) JIMMY WALKER	Wash. Sports	661-544-5164		jwalker@wsl.com
10) Bob Neath	Kern Co. Foods	661-862-8659		bobn@ci.kern.ca.us
11)				
12)				
13)				
14)				
15)				

UK



Lamont Chamber of Commerce Board of Director's Meeting

Tuesday, May 12, 2015, 12:00 noon to 1:00 pm

Casa Lopez, 8001 Panama Road, Lamont, CA 93241

Name	Agency	Phone	Fax	E-mail
Juanita Example	Any Agency, Inc.	555-5555	555-5555	jexample@any.com
1) Betty Chongosa		845-9211		
2) Alex Garcia	Rudy Sales	335-0302		alex.garcia@asm.ca.gov
3) Ruby Horta	Kern Co Roads	862-8847		hortharu@co.kern.ca.gov
4)				
5)				
6)				
7)				
8)				
9)				
10)				
11)				
12)				
13)				
14)				
15)				



Lamont Parent Partners
Padres Socios de Lamont

Community Meeting Agenda

April/Abril 20, 2015, 6:00pm

- | | | |
|-----|---|------------|
| I. | Welcome/ <i>Bienvenida</i> | 5 Minutes |
| II. | Reports/ <i>Reportes</i> | |
| | a. Parent Partners/ <i>Padres Socios</i> | |
| | i. School District Policies/
<i>Políticas del Distrito Escolar</i> | 5 Minutes |
| | ii. LPUD | 5 Minutes |
| | iii. Recology | 15 Minutes |
| | b. Veronica Garibay of Leadership Counsel for Justice
and Accountability with Bob Meath of Kern County's
Public Works
<i>Verónica Garibay de Consejo de Liderazgo para la Justicia y la
Rendición de Cuentas con Bob Neath de Obras Públicas del
Condado de Kern</i> | 30 Minutes |
| | i. Questions, comments or concerns
<i>Preguntas, comentarios o preocupaciones</i> | 15 minutes |
| | c. Valerie Gorospe of the Center on Race, Poverty &
the Environment and California Pesticides Reform
<i>Valerie Gorospe del Centro en Raza, Pobreza & Medio
Ambiente y de Reformas de Pesticidas de California</i> | 30 Minutes |
| | i. Questions, comments or concerns
<i>Preguntas, comentarios o preocupaciones</i> | 15 minutes |

Next Resident Meeting/ *Próxima junta para la comunidad:*

Thank you/ *Gracias*

PREPARED BY: Lamont Parent Partners DATE: 4/20/15

PROJECT TITLE: Community Sign in Sheet

ACTION NOTES:

PROJECT PLANNING NOTES:

	Name	phone number
1	Bianca Quintan	661 709 5059
2	VALERIE GOROSPE	661 720 9140
3	Emiliana Garibay	(661) 617-96-83
4	Roberto Gonzalez	(661) 845-22-74
5	Jose Mivales	
6	ROCIO Armijo	(lola)
7	Elvia Garcia	
8	Minerva Contreras	(661) 845-9153
9	Stephanie Canales	(559) 326-4677
10	Samuel Segura	
11	Sarah Pios	831 540 7971
12	Juana Mariscal	699 5115
13		
14		
15		
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28		

Open House
Lamont Library Assembly Room
May 21, 2015
5:00 p.m. to 7:00 p.m.



**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**



2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads

Contact: Bob Neath

FOR IMMEDIATE RELEASE

Phone: (661) 862-8850

Email: bobn@co.kern.ca.us

SIDEWALK PROJECT TO BE PRESENTED AT OPEN HOUSE

The Kern County Roads Department will host an open house on Thursday, May 21st to present information about its application for state funding to construct sidewalks throughout the community of Lamont. The open house will be held from 5:00 p.m. to 7:00 p.m. at the Lamont Library, 8304 Segreue Road, in Lamont.

The State of California's Active Transportation Program is making \$360 million available statewide for projects that promote walking and bicycling. Kern County is applying for a grant of \$1 million to construct sidewalks in the area around Lamont Elementary School and Myrtle Avenue School.

"Public participation is an important part of this application," said Bob Neath, an Engineering Manager with the Roads Department. "Everyone is invited to come out, learn about the project, and give us your ideas and feedback."

People with questions or comments about the project and the Active Transportation Program are invited to call the Roads Department at (661) 862-8859.

#

I-3.7

Active Transportation Program (ATP)



ATP provides funding for projects that increase the use of active modes of transportation, such as walking and biking.

Its goals also include improving safety, reducing greenhouse gas, enhancing public health, and benefitting disadvantaged communities.

2015 Application for the Lamont Walkability Project

\$360 million is available in this cycle

50% is awarded by the California Transportation Commission on a statewide basis. This is a highly competitive process. In Cycle 1, only 20% of the applications were funded.

The other half is distributed locally based on population. Kern Council of Governments will award approximately \$8 million allocated to Kern County.



2015 Application for the Lamont Walkability Project

Encouraging an Active Lamont



2015 Application for the Lamont Walkability Project

ATP Cycle 2 Program Schedule



The funding application for this project must be submitted to the state by June 1st. Statewide winners will be announced by September 30th. The local winners will be announced by November 15th.

If this project is selected for funding, construction could begin as soon as 2017.

2015 Application for the Lamont Walkability Project

What can you do to help?

Participate! Help make Lamont a better place to walk. Letters of support are encouraged. Call our office at (661) 862-559 to learn more about the project and to keep informed about what's happening.



Commit to using the sidewalks once they're built! Let the state know that this is a smart investment. Plus, walking is a great way to stay healthy.

2015 Application for the Lamont Walkability Project

Lamont Pedestrian Improvement Project

Public Open House – Lamont Library

May 21, 2015

Sign-in Sheet

1. Maria Sanchez
2. Noemi Urena
3. Javier Fernandez
4. Stephanie Canales
5. BRYAN GUTIERREZ
6. Jose Mireles
7. Diana Mireles
8. José L. Muralles
9. Liliana Acosta
10. Roberto Jimenez
11. Bianca Quintero
12. Lola Olivas
13. Samuel Segura
14. Alicia Cazares
15. Robert Hernandez
16. Irma Hernandez
17. Maria Teresa Jimenez
18. Roberto Jimenez
19. BETHY HERNANDEZ
20. VISENTE VAZQUEZ

Lamont Pedestrian Improvement Project

Public Open House – Lamont Library

May 21, 2015

Sign-in Sheet

1. Minerva Contreras
2. Loudes Ortiz
3. Selvador Ortiz-13
4. Juana Mariscal
5. Eudelia Sanchez
6. Rosalva Hernandez
7. Daniel Borajars
8. Jose A. Hernandez
9. Yekenda Villagomez
10. Linasar Liavano
11. Adolfo Liavano
12. José Garcia
13. Gabriela Moreno
14. Margarita Mariscal
15. Juan Rendon

MAY 26 '15 PM 3:30

-an

Lamont Pedestrian Improvement Project

Public Open House – Lamont Library

May 21, 2015

Sign-in Sheet

1. Maira Ortiz
2. Manuel Vargas
3. MARIA Salgado
4. L. Anna Duran G.
5. titi reyes
6. Elena Rosales
7. Erma Calderon
8. Orlando Perez
9. Jesus Perez
10. Esilda Batista

Juan Barajas Silva
maria G. Duran Serrato
Jesus Duran
Jennifer Duran
maria G. Duran John Pantun

Angela Valladares

Martha Mata

4-02



Gustavo Lara

Adrián Acevedo

Concepción Hernández

Jaime Calderón

José Palmarín

Cynthia Rojas

Marina Uguet

Antonio Uguet

Adam Uguet

Bertha Benítez

Guadalupe García

Victoria García

Manuel García

Isidro García

Antonio Hernández

Gabriela Díaz

María Ramírez

Dulce B.

-CM

Lamont Pedestrian Improvement Project

Public Open House – Lamont Library

May 21, 2015

Sign-in Sheet

1. Carlos A Rojas Osuna (661) 485-01-08
2. Gabriela Ramirez 845-2778
3. Jose Coronado 845 2778
4. Maria Ramirez 845 2778
5. Thony Martinez 549-8354
6. Angie Lopez ↓ "
sequel 918900
7. Esperanza Mendez (661) 559-5193
8. Jose Chavez 661 9033580
9. Gerardo Villagrana (661) 348-5318
10. Maria Navajo (661) 717-4882

Myrtle Avenue Elementary School

Open House

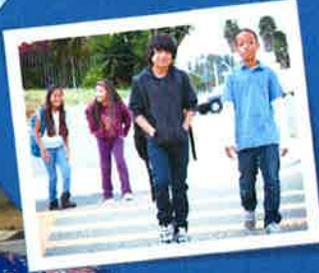
May 14, 2015

5:30 p.m. to 6:30 p.m.



WalkLamont

Active Transportation Program (ATP)



ATP provides funding for projects that increase the use of active modes of transportation, such as walking and biking.

Kern County's application for funding to construct sidewalks throughout Lamont

\$360 million is available in this cycle



50% is awarded on a statewide basis. This is a highly competitive process. The other half is distributed locally. Approximately \$8 million is allocated to Kern County.

Encouraging an active Lamont



We are applying for funds to construct sidewalks throughout Lamont, creating a safe route to school as well as to transit, shopping and social services

ATP Cycle 2 Program Schedule



The application is due June 1st. Statewide winners announced September 30th, local winners announced November 15th.

What can you do to help?

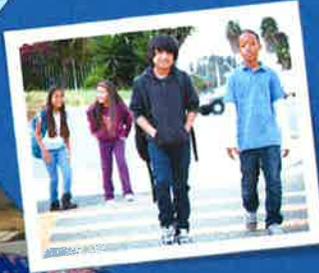


Commit to using the sidewalks once they're built! Let the state know that this is a smart investment. Plus, walking is a great way to stay healthy.

To learn more, please attend the Open House scheduled on May 21st from 5pm-7pm at the Lamont Library 8304 Segrue Rd.

WalkLamont

Programa de Transporte Activo (ATP)



ATP provee fondos para proyectos que incrementan modos de transporte activos, tales como caminar, y andar en bicicleta.

La solicitud del Condado de Kern para el financiamiento para la construcción de banquetas en Lamont

\$360 millones disponibles en este ciclo



50% se otorgará a nivel estatal y es altamente competitivo.

La otra mitad será distribuida a nivel local. Aproximadamente \$8 millones serán para el condado de Kern.

Fomentar un Lamont activo



Estamos aplicando para fondos para la construcción de banquetas en Lamont, creando rutas seguras a la escuela, paradas de tránsito, tiendas, y servicios sociales.

Ciclo 2 de ATP



La aplicación se debe de entregar el 1ro de junio. Ganadores a nivel estatal serán anunciados el 30 de septiembre, y ganadores locales el 15 de noviembre.

¿Que puede hacer para ayudar?



Comprométase a utilizar las banquetas, una vez que estén construídas. Deje saber al estado que esta sería una buena inversión. Además, el caminar es una manera de mantenerse saludable.

Habrà una exhibición del proyecto el 21 de mayo.

La información estará disponible de 5pm-7pm en biblioteca de Lamont 8304 Segrue Rd.



Location: Myrtle Elementary – Open House

Date: Thursday, May 14, 2015

Time: 5:30pm

Active Transportation Program

Name/Nombre	Phone number/Número de teléfono
1. Carmen Rojas	845-1892
2. MIBUEL A APANCO	(661) 588 8080
3. Guillermina Nasera	(661) 845-93-24
4. Remedios Leticia Galindo	661 854 32 71
5. DAJOBERTO APANCO	661) 805 7739
6. Maria Flores	717-0970
7. Elvira Morales	3716469
8. Elogio Antonio	845 8215
9. Martha Guapa	845 6754
10. Ramon Moreno	845 7302
11. Victor B	845-8780
12. Karina Salgado	477-2403
13. Maria Hierro	440 9565
14. Imelda ESPINOZA	661-376-8704
15. John Garcia	
16. Ylandia	845 6528
17. LARRY BURDETTE	661 599-8942
18. Elizabeth Castillo	(661) 865-2645
19. Julia Rosales	(661) 706-77-55
20. Francisca Sanchez	(661) 345-6029
21. Marisol Jimenez	(661) 448 0549
22. Cirila Morales	661 847 8957
23. Lola Olivas	331 4041
24. Melissa V. Avila	556-6358
25. MARIANA AVILA	556-6358
26. Almireli Tijón	661-599-19-21

Name / Nombre	Phone # / Número de teléfono
27. Barza, Venusstar	(661) 316 9041
28. Sapphire Grater	(661) 316 90 41
29. Gloria Miranda	(661) 869-93-94
30. EVA Tena	(661) 424-36 78
31. Max Portillo	(661) 246-07 39
32. Alme Garcia (Jose Sison)	661 3 319831
33. Lucia Pandy	
34. Yolanda Larmora	661 845 37 74
35. Alejandra Chavez	661 845 20 62
36. Jose H. Riquelme	845 73 24
37. Victor B.	845-8780
38. Leonor Gonzalez	845-1315
39. Alma Hpl.	381 84 73
40. Maximino Hdz	381 84 93
41. Casey Madera	346-5462
42. Mayra Alcauter	436-0595
43. Lucencio Diaz	369-3219
44. Emiliana Hernandez	661 376-3711
45. Rosa Chavalla	(661) 348 8860
46. Carmen Portillo	661-845-1619
47. Alyssa VanTassel	661 84-1619
48. Layla Avila	661 556-6358
49. Renee Correa	661 845 9694
50. Guadalupe Espinoza	661 346-6519
51. Delfina Avalos	661-845-14-43
52. Nicole Avalos	661-845-14-43
53. Hector Avalos	661-845-14-43
54. Rosario Oidoño	661-380-2890
55. Rosalia Quivora Sison	661 337 85-15
56. Cristina Quivora	661 337 85-15
57. Margarita Cantu	845-1747 (661)
58.	

Name / Nombre	Phone # / Número de teléfono
59. Paulina Montes De Oca	U. (661) 599-2543
60. Rosa Sanchez	371-0748
61. Gerardo Garcia	845-3783
62. Zuleyma Jacobo	699.0802
63. Ana Chavez	
64. Adalina Morales	845 2347-803-5911
65. Aracely Maldonado	661-38186-27
66. Esther Ortiz	661-845 30 66
67. Socorro Ojeda	342 5151
68. Maibel Sanchez	323) 217-26-55.
69. Maria Hierro	440 95 65
70. Adrianna Robles	
71. Cesar Sanchez	661 345-6029
72. Lorena Marron, Yesenia Sanchez	661-578-9735
73. Daniela Sales, Susi Santos	760) 886-4503
74. Virginia Ambrocio, Miel S.	529-0910
75. Alexandra Lopez	661-717-4580
76. Roberto Flores	661-303-0250
77. Isabel Mendez	661-346-5539
78. Antoni Martinez	661-845-2903
79. Jesus Flores	661 845 2903
80. Leonardo Quiroz	661 428 93-54
81. Fabiola Cortes	
82. Alfonso Cruz	661-845-9594
83. Francisca Sanchez	661-900 7589
84. Francisco Castro	661-845-0691
85. Jaime Contreras	661-845-0826
86. Maria h. Carlos	661-440-0666
87. Maria Dominguez	661 845 0691
88. Domingo Castro	661 282-0371
89. Sobera Morales	661 379 4742
90. Veronica Mejia	661 364-5086



Location: Myrtle Elementary – Open House

Date: Thursday, May 14, 2015

Time: 5:30pm

Active Transportation Program

Name/Nombre	Phone number/Número de teléfono	Street of interest/Calle de interés
1. Veronica Mendez	661-748-5435	
2. Gustavo Murillo	661-845-1282	
3. Jose Luis Gonzalez	661-412-1344	Gail Marie Dr.
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7.		
8.		
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19.	Alma D Zambrano	661-874-3166
20.	Modesto Rojas	661-742-0304
21.	Maria Vargas	661-717-4094
22.	Enrico Rios	661-903-6964
23.	Elida Garduno	661-717-8890
24.	Dayana Reyes	
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67.	Fabiole Lopez	661 3813540
68.	Monica Espinoza	661 861-3396
69.	Pedro Rodriguez	661-333-3920
70.	Karina Cubroa	661-213-6096
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CONCEPT: MOBILIZING HEALTH VIA SCHOOL WELLNESS
AGENCY: KERN COUNTY PUBLIC HEALTH SERVICES DEPARTMENT
PREPARED BY: MARIEL T. MEHDIPOUR, DIRECTOR, HPPI

Scope of the Problem

Locally, and nationwide, prevention of chronic diseases is one of the key determinants of health. Unfortunately, Kern County bears a heavy and disproportionate burden of poor health, suffering from significantly higher rates of chronic disease. The mortality rates in Kern County for diseases and conditions commonly associated with obesity—including diabetes, heart disease and stroke—are consistently above California state and national averages, and far from reaching Healthy People 2020 objectives. An enormous challenge for Kern is death due to the following chronic diseases:

- **Diabetes** — Kern County is ranked 57th out of 58 California counties (33.0 deaths per 100,000 population), and fares poorly when compared to the state as a whole (20.4 deaths per 100,000). In Kern, diabetes is the 6th leading cause of death, where it is 7th in the nation.
- **Coronary heart disease** — Similarly, Kern County ranks 54th out of 58 in comparison to other California counties in coronary heart disease. Kern's death rate is 136.4 deaths per 100,000, where the state's rate is 106.2 deaths per 100,000, and the Healthy People 2020 National Objective is 100.8 deaths per 100,000.
- **Stroke** — Kern's rate for deaths due to stroke (40.6 deaths per 100,000) is above the state's rate (36.6 deaths per 100,000) and the Healthy People 2020 National Objective (33.8 deaths per 100,000).

In addition, a number of risk factors can be found throughout Kern County that increases the health burdens experienced by residents. Results from the California Health Interview Survey (CHIS) reported that 70% of our adults are overweight or obese (2012), an 8% increase in comparison to 2009. The survey also reported that almost 73% of adults consumed fast food at least one time per week (2012) and only 27% of adults engaged in moderate physical activity for at least 30 minutes, 5 days per week (2009). The 2013-2014 California Physical Fitness Test reports that over 40% of Kern's 5th, 7th, and 9th graders tested were considered as high-risk in body composition when compared to only 30% of those same California youth. Moreover, there is a disproportionate rate of food insecurity countywide. Some geographic locations are more adversely affected than others; an example of this being rural areas where there are many more fast-food restaurants and convenience stores than supermarkets or produce vendors.

In addition to the risk factors and health outcomes as mentioned, certain demographics face additional hardships, including low socioeconomic status (SES) populations, urban and rural regions, underserved subgroups, and youth and the elderly are especially vulnerable to these afflictions. Further compounding the problem are the challenges that are encountered throughout the county. The two top economic industries in Kern County are agriculture and oil and yet over 20% of residents live below the federal poverty level, with over 30% being children. Over 80% of children in South Kern qualify for free or reduced price meals compared

to 67% of Kern County children (California Department of Education). Based on the 2010 U.S. Census, Kern County is over 50% Hispanic, with over 40% of households speaking a language other than English. All of these facts represent the socio-economic, geographic, linguistic and cultural barriers that exacerbate the elevated rate of obesity and chronic diseases in this area.

Approach

All of the aforementioned factors contribute to the well documented understanding that children who are unhealthy are more than likely to have reduced academic achievement. Improving health outcomes and reducing academic achievement inequalities go hand in hand. Guided by both coalition partner input, our county health needs assessment and a comprehensive assessment of Oildale's public schools' eating and physical activity policies and environments (including school wellness policies), Kern County Public Health Services Department (KCPHSD), through the Call to Action for a Healthy Kern (CTA) initiative, has been working towards approaches to achieve improved health outcomes and decrease the current burden of disease and disability in our communities. As schools play a critical role in promoting health and in reducing the risk of chronic diseases and/or obesity for students and their families, it has been made evident that a coordinated school health (CSH) or “whole school” approach should be propagated in Kern County as schools play a critical role in addressing the chronic disease and obesity epidemic and improving access for healthy eating and active living.

As described by the Centers for Disease Control, “schools play a critical role in promoting the health and safety of young people and helping them establish lifelong healthy behavior patterns.” CSH requires involvement from various stakeholders to support in order to best achieve this aim and create positive health outcomes. This includes a greater level of collaboration between the public health, school health, and education sectors to improve health and learning in our communities. As a result, the use of an expanded school health model strengthens and unifies efforts, leverages resources and takes advantage of the abilities and strengths of stakeholders (i.e. parents, students, residents, school staff, community organizations, and government agencies.).

This expanded model for school health includes eight different components. They are:

- Health Education;
- Physical Education;
- Health Services;
- Nutrition Services;
- Counseling, Psychological and Social Services;
- Healthy and Safe School Environment;
- Health Promotion for Staff; and
- Family/Community Involvement

Strategy

As previously described, the incorporation of the CSH model along with the active convening of school wellness committees are powerful approaches toward improving health and learning in our communities. Currently, Kern County school districts find themselves at various levels of the wellness spectrum. Some districts have active wellness committees while others are at the very beginning of convening. In order to best support school wellness and to move this initiative forward, KCPHSD is proposing to:

1. Facilitate quarterly convenings for school districts. During these meetings, participants will be able to network and participate in peer learning opportunities. Moreover, topic experts will be providing training and technical assistance to participants in the various aspects of school wellness (e.g. establishing healthier vending contracts, increasing parent engagement, changes to USDA and/or state nutrition guidelines and requirements, etc.).
2. Facilitate peer to peer mentoring for school districts, engaged parents and students via virtual meetings and brown bags, as well as in person. For students and parents, convenings will be held at least once a year
3. KCPHSD staff will facilitate and/or support school environment assessment efforts (e.g. WellSAT).
4. Individualized technical assistance will be provided to school districts around youth and parent empowerment approaches, policy and environmental change strategies, and community-based solutions that improve nutrition and physical activity environments.
5. Individualized technical assistance and support will be provided for parent and/or youth engagement teams working with school districts on wellness policies and committees.
6. As appropriate, support and facilitate pilot strategies that will aid school districts in demonstrating and determining realistic timeframes and costs in order to better sustain proven strategies that can be easily supported by districts and is not dependent on outside funding.
7. Technical assistance will be provided to school districts that will aid in their evaluation efforts of existing wellness policy and/or environment and of pilot strategies. Examples include how to conduct and/or facilitate: walkability or physical activity surveys, focus groups, key interview surveys, and Photovoice methods.
8. Provide technical assistance and/or coordination of documenting and communicating success stories, lessons learned and other items related to school wellness efforts.

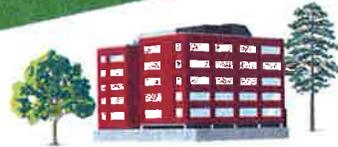
Interwoven within the abovementioned strategies, the importance of social support, education, and guidance as fundamental roles will be incorporated. In addition, this initiative will be enacted in a culturally and linguistically appropriate manner for youth and their families.

What is Kern County's Plan?



Kern County has a "road map" that will help us move towards a healthier future.

Our whole community needs you! Please bring your voice and your know-how to help create a culture of health where we live, work, learn, play, and pray.



Why get involved?

Everyone's participation is **NEEDED** to change Kern's current health realities:

- Almost 3 out of 4 adults in Kern are overweight or obese.
- Almost half of Kern County's 7th graders *are not* physically fit.
- Over 1/3 of hospitalizations in Kern County are due to complications related to Diabetes.
- Over 1 out of 3 Kern children live with food insecurity.
- Almost 1/3 of Kern youth *do not* live within walking distance of a park or playground.

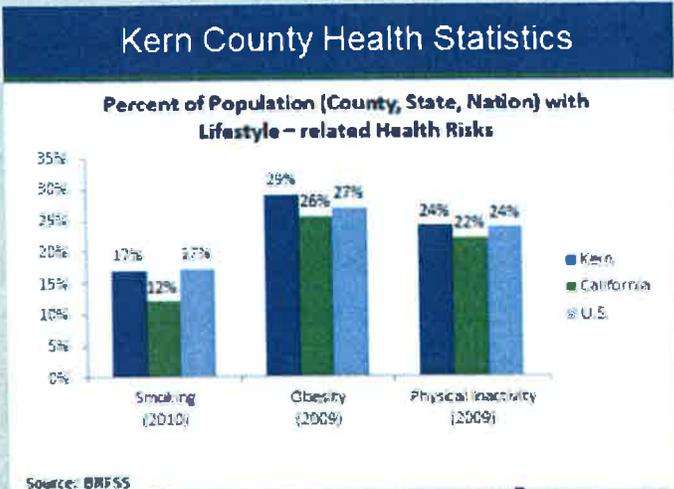


Help us create a healthier Kern!
To join the effort, visit www.kerncalltoaction.com



Sedentary Lifestyles in Kern County

Kern County adult obesity rates reach 29% but have shown improvement



Rexland Acres Park has a new walking path and re-opened it's Community Center creating safer and more family friendly opportunities

Greenfield Walking Group Community takes back Stiern Park and sparks get fit movement



[Donate!](#)[Login](#) | [Become A Member](#)[Why Start Walking?](#)[Walking Clubs](#)[Find A Walking Path](#)[Trainer](#)[Heart Walk](#)[In the Workplace](#)[A Fresh Start](#)[The Benefits of Walking](#)

Getting Active



Whether you're a novice or a pro, we've got all kinds of tips to help you get active..

The Benefits of Walking

Walking Toward a Healthier You

There are countless physical activities out there, but walking has the lowest dropout rate of them all! It's the simplest positive change you can make to effectively improve your heart health.

Research has shown that the benefits of walking and moderate physical activity for at least 30 minutes a day can help you:

- Reduce the risk of coronary heart disease
- Improve blood pressure and blood sugar levels
- Improve blood lipid profile
- Maintain body weight and lower the risk of obesity
- Enhance mental well being
- Reduce the risk of osteoporosis
- Reduce the risk of breast and colon cancer
- Reduce the risk of non-insulin dependent (type 2) diabetes

There really are so many benefits for such a simple activity!

Sole-Mate: A Friend By Your Side

The thought of being alone can be enough to keep some people from walking. The best way to solve this is by finding a friend to walk with. You can plan walking paths that are convenient for both of you, or map out routes that take you places you've never been before. It's a great way to exercise and spend time with friends! Visit our [MyWalking Clubs website](#) and connect with others!

Get Your Personalized Walking Plan



It's All About You

Take our quick quiz to get your personalized walking, stretching and strength-building plan developed by the American Council on Exercise (ACE) in collaboration with the American Heart Association. Work your way toward a healthier you!

[Take the Quiz](#)

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Active Commuting to School and Association With Physical Activity and Adiposity Among US Youth

Jason A. Mendoza, Kathy Watson, Nga Nguyen, Ester Cerin, Tom Baranowski, and Theresa A. Nicklas

The authors were with the Dept of Pediatrics, Baylor College of Medicine, Houston, TX at the time of this study

Abstract

Background—Walking or bicycling to school (ie, active commuting) has shown promise for improving physical activity and preventing obesity in youth. Our objectives were to examine, among US youth, whether active commuting was inversely associated with adiposity and positively associated with moderate-to-vigorous physical activity (MVPA). We also examined whether MVPA mediated the relationships between active commuting and adiposity.

Methods—Using data of participants aged 12 to 19 years from the US National Health and Nutrition Examination Survey 2003 to 2004 ($n = 789$ unweighted), we constructed multiple linear regression models that controlled for dietary energy intake and sociodemographics. The main exposure variable was active commuting. The outcomes were BMI z-score, waist circumference, skinfolds and objectively measured MVPA. The product-of-coefficients method was used to test for mediation.

Results—Active commuting was inversely associated with BMI z-score ($\beta = -0.07$, $P = .046$) and skinfolds ($\beta = -0.06$, $P = .029$), and positively associated with overall daily ($\beta = 0.12$, $P = .024$) and before- and after-school ($\beta = 0.20$, $P < .001$) MVPA. Greater before- and after-school MVPA explained part of the relationship between active commuting and waist circumference (Sobel $z = -1.98$, $P = .048$).

Conclusions—Active commuting was associated with greater MVPA and lower measures of adiposity among US youth. Before- and after-school MVPA mediated the relationships between active commuting and waist circumference.

Keywords

obesity; pediatric; walking; bicycling; school-based

The high prevalence of childhood and adolescent obesity is a major public health problem in the United States.^{1–3} Recent reviews reported that higher levels of physical activity were associated with decreased risk of obesity.^{4,5} However, only 7.6% of older adolescents from a nationally representative US sample met the recommended amount of moderate-to-vigorous physical activity (MVPA), compared with 42% of younger school-age children.⁶ Furthermore, moderate-to-vigorous physical activity (MVPA) declined with age among US

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Watson is now with the Division of Nutrition, Physical Activity, and Obesity Prevention, Centers for Disease Control and Prevention, Atlanta, GA.

Nguyen is now with the Division of Quantitative Sciences, The University of Texas M. D. Anderson Cancer Center.

Cerin is now with the Institute of Human Performance, The University of Hong Kong.

Case Study:

Dale Mabry Highway, Tampa, Florida

Before the installation of sidewalks, Dale Mabry Highway (SR680) in Tampa, Florida was not a place anyone would feel comfortable walking. Dale Mabry is a commercial corridor with six lanes of traffic, a five foot shoulder, and transit service stopping along the route. Many vehicles using this corridor are traveling faster than the 15 mph posted speed limit and pedestrian crashes were all too common. Even before construction was completed, pedestrians were using the sidewalks. Pedestrians can now walk in a safe location off the roadway/shoulder on separated accessible sidewalks.

Before/During Construction



Photo Credit: Billie Leach

After Construction



Photo Credit: Jimmie Griffin

Guidance Statement/ Application

FHWA's *Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures* offers the following guidance for the application of sidewalks and shoulders:

Accessible sidewalks or pathways should be provided and maintained along both sides of streets and highways in urban areas, particularly near school zones and transit locations, and where there is frequent pedestrian activity.

Sidewalks should be considered the preferred treatment for accommodating pedestrians in urban areas and where frequent pedestrian use is expected. For less developed areas with occasional pedestrian traffic expected, the *Guidance Memorandum* provides the following:

Walkable shoulders (minimum of 4 feet stabilized or paved surface) should be provided along both sides of rural highways.

For more information, visit <http://safety.fhwa.dot.gov/policy/memo071006/>

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders



FHWA Safety Program



U.S. Department of Transportation
Federal Highway Administration



<http://safety.fhwa.dot.gov>

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For More Information:

For more information, visit http://safety.fhwa.dot.gov/ped_bike

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FHWA-Sk-10-021

In a suburban community a six lane road is built. It serves schools, businesses, and transit routes. Along the length of the highway pedestrian paths are beat into the grass. For pedestrians it isn't comfortable, it isn't accessible, and it isn't safe. It needs a sidewalk.



Photo Credit: William Krasak

Walkways

Annually, around 4,500 pedestrians are killed in traffic crashes with motor vehicles in the United States.¹ Pedestrians killed while "walking along the roadway" account for almost 8 percent of these deaths.² Many of these tragedies are preventable. Providing walkways separated from the travel lanes could help to prevent up to 88 percent of these "walking along roadway crashes."³

Walkways can be created either by providing stabilized or paved surfaces separated from the roadway, or by widening paved shoulders. These treatments can not only improve the safety of pedestrians, but also make pedestrian trips more viable.

Benefits of Sidewalks

Sidewalks separated from the roadway are the preferred accommodation for pedestrians. Sidewalks provide many benefits including safety, mobility, and healthier communities.

In addition to reducing walking along roadway crashes, sidewalks reduce other pedestrian crashes. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street.⁴



Photo Credit: www.pedwalkways.org/Dan Bennett

Providing walkways for pedestrians dramatically increases how well pedestrians perceive their needs are being met along roadways.⁵ The wider the separation between the pedestrian and the roadway is, the more comfortable the pedestrian facility.

By providing facilities that are more comfortable, we can increase the number of trips made by walking, particularly in areas with mixed land uses.⁶ Providing sidewalks, widened paved shoulders, or stabilized shoulders — particularly when providing access to public transit — can increase the

transportation options for individuals who may not be able to drive a car. Additionally, by moving pedestrians off the travel lanes, motorist operations are improved and capacity increased.

Research indicates that people will walk for recreational purposes if a facility is provided.⁶ Recreational walking is one of the easiest ways for people to get the recommended allotment of physical exercise each day. Moderate exercise, such as walking, contributes to both physical and mental well being.⁷

Benefits of Paved Shoulders

Paved shoulders provide numerous safety benefits for motorists and pedestrians. Installing or widening paved shoulders has the following benefits:

- Provides a stable surface off of the roadway for pedestrians to use when sidewalks cannot be provided.
- Reduces numerous crash types including the following:
 - Head on crashes (15%-75% reported reduction)⁸
 - Sideswipe crashes (15%-41%)⁹
 - Fixed object crashes (29%-49%)⁹
 - Pedestrian (walking along roadway) crashes (71%)⁹
- Improves roadway drainage
- Increases effective turning radii at intersections
- Reduces shoulder maintenance requirements
- Provides emergency stopping space for broken down vehicles
- Provides space for maintenance operations and snow storage
- Provides space for variable message signs
- Provides an increased level of comfort for bicyclists⁸

Associations between observed neighborhood characteristics and physical activity: findings from a multiethnic urban community

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ABSTRACT

Background There is growing interest in the contributions of characteristics of the neighborhood environment to inequalities in physical activity. However, few studies have examined the relationship between observed neighborhood environmental characteristics and physical activity in a multiethnic urban area.

Purpose The purpose of this study was to assess relationships between neighborhood environments and physical activity and the extent to which these associations varied by demographic characteristics or perceptions of the physical and social environment.

Methods Cross-sectional analyses drew upon data collected from a stratified proportional probability sample of non-Hispanic Black, Hispanic and non-Hispanic White (NHW) adults ($n = 919$) in low-to-moderate income neighborhoods in Detroit, Michigan. Physical activity was assessed as self-reported duration and frequency of vigorous and moderate physical activity. Observed physical environment was assessed through systematic social observation by trained observers on blocks adjacent to survey respondents' residences.

Results We find a positive association of sidewalk condition with physical activity, with stronger effects for younger compared with older residents. In addition, physical disorder was more negatively associated with physical activity among NHW and older residents.

Conclusions These findings suggest that sidewalk improvements and reductions in physical disorder in urban communities may promote greater equity in physical activity.

Keywords environment, physical activity

Introduction

Physical inactivity is a public health concern because of its association with adverse health outcomes. Population studies have demonstrated that neighborhood characteristics are associated with physical activity (PA) levels,^{1–3} lending credence to social ecological models that suggest that PA is influenced by the individual, social and environmental factors.⁴ Environmental factors may be relevant for understanding lower levels of PA among racial and ethnic minorities and those with lower socioeconomic status (SES), as they are more likely to reside in economically disadvantaged neighborhoods that are less conducive to PA in the United States.^{2,5}

Understanding the contributions of environmental characteristics to excess health risks among these residents requires consideration of observed neighborhood characteristics, residents' perceptions of their environments and how these may vary by sociodemographics. Yet, few studies have examined

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Amy J. Schulz, Professor of Health Behavior and Health Education
Graciela B. Mentz, Data Analyst
Shannon N. Zenk, Associate Professor of Health Systems Science
Alisha A. Opperman, Community Engagement Project Manager

New Walking and Cycling Routes and Increased Physical Activity: One- and 2-Year Findings From the UK iConnect Study

Anna Goodman, PhD, Shannon Sahlqvist, PhD, and David Ogilvie, PhD, FFPH, on behalf of the iConnect Consortium

Walking and cycling are important sources of everyday activity^{1,2} and are independently associated with a wide range of health benefits.^{3–6} The potential magnitude of such benefits may be particularly large in settings such as the United Kingdom, where most people are insufficiently active for health (only 5% of adults, as assessed using accelerometry⁷) and where cycling in particular is rare (accounting for 2% of journeys⁸). It is widely recognized that a supportive built environment may be needed to promote walking and cycling and to achieve an enduring increase in activity at the population level.^{9–12} Nevertheless, multiple recent reviews^{10,13–19} have highlighted the paucity of rigorous studies evaluating the effects of new walking and cycling infrastructure such as segregated cycle routes or traffic-free bridges.

Drawing on such controlled, longitudinal studies as do exist, recent systematic reviews have provided limited evidence as to whether infrastructural improvements increase walking or cycling.^{18–20} Five studies (from Denmark, England, the Netherlands, and the United States) reported increases in cycling after the implementation of fairly substantial infrastructure improvements such as building cycle parking, extending networks of on- and off-road cycle routes, or modifying junctions to create advance stop lanes for cyclists.^{21–25} Interpretation is complicated, however, by the fact that these infrastructural modifications were sometimes accompanied by other cycling initiatives (e.g., media campaigns, cycle training, or community-based events).^{22–24} Likewise, in many walking interventions the infrastructural improvements were small relative to other intervention components. For example, 3 studies (from Australia, Belgium, and the United States) evaluated whole-community walking programs that, among many other things, improved signage, made minor repairs

Objectives. We evaluated the effects of providing new high-quality, traffic-free routes for walking and cycling on overall levels of walking, cycling, and physical activity.

Methods. 1796 adult residents in 3 UK municipalities completed postal questionnaires at baseline (2010) and 1-year follow-up (2011), after the construction of the new infrastructure. 1465 adults completed questionnaires at baseline and 2-year follow-up (2012). Transport network distance from home to infrastructure defined intervention exposure and provided a basis for controlled comparisons.

Results. Living nearer the infrastructure did not predict changes in activity levels at 1-year follow-up but did predict increases in activity at 2 years relative to those living farther away (15.3 additional minutes/week walking and cycling per km nearer; 12.5 additional minutes/week of total physical activity). The effects were larger among participants with no car.

Conclusions. These new local routes may mainly have displaced walking or cycling trips in the short term but generated new trips in the longer term, particularly among those unable to access more distant destinations by car. These findings support the potential for walking and cycling infrastructure to promote physical activity. (*Am J Public Health*. 2014;104:e38–e46. doi:10.2105/AJPH.2014.302059)

to footpaths, or cleaned up walking trails.^{26–28} One reported no overall change in population walking levels,²⁶ and a second reported modest increases.²⁷ The third focused on promoting walking trails and found that trail use increased but overall walking levels did not.²⁸ Another US study reported significant increases in walking and cycling around a newly built urban trail²⁹ but could not determine whether this reflected new walking and cycling or simply trips displaced from elsewhere. Finally, a recent Australian study reported that moving home to an area with greater access to local recreational or transport-related destinations predicted increases in walking³⁰ but not cycling.³¹

In summary, the evidence has suggested that infrastructural interventions may increase walking or cycling when delivered at high doses, but at lower doses may be used without necessarily increasing total activity. In addition, few studies have examined whether any effects

are observed equally across different population groups, and very few have examined equity impacts with respect to any characteristic other than gender.^{18,19,32} Among those that have, 1 Australian study found a trend toward a larger increase in activity among women than men,²⁶ 1 English study found comparable changes across all socioeconomic groups,²³ and 1 English and 1 US study found some suggestion of larger increases among socioeconomically disadvantaged groups.^{24,28} None of these 4 studies included formal tests for interactions.

THE NATURAL EXPERIMENT

Led by the sustainable transport charity Sustrans, the Connect2 initiative was established with the intention of building or improving walking and cycling routes at 79 sites across the United Kingdom. Applications for projects were put forward by local authorities or community groups and selected on the basis

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Role of Built Environments in Physical Activity, Obesity, and Cardiovascular Disease

James F. Sallis, Myron F. Floyd, Daniel A. Rodríguez and Brian E. Saelens

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of physical activity. Although not unanimous,²² the evidence consistently indicates that walking is higher in high-walkable neighborhoods than in low-walkable neighborhoods. A walkable environment was defined on the basis of its land use mix, street connectivity, residential density, and retail intensity. In a study of 32 neighborhoods in Seattle, WA, and Baltimore, MD, regions, neighborhood walkability was related to both higher reported walking for transportation (20–40 more minutes per week) and higher objectively measured total physical activity (35–49 more minutes per week).⁶¹ An international study showed adults in the most activity-supportive environments were twice as likely to meet physical activity guidelines as those in the least-supportive neighborhoods.⁵¹

There are fewer studies focusing on rural populations, even though rural residents are at high risk of poor health outcomes.⁶² For rural residents, traffic safety, recreation facilities, and trails were most consistently associated with physical activity.

Built Environments and Obesity

Studies on associations between the built environment and obesity have produced mixed findings in adults. Although some neighborhood studies found that walkable neighborhoods protect against overweight and obesity,^{61,63} a review concluded there are inconsistent associations of walkable neighborhoods and their components with obesity-related outcomes.⁴⁶ Body fat accumulates over time, so studies of cumulative exposures rather than cross-sectional associations may be more likely to detect impacts of the built environment. Alternatively, cross-sectional associations could be caused by self-selection bias and not be confirmed in longitudinal studies. A large study showed significant cross-sectional but not longitudinal associations between built environments and weight status.⁶⁴ It is possible that longitudinal changes in built environments must be substantial and well measured to detect associations with change in body mass index.

Among children, the evidence on associations between the built environment and obesity or overweight appears equally mixed. Galvez et al⁶⁵ reported that although most built environment variables were not associated with childhood obesity in 15 studies, distance to playgrounds and density of rail stations were associated with obesity in the anticipated direction. In a prospective study, active commuters to school had significantly lower body mass index than nonactive commuters, but active commuting to school was not associated with body mass index change.⁶⁶

Interventions and Active Transportation

Although brick-and-mortar solutions are important, research has emphasized the importance of programming and policies to support infrastructure changes. Programming for active transportation to schools (such as safe routes to school and the walking school bus) has been associated with increased physical activity among children, although the studies are methodologically weak.⁶⁷ Policies play a crucial role in encouraging active transportation. A review concluded there is sufficient evidence that community-scale land use regula-

tions and policies can be effective in increasing walking and bicycling.⁶⁸ Policies also support complementary strategies such as programs and promotions to encourage active transportation. This is particularly apparent in interventions to promote bicycling, in which single strategies had little effect, but uncontrolled evaluations of cities that used multiple strategies, including protected bicycle facilities, bicycle sharing, and policies favoring cyclists, appeared to be consistently effective.⁶⁹

Disparities in Access to Activity-Supportive Built Environments

Disparities in Access to Parks and Recreation Facilities

In light of the potential of parks and recreation facilities to increase physical activity, understanding the extent of their availability and quality in low-income and racial/ethnic minority communities is of importance in efforts to eliminate health disparities. A national study³⁴ showed that areas with college educated populations were 3 and 4 times more likely, respectively, to have at least 1 park or other outdoor recreation resource than areas with less educated residents. Neighborhoods with populations that were 95% minority and overwhelmingly without college education (5% or less) had 46% lower odds of having at least 1 recreation facility. Having a recreation facility nearby is only 1 aspect of addressing income and ethnic disparity. Quality of facilities, safety, and recreation preferences of community members should also be considered.

Disparities in Built Environments Relevant to Active Transportation

It appears that disparities in access to activity-supportive community environments vary across attributes. There is little evidence that Hispanics and blacks, or low-income populations, are disadvantaged with respect to the density of areas in which they live.^{70,71} Racial and ethnic minority and low socioeconomic status groups may be particularly sensitive to the built environment. In a review, light traffic, safety from crime, and sidewalks were most consistently associated with physical activity among black Americans.⁷¹ However, low socioeconomic status or high-minority neighborhoods appear to have less supportive environmental conditions for active transportation. A review concluded that disadvantaged neighborhoods had poorer aesthetics and worse conditions related to traffic safety and crime safety.⁷¹ For example, a study of 2 US regions found that lower- and higher-income neighborhoods did not differ substantially with regard to commonly assessed walkability variables, but lower-income neighborhoods had less favorable values on pedestrian/cycling facilities, aesthetics, access to recreation facilities, traffic safety, and crime safety.⁷² These poor conditions could potentially overcome the beneficial effects of living in a walkable low-income neighborhood.

Recommendations for Environment and Policy Change

Recent recommendations for increasing physical activity and reducing obesity and CVD risk retain some educational focus



Building a Foundation for a
Healthy Kern County

Chronic Disease and Obesity Action Plan

Kern County Call to Action: Chronic Disease and Obesity Action Plan

CALL TO ACTION 1:

Engage COUNTY AND CITY GOVERNMENTS to advance the following strategies to prevent chronic disease:

- A. Modify current city and county general plans so that walking and cycling paths are incorporated into existing communities to create controlled intersections and/or paths to safely accommodate pedestrians, cyclists and others using non-motorized transportation. Priorities should be paths that lead to food outlets that serve healthy foods as well as to parks and other venues that provide opportunities for physical activity.
- B. Design plans for new communities, capital improvement projects and large construction projects so that schools, parks, stores, park and rides, and other facilities are within easy walking and bicycling distance to residential areas and so that there are walking/cycling paths that encourage physical activity.
- C. Establish "safety corridors" and routes to school including "complete streets" design for children to encourage walking and bicycling. This includes wider sidewalks, barriers between the streets and walkways, increased security during hours that children are traveling to and from school, and strictly enforced speed zones.
 - Develop consistent signage to identify safe walking areas (point-of-decision prompts).
- D. Increase quantity, quality and accessibility of parks and natural and existing open spaces in order to encourage physical activity among youth.
- E. Revise and disseminate maps for public access of walking, hiking and bicycling routes throughout the county (including information on mileage, sidewalk routes, bike paths, hiking trails, etc.) on local government agency websites and other outlets.
 - Increase access to walking, hiking, and bicycling routes using point-of-decision prompts.
- F. Sponsor and promote opportunities for children, youth and their families to engage in physical activities, with focus on the following:
 - A large and varied selection of activities (i.e., competitive and non-competitive; individual and team; separated genders and mixed) that attract persons of various cultures so that any individual is likely to regard one or more as "fun."
 - Activities that are likely to meet needs of people with various abilities and body types.
 - Activities that lend themselves to lifelong participation.
 - Activities that are located in low-income areas and areas with high rates of obesity-related conditions.
 - Identify funding opportunities to develop and sustain the above-mentioned activities.
- G. Develop breastfeeding accommodations in public facilities, as breastfeeding helps prevent childhood obesity.
- H. Ensure that vending machines on all county- and city-owned and/or leased land, space and facilities have healthy choices and encourage community partners to do the same.
- I. Coordinate efforts to address and prevent chronic diseases and obesity across government departments and jurisdictions.
 - Develop and/or augment worksite wellness programs (e.g., health screenings, brown bag series, on-site physical activity programs, etc.).
 - Emphasize and embed chronic disease self-management program participation in the worksite either by referring to community-based organizations or modifying HR policies to provide flex time for participation in 6-week course.
- J. The Kern County Public Health Services Department will coordinate with other County government agencies and incorporated cities to help implement the Kern County Call to Action: Chronic Disease and Obesity Action Plan and will work collaboratively with private and public sectors to increase resources that address childhood obesity.

Acknowledgments

We thank the individuals and agencies listed below for their dedication and efforts related to the Kern County Call to Action: Chronic Disease and Obesity Action Plan:

Romeo Agbalog

Government Affairs Manager • Greater Bakersfield Chamber of Commerce
Trustee • Delano Union School District

Tammy Burns

Coordinator • Early Childhood Council of Kern

Matthew Constantine

Director • Kern County Public Health Services Department

Stephanie Campbell

Program Director • Ebony Counseling Center

Tom Corson

Executive Director • Kern County Network for Children

Dr. Boyce Dulan

Retired • Kern County Public Health Services Department

Jennifer Lopez

CCROP/Kern County Network for Children

Dr. Avtar Nijjer-Sidhu

Senior Health Educator • Kern County Public Health Services Department

Bill Phelps

Chief of Programs • Clinica Sierra Vista

Tom Randour

Vice President/General Manager • KGET-NBC/Telemundo/CW

Kim Salas

Special Assistant • Board of Supervisors, District V

Sheri Seal-Bailey

Director, Bariatric Solutions • San Joaquin Hospital

Dr. Kevin Silberberg

Superintendent • Standard School District

Carol Sorrell, R.N.

President/CEO • Kern Health Systems

Tim Terrio

Founder/CEO • Terrio Therapy-Fitness, Inc.



Academic Year	County Code	District Code	School Code	County Name	District Name	School Name	Low Grade	High Grade	Enrollment (K-12)	Free Meal Count (K-12)	Percent (%) Eligible Free (K-12)	FRPM Count (K-12)	Percent (%) Eligible FRPM (K-12)
2014-2015	15	63560	6009682	Kern	Lamont Elementary	Lamont Elementary	K	4	642	510	79.4%	604	94.1%
2014-2015	15	63560	6009708	Kern	Lamont Elementary	Myrtle Avenue Elementary	4	8	472	405	85.8%	468	99.2%
						Combined			1,114	915	82.1%	1,072	96.2%

Community Facts - Find popular facts (population, income, etc.) and frequently requested data about your community.

Enter a state, county, city, town, or zip code:

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Lamont CDP, California

Individuals below poverty level

28.8% Source: 2009-2013 American Community Survey 5-Year Estimates

Popular tables for this geography:

2013 American Community Survey

- [Poverty Status in the Past 12 Months \(Age, Sex, Race, Education, Employment, ...\)](#)
- [Poverty Status in the Past 12 Months of Families \(Family Type and Size, Race, Work, Education, Children, ...\)](#)
- [People at Specified Levels of Poverty \(Age, Sex, Race, Hispanic, Education, Citizenship, Work, Disability, ...\)](#)
- [Children Characteristics \(Poverty, Public Assistance, Age, Race, School Enrollment, ...\)](#)

Census 2000

- [Selected Economic Characteristics \(Poverty, Children, Income, Employment, ...\)](#)
- [Individual Poverty Status \(Age, Sex, ...\)](#)

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

I-5.2

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Lamont CDP, California

Median Household Income [Bookmark/Save](#)

34,672

Source: 2009-2013 American Community Survey 5-Year Estimates

Popular tables for this geography:

2013 American Community Survey

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- [Earnings in the Past 12 Months \(Sex, Educational Attainment, ...\)](#)
- [Employment Status \(Age, Race, Sex, Poverty, Disability, Education, ...\)](#)
- [Occupation by Sex and Median Earnings in the Past 12 Months](#)

Census 2000

- [Selected Economic Characteristics \(Employment, Commute, Occupation, Income, Health Insurance, ...\)](#)

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

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- [Poverty](#)
- [Race and Hispanic Origin](#)
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- [Show All](#)

California
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Median Household Income [Bookmark/Save](#)

61,094

Source: 2009-2013 American Community Survey 5-Year Estimates

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2013 American Community Survey

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- [Income in the Past 12 Months \(Households, Families, ...\)](#)
- [Earnings in the Past 12 Months \(Sex, Educational Attainment, ...\)](#)
- [Employment Status \(Age, Race, Sex, Poverty, Disability, Education, ...\)](#)
- [Occupation by Sex and Median Earnings in the Past 12 Months](#)
- [Compare Counties for Median Household Income](#)
- [Compare Counties for Median Family Income](#)

Census 2000

- [Selected Economic Characteristics \(Employment, Commute, Occupation, Income, Health Insurance, ...\)](#)
- [Compare Counties for Income and Poverty](#)
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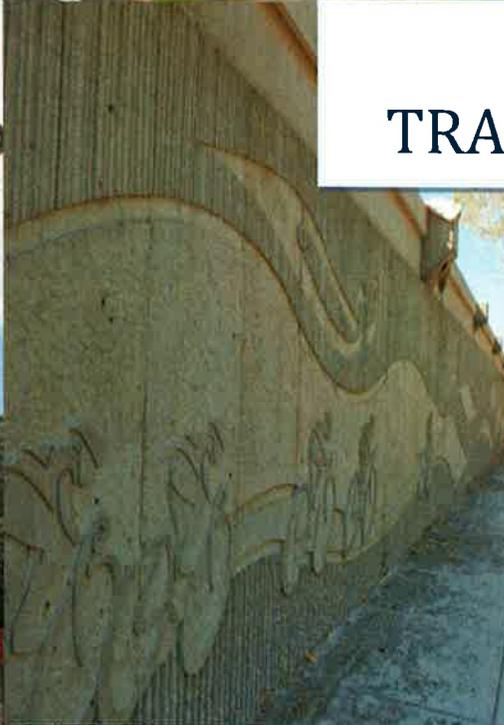
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Source: U.S. Census Bureau | American FactFinder

I-5.4



**ACTIVE
TRANSPORTATION**



BENEFIT-COST ANALYSIS TOOL Version 1.0

Project Name:
Project Location:

County of Kern - Lamont Pedestrian Improvements
Various Streets in Lamont

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)

Existing	Without Project	With Project
Forecast (1 Yr after completion)		
Existing Trips	Commuters	Recreational Users
New Daily Trips (1 YR after project completion)		
Project Information- Non SR2S Infrastructure		
Bike Class Type		Bike Class I
Average Annual Daily Traffic (AADT)		

Pedestrian Projects (daily Person Trips for All Users) (Box 1B)

Existing	Without Project	With Project
Forecast (1 YR after project completion)	1040	1040
Existing step counts (600 steps=0.3mi=1 trip)	Without Project	With Project
Existing miles walked		2335

Safe Routes to School (SR2S) (Box 1C)

Number of student enrollment	Total
Approximate no. of students living along school route proposed for improvement	1,114
Percentage of students that currently walk or bike to school	1114
Projected percentage of students that will walk or bike to school after the project	35.00%
	50.00%

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$1,980,000

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	
SR2S Infrastructure	\$1,430,000

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	3	0.6
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

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

20 Year Invest Summary Analysis

Total Costs	\$1,980,000.00
Net Present Cost	\$1,903,846.15
Total Benefits	\$26,275,944.44
Net Present Benefit	\$17,402,019.74
Benefit-Cost Ratio	9.14

20 Year Itemized Savings

Mobility	\$17,392,392.99
Health	\$5,199,249.99
Recreational	\$2,075,238.35
Gas & Emissions	\$699,337.18
Safety	\$909,725.92

Funds Requested	\$1,430,000.00
Net Present Cost of Funds Requested	\$1,375,000.00
Benefit Cost Ratio	12.66

Bob Neath - Re: ATP application - Lamont Pedestrian Improvement Project

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
To: Bob Neath <BOBN@co.kern.ca.us>
Date: 5/18/2015 5:58 PM
Subject: Re: ATP application - Lamont Pedestrian Improvement Project
CC: "atp@ccc.ca.gov" <atp@ccc.ca.gov>

Hi Bob,

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

Thank you

On Mon, May 18, 2015 at 9:04 AM, Bob Neath <BOBN@co.kern.ca.us> wrote:

The Kern County Roads Department is submitting an application for funding through the Active Transportation Program for the following project:

Project Title: **County of Kern - Lamont Pedestrian Improvement Project**

Project Description: **This project involves the construction of sidewalks behind existing curb and gutter, and the construction of wheelchair accessible ramps, throughout the community of Lamont (located approximately 10 miles southeast of Bakersfield).**

Detailed Estimate: **Please see attached**

Project Schedule: **If this project is funded for the 16/17 program year, construction will begin in June 2017**

Project Map: **Please see attached**

Preliminary Plan: **Please see attached**

Please contact me if you have any questions or require further information.

Robert W. Neath, P.E.

Engineering Manager

Kern County Roads Department

2700 "M" Street, Suite 400

Bakersfield, CA 93301

office [\(661\) 862-8859](tel:(661)862-8859)

cell [\(661\) 747-5246](tel:(661)747-5246)

fax [\(661\) 862-8851](tel:(661)862-8851)

email: bobn@co.kern.ca.us

--
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

I-8.1

Bob Neath - RE: ATP application - Lamont Pedestrian Improvement Project

From: "ATP@CCC" <ATP@CCC.CA.GOV>
To: Bob Neath <BOBN@co.kern.ca.us>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>
Date: 5/18/2015 2:26 PM
Subject: RE: ATP application - Lamont Pedestrian Improvement Project
CC: "ATP@CCC" <ATP@CCC.CA.GOV>, "Hsieh, Wei@CCC" <Wei.Hsieh@CCC.CA.GOV>, "Rios, Enrique@CCC" <Enrique.Rios@CCC.CA.GOV>, "Mijares, Marie@CCC" <Marie.Mijares@CCC.CA.GOV>

Hi Bob,

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

Thank you,

Wei Hsieh, Manager
 Programs & Operations Division
 California Conservation Corps
 1719 24th Street
 Sacramento, CA 95816
 (916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Bob Neath [mailto:BOBN@co.kern.ca.us]
Sent: Monday, May 18, 2015 9:05 AM
To: inquiry@atpcommunitycorps.org; ATP@CCC
Subject: ATP application - Lamont Pedestrian Improvement Project

The Kern County Roads Department is submitting an application for funding through the Active Transportation Program for the following project:

Project Title: **County of Kern - Lamont Pedestrian Improvement Project**

Project Description: **This project involves the construction of sidewalks behind existing curb and gutter, and the construction of wheelchair accessible ramps, throughout the community of Lamont (located approximately 10 miles southeast of Bakersfield).**

Detailed Estimate: **Please see attached**

Project Schedule: **If this project is funded for the 16/17 program year, construction will begin in June 2017**

Project Map: **Please see attached**

I-8.2



**Kern Council
of Governments**

May 19, 2015

To Whom It May Concern:

The Kern Council of Governments supports the Active Transportation Program proposal submitted from the Kern County Roads Department for the Lamont Pedestrian Improvement Project. The project will construct sidewalks and wheelchair accessible ramps behind existing curb and gutter on various streets in Lamont (east of Main Street, between DiGiorgio Road and Panama Road).

This is a "Safe Routes to School" project serving Lamont Elementary School and Myrtle Avenue School. Lamont is a disadvantaged community in great need of active transportation infrastructure improvements.

Thank you for your earnest consideration of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ahron Hakimi".

Ahron Hakimi
Executive Director

May 18, 2015

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

RE: Kern County Roads Department Active Transportation Program Grant Application

To Whom It May Concern:

On behalf of the Kern County Public Health Services Department, I support the Kern County Road Department's (KCRD) 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 Kern County Roads Department 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.

Safe Routes to Schools is a key element in the partnership between both KCRD and our county's school districts. The program promotes a safe route to and from schools for the youth of our community with the development and installation of sidewalk, curbs and gutter improvements and wheelchair accessible ramps. All three of the applications being submitted by the Kern County Roads Department incorporate these vital elements. Moreover, it will allow the department the opportunity to greatly increase the safety of all of its residents as they utilize alternative forms of transportation. It is our understanding that the projects will:

- Mojave Pedestrian Improvement Project. This will provide infrastructure improvements allowing the construction of sidewalks and wheelchair accessible ramps behind existing curb and gutter on various streets in downtown Mojave (east of Sierra Highway and north of Business State Route 58), and on Barstow Road. This is a "Safe Routes to School" project that would provide a safer pedestrian, bicycle route, and promote a safe route to and from schools for the youth attending Mojave Elementary and Mojave Jr./Sr. High Schools.
- Lake Isabella Pedestrian Improvement Project. This will provide improvements allowing to construct curb, gutter, sidewalks, and wheelchair accessible ramps on Lake Isabella Blvd. and on Erskine Creek Road. This is a "Safe Routes to School" project that would provide a safer pedestrian and bicycle route and promote a safe route to and from schools for the youth attending Wallace Elementary School, Wallace Middle School, and Kern Valley High School.

- Lamont Pedestrian Improvement Project. This will provide improvements allowing to construct sidewalks and wheelchair accessible ramps behind existing curb and gutter on various streets in Lamont, east of Main Street, between DiGiorgio Road and Panama Road. This is a “Safe Routes to School” project that would provide a safer pedestrian and bicycle route and promote a safe route to and from schools for the youth attending Lamont Elementary School and Myrtle Avenue School.

We fully support the Kern County Roads Department’s grant applications for the betterment of these three communities. If KCRD 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 fully 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 KCRD 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 Kern County Roads Department towards creating a healthier environment for the residents of our county.

Sincerely,



Matthew Constantine, Director
Public Health Services Department

BAKERSFIELD OFFICE

1115 TRUXTON AVE., ROOM 505
BAKERSFIELD, CA 93301
PHONE (661) 868-3690
FAX (661) 868-3645
district5@co.kern.ca.us



LAMONT/ARVIN OFFICE

12014 MAIN STREET
LAMONT, CA
PHONE (661) 868-5815
FAX (661) 868-5844
www.co.kern.ca.us/bos/dist5

LETICIA PEREZ
SUPERVISOR - FIFTH DISTRICT

May 26, 2015

To Whom It May Concern:

I am pleased to support Kern County's "Lamont Pedestrian Improvement Project" application in the Active Transportation Program. If awarded, this grant will provide the community of Lamont with much needed improvements to pedestrian safety and connectivity.

Lamont desperately needs the sidewalks that will be constructed through this funding. Two elementary schools are located within the project's limits. The many children who walk to these schools every day must either walk through dirt and mud, or walk into the roadway near traffic. Teachers and administrators from both schools have witnessed many near collisions over the years. They support this project, which will help these children arrive safely to school. In addition, this project will provide the community of Lamont with access to greatly needed services. Located within the project's limits are the Department of Human Services office, the Lamont Library, and the Boys & Girls Club. This project constructs a pedestrian path that connects homes to bus stops along Main Street, allowing Lamont residents to take advantage of educational, employment, and healthcare services that are currently difficult for them to access.

As Supervisor of Kern County's Fifth District, which includes the community of Lamont, I know firsthand the importance of pedestrian safety in this area. This impoverished community would benefit by increasing safer access to schools and better connectivity to services, which are necessary to break the cycle of poverty that is endemic in Lamont. For this reason, I offer my wholehearted support for the "Lamont Pedestrian Improvement Project," and ask for your thorough review and subsequent award of this grant. Thank you in advance for your attention to this request. If I can answer any questions or provide additional information, please do not hesitate to contact me at 661-868-3690.

Sincerely,

A handwritten signature in black ink, appearing to read "Leticia Perez", is written over a circular stamp that contains the word "Sincerely,".

Leticia Perez
Kern County Supervisor
Fifth District

Lamont Elementary School District

7915 BURGUNDY AVENUE, LAMONT, CALIFORNIA 93241
PHONE 661-845-0751 FAX 661-845-0689



May 27, 2015

Dear Bob Neath:

I am writing to express my support for Kern County's "Lamont Pedestrian Improvement Project" application in the Active Transportation Program.

Lamont School District has two schools in the project area. Lamont Elementary School serves children in grades K through 3, and Myrtle Avenue Elementary School serves children in grades 4 through 6.

Many children walk to these schools every day, and must do so by either walking through dirt and mud or by walking out in the roadway near traffic.

Teachers from both schools also support the project because they have witnessed too many close calls over the years. They want to see these children arrive safely for school every day.

Many students who live within walking distance currently ride a school bus. These students would be encouraged to walk to school if a safe pedestrian path was made available to them. With so many of Kern's adults suffering from chronic diseases, it is important to encourage our youth to exercise daily. Walking to school would be an effective and free way to start.

I hope you will look favorably on the "Lamont Pedestrian Improvement Project" application, as it is desperately needed in this community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Robles".

Ricardo Robles
Superintendent

**SUPERINTENDENT Ricardo Robles*ASSISTANT SUPERINTENDENT José S. Cantú
BOARD OF TRUSTEES**

PRESIDENT David Manriquez*CLERK Gloria S. Romero*MEMBERS Jesse Atondo, Miguel Sanchez, Elizabeth Naty Santana-Garibaldo

STUDENTS SAFETY

BRANDON
LEE
SANCHEZ
5-14-15

I'm going to tell you why we need a sidewalk. My mom might say yes to a sidewalk.

We need a sidewalk so we can walk to school. There is one reason. Here's another reason.

So we can walk our dogs. There's two reasons. Here's a third reason.

So the cars will stay in their lanes. We can ride our bikes to school. There's four reasons.

So we don't get hit by cars. We can run and jog. We can't fall in the dirt.

There are some things why we need a sidewalk. Hope you liked it. Here's another reason. So when it's raining you don't fall and get really muddy.



A Tides Center Project

May 27th, 2014

Robert W. Neath, P.E.
Engineering Manager
Kern County Roads Department
2700 "M" Street, Suite 400
Bakersfield, CA 93301

RE: Lamont Active Transportation Program (ATP) Grant

Dear Mr. Neath:

Leadership Counsel for Justice and Accountability writes in strong support of the County of Kern's Active Transportation (ATP) grant application for the community of Lamont. The project proposed by this grant, if funded, will have an outstanding impact on residents' lives, increasing the resident safety and health and community well-being.

Leadership Counsel, a project of the Tides Center, a 501(c)(3) non-profit, works alongside residents of disadvantaged communities in California's Central Valley and Coachella Valley to eradicate injustice and ensure equal access to opportunity regardless of wealth, race, income and place. Leadership Counsel has worked with Lamont residents since its inception in 2013 to support residents in achieving their infrastructure, land use, and community development aims.

Lamont has a long-standing and urgent need for the infrastructure improvements sought in this ATP application. The sidewalks and pedestrian safety improvements proposed in this application will make walking and biking in the community safer and more appealing. Children who currently are forced to walk through puddles and stagnant water in the rainy season, stand along the roadway together in the absence of bus stops, and breathe in dust while walking along unpaved streets without sidewalks especially stand to benefit from the proposed project.

This proposal was generated through the collaborative work and partnership of Lamont residents and their community group Lamont Parent Partners, County staff, Building Healthy Communities and Center on Race, Poverty and the Environment during community meetings, community festivals door to door outreach and town hall meetings to identify community priorities. In April and May of this year, we met with Lamont Parent Partners to ensure that this proposal met their needs and had broad based support. The infrastructure needs and solutions identified in this proposal reflects the significant involvement and feedback of residents during that process.

Thank you for supporting Lamont and their ATP grant application. If you have any questions, please contact us at (559) 369-2790. We look forward to working with you and Lamont residents as this proposal moves forward.

Sincerely,



Veronica Garibay-Gonzalez, Co-Director



May 21, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Re: Letter of Support for Kern County Lamont Sidewalk ATP Application

TO WHOM IT MAY CONCERN:

California WALKS is pleased to offer its support for the application of the County of Kern unincorporated Town of Lamont for an Active Transportation Program grant. The lack of continuous, level sidewalks and safe crossings the town of Lamont presents a serious challenge to pedestrians. The absence and state of disrepair of existing sidewalks and improved crossings prevents many residents from safe travel and the sense of community that walking to a destination, rather than driving, provides. Cal Walks fully supports the Kern County in its effort in its effort to secure funding to install safe sidewalks and crossings in the unincorporated community of Lamont in the Central Valley south of Bakersfield .

The Kern County and the Lamont community has been working with The California Endowment South Kern Building Healthy Communities (South Kern BHC) project for five years. South Kern residents, through two of the Action Teams (Environment and Recreation) of South Kern BHC, identified the need for active transportation improvements, highlighting infrastructure investment on the main community travel routes – main street state highway downtown and cross street connections to Lamont Park, Schools, transit, stores and jobs. During the last five years, community residents actively supported inclusion of complete streets and increased active transportation policy and infrastructure investment in the KernCOG 2014 Regional Transportation Plan as part of its Sustainable Community Strategy.

Nearly five years ago, through a Caltrans Environmental Justice planning grant, Kern County and the Local Government Commission facilitated a sustainable South Kern community planning charrette in Lamont, Weedpatch and Arvin. From that community driven process, Lamont active transportation improvements were prioritized. This application seeks to implement some of those priorities.

South Kern BHC invited California WALKS Youth Leaders to present video voice active transportation work, in March 2014, at its Environmental Action summit and again at its March 2015 South Kern Youth and Community Summits. Residents and Youth identified the need for sidewalks and safe crossings in the Lamont community as a project priority as part of their active transportation strategy priority. This priority moved forward in the South Kern BHC 5 year Strategic Action Plan for 2015-2020, now in its final draft, scheduled to be adopted later in 2015. Lamont's spring 2015 workshop participants also strongly endorsed this proposed project.

Leadership Counsel for Justice and Accountability is a leading Environmental Action partner for this Lamont project. Greenfield Walking Group and California Walks, among many others, have been supportive community and youth engagement project partners. One of the major issue areas Cal WALKS has observed—reiterated many times by workshop participant residents—is the prevalence of discontinuous sidewalks, even in parts of the downtown core, as well as the poor state of repair of existing sidewalks and curb ramps. The poor state of repair of main street sidewalks and unsafe crossings creates an environment that is difficult to navigate on foot. The lack of safe walking connections across and to off- main- street destinations (schools, parks & more) can encourage residents to drive for shopping, schools, parks and other destinations, even when they are within reasonable

walking distance. Improving the walking conditions in Lamont can leverage economic benefits of existing or planned downtown revitalization efforts by encouraging more people to shop local, while increasing active mobility, safety, air quality and public health with additional walking access between home, school, transit, work and other nearby destinations.

California WALKS intends to continue working with South Kern BHC, Lamont residents and other partners wherever necessary to complete the proposed project. Improving the walkability of Lamont streets for all residents is a shared goal and we look forward to the results of this project.

Sincerely,

A handwritten signature in blue ink that reads "Wendy A. Alfsen".

Wendy Alfsen
Executive Director

cc: Kern County, LJCA



May 21, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

Sacramento, CA 94274-0001

Re: Letter of Support for Kern County Lamont Sidewalk ATP Application

TO WHOM IT MAY CONCERN:

Greenfield Walking Group, a non-profit, is pleased to support the Kern County Lamont Sidewalk application for ATP funding. Greenfield Walking Group, some 75 Spanish-speaking active community volunteers, has been working for 9 years to improve walking and community health in Greenfield, South Kern and throughout the Kern Region. Lamont and Greenfield are unincorporated South Kern County neighbors. Active transportation is a South Kern community priority. The County has little funding of its own to support walking and bicycling and seeks state and other funding to make such improvements. Lamont's main streets lack sidewalks and improved crossings. Although all of Kern County qualifies as a disadvantaged community, South Kern is also burdened by extremely poor air quality and other environmental hazards.

Greenfield Walking Group (GWG) supports the application of the County of Kern unincorporated Town of Lamont as the lack of continuous, clear and level sidewalks and safe crossings in the downtown of Lamont presents a serious challenge to pedestrians. The absence and state of disrepair of existing sidewalks and lack of improved crossings prevents many residents from safe travel and the sense of community that walking to a destination, rather than driving, provides. GWG fully supports Kern County's effort to secure funding to install safe sidewalks and crossings in the unincorporated community of Lamont in the Central Valley south of Bakersfield .

Community Engagement and Project Support Kern County and the Lamont community have been working with The California Endowment South Kern Building Healthy Communities (South Kern BHC) project for five years. South Kern residents, through two of the Action Teams (Environment and Recreation) of South Kern BHC, identified the need for active transportation improvements, highlighting infrastructure investment on the main community travel routes – main street state highway downtown and cross street connections to park, schools, transit, stores and jobs.

Nearly five years ago, through a Caltrans Environmental Justice planning grant, Kern County and the Local Government Commission facilitated a sustainable South Kern community planning charrette in Lamont, Weedpatch and Arvin. GWG actively participated. From that community driven process, Lamont active transportation improvements were prioritized. This application seeks to implement some of those priorities.

South Kern BHC invited California WALKS Youth Leaders from GWG to present video voice active transportation work, in March 2014, at its Environmental Action summit and again at its March 2015 South Kern Youth and Community Summits. Residents and Youth identified the need for sidewalks and safe crossings in the Lamont community as a project priority as part of their active transportation strategy priority. This priority moved forward in the South Kern BHC 5 year Strategic Action Plan for 2015-2020, now in its final draft, scheduled to be adopted later in 2015. Lamont's spring 2015 workshop participants also strongly endorsed this proposed project.

Leadership Counsel for Justice and Accountability is a leading Environmental Action partner for this Lamont project. Greenfield Walking Group and California Walks, among many others, have been supportive community and youth engagement project partners. One of the major issue areas — reiterated many times by workshop participant residents— is missing or substandard sidewalks, even in parts of the downtown core, as well as the poor state of repair of existing sidewalks and curb ramps. The poor state of main street sidewalks and unsafe crossings creates an environment that is difficult to navigate on foot.

The lack of safe walking connections across and to off- main- street destinations (schools, parks & more) means residents drive more to shopping, schools, parks and other destinations, even when they are within reasonable walking distance. Improving the walking conditions in Lamont will bring economic benefits by encouraging more people to shop local, while increasing active mobility, safety, air quality and public health with additional walking access between home, school, transit, work and other nearby destinations.

Disadvantaged Community. Kern Region has some of the worst air quality in the nation, its pedestrian and bicycle injuries and fatalities are disproportionately high, its residents are disadvantaged according to the median household income measure, it scores high on each of the disadvantaged community indices, and it lacks local resources to address these transportation needs.

GWG intends to continue working with South Kern BHC, Lamont residents and other partners wherever necessary to complete the proposed Lamont project. Improving the walkability of Lamont streets for all residents is a shared goal and we look forward to the results of this project. Residents want to walk and bike more.

Sincerely,



Gema Perez
Greenfield Walking Group

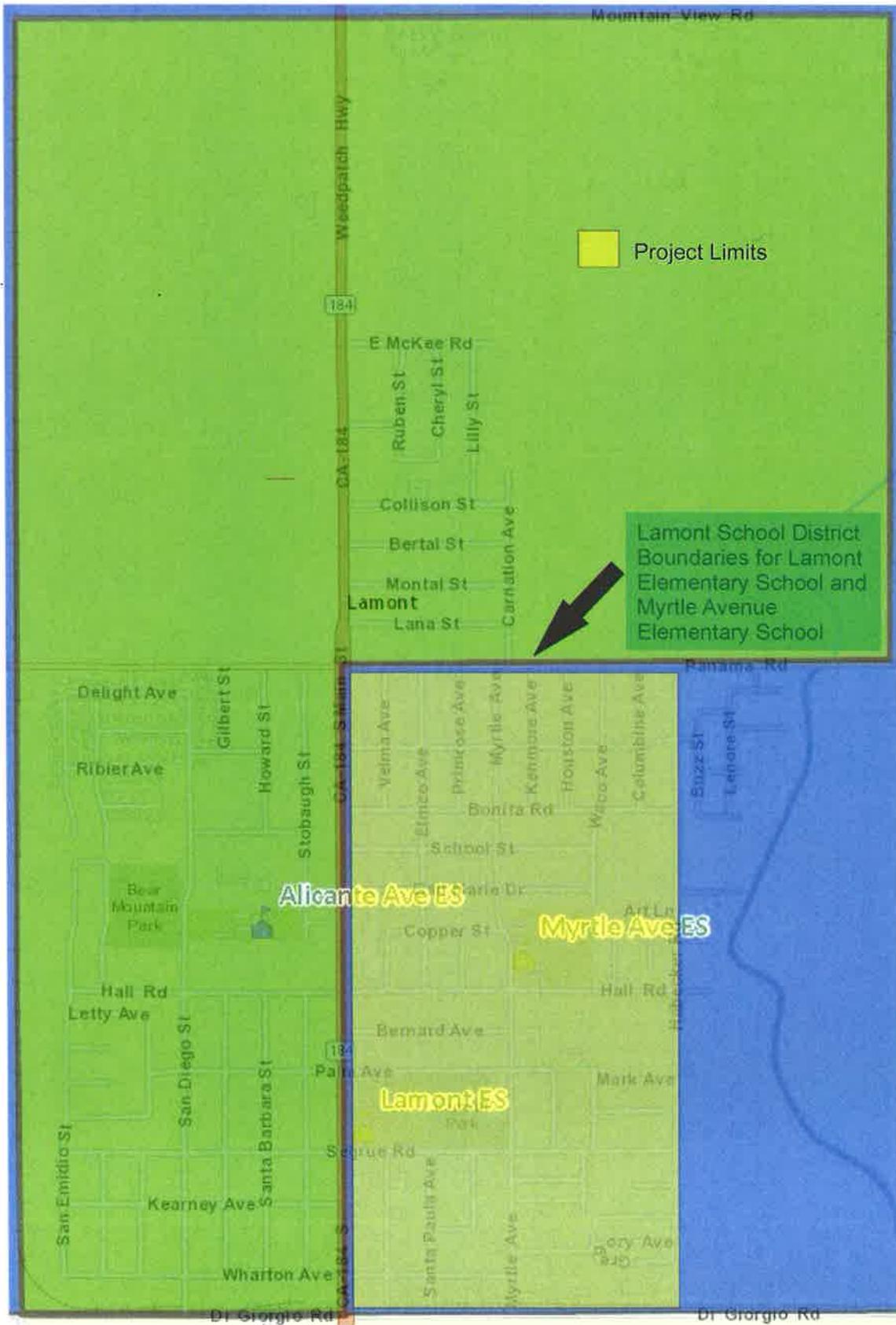


SUMMARY OF SCHOOL INFORMATION

School name: **Lamont Elementary School**
School address: **10621 Main Street, Lamont, CA 93241**
District name: **Lamont School District**
District address: **7915 Burgundy Avenue, Lamont, CA 93241**
Co.-Dist.-School Code: **15-63560-6009682**

School name: **Myrtle Avenue Elementary School**
School address: **10421 Myrtle Avenue, Lamont, CA 93241**
District name: **Lamont School District**
District address: **7915 Burgundy Avenue, Lamont, CA 93241**
Co.-Dist.-School Code: **15-63560-6009708**

The school official signature and person to contact, Ricardo Robles, Superintendent, is the same for both schools.



140 - LAMONT to BAKERSFIELD NORTH
Northbound Always via Friday / Lanes a Venias

Bus Stop	AM	PM
ARVIN		
1 Arvin City Hall - Plumtree Dr.	5:50	4:30 6:25
LAMONT		
2 Weedpatch Market - Buena Vista Blvd.	6:05 7:00	10:00 11:50 1:30 2:50 4:45 6:40
3 Redbank Rd. at Weedpatch Hwy. (West)	6:20 7:15	10:15 12:05 1:45 3:05 5:00 6:55
BAKERSFIELD		
4 Miles St. at Fairfax Rd.	6:25 7:20 8:04 10:29 1:19 3:19 5:14 7:09	
5 Janglel - Mall View Rd.	6:35 7:35 9:11 10:36 12:26 2:05 3:25 5:21 7:16	
6 Bakersfield College - Panorama Dr.	6:42 7:45 9:20 10:45 12:35 2:15 3:35 5:30 7:25	
7 Kern Medical Center - Flower St.	6:48 7:53 9:28 10:53 12:43 2:23 3:43 5:38 7:33	
8 GET Downtown Transit Center	6:54 8:00 9:35 11:00 12:50 2:30 3:50 5:45 7:40	
9 Ercybound - 18th St.	6:57 8:03 9:38 11:03 12:53 2:33 3:53 5:48 7:43	

140 - BAKERSFIELD NORTH to LAMONT
Southbound Monday thru Friday / Lanes a Venias

Bus Stop	AM	PM
BAKERSFIELD		
6 GET Downtown Transit Center	7:20 8:25 10:25 12:00 1:27 2:55 4:45 6:15 8:00 9:00	
9 Ercybound - 18th St.	7:23 8:28 10:28 12:03 1:30 2:58 4:48 6:18 8:03 9:03	
7 Kern Medical Center - Flower St.	7:34 8:39 10:39 12:14 1:41 3:09 4:59 6:29	
6 Bakersfield College - Panorama Dr.	7:41 8:46 10:46 12:21 1:48 3:16 5:06 6:36 8:15 9:15	
5 Janglel - Mall View Rd.	7:49 8:54 10:54 12:29 1:56 3:24 5:14 6:44	
4 Miles St. at Fairfax Rd.	7:58 9:03 11:03 12:38 2:05 3:33 5:23 6:53	
LAMONT		
3 Redbank Rd. at Weedpatch Hwy. (East)	8:05 9:14 11:14 12:49 2:16 3:44 5:34 7:04 8:34 9:34	
2 Weedpatch Market - Buena Vista Blvd.	8:28 9:33 11:33 1:08 2:35 4:03 5:53 7:23 8:53 9:53	
ARVIN		
1 Arvin City Hall - Plumtree Dr.	— — — — — 4:18 6:08 7:38 9:08 10:08	

145 - LAMONT to BAKERSFIELD SOUTH
Northbound Monday thru Friday / Lanes a Venias

Bus Stop	AM	PM
LAMONT		
11 Weedpatch Market - Buena Vista Blvd.	5:40 7:45 10:05 12:45 2:55 5:20	
12 Main St. at Panorama Rd.	5:47 7:52 10:32 12:52 3:02 5:37	
BAKERSFIELD		
13 Park & Ride - McKee Rd.	6:00 8:05 10:45 1:05 3:15 5:50	
14 Valley Mall - Panorama Ln.	6:07 8:12 10:52 1:12 3:22 5:57	
15 Valley Plaza - White Rd.	6:16 8:21 11:01 1:21 3:31 6:06	
16 GET Downtown Transit Center - Buena Vista Blvd.	6:30 8:35 11:15 1:35 3:45 6:20	

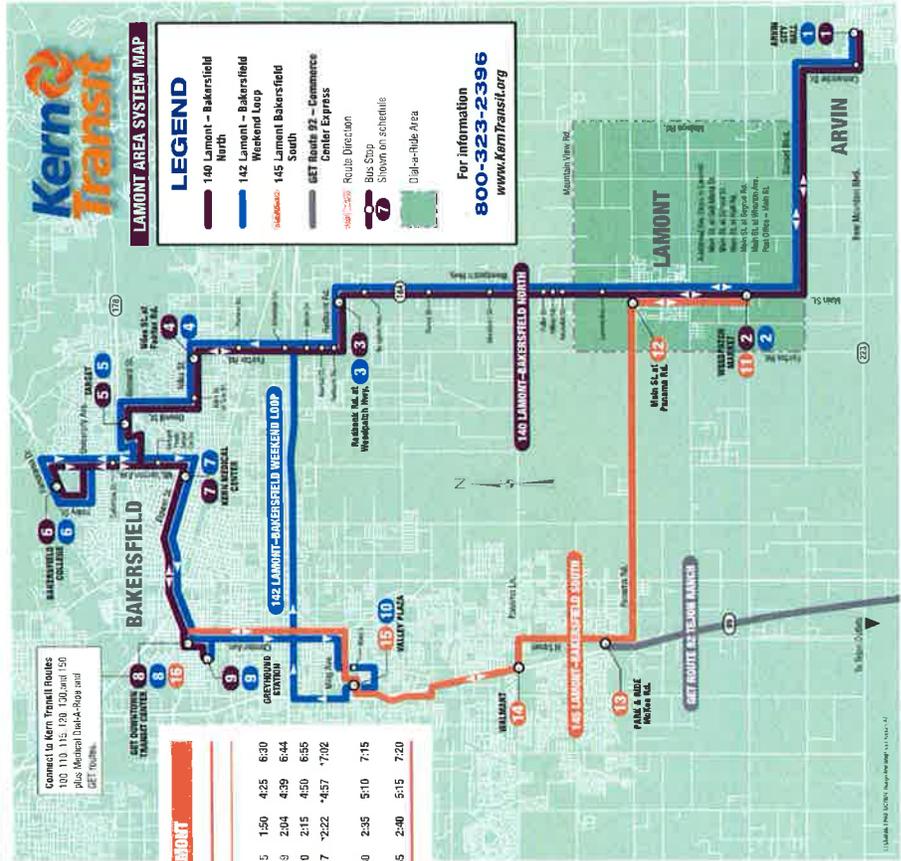
145 - BAKERSFIELD SOUTH to LAMONT
Southbound Monday thru Friday / Lanes a Venias

Bus Stop	AM	PM
BAKERSFIELD		
16 GET Downtown Transit Center - Buena Vista Blvd.	8:40 9:20 11:45 1:50 4:25 6:30	
15 Valley Plaza - White Rd.	8:54 9:34 11:59 2:04 4:39 6:44	
14 Valley Mall - Panorama Ln.	9:05 9:45 12:10 2:15 4:50 6:55	
13 Park & Ride - McKee Rd.	9:12 9:52 12:17 2:22 4:57 7:02	
LAMONT		
12 Main St. at Panorama Rd.	9:25 10:05 12:30 2:35 5:10 7:15	
11 Weedpatch Market - Buena Vista Blvd.	9:30 10:10 12:35 2:40 5:15 7:20	

* - Connects with GET Route 92

142 - LAMONT BAKERSFIELD WEEKEND LOOP
Monday, Saturday & Sunday / Saturday & Sunday

Bus Stop	AM	PM
ARVIN		
1 Arvin City Hall - Plumtree Dr.	5:45 7:00 8:15 9:30 10:45 12:00 1:15 2:30 3:45 6:15	
LAMONT		
2 Weedpatch Market - Buena Vista Blvd.	5:55 7:10 8:25 9:40 10:55 12:10 1:25 2:40 3:55 6:25	
3 Redbank Rd. at Weedpatch Hwy. (West)	6:11 7:26 8:41 9:56 11:16 12:26 1:41 2:56 4:11 6:41	
BAKERSFIELD		
4 Miles St. at Fairfax Rd.	6:22 7:37 8:52 10:07 11:27 12:37 1:52 3:07 4:22 6:52	
5 Janglel - Mall View Rd.	6:29 7:44 8:59 10:14 11:34 12:44 1:59 3:14 4:29 6:59	
6 Bakersfield College - Panorama Dr.	6:38 7:53 9:08 10:23 11:43 12:53 2:08 3:23 4:38 7:08	
7 Kern Medical Center - Flower St.	6:46 8:01 9:16 10:31 11:51 1:01 2:16 3:31 4:46 7:16	
8 GET Downtown Transit Center	6:58 8:13 9:28 10:43 12:03 1:13 2:28 3:43 4:58 7:28	
9 Ercybound - 18th St.	7:01 8:16 9:31 10:46 12:06 1:16 2:31 3:46 5:04 7:34	
10 Valley Plaza - White Rd.	7:12 8:27 9:42 10:57 12:17 1:27 2:42 4:02 5:17 7:47	
LAMONT		
3 Redbank Rd. at Weedpatch Hwy. (East)	7:27 8:42 9:57 11:12 12:32 1:42 2:57 4:17 5:32 8:02	
2 Weedpatch Market - Buena Vista Blvd.	7:38 8:53 10:08 11:23 12:43 1:53 3:08 4:28 5:43 8:13	
ARVIN		
1 Arvin City Hall - Plumtree Dr.	7:49 9:04 10:19 11:34 12:54 2:04 3:19 4:39 5:54 8:24	



LEGEND

- 140 Lamont - Bakersfield North
- 142 Lamont - Bakersfield Weekend Loop
- 145 Lamont Bakersfield South
- GET Route 92 - Commerce Center Express

Route Direction
 Bus Stop
 Shown on schedule
 Digital-Blue Area

For information
800-323-2396
www.KernTransit.org