ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 10-Turlock-2

Auto populated

Total ATP Funds Requested: $ 736 (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:

Turlock

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
156 S. Broadway, Suite 150	Turlock	CA	95380

IMPLEMENTING AGENCY'S CONTACT PERSON: Wayne York

CONTACT PERSON'S TITLE: Capital Improvement Coordinator

CONTACT PERSON'S PHONE NUMBER: (209) 668-5599 x4439

CONTACT PERSON'S EMAIL ADDRESS : wyork@turlock.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
		CA	

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	10-5165R
Implementing Agency's State Caltrans MA number	00388S

* 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)

City of Turlock - Linwood Ave Pedestrian and Bicycle Improvements

Application Number: 2 **out of** 2 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

This project will widen W. Linwood Ave. to provide cont. left-turn lane (NP), install curb, gutter, sidewalk, Class II bicycle lanes, a high-visibility crosswalk with pedestrian hybrid beacon crossing system and include non-infrastructure components.

PROJECT LOCATION: (Max of 250 Characters)

W. Linwood Ave., between Lander Ave. and West Ave. South in Turlock, CA.

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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.477821 /long. -120.851959

Congressional District(s):	10						
State Senate District(s):	8			**State Assembly District(s):**	12		
Caltrans District(s):	10						
County:	Stanislaus County						
MPO:	STANCOG						
RTPA:	Other						
MPO UZA Population:	Small Urban (Pop =or<200,000 but > than 5,000)						

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	400	**Bicyclists**	55
One Year Projection:	**Pedestrians**	460	**Bicyclists**	77
Five Year Projection:	**Pedestrians**	600	**Bicyclists**	110

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

Bicycle:	**Class I**	☐	**Class II**	☒	**Class III**	☐	**Other**
Pedestrian:			**Sidewalk**	☒	**Crossing**	☒	**Other**
Multiuse Trails/Paths:			**Meets "Class I" Design Standards**			☐	**Other**

DISADVANTAGED COMMUNITIES

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

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

Household Income	☐ Yes	☒ No	**CalEnvioScreen**	☒ Yes	☐ No
Student Meals	☒ Yes	☐ No	**Local Criteria**	☐ Yes	☒ No

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

CORPS

Does the agency intend to utilize the Corps: ☒ Yes ☐ No

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

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

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply:

☐ **Bicycle Plan**

☐ **Pedestrian Plan**

☐ **Safe Routes to School Plan**

☐ **Active Transportation Plan**

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

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

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

☒ **Bicycle Transportation** **% of Project** 50.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 50.0 %

☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 1

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: Cunningham Elementary School

School address: 324 W. Linwood Ave., Turlock, CA 95380

District name: Turlock Unified School District

District address: 1574 E. Canal Dr., Turlock, CA 95380

Co.-Dist.-School Code: Stanislaus-75739-6053169

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.1 mile

Total student enrollment: 750

% of students that currently walk or bike to school% 29.0 %

Approx. # of students living along route proposed for improvement: 720

Percentage of students eligible for free or reduced meal programs ** 92.9 %

**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:			08/15/2016
* CEQA Environmental Clearance:			11/15/2016
* NEPA Environmental Clearance:			02/15/2017
CTC - PS&E Allocation:			04/15/2017
CTC - Right of Way Allocation:			08/15/2017
* Right of Way Clearance & Permits:			03/15/2018
Final/Stamped PS&E package:			05/15/2018
*** CTC - Construction Allocation:**			08/15/2018
* Construction Complete:			05/15/2020
* Submittal of "Final Report"			06/15/2020

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:	$50	
ATP funds for PS&E:	$50	
ATP funds for Right of Way:	$220	
ATP funds for Construction:	$416	
ATP funds for Non-Infrastructure:	$0	*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		$736

Local funds leveraging or matching the ATP funds: $200

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: $64

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: $1,000

ATP - FUNDING TYPE REQUESTED:

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

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

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

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

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 10-Turlock-2

Implementing Agency's Name: City of Turlock

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 is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The City of Turlock (City) is requesting ATP funds to complete the stated project. If ATP funds are not provided the proposed project cannot be completed due to a lack of local funds. The City does have $200,000 in local funds to incorporate on the project, reducing the level of ATP funds required. This represents a leveraged amount of 20% of the total project costs.

Currently this project is not fully funded without ATP funds. No part of this project is environmental mitigation related to a previous or future capital improvement project.

2. Consistency with Regional Plan.

The proposed project is consistent with the Stanislaus County 2014 Regional Transportation Plan (RTP) and Sustainable Communities Strategy because it improves mobility and accessibility, promotes social equity, fosters job growth and economic development through enhanced connectivity with commercial centers and places of employment, considers the impact to the environment and indirectly improves environmental conditions, promotes health and safety among users of the facility, and better utilizes existing facilities (pavement) to protect the region's investments in the existing transportation system.

This project is listed within the RTP and is attached to this application *(page 58)*.

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.)

Current Usage

During the week of May 18-22, 2015, City staff conducted manual (visual) pedestrian and bicycle counts from a fixed location (parked vehicle) along W. Linwood Ave. near the front entrance of Cunningham Elementary School. Each count session was taken for one-hour durations and made during expected peak traffic periods. The weather was sunny and clear and there was no nearby construction or other environmental concerns readily noticeable that could have otherwise affected the survey results. The purpose of the surveys was to determine the number of people using non-motorized forms of transportation, as well as general demographic information. A total of three count sessions were completed and the results of those surveys are described below.

The peak period for bicycle and pedestrian use is between 7:45 a.m. and 8:15 a.m., as well as 2:45 p.m. to 3:15 p.m. most weekdays, which corresponds to the school bell schedule. Surveys were not conducted on the weekend, but anecdotal data suggests that the new housing complex west of Cunningham School, which caters to lower-income families, some of which do not own a vehicle, has resulted in an increase in biking and walking between the housing complex west of the school campus and the shopping center east of the school campus.

Staff observed an average of 260 pedestrians and 40 bicyclists during each peak period. Parents, guardians or caregivers accounted for an average of 35% (91 persons) of pedestrians and 10% of bicyclists (4 persons). An average of 15% of the observed pedestrians (46 persons) crossed from the south side of the street to the north side of the street to access a vehicle parked illegally along the north shoulder of

the street. All bicyclists observed stayed on the south side of the street and traveled either along the right side of the eastbound travel lane or (more frequently) along the sidewalk with pedestrians.

From January to June 2014 the City's ATP consultant conducted a community survey to gather input from residents, students and business owners as to their concerns related to biking and walking in Turlock. The results of the survey are attached *(page 59)*. The City received a total of 168 responses, which is a common response rate for surveys held in this community. Of those surveyed 59% were female, 40% were male and 1% declined to specify. When asked to identify the factors that discourage bicycling in Turlock the number one answer was "missing bike lanes or paths" which was identified by 75% of the respondents. This factor would be addressed through the implementation of the proposed improvements.

The next highest factor identified in the community survey was that "drivers are too aggressive." This relates to the transportation culture of the community that is still heavily reliant on vehicles with low participation in non-motorized forms of transportation, except for recreational purposes. Motorists are often described by bicyclists (and other motorists) as overly aggressive towards other users, as if there was a transportation hierarchy with vehicles at the top and other users beneath them. Therefore, the inclusion of non-infrastructure components is vitally important to begin the process of changing the culture through education, encouragement and enforcement.

Mr. Tom Kinnier, a teacher at Cunningham Elementary School, provided data from a straw poll taken of the students in his class. Of the 30 students in his class he had five that walked, five that rode the bus, zero bicycle riders and twenty that arrived by vehicle (dropped off by parents).

Based on the data collected by on-site surveys by City staff, estimates provided by respondents requesting the specified improvements, estimates provided by City staff who have observed all forms of traffic while conducting unrelated traffic safety analysis studies the City has developed the following daily-usage estimates to serve as a baseline for current usage along the whole corridor: 400 pedestrians (42% students,

23% parents of students, 25% shopping/utility, 3% commuters, 7% unknown); 55 bicyclists (65% students, 10% parents of students, 20% adult recreation, 5% unknown).

Currently, the bicycle network along W. Linwood Ave., west of Lander Ave., is fragmented with lanes to drop and turn into shoulder or just disappear altogether. Bicycle traffic is noticeably reduced in this area due largely to a lack of infrastructure, as well as other concerns such as driver behavior.

In addition to data collected as part of a formal effort the City recognizes the informal, yet significant anecdotal evidence provided through personal reports of bicyclists, pedestrians and teachers that observe this peak traffic each day. These users report speeding, right-of-way violations, near misses, and generally unsafe practices by motorists within the area of this narrow, perimeter roadway.

Projected Usage

The City anticipates an increase in bicycle use throughout the entire project area over the current baseline following project completion based on the removal of barriers to access and the interest of key stakeholders. These improvements would provide improvements to the most critical part of the safe route to school: the portion of roadway right in front of the school. Additionally, this estimation is based on a variety of factors, which include: the stated preferences and commitments-of-use of community members at workshops, the coordinated events that would be developed by bicycle advocacy groups upon implementation, and the education and encouragement activities also performed under this grant within the school.

Determining an accurate estimate is difficult, as dedicated bicycle facilities do not currently exist in these areas and the broken connectivity associated with a lack of such facilities results in users' inability to complete a round-trip, so they don't take the trip at all, select an alternate route, or select a different form of transportation to complete the trip.

The City estimates an increase of 40% in bicycle use (22 additional persons) within the project area within one year following project completion and 100% in bicycle

use (55 additional persons) within the project area within five years following project completion. The City estimates an increase in pedestrian use of around 15% (60 additional persons) within the project area within one year following project completion and around 50% (200 additional persons) within the project area within five years following project completion. These estimates are based on a demand prediction methodology that takes into account surrounding land use, nearby attractors, sufficiency of bicycle facilities, local demographics, as well as other factors. Other cities that have made similar investments in cross-town infrastructure improvements, such as the City of Modesto, have seen large increases in bicycle usage as well, though this observation has not been quantified due to the recent nature of the installations.

As the projected usage relates to school, the City expects that students and parents of students will make up a larger portion of the increase, due in part to specific education and encouragement activities targeted at the school, as well as the close proximity of the school to the project area (on the route). Several school districting maps are attached *(pages 64-65)*.

The "Suggested Routes to School" for Cunningham School *(page 66)* has noted Christoffersen Pkwy. as a preferred route for walking, but not for bicycling, due primarily to the lack of bicycle facilities available. Upon project completion the City would work with the Turlock Unified School District (TUSD) to revise these plans to indicate the additional bicycle facilities available.

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 would create (by extension) a new route, as it would create dedicated, Class II bicycle facilities along the entire length of W. Linwood Ave., between Lander Ave. and West Ave. South, on both sides of the street. This new route would directly serve a K-12 school, a bus (transit) stop, a shopping center and a low-income housing complex. See the attached project map for more information *(page 37)*. Connecting existing facilities on the east and west ends of the project area demonstrates its value not only as a stand-alone project, but as a gap-elimination project as well, allowing users to complete round-trips for recreation, commuting and education purposes.

The project will also remove barriers to mobility, through the installation of sidewalk and curb ramps, to provide safe, accessible paths of travel that can be used by bicyclists and pedestrians crossing the street. Currently residents on the north side of the street have no accessible paths of travel to go anywhere.

One of the benefits of this project is that by connecting to existing Class II facilities that the City expects an increased use of existing facilities as well. However, to help encourage that use the City will rely on non-infrastructure components, such as education and encouragement, to help student and adult users alike better understand the non-motorized options available to them and the benefits of using such options.

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 proposed project has been identified specifically as a priority improvement project in the City's Active Transportation Plan *(page 67)*. This document involved significant public outreach and public participation over an 18+ month period of time. The public participation efforts involved participation from parents, teachers, professors, school district administration personnel, young adults, bicycle commuters, business owners, advocates and City staff. All stakeholders have expressed support over a project that not only creates new facilities for travel, but repairs the broken connections within the existing bicycle network, thereby allowing them to better use the facilities that are already present. The non-infrastructure components were specifically

identified as being necessary for users to better understand how to use existing facilities.

In addition, this project was identified as a high-priority project by citizens in a series of workshops held as part of the process for determining which ATP grant applications would be submitted. Many parents and teachers flatly stated that without dedicated facilities along W. Linwood Ave. with suitable connectors to adjacent bicycle facilities, that they would not feel safe allowing their children to ride their bikes on this road, nor would they feel safe themselves. In addition, the teachers and school staff felt that these improvements would have another benefit, which would be to eliminate the area currently used for parking, thereby reducing the likelihood of illegal parking and jaywalking during peak periods.

As a member agency of the Stanislaus Council of Governments (StanCOG) the City supports StanCOG's vision in the RTP "for a more sustainable, healthy, and equitable region with multi-modal transportation options available for all users" *(page 68)* and affirms the importance of this project in meeting that driving principle. As such, in addition to being a high-priority for citizens and community stakeholders, it is a local government priority as well.

The scope of this project involves right-of-way acquisitions from eleven residential properties on the north side of the street and a single property owner (school district) on the south side of the street. These acquisitions are necessary to provide the proposed improvements. The City has included sufficient time in the project schedule for these activities to ensure promptly delivery, has a right-of-way consultant already on retainer that could perform any preliminary right-of-way work as soon as funding is authorized, and is committed to expediting all related documents and assurances to ensure all milestones are met.

In addition, the only non-participating portion of work is related to the widening of the street for a continuous left-turn lane, while other widening work related to non-motorized improvements is participating work and include as such.

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

QUESTION #2

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

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

According to the Transportation Injury Mapping System (TIMS) there were no reported injuries or fatalities involving non-motorized users within the project area between January 2009 and December 2013. Verbal reports provided by school staff have each described several non-injury collisions within the project area over the same time period, but since the Turlock Police Department does not respond to non-injury accidents these collisions are not recorded and therefore not quantified within SWITTRS. In addition, the previously cited community survey indicated that safety was a primary concern amongst users. This concern was further confirmed by parents in workshops who don't feel safe allowing their children to ride in the project area without some sort of dedicated facilities.

A lack of reported accidents along this corridor should not be taken to mean that the corridor is safe to use in its current condition; rather, the low collision statistics are likely attributed to a lack of use. The purpose of the project would be to provide safe, accessible facilities that would encourage use. With increased use there is the potential for increased collisions, but our goal is to design these facilities in a manner that provides the safest possible connectivity. The City anticipates an increase in overall use with collision statistics remaining flat.

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.

This project seeks to eliminate hazards within the project area in a variety of ways. First, the provision of bicycle lanes will permit bicyclists to travel within the street, as opposed to traveling on the sidewalk, and reduce conflicts with pedestrians. This will involve enforcement efforts as well; the City's Traffic Safety Unit (police) would coordinate with city and school staff to help achieve this.

Second, the installation of curb, gutter, sidewalk and protected mid-block crosswalk will provide a safe place for pedestrians to travel, whether traveling to or from school, or for other commuting or recreational purposes. These improvements will eliminate opportunities for bad driver behavior by removing the dirt shoulder used for illegal parking, which also led to jaywalking.

Third, new signs and markings will help clearly delineate expectations for both motorists and bicyclists, ensuring clear expectations for both roadway users. These countermeasures will help provide greater awareness of bicyclists to adjacent motorists.

Fourth, the use of non-infrastructure components such as education and encouragement will serve as the missing piece of the puzzle by helping students and parents understand the rules, responsibilities and benefits of biking and walking.

In evaluating this project the City considered a variety of alternatives. First, the City considered not providing bicycle facilities along this route at all and redirecting bicycle traffic to parallel streets. However, this option was not selected because in many cases the bicyclist would have to travel a significant distance to detour around the project area, it was not consistent with the priority improvements identified by the community, and there was strong opposition by local stakeholders to the idea of not providing bicycle improvements on such a critical connector. It also didn't make sense to redirect traffic that would eventually have to access Linwood Ave. to reach the school.

The City also considered providing a separated facility, such as a Class I or IV, to provide a safer transportation option. However, this installation was cost prohibitive, posed maintenance challenges to city crews as these facilities could not be easily cleaned by street sweepers (as is the case now) and posed right-of-way acquisition issues at some locations.

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 public stakeholders in the process were local bicycle advocates, residents, business owners, teachers, parents and grandparents of students and representatives from disadvantaged communities. The governmental stakeholders included representatives from the Turlock Unified School District (TUSD), California State University, Stanislaus (CSUS), Parent Teachers Association (PTA), elected leaders, StanCOG, planning division personnel, law enforcement officers from the Turlock Traffic Safety Unit and public safety personnel.

Letters of support have been provided in Attachment J.

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

The public involvement that led to the identification of this project came in a prolonged, public outreach effort with multiple phases. First, in January 2014 the City, with support from Alta Planning + Design, the City's ATP consultant, began work on the City's first Active Transportation Plan. Part of that process involved specific public outreach efforts, which included hosting heavily-advertised (at least 30-days in advance) community workshops, the development of a project-specific website with key dates and all documents developed throughout the process, advertising on the side of busses, a social media campaign with Facebook and Twitter, as well as all standard public noticing requirements, which includes advertising in the Turlock Journal (local newspaper) and posting on the City's bulletin board. The purpose of the outreach was two-fold: to solicit community members to serve on an advisory committee, as well as

to solicit ideas for improvements within the community. Each workshop was attended by dozens of stakeholders. This process resulted in the identification of a series of high-priority projects, as well as secondary projects for future consideration. Of that list this proposed project was identified as a high-priority improvement project.

Third, in an effort to solicit support for specific grant concepts, in April 2015 the City reached out to key stakeholders through email *(page 69)* and members of the general public through Facebook *(page 71)* and standard public noticing *(page 72)*. The City received no responses to this solicitation in writing, but did have some members participate in the community workshops. Attendance at those three workshops varied from 5-14 persons and each person that attended was active with walking and biking, but mostly biking. This turnout, while perhaps traditionally low for a community of our size, is fairly common within our community as many citizens are (unfortunately) disengaged with future planning projects unless it were to present a specific concern.

Each of the public meetings and workshops referenced above were publically noticed in a manner that provided sufficient advance notice (15-30 days in advance) for attendance. All of these meetings were held at Turlock City Hall within conference rooms that were ADA accessible. The meetings were held at a variety of different times (morning, afternoon and evening) and on different days of the week (weekdays, weekends) to provide the greatest number of opportunities for participation. Translation services were offered upon request, but no such services were requested. Some of the public stakeholders were general members of the public, while some public stakeholders belong to the ATP Citizen Advisory Committee that convened upon request of the City for participation and feedback in the development of the City's Active Transportation Plan.

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 general feedback provided initially was to provide sidewalk and bike lanes along the north side of the street with some sort of safe connection to the south side of the street. Within the context of that conversation, varying views were presented for how the City could best achieve that.

One group of stakeholders (Group A) felt that those specific improvements would be sufficient to increase safety and create incentives for us. Another group of stakeholders (Group B) felt that those improvements, while positive, were only a piece of the puzzle and that the City must also recognize the impact that heavy vehicle congestion plays into pedestrian and bicycle safety. These stakeholder argued for an even wider roadway project by installing an additional lane (continuous left-turn lane) where vehicles could queue to enter the school parking lot without blocking westbound traffic. Another group of stakeholders (Group C) felt that a mid-block crosswalk with flashing lights was better than nothing, but that the even better solution would be a hybrid signal so that vehicles would be legally required to stop (beyond the general legal requirement to yield to pedestrians).

After hearing the concerns presented at the meetings the City found validity in them all and adjusted the scope of the project so that it also include the addition of a continuous left-turn lane (non-participating cost) and a hybrid beacon instead of a RRFB device. City staff believes this approach may cost more initially, but that it is a long-term investment that will increase safety around this neighborhood school. This revised scope was met with universal acceptance and support.

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

As part of a stakeholder engagement plan the City plans to keep in regular communication with stakeholders that have participated in the General Plan, ATP or grant suggestion solicitations. An email distribution list will be maintained and used for communication purposes. In addition, a local bicycle advocacy group called “Bike Turlock” has an expansive network of citizens interesting in biking-related improvements and activities. The City will remain engaged with Bike Turlock on all updates so that they can keep their members informed of improvements.

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)**

This project will provide health benefits to users of all demographic groups, but will provide specific benefits to targeted user groups. One of the targeted user groups is school age children (5-18 years old). According to the California Health Interview Survey (CHIS), approximately 25% of school age children within Stanislaus County are physically active for one hour a day on three days or less of an average week *(page 73)*. In addition, 18.3% of children are overweight for their age *(page 74)*.

The results are not much better for the general public as whole:

"The neighborhood environment affects a person's diet choices and risk of obesity and chronic disease. UCLA's Center for Health Policy Research (California Center for Public Health Advocacy, 2008), found an association between the quality of the retail food environment and rates of both obesity and diabetes. Researchers calculated an index they called the Retail Food Environment Index (RFEI): the ratio of fast-food restaurants and convenience stores to grocery stores and produce vendors. Data for California jurisdictions showed that the higher the Retail Food Environment Index (RFEI) in a jurisdiction, the higher the prevalence of obesity and diabetes.

The average RFEI for California is 4.48, which means that for each grocery store or produce vendor around homes, there are nearly four and a half times as many fast food restaurants, pizza places and convenience stores. Stanislaus has the second highest RFEI (5.48) and the highest obesity prevalence (31.5% vs. 21.2% for California) in the state" (Community Health Needs Assessment of Stanislaus County, 2013).

More simply put, many Stanislaus County residents need to exercise even more than those in neighboring counties due to the prevalence of fast food and the dietary choices they make.

According to the County Health Rankings and Roadmaps *(page 75)*, Stanislaus County ranked 50 (out of 57 counties in the State) for "Health Factors," 40 out of 57 for "Quality of Life," 50 out of 57 for "Social and Economic Factors," and 56 out of 57 for "Physical Environment Factors." This reflects an environment where a variety of economic, social, quality of life and health factors that make it difficult for citizens, especially children, to achieve the healthy lifestyles that are so important to longevity. Addressing health issues as complex as these requires a multi-pronged, comprehensive approach. One of those "prongs" involves engineering and infrastructure, which provides opportunities for commuting, recreation and exercise. A lack of accessible, safe facilities limits the options of all citizens to other less desirable choices.

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

This project is expected to enhance public health by first and foremost providing accessible, safe pedestrian and bicycle facilities for use by citizens in areas that have generated high demand for such facilities. The provision of these facilities will allow residents to use them, resulting in additional physical exercise, whether it be commuting to work, traveling to school or utilizing the facilities for recreational purposes. Feedback from stakeholders has indicated that they are willing, ready and able to use non-motorized forms of transportation more frequently, but will only do so when adequate facilities exist.

Dr. Penny Gordon-Larsen of the University of North Carolina led a research group to study the relationship between city infrastructure and bicycling rates with a focus on a dedicated bikeway in Minnesota known as the Minneapolis Greenway. Dr. Gordon-Larsen stated, "We found that bicycle commuting increased most significantly in communities along the Greenway. These data are supportive, but not proof, that a

commitment to urban cycling infrastructure can increase active commuting by bicycle" *(page 76)*.

Secondly, through education and encouragement the City expects to see an increase in non-motorized use from citizens who may never had considered walking or biking to complete trips previously. Through specific emphasis towards Cunningham School and the students that attend there the City expects to see an increase in student and parents bicycle trips, now that barriers to access have been removed. This gradual change in the culture will likely continue to the other members of the family who may choose to walk or ride bicycles more once any previously held stigmas have been replaced with the recognition of walking and bicycling as a viable, less expensive transportation option.

The City would like to acknowledge the assistance of Ms. Olivia Tong, Ms. Charisma Hooda and Dr. Sharon Hutchins from the Stanislaus County Health Services Agency (local health department) for their information and assistance.

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: **92.9 %**

- 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 project will expand 100% of funds within a disadvantaged community for the benefit of a disadvantaged community. The improvements will be installed directly in front of Cunningham School, which is the only access route to the school, ensuring that 100% of the student body travels along some portion of W. Linwood Ave, either by vehicle, bicycle, transit or walking to get to their classroom. Currently 92.9% of the students enrolled at Cunningham Elementary School qualify under the Free or Reduced Meal Program. In addition, the school and the district assigned to it, are all completely within a disadvantaged community as defined by CalEnviroScreen Score *(page 78)*.

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.

Unlike some infrastructure projects, which would require some level of incentivizing use of new facilities, this project occurs along a roadway that is, and will continue to be, heavily used by members of a disadvantaged community. To a certain extent they don't really have a choice in the matter: it is the only street to the school. As such, use of the facilities is all but guaranteed. The difference will be that motorists will be more confined (no more illegal parking), but likely less stressed (since the westbound thru lane will not be clogged) which should reduce stress-driven poor choices that are frequently made, and pedestrians and bicyclists will have safe, dedicated facilities to get to school and around town. In other words, this project allows people to do what they're going to do anyway, but do it safer, and eventually do it with fewer vehicles. Since the entire school district is within a disadvantaged community, this project benefits a disadvantaged community in its entirety. The City will continue to target the disadvantaged community through the non-infrastructure components too.

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.)

One alternative was to focus less on the north side of the street and try to encourage better use of the facilities on the south side of the street. This approach would not have involved the acquisition of right-of-way or expensive roadway widening, so it was certainly worthy of consideration. This approach would have involved education, better enforcement, the posting of additional signs and barriers, as well as related improvements.

Unfortunately, this would not have solved the problem in that bicyclists heading west would still have to choose between traveling illegally (either contraflow on the south side or on the sidewalk) and traveling where adequate facilities do not currently exist. In addition, it would not address the unsafe crossing opportunities from the north side of the street to the south side of the street, particularly for those students who live on the north side of the street. Since this alternative would not achieve the benefit sought by the community, the reduced cost was irrelevant as it was determined to not be an adequate alternative.

A second alternative was to provide a Class II facility along the south side of the street, allowing two-way travel directly in front of the school. This alternative would not have cost much more than the proposed scope as it would still require lane shifts, striping changes and right-of-way acquisition. However, because it would not involve any sort of mid-block crossing protections, it posed a problem for users who accessed the Class I facility on one end and would be left with that is essentially a dead-end, so they couldn't complete their trip if traveling beyond school. As such, this alternative probably would not have met the goals of the ATP program.

The proposed improvements were selected as the best value based on their installation costs, maintenance costs, ability to achieve the stated goals and the overall benefit to the community.

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.)

$$\left(\frac{\$8,775,680}{\$1,000,000}\ [8.77] \text{ and } \frac{\$8,775,680}{\$756,000}\right)\ [11.61].$$

The ATP Benefit/Cost Tool was used as required and the results of that calculation are listed in Attachment I *(pages 79-83)*.

The tool was easy to use and the calculations appeared to function as intended. However, I was unable to enter data into cell M6 on tab "2)NonInfrastructure Inputs" because the cell was "locked" for editing. As such, I could not list the number of current active walkers/bicyclists in the area, which I'm sure had an impact on the calculations. However, without understanding how the pages were set up and how the formulas operate I could not make any other changes to compensate for this spreadsheet error. As such, I completed the rest of the form as instructed.

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.)

If the requested ATP funds are approved the City is willing and able to leverage $200,000 in local funds, which represents over 20% of the total, participating project costs. This is in addition to the $46,000 paid with city funds for non-participating work. No work has been performed on this project to-date, so there are no past milestones and no previous phases. Work would not commence until authorized by CalTrans.

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)
- ■ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

The City has solicited the CCC and certified community conservation corp *(page 84)*, but has not received word from either of the corps as to their ability or willingness to participate in any portion of work. However, if over the course of the coming days/weeks they confirm their willingness, the City will gladly partner with them on any portion of work they seek.

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

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

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

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

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

The City of Turlock has successfully met all project delivery requirements for all projects receiving funding from federal and state funded programs as administered by the CalTrans Division of Local Assistance in the past five years. The City remains committed to delivering this project in a timely manner as well.

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 **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**
Required for all applications

Engineer's Checklist **Attachment C**
Required for Infrastructure Projects

Project Location Map **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**
Required for all applications

Project Estimate **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

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:	Roy W. Wasden	Date:	06/01/2015
Name:	Roy Wasden	Phone:	(209) 668-5540
Title:	City Manager	e-mail:	rwasden@turlock.ca.us

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:	Mike Trainor	Date:	06/01/2015
Name:	Mike Trainor	Phone:	(209) 667-0645
Title:	Assistant Superintendent/Business Services	e-mail:	mtrainor@turlock.k12.ca.us

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

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

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

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:	5/24/2015

Project Information:

Project Title:	City of Turlock - Pedestrian and Bicycle Improvements at Cunningham ES				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
10	Stanislaus	W. Linwood Ave.			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				50				50
PS&E				50				50
R/W					220			220
CON						680		680
TOTAL				100	220	680		1,000

Notes:

ATP Funds	Infrastructure Cycle 2							
Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				50				50
PS&E				50				50
R/W					220			220
CON						416		416
TOTAL				100	220	416		736

Program Code

Funding Agency

Notes:

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

Program Code

Funding Agency

Notes:

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

Program Code

Funding Agency

Notes:

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

Program Code

Funding Agency

Notes:

ATP PROJECT PROGRAMMING REQUEST

Date:	5/24/2015

Project Information:

Project Title:	City of Turlock - Pedestrian and Bicycle Improvements at Cunningham ES				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
10	Stanislaus	W. Linwood Ave.			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

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

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

Fund No. 3:	City of Turlock Local Funds								Program Code
	Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Turlock
PS&E									Notes:
R/W									
CON						264		264	
TOTAL						264		264	

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

Fund No. 5:									Program Code
	Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
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:** NB
   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:** NB
   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:** NB
   (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:** NB
   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:** NB
   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:** NB
   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:** NB

   ☒ 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:** NB
   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)*: Bray, Nathan

Title: Senior Civil Engineer

Engineer License Number 76642

Signature:

Date: 01 JUNE 2015

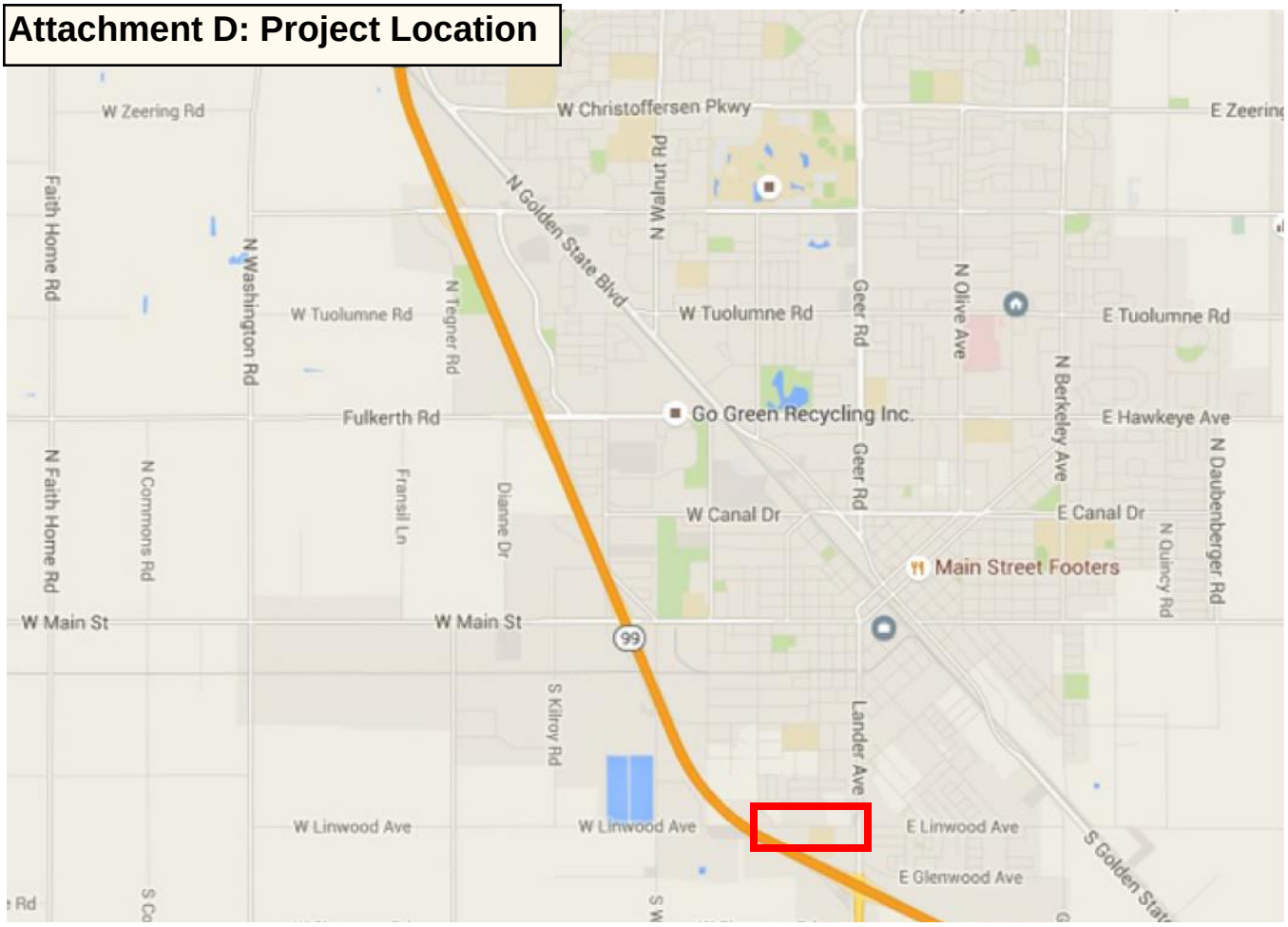
Email: nbray@turlock.ca.us

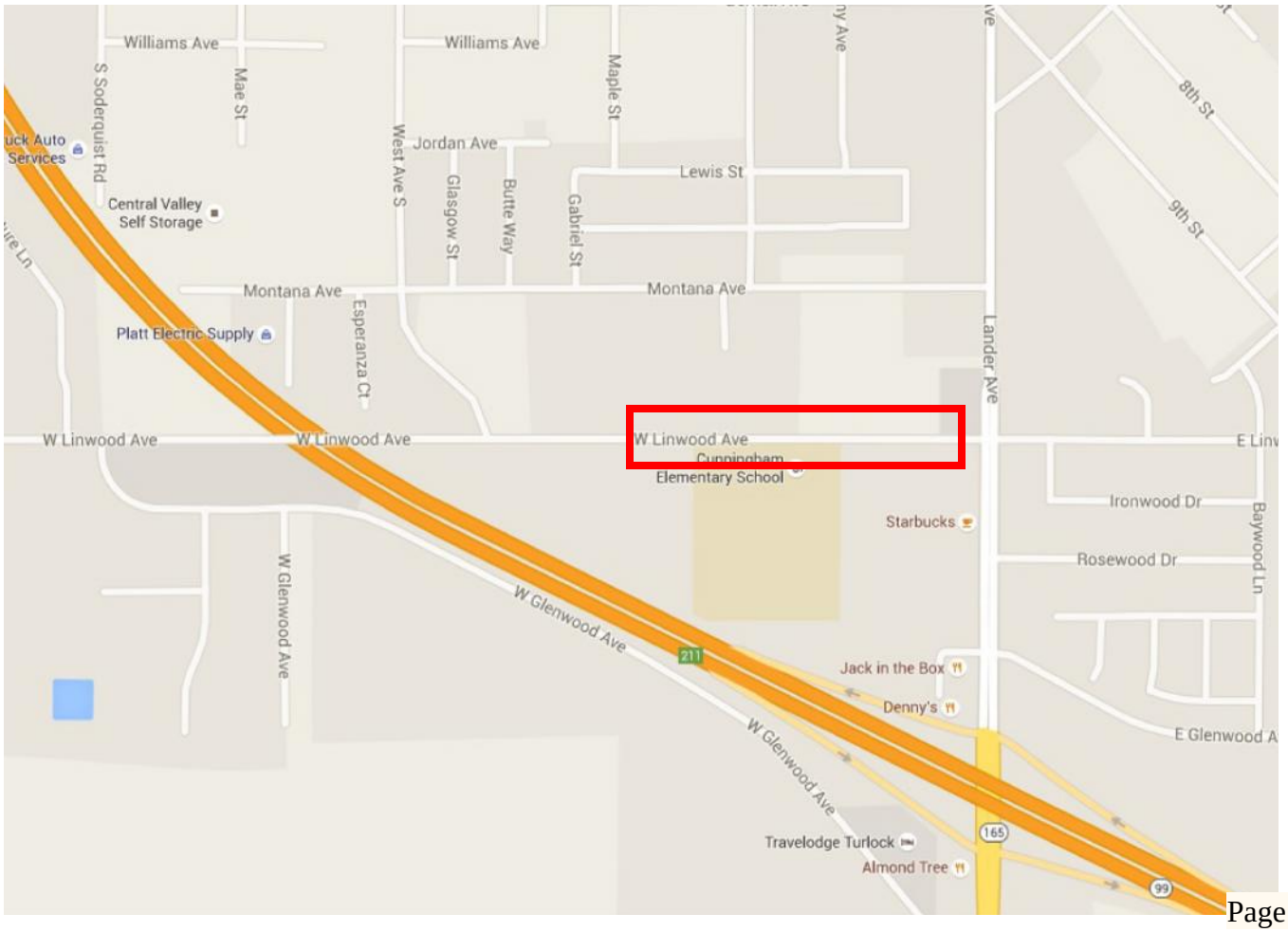
Phone: (209) 668-5520

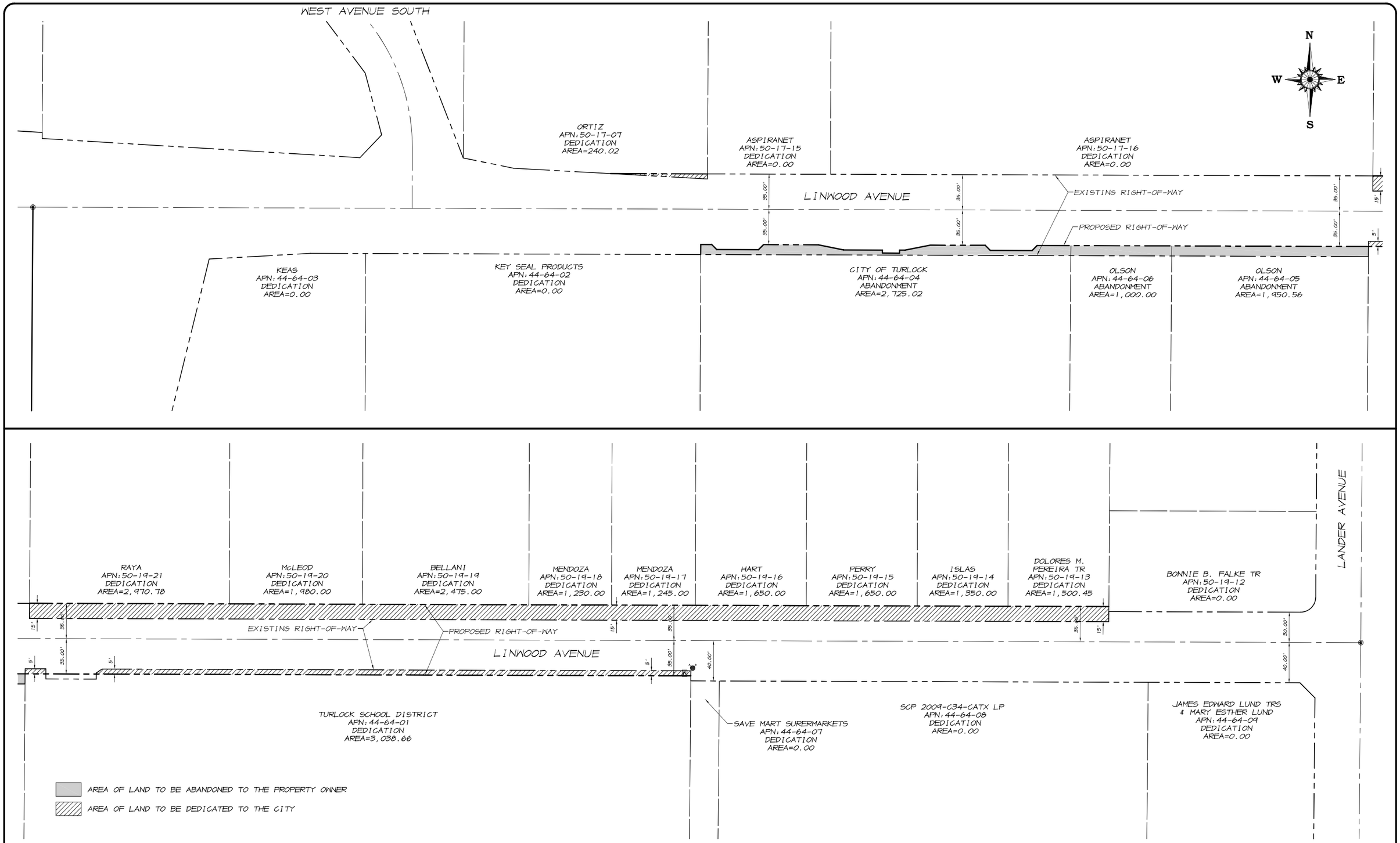
Engineer's Stamp:

REGISTERED PROFESSIONAL ENGINEER
NATHAN B. BRAY
C 76642
CIVIL
STATE OF CALIFORNIA

Attachment D: Project Location







Know what's below. Call 811 before you dig.

NOTE:
ALL REFERENCES AND WRITTEN DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED IN THE FIELD. ANY DISCREPANCY SHALL BE BROUGHT TO NOTICE OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORK.

MICHAEL G. PITCOCK, P.E.
DIRECTOR OF DEVELOPMENT SERVICES/CITY ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
MICHAEL G. PITCOCK
No. 52694
Exp. 12-31-10
CIVIL
STATE OF CALIFORNIA

ERIC A. PICCIANO, P.E.
PRINCIPAL CIVIL ENGINEER

DATE:

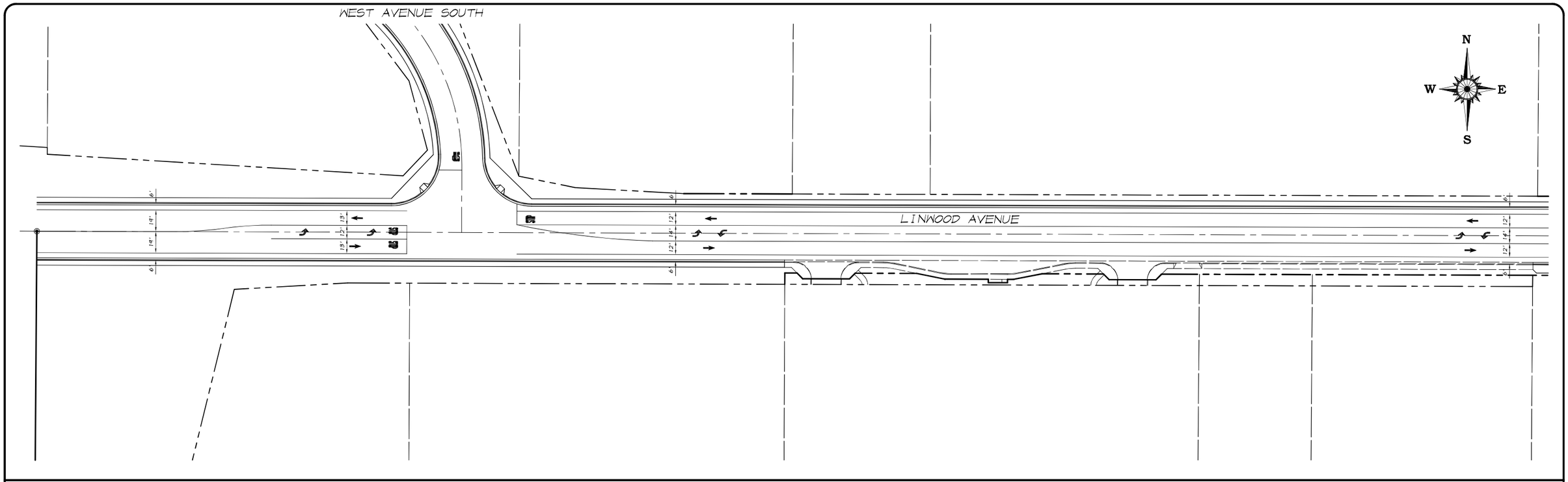
CITY OF TURLOCK
DEVELOPMENT SERVICES
ENGINEERING DIVISION
156 S. BROADWAY, STE 150
(209) 668-5520

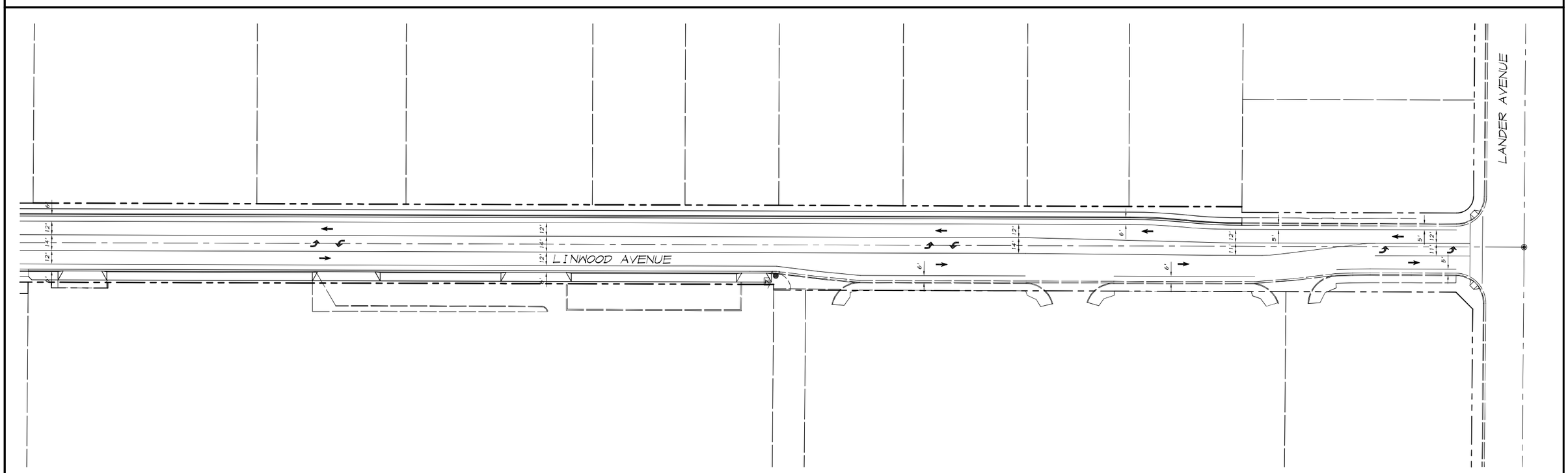
RIGHTS-OF-WAY EXHIBIT
LINWOOD AVENUE BETWEEN WEST AVENUE SOUTH AND LANDER AVENUE
CAPITAL PROJECT #11-44
LINWOOD AVENUE AT
CUNNINGHAM SCHOOL PSR

VERIFY SCALE
BAR IS 1" ON ORIGINAL DRAWING
0 ¼" ½" ¾" 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWN BY:	JSH
REV. BY:	--
CH. BY:	MGP
DATE:	AUG, 2011
SCALE:	1"=40'
LINWOOD.dwg	

SHEET 1 OF 2





Know what's below. Call 811 before you dig.

NOTE:
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MICHAEL G. PITCOCK, P.E.
DIRECTOR OF DEVELOPMENT SERVICES/CITY ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
MICHAEL G. PITCOCK
No. 52694
Exp. 12-31-10
CIVIL
STATE OF CALIFORNIA

ERIC A. PICCIANO, P.E.
PRINCIPAL CIVIL ENGINEER

DATE:

CITY OF TURLOCK
DEVELOPMENT SERVICES
ENGINEERING DIVISION
156 S. BROADWAY, STE 150
(209) 668-5520

ROADWAY IMPROVEMENTS
LINWOOD AVENUE BETWEEN WEST AVENUE SOUTH AND LANDER AVENUE
CAPITAL PROJECT #11-44
LINWOOD AVENUE AT
CUNNINGHAM SCHOOL PSR

VERIFY SCALE
BAR IS 1" ON ORIGINAL DRAWING
0 ¼" ½" ¾" 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWN BY:	JSH
REV. BY:	--
CH. BY:	MGP
DATE:	AUG, 2011
SCALE:	1"=40'
LINWOOD.dwg	

SHEET 2 OF 2

Attachment E: Proposed Changes
Sheet 1 of 2
www.invarion.com
Matchline
Install high-visibility crosswalk at main entrance to the school with a pedestrian hybrid beacon
NON-PARTICIPATING
The portion of road widening related to the introduction of a continuous left-turn shall be non-participating
Much of the existing striping will be removed and reinstalled based on the new lane configuration
Install new sidewalk and a Class II bike lane within the existing shoulder area
Main entrance
Cunningham Elementary School
W Linwood Ave
Lane configuration to include:
(2) 12' vehicle travel lanes;
(2) 6' bicycle lanes; and
(1) 14' continuous left-turn lane
Prohibit parking and install Class II bicycle lane
Proposed right-of-way limits
Current Class II termination point
70'
N

Attachment E: Proposed Changes
Sheet 2 of 2

www.invarion.com

Attachment F: Existing Conditions
W. Linwood Ave. near Lander Ave.

Attachment F: Existing Conditions W. Linwood Ave., directly in front of Cunningham Elementary School

Attachment F: Existing Conditions W. Linwood Ave., directly in front of Cunningham Elementary School

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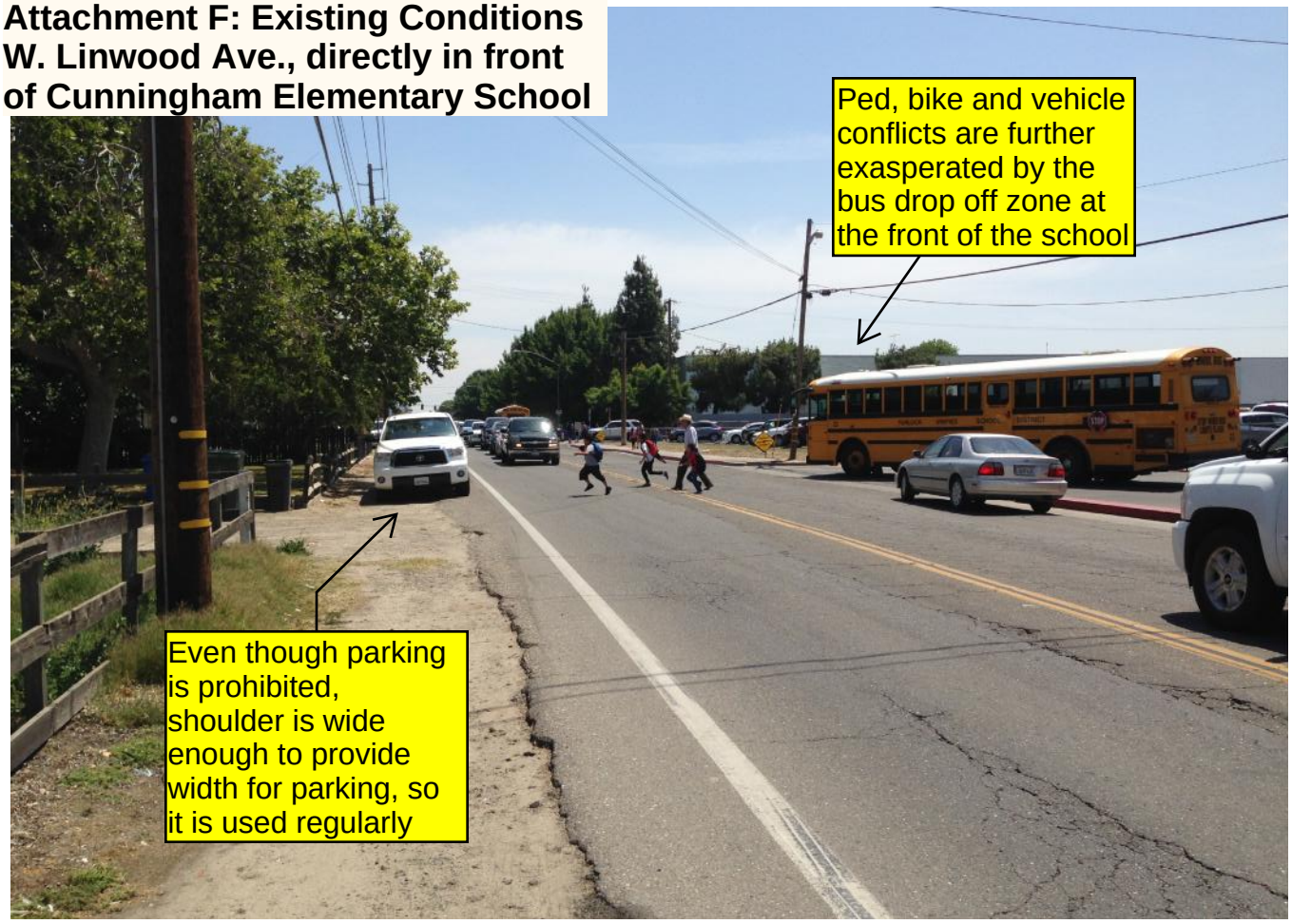


Attachment F: Existing Conditions W. Linwood Ave., directly in front of Cunningham Elementary School

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	City of Turlock				
Application ID:	10-Turlock-2	**Prepared by:**	Nathan Bray	**Date:**	**5/24/2015**
Project Description:	Installation of curb, gutter, sidewalk, Class II bike lanes, a mid-block crosswalk with hybrid beacon and various NI components				
Project Location:	W. Linwood Ave., between Lander Ave. and West Ave. South, adjacent to Cunningham Elementary School				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	**Item**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**	**%**	**$**
1	Mobilization	1	LS	$20,000.00	$20,000	100%	$20,000						
2	Construction Project Signs	2	EA	$800.00	$1,600	100%	$1,600						
3	TTCP	1	LS	$35,000.00	$35,000	100%	$35,000						
4	SWPPP	1	LS	$5,000.00	$5,000	100%	$5,000						
5	Lead Compliance Plan	1	LS	$5,000.00	$5,000	100%	$5,000						
6	Demo and Remove Existing Improvements	1	LS	$25,000.00	$25,000	100%	$25,000						
7	Earthwork	1	LS	$35,000.00	$35,000	100%	$35,000						
8	Earthwork	1	LS	$30,000.00	$30,000					100%	$30,000		
9	Storm Drain Line	1300	LF	$60.00	$78,000	100%	$78,000						
10	Storm Drain Catch Basin	6	EA	$2,750.00	$16,500	100%	$16,500						
11	Storm Drain Manhole	3	EA	$4,500.00	$13,500	100%	$13,500						
12	Remove Existing Trees	1	LS	$15,000.00	$15,000	100%	$15,000						
13	Remove and Replace Fence	1	LS	$20,000.00	$20,000	100%	$20,000						
14	Concrete Curb and Gutter	1780	LF	$30.00	$53,400	100%	$53,400						
15	Concrete Sidewalk	11000	SF	$4.50	$49,500	100%	$49,500						
16	Concrete Driveway Approach	13	EA	$3,500.00	$45,500	100%	$45,500						
17	Aggregate Base	120	CY	$45.00	$5,400	100%	$5,400						
18	Aggregate Base	240	CY	$45.00	$10,800					100%	$10,800		
19	HMA	170	TON	$70.00	$11,900	100%	$11,900						
20	HMA	330	TON	$70.00	$23,100					100%	$23,100		
21	Pedestrian Hybrid Signal	1	LS	$25,000.00	$25,000	100%	$25,000						
22	Striping and Signage	1	LS	$5,000.00	$5,000	100%	$5,000						
23	Concrete Access Ramp	2	EA	$5,000.00	$10,000	100%	$10,000						
				Subtotal of Construction Items:	**$539,200**		**$475,300**				**$63,900**		
				Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**	**10.00%**	**$53,920**							
				Total (Construction Items & Contingencies) cost:		**$593,120**							

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 50,000		
Plans, Specifications and Estimates (PS&E):	$ 50,000		
Total PE:	**$ 100,000**	**17%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ 40,000		
Acquisitions and Utilities:	$ 180,000		
Total RW:	**$ 220,000**		
Construction (CON)			
Construction Engineering (CE):	$ 66,880	**10%**	15% Max
Total Construction Items & Contingencies:	$593,120		
Total CON:	**$ 660,000**		
Total Project Cost Estimate:	**$ 980,000**		

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	25-May-15
Project Number: (2)	
Project Location(s): (3a)	City of Turlock - W. Linwood Ave., btw. Lander Ave. and West Ave. South
" " (3b)	
" " (3c)	
Project Description: (4)	Implement a bicycle and pedestrian education campaign and encouragement activities within the project area. The purpose of these efforts is to increase safety and general use of non-motorized facilities.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	Solicit, select and manage consultant	Mar-2018	May-2019	$ 1,540.00
Task "B"	Education Activities	Aug-2018	May-2019	$ 12,630.00
Task "C"	Encouragement Activities	Aug-2018	May-2019	$ 5,830.00
Task "D"				$ -
Task "E"				$ -
Task "F"				$ -
Task "G"				$ -
Task "H"				$ -
Task "I"				$ -
Task "J"				$ -
			GRAND TOTAL	**$ 20,000.00**

TASK "A" DETAIL

Task Name (5a):	**Solicit, select and manage consultant**		
Task Summary (5b):	Solicit, select and manage a consultant contract for the performance of the other NI tasks		
Task Schedule (5c):	**Start Date :** Mar-2018	**End Date:**	May-2019

	Activities (6a):	**Deliverables** (6b):
1.	Solicit consultant for completion of Tasks B and C	Copy of Request for Proposals; copy of selected proposal
2.	Manage contract with consultant and provide oversight to ensure deliverability of all tasks	Timesheet report; Copy of Progress Reports
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Non-Infrastructure Program Coordinator (City staff)	18	$40.00	$ 720.00
Party 2 -				$ -
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 720.00
			Indirect Costs (6e):	$ 820.00
			Total Staff Costs (6f):	$ 1,540.00

Task Notes (8):

City staff shall solicit and select a consultant in accordance with CalTrans DLA requirements and oversee the contract with the consultant to verify compliance with Tasks B and C requirements. The indirect costs identified are based upon a currently approved ICRP with CalTrans. The actual rate may be different at the time that funds are expended; the City shall use the lesser of this amount or the approved ICRP rate for that time period.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ -
Incentives (9d):	$ -
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ -
TASK GRAND TOTAL (10g):	**$ 1,540.00**

TASK "B" DETAIL

Task Name (5a):	**Education Activities**		
Task Summary (5b):	Implement education program components to teach and train students and parents on non-motorized safety		
Task Schedule (5c):	**Start Date :** Aug-2018	**End Date:**	May-2019

Activities and Deliverables:

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Conduct (3) after-school bike rodeos, staggered throughout the year, providing age-appropriate bicycle training	Attendance and participation report
2.	Provide a helmet for 2 students, per grade, who most successfully achieve bike rodeo tasks and participation throughout the year.	Score/evaluation of student progress; receipts for the purchase of helmets
3.	Conduct a series of on-site Student Bicycle and Pedestrian Traffic Safety Education classes for both parents and students.	Attendance and participation report
4.	Provide a bicycle for 1 student, per grade, who most successfully achieves bike rodeo tasks through participation throughout the year.	Score/evaluation of student progress; receipts for the purchase of bicycles
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Project Manager (Consultant)	16	$140.00	$ 2,240.00
Party 2 -	Asst. Project Manager (Consultant)	42	$100.00	$ 4,200.00
Party 3 -	Asst. Project Manager (Consultant)	42	$90.00	$ 3,780.00
Party 4 -	Admin. Assistant (Consultant)	5	$60.00	$ 300.00
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 10,520.00
			Indirect Costs (6e):	
			Total Staff Costs (6f)**:**	$ 10,520.00

Task Notes (8):

Consultant shall be selected to develop, implement and report on all aspects associated with this task. They shall work with City staff and school officials to ensure that educational efforts are conducted in the most effective way possible. This task will involve targeted educational components for students and parents. This education component is critical to start changing the culture of the community away from vehicle dominence as we move towards equal recognition of all forms of travel.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 500.00
Incentives (9d):	$ 980.00
Other Direct Costs (9e):	$ 630.00
" " (9f):	$ -
Total Other Costs (9g):	$ 2,110.00
TASK GRAND TOTAL (10g):	**$ 12,630.00**

Task "B" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Print/re-production education package (brochures, flyers, posters)	1	ea	$500	$ 500.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	1		$500	$ 500.00
				Total Supplies/Materials Cost:	$ 500.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Bicycle helmet	14	ea	$20	$ 280.00
2.	Youth bicycle	7	ea	$100	$ 700.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	21		$120	$ 980.00
				Total Incentives Cost:	$ 980.00

Task "B" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Event Insurance (Bicycle Rodeos)	3	ea	$110	$ 330.00
2.	Bicycle Rodeo materials package (cones, barriers, pens/paper, etc.)	1	ea	$300	$ 300.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	4		$410	$ 630.00
				Total Other Direct Cost:	**$ 630.00**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

TASK "C" DETAIL

Task Name (5a):	**Encouragement Activities**		
Task Summary (5b):	Conduct encouragement activities with students and parents to encourage more bicycle use		
Task Schedule (5c):	**Start Date :** Aug-2018	**End Date:**	May-2019

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Conduct a launch party for the new facilities upon project completion; all students, parents and teachers will be invited	Scheduled of events; report from project manager
2.	Develop and distribute SR2S walking/biking maps to all students	Copy of biking/walking map; receipts for printing/reproduction
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Project Manager (Consultant)	10	$140.00	$ 1,400.00
Party 2 -	Asst. Project Manager (Consultant)	14	$100.00	$ 1,400.00
Party 3 -	Asst. Project Manager (Consultant)	15	$90.00	$ 1,350.00
Party 4 -	Admin. Assistant (Consultant)	3	$60.00	$ 180.00
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 4,330.00
			Indirect Costs (6e):	
			Total Staff Costs (6f):	$ 4,330.00

Task Notes (8):

Consultant shall be selected to develop, implement and report on all aspects associated with this task. They shall work with City staff and school officials to ensure that encouragement efforts are conducted in the most effective way possible. City staff shall oversee the contract with the consultant to verify compliance with task requirements.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 1,500.00
Incentives (9d):	$ -
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 1,500.00
TASK GRAND TOTAL (10g):	**$ 5,830.00**

Task "C" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Print/copy of SR2S biking/walking map	500	ea	$2	$ 1,000.00
2.	Materials/supplies for launch party	1	ls	$500	$ 500.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	501		$502	$ 1,500.00
				Total Supplies/Materials Cost:	$ 1,500.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Incentives Cost:	$ -

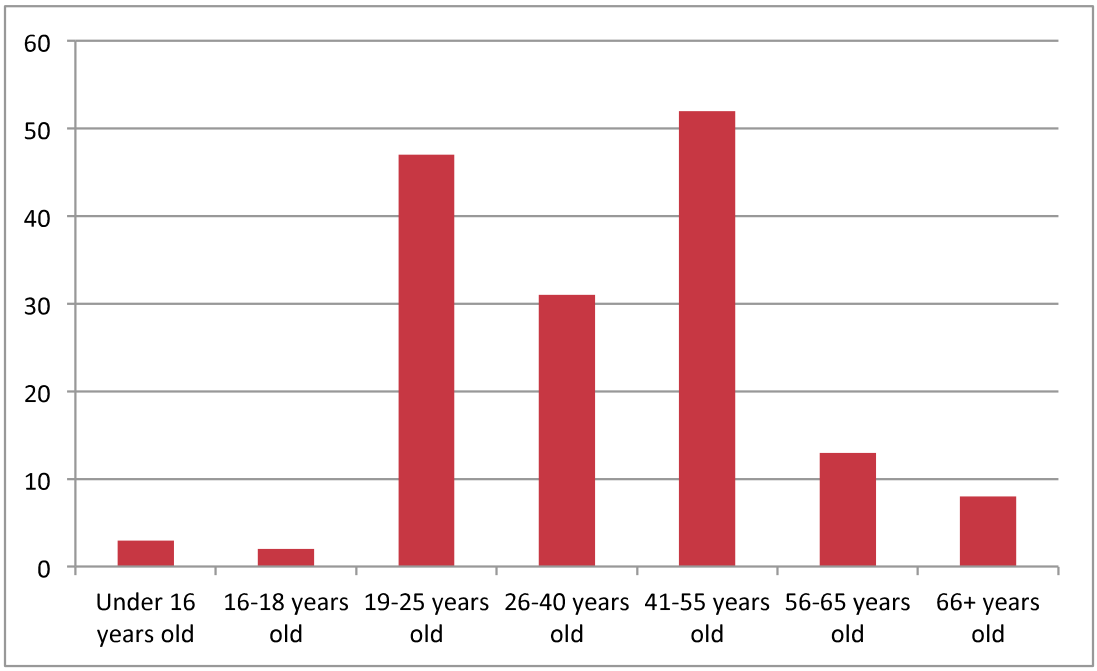
	Project Details						Purpose/Need				
	Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode
P02	Sperry Ave Interchange	I-5 to Rogers Road	Signal and Off-Ramp Improvements at interchange. Widen Sperry Ave to 4 Lanes between Rogers Road and I-5.	$17,505,100	2017	Dev. Fees, STIP, CMAQ, Local		x		x	
P03	Sperry Ave	Ward Ave to SR-33	Install Complete Street Improvements	$7,379,300	2019	Dev. Fees, RSTP		x	x		
P04	Various Locations	Various Locations	Install Traffic Signals	$17,008,800	2014-2030	Dev. Fees, CMAQ			x	x	
P05	Various Locations	Various Locations	Roadway Rehabilitation	$5,510,100	2014-2030	RSTP, CMAQ	x			x	
			Total City of Patterson (Roadway)	**$58,658,400**							
	City of Riverbank										
R01	Various Locations	Various Locations	Roadway Rehabilitation	$2,694,200	2014 - 2023	RSTP, LTF, Gas Tax	x				
R02	Pavement Management: Prevntative Maintenance	Various Locations	Roadway Rehabilitation	$14,469,900	2014-2038	RSTP, LTF	x				
R03	SR-108	Jackson to BNSF Tracks	Widen roadway from 2-4 lanes	$4,845,600	2023	RSTP, Dev. Fees/Traffic Impact Fees		x			
R04	Patterson	Roselle Ave to Claus Rd	Install Complete Street Improvements	$6,844,500	2029	RSTP, Dev. Fees/Traffic Impact Fees		x	x		
R05	Roselle Avenue	Patterson to Claribel	Install Complete Street Improvements	$4,311,400	2033	Dev. Fees/Traffic Impact Fees		x	x		
R06	Claus Road	California to Claribel	Widen roadway from 2-4 lanes	$1,895,700	2020	Dev. Fees/Traffic Impact Fees		x			
R07	Claribel Rd	Claribel at Roselle	Signal improvements	$162,200	2014	CMAQ			x	x	
R08	Patterson Rd	Patterson at Roselle	Signal improvements with pedestrian crossings and sidewalks	$1,307,000	2015	CMAQ			x	x	
R09	Santa Fe Rd	Calendar at Santa Fe	Signal improvements	$742,700	2014	CMAQ			x	x	
R10	Patterson Rd	Patterson at Third	Signal improvements	$450,300	2016	CMAQ			x	x	
R11	Claus Road	Claus at California	Signal improvements	$652,400	2021	CMAQ			x	x	
R12	Patterson Rd	Patterson at Eighth	Signal improvements	$403,200	2022	CMAQ			x	x	
R13	Patterson Rd	Patterson at First	Signal improvements	$933,500	2023	CMAQ			x	x	
R14	Claus Rd	SR-108 at Claus	Signal improvements	$1,688,300	2016	CMAQ			x	x	
R15	Patterson Rd	Patterson at First	Railroad crossing improvements	$396,600	2025	Dev. Fees/Traffic Impact Fees			x	x	
R16	Patterson Rd	Patterson at Third	Railroad crossing improvements	$286,500	2014	Dev. Fees/Traffic Impact Fees			x	x	
R17	Patterson Rd	Patterson at Eighth	Railroad crossing improvements	$303,900	2016	Dev. Fees/Traffic Impact Fees			x	x	
R18	Patterson Rd	Patterson at Snedigar	Railroad crossing improvements	$273,500	2016	Dev. Fees/Traffic Impact Fees			x	x	
R19	Patterson Rd	Patterson at Terminal	Railroad crossing improvements	$307,900	2020	Dev. Fees/Traffic Impact Fees			x	x	
R20	Santa Fe Rd	First at Santa Fe	Install roundabout	$346,100	2023	CMAQ			x	x	
R21	SR-108	SR-108 at First Street	Install Congestion Management improvements	$2,512,700	2021	CMAQ				x	
			Total City of Riverbank (Roadway)	**$45,828,100**							
	City of Turlock										
T01	SR-99	SR-99 & Fulkerth Rd	Reconstruct Interchange	$12,667,800	2020	CMAQ, Dev. Fees, RSTP, STIP	x	x			
T02	Fulkerth Rd	Tegner Rd to Dianne Dr	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	$580,400	2018	Dev. Fees, RSTP		x			
T03	Monte Vista Ave	Olive Ave to Berkeley Ave	Install Median; Add one (1) lane with Class II bike facility	$1,317,500	2020	Dev. Fees, RSTP		x		x	
T04	Fulkerth Rd	Washington Rd to Tegner Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	$3,419,800	2018	Dev. Fees, RSTP		x			
T05	Washington Rd	Linwood Ave to Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	$2,176,400	2025	Dev. Fees, RSTP		x			
T06	Tegner Rd	Linwood Ave to W. Main St	Construct new 2-lane Industrial Collector with Class II bike facility	$434,600	2020	Dev. Fees, RSTP		x			
T07	W. Canal Dr	SR-99 to Tegner Rd	Construct new 2-lane Collector with Class I bike facility	$2,065,400	2016	Dev. Fees, RSTP		x			
T08	N. Olive Ave	Tuolumne Rd to Tornell Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	$757,600	2020	Dev. Fees		x			
T09	N. Olive Ave	Canal Dr to Wayside Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	$852,600	2020	Dev. Fees		x			
T10	N. Olive Ave	Wayside Dr to North Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	$888,100	2020	Dev. Fees		x			
T11	W. Linwood Ave	Walnut Rd to Lander Ave	Widen from 2-lane to 3-lane Collector with Class II bike facility and transit (West Ave. South to Lander)	$615,700	2020	Dev. Fees, RSTP		x			
T12	W. Linwood Ave	Walnut Rd to Washington Rd	Widen from 2-lane to 3-lane Collector with Class II bike facility	$4,207,400	2025	Dev. Fees, RSTP		x			
T13	W. Canal Dr	Washington Rd to Kilroy Rd	Construct new 2-lane Collector with Class I bike facility	$2,507,600	2018	Dev. Fees, RSTP		x			

3.8 Online Community Survey

An online public survey tool was developed to gather input from Turlock residents, students, and business owners on the current state of active transportation in the community, and where they feel improvements to walking and biking facilities would have the greatest impact.

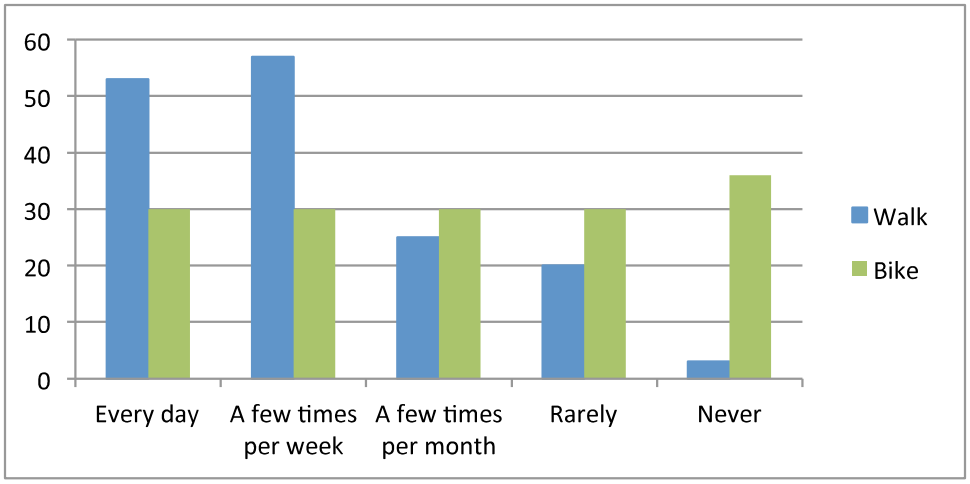
As of June 24, 2014, 168 people have responded to the survey. 143 of the respondents live in Turlock, 71 work in the community, and 61 attend school there. Four respondents own businesses in the community, and 92 of the respondents indicated that they shop in Turlock. As seen in Figure 3-18, respondents cover a broad range of age categories. 59 percent of the surveyed group is female, and 40 percent are male. Less than one percent of respondents declined to indicate their gender.

Figure 3-18: Age of Survey Respondents



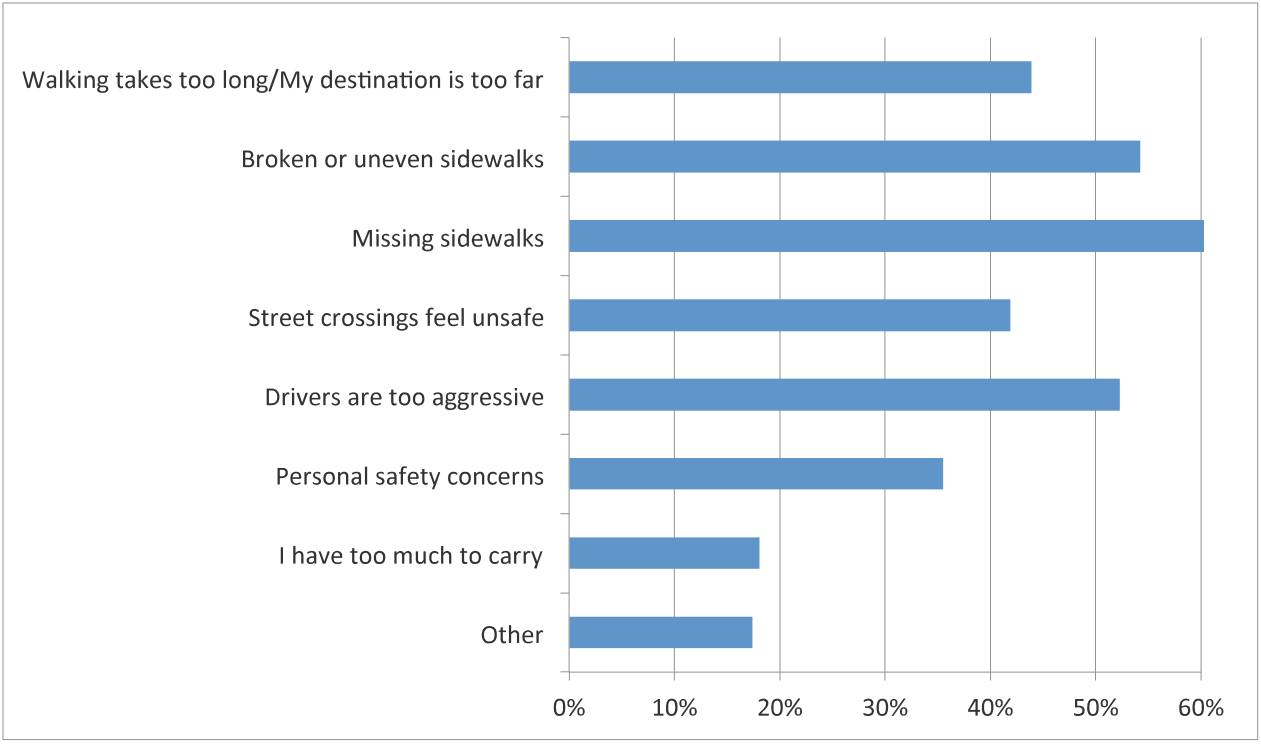
All of the respondents indicated that they walk in Turlock, with 53 walking on a daily basis and 57 walking a few times per week; fewer respondents indicated that they bike in Turlock, with just 30 biking daily and 30 biking a few times per week. See Figure 3-19 for all responses.

Figure 3-19: Active Transportation among Survey Respondents



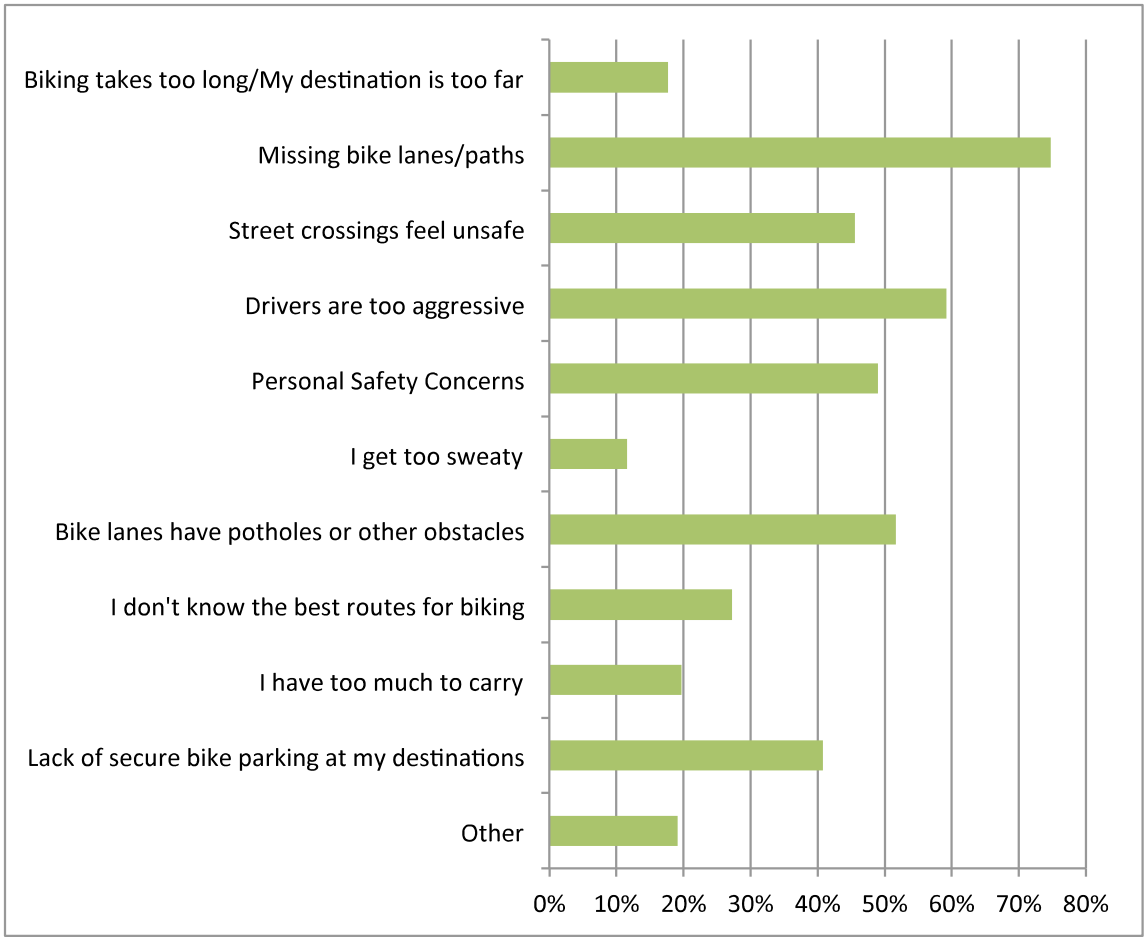
Factors that discourage walking in Turlock are listed in Figure 3-20; respondents were asked to select the five things that most affected their decision not to walk. The top three reasons people said they didn't walk more often were: drivers are too aggressive (52 percent), missing sidewalks (61 percent), and broken or uneven sidewalks (54 percent). This suggests that improving the quality of sidewalks in Turlock and filling in gaps in the pedestrian network could contribute to increased walking. Among the answers supplied by those who selected 'other' were concerns about heat and lack of shade, safety for small children, and fear of aggressive dogs not on leashes.

Figure 3-20: Factors that Discourage Walking in Turlock



When asked what discourages them from biking more in Turlock, respondents ranked a lack of bike lanes or paths as the factor that most influenced their decision not to bike—75 percent of respondents selected this answer (see Figure 3-21). Other factors that were selected by a large percentage of respondents were aggressive drivers (59 percent), potholes or other obstacles in bike lanes (52 percent), and personal safety concerns (49 percent).

Figure 3-21: Factors that Discourage Bicycling in Turlock



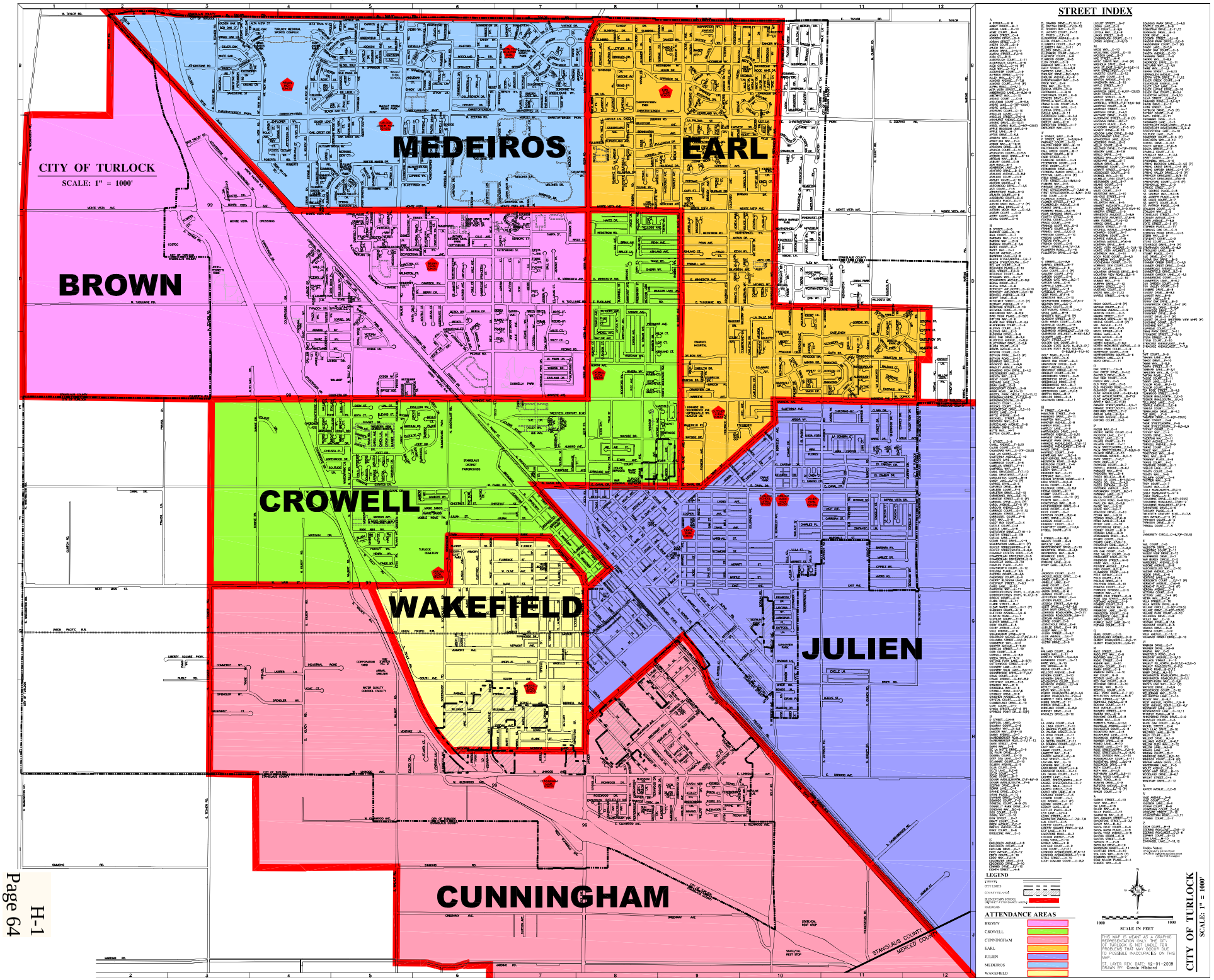
Respondents were also asked to identify and describe locations in Turlock they feel are particularly challenging, where they wish they could walk or bicycle. For both walking and bicycling, the three challenging locations mentioned most frequently by respondents were Monte Vista Avenue, Golden State Boulevard, and Geer Road.

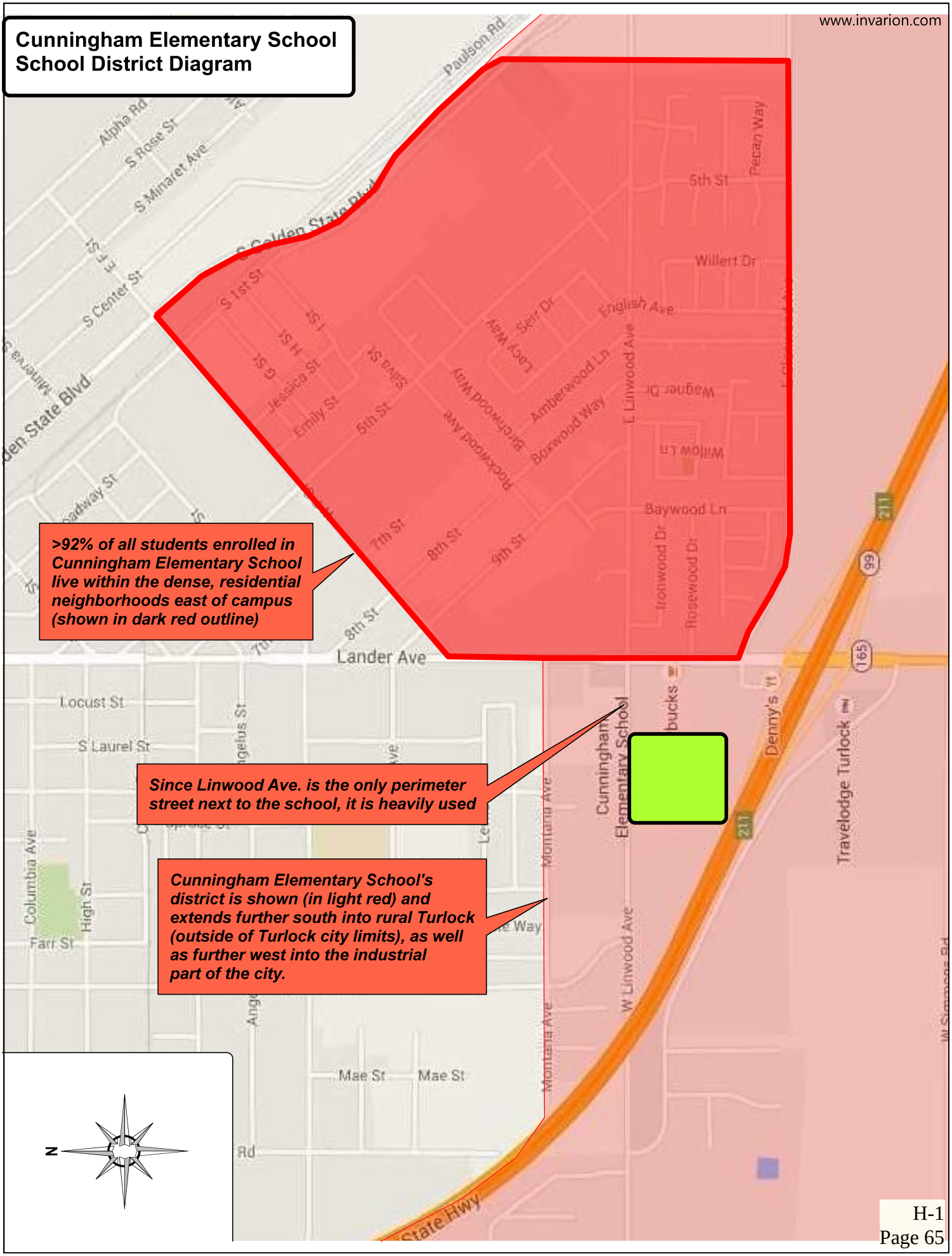
When describing what makes these and other locations challenging for walking, respondents overwhelmingly mentioned three characteristics. Missing or broken sidewalks were identified in 83 responses, a lack of safe crossings was mentioned 38 times, and respondents said they felt uncomfortable with speeding traffic or aggressive drivers 32 times.

Conditions that respondents felt contributed to challenges for bicycling included a lack of adequate bike facilities, mentioned 98 times. Similar to pedestrian concerns, 29 responses also mentioned traffic moving too quickly or drivers being aggressive as a deterrent to bicycling. Roads that were too narrow or in poor condition were mentioned in 49 responses.

Several locations in Turlock were identified where respondents find it enjoyable to walk or bike, as well. The two most frequently mentioned locations for both walking and bicycling were the CSU Stanislaus campus, and the shared-use path along Canal Drive. Things respondents enjoyed about these and other locations included the presence of adequate sidewalks and bike lanes (mentioned 16 and 14 times respectively), lower traffic volumes (mentioned a total of 13 times), and shade trees or other greenery (mentioned a total of 7 times).

TURLOCK UNIFIED SCHOOL DISTRICT ATTENDANCE AREAS




Cunningham Elementary School
School District Diagram
www.invarion.com
>92% of all students enrolled in Cunningham Elementary School live within the dense, residential neighborhoods east of campus (shown in dark red outline)
Since Linwood Ave. is the only perimeter street next to the school, it is heavily used
Cunningham Elementary School's district is shown (in light red) and extends further south into rural Turlock (outside of Turlock city limits), as well as further west into the industrial part of the city.
Lander Ave
Locust St
S Laurel St
Columbia Ave
High St
Farr St
Mae St
Mae St
Montana Ave
W Linwood Ave
Cunningham Elementary School
Travelodge Turlock
Denny's
Paulson Rd
Alpha Rd
S Rose St
S Minaret Ave
S Center St
S 1st St
5th St
Willett Dr
English Ave
Serr Dr
Amberwood Ln
Boxwood Way
Rockwood Ave
Birchwood Way
Emily St
Jessica St
7th St
8th St
9th St
Baywood Ln
Ironwood Dr
Rosewood Dr
Willow Ln
Wagner Dr
Pecan Way
Rd
State Hwy
N

Castor St
Sunnyside Dr
Jason Dr
Justin Dr
Vermont Ave
Spruce St
S Laurel St
Locust St
B St
C St
Third St
D St
Angelus Ct
Angelus St
Sixth St
Seventh St
S Orange Ave
S Lander Ave
South Ave
Lukas St
Emily St
Mae St
Parnell Ave
Martinez St
1/2 Mile
F St
Fifth St
Bethany Ave
Bernell Ave
Williams Ave
Maple St
Eighth St
Jordan Ave
Lewis St
Expedition St
Rockwood Ave
Birchwood Wy
West Avenue South
Glascow St
Butte Wy
Gabriel St
1/4 Mile
Clark St
Boxwood Wy
Montana Ave
Freitas Park
Esperanza Ct
Apple Ln
Elmwood Ct
Ninth St
W Linwood Ave
E Linwood Ave
Cunningham Elementary School
Linden Ln
Ironwood Dr
Blossom Dr
Fernwood Dr
Greenwood Ln
Willow Ln
Hwy 99
Rosewood Dr
Clover Dr
Baywood Ln
Eagleglen Ave
Harvest Park Dr
Falconglen Ct
Sierraglen Ave
Silverglen Ave
Pepperridge Dr
Greenhills Dr
E Glenwood Ave
W Glenwood Ave
Simmons Rd
Greenway Ave
Curtion Ave

Parents and students are encouraged to use this map to explore options for walking and bicycling to school. Parents are responsible for choosing the most appropriate route based on their knowledge of conditions along the different routes and the experience level of their student.

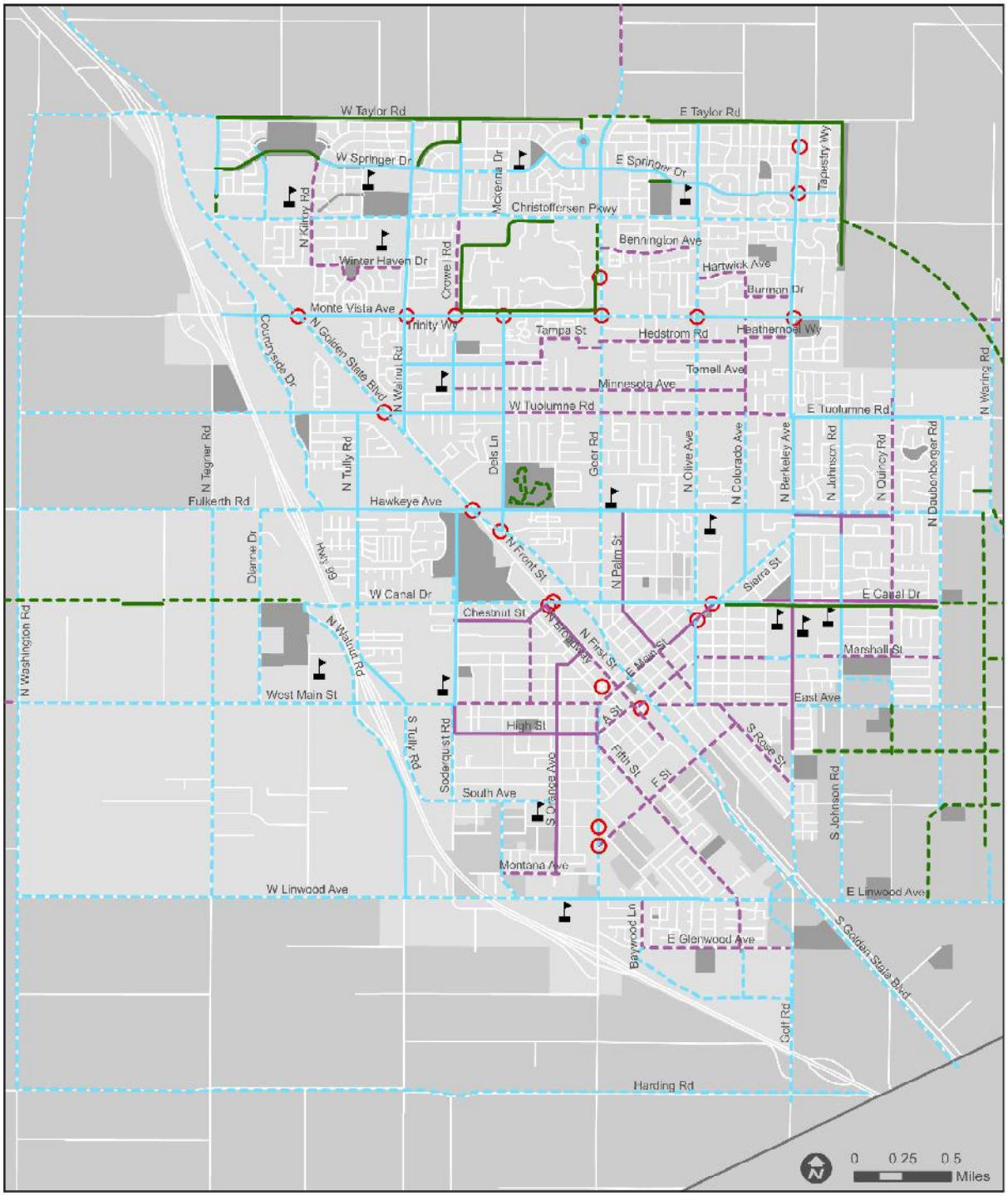
Cunningham Elementary

School
Parks
Marked Crosswalk
4-way Stop
2-way Stop
Signalized Intersection
Bicycle and Pedestrian Access
Suggested Route (Walking Only)
Existing Class II
Existing Class III

0 0.075

Data obtained from: The City of Turlock, Stanislaus County, and Omni-Means
Map created: October 2014

Figure 6-3: Long Term Bicycle Network Vision



Active Transportation Plan & General Plan Recommendations

Data obtained from: The City of Turlock & Stanislaus County
Map created: October 2014

Facilities
Existing / Proposed

- Class I Shared-use Path
- Class II Bike Lane
- Class III Bike Route
- Parks
- Schools
- Intersection Improvements

EXECUTIVE SUMMARY

The 2014 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) represents a new approach to regional transportation planning; one that goes beyond singularly addressing transportation needs. The 2014 RTP/SCS strengthens the link between land use and transportation planning, recognizing the significant connection between these two areas and its impact on the region's quality of life.

The 2014 RTP/SCS or "Plan" presents a strategy to accommodate the significant expected growth in the region while promoting economic vitality, providing more housing and transportation choices, promoting healthy living, and improving communities through an efficient and well-maintained transportation network.

This plan addresses new requirements, including Senate Bill 375 (SB 375) which calls for reductions in greenhouse gas emissions from the transportation sector; as well as new federal mandates under MAP-21 (Moving Ahead for Progress in the 21st Century), the new transportation authorization bill, which emphasizes a performance-based planning approach. The Plan, which matches transportation investment priorities with desired land use, represents the Stanislaus Council of Government's (StanCOG) vision for a more sustainable, healthy, and equitable region with multimodal transportation options available for all users.

DEVELOPMENT SERVICES
ENGINEERING DIVISION
156 S. BROADWAY, SUITE 150
TURLOCK, CA 95380

PHONE: (209) 668-5599 x4439
FAX: (209) 668-5563
TDD: (800) 735-2929
wyork@turlock.ca.us

April 16, 2015

To Whom it May Concern:

On March 26, 2015, the California Transportation Commission (CTC) approved the guidelines for Cycle 2 of the Active Transportation Program (Program), while at the same time activating a state-wide call for projects. This provides an opportunity for cities such as Turlock to compete for funding for projects that improve bicycling and walking within our community. The Program was established through state legislation (SB 99 and AB 101) and is still fairly new. It also represents a consolidation of other funding sources, including Safe Routes to School (SR2S) and Bicycle Transportation Account (BTA) monies, among others.

The CTC has announced that a total of $360 million has been made available under the Program for award (statewide) for state fiscal years 2016/17, 2017/18, and 2018/19 (Cycle 2). Applications must be adhere to specific guidelines and must be submitted no later than June 1, 2015, for a chance to compete for 50% of the available funds. Unfunded applications will compete in a subsequent selection process at the regional level, where Turlock will be allowed to submit additional applications if needed. The regional application selection will be conducted by the Stanislaus Council of Governments (StanCOG) with participation from local agencies.

City staff is currently preparing a list of potential projects for consideration. Part of that process will involve careful review of the City's draft Active Transportation Plan (Plan), which outlines priority projects selected by stakeholders within the community. In addition, the City is seeking additional input from all community members who may have an idea or suggestion regarding a potential project that will promote walking and biking within our community. These may be infrastructure projects, such as new bike paths; non-infrastructure projects, such as education and outreach programs or activities; or a combination of the two.

Feedback can be provided in one of three ways:

1. **In-person at a community meeting.** A brief description of the Program will be provided and staff will be present to answer any questions. The meetings will be held at City Hall on: Thursday, 4/30/15 at 6:00 p.m. (following a Plan presentation); Saturday, 5/2/15 at 10:00 a.m.; and Wednesday, 5/6/15 at 6:30 p.m.; or
2. **Social media.** Information regarding the Plan and Program are available through the City's Development Services Department Facebook page at (www.facebook.com/turlockdsd) or Twitter page at (www.twitter.com/turlockdsd), where citizens can reply to ATP posts with comments or suggestions for potential projects; or
3. **Mail/email.** Suggestions may be sent to the attention of Wayne York, Capital Improvement Coordinator, by mail or email using the information in the header of this letter (above).

On May 7, 2015, after all feedback has been received, the City will finalize and prioritize the list of potential projects and begin working on applications. Applications are expected to be completed the following week, at which point key stakeholders will be notified for the opportunity to submit a letter of support. Applications shall be formally submitted no later than May 29, 2015. Please feel free to share this information with anyone who may be interested in providing feedback.

For more information regarding the Program guidelines, please visit the California Department of Transportation's ATP website at http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-2.html.

For more information on the City's draft ATP Plan, currently available for public review, please visit the Plan website at: http://www.bikewalkturlock.com. The City acknowledges the support of our ATP consultants, Alta Planning + Design and Omni-Means, for their efforts over the past 1-1/2 years in making this Plan a reality.

Thank you for your time and consideration as we strive to make improvements for the benefit of all citizens.

Sincerely,

Wayne York
Capital Improvement Coordinator

Cc: John Lieswyn, Alta Planning + Design
Dr. Sonny Da Marto, Turlock Unified School District
Mike Trainor, Turlock Unified School District
Roger Smith, Turlock Unified School District
Dr. Joseph Sheley, California State University, Stanislaus
Melody Maffei, California State University, Stanislaus
Susan Dion, Stanislaus County Bicycle Club
Debra Elliot, Turlock PTA
Kristina Hacker, Turlock Journal
ATP Community Advisory Team (CAT)
Applicable City staff

City of Turlock - Development Services Department

Posted by Wayne York [?] · April 16 ·

The Active Transportation Program #ATP is accepting applications for bike/pedestrian projects with $360M available statewide for funding. The City would like your input on potential bike/pedestrian improvement projects as we begin to put together applications. You can share your comments here, or attend a workshop. See dates and times below.

City of Turlock - Development Services Department For more information about the ATP grant program, you can visit: http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-2.html

Like · Reply · Commented on by Wayne York [?] · April 16 at 12:27pm

City of Turlock - Development Services Department Workshops will be held at City Hall on 4/30 at 6:00 p.m. (following an ATP plan presentation), 5/2 at 10:00 a.m., and 5/6 at 6:30 p.m. where more information about the ATP program will be presented and an opportunity for input will be provided.

Like · Reply · 1 · Commented on by Wayne York [?] · April 16 at 12:26pm

DEVELOPMENT SERVICES
ENGINEERING DIVISION
156 S. BROADWAY, SUITE 150
TURLOCK, CA 95380

PHONE: (209) 668-5520
FAX: (209) 668-5563
TDD: (800) 735-2929
engineering@turlock.ca.us

April 2, 2015

PUBLIC NOTICE

for immediate posting

The State of California has recently released a "Call for Projects" under Cycle 2 of the Active Transportation Program (ATP). This is a grant funding opportunity where agencies like Turlock can submit applications and compete for federal and state funding for projects that benefit biking and walking within the community. Projects can be "infrastructure" related, such as new sidewalks and bike paths, "non-infrastructure" related, such as encouragement and education programs, or a combination of both.

The City is seeking input from the general public to help identify and prioritize biking and walking needs within the community. Feedback can be provided in one of three ways:

(1) **Community meeting.** City staff will be available to provide an overview of the funding program, solicit input for proposed projects and answer any questions the public may have. The meetings will be held at City Hall on Thursday, April 30, 2015 at 6:00 p.m. and Saturday, May 2, 2015 at 10:00 a.m. and Wednesday, May 6, 2015 at 6:30 p.m.
(2) **Social media.** Information regarding this program, as well as the City's draft Active Transportation Plan, can be found on the City of Turlock Development Services Department's Facebook page (www.facebook.com/turlockdsd) or Twitter page (www.twitter.com/turlockdsd) where citizens can reply to ATP posts with comments or suggestions for potential projects.
(3) **Mail.** Project ideas can be sent by mail to the attention of Wayne York, Capital Improvement Coordinator, at the mailing address at the top of this page.
(4) **Email.** Project ideas can be sent by email to wyork@turlock.ca.us.

Ideas for projects must be received no later than Wednesday, May 6, 2015. City staff will then review all of the input provided, along with priority projects identified within the City's Active Transportation Plan, and prioritize potential projects for this funding cycle.

Thank you for your time and consideration as we strive to make improvements for the benefit of all of Turlock's citizens.

*Ask*CHIS

Search Query Summary:

GEOGRAPHIC AREA:
Stanislaus

MAIN TOPIC:
Number of days physically active at least one hour (past week)

COMPARE BY:
None selected

POPULATION:
None selected

Source: 2011 - 2012 California Health Interview Survey
95% confidence intervals are displayed in table
* Red asterisk means statistically unstable

Number of days physically active at least one hour (past week)	
0 day	7.7%* (0.4 - 15.0) 4,000
1 day	1.6%* (0.0 - 4.1) 1,000
2 days	8.6%* (0.0 - 18.8) 4,000
3 days	7.4%* (0.1 - 14.7) 4,000
4 days	29.6%* (5.3 - 54.0) 15,000
5 days	9.9%* (0.0 - 21.0) 5,000
6 days	1.3%* (0.0 - 3.5) 1,000
7 days	33.9% (14.9 - 52.8) 17,000
Total	100.0% 50,000

View additional resources related to Physical Activity/Exercise

If your table includes 2001 data, it may exclude survey responses for which answers are unknown. For all other years, unknown answers are imputed.

*Ask*CHIS

Search Query Summary:

GEOGRAPHIC AREA:
Stanislaus

MAIN TOPIC:
Overweight for age (does not factor height)

COMPARE BY:
None selected

POPULATION:
0 - 18

Source: 2011 - 2012 California Health Interview Survey
95% confidence intervals are displayed in table
* Red asterisk means statistically unstable

Overweight for age (does not factor height)	
Overweight for age	18.3%* (4.5 - 32.1) 17,000
Not overweight for age	81.7%* (67.9 - 95.5) 74,000
Total	100.0% 91,000

View additional resources related to Height & Weight

If your table includes 2001 data, it may exclude survey responses for which answers are unknown. For all other years, unknown answers are imputed.

Stanislaus (SL)

	Stanislaus County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
Health Outcomes					**38**
Length of Life					**37**
Premature death	6,876	6,630-7,123	5,200	5,295	
Quality of Life					**40**
Poor or fair health	22%	19-25%	10%	18%	
Poor physical health days	4.4	3.8-5.0	2.5	3.7	
Poor mental health days	3.9	3.4-4.4	2.3	3.6	
Low birthweight	6.3%	6.1-6.5%	5.9%	6.8%	
Health Factors					**50**
Health Behaviors					**48**
Adult smoking	17%	14-20%	14%	13%	
Adult obesity	32%	29-36%	25%	23%	
Food environment index	6.8		8.4	7.5	
Physical inactivity	20%	17-23%	20%	17%	
Access to exercise opportunities	92%		92%	93%	
Excessive drinking	17%	14-21%	10%	17%	
Alcohol-impaired driving deaths	27%		14%	31%	
Sexually transmitted infections	385		138	441	
Teen births	42	41-44	20	34	
Clinical Care					**40**
Uninsured	20%	18-21%	11%	20%	
Primary care physicians	1,474:1		1,045:1	1,294:1	
Dentists	1,723:1		1,377:1	1,291:1	
Mental health providers	636:1		386:1	376:1	
Preventable hospital stays	59	56-62	41	45	
Diabetic monitoring	83%	80-86%	90%	81%	
Mammography screening	61.6%	58.6-64.6%	70.7%	59.3%	
Social & Economic Factors					**50**
High school graduation	82%			83%	
Some college	48.7%	47.1-50.2%	71.0%	61.7%	
Unemployment	13.0%		4.0%	8.9%	
Children in poverty	31%	27-34%	13%	24%	
Income inequality	4.7	4.5-4.9	3.7	5.1	
Children in single-parent households	34%	32-36%	20%	32%	
Social associations	5.6		22.0	5.8	
Violent crime	515		59	425	
Injury deaths	56	53-59	50	46	
Physical Environment					**56**
Air pollution - particulate matter	9.2		9.5	9.3	
Drinking water violations	28%		0%	3%	
Severe housing problems	28%	27-29%	9%	29%	
Driving alone to work	79%	78-80%	71%	73%	
Long commute - driving alone	30%	29-31%	15%	37%	

* 90th percentile, i.e., only 10% are better.
Note: Blank values reflect unreliable or missing data

2015

Study Shows Bicycle-Friendly City Infrastructure in U.S. Significantly Increases Cycling to Work by Residents, Which Can Improve Health of Locals

| Print |

9:00 a.m. EST, Monday, Nov. 3, 2014

CONTACT:

Mollie Turner, The Obesity Society: mturner@obesity.org

Study Shows Bicycle-Friendly City Infrastructure in U.S. Significantly Increases Cycling to Work by Residents, Which Can Improve Health of Locals

Minneapolis Greenway Tied to Increase in Active Commuting for Residents Living in Neighboring Communities

BOSTON, MA: New research ties bike-friendly infrastructure changes in United States cities to increases in "active commuting" by bike-riding residents, which can improve and sustain weight[i] and reduce cardiac risk[ii]. The research comes as many of the largest U.S. cities, including New York, Chicago and Minneapolis, add hundreds of miles of bike lanes and launch bike-sharing programs, which Bicycling magazine editor calls "an indicator of an urban area's vibrancy and livability." The findings will be presented during a poster session on Tuesday, Nov. 4 at The Obesity Society Annual Meeting at ObesityWeek 2014 in Boston, Mass.

"Recently released Census Bureau data show that the number of people commuting by bike has increased by 60% over the past decade - but until now, the increase has not been closely tied to a supportive city infrastructure," said senior study author Penny Gordon-Larsen, PhD, TOS Vice President and Professor of Nutrition at the University of North Carolina. "Our goal was to evaluate how the development of the Minneapolis Greenway affected the commute of residents over a ten-year period. We found that bicycle commuting increased most significantly in communities along the Greenway. These data are supportive, but not proof, that a commitment to urban cycling infrastructure can increase active commuting by bicycle."

Research led by the University of North Carolina team used previously collected data from Minneapolis, where increases in commuting by bicycle have significantly exceeded the national average over the past decade. During the same period, the city made major bicycle infrastructure changes, including the Greenway - a trans-city, off-road trail system linking major residential and employment centers. Results show greater increases in commuting by bicycle among residents living near the Greenway. For example, the percentage of workers commuting by bike increased by 89%, from 1.8% (95% CI: 1.2, 2.4) in 2000 to 3.4% (2.9, 4.0) among those living three miles of the Greenway, while those living six miles from the greenway increased by 33%, from 1.2% (0.1, 2.4) to 1.8% (0.7, 2.9).

"While it's well known that bicycling and walking are effective physical activities to promote healthy weight and reduce cardiac risk, this type of active transportation remains more common in European cities than in North America," said Dr. Gordon-Larsen. "Some of this difference between Europe and North America can be attributed back to safety concerns associated with cycling in most North American cities, which provides even greater emphasis for infrastructure changes for North American decision-makers to provide safe active commuting routes."

TOS agrees that a population approach is one of the key pieces to combatting the obesity epidemic.

"This study reinforces the idea that the way our environment is constructed has the potential to positively impact community health," said John M. Jakicic, PhD, FTOS, of the University of Pittsburgh speaking on behalf of TOS. "A

proposals are designed for new developments or the renovation of existing infrastructure, we call on architects, engineers, and city planners - among others involved in the process - to consider designs that make physical activity safe and accessible for the community. We've seen encouraging momentum during the past decade, and hope to see even more infrastructure changes that broadly encompass all communities to encourage active and healthy lifestyles across the U.S. and all of North America."

The full abstract is included below.

Abstract

Increased Municipal Investment in Bicycle Commuting and Increased Tract-Level Commuting in Minneapolis over a 10 Year-Period

Katie Meyer Carrboro North Carolina, Le Zhang Chapel Hill NC, Daniel Rodriguez Chapel Hill NC, Marc Peterson Chapel Hill NC, Penny Gordon-Larsen Chapel Hill NC

Background: Walking or biking to work is inversely associated with weight gain. Municipalities have invested in major infrastructure changes (e.g., greenways) to promote commuting by bicycle. The extent to which infrastructure changes influence commuting behavior is not known.

Methods: We used data from Minneapolis, where past-decade increases in commuting by bicycle have significantly exceeded the national average. Over the same period, Minneapolis has made major bicycle infrastructure changes, including a trans-city, off-road trail system (greenway) linking major residential and employment centers. Using decennial Census (1990, 2000) and American Community Survey (pooled 2007-2011) data, we quantified tract-level changes in commuting by bicycle with respect to greenway development. We controlled for tract-level covariates, such as sociodemographic indicators and street connectivity.

Results: In multivariable-adjusted random-effects tobit regression, among tracts 3 miles from the greenway the percentage of workers commuting by bike increased from 1.8% (95% CI: 1.2, 2.4) in 2000 to 3.4% (2.9, 4.0) in 2007-2011, while in tracts 6 miles from the greenway bike commuting (%) changed from 1.2 (0.1, 2.4) to 1.8 (0.7, 2.9).

Conclusions: Our findings suggest that municipal infrastructure influences bicycle commuting, which has been inversely associated with weight gain and cardiometabolic risk. (Grant support: R01HL114091)

# # #

About The Obesity Society

The Obesity Society (TOS) is the leading professional society dedicated to better understanding, preventing and treating obesity. Through research, education and advocacy, TOS is committed to improving the lives of those affected by the disease. For more information visit: www.Obesity.org. Find TOS disclosures here.

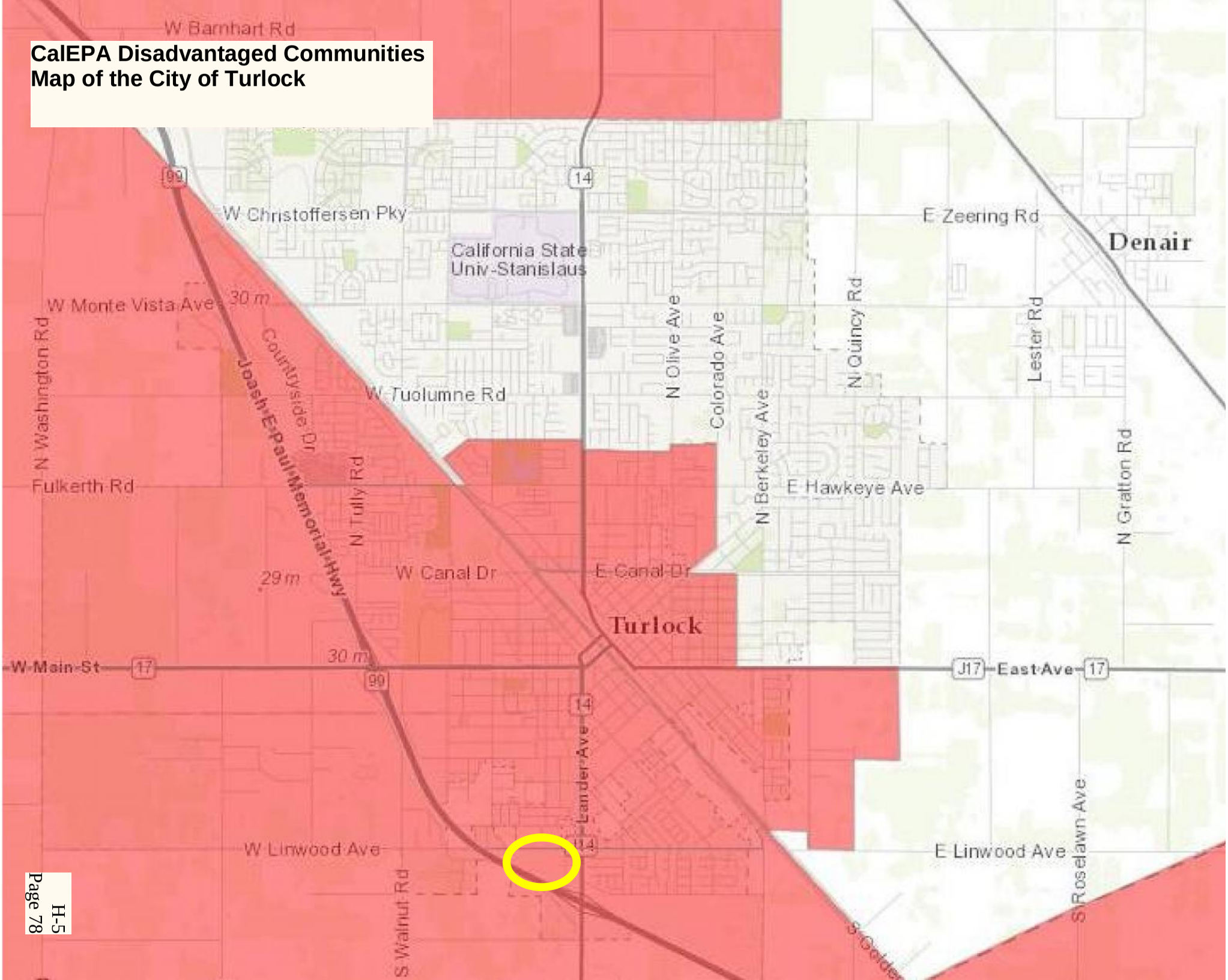
About ObesityWeek

ObesityWeek is the premier, international event focused on the basic science, clinical application, prevention and treatment of obesity. TOS and the American Society for Metabolic and Bariatric Surgery (ASMBS) host the world's pre-eminent conference on obesity, ObesityWeek 2014, Nov. 2-7, at the Boston Convention and Exhibition Center in Boston, Mass. For the second year, both organizations hold their respective annual scientific meetings under one roof to unveil exciting new research, discuss emerging treatment and prevention options, and network and present.

[i] L Ming Wen, C Rissel - Preventive medicine, 2008 – Elsevier, http://www.sciencedirect.com/science/article/pii/S0091743507003714

[ii] M Hamer, Y Chida - Preventive medicine, 2008 – Elsevier, http://www.sciencedirect.com/science/article/pii/S0091743507000989

CalEPA Disadvantaged Communities Map of the City of Turlock



Project Name: City of Turlock - Linwood Ave. Pedestrian and Bicycle Improv.

Project Location: W. Linwood Ave., btw. Lander Ave. and West Ave. South

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	55	
Forecast (1 Yr after completion)	55	77
	Commuters	Recreational Users
Existing Trips	6	18
New Daily Trips (estimate)	6	9
(1 YR aftercompletion) (actual)	6	9

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	5,600

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

	Without Project	With Project
Existing	400	
Forecast (1 YR after project completion)	400	460
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

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

	Total
Number of student enrollment	750
Approximate no. of students living along school route proposed for improvement	720
Percentage of students that currently walk or bike to school	25.00%
Projected percentage of students that will walk or bike to school after the project	40.00%

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$64,000
SR2S Infrastructure Project Cost	$916,000

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$0
SR2S Infrastructure	$736,000

CRASH DATA (Box 1F)

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

SAFETY COUNTERMEASURES (improvements) (Box 1G)

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

Project Name:	City of Turlock - Linwood Ave. Pedestrian and Bicycle Improv.
Project Location:	W. Linwood Ave., btw. Lander Ave. and West Ave. South

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	750
Current Active Trans Walker/Bicyclist Users	218
Percentage of Current Active Trans Walkers/Bicyclists	29%
Project Cost	$20,000
ATP Requested Funds	$20,000
Duration of Outreach (months)	12
Outreach to new users	533

Outreach (Non SR2S)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	x
Overcome Barriers (e.g., dist, time, etc.)	x
Eliminates Hazards/Threats (speed, crime, etc.)	x
Connected or Addresses Connectivity Challenges	x
Creating Value in Using Active Transportation	x

Promotional Effort *(must be marked with an "x")*- (Box 2D)	
Effort Targets 5 E's or 5 P's	
Knowledgable Staff/Educator	x
Partnership/Volunteers	x
Creates Community Ownership/Relationship	x
Part of Bigger Effort (e.g., political support)	x

Age *(must be marked with an "x")*- (Box 2E)	
Younger than 10	x
10-12	
13-24	
25-55	
55+	

Duration *(must be marked with an "x")*- (Box 2F)	
One Day	
One Month	
One Year	x
Multiple Years	
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	93

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes		0
Injury Crashes		0
PDO		0

Assumption:

Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

Projected New ATP Users	93	
Annual Mobility Benefits	$0	**Did not quantify mobility benefits.**
Annual Health Benefits	$13,605	
Annual Recreational Benefits	$0	**Did not quantify recreational benefits.**
Annual Safety Benefits	$0	**Safety benefits are assumed to be a reduction in Other R**

Fuel saved	$16,524
Emissions Saved	$1,211
Fuel and Emissions Saved	$17,735

Underlying assumptions for calculations:

1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO_2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
3) Gasoline price per gallon is $3.41 (incl. tax)
4) Carbon price is $25 per ton (updated $2014 value)
5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures			OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)			10%
Service Life			5
	1st year		$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	$3,750,837	$80,000	$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	750
Approximate no. of students living along school route proposed for improvement	720
Percent that currently walks/bikes to school	25%
Number of students that walk/bike to school	180

After Project

No. of students enrollment	750
Approximate no. of students living along school route proposed for improvement	720
Projected percentage of students that will walk or bike because of the project	40%
Number of students that will walk/bike to school after the project	288

ATP Shift	38,880
Fuels Saved	$6,629.04
Emissions Saved	$486.00

Annual Mobility Benefits	$253,399
Annual Health Benefits	$15,806
Annual Safety Benefits	$0
Fuel and Emissions Saved	$7,115
Recreational Benefits	$0

Assumptions:

1) 180 school days
2) 2 miles distance to school = 1 hour walk
3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (
4) Approximate no. of students living along school route proposed for impr
before and after to get an actual increase number of ATP users or corresp
5) We used the value of time for adults for SR2S since we did not quantify
community in general. Value of time for adults $13.03 vs. $5.42 for kids.
6) Safety benefits are assumed to be the same as non-SRTS infrastructure

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis	
Total Costs	$1,000,000.00
Net Present Cost	$961,538.46
Total Benefits	$8,775,680.76
Net Present Benefit	$5,848,928.67
Benefit-Cost Ratio	6.08

20 Year Itemized Savings	
Mobility	$7,037,212.63
Health	$600,649.20
Recreational	$851,853.64
Gas & Emissions	$285,965.29
Safety	$0.00

Funds Requested	$756,000.00
Net Present Cost of Funds Requested	$726,923.08
Benefit Cost Ratio	8.05

Wayne York

From: Wayne York
Sent: Monday, June 01, 2015 12:11 PM
To: 'inquiry@atpcommunitycorps.org'; 'atp@ccc.ca.gov'
Subject: 10-Turlock-2 ATP
Attachments: G50_Project Estimate.pdf; D37_Project Location.pdf; E38_Preliminary Plans.pdf

The City is seeking input from the California Conservation Corps. and Community Conservation Corps. to determine their willingness to complete any portion of the work associated with this project.

Title: City of Turlock - Linwood Ave Pedestrian and Bicycle Improvements

Scope:
Install curb, gutter, sidewalk, Class II bike lanes, a high-visibility mid-block crosswalk with pedestrian hybrid beacon system, new signs and traffic markings, a new continuous left-turn lane in the center of the street, as well as education and encouragement activities (non-infrastructure components). Part of this project involves acquiring right-of-way from adjacent parcels. There is no landscaping as part of this project.

Project Schedule:
The City anticipates receiving both CTC allocation approval and a Construction E-76 by November 2018, with construction taking place in the summer of 2019.

Attached is a project estimate, project map, and plan sheets that show the typical improvements. Please advise if you are willing and able to participate in all, or a portion of, the the proposed project tasks. Thank you.

Wayne York
Capital Project Coordinator
(209) 668-5599 x4439

Turlock Unified School District
Learning Today... Leading Tomorrow

Mike Trainor
Assistant Superintendent
Business Services

May 27, 2015

Mayor Gary Soiseth
Office of the Mayor
City of Turlock
156 South Broadway, Suite 230
Turlock, California 95380 – 5454

SUBJECT: Active Transportation Program (ATP) Cycle 2 – Application to the California Department of Transportation

REGARDING: Cunningham School Off-Site Improvements

Dear Honorable Mayor Soiseth:

The City of Turlock is applying to the California Department of Transportation for "Active Transportation Program, Cycle 2" grant funds to provide a number of infrastructure and safety improvements on West Linwood Avenue to the east, west and front of Cunningham Elementary School. Cunningham Elementary School is located on the south side of West Linwood Avenue. The north side of West Linwood was developed in Stanislaus County many years before public improvement standards were adopted. These areas lack curb, gutter, sidewalks and full street paving. Including the Head Start and State Preschool programs Cunningham Elementary School serves over 800 students each year. Because sidewalks and street improvements are missing along the north side of West Linwood Avenue, parents park in the dirt and mud while students dart across the street to attend the school.

The proposed project provides for aligning travel lanes, installing curb, gutter, and sidewalk and the development of a 6 foot wide Class II bicycle lane along the north side of the street. Also proposed is a continuous left turn lane to improved traffic safety and reduce congestion during peak periods. Multiple utilities will be relocated and traffic lanes will be aligned. A school pedestrian crossing with push-button activated flashing lights is proposed directly in front of Cunningham Elementary School. The proposed improvements also include the installation of signs, markings and accessible ramps. The City also proposes to provide an education program for students and parents and enhanced enforcement activities during peak school traffic periods to improve safety.

The proposed improvements will provide children and parents with a safer and more manageable area across from Cunningham Elementary School. For these reasons, I strongly recommend that the California Department of Transportation approve the City of Turlock's grant application for this "Safe Route To School" project funding supporting Cunningham Elementary School.

Please do no hesitate to contact Roger Smith, District Facilities Planner, or me if there are questions.

Sincerely,

Mike Trainor
Assistant Superintendent - Business Services

choose civility

1574 E. Canal Drive, PO Box 819013 • Turlock, CA 95381-9013 Ph (209) 667-0663 Fax (209) 667-6520

Wayne York

From: Doug Meredith <dmeredith@peninsularecycling.com>
Sent: Friday, May 29, 2015 3:10 PM
To: Wayne York
Cc: Lynda Meredith
Subject: ATP Letter of Support

Hello,

I have been commuting daily to work for the past 3 years and found it to be beneficial on many levels. It provides daily exercise without spending time in a gym, saves money and contributes to the improvement of air quality in a small way. I was reluctant in the beginning due to personal safety concerns but as time went on, those concerns have somewhat subsided. I am positive more people would travel by bike if they felt safe and found it to be more convenient than taking their car. Presently Turlock roads are not that inviting to would be cyclist. These projects being submitted by citizens of Turlock are a great first step in changing the culture and improving the quality of life for all of us.

Please consider Linwood Ave. Pedestrian and Bicycle Improvements. I support this thoughtful project.

Regards,

Doug Meredith

Vice President of Operations

Peninsula Plastics Recycling

530 S. Tegner Road

Turlock, CA 95380

Phone: (209) 669-6779, ext 110

Fax: (209) 669-6629

May 19, 2015

Dear Wayne,

My family has been car free for almost five years. When we first began this journey in September of 2010, my kids were 6 and 4, and this decision changed our lives. We are healthier and happier. Our kids have learned independence and have life skills on how to stay healthy into adulthood. Our carbon footprint is lighter, and we save an incredible amount of money. To say that this was one of the best decisions we made as a family would not be an overstatement.

I have since created Bike Turlock, a grassroots organization to encourage more people to get on their bicycles. I fully believe that Turlock can become a wonderful bicycling community because it is relatively small and compact with flat topography and beautiful weather most of the year. Yet currently very few people choose to bicycle places sighting safety concerns or inconvenience as reasons not to bike. Bike Turlock is looking to change that through education and advocacy.

Which is why I, along with Bike Turlock, fully support the efforts to fix Linwood Avenue in front of Cunningham School. Though this is not where my children attend, I believe that this area needs to be improved for the children who walk and bike daily in these unsafe conditions. When I rode past this school recently, I observed an incomplete walking and bicycling network. There are no sidewalks, curbs or gutters directly across from the school and the “bike lane” on the north side of the street is essentially a shoulder leading to dirt. These are unacceptable conditions, and as a bicycling and safer routes to school advocate and as a parent, I believe that this road needs to be fixed because that is the right thing to do on behalf of the children who attend this school. Please fund this project. Our children need it.

Elizabeth Claes
Bike Turlock

Wayne York

From: Lima Family <limagang@att.net>
Sent: Sunday, May 31, 2015 11:06 PM
To: Wayne York
Cc: biketurlock@aol.com; 'Frank Lima'

Mr. York,

Please accept this letter in support of your efforts to obtain grant funding for sidewalk and bike lane improvements on Linwood Avenue in Turlock near Cunningham Elementary School. Curb and gutter improvements around Cunningham School have been discussed on many occasions in the quarterly meetings between administrators from the city and the school district. I know the county island across from the school complicates this issue, but road, curb and gutter improvements around the school are critical to bike and pedestrian safety. Turlock is a wonderful community with its diversity and university. As a lifelong resident and school board member for 14 years, I am committed to supporting safe routes to school and any improvements to pedestrian and bike safety. Please let me know if there is anything I can do to support your efforts in obtaining funding for bike route and pedestrian improvements around Cunningham School.

Thank you for your work and efforts to make Turlock a better place for all of us,

Frank Lima

Wayne York

From: Jennifer Johnson <jljohnson@csustan.edu>
Sent: Tuesday, May 19, 2015 11:12 AM
To: Wayne York
Subject: ATP Letter of Support

Dear City of Turlock

Regarding: 2. Linwood Ave. Pedestrian and Bicycle Improvements (Cunningham School)

One only needs to walk in the area around Cunningham school to quickly assess that many of the kids attending Cunnigham School need a safer route to get to school! I personally would not walk or ride along Lander or Linwood as the sidewalks often just come to an abrupt end, leaving one hanging out dangerously on the shoulder. Riding a bike or walking is not a recreational activity for many which live in this area rather it is a necessity. The danger of that area is extreme and the addition of pedestrian and bicycling improvements is essential. I would dare say that many of those kids may struggle with focusing on learning in the early morning classes because they are flooded with anxiety provoking chemical releases after navigating their way to school.

Jen Johnson

Jennifer L. Johnson, MSW, LCSW

Lecturer - Master of Social Work Program

CSU Stanislaus

PEER Project Coordinator

209-482-2952

jljohnson@csustan.edu <mailto:jljohnson@csustan.edu>

Wayne York

From: Junko Broadwater <junko@aspirehm.com>
Sent: Sunday, May 31, 2015 1:51 PM
To: Wayne York
Subject: ATP Letter of Support-Project 2

Mr. Wayne,

Thank you for submitting grant applications for Active Transportation Program. Here's my letter of support for Project 2. Linwood Ave. Pedestrian and Bicycle Improvements (Cunningham School).

I do enjoy bicycling time to time just around my neighborhood but would love to bicycle more and further if I feel safe to do so. When the streets are lacking bike lanes, I hesitate to bicycle. When the shortest routes include high-speed wide streets like Christoffersen Pkwy or Geer Rd., I hesitate to bicycle. I have two small children (6yr old and soon 4yr old to be) and would love to encourage them to bicycle on daily basis. My 6yr old just finished Kindergarten and I'd love him to ride a bicycle to his school next school year. As for now, I'm not sure if all the drivers welcome and/or are aware of the existence of bicyclists, so until the roads are safe enough and the idea of bicycling is accepted in local community, unfortunately, I do not feel safe to let him ride his bicycle (although he loves to) to commute.

I support Project 2. Linwood Ave. Pedestrian and Bicycle Improvements (Cunningham School) because it provides improvements to a disadvantaged community along a safe route to school. Thank you for considering this area for one of the improvement projects in town.

Thank you for working hard for our community. Looking forward to seeing the projects come true.

Sincerely,

Junko Broadwater
junko@aspirehm.com <mailto:junko@aspirehm.com>

Wayne York

From: Lauren Byerly <alittlewideeyed@yahoo.com>
Sent: Monday, June 01, 2015 11:50 PM
To: Wayne York
Subject: ATP Letter of Support

Dear Wayne, I got your email from Elizabeth Claes about ATP Project selection. I'm sorry for getting this in at the eleventh hour - I lost track of the deadline. If you have already submitted the application, I apologize - you can feel free to disregard - but I wanted to send something just in case it could still count! My support email for project 2: Linwood Avenue is below:

I bicycle in Turlock weekly, for transportation to and from the farmer's market. I would love to use my bike for more errands, and used to, but I fell out of the habit and haven't built back up the stamina, yet. The lack of bike racks around businesses is somewhat deterring, as is the quality of roads between me and my destinations, and some areas of town I feel I can't safely get to at all on my bike, because of dangerous intersections with heavy traffic and a lack of biking infrastructure. But even so, once I am a stronger bicyclist, I hope to resume making basic grocery runs on my bike and take another car off the road!

My deterrents are nothing compared to the obstacles faced around Cunningham School, however. I used to walk to school when I was a kid, but I can't imagine my mother would have allowed me to go alone in conditions like the ones on Linwood in front of that school. Children are exposed to so many dangers and deserve some protection when they choose the healthier option for them (and the planet) and walk or bike to school. And considering the childhood obesity epidemic, the valley air quality, and our swiftly dwindling supply of petroleum, we need every walking or biking child we can get. Many of the children at that school don't have another option, with either parents who don't have the freedom to drive them or who don't have a car at all; considering the disadvantaged community served by Cunningham school, this project has to be our highest priority.

I support all of the proposed biking infrastructure projects currently being considered, but can't think of any one more important that we could do for our community - and especially our children - than to improve the safety of their route to school.

Thank you for considering this project.

Sincerely,
Lauren Byerly
Turlock

Wayne York

From: Linda Simmons Harder <lsharder@gmail.com>
Sent: Thursday, May 14, 2015 6:24 PM
To: Wayne York
Subject: ATP Cycle 2 Project

I would welcome the opportunity to ride my bike to the Turlock library, a long ride around the perimeter of Turlock, and to accomplish errands. I do not ride in Turlock because I must ride on sidewalks which I believe is a hindrance to walkers. The second reason I don't bike is the danger of being on a roadway with no marked bike lanes and distracted drivers speeding past. I believe bike lanes would enhance the health and welfare of school-age children and adults. Reducing pollution in this Valley would be a welcome change too.

I am writing to support the Cunningham School and Linwood Avenue Project. PLEASE make Turlock safer for our children! I used to drive my son there to help in the school and there were NO SIDEWALKS for children and no bike lanes for the students. Families often walk together and they need a safe place to walk.

Thank you.
Linda Simmons Harder

Wayne York

To: Lori Carlson
Subject: ATP Letter of Support

-----Original Message-----
From: Lori Carlson [mailto:loristevec@yahoo.com]
Sent: Monday, May 18, 2015 9:06 AM
To: Wayne York
Subject: ATP Letter of Support

Hi Wayne,

I have been a Turlock citizen for the past seven years, and my family resides in the middle-to-northeast part of town. In our previous city of residence, there was significant bike infrastructure, and my family were regular bike riders for recreation. Unfortunately, our move to Turlock dramatically diminished our bike riding practice, because we struggled to find routes that had continuous bike lanes and our kids were 10, 8, 6 and 4 when we moved, so we were primarily concerned about safe routes. We usually end up riding only to the university, because there is very little car traffic and we feel safe letting our kids ride. This is a disappointment to us, and I do wish that our city had greater safety measures (in the form of bike infrastructure) in place so that I would feel more comfortable biking around the city with my family.

In specific, my family has a heart for the westside of Turlock, where our church is located and where we are highly invested in creating a safer, more stable community for families and especially children. We have youth events at our church that draw children from the surrounding neighborhoods, and we have grown to love the families who are trying to find a safe and comfortable existence for themselves in the more impoverished westside of Turlock. I wasn't aware of the level of poverty of students attending Cunningham Elementary School until the ATP Funding community meeting I attended about ten days ago. Since then, I have driven by Cunningham School several times, and am so hopeful that funding for this project will be granted to create safer access to school for the students in this westside community. Specifically, it appears that parents drop their students off in what looks like dirt driveways on the north side of the street, then their kids just run across the street to get to campus, which is on the south side of the street; this project would provide for bike lanes, a sidewalk, and most significantly to me, a crosswalk with a hybrid beacon to allow students to safely get across the street to their school.

Thank you for your efforts to help Turlock become a safer community for people who bike and walk—

Sincerely,

Lori Carlson

Wayne York

From: John and Elizabeth Claes <johnelizabethclaes@gmail.com>
Sent: Monday, May 18, 2015 7:35 AM
To: Wayne York
Subject: Fwd: Linwood and Lander

Hi, Wayne.

I received this yesterday from a teacher at Cunningham. His contact information is below.

Elizabeth

---------- Forwarded message ----------
From: Tom Kinnier <tntkinnier@sbcglobal.net <mailto:tntkinnier@sbcglobal.net> >
Date: Sunday, May 17, 2015
Subject: Linwood and Lander
To: John and Elizabeth Claes <johnelizabethclaes@gmail.com
<mailto:johnelizabethclaes@gmail.com> >

I live in North Turlock, near Monte Vista and North Olive. I have been biking to work at Cunningham School for about 15 years. Lander Avenue is very dangerous, but I really have few options. Every once in a while instead of taking Lander all the way to Linwood, I cut over at Main to Orange Avenue which has the potential to be a very good alternative to the rat-race, that is Lander. But Orange doesn't go through to Linwood, and Orange Avenue and Montana are some of the worst stretches of pavement Turlock has. When the housing development south of Montana was put in they very easily could have cut a little bike path through to Linwood. Perhaps that could still happen.

My wife has, for nine years, also worked at Wakefield and Cunningham Schools, and though we ride together most weekends in the north part of Turlock, she has never felt safe attempting the commute to work on her bike.

Currently there is work being done on Hawkeye and I see pristine wheelchair aprons being torn out to be replaced. It puzzles me when I see the apron at the corner of Linwood and Lander has been destroyed by a truck running over it.

In a straw poll of my class of 30 kids I had 5 walkers, 5 bus riders, zero bikers and 20 kids being brought to school by their parents. I can only dream of what it would do for the health of these kids if we made walking and biking the norm. Changing the speed limit from 40 mph on Lander to 30 mph would be one very significant improvement. Sidewalks and bike lanes would do a lot to make that school a much safer place.

Tom Kinnier
4th Grade Teacher
Cunningham Elementary