ACTIVE TRANSPORTATION PROGRAM
CYCLE 1

SACOG REGIONAL SUPPLEMENTAL APPLICATION

City of Yuba City
# TABLE OF CONTENTS

**SACOG REGIONAL ACTIVE TRANSPORTATION PROGRAM (ATP)**  
SUPPLEMENTAL APPLICATION, CYCLE 1  

**City of Yuba City**  
Franklin Road Improvements Project

## I. Required Supplemental Materials
- ……………………………………………………………………………………. 1

## II. Optional Supplemental Materials
- ……………………………………………………………………………………. 4
  - Potential for Increased Walking and Biking  4
  - Reducing Walking/Bicycling Fatalities and Injuries  5
  - Supporting Greenhouse Gas Reduction Goals in SB 375 and SB 391  5
  - Cost Effectiveness  6
  - Applicant’s Performance on Past Grants  6

### Appendices
- Appendix A – Franklin Road Improvements
- Appendix B – SACOG Regional Bicycle, Pedestrian, Trails Master Plan
- Appendix C – Emission Benefits Calculations

### Other Attachments
- Project Cost and Summary
- State ATP Application
I. Required Supplemental Materials

Screening Criteria

1. Explain how this project is consistent with the EDCTC Regional Transportation Plan, the PCTPA Regional Transportation Plan, or the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). (100 words or less—only one of the below questions may apply to your project.)

A. Infrastructure Project is a planned project included in the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan, MTP/SCS, and/or the Regional Transportation Plan of EDCTC or PCTPA.

The proposed project is a planned project of the SACOG Regional Bicycle, Pedestrian and Trails Master Plan. The goals of this project are to: improve bikeway and walkway networks; improve bicycle and pedestrian safety; increase the number of bicycle and pedestrian trips; connect communities previously disconnected from bicycling and walking networks; reduce vehicle emissions by reducing vehicle miles traveled; and promote biking and walking. These goals are directly in-line with and support the regional vision of SACOG and the MTP/SCS to develop a complete transportation system that supports healthy living and active communities in a safe and convenient network.

B. If your infrastructure project is not included, please explain any special circumstances that precluded it from being included in the applicable Regional Transportation Plan mentioned above.

N/A

C. Non-Infrastructure Project meets at least one of two eligibility requirements:

1) Encourage biking and walking through public information, education, training, and awareness, or

2) Perform studies and develop plans that support one or more of the project performance outcomes of the program.

N/A
2. Project is ready for inclusion into the Metropolitan Transportation Improvement Program, with project scope and cost.
   Yes ☒ No ☐

2A. Please include an appropriate project description per the below description formula:

   In Yuba City: Franklin Road between Walton Avenue and Harding Road; Add crosswalk, add Class II Bicycle Lanes, and fill in sidewalk gaps

   Example: In Bakersfield: Between 1st Street and Pine Boulevard; fill in sidewalk gaps and add cycle track.

3. Project is eligible for appropriate funding sources (i.e. ATP).
   Yes ☒ No ☐

4. Project meets the minimum dollar amount for infrastructure or non-infrastructure projects and includes at least an 11.47% local match; local match requirements apply to all project categories.
   A. Total infrastructure project minimum cost is $278,675 ($250,000 funding request + $28,675 local match).
      Yes ☒ No ☐

      The proposed project is a Safe Routes to School Project, which did not require an 11.47% match for State consideration. However, to be eligible for Regional consideration, the budget has been adjusted to meet the minimum 11.47% match. See the attached Cost and Summary.

      B. Total non-Infrastructure project minimum cost is $55,735 ($50,000 funding request + $5,735 local match).
         Yes ☐ No ☐

         N/A

5. No supplement needed; information is available in the original state application.

6. No supplement needed; information is available in the original state application.
7. Project is not part of developer-funded basic good practices in a new development.

See the Federal Highway Administration’s guidance for more background on basic good practices.

Yes ☐ No ☒

If applicable, please explain how the project falls outside of developer-funded basic good practices (100 words or less).

Other Considerations

Project Readiness

To demonstrate project readiness and ability to move forward on a timely schedule (i.e. clear schedule, cost, and partnerships to deliver the project), please fill out the Cost and Summary excel sheet available on the SACOG website.

http://www.sacog.org/regionalfunding/activetransportation.cfm

See attached Cost and Summary
II. Optional Supplemental Materials

**Emphasized Regional ATP Project Narrative**

**Potential for Increased Biking and Walking**

As shown in the preliminary plans (Attachment C of the State Application), the proposed project will install Class II Bicycle Lanes and fill in all gaps in walkways on Franklin Road from Harding Road to Walton Avenue in Yuba City. The project will install a high visibility crosswalk for mid-block access across Franklin Road for safe and convenient travel for students and pedestrians accessing Andros Karperos School. The project will also update all pedestrian access ramps to bring them into ADA compliance. This will infill two areas of the community that are currently disconnected from each other via bicycle lanes and walkways as shown in Appendix A. This will provide complete and safe walking and biking facilities to neighboring residential subdivisions, numerous local transit facilities, Andros Karperos School, numerous businesses, and several local churches as shown in Appendix A.

The proposed project is a part of the Yuba City Bicycle Master Plan and is consistent with the Yuba City Master Plan to establish a comprehensive biking and walking network. It is also a planned project of the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan as shown in Appendix B. As such, the goals of this project fully support the policy framework priorities of the Bicycle and Pedestrian Funding Program. This is evident in that the proposed improvement aim to: increase access to transit services and schools; eliminate gaps and remove physical barriers such as lack of adequate crossings and missing sidewalk; and build a comprehensive biking and walking network where biking and walking can be a primary mode of transportation. These goals directly line up with the framework priorities of the Bicycle and Pedestrian Funding Program.
Reducing Walking/Bicycling Fatalities and Injuries

As shown in Attachment I of the State Application, the data regarding fatal and serious pedestrian and bicyclist injuries does not exist. However, based on a Pedestrian Safety Assessment conducted in conjunction with UC Berkeley and an engineering evaluation conducted by City engineering staff, four major safety hazards were identified in the project area. They are explained in further detail in the City’s response to Question 2.A of the State Application, but in summary, the hazards are: 1.) Lack of adequate crossing facilities, 2.) High vehicular Traffic/Speed, 3.) Missing sidewalks, and 4.) Lack of bicycle Lanes. (See Attachment B of the State Application for existing conditions).

Having identified these major hazards in the project area, the proposed project aims to reduce or eliminate these hazards. With the proposed high visibility crosswalk, installation of sidewalks in the entire project area, and the addition of Class II Bicycle Lanes, it is expected that the identified hazards will be mitigated. The crosswalk will provide safe and convenient access to cross the roads. Complete and continuous sidewalks will provide a physical barrier between pedestrians and vehicular traffic. Class II Bicycle Lanes will provide bicyclists with a dedicated travel lane separate from vehicular traffic. Therefore, the proposed project will provide safer travel for pedestrians and bicyclists.

Supporting Greenhouse Gas Reduction Goals in SB 375 and SB 391

The proposed project is expected to significantly reduce greenhouse gasses and vehicle trips. Using Caltrans and California Air Resources Board methods for reductions based on bicycle lanes alone, the proposed project is expected to reduce greenhouse gases by 61.4 lbs per year. It is also expected to reduce vehicle trips by 10,792 trips per year and have a reduction of 19,425 vehicle miles traveled per year. These values are calculated in Appendix C. These are significant reductions in greenhouse gases.
and vehicle trips, which are consistent with SB 375. Because this project is part of both regional and local master plans, the City is committed to maintaining these facilities and establishing a built environment where walking and biking are a viable means of transportation, directly in support of SB 375. Therefore, these reductions and benefits can be expected long term.

Cost Effectiveness

The proposed project is a cost-effective investment for Yuba City and SACOG for the following reasons:

- The project is a planned project of SACOG’s Bicycle, Pedestrian, and Trails Master Plan in support of the MTP/SCS.
- The project satisfies all the policy framework priorities and goals of SACOG’s Bicycle and Pedestrian Funding Program.
- The project is a Safe Routes to School project, which will significantly increase safety for students and other users of the nearby Andros Karperos School. It is supported by the school, police department, the public health department, and the local community.
- The project is a part of the Yuba City Bike Master Plan and is consistent with the General Plan.
- The City is committed to providing match funds and maintaining the proposed facilities.
- With future expansion of the City to the west, the proposed project will not only infill gaps in the bicycle and walkway network, it will be integral in connecting to future communities to maintain establish and maintain a comprehensive bicycle and pedestrian network.
- The city has always completed all grant funded projects and is continually working to maintain and improve the bicycle and pedestrian network.

Based on the above mentioned facts, the proposed project is a cost-effective investment for SACOG to achieve the goals set out in not only in the Bicycle, Pedestrian, and Trails Master Plan, but in the overall regional vision and the MTP/SCS.

Other Considerations

Applicant’s Performance on Past Grants

The City of Yuba City is committed to building and maintaining a comprehensive bicycle and pedestrian network. This is due largely in part to the assistance of numerous local, state, and federal grants. As such, the City recognizes the need to be an effective steward of these resources and the City has always
performed with said grants. The City has always prioritized projects with grant funding and this project will not be an exception. As evidence of the City’s performance with previous grants, below is a summary list of bicycle and pedestrian improvement and outreach projects performed under previous local, state, and federal grants.

- **FY 10/11 (State AB 2766 Funds)**
  - Added 3.25 miles of Class II Bike Lanes
  - Added 15.6 miles of Class III Bike Routes
  - Installed 176 sharrows on 4.7 miles of roadway
  - Restriped 18.6 miles of Class II Bike Lanes
  - Launched a website dedicated to biking in Yuba City, [www.bikeyubacity.com](http://www.bikeyubacity.com)
  - Promoted May is Bike Month 2011

- **FY 11/12 (State AB 2766 Funds)**
  - Installed 68 bicycle parking docks at 10 businesses that participated in the Bicycle Parking Cost-Share Program and several parks throughout Yuba City.
  - Promoted May is Bike Month 2012

- **FY 12/13 (Multiple Funding Sources)**
  - Added 2.6 miles of Class II Bike Lanes (Bicycle Transportation Account - SACOG/Caltrans)
  - Added .9 miles of Class II Bike Lanes (AB 2766 funds)
  - Promoted May is Bike Month 2013 (AB 2766 funds)

- **FY 13/14 (Multiple Funding Sources)**
  - Completed the design of .28 miles of sidewalk and Class II Bike Lanes. Project currently under construction and will be completed September 2014. (Safe Routes to School)
  - In design phase of .3 miles of Class II Bike Lanes to infill gaps along Butte House Road (Bicycle Transportation Account - Caltrans)
  - In design phase of additional .45 miles of Class II Bike Lanes to infill gaps along Garden Highway (SACOG Bike/Ped Program)
  - Promoted May is Bike Month 2014 (AB 2766 Funds)
EMISSION BENEFIT CALCULATIONS
(Based on CARB Methods to Find Cost-Effectiveness of Funding Air Quality Projects – May 2005)

Inputs to Calculate Emission Benefits:
Days (D): 200
Average Length (L) of bicycle trips: 1.8 miles (Based on National Personal Transportation Survey)
Annual Average Daily Traffic (ADT): 12,264
Adjustment (A) on ADT for auto trips replaced by bike trips from the bike facility: 0.0014
(based on ADT >12,000, Length of Project < 1 mile, & non-university town with <250,000 population)
Credit (C) for Activity Centers near the project: 0.003
(based on more than 7 activity centers within ¼ mile)

Emission Factors (From Table 3, for a 15-yr life)

<table>
<thead>
<tr>
<th>Emission Factor</th>
<th>Auto Trip End Factor (grams/trip)</th>
<th>Auto VMT Factor (grams/mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROG Factor</td>
<td>0.714</td>
<td>0.266</td>
</tr>
<tr>
<td>NOx Factor</td>
<td>0.411</td>
<td>0.319</td>
</tr>
<tr>
<td>PM10 Factor</td>
<td>0.008</td>
<td>0.219</td>
</tr>
</tbody>
</table>

Calculations:

Annual Auto Trip Reduced  =  (D) * (ADT) * (A + C)
=  (200) * (12,264) * (0.0014+0.003)
=  10,792

Annual Auto VMT Reduced  =  (Auto Trips) * (L)
=  (10,792) * (1.8)
=  19,425

Annual Emission Reductions (ROG, NOx, and PM10) in lbs/year

\[ \text{Total Emissions Reduced} = \left[ \frac{(\text{Annual Auto Trips Reduced} \times \text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced} \times \text{Auto VMT Factor})}{454} \right] \]

ROG  =  \frac{(10,792 \times 0.714) + (19,425 \times 0.266)}{454} = 28.4 lbs/year

NOx = \frac{(10,792 \times 0.411) + (19,425 \times 0.319)}{454} = 23.4 lbs/year

PM10 = \frac{(10,792 \times 0.008) + (19,425 \times 0.219)}{454} = 9.6 lbs/year

Total = 61.4 lbs/year
## Basic Tool: Cost and Schedule Summary

**For use with 2014 MPO Active Transportation Program, Cycle I**

Fill in **BLUE SECTIONS** where appropriate. Edit the formula cells at your own risk.

### Project Sponsor
City of Yuba City

### Project Title
Franklin Road Improvements

### Project Description (scope and limits)
The project is on Franklin Road in Yuba City, CA between Harding Road and Walton Avenue. This project will install a mid-block high visibility crosswall fill in all gaps in sidewalks, add full length Class II Bicycle Lanes, and update all pedestrian access ramps.

### SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>Start</th>
<th>End</th>
<th>Costs</th>
<th>Requests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-capital Activities</td>
<td></td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Environmental &amp; Design</td>
<td>Jan-15</td>
<td>Jun-15</td>
<td>$20,000</td>
<td>$</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>May-15</td>
<td>Jul-15</td>
<td>$5,000</td>
<td>$</td>
</tr>
<tr>
<td>Construction</td>
<td>Aug-15</td>
<td>Nov-15</td>
<td>$368,000</td>
<td>$312,500</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>Jan-15</td>
<td>Nov-15</td>
<td>$393,000</td>
<td>$312,500</td>
</tr>
</tbody>
</table>

### TASKS

#### NON-CAPITAL ACTIVITIES

<table>
<thead>
<tr>
<th>Activity</th>
<th>Begin</th>
<th>End</th>
<th>Cost Estimate</th>
<th>Requested Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization to Proceed</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Planning Studies</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-capital staff activities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-capital materials</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td></td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

#### ENVIRONMENTAL & DESIGN

<table>
<thead>
<tr>
<th>Activity</th>
<th>Begin</th>
<th>End</th>
<th>NEPA</th>
<th>CEQA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization to Proceed</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Document Type</td>
<td></td>
<td></td>
<td>CE</td>
<td>Cat Ex</td>
</tr>
<tr>
<td>Environmental Decision Type</td>
<td></td>
<td></td>
<td>CE</td>
<td>Cat Ex</td>
</tr>
<tr>
<td>Environmental Clearance</td>
<td>Jan-15</td>
<td>Apr-15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Design (Plans, Specs, &amp; Est)</td>
<td>Jan-15</td>
<td>Jun-15</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td></td>
<td>$20,000</td>
<td>$</td>
</tr>
</tbody>
</table>

#### RIGHT-OF-WAY

<table>
<thead>
<tr>
<th>Activity</th>
<th>Begin</th>
<th>End</th>
<th>Costs</th>
<th>Requested Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization to Proceed</td>
<td>Jun-15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Need ROW Acquisition?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Need Utilities Relocation?</td>
<td>Jul-15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>May-15</td>
<td>Jul-15</td>
<td>$5,000</td>
<td>$</td>
</tr>
</tbody>
</table>

#### CONSTRUCTION

<table>
<thead>
<tr>
<th>Activity</th>
<th>Begin</th>
<th>End</th>
<th>Costs</th>
<th>Requested Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization to Proceed</td>
<td>Jul-15</td>
<td>Aug-15</td>
<td>$368,000</td>
<td>$312,500</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>Aug-15</td>
<td>Nov-15</td>
<td>$368,000</td>
<td>$312,500</td>
</tr>
</tbody>
</table>

### Applicant Comment Summary

- None planned
  - Some design complete. City will fund Env. & design.
  - Minor ROW acquisition required. City will fund ROW.
  - Approx. 4 months to complete. City only requesting funds for actual construction costs. See explanation in Construction Section below.

### Construction Costs Calculation

\[
\text{Construction Costs} = (368,000 - 15,000) \times 0.8863 = 312,500
\]

The City is not requesting any funds for inspection. The only request is for construction costs minus 11.47% match.
ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Parts 1 & 2

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

Project name: Franklin Road Improvements

For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA ___DAC ___Non-DAC ___Plan
APPLICATION TABLE OF CONTENTS
CYCLE 1 ACTIVE TRANSPORTATION PROGRAM (ATP)

City of Yuba City
Franklin Road Improvements Project

I. General Information ................................................................. 2
II. Project Information ................................................................. 4
III. Screening Criteria ................................................................. 5
IV. Narrative Questions: Q1 – Q8 .................................................. 6
V. Project Programming Request ................................................ 21
VI. Additional Information .......................................................... 24
VII. Non-Infrastructure Schedule Information .................................. 25
VIII. Application Signatures .......................................................... 26
IX. Additional Attachments: .......................................................... 27
    • Attachment A: Project Vicinity Map ....................................... 28
    • Attachment B: Photos of Existing Location ............................... 29
    • Attachment C: Preliminary Plans ............................................ 38
    • Attachment D: Detailed Engineers Estimate ............................. 39
    • Attachment E: Approved Plan (Links) ..................................... 40
    • Attachment F: Public Participation Process Documentation ........... 41
    • Attachment G: Letter of Support From School .......................... 47
    • Attachment H: Additional Letters of Support ............................ 48
    • Attachment I: Collision History Maps & Data ........................... 53
## I. GENERAL INFORMATION

**Project name:** Franklin Road Improvements

### 1. APPLICANT (Agency name, address and zip code)
City of Yuba City, 1201 Civic Center Blvd., Yuba City, CA 95993

### 2. PROJECT FUNDING

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATP funds Requested</td>
<td>$353,000.00</td>
</tr>
<tr>
<td>Matching Funds (If Applicable)</td>
<td>$</td>
</tr>
<tr>
<td>Other Project funds</td>
<td>$40,000.00</td>
</tr>
<tr>
<td><strong>TOTAL PROJECT COST</strong></td>
<td>$393,000.00</td>
</tr>
</tbody>
</table>

### 3. APPLICANT CONTACT (Name, title, e-mail, phone #)
Omar Valle, Assistant Engineer, ovalle@yubacity.net, (530) 822-3288

### 4. APPLICANT CONTACT (Address & zip code)
1201 Civic Center Blvd., Yuba City, CA 95993

### 5. PROJECT COUNTY(IES):
Sutter

### 6. CALTRANS DISTRICT # - Click Drop down menu below
District 3

### 7. Application # 1 of 1 (in order of agency priority)

### Area Description:
- **8. Large Metropolitan Planning Organization (MPO)** - Select your MPO or “Other” from the drop down menu>
  - SACOG Sacramento Area Council of Government
- **9. If “Other” was selected for #8- select your MPO or RTPA from the drop down menu>**
- **10. Urbanized Area (UZA) population (pop.)** - Select your UZA pop. from drop down menu>
  - Small Urban (Pop =or<200,000 but > than 5,000)

### Master Agreements (MAs):

11. [ ] Yes, the applicant has a FEDERAL MA with Caltrans.
12. [ ] Yes, the applicant has a STATE MA with Caltrans.

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes [x] No [ ]
   The Applicant MUST be able to enter into MAs with Caltrans

### Partner Information:

14. Partner Name*: [ ]
15. Partner Type [ ]
16. Contact Information (Name, phone # & e-mail)
17. Contact Address & zip code [ ]

*Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

### Project Type: (Select only one)

18. Infrastructure (IF) [x]
19. Non-Infrastructure (NI) [ ]
20. Combined (IF & NI) [ ]
I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. □ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
   - Bicycle Plan
   - Safe Routes to School Plan
   - Pedestrian Plan
   - Active Transportation Plan

   (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
   - Bike plan
   - Pedestrian plan
   - Safe Routes to School plan
   - ATP plan

22. □ Bicycle and/or Pedestrian infrastructure
   - Bicycle only:
     - Class I
     - Class II
     - Class III
   - Ped/Other:
     - Sidewalk
     - Crossing Improvement
     - Multi-use facility
   - Other:

23. □ Non-Infrastructure (Non SRTS)

24. □ Recreational Trails*-

   Trail
   □ Acquisition

   *Please see additional Recreational Trails instructions before proceeding

25. □ Safe routes to school-
   - Infrastructure
   - Non-Infrastructure

   If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

   Andros Karperos School, 1700 Camino De Flores, Yuba City, CA 95993

27. SCHOOL DISTRICT NAME & ADDRESS:

   Yuba City Unified School District, 750 Palora Avenue, Yuba City, CA 95991

28. County-District-School Code (CDS)

   5171464-0100537

29. Total Student Enrollment

   1,375

30. Percentage of students eligible for free or reduced meal programs **

   78.50

31. Percentage of students that currently walk or bike to school

   8%

32. Approximate # of students living along school route proposed for improvement

   450

33. Project distance from primary or middle school

   .25 mile

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

   □ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page
II. PROJECT INFORMATION

(Please read the “ATP instructions” document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

The project is located on Franklin Road between Harding Road and Walton Avenue in Yuba City, specifically the community of South Yuba City, near Andros Karperos School.

2. Project Coordinates

   Latitude: 39.127  
   Longitude: -121.649

3. Project Description

   The proposed project on Franklin Road is designed to promote safety of non-motorized transportation users and pedestrians and encourage increased walking and bicycling among students, along a primary walking route to Andros Karperos School, commuting to and from Andros Karperos School. As shown on Attachment C, the project will consist of construction and installation of the following pedestrian and bicycle safety improvements:

   1) HIGH VISIBILITY CROSSWALK: This project will install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

   2) CROSSWALKS: This project will restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.

   3) PEDESTRIAN FACILITIES: The project will install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

   4) BICYCLE LANES: The project will install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers.

4. Project Status

   The proposed project is currently in the conceptual design stage. Preliminary plans have been developed and utility research has been started. California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) have not been completed. Preliminary Right-of-way work is underway. Based on preliminary research, in order to fully carry out the project, the City will have to acquire right-of-way from two property owners on the north side of Franklin Road near Walton Avenue.
in order to install sidewalks. If right of way cannot be obtained, an alternative route will be considered for the sidewalk.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant
   Describe the need for the project and/or funding

   The proposed project will be a safe routes to school project featuring the installation of non-motorized transportation (NMT) pedestrian safety improvements along primary routes students use to reach Andros Karperos School in South Yuba City. In this low-income area of the City, there is no bus service for students to get to school because it is within a one mile radius of the school. Therefore, students must walk, bike, or be dropped off by parents. Primary walking routes are along Franklin Road, via Nantucket Way or Bristol Way as well as Walton Avenue (see Attachment A, vicinity map). However, local street infrastructure is not set up to safely handle the large numbers of student traveling through the area daily.

   Pedestrian safety needs in the area are numerous and largely concern a lack of safe infrastructure on busy roads. Currently many Andros Karperos students cross Franklin Road between Harding Road and Walton Avenue, which is a high vehicle traffic area that has an average daily traffic count of 12,264 vehicles. There are no bicycle lanes on this section of Franklin Road. As seen in Attachment A, about 25% - 35% of the student population needs to cross this section of Franklin Road to walk or bike to school. There are currently no pedestrian crossings in the area except at Walton Avenue, which is out of the way from the primary walking/biking routes for most students. Observations of students going to and from school by City staff and School administrators show that the majority of the pedestrian traffic crosses between Nantucket Way and Bristol Way, then primarily uses Nantucket Way to reach the school. Because there are no pedestrian crossings at these locations on Franklin Road, students are forced to dodge around vehicles and cross at an uncontrolled crossing.

   As a result of the safety concerns in this area, the City conducted a Pedestrian Safety Assessment through the Institute of Transportation Studies at the University of California, Berkeley. This was possible through a California Office of Transportation Grant. The final report for this assessment has not been completed. However, the assessment team made recommendations to the City for bicycle and pedestrian safety in the project area. Their primary recommendations were to add a high visibility crosswalk in the high pedestrian traffic area, fill in all the gaps in the sidewalks, and install full length bicycle lanes. All of these recommendations have been incorporated into the proposed design (see Attachment C, Preliminary Plans).

   Many of the students crossing Franklin Road live in a low-income housing complex, Mahal Plaza, directly across from Nantucket Way. Approximately 110 Andros Karperos School students currently reside in Mahal Plaza according to the complex’s Site Manager. This is almost 8% of the 1,375 students at Andros Karperos School. Most parents in the Mahal Plaza complex do not have any means to get their child to school other than having them walk or bike. The neighborhoods and surrounding community served by the proposed improvements, aside from Mahal Plaza, are also disadvantaged. The per capita income in the area adjacent to the school and Franklin Road is $23,726, which is under 41% of the statewide average. Andros Karperos School serves grades K-8 in Yuba City Unified School District. Per 2012-2013 CDE records, 78.5% (1,088) of the 1,375 enrolled students qualify for free and
reduced price meals. 27.6% of the students qualify as English Learners. The largest ethnic groups represented among the student body are Asians (36.5%), Hispanics (35.7%) and whites (21.4%).

Andros Karperos School, Sutter County Public Health, the Yuba City Police Department, the Mahal Plaza community, and local residents have recognized the need for added pedestrian and bicycle facilities in the proposed area. All these organizations support the proposed improvements as adding to the safety, physical health, and well-being of students.

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

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The project is consistent with Yuba City’s General Plan, Bicycle Master Plan, and ADA Transition Plan documents:

1) 2004 General Plan – Section 5 addresses public facility improvements for pedestrians and bicyclists. It specifically addresses the need for connections between subdivisions and access to schools.
   • Link to General Plan: http://www.yubacity.net/city-services/community-development/planning/general-plan.html

2) 2011 Bicycle Master Plan – Addresses the need and benefits of bicycle lanes. Page 57 shows existing and proposed bike lane network, which includes this project, Franklin Road between Harding Road and Walton Avenue.
   • Link to Bicycle Master Plan: http://www.yubacity.net/city-services/public-works/bicycle-master-plan.html

3) 2012 ADA Transition Plan – All of the pedestrian access ramps in the project area are identified as out of compliance and in need of updating in the Yuba City ADA Transition Plan.
   • Link to ADA Transition Plan: http://www.yubacity.net/city-services/public-works/ada-transition-plan.html

IV. NARRATIVE QUESTIONS

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

   A. Describe how your project encourages increased walking and bicycling, especially among students.

In its current state, the walking route along Franklin Road used by students to reach Andros Karperos School has several primary safety concerns including no crosswalks and low visibility during certain hours of the day; high vehicular volume and speeds on Franklin Road and connecting streets in the
Yuba City: Franklin Road Improvements

project area; lack of pedestrian facilities, particularly on Franklin road and connecting streets; as well as lack of bicycle lanes.

The project encourages increased walking and bicycling among students commuting to and from Andros Karperos School and other nearby destinations through the construction of non-motorized transportation pedestrian safety infrastructure. As shown on Attachment C, the following improvements will be made:

1) HIGH VISIBILITY CROSSWALK: This project proposes to install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

2) CROSSWALKS: This project proposes to restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.

3) PEDESTRIAN FACILITIES: The project proposes to install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

4) BICYCLE LANES: The project proposes to install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers. This project will fill that gap.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Students will be the primary users of the proposed infrastructure improvements on Franklin Road, though parents and other community residents will also make use of the facilities. Andros Karperos School has a current enrollment of approximately 1,375 students. About 450 students currently live in the project area along or near Franklin Road, based on the percentage of school boundary area required to cross Franklin Road to get to school. Per the Andros Karperos Principal’s estimation, approximately 800 students for the entire school (about 58%) walk or bike to school. The average number of daily users determined by City staff observations is approximately 107 each way (to and from school). This is approximately 8% of total school population and 23% of the students living along the project area. Therefore, the daily counts for school related pedestrian/bike traffic is 214 with approximately 202 pedestrians and 12 bicyclists. Pedestrian and Bicyclist counts to reach the above figures were conducted on two separate occasions by City Engineering Staff on 5/5/2014 at 2:30 pm and 5/15/2014 at 7:30 am. Staff conducted observation of students crossing the project site area (Franklin Road) during school beginning and ending times.

Parent surveys (see Question 3-5) have allowed City Engineering Staff to expect approximately a 40% increase in student users among those who do not already walk or bike to school. Of those parents that indicated they never allow their child to walk to school, 40% indicated that they would be more likely to allow their child to walk/bike if walking/biking facilities were installed or improved. If that 40% is
applied to the estimated students along the route that do not walk or bike \((450-107 = 343)\), that would be an increase of \(343\times40\% = 137\) students along the route. This would be a total of \(107+137 = 244\) students which is approximately \(54\%\) of the students that live along the route, \(18\%\) of the total school population, and over a \(100\%\) increase.

Typically, students were heading to and from Andros Karperos School, however, they and other residents also walk to other nearby destinations including the Head Start Pre-school (Inside Mahal Plaza); the residential communities at Mahal Plaza and Roll-A-Home Mobile Home Park; commercial Facilities near the project area such as Franklin Pharmacy, Peet’s Coffee, Mikes Mini-Mart, and Papa John’s Pizza; and a Hindu Temple.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The proposed pedestrian safety infrastructure project on Franklin Road is intended to improve the walking and bicycling routes to the Andros Karperos School K-8 facility, particularly at the location where students cross Franklin Road to access the school via connecting streets such as Nantucket Way, Bristol Way, and Walton Avenue. Improvements to the sidewalks, crosswalks, and the addition of a high-visibility crosswalk and bicycle lanes, as described previously, will promote this connectivity and ensure student safety (see Attachment C: Preliminary Plans for location of safety infrastructure).

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Franklin Road is a minor arterial providing connectivity to larger commercial areas further within Yuba City. For example, less than \(\frac{1}{4}\) mile west of the project area, along Franklin Road, pedestrians and bicyclists can reach destinations that include: WinCo Foods, IHOP Restaurant, BigLots, Starbucks, a Cinemark Movie Theater, several Yuba-Sutter Transit Bus Stops, and a variety of other small businesses and local churches.

The project removes a barrier to mobility in its efforts to install/repair sidewalks, install bicycle lanes, and bring into ADA compliance all existing curb ramps. Sidewalk, curb, and gutter will be installed at all gaps in this infrastructure along Franklin Road, so the entire area will have sidewalks promoting safer and easier travel off the roadway itself. ADA-compliant pedestrian access ramps will ensure that people of all abilities are able to access and use the new sidewalk infrastructure. Installation of Class II Bicycle Lanes will infill the gaps in the bicycle lane network, connecting neighborhoods and communities to the various activity centers previously described. See Attachment C: Preliminary Plans, for further detail.

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

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

The Yuba City Engineering Department has identified four major hazards that students and other pedestrians currently face in the project area along Franklin Road. These safety hazards were identified
by a Pedestrian Safety Assessment conducted through UC Berkeley and an engineering evaluation based on in-person observation by Department staff during peak pedestrian/bicyclist usage times, typically before and after school hours for Andros Karperos School. The existing safety hazards are as follows (See Attachment B for photos of the existing conditions).

1) NO CROSSWALKS/LOW VISIBILITY:
Students biking and walking to school do not have a defined or safe location to cross the street when they approach Franklin Road in between Harding Road and Walton Avenue. Most of them live in areas that meet Franklin Road mid-block and the only option is to walk to either end of the road to cross, which is the opposite direction of the school. Because of this, students wait for gaps in traffic to cross the street. These uncontrolled crossings are dangerous to students, especially in the morning hours when the road is not fully lit by the sun and visibility is poor.

2) HIGH VEHICULAR TRAFFIC/SPEEDS:
The section of Franklin Road targeted in this project is a minor arterial with high vehicular traffic. The Average Daily Traffic count is 12,264 vehicles of all types and the volume is highest during school hours. The speed limit in the project area is 35 MPH, though frequently vehicles will exceed this by 5 to 10 miles per hour, traveling at speeds in excess of 45 MPH. With inadequate crossing and other safety facilities, this poses a significant danger to students or other pedestrians walking and biking to school across Franklin Road.

3) LACK OF PEDESTRIAN FACILITIES:
On the north side of Franklin Road, there is a large gap in sidewalk, curb, and gutter. No infrastructure is present and students walking in the shoulder of the road are not separated by any physical or marked barrier from the travel lanes. While students and pedestrians will often walk on the dirt shoulder itself, during rainy conditions (which can occur up to as much as 30% of the year in Yuba City’s northern California location) they will often walk on the edge of the road itself to avoid any muddy and poorly drained conditions in the shoulder. This makes them even more vulnerable to passing traffic.

4) LACK OF BICYCLE LANES:
The project area does not currently have bicycle lanes. As a result, students and other bicyclists are forced to share the road with traffic in an area defined by heavy traffic volume and high vehicular speeds. Some bicyclists decide to ride on the sidewalk (where present). This is not safe for both the bicyclists and pedestrians.

In an effort to improve student and pedestrian safety on Franklin Road, The following improvements will be carried out to directly address the hazards identified above (also see Attachment C: Preliminary Plans).

1) HIGH VISIBILITY CROSSWALK: This project proposes to install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

2) CROSSWALKS: This project proposes to restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.
3) PEDESTRIAN FACILITIES: The project proposes to install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

4) BICYCLE LANES: The project proposes to install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers. This project will fill that gap.

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

   - Reduces speed or volume of motor vehicles
   - Improves sight distance and visibility
   - Improves compliance with local traffic laws
   - Eliminates behaviors that lead to collisions
   - Addresses inadequate traffic control devices
   - Addresses inadequate bicycle facilities, crosswalks or sidewalks

The proposed project will achieve all of the above goals by accomplishing the following:

1) The project will reduce speed of motor vehicles through the installation of the high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers to slow and stop when students are crossing.

2) The project will improve sight distance and visibility through the installation of a designated high visibility crosswalk described above. This will warn drivers ahead of time that pedestrians are crossing.

3) The project will improve compliance with local traffic laws as it will give pedestrians and bicyclists a designated travel path with added sidewalks and Class II Bicycle Lanes. Currently pedestrians “jaywalk” to cross the street and bicyclists ride on the sidewalk to avoid sharing the road with vehicles.

4) The project will eliminate behaviors that lead to collisions by giving pedestrians and bicyclists a designated travel path as described above. This eliminates pedestrians jumping in front of and dodging vehicles, which forces drivers to stop abruptly and cause traffic collisions. Additionally, with a designated place for bicyclists to ride, they no longer need to ride on sidewalks where they have the potential to collide with pedestrians.

5) The project will address inadequate traffic control devices by installing the above mentioned rapid flashing becons needed to warn drivers that pedestrians are crossing.

6) The project will address inadequate bicycle facilities, crosswalks and sidewalks through the construction/installation of new infrastructure previously mentioned. To summarize, these improvements will include:
   - Installing the high-visibility crosswalk on Franklin Avenue as well as restriping existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.
   - Installing ADA-compliant pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance, as well as placing sidewalk, curb, and gutter facilities at all
gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

- Installing Class II bicycle lanes on both sides of Franklin Road for the entire length of the project area. This will fill gaps in the lanes from other areas of the community and promote connectivity.

C. Describe the location’s history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

To determine the project area’s history of events, the City consulted the UC Berkeley Transportation Injury Mapping System, producing both a TIMS Safe Routes to School report and SWITRS GIS Map of collisions in and near the project area. (Copies of both maps have been attached, see Attachment I). The Safe Routes to School report did not indicate any history of collisions; SWITRS showed collisions in the general vicinity of the project area, but still well outside it. Since data indicating any recent collisions was not available, the City is relying on its description of existing conditions and hazards, as described above in part A of this section.

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The process to solicit community participation and stakeholder feedback for this specific project began in February 2014 and continued through early May 2014. The process involved four main elements:

1) Direct communication with Andros Karperos School administrators and teachers for input and feedback
2) Parents surveys distributed at the school’s Open House event on May 1, 2014 for input and feedback
3) Meetings with Parents and Community Members at Mahal Plaza to discuss proposed project and receive feedback
4) Direct communication and coordination with the Yuba City Police Department and the Sutter County Department of Public Health

Collectively, meetings with community residents, organizations, and leaders over a period of several months in early 2014, in advance of the project, helped the City receive and review a wide variety of ideas, issues, and concerns for the general project area that were then incorporated into the final project elements and plan.
B. Describe the local participation process that resulted in the identification and prioritization of the project:

Table 1 below summarizes the local participation activities that resulted in the identification and prioritization of the project:

### Table 1: Public Participation Process

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Attendees</th>
<th>Summary</th>
</tr>
</thead>
</table>
| 2/28/2014 | Pedestrian Safety Assessment                                              | Jennifer Cates - Assistant Principal Andros Karperos School               | • After hearing concerns from Andros Karperos School (AK School), concerned parents, and local residents, an evaluation of the project area was scheduled to audit pedestrian safety  
• Conducted audit of pedestrian traffic on Franklin Road between Harding Rd and Walton Ave during school hours  
• Discussed results and potential countermeasures to increase student safety  
• Recommendation was to add high visibility crosswalk mid-block to provide pedestrian travel path |
|           |                                                                           | Diana Langley - Yuba City Public Works Director                           |                                                                                                                                                                                                                                                                                                                                                                                                  |
|           |                                                                           | Kittelson & Associates transportation and planning consultant              |                                                                                                                                                                                                                                                                                                                                                                                                  |
|           |                                                                           | •                               |                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4/29/2014 | Meeting with Mahal Plaza Site Manager                                     | Jaswinder Sandhu - Site Manager of Mahal Plaza                             | • Discussed the proposed project and the need for these improvements for AK student crossing on Franklin Road  
• Mahal Plaza has 110 students that attend AK school and residents have been concerned about student safety over this issue for a long time. They have brought up this concern with Mahal Plaza numerous times  
• Mahal Plaza is in support of the improvements and scheduled a presentation to residents for feedback of proposed project |
|           |                                                                           | Omar Valle - Assistant Engineer - Yuba City                                |                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4/30/2014 | Meeting with Sutter County Public Health                                  | Amerjit Bhattal - Sutter County Public Health Director                    | • Discussed the proposed project and the need for safe walking and biking facilities in the project area.  
• Ms. Bhattal recognized the need in that area for safer routes to school for children. She also approved of the project providing a means for children to be more active and healthy.  
• Ms. Bhattal stated that Sutter County Public Health fully supports the project |
|           |                                                                           | Omar Valle - Assistant Engineer - Yuba City                                |                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5/1/2014  | Meeting with Andros Karperos School Teachers for parent feedback survey   | Andros Karperos Staff (See Attached Sign in Sheet)                        | • The proposed project was presented to teachers for feedback  
• Teachers explained that they have been aware of this problem for a long time and they are in support of the proposed improvements because a lot of students walk and bike to school in the project area. They also suggested reducing the speed limit in that area.  
• A parent survey on walking and biking to school was prepared by Yuba City Public Woks to solicit feedback from parents at the school Open House on 5/1/2014. AK teachers agreed to distribute and collect the surveys. |
|           |                                                                           | Omar Valle - Assistant Engineer - Yuba City                                |                                                                                                                                                                                                                                                                                                                                                                                                  |
C. Is the project cost over $1 Million? Y/N  No

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N  No

4. COST EFFECTIVENESS (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

In determining the final project, the costs and benefits of several alternative solutions were explored by the Yuba City Public Works Department. In general, these other alternatives were found to not provide the level of safety the City is committed to providing. One of the most ideal solutions would be for Andros Karperos School to be geographically located where the boundary does not force over ¼ of the population to cross such a busy road such as Franklin Road. Since this is not feasible, the proposed project is the best alternative. Nevertheless, the following alternatives considered prior to arriving at the current project design:

1) Coordinate with Andros Karperos School and Yuba City Unified School District to add a crossing guard in the area. This position could be a volunteer from the community or a school employee, sparing extra expenses for hiring. However, without a marked crossing on Franklin Road, a crossing
guard cannot effectively control traffic. This is still an option that will be considered after installation of the designated crossing at Nantucket Way in this project.

2) Encourage students to use crosswalks farther down the road by district and school staff. This is not a viable alternative because the available crosswalks on Walton Avenue are in the opposite direction of the school from the primary walking routes of the students. Those crossings are already not viewed as practical by the existing student population. Since students are already crossing the uncontrolled sections of Franklin Road and not walking to crosswalks, it was felt students would not be willing to walk the additional distance, despite education and encouragement.

3) Enforce “jaywalking” laws. However, this is not a long term solution as it would only be effective when law enforcement is present. While the Yuba City Police Department was consulted and is a partner in this project, due to limitations of its own force, it cannot practically station an officer on Franklin Road for several hours each day to enforce existing jaywalking laws.

4) Reduction of speed along the project area via signage and control measures. Countermeasures such as signals or traffic signs, traffic slowing measures such as median dividers to narrow the roadway, or other traffic control devices were considered. These alternatives would not necessarily slow cars nor would they provide a safe crossing point for the many students that cross Franklin Road. This alternative alone also does not address bicyclist safety. In fact, narrowing of the road with physical barriers would not be safe for bicyclists. Additionally, road speeds are governed by traffic studies and current studies show the speed limit is set appropriately. Therefore, reducing speed by any measure is not a viable solution.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit}^+}{\text{Total Project Cost}}$ and $\frac{\text{Benefit}^+}{\text{Program Funds Requested}}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

The Benefits of this type of project can be abstract and difficult to quantify. Therefore, a logical approach was developed whereby calculations based on California Air Resources Board (CARB) and Caltrans Methods to Find the Cost-Effectiveness of Funding Air Quality Projects were modified to reflect benefits to students and the ATP program goals. The ATP goals were compared to the benefits an individual student or user of the proposed project would see or provide towards the ATP. For each estimated student or user, the benefits were multiplied times the amount of days they would provide that benefit over the life of the project. The life of the project was estimated at 10 years before it would need maintenance and the cost of the project would be depreciated. This is a conservative value and is more likely 15 years. This total benefit was compared to funding and total dollars to provide a number of benefits per dollar over the life of the project.

- Inputs to Calculate Cost-Effectiveness:
  - ATP Funding Dollars (Funding): $353,000
  - Total Project Dollars (Total Cost): $393,000
  - Effectiveness Period (Life): 10 years
  - School Days Per Year (D): $180 \times 70\% = 126$
    (Assume 30\% of days not conducive to walking/biking)
  - Students Benefited (S): 244
### ATP Program Goals/Benefits Matrix – Franklin Road Project:

<table>
<thead>
<tr>
<th>ATP Program Goals</th>
<th>Benefit (0-1)</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase the proportion of trips accomplished by biking and walking</td>
<td>1</td>
<td>Parent survey shows added bike and walking facilities will increase users</td>
</tr>
<tr>
<td>Increase safety and mobility of non-motorized users</td>
<td>1</td>
<td>Added bike and pedestrian facilities will significantly increase safety</td>
</tr>
<tr>
<td>Advance the active transportation efforts to regional agencies to achieve greenhouse gas reduction goals</td>
<td>1</td>
<td>Per CARB Method, bike lanes alone will reduce over 20,000 vehicle miles traveled. Increased student traffic also reduces vehicle miles traveled.</td>
</tr>
<tr>
<td>Enhance Public Health</td>
<td>1</td>
<td>Increases in biking and walking by added improvements increases daily activity and enhances public health</td>
</tr>
<tr>
<td>Ensure that disadvantaged communities fully share the benefits of the program</td>
<td>1</td>
<td>The proposed project is in a disadvantaged community and will directly benefit them</td>
</tr>
<tr>
<td>Provide a broad spectrum of projects to benefit many types of active transportation users</td>
<td>.5</td>
<td>The proposed project is specifically targeted at walking and biking</td>
</tr>
</tbody>
</table>

**Total Benefits per Student (B):** 5.5

**Calculations:**

\[
\text{Total Benefits} = (B) \times (S) \times (D) \times \text{Life}
\]

\[
= (5.5) \times (244) \times (126) \times (10)
\]

\[
= 1,690,920
\]

**Cost Effectiveness of ATP Dollars**

\[
\frac{(\text{Total Benefits})}{(\text{Funding})} = \frac{(1,690,920)}{($353,000)}
\]

\[
\text{Cost Effectiveness} = 4.8 \text{ Benefits/$1.00}
\]

**Cost Effectiveness of Total Dollars**

\[
\frac{(\text{Total Benefits})}{(\text{Total Cost})} = \frac{(1,690,920)}{(393,000)}
\]

\[
\text{Cost Effectiveness} = 4.3 \text{ Benefits/$1.00}
\]
5. IMPROVED PUBLIC HEALTH (0-10 points)

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The targeted populations for the proposed project are the disadvantaged communities along Franklin Road, whose children attend Andros Karperos School, in the South Yuba City community. Most of these families do not have a means of transportation so their children are forced to walk or bike to school. The California Health Interview Survey (CHIS), in a 2007 study, showed that 67.4% of youth in Sutter County did not walk, bike, or skate to school within the past week. The same 2007 CHIS survey also noted that 64.3% of students who could walk to school within half an hour in Sutter County actually did not. This data either confirms the relatively few numbers of students (only 8%) that walk to school, as observed by City Staff; or it makes the Andros Kaperos student body a bit of an anomaly in that as many as 58% possibly walk to school, as estimated by the school’s administration. In either case, the project will make it easier for students to walk to school through the construction of the high-visibility crosswalk on Franklin Road, restriping of existing crosswalks on adjoining streets, construction of ADA-compliant curb ramps, new sidewalks, and Class II bicycle lanes.

Construction of the new pedestrian and bicycle facilities will also promote physical activity among an increased number of low income students at Andros Karperos School. A 2009 CHIS study shows that in Sutter County only 16% of children and teens get an hour of physical activity per school week. That means that for most of the students in the project area, and at Andros Karperos School, walking/biking to school are their primary means of physical activity and exercise. The benefits from regular physical activity are numerous. According to the World Health Organization Health Economic Assessment Tool, the proposed project will benefit the project area community by reducing the risk of mortality from health issues related to inactivity by 8%. This project aims to ensure that students continue to get the physical activity they need in a safe manner through the construction of the new pedestrian safety infrastructure on their primary walking route, Franklin Road.

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

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

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

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

- Median household income for the community benefited by the project: $50,013
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 21.15
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 78.5%
b. Should the community benefiting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

While the median household income for Yuba City is $50,013 (about 82% of the state average) in certain areas of the city, it is actually much lower. The median per capita income in the area adjacent to the school and Franklin Road is $23,726, which is 41% of the statewide average per capita income. This information defines the community as low-income on a per-capita income basis. The community also qualifies for disadvantaged status based on the percentage of students eligible for Free or Reduced Price meals programs at Andros Karperos School. Per 2012-2013 CDE records, 78.5% (1,088) of the 1,410 enrolled students at Andros Karperos School qualify for free and reduced price meals. That meets the criteria for the project area being a disadvantaged community.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

This project will serve a disadvantaged community defined by a median per-capita income of $23,726 and where in 2012-2013, 78.5% of the 1,410 enrolled students at Andros Karperos School qualified for free and reduced price meals. Additionally, bus service and even personal transportation are unavailable to the community in the project area, and the only way for students to get to school is to bike or walk. Students that are walking or biking face significant barriers to their ability to get to school safely, including the lack of pedestrian and bicycle facilities on the route to school.

This project is aimed specifically at addressing the non-motorized transportation and pedestrian safety issues in this community, particularly as they concern the ability of elementary and middle school students to walk and bike to school safely, since those are often their only means of transportation. The project will take place in and benefit 100% of the disadvantaged community in South Yuba City around Andros Karperos School.

As described previously in this narrative, students face several major hazards when walking or biking in the project area along Franklin Road as described below (see Attachment B for photos of the existing conditions).

1) Students biking and walking to school do not have a defined or safe location to cross the street when they approach Franklin Road in between Harding Road and Walton Avenue. Most of them live in areas that meet Franklin Road mid-block and the only option is to walk to either end of the road to cross, which is the opposite direction of the school. Because of this, students wait for gaps in traffic to cross the street. These uncontrolled crossings are dangerous to students, especially in the morning hours when the road is not fully lit by the sun and visibility is poor.

2) The section of Franklin Road targeted in this project is a minor arterial with high vehicular traffic. The Average Daily Traffic count is 12,264 vehicles of all types and the volume is highest during school hours. The speed limit in the project area is 35 MPH, though frequently vehicles will exceed this by 5 to 10 miles per hour, traveling at speeds in excess of 45 MPH. With inadequate crossing and other safety facilities, this poses a significant danger to students or other pedestrians walking and biking to school across Franklin Road.
3) On the north side of Franklin Road, there is a large gap in sidewalk, curb, and gutter. No infrastructure is present and students walking in the shoulder of the road are not separated by any physical or marked barrier from the travel lanes. While students and pedestrians will often walk on the dirt shoulder itself, during rainy conditions (which can occur up to as much as 30% of the year in Yuba City’s northern California location) they will often walk on the edge of the road itself to avoid any muddy and poorly drained conditions in the shoulder. This makes them even more vulnerable to passing traffic.

4) The project area does not currently have bicycle lanes. As a result, students and other bicyclists are forced to share the road with traffic in an area defined by heavy traffic volume and high vehicular speeds. Some bicyclists decide to ride on the sidewalk (where present). This is not safe for both the bicyclists and pedestrians.

To address these pedestrian safety issues and provide significant benefits to the disadvantaged areas of South Yuba City, The following improvements will be carried out on Franklin Road (see Attachment C).

1) The project will install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

2) The project will restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.

3) The project will install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

4) The project will install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

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

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org
A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N YES
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them:

   **Virginia Clark**
   Region Deputy, Region 1, California Conservation Corps
   Phone: (916) 341-3147
   Email: virginia.clark@ccc.ca.gov
   Date Information Submitted: May 15, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N YES
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

   **Cynthia Vitale, Baldeo Singh**
   Sacramento Regional Conservation Corps
   Phone: (916) 386-8394
   Email: calocalcorps@gmail.com, bsingh@saccorps.org
   Date Information Submitted: May 15, 2014

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

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

Per an email dated May 15, 2014 from Virginia Clark at CCC, Yuba City was informed that the CCC is NOT opting to participate in this ATP project.

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

Per an email dated May 20, 2014 from Paige Brokaw at CALCC, Yuba City was informed that the CALCC is NOT opting to participate in this ATP project.
8. **APPLICANT’S PERFORMANCE ON PAST GRANTS** (0 to -10 points)

    A. Describe any of your agency’s ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

    The City of Yuba City has not failed to deliver on any ATP type projects in the last 5 years. It has successfully applied to and completed (or is in the process of completing) Caltrans State Legislated Safe Routes to School grants, Caltrans Highway Safety Improvement Program grants, Caltrans Bicycle Transportation Account grants, and other pedestrian/bicycle/transportation type funding.
V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.
There are several safety hazards for pedestrians on Franklin Road and this project will correct and mitigate those hazards. Students biking and walking to school do not have a defined or safe location to cross the street when they approach Franklin Road in between Harding Road and Walton Avenue. This section of the road is a minor arterial with high vehicular traffic and speeds up to 45 MPH. On the north side of Franklin Road, there is a large gap in sidewalk and students are not separated by any physical or marked barrier from travel lanes. There are no bicycle lanes. Bicyclists must share the road with traffic on a busy road.

This project will benefit a disadvantaged community with pedestrian safety infrastructure, improved mobility, and increased health benefits by installing a high visibility crosswalk, restriping existing crosswalks on adjoining streets, ADA Compliant Pedestrian access ramps, sidewalk, curb, and gutter, and Class II bicycle lanes.

### Project Milestone

<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Study Report Approved</td>
<td>11/30/14</td>
</tr>
<tr>
<td>Begin Environmental (PA&amp;ED) Phase</td>
<td>01/05/15</td>
</tr>
<tr>
<td>Circulate Draft Environmental Document</td>
<td>01/09/15</td>
</tr>
<tr>
<td>Draft Project Report</td>
<td>02/06/15</td>
</tr>
<tr>
<td>End Environmental Phase (PA&amp;ED Milestone)</td>
<td>02/27/15</td>
</tr>
<tr>
<td>Begin Design (PS&amp;E) Phase</td>
<td>03/02/15</td>
</tr>
<tr>
<td>End Design Phase (Ready to List for Advertisement Milestone)</td>
<td>05/29/15</td>
</tr>
<tr>
<td>Begin Right of Way Phase</td>
<td>05/01/15</td>
</tr>
<tr>
<td>End Right of Way Phase (Right of Way Certification Milestone)</td>
<td>06/30/15</td>
</tr>
<tr>
<td>Begin Construction Phase (Contract Award Milestone)</td>
<td>08/03/15</td>
</tr>
<tr>
<td>End Construction Phase (Construction Contract Acceptance Milestone)</td>
<td>10/30/15</td>
</tr>
<tr>
<td>Begin Closeout Phase</td>
<td>11/02/15</td>
</tr>
<tr>
<td>End Closeout Phase (Closeout Report)</td>
<td>03/31/16</td>
</tr>
</tbody>
</table>

### ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.
<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
<tr>
<td>R/W</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
<tr>
<td>TOTAL</td>
<td>393</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>393</td>
</tr>
</tbody>
</table>

**Fund No. 1:** ATP

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
<tr>
<td>R/W</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
<tr>
<td>TOTAL</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
</tbody>
</table>

**Fund No. 2:** Yuba City

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>R/W</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td>40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>TOTAL</td>
<td>40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40</td>
</tr>
</tbody>
</table>

**Fund No. 3:**

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
</tbody>
</table>
**VI. ADDITIONAL INFORMATION**

Only fill in those fields that are applicable to your project

### FUNDING SUMMARY

**ATP Funds being requested by Phase**

<table>
<thead>
<tr>
<th>Phase Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE Phase (includes PA&amp;ED and PS&amp;E)</td>
<td>$</td>
</tr>
<tr>
<td>Right-of-Way Phase</td>
<td>$</td>
</tr>
<tr>
<td>Construction Phase-Infrastructure</td>
<td>$353,000</td>
</tr>
<tr>
<td>Construction Phase-Non-infrastructure</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total for ALL Phases</strong></td>
<td>$353,000</td>
</tr>
</tbody>
</table>

**All Non-ATP fund types on this project**

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental (Local Funds)</td>
<td>$5,000</td>
</tr>
<tr>
<td>PS&amp;E (Local Funds)</td>
<td>$15,000</td>
</tr>
<tr>
<td>Right-of-Way (Local Funds)</td>
<td>$5,000</td>
</tr>
<tr>
<td>Construction Engineering (Local Funds)</td>
<td>$15,000</td>
</tr>
<tr>
<td>Construction (Match Funds at 0% - Safe Routes To School)</td>
<td>$0</td>
</tr>
</tbody>
</table>

*Must indicate which funds are matching

- Total Project Cost: $393,000
- Project is Fully Funded: Yes

### ATP Work Specific Funding Breakdown

<table>
<thead>
<tr>
<th>Funding Breakdown</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for funding a Plan</td>
<td>$</td>
</tr>
<tr>
<td>Request for Safe Routes to Schools Infrastructure work</td>
<td>$353,000</td>
</tr>
<tr>
<td>Request for Safe Routes to Schools Non-Infrastructure work</td>
<td>$</td>
</tr>
<tr>
<td>Request for other Non-Infrastructure work (non-SRTS)</td>
<td>$</td>
</tr>
<tr>
<td>Request for Recreational Trails work</td>
<td>$</td>
</tr>
</tbody>
</table>

### ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

<table>
<thead>
<tr>
<th>Category</th>
<th>Proposed Allocation Date</th>
<th>Proposed Authorization (E-76) Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA&amp;ED or E&amp;P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS&amp;E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-of-Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>08/03/2015</td>
<td>10/30/2015</td>
</tr>
</tbody>
</table>

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.
## VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

<table>
<thead>
<tr>
<th>Start Date</th>
<th>End Date</th>
<th>Task/Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: ____________________________  Date: 5-15-2014
Name: Omar Valle
Title: Assistant Engineer
Phone: 530-822-3288
E-mail: ovalle@yubacity.net

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

Signature: ____________________________  Date: 5-19-14
Name: Diana Langley
Title: Public Works Director
Phone: 530-822-4792
E-mail: dlangley@yubacity.net

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

Signature: ____________________________  Date: 5-15-14
Name: Nancy Aaberg
Title: Superintendent
Phone: 530-822-7600
E-mail: naaberg@yubacity.k12.ca.us

Person to contact for questions:

Name: ____________________________
Phone: ____________________________
E-mail: ____________________________

Caltrans District Traffic Operations Office Approval*
If the application’s project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (✓) or the signature of the traffic personnel be secured below.

Signature: ____________________________  Date: _____________
Name: ____________________________
Title: ____________________________
Phone: ____________________________
E-mail: ____________________________

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

Check all attachments included with this application.

- Vicinity/Location Map - REQUIRED for all IF Projects
  - North Arrow
  - Label street names and highway route numbers
  - Scale

- Photos and/or Video of Existing Location - REQUIRED for all IF Projects
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo size 3 x 5 inches
  - Optional video and/or time-lapse

- Preliminary Plans - REQUIRED for Construction phase only
  - Must include a north arrow
  - Label the scale of the drawing
  - Typical Cross sections where applicable with property or right-of-way lines
  - Label street names, highway route numbers and easements

- Detailed Engineer’s Estimate - REQUIRED for Construction phase only
  - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - Must identify all items that ATP will be funding
  - Contingency is limited to 10% of funds being requested
  - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement - Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement - Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System (SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn’t the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)
Attachment B: Photos of Existing Location

Franklin Road between Harding Road and Walton Avenue, Yuba City, CA
Yuba City: Franklin Road Improvements
### Attachment D

**Detailed Engineer's Estimate**  
**For Construction Items Only**

**Agency:** City of Yuba City  
**Project Name:** ATP SRTS: Franklin Road Improvements  
**Project Location:** Franklin Road, Yuba City, CA  
**Date of Estimate:** May 1, 2014  
**Prepared by:** Omar Valle, Assistant Engineer

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Quantity</th>
<th>Units</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preconstruction Jobsite Photos/Video</td>
<td>1</td>
<td>LS</td>
<td>$500.00</td>
<td>$500.00</td>
</tr>
<tr>
<td>2</td>
<td>Mobilization</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>3</td>
<td>Traffic Control</td>
<td>1</td>
<td>LS</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>4</td>
<td>Site Erosion &amp; Sediment Control</td>
<td>1</td>
<td>LS</td>
<td>$500.00</td>
<td>$500.00</td>
</tr>
<tr>
<td>5</td>
<td>Roadway Excavation</td>
<td>175</td>
<td>CY</td>
<td>$25.00</td>
<td>$4,375.00</td>
</tr>
<tr>
<td>6</td>
<td>Concrete Removal</td>
<td>6850</td>
<td>SF</td>
<td>$3.50</td>
<td>$23,975.00</td>
</tr>
<tr>
<td>7</td>
<td>Crosswalk Warning System - Rect. Rapid Flashing Beacon</td>
<td>1</td>
<td>EA</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>8</td>
<td>Drainage Inlet</td>
<td>1</td>
<td>EA</td>
<td>$3,500.00</td>
<td>$3,500.00</td>
</tr>
<tr>
<td>9</td>
<td>Class II Aggregate Base</td>
<td>260</td>
<td>TON</td>
<td>$25.00</td>
<td>$6,500.00</td>
</tr>
<tr>
<td>10</td>
<td>Minor Concrete, 6&quot; Curb &amp; Gutter</td>
<td>1365</td>
<td>LF</td>
<td>$33.00</td>
<td>$45,045.00</td>
</tr>
<tr>
<td>11</td>
<td>Minor Concrete, Sidewalk</td>
<td>2220</td>
<td>SF</td>
<td>$12.00</td>
<td>$26,640.00</td>
</tr>
<tr>
<td>12</td>
<td>Minor Concrete, Pedestrian Access Ramp</td>
<td>4565</td>
<td>SF</td>
<td>$12.00</td>
<td>$54,780.00</td>
</tr>
<tr>
<td>13</td>
<td>Minor Concrete, Standard Driveway</td>
<td>1115</td>
<td>SF</td>
<td>$12.00</td>
<td>$13,380.00</td>
</tr>
<tr>
<td>14</td>
<td>Asphalt Restoration, Pedestrian Access Ramp</td>
<td>2530</td>
<td>SF</td>
<td>$9.00</td>
<td>$22,770.00</td>
</tr>
<tr>
<td>15</td>
<td>Conform, Gravel Driveway</td>
<td>650</td>
<td>SF</td>
<td>$7.50</td>
<td>$4,875.00</td>
</tr>
<tr>
<td>16</td>
<td>Conform, Asphalt Driveway</td>
<td>560</td>
<td>SF</td>
<td>$15.00</td>
<td>$8,400.00</td>
</tr>
<tr>
<td>17</td>
<td>Asphalt Concrete</td>
<td>65</td>
<td>TON</td>
<td>$85.00</td>
<td>$5,525.00</td>
</tr>
<tr>
<td>18</td>
<td>Striping &amp; Marking Removal</td>
<td>1</td>
<td>LS</td>
<td>$7,500.00</td>
<td>$7,500.00</td>
</tr>
<tr>
<td>19</td>
<td>Type II Microsurfacing</td>
<td>18125</td>
<td>SY</td>
<td>$1.50</td>
<td>$27,187.50</td>
</tr>
<tr>
<td>20</td>
<td>Thermoplastic Striping, 2-Way Left Turn Lanes, Detail 32</td>
<td>2180</td>
<td>LF</td>
<td>$2.50</td>
<td>$5,450.00</td>
</tr>
<tr>
<td>21</td>
<td>Thermoplastic Striping, Bike Lane, Detail 39/39a</td>
<td>4360</td>
<td>LF</td>
<td>$1.00</td>
<td>$4,360.00</td>
</tr>
<tr>
<td>22</td>
<td>Thermoplastic Striping, Channelizing Line, Detail 38a</td>
<td>275</td>
<td>LF</td>
<td>$1.00</td>
<td>$275.00</td>
</tr>
<tr>
<td>23</td>
<td>Thermoplastic Striping, Edgeline, Detail 27b/27c</td>
<td>210</td>
<td>LF</td>
<td>$1.00</td>
<td>$210.00</td>
</tr>
<tr>
<td>24</td>
<td>Thermoplastic Striping, 12&quot; White</td>
<td>817</td>
<td>LF</td>
<td>$5.50</td>
<td>$4,493.50</td>
</tr>
<tr>
<td>25</td>
<td>Thermoplastic Striping, 12&quot; Yellow</td>
<td>230</td>
<td>LF</td>
<td>$5.50</td>
<td>$1,265.00</td>
</tr>
<tr>
<td>26</td>
<td>Thermoplastic Striping, 24&quot; Yellow</td>
<td>286</td>
<td>LF</td>
<td>$11.00</td>
<td>$3,146.00</td>
</tr>
<tr>
<td>27</td>
<td>Thermoplastic Marking, Type I Arrow</td>
<td>3</td>
<td>EA</td>
<td>$70.00</td>
<td>$210.00</td>
</tr>
<tr>
<td>28</td>
<td>Thermoplastic Marking, Type IV (L) Arrow</td>
<td>4</td>
<td>EA</td>
<td>$70.00</td>
<td>$280.00</td>
</tr>
<tr>
<td>29</td>
<td>Thermoplastic Marking, Type VI Arrow (Right Lane)</td>
<td>1</td>
<td>EA</td>
<td>$125.00</td>
<td>$125.00</td>
</tr>
<tr>
<td>30</td>
<td>Thermoplastic Marking, Type VII (L) Arrow</td>
<td>1</td>
<td>EA</td>
<td>$100.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>31</td>
<td>Thermoplastic Marking, &quot;STOP&quot;, (22 SF)</td>
<td>8</td>
<td>EA</td>
<td>$100.00</td>
<td>$800.00</td>
</tr>
<tr>
<td>32</td>
<td>Thermoplastic Marking, Bike Lane Symbol</td>
<td>7</td>
<td>EA</td>
<td>$85.00</td>
<td>$595.00</td>
</tr>
<tr>
<td>33</td>
<td>Thermoplastic Marking, Bike Lane Arrow</td>
<td>7</td>
<td>EA</td>
<td>$85.00</td>
<td>$595.00</td>
</tr>
<tr>
<td>34</td>
<td>Bike Lane Sign, R81</td>
<td>2</td>
<td>EA</td>
<td>$250.00</td>
<td>$500.00</td>
</tr>
</tbody>
</table>

**TOTAL:** $352,857.00  
**To nearest $1000:** $353,000.00
Attachment E:

Approved Plans

(Links Provided)

The proposed project is consistent with both Yuba City’s General Plan, Bicycle Master Plan, and ADA Transition Plan documents:

1) *2004 General Plan* – Section 5 addresses public facility improvements for pedestrians and bicyclists. It specifically addresses the need for connections between subdivisions and access to schools.

2) *2011 Bicycle Master Plan* – Addresses the need and benefits of bicycle lanes. On p.57 shows existing and proposed bike lane network, which includes this project, Franklin Road between Harding Road and Walton Avenue.

3) *2012 ADA Transition Plan* – All of the pedestrian access ramps in the project area are identified as out of compliance in the Yuba City ADA Transition Plan.
Meeting on 5-1-2014 at 4:30pm-5:00pm in the community room

Omar Valle (assistant Engineer) from Public works Department coming to giving presentation at Mahal Plaza on 5/1/2014 at 4:30pm in community room for Safe Routes to School. City of Yuba City is go to apply Grant for safe routes to school for Mahal Plaza Children. Getting this grant will be benefit for Mahal plaza tenants. The proposed project this year is for Andros Karperos School for the area of Franklin Road between Walton and Harding. The proposed improvements are to add sidewalk to the north side of Franklin where it is missing, install bicycle lanes on both sides of Franklin, and to add a designated school crossing near Mahal Plaza where most of the students cross.

Note: Please come all the families and children for this meeting to show them that we really need this Grant approve to make cross walk and bicycle lanes on both sides of Franklin. Its safe for your children.

Thank you for your cooperation and do not hesitate to call us at 671-6810 if you have any question.
### Safe Routes to School – Franklin Road Improvements

**Resident and Parent Meeting**  
**Sign-In Sheet**  

**Thursday, May 1 at 4:30 PM**  
**Mahal Plaza Community Center**

<table>
<thead>
<tr>
<th>Name</th>
<th>Number of Children attending AK School</th>
<th>Contact Information (Phone or Email)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daljit Kaur</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Akhi Akhter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navinder Kaur</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indarjit Singh</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ranjit Wali</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yeschul Camey</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Silva Hernandez</td>
<td></td>
<td>(530) 844-4711</td>
</tr>
<tr>
<td>Andrés Karpers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rosario Castaneda</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Martha Sanchez</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Anil K. Singh</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Ranjot S. Grewal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tahire Waheed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harjeet Singh</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kishore Kaur</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paramjit Mann</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veronica Caro</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Jose A.</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Rosa Valadez</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>G. S. Singh</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jose Rodriguez</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Name</td>
<td>Number of Children attending AK School</td>
</tr>
<tr>
<td>---</td>
<td>---------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>21</td>
<td>Libia Valiente</td>
<td>2</td>
</tr>
<tr>
<td>22</td>
<td>Mahakaur</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Balbir Kaur</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Kashmir Kaur</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Sarbjeet Kaur</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Yogita Sanchez</td>
<td>1</td>
</tr>
<tr>
<td>27</td>
<td>Daniel Manriquez</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Kashmir Kaur</td>
<td>3</td>
</tr>
<tr>
<td>29</td>
<td>Komaljit Kaur</td>
<td>1</td>
</tr>
<tr>
<td>30</td>
<td>CK</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Sujjeet Kaur</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Surjeet Kaur</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Harmeet Gill</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Mr. Naveed Khan</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Munaza Faty</td>
<td>3</td>
</tr>
<tr>
<td>36</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Surinder Kaur</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Akash Sharma</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Kavi - Lakhmalpal</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Jyotindra 8</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Anurat Kausbal</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Safe Routes to School - Franklin Road Improvements
#### Introduction/Parent Survey Meeting

**Sign-In Sheet**

**Thursday, May 1 at 2:00 PM**

Andros Karperos School

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Title</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jasminde Johl</td>
<td>Teacher K</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td>Cammi Naso</td>
<td>4th</td>
<td>Email:</td>
</tr>
<tr>
<td>3</td>
<td>Brittany Barcelos</td>
<td>4th</td>
<td>Phone:</td>
</tr>
<tr>
<td>4</td>
<td>Esther Martinez</td>
<td>1st</td>
<td>Email:</td>
</tr>
<tr>
<td>5</td>
<td>Katherine Richardson</td>
<td>1st</td>
<td>Phone:</td>
</tr>
<tr>
<td>6</td>
<td>Liz Braggman</td>
<td>K</td>
<td>Email:</td>
</tr>
<tr>
<td>7</td>
<td>Jodie Almond</td>
<td>K</td>
<td>Phone:</td>
</tr>
<tr>
<td>8</td>
<td>Summer Kissing</td>
<td>1st</td>
<td>Email:</td>
</tr>
<tr>
<td>9</td>
<td>Kelly Wibber</td>
<td>K</td>
<td>Phone:</td>
</tr>
<tr>
<td>10</td>
<td>Kim Berri</td>
<td>5th</td>
<td>Email:</td>
</tr>
<tr>
<td></td>
<td>Name</td>
<td>Title</td>
<td>Contact Information</td>
</tr>
<tr>
<td>---</td>
<td>---------------</td>
<td>-----------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>11</td>
<td>Deborah Bryant</td>
<td>Special Ed Teacher</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>12</td>
<td>Allison Ableian</td>
<td>Speech Therapist</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>13</td>
<td>Tara Austin</td>
<td>5th-Teacher</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>14</td>
<td>Keira Hord</td>
<td>6th Grade</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>15</td>
<td>Sabriaj Singh</td>
<td>5th Grade</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>16</td>
<td>Tracy Knox</td>
<td>JKindergartn</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>17</td>
<td>Connie Quick</td>
<td>2nd grade</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>18</td>
<td>Trisha Navarro</td>
<td>2nd</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>19</td>
<td>Kelly L.</td>
<td>4th</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>20</td>
<td>Talia M.</td>
<td>3rd</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>21</td>
<td>Jennifer Cates</td>
<td>Admin</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>23</td>
<td></td>
<td></td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
</tbody>
</table>
Safe Routes to School – Parent Survey

Andros Karperos School and the City of Yuba City would like to know your thoughts about walking and biking to school. Please take a moment to complete this quick survey. Your feedback is greatly appreciated and will help make walking and biking to school safer for students. When complete, please leave it with your child’s teacher. Thank you for your participation.

1. What grade is your child? ________

2. What is the closest intersection to where you live? ______________________________________

3. How often does your child walk or bike to school?
   - ☐ Never
   - ☐ Sometimes
   - ☐ Often
   - ☐ All the time

4. What are your concerns about your child walking or biking to school?
   (Select all that apply)
   - ☐ None (Skip to question 6)
   - ☐ Distance.........................................................
   - ☐ Speed of traffic along route..........................
   - ☐ Amount of traffic along route.......................  
   - ☐ Adults to walk/bike with..........................
   - ☐ Inadequate or missing sidewalks or pathways...
   - ☐ Safety of intersections or crossings.............
   - ☐ Lack of crossing guards...............................  
   - ☐ Violence or crime........................................
   - ☐ Weather or climate.................................

5. Would you feel better about your child walking or biking to school if this problem were fixed? (Select one choice per line)
   - ☐ Yes  ☐ No  ☐ Not Sure
   - ☐ Yes  ☐ No  ☐ Not Sure
   - ☐ Yes  ☐ No  ☐ Not Sure
   - ☐ Yes  ☐ No  ☐ Not Sure
   - ☐ Yes  ☐ No  ☐ Not Sure
   - ☐ Yes  ☐ No  ☐ Not Sure
   - ☐ Yes  ☐ No  ☐ Not Sure
   - ☐ Yes  ☐ No  ☐ Not Sure

6. Do you feel your school can benefit from more walking and biking facilities, such as added crosswalks or bicycle lanes? ☐ Yes  ☐ No  ☐ Unsure

7. Please use the space below for any additional comments.
May 13, 2014

Dear Omar Valle:

Andros Karperos School, with the support of Yuba City Unified School District, offers our full support of the Yuba City Public Works grant application for Safe Routes to School grant. Adding a sidewalk on the north side of Franklin road would be a direct impact to our student attending Andros Karperos School. We estimate that over half of our 1300 students walk or bike to school daily and this added safety feature would greatly enhance a safe passage to and from school. The installation of the crosswalk, designated and marked school crossing, and the addition of bicycle lanes will ensure increased student safety and promote physical wellness.

We applaud your efforts to seek funding for these much needed projects and enhancements to the city. Thank you for your continued support and partnership with our local schools and for concerning yourself with our students' safety. If we can be of further assistance, please do not hesitate to contact either the school site or the Yuba City Unified District Office at 822-5200.

Thank you,

Jennifer Cates
Assistant Principal
City of Yuba City  
Department of Public Works  
1201 Civic Center Boulevard  
Yuba City, CA 95993

May 6, 2014

Re: Safe Routes to School Grant Application, Franklin Road Improvements

To Whom It May Concern:

The Yuba City Police Department fully supports the efforts to install crosswalks, bicycle lanes, sidewalks, and other traffic calming measures aimed at allowing our student population a safe path to and from school.

Of particular interest to this department is the improvement of pedestrian and bicyclist safety along Franklin Road north of Andros Karperos School. The proposed construction improvements will enhance child safety by providing a safe and designated place to cross the street. The improvements will also add sidewalks and bicycle lanes to separate children from vehicle traffic. The opportunity for grant funding to address student safety in this area would be greatly appreciated. If you have any further questions, please call the Yuba City Police Department at (530) 822-4679.

Respectfully,

Jeremy Garcia  
Assistant Chief, Investigations Division
April 30, 2014

Department of Public Works
City of Yuba City
1201 Civic Center Boulevard
Yuba City, CA 95993

Re: Safe Routes to School Grant Application, Franklin Road Improvements

To Whom It May Concern:

California Human Development owns and operates Mahal Plaza, a USDA financed affordable, 98-unit farmworker and family housing project on Franklin Road in Yuba City. We strongly support your grant application for the Federal Safe Routes to School Program. The opportunity to address student health and safety in this area is greatly appreciated.

We understand that with this grant you will be able to provide a variety of safer routes to and from school for children in our housing project as well as needed safety education for these students and their families. Additionally, we see this as an important step in promoting an overall healthier lifestyle for these young people via access to safe, outdoor places to play.

Because of our family-focus at Mahal Plaza and our overall commitment to creating opportunities for all community members, we enthusiastically support your application and eagerly await word that you have been funded and that these critically needed health and safety measures are being implemented.

If there is anything else I can do or provide, do not hesitate to contact me at 707-521-4726 or Chris.Paige@CalHumanDevelopment.org.

Thank you for your continued partnership and advocacy for our community.

Respectfully,

Christopher Paige
Chief Executive Officer

Mahal Plaza
1719 Franklin Road, Yuba City, CA 95993 - Voice: 530.671.6810 - Facsimile: 530.671.7506
May 14, 2014

City of Yuba City
Department of Public Works
1201 Civic Center Boulevard
Yuba City, California 95993

Re: Safe Routes to School Grant Application, Franklin Road Improvements.

To whom it may concern:

As part of Management at Mahal Plaza, we the staff, strongly support this program Safe Routes to Schools as we have over 100 Children at various ages that cross Franklin Rd. to go to school as well as the parents who don’t have vehicles that use other alternatives such as bikes. We also have a Head Start School on site and we have outside residents bringing their children to our complex.

Unfortunately in the last three years we have witnessed at least three car accidents directly in front of our complex; we even had one of our tenants; as living Mahal Plaza was hit by a vehicle that was traveling too fast were we fill a cross walk was slow on coming traffic and it will allow a safe exit from the complex. A lot of the parents have come to the office and complained about not having a safe access for their children across the street. We had contacted the City of Yuba City regarding this issue and all that was done was a speed zone sign installed on a pole. This pole was installed three years ago, and it really didn’t make any difference because the danger still there.

Because of our family-focus at Plaza and our overall commitment to creating opportunities for all community members, we enthusiastically support your application and eagerly await word that you have been funded and that these critically needed health and safety measures are being implemented.

If there is anything else we can do or provide, do not hesitate to contact us at 530-671-6810. Thank you for your continued partnership and advocacy for our community.

Sincerely,

Jaswinder Sandhu
On-Site Manager

Redwood Empire Industries/Growth Opportunities
1695 Piner Road, Suite A, Santa Rosa, CA 95403 Voice: 707.542.5609 – Facsimile: 707.542.9766
Office of Administration
May 1, 2014

Diana Langley
City of Yuba City
Department of Public Works
1201 Civic Center Boulevard
Yuba City, CA 95993

Dr. Ms. Langley,

This letter is intended to express Sutter County Public Health Division’s support of the City of Yuba’s application for a Safe Routes to School Grant.

Through the many community health need assessments that we have conducted over the recent years, Sutter County Public Health recognizes that childhood obesity has become a significant issue in our community, and we’re continually looking for ways to encourage children to be more active. Walking or riding a bike is an excellent opportunity to promote this kind of effort. However, without a safe route to and from school, many parents may be reluctant to allow their children to walk and bike. Safe Routes to School funding will assist in achieving improvements to sidewalks, curbs and gutters. This funding will allow bicycle lanes to be constructed to facilitate safer walking and bicycling to Andros Karperos School in Yuba City.

Sutter County Public Health supports the actions included in the Safe Routes to School grant and trusts the funding will significantly improve the health and safety of our community’s children.

Sincerely,

Amerjit Bhattal
Sutter County Public Health Director
Sutter County Human Services – Health Division

1445 Veterans Memorial Circle, P.O. Box 1510, Yuba City, CA 95992
(530) 822-7215 -- FAX (530) 822-7223 -- Toll Free 1-800-371-3177
Internet Address: www.suttercounty.org/publichealth
May 14, 2014

City of Yuba City
Mr. Omar Valle, Assistant Engineer
Department of Public Works
1201 Civic Center Boulevard
Yuba City, California 95993

Dear Mr. Valle,

The Yuba City Unified School District (YCUSD) offers a full scale endorsement of the Yuba City Public Works grant application for the Safe Routes to School Program on behalf of Andros Karperos School. These efforts undoubtedly will become a means to intensify safety measures for YCUSD students. Specifically, improvements planned will enhance safety through installation a crosswalk on Franklin Road, school crossing signage, and the addition of bike lanes on Franklin Road.

YCUSD holds student safety as the utmost priority. I offer the most enthusiastic endorsement in support of your efforts to pursue the Safe Routes to School funding. There is an extreme need for additional crosswalk and bike lane access to students for safe travel to and from Andros Karperos School.

I applaud your efforts to seek funding for these projects and reiterate the genuine backing for the Yuba City Unified School District in that regard. Thank you for your continued partnership in community enhancements and student safety.

Thank you again.

Sincerely,

Nancy Aaberg
Superintendent

Cc:  Ms. Jennifer Cates, AKS Assistant Principal
     Mr. Lee McPeak, AKS Principal
     Mr. Tom Butcher, YCUSD Director of Facilities

Educating Today’s Students To Succeed In Tomorrow’s World
### Map SWITRS

**Date**
- **From:** 01-01-2009 ▼
- **To:** 12-31-2012 ▼

**Location**
- **County:** SUTTER ▼
- **City:** YUBA CITY ▼

**More Factors**
- Collision Factors
- Party Factors
- Victim Factors

**State Highway:**
- ALL ▼

**Selected Factors**
- **Pedestrian Collision**
  - YES
- **Pedestrian Action**
  - A - No Pedestrian Involved

[Show Collisions]
**Safe Routes to School Collision Map Viewer**

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Andros Karperos  
1700 Camino de Flores | Yuba City | Sutter County | CDS: 51714640100537

<table>
<thead>
<tr>
<th>Types of Collisions:</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Severity:</td>
<td>Fatal</td>
<td>Severe Injury</td>
</tr>
<tr>
<td>Years:</td>
<td>2009 - 2011</td>
<td></td>
</tr>
</tbody>
</table>

Summary Statistics

<table>
<thead>
<tr>
<th>Radius</th>
<th>Fatal</th>
<th>Severe Injury</th>
<th>Visible Injury</th>
<th>Complaint of Pain</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;¼ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Parts 1 & 2

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

Project name: Franklin Road Improvements

For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA
___DAC ___Non-DAC ___Plan
# APPLICATION TABLE OF CONTENTS

CYCLE 1 ACTIVE TRANSPORTATION PROGRAM (ATP)

City of Yuba City  
Franklin Road Improvements Project

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I.</td>
<td>General Information</td>
<td>2</td>
</tr>
<tr>
<td>II.</td>
<td>Project Information</td>
<td>4</td>
</tr>
<tr>
<td>III.</td>
<td>Screening Criteria</td>
<td>5</td>
</tr>
<tr>
<td>IV.</td>
<td>Narrative Questions: Q1 – Q8</td>
<td>6</td>
</tr>
<tr>
<td>V.</td>
<td>Project Programming Request</td>
<td>21</td>
</tr>
<tr>
<td>VI.</td>
<td>Additional Information</td>
<td>24</td>
</tr>
<tr>
<td>VII.</td>
<td>Non-Infrastructure Schedule Information</td>
<td>25</td>
</tr>
<tr>
<td>VIII.</td>
<td>Application Signatures</td>
<td>26</td>
</tr>
<tr>
<td>IX.</td>
<td>Additional Attachments:</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>• Attachment A: Project Vicinity Map</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>• Attachment B: Photos of Existing Location</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td>• Attachment C: Preliminary Plans</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>• Attachment D: Detailed Engineers Estimate</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>• Attachment E: Approved Plan (Links)</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>• Attachment F: Public Participation Process Documentation</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td>• Attachment G: Letter of Support From School</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>• Attachment H: Additional Letters of Support</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>• Attachment I: Collision History Maps &amp; Data</td>
<td>53</td>
</tr>
</tbody>
</table>
# I. GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Project name:</th>
<th>Franklin Road Improvements</th>
</tr>
</thead>
</table>

(fill out all of the fields below)

| 1. APPLICANT (Agency name, address and zip code) | 2. PROJECT FUNDING |
| City of Yuba City, 1201 Civic Center Blvd., Yuba City, CA 95993 | ATP funds Requested |
| | $_________________________ |

| 3. APPLICANT CONTACT (Name, title, e-mail, phone #) | 4. APPLICANT CONTACT (Address & zip code) |
| Omar Valle, Assistant Engineer, ovalle@yubacity.net, (530) 822-3288 | 1201 Civic Center Blvd., Yuba City, CA 95993 |

| 5. PROJECT COUNTY(IES): | 6. CALTRANS DISTRICT #: Click Drop down menu below |
| Sutter | District 3 |

<table>
<thead>
<tr>
<th>7. Application # 1 of 1 (in order of agency priority)</th>
</tr>
</thead>
</table>

Area Description:

<table>
<thead>
<tr>
<th>8. Large Metropolitan Planning Organization (MPO)- Select your* MPO* or “Other” from the drop down menu&gt;</th>
<th>SACOG Sacramento Area Council of Government</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>9. If “Other” was selected for #8-select your MPO or RTPA from the drop down menu&gt;</th>
</tr>
</thead>
</table>

| 10. Urbanized Area (UZA) population (pop.)-Select your UZA pop. from drop down menu> | Small Urban (Pop =or<200,000 but > than 5,000) |
|--------------------------------------------------------------------------------------|

**Master Agreements (MAs):**

11. ☐ Yes, the applicant has a FEDERAL MA with Caltrans. ☐ No

12. ☐ Yes, the applicant has a STATE MA with Caltrans. ☐ No

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☒ No ☐

The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

<table>
<thead>
<tr>
<th>14. Partner Name*:</th>
<th>15. Partner Type</th>
</tr>
</thead>
</table>

| 16. Contact Information (Name, phone # & e-mail) | 17. Contact Address & zip code |

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type:** (Select only one)

Project name: Franklin Road Improvements

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. [ ] Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
   - [ ] Bicycle Plan
   - [ ] Safe Routes to School Plan
   - [ ] Pedestrian Plan
   - [ ] Active Transportation Plan

   (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
   - [x] Bike plan
   - [x] Pedestrian plan
   - [ ] Safe Routes to School plan
   - [ ] ATP plan

22. [ ] Bicycle and/or Pedestrian infrastructure
   
   Bicycle only: [ ] Class I
   - [x] Class II
   - [ ] Class III
   
   Ped/Other: [x] Sidewalk
   - [x] Crossing Improvement
   - [ ] Multi-use facility

   Other:

23. [ ] Non-Infrastructure (Non SRTS)

24. [ ] Recreational Trails*-
   - [ ] Trail
   - [ ] Acquisition

   *Please see additional Recreational Trails instructions before proceeding

25. [x] Safe routes to school-
   - [x] Infrastructure
   - [ ] Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

   Andros Karperos School, 1700 Camino De Flores, Yuba City, CA 95993

27. SCHOOL DISTRICT NAME & ADDRESS:

   Yuba City Unified School District, 750 Palora Avenue, Yuba City, CA 95991

28. County-District-School Code (CDS)

   5171464-0100537

29. Total Student Enrollment

   1,375

30. Percentage of students eligible for free or reduced meal programs **

   78.50

31. Percentage of students that currently walk or bike to school

   8%

32. Approximate # of students living along school route proposed for improvement

   450

33. Project distance from primary or middle school

   .25 mile

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

[ ] Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page
II. PROJECT INFORMATION

(Please read the “ATP instructions” document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

The project is located on Franklin Road between Harding Road and Walton Avenue in Yuba City, specifically the community of South Yuba City, near Andros Karperos School.

2. Project Coordinates

Latitude: 39.127
Longitude: -121.649
(Decimal degrees)

3. Project Description

The proposed project on Franklin Road is designed to promote safety of non-motorized transportation users and pedestrians and encourage increased walking and bicycling among students, along a primary walking route to Andros Karperos School, commuting to and from Andros Karperos School. As shown on Attachment C, the project will consist of construction and installation of the following pedestrian and bicycle safety improvements:

1) HIGH VISIBILITY CROSSWALK: This project will install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

2) CROSSWALKS: This project will restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.

3) PEDESTRIAN FACILITIES: The project will install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

4) BICYCLE LANES: The project will install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers.

4. Project Status

The proposed project is currently in the conceptual design stage. Preliminary plans have been developed and utility research has been started. California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) have not been completed. Preliminary Right-of-way work is underway. Based on preliminary research, in order to fully carry out the project, the City will have to acquire right-of-way from two property owners on the north side of Franklin Road near Walton Avenue.
in order to install sidewalks. If right of way cannot be obtained, an alternative route will be considered for the sidewalk.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

The proposed project will be a safe routes to school project featuring the installation of non-motorized transportation (NMT) pedestrian safety improvements along primary routes students use to reach Andros Karperos School in South Yuba City. In this low-income area of the City, there is no bus service for students to get to school because it is within a one mile radius of the school. Therefore, students must walk, bike, or be dropped off by parents. Primary walking routes are along Franklin Road, via Nantucket Way or Bristol Way as well as Walton Avenue (see Attachment A, vicinity map). However, local street infrastructure is not set up to safely handle the large numbers of student traveling through the area daily.

Pedestrian safety needs in the area are numerous and largely concern a lack of safe infrastructure on busy roads. Currently many Andros Karperos students cross Franklin Road between Harding Road and Walton Avenue, which is a high vehicle traffic area that has an average daily traffic count of 12,264 vehicles. There are no bicycle lanes on this section of Franklin Road. As seen in Attachment A, about 25% - 35% of the student population needs to cross this section of Franklin Road to walk or bike to school. There are currently no pedestrian crossings in the area except at Walton Avenue, which is out of the way from the primary walking/biking routes for most students. Observations of students going to and from school by City staff and School administrators show that the majority of the pedestrian traffic crosses between Nantucket Way and Bristol Way, then primarily uses Nantucket Way to reach the school. Because there are no pedestrian crossings at these locations on Franklin Road, students are forced to dodge around vehicles and cross at an uncontrolled crossing.

As a result of the safety concerns in this area, the City conducted a Pedestrian Safety Assessment through the Institute of Transportation Studies at the University of California, Berkeley. This was possible through a California Office of Transportation Grant. The final report for this assessment has not been completed. However, the assessment team made recommendations to the City for bicycle and pedestrian safety in the project area. Their primary recommendations were to add a high visibility crosswalk in the high pedestrian traffic area, fill in all the gaps in the sidewalks, and install full length bicycle lanes. All of these recommendations have been incorporated into the proposed design (see Attachment C, Preliminary Plans).

Many of the students crossing Franklin Road live in a low-income housing complex, Mahal Plaza, directly across from Nantucket Way. Approximately 110 Andros Karperos School students currently reside in Mahal Plaza according to the complex’s Site Manager. This is almost 8% of the 1,375 students at Andros Karperos School. Most parents in the Mahal Plaza complex do not have any means to get their child to school other than having them walk or bike. The neighborhoods and surrounding community served by the proposed improvements, aside from Mahal Plaza, are also disadvantaged. The per capita income in the area adjacent to the school and Franklin Road is $23,726, which is under 41% of the statewide average. Andros Karperos School serves grades K-8 in Yuba City Unified School District. Per 2012-2013 CDE records, 78.5% (1,088) of the 1,375 enrolled students qualify for free and
reduced price meals. 27.6% of the students qualify as English Learners. The largest ethnic groups represented among the student body are Asians (36.5%), Hispanics (35.7%) and whites (21.4%).

Andros Karperos School, Sutter County Public Health, the Yuba City Police Department, the Mahal Plaza community, and local residents have recognized the need for added pedestrian and bicycle facilities in the proposed area. All these organizations support the proposed improvements as adding to the safety, physical health, and well-being of students.

2. **Consistency with Regional Transportation Plan (100 words or less)**
   Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The project is consistent with Yuba City’s General Plan, Bicycle Master Plan, and ADA Transition Plan documents:
1) **2004 General Plan** – Section 5 addresses public facility improvements for pedestrians and bicyclists. It specifically addresses the need for connections between subdivisions and access to schools.
   - Link to General Plan: http://www.yubacity.net/city-services/community-development/planning/general-plan.html

2) **2011 Bicycle Master Plan** – Addresses the need and benefits of bicycle lanes. Page 57 shows existing and proposed bike lane network, which includes this project, Franklin Road between Harding Road and Walton Avenue.

3) **2012 ADA Transition Plan** – All of the pedestrian access ramps in the project area are identified as out of compliance and in need of updating in the Yuba City ADA Transition Plan.

---

**IV. NARRATIVE QUESTIONS**

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

   A. Describe how your project encourages increased walking and bicycling, especially among students.

In its current state, the walking route along Franklin Road used by students to reach Andros Karperos School has several primary safety concerns including no crosswalks and low visibility during certain hours of the day; high vehicular volume and speeds on Franklin Road and connecting streets in the

Yuba City: Franklin Road Improvements
The project encourages increased walking and bicycling among students commuting to and from Andros Karperos School and other nearby destinations through the construction of non-motorized transportation pedestrian safety infrastructure. As shown on Attachment C, the following improvements will be made:

1) **HIGH VISIBILITY CROSSWALK**: This project proposes to install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

2) **CROSSWALKS**: This project proposes to restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.

3) **PEDESTRIAN FACILITIES**: The project proposes to install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

4) **BICYCLE LANES**: The project proposes to install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers. This project will fill that gap.

**B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.**

Students will be the primary users of the proposed infrastructure improvements on Franklin Road, though parents and other community residents will also make use of the facilities. Andros Karperos School has a current enrollment of approximately 1,375 students. About 450 students currently live in the project area along or near Franklin Road, based on the percentage of school boundary area required to cross Franklin Road to get to school. Per the Andros Karperos Principal’s estimation, approximately 800 students for the entire school (about 58%) walk or bike to school. The average number of daily users determined by City staff observations is approximately 107 each way (to and from school). This is approximately 8% of total school population and 23% of the students living along the project area. Therefore, the daily counts for school related pedestrian/bike traffic is 214 with approximately 202 pedestrians and 12 bicyclists. Pedestrian and Bicyclist counts to reach the above figures were conducted on two separate occasions by City Engineering Staff on 5/5/2014 at 2:30 pm and 5/15/2014 at 7:30 am. Staff conducted observation of students crossing the project site area (Franklin Road) during school beginning and ending times.

Parent surveys (see Question 3-5) have allowed City Engineering Staff to expect approximately a 40% increase in student users among those who do not already walk or bike to school. Of those parents that indicated they never allow their child to walk to school, 40% indicated that they would be more likely to allow their child to walk/bike if walking/biking facilities were installed or improved. If that 40% is
applied to the estimated students along the route that do not walk or bike (450-107 = 343), that would be an increase of 343*40% = 137 students along the route. This would be a total of 107+137 = 244 students which is approximately 54% of the students that live along the route, 18% of the total school population, and over a 100% increase.

Typically, students were heading to and from Andros Karperos School, however, they and other residents also walk to other nearby destinations including the Head Start Pre-school (Inside Mahal Plaza); the residential communities at Mahal Plaza and Roll-A-Home Mobile Home Park; commercial Facilities near the project area such as Franklin Pharmacy, Peet’s Coffee, Mikes Mini-Mart, and Papa John’s Pizza; and a Hindu Temple.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The proposed pedestrian safety infrastructure project on Franklin Road is intended to improve the walking and bicycling routes to the Andros Karperos School K-8 facility, particularly at the location where students cross Franklin Road to access the school via connecting streets such as Nantucket Way, Bristol Way, and Walton Avenue. Improvements to the sidewalks, crosswalks, and the addition of a high-visibility crosswalk and bicycle lanes, as described previously, will promote this connectivity and ensure student safety (see Attachment C: Preliminary Plans for location of safety infrastructure).

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Franklin Road is a minor arterial providing connectivity to larger commercial areas further within Yuba City. For example, less than ¼ mile west of the project area, along Franklin Road, pedestrians and bicyclists can reach destinations that include: WinCo Foods, IHOP Restaurant, BigLots, Starbucks, a Cinemark Movie Theater, several Yuba-Sutter Transit Bus Stops, and a variety of other small businesses and local churches.

The project removes a barrier to mobility in its efforts to install/repair sidewalks, install bicycle lanes, and bring into ADA compliance all existing curb ramps. Sidewalk, curb, and gutter will be installed at all gaps in this infrastructure along Franklin Road, so the entire area will have sidewalks promoting safer and easier travel off the roadway itself. ADA-compliant pedestrian access ramps will ensure that people of all abilities are able to access and use the new sidewalk infrastructure. Installation of Class II Bicycle Lanes will infill the gaps in the bicycle lane network, connecting neighborhoods and communities to the various activity centers previously described. See Attachment C: Preliminary Plans, for further detail.

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

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

The Yuba City Engineering Department has identified four major hazards that students and other pedestrians currently face in the project area along Franklin Road. These safety hazards were identified
by a Pedestrian Safety Assessment conducted through UC Berkeley and an engineering evaluation based on in-person observation by Department staff during peak pedestrian/bicyclist usage times, typically before and after school hours for Andros Karperos School. The existing safety hazards are as follows (See Attachment B for photos of the existing conditions).

1) **NO CROSSWALKS/LOW VISIBILITY:**
   Students biking and walking to school do not have a defined or safe location to cross the street when they approach Franklin Road in between Harding Road and Walton Avenue. Most of them live in areas that meet Franklin Road mid-block and the only option is to walk to either end of the road to cross, which is the opposite direction of the school. Because of this, students wait for gaps in traffic to cross the street. These uncontrolled crossings are dangerous to students, especially in the morning hours when the road is not fully lit by the sun and visibility is poor.

2) **HIGH VEHICULAR TRAFFIC/SPEEDS:**
   The section of Franklin Road targeted in this project is a minor arterial with high vehicular traffic. The Average Daily Traffic count is 12,264 vehicles of all types and the volume is highest during school hours. The speed limit in the project area is 35 MPH, though frequently vehicles will exceed this by 5 to 10 miles per hour, traveling at speeds in excess of 45 MPH. With inadequate crossing and other safety facilities, this poses a significant danger to students or other pedestrians walking and biking to school across Franklin Road.

3) **LACK OF PEDESTRIAN FACILITIES:**
   On the north side of Franklin Road, there is a large gap in sidewalk, curb, and gutter. No infrastructure is present and students walking in the shoulder of the road are not separated by any physical or marked barrier from the travel lanes. While students and pedestrians will often walk on the dirt shoulder itself, during rainy conditions (which can occur up to as much as 30% of the year in Yuba City’s northern California location) they will often walk on the edge of the road itself to avoid any muddy and poorly drained conditions in the shoulder. This makes them even more vulnerable to passing traffic.

4) **LACK OF BICYCLE LANES:**
   The project area does not currently have bicycle lanes. As a result, students and other bicyclists are forced to share the road with traffic in an area defined by heavy traffic volume and high vehicular speeds. Some bicyclists decide to ride on the sidewalk (where present). This is not safe for both the bicyclists and pedestrians.

In an effort to improve student and pedestrian safety on Franklin Road, the following improvements will be carried out to directly address the hazards identified above (also see Attachment C: Preliminary Plans).

1) **HIGH VISIBILITY CROSSWALK:** This project proposes to install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

2) **CROSSWALKS:** This project proposes to restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.
3) **PEDESTRIAN FACILITIES:** The project proposes to install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

4) **BICYCLE LANES:** The project proposes to install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers. This project will fill that gap.

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

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

The proposed project will achieve all of the above goals by accomplishing the following:

1) The project will *reduce speed of motor vehicles* through the installation of the high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers to slow and stop when students are crossing.

2) The project will *improve sight distance and visibility* through the installation of a designated high visibility crosswalk described above. This will warn drivers ahead of time that pedestrians are crossing.

3) The project will *improve compliance with local traffic laws* as it will give pedestrians and bicyclists a designated travel path with added sidewalks and Class II Bicycle Lanes. Currently pedestrians “jaywalk” to cross the street and bicyclists ride on the sidewalk to avoid sharing the road with vehicles.

4) The project will *eliminate behaviors that lead to collisions* by giving pedestrians and bicyclists a designated travel path as described above. This eliminates pedestrians jumping in front of and dodging vehicles, which forces drivers to stop abruptly and cause traffic collisions. Additionally, with a designated place for bicyclists to ride, they no longer need to ride on sidewalks where they have the potential to collide with pedestrians.

5) The project will *address inadequate traffic control devices* by installing the above mentioned rapid flashing beacons needed to warn drivers that pedestrians are crossing.

6) The project will *address inadequate bicycle facilities, crosswalks and sidewalks* through the construction/installation of new infrastructure previously mentioned. To summarize, these improvements will include:
   - Installing the high-visibility crosswalk on Franklin Avenue as well as restriping existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.
   - Installing ADA-compliant pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance, as well as placing sidewalk, curb, and gutter facilities at all
gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

- Installing Class II bicycle lanes on both sides of Franklin Road for the entire length of the project area. This will fill gaps in the lanes from other areas of the community and promote connectivity.

C. Describe the location’s history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

To determine the project area’s history of events, the City consulted the UC Berkeley Transportation Injury Mapping System, producing both a TIMS Safe Routes to School report and SWITRS GIS Map of collisions in and near the project area. (Copies of both maps have been attached, see Attachment I). The Safe Routes to School report did not indicate any history of collisions; SWITRS showed collisions in the general vicinity of the project area, but still well outside it. Since data indicating any recent collisions was not available, the City is relying on its description of existing conditions and hazards, as described above in part A of this section.

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The process to solicit community participation and stakeholder feedback for this specific project began in February 2014 and continued through early May 2014. The process involved four main elements:

1) Direct communication with Andros Karperos School administrators and teachers for input and feedback
2) Parents surveys distributed at the school’s Open House event on May 1, 2014 for input and feedback
3) Meetings with Parents and Community Members at Mahal Plaza to discuss proposed project and receive feedback
4) Direct communication and coordination with the Yuba City Police Department and the Sutter County Department of Public Health

Collectively, meetings with community residents, organizations, and leaders over a period of several months in early 2014, in advance of the project, helped the City receive and review a wide variety of ideas, issues, and concerns for the general project area that were then incorporated into the final project elements and plan.
B. Describe the local participation process that resulted in the identification and prioritization of the project:

Table 1 below summarizes the local participation activities that resulted in the identification and prioritization of the project:

### Table 1: Public Participation Process

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Attendees</th>
<th>Summary</th>
</tr>
</thead>
</table>
| 2/28/2014| Pedestrian Safety Assessment                      | • Jennifer Cates - Assistant Principal Andros Karperos School  
                                                                 • Diana Langley - Yuba City Public Works Director  
                                                                 • Kittelson & Associates transportation and planning consultant  | • After hearing concerns from Andros Karperos School (AK School), concerned parents, and local residents, an evaluation of the project area was scheduled to audit pedestrian safety  
                                                                 • Conducted audit of pedestrian traffic on Franklin Road between Harding Rd and Walton Ave during school hours  
                                                                 • Discussed results and potential countermeasures to increase student safety  
                                                                 • Recommendation was to add high visibility crosswalk mid-block to provide pedestrian travel path |
| 4/29/2014| Meeting with Mahal Plaza Site Manager             | • Jaswinder Sandhu - Site Manager of Mahal Plaza  
                                                                 • Omar Valle - Assistant Engineer - Yuba City  | • Discussed the proposed project and the need for these improvements for AK student crossing on Franklin Road  
                                                                 • Mahal Plaza has 110 students that attend AK school and residents have been concerned about student safety over this issue for a long time. They have brought up this concern with Mahal Plaza numerous times  
                                                                 • Mahal Plaza is in support of the improvements and scheduled a presentation to residents for feedback of proposed project |
| 4/30/2014| Meeting with Sutter County Public Health          | • Amerjit Bhattal - Sutter County Public Health Director  
                                                                 • Omar Valle - Assistant Engineer - Yuba City  | • Discussed the proposed project and the need for safe walking and biking facilities in the project area.  
                                                                 • Ms. Bhattal recognized the need in that area for safer routes to school for children. She also approved of the project providing a means for children to be more active and healthy.  
                                                                 • Ms. Bhattal stated that Sutter County Public Health fully supports the project |
| 5/1/2014 | Meeting with Andros Karperos School Teachers for parent feedback survey | • Andros Karperos Staff (See Attached Sign in Sheet)  
                                                                 • Omar Valle - Assistant Engineer - Yuba City  | • The proposed project was presented to teachers for feedback  
                                                                 • Teachers explained that they have been aware of this problem for a long time and they are in support of the proposed improvements because a lot of students walk and bike to school in the project area. They also suggested reducing the speed limit in that area.  
                                                                 • A parent survey on walking and biking to school was prepared by Yuba City Public Works to solicit feedback from parents at the school Open House on 5/1/2014. AK teachers agreed to distribute and collect the surveys. |
C. Is the project cost over $1 Million? Y/N  No

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N  No

4. COST EFFECTIVENESS (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

In determining the final project, the costs and benefits of several alternative solutions were explored by the Yuba City Public Works Department. In general, these other alternatives were found to not provide the level of safety the City is committed to providing. One of the most ideal solutions would be for Andros Karperos School to be geographically located where the boundary does not force over ¼ of the population to cross such a busy road such as Franklin Road. Since this is not feasible, the proposed project is the best alternative. Nevertheless, the following alternatives considered prior to arriving at the current project design:

1) Coordinate with Andros Karperos School and Yuba City Unified School District to add a crossing guard in the area. This position could be a volunteer from the community or a school employee, sparing extra expenses for hiring. However, without a marked crossing on Franklin Road, a crossing
guard cannot effectively control traffic. This is still an option that will be considered after installation of the designated crossing at Nantucket Way in this project.

2) Encourage students to use crosswalks farther down the road by district and school staff. This is not a viable alternative because the available crosswalks on Walton Avenue are in the opposite direction of the school from the primary walking routes of the students. Those crossings are already not viewed as practical by the existing student population. Since students are already crossing the uncontrolled sections of Franklin Road and not walking to crosswalks, it was felt students would not be willing to walk the additional distance, despite education and encouragement.

3) Enforce “jaywalking” laws. However, this is not a long term solution as it would only be effective when law enforcement is present. While the Yuba City Police Department was consulted and is a partner in this project, due to limitations of its own force, it cannot practically station an officer on Franklin Road for several hours each day to enforce existing jaywalking laws.

4) Reduction of speed along the project area via signage and control measures. Countermeasures such as signals or traffic signs, traffic slowing measures such as median dividers to narrow the roadway, or other traffic control devices were considered. These alternatives would not necessarily slow cars nor would they provide a safe crossing point for the many students that cross Franklin Road. This alternative alone also does not address bicyclist safety. In fact, narrowing of the road with physical barriers would not be safe for bicyclists. Additionally, road speeds are governed by traffic studies and current studies show the speed limit is set appropriately. Therefore, reducing speed by any measure is not a viable solution.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit}}{\text{Program Funds Requested}}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

The Benefits of this type of project can be abstract and difficult to quantify. Therefore, a logical approach was developed whereby calculations based on California Air Resources Board (CARB) and Caltrans Methods to Find the Cost-Effectiveness of Funding Air Quality Projects were modified to reflect benefits to students and the ATP program goals. The ATP goals were compared to the benefits an individual student or user of the proposed project would see or provide towards the ATP. For each estimated student or user, the benefits were multiplied times the amount of days they would provide that benefit over the life of the project. The life of the project was estimated at 10 years before it would need maintenance and the cost of the project would be depreciated. This is a conservative value and is more likely 15 years. This total benefit was compared to funding and total dollars to provide a number of benefits per dollar over the life of the project.

- Inputs to Calculate Cost-Effectiveness:
  - ATP Funding Dollars (Funding): $353,000
  - Total Project Dollars (Total Cost): $393,000
  - Effectiveness Period (Life): 10 years
  - School Days Per Year (D): $180 \times 70\% = 126$
    (Assume 30% of days not conducive to walking/biking)
  - Students Benefited (S): 244
### ATP Program Goals/Benefits Matrix – Franklin Road Project:

<table>
<thead>
<tr>
<th>ATP Program Goals</th>
<th>Benefit (0-1)</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase the proportion of trips accomplished by biking and walking</td>
<td>1</td>
<td>Parent survey shows added bike and walking facilities will increase users</td>
</tr>
<tr>
<td>Increase safety and mobility of non-motorized users</td>
<td>1</td>
<td>Added bike and pedestrian facilities will significantly increase safety</td>
</tr>
<tr>
<td>Advance the active transportation efforts to regional agencies to achieve greenhouse gas reduction goals</td>
<td>1</td>
<td>Per CARB Method, bike lanes alone will reduce over 20,000 vehicle miles traveled. Increased student traffic also reduces vehicle miles traveled</td>
</tr>
<tr>
<td>Enhance Public Health</td>
<td>1</td>
<td>Increases in biking and walking by added improvements increases daily activity and enhances public health</td>
</tr>
<tr>
<td>Ensure that disadvantaged communities fully share the benefits of the program</td>
<td>1</td>
<td>The proposed project is in a disadvantaged community and will directly benefit them</td>
</tr>
<tr>
<td>Provide a broad spectrum of projects to benefit many types of active transportation users</td>
<td>.5</td>
<td>The proposed project is specifically targeted at walking and biking</td>
</tr>
</tbody>
</table>

| **Total Benefits per Student (B):** | 5.5 |

**Calculations:**

\[
\text{Total Benefits} = (B) \times (S) \times (D) \times (Life) \\
= (5.5) \times (244) \times (126) \times (10) \\
= 1,690,920
\]

\[
\text{Cost Effectiveness of ATP Dollars} = \frac{(Total Benefits)}{(Funding)} \\
= \frac{(1,690,920)}{($353,000)} \\
\text{Cost Effectiveness} = 4.8 \text{ Benefits/$1.00}
\]

\[
\text{Cost Effectiveness of Total Dollars} = \frac{(Total Benefits)}{(Total Cost)} \\
= \frac{(1,690,920)}{(393,000)} \\
\text{Cost Effectiveness} = 4.3 \text{ Benefits/$1.00}
\]
5. IMPROVED PUBLIC HEALTH (0-10 points)

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The targeted populations for the proposed project are the disadvantaged communities along Franklin Road, whose children attend Andros Karperos School, in the South Yuba City community. Most of these families do not have a means of transportation so their children are forced to walk or bike to school. The California Health Interview Survey (CHIS), in a 2007 study, showed that 67.4% of youth in Sutter County did not walk, bike, or skate to school within the past week. The same 2007 CHIS survey also noted that 64.3% of students who could walk to school within half an hour in Sutter County actually did not. This data either confirms the relatively few numbers of students (only 8%) that walk to school, as observed by City Staff; or it makes the Andros Kaperos student body a bit of an anomaly in that as many as 58% possibly walk to school, as estimated by the school’s administration. In either case, the project will make it easier for students to walk to school through the construction of the high-visibility crosswalk on Franklin Road, restriping of existing crosswalks on adjoining streets, construction of ADA-compliant curb ramps, new sidewalks, and Class II bicycle lanes.

Construction of the new pedestrian and bicycle facilities will also promote physical activity among an increased number of low income students at Andros Karperos School. A 2009 CHIS study shows that in Sutter County only 16% of children and teens get an hour of physical activity per school week. That means that for most of the students in the project area, and at Andros Karperos School, walking/biking to school are their primary means of physical activity and exercise. The benefits from regular physical activity are numerous. According to the World Health Organization Health Economic Assessment Tool, the proposed project will benefit the project area community by reducing the risk of mortality from health issues related to inactivity by 8%. This project aims to ensure that students continue to get the physical activity they need in a safe manner through the construction of the new pedestrian safety infrastructure on their primary walking route, Franklin Road.

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

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

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

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

   o Median household income for the community benefited by the project: $ 50,013

   o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 21.15

   o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 78.5 %
b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

While the median household income for Yuba City is $50,013 (about 82% of the state average) in certain areas of the city, it is actually much lower. The median per capita income in the area adjacent to the school and Franklin Road is $23,726, which is 41% of the statewide average per capita income. This information defines the community as low-income on a per-capita income basis. The community also qualifies for disadvantaged status based on the percentage of students eligible for Free or Reduced Price meals programs at Andros Karperos School. Per 2012-2013 CDE records, 78.5% (1,088) of the 1,410 enrolled students at Andros Karperos School qualify for free and reduced price meals. That meets the criteria for the project area being a disadvantaged community.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

This project will serve a disadvantaged community defined by a median per-capita income of $23,726 and where in 2012-2013, 78.5% of the 1,410 enrolled students at Andros Karperos School qualified for free and reduced price meals. Additionally, bus service and even personal transportation are unavailable to the community in the project area, and the only way for students to get to school is to bike or walk. Students that are walking or biking face significant barriers to their ability to get to school safely, including the lack of pedestrian and bicycle facilities on the route to school.

This project is aimed specifically at addressing the non-motorized transportation and pedestrian safety issues in this community, particularly as they concern the ability of elementary and middle school students to walk and bike to school safely, since those are often their only means of transportation. The project will take place in and benefit 100% of the disadvantaged community in South Yuba City around Andros Karperos School.

As described previously in this narrative, students face several major hazards when walking or biking in the project area along Franklin Road as described below (see Attachment B for photos of the existing conditions).

1) Students biking and walking to school do not have a defined or safe location to cross the street when they approach Franklin Road in between Harding Road and Walton Avenue. Most of them live in areas that meet Franklin Road mid-block and the only option is to walk to either end of the road to cross, which is the opposite direction of the school. Because of this, students wait for gaps in traffic to cross the street. These uncontrolled crossings are dangerous to students, especially in the morning hours when the road is not fully lit by the sun and visibility is poor.

2) The section of Franklin Road targeted in this project is a minor arterial with high vehicular traffic. The Average Daily Traffic count is 12,264 vehicles of all types and the volume is highest during school hours. The speed limit in the project area is 35 MPH, though frequently vehicles will exceed this by 5 to 10 miles per hour, traveling at speeds in excess of 45 MPH. With inadequate crossing and other safety facilities, this poses a significant danger to students or other pedestrians walking and biking to school across Franklin Road.
3) On the north side of Franklin Road, there is a large gap in sidewalk, curb, and gutter. No infrastructure is present and students walking in the shoulder of the road are not separated by any physical or marked barrier from the travel lanes. While students and pedestrians will often walk on the dirt shoulder itself, during rainy conditions (which can occur up to as much as 30% of the year in Yuba City’s northern California location) they will often walk on the edge of the road itself to avoid any muddy and poorly drained conditions in the shoulder. This makes them even more vulnerable to passing traffic.

4) The project area does not currently have bicycle lanes. As a result, students and other bicyclists are forced to share the road with traffic in an area defined by heavy traffic volume and high vehicular speeds. Some bicyclists decide to ride on the sidewalk (where present). This is not safe for both the bicyclists and pedestrians.

To address these pedestrian safety issues and provide significant benefits to the disadvantaged areas of South Yuba City, The following improvements will be carried out on Franklin Road (see Attachment C).

1) The project will install a high visibility crosswalk on Franklin Road at the Nantucket Way intersection. This will feature rapid flashing beacons and advanced warning signs to warn drivers that students are crossing. This will provide a designated place for children to cross.

2) The project will to restripe existing crosswalks on streets adjoining Franklin Road, including Oliver Drive, Tharp Road, Bristol Way, and Hetherington Circle to make them more visible and provide a designated place for students to cross.

3) The project will install ADA Compliant Pedestrian access ramps at the crosswalk locations and other locations that are currently out of compliance on Franklin Road. Sidewalk, curb, and gutter will also be installed at all gaps along Franklin Road, so the entire area will have sidewalks and a physical barrier between pedestrians and vehicular traffic.

4) The project will install Class II bicycle lanes on both sides of the road for the entire length of the project area. This section of Franklin Road is currently disconnected from the bike lane network. Lane improvements will give bicyclists a designated riding area and fill in the gaps in the bike lane network to provide bicycle access to more activity centers.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Detailed Estimate</th>
<th>Project Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Map</td>
<td>Preliminary Plan</td>
<td></td>
</tr>
</tbody>
</table>

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

Yuba City: Franklin Road Improvements
A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N YES
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them:

   **Virginia Clark**
   Region Deputy, Region 1, California Conservation Corps
   Phone: (916) 341-3147
   Email: virginia.clark@ccc.ca.gov
   Date Information Submitted: May 15, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N YES
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

   **Cynthia Vitale, Baldeo Singh**
   Sacramento Regional Conservation Corps
   Phone: (916) 386-8394
   Email: calocalcorps@gmail.com, bsingh@saccorps.org
   Date Information Submitted: May 15, 2014

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

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

Per an email dated May 15, 2014 from Virginia Clark at CCC, Yuba City was informed that the CCC is NOT opting to participate in this ATP project.

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

Per an email dated May 20, 2014 from Paige Brokaw at CALCC, Yuba City was informed that the CALCC is NOT opting to participate in this ATP project.
8. **APPLICANT'S PERFORMANCE ON PAST GRANTS** (0 to -10 points)

A. Describe any of your agency’s ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City of Yuba City has not failed to deliver on any ATP type projects in the last 5 years. It has successfully applied to and completed (or is in the process of completing) Caltrans State Legislated Safe Routes to School grants, Caltrans Highway Safety Improvement Program grants, Caltrans Bicycle Transportation Account grants, and other pedestrian/bicycle/transportation type funding.
V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at [http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls](http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls)

PPR Instructions can be found at [http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm](http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm)

Notes:
- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.
The project is located in Yuba City, CA on Franklin Road between Harding Road and Walton Avenue. The proposed project is a Safe Routes To School project aimed at assisting students at Andros Karperos School. The proposed project will add a high visibility crosswalk for student traffic mid-block on Franklin Road. Sidewalk, curb and gutter will be installed to fill in all the gaps along this section of Franklin Road. The project will also add Class II Bicycle Lanes on the entire project area and update all pedestrian access ramps in the area to be ADA compliant.

There are several safety hazards for pedestrians on Franklin Road and this project will correct and mitigate those hazards. Students biking and walking to school do not have a defined or safe location to cross the street when they approach Franklin Road in between Harding Road and Walton Avenue. This section of the road is a minor arterial with high vehicular traffic and speeds up to 45 MPH. On the north side of Franklin Road, there is a large gap in sidewalk and students are not separated by any physical or marked barrier from travel lanes. There are no bicycle lanes. Bicyclists must share the road with traffic on a busy road.

This project will benefit a disadvantaged community with pedestrian safety infrastructure, improved mobility, and increased health benefits by installing a high visibility crosswalk, restriping existing crosswalks on adjoining streets, ADA Compliant Pedestrian access ramps, sidewalk, curb, and gutter, and Class II bicycle lanes.

<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Study Report Approved</td>
<td>11/30/14</td>
</tr>
<tr>
<td>Begin Environmental (PA&amp;ED) Phase</td>
<td>01/05/15</td>
</tr>
<tr>
<td>Circulate Draft Environmental Document</td>
<td>01/09/15</td>
</tr>
<tr>
<td>Draft Project Report</td>
<td>02/06/15</td>
</tr>
<tr>
<td>End Environmental Phase (PA&amp;ED Milestone)</td>
<td>02/27/15</td>
</tr>
<tr>
<td>Begin Design (PS&amp;E) Phase</td>
<td>03/02/15</td>
</tr>
<tr>
<td>End Design Phase (Ready to List for Advertisement Milestone)</td>
<td>05/29/15</td>
</tr>
<tr>
<td>Begin Right of Way Phase</td>
<td>05/01/15</td>
</tr>
<tr>
<td>End Right of Way Phase (Right of Way Certification Milestone)</td>
<td>06/30/15</td>
</tr>
<tr>
<td>Begin Construction Phase (Contract Award Milestone)</td>
<td>08/03/15</td>
</tr>
<tr>
<td>End Construction Phase (Construction Contract Acceptance Milestone)</td>
<td>10/30/15</td>
</tr>
<tr>
<td>Begin Closeout Phase</td>
<td>11/02/15</td>
</tr>
<tr>
<td>End Closeout Phase (Closeout Report)</td>
<td>03/31/16</td>
</tr>
</tbody>
</table>
## Proposed Total Project Cost ($1,000s)

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>393</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>393</td>
</tr>
</tbody>
</table>

---

### Fund No. 1: ATP

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>353</td>
</tr>
</tbody>
</table>

- **Funding Agency:** Caltrans ATP

### Fund No. 2: Yuba City

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>R/W</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40</td>
</tr>
</tbody>
</table>

- **Funding Agency:** Matching Funds & Local Contribution

### Fund No. 3:

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>R/W SUP (CT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON SUP (CT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>R/W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>CON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
</tbody>
</table>
Project name: Franklin Road Improvements

VI. ADDITIONAL INFORMATION
Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE Phase (includes PA&amp;ED and PS&amp;E)</td>
<td>$</td>
</tr>
<tr>
<td>Right-of-Way Phase</td>
<td>$</td>
</tr>
<tr>
<td>Construction Phase-Infrastructure</td>
<td>$353,000</td>
</tr>
<tr>
<td>Construction Phase-Non-infrastructure</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total for ALL Phases</strong></td>
<td>$353,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental (Local Funds)</td>
<td>$5,000</td>
</tr>
<tr>
<td>PS&amp;E (Local Funds)</td>
<td>$15,000</td>
</tr>
<tr>
<td>Right-of-Way (Local Funds)</td>
<td>$5,000</td>
</tr>
<tr>
<td>Construction Engineering (Local Funds)</td>
<td>$15,000</td>
</tr>
<tr>
<td>Construction (Match Funds at 0% - Safe Routes To School)</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td>$393,000</td>
</tr>
</tbody>
</table>

*Must indicate which funds are matching

Project is Fully Funded

Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)

<table>
<thead>
<tr>
<th>Request Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for funding a Plan</td>
<td>$</td>
</tr>
<tr>
<td>Request for Safe Routes to Schools Infrastructure work</td>
<td>$353,000</td>
</tr>
<tr>
<td>Request for Safe Routes to Schools Non-Infrastructure work</td>
<td>$</td>
</tr>
<tr>
<td>Request for other Non-Infrastructure work (non-SRTS)</td>
<td>$</td>
</tr>
<tr>
<td>Request for Recreational Trails work</td>
<td>$</td>
</tr>
</tbody>
</table>

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.
### VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

<table>
<thead>
<tr>
<th>Start Date</th>
<th>End Date</th>
<th>Task/Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>N/A</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Project name: Franklin Road Improvements

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Omar Valle
Title: Assistant Engineer
Date: 5-15-2014
Phone: 530-822-3288
e-mail: ovalle@yubacity.net

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

Signature: Diana Langley
Name: Diana Langley
Title: Public Works Director
Date: 5-19-14
Phone: 530-822-4792
e-mail: dlangley@yubacity.net

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

Signature: Nancy Aaberg
Name: Nancy Aaberg
Title: Superintendent
Date: 5-15-14
Phone: 530-822-7600
e-mail: naaberg@yubacity.k12.ca.us

Person to contact for questions:
Name: Same as above
Title: 
Phone:
e-mail:

Caltrans District Traffic Operations Office Approval*
If the application’s project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (✓) or the signature of the traffic personnel be secured below.

Signature: N/A
Name: 
Title: 
Date: 
Phone: 
e-mail: 

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

Check all attachments included with this application.

- Vicinity/Location Map - **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale

- Photos and/or Video of Existing Location - **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo size 3 x 5 inches
  - Optional video and/or time-lapse

- Preliminary Plans - **REQUIRED for Construction phase only**
  - Must include a north arrow
  - Label the scale of the drawing
  - Typical Cross sections where applicable with property or right-of-way lines
  - Label street names, highway route numbers and easements

- Detailed Engineer’s Estimate - **REQUIRED for Construction phase only**
  - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - Must identify all items that ATP will be funding
  - Contingency is limited to 10% of funds being requested
  - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement - Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement - Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System (SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school - when the school isn’t the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)
Attachment B: Photos of Existing Location

Franklin Road between Harding Road and Walton Avenue, Yuba City, CA
Yuba City: Franklin Road Improvements
Attachment D
Detailed Engineer's Estimate
For Construction Items Only

Agency: City of Yuba City

Project Name: ATP SRTS: Franklin Road Improvements

Project Location: Franklin Road, Yuba City, CA

Date of Estimate: May 1, 2014

Prepared by: Omar Valle, Assistant Engineer

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Quantity</th>
<th>Units</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preconstruction Jobsite Photos/Video</td>
<td>1</td>
<td>LS</td>
<td>$500.00</td>
<td>$500.00</td>
</tr>
<tr>
<td>2</td>
<td>Mobilization</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>15,000.00</td>
</tr>
<tr>
<td>3</td>
<td>Traffic Control</td>
<td>1</td>
<td>LS</td>
<td>$30,000.00</td>
<td>30,000.00</td>
</tr>
<tr>
<td>4</td>
<td>Site Erosion &amp; Sediment Control</td>
<td>1</td>
<td>LS</td>
<td>$500.00</td>
<td>500.00</td>
</tr>
<tr>
<td>5</td>
<td>Roadway Excavation</td>
<td>175</td>
<td>CY</td>
<td>$25.00</td>
<td>4,375.00</td>
</tr>
<tr>
<td>6</td>
<td>Concrete Removal</td>
<td>6850</td>
<td>SF</td>
<td>$3.50</td>
<td>23,975.00</td>
</tr>
<tr>
<td>7</td>
<td>Crosswalk Warning System - Rect. Rapid Flashing Beacon</td>
<td>1</td>
<td>EA</td>
<td>$30,000.00</td>
<td>30,000.00</td>
</tr>
<tr>
<td>8</td>
<td>Drainage Inlet</td>
<td>1</td>
<td>EA</td>
<td>$3,500.00</td>
<td>3,500.00</td>
</tr>
<tr>
<td>9</td>
<td>Class II Aggregate Base</td>
<td>260</td>
<td>TON</td>
<td>$25.00</td>
<td>6,500.00</td>
</tr>
<tr>
<td>10</td>
<td>Minor Concrete, 6&quot; Curb &amp; Gutter</td>
<td>1365</td>
<td>LF</td>
<td>$33.00</td>
<td>45,045.00</td>
</tr>
<tr>
<td>11</td>
<td>Minor Concrete, Sidewalk</td>
<td>2220</td>
<td>SF</td>
<td>$12.00</td>
<td>26,640.00</td>
</tr>
<tr>
<td>12</td>
<td>Minor Concrete, Pedestrian Access Ramp</td>
<td>4565</td>
<td>SF</td>
<td>$12.00</td>
<td>54,780.00</td>
</tr>
<tr>
<td>13</td>
<td>Minor Concrete, Standard Driveway</td>
<td>1115</td>
<td>SF</td>
<td>$12.00</td>
<td>13,380.00</td>
</tr>
<tr>
<td>14</td>
<td>Asphalt Restoration, Pedestrian Access Ramp</td>
<td>2530</td>
<td>SF</td>
<td>$9.00</td>
<td>22,770.00</td>
</tr>
<tr>
<td>15</td>
<td>Conform, Gravel Driveway</td>
<td>650</td>
<td>SF</td>
<td>$7.50</td>
<td>4,875.00</td>
</tr>
<tr>
<td>16</td>
<td>Conform, Asphalt Driveway</td>
<td>560</td>
<td>SF</td>
<td>$15.00</td>
<td>8,400.00</td>
</tr>
<tr>
<td>17</td>
<td>Asphalt Concrete</td>
<td>65</td>
<td>TON</td>
<td>$85.00</td>
<td>5,525.00</td>
</tr>
<tr>
<td>18</td>
<td>Striping &amp; Marking Removal</td>
<td>1</td>
<td>LS</td>
<td>$7,500.00</td>
<td>7,500.00</td>
</tr>
<tr>
<td>19</td>
<td>Type II Microsurfacing</td>
<td>18125</td>
<td>SY</td>
<td>$1.50</td>
<td>27,187.50</td>
</tr>
<tr>
<td>20</td>
<td>Thermoplastic Striping, 2-Way Left Turn Lanes, Detail 32</td>
<td>2180</td>
<td>LF</td>
<td>$2.50</td>
<td>5,450.00</td>
</tr>
<tr>
<td>21</td>
<td>Thermoplastic Striping, Bike Lane, Detail 39/39a</td>
<td>4360</td>
<td>LF</td>
<td>$1.00</td>
<td>4,360.00</td>
</tr>
<tr>
<td>22</td>
<td>Thermoplastic Striping, Channelizing Line, Detail 38a</td>
<td>275</td>
<td>LF</td>
<td>$1.00</td>
<td>275.00</td>
</tr>
<tr>
<td>23</td>
<td>Thermoplastic Striping, Edgeline, Detail 27b/27c</td>
<td>210</td>
<td>LF</td>
<td>$1.00</td>
<td>210.00</td>
</tr>
<tr>
<td>24</td>
<td>Thermoplastic Striping, 12&quot; White</td>
<td>817</td>
<td>LF</td>
<td>$5.50</td>
<td>4,493.50</td>
</tr>
<tr>
<td>25</td>
<td>Thermoplastic Striping, 12&quot; Yellow</td>
<td>230</td>
<td>LF</td>
<td>$5.50</td>
<td>1,265.00</td>
</tr>
<tr>
<td>26</td>
<td>Thermoplastic Striping, 24&quot; Yellow</td>
<td>286</td>
<td>LF</td>
<td>$11.00</td>
<td>3,146.00</td>
</tr>
<tr>
<td>27</td>
<td>Thermoplastic Marking, Type I Arrow</td>
<td>3</td>
<td>EA</td>
<td>$70.00</td>
<td>210.00</td>
</tr>
<tr>
<td>28</td>
<td>Thermoplastic Marking, Type IV (L) Arrow</td>
<td>4</td>
<td>EA</td>
<td>$70.00</td>
<td>280.00</td>
</tr>
<tr>
<td>29</td>
<td>Thermoplastic Marking, Type VI Arrow (Right Lane)</td>
<td>1</td>
<td>EA</td>
<td>$125.00</td>
<td>125.00</td>
</tr>
<tr>
<td>30</td>
<td>Thermoplastic Marking, Type VII (L) Arrow</td>
<td>1</td>
<td>EA</td>
<td>$100.00</td>
<td>100.00</td>
</tr>
<tr>
<td>31</td>
<td>Thermoplastic Marking, &quot;STOP&quot;, (22 SF)</td>
<td>8</td>
<td>EA</td>
<td>$100.00</td>
<td>800.00</td>
</tr>
<tr>
<td>32</td>
<td>Thermoplastic Marking, Bike Lane Symbol</td>
<td>7</td>
<td>EA</td>
<td>$85.00</td>
<td>595.00</td>
</tr>
<tr>
<td>33</td>
<td>Thermoplastic Marking, Bike Lane Arrow</td>
<td>7</td>
<td>EA</td>
<td>$85.00</td>
<td>595.00</td>
</tr>
<tr>
<td>34</td>
<td>Bike Lane Sign, R81</td>
<td>2</td>
<td>EA</td>
<td>$250.00</td>
<td>500.00</td>
</tr>
</tbody>
</table>

TOTAL: $352,857.00

To nearest $1000: $353,000.00
Attachment E:

Approved Plans

(Lists Provided)

The proposed project is consistent with both Yuba City’s General Plan, Bicycle Master Plan, and ADA Transition Plan documents:

1) **2004 General Plan** – Section 5 addresses public facility improvements for pedestrians and bicyclists. It specifically addresses the need for connections between subdivisions and access to schools.

2) **2011 Bicycle Master Plan** – Addresses the need and benefits of bicycle lanes. On p.57 shows existing and proposed bike lane network, which includes this project, Franklin Road between Harding Road and Walton Avenue.

3) **2012 ADA Transition Plan** – All of the pedestrian access ramps in the project area are identified as out of compliance in the Yuba City ADA Transition Plan.
Meeting on 5-1-2014 at 4:30pm-5:00pm in the community room

Omar Valle (assistant Engineer) from Public works Department coming to giving presentation at Mahal Plaza on 5/1/2014 at 4:30pm in community room for Safe Routes to School. City of Yuba City is go to apply Grant for safe routes to school for Mahal Plaza Children. Getting this grant will be benefit for Mahal plaza tenants. The proposed project this year is for Andros Karperos School for the area of Franklin Road between Walton and Harding. The proposed improvements are to add sidewalk to the north side of Franklin where it is missing, install bicycle lanes on both sides of Franklin, and to add a designated school crossing near Mahal Plaza where most of the students cross.

Note: Please come all the families and children for this meeting to show them that we really need this Grant approve to make cross walk and bicycle lanes on both sides of Franklin. Its safe for your children.

Thank you for your cooperation and do not hesitate to call us at 671-6810 if you have any question.
Safe Routes to School – Franklin Road Improvements  
Resident and Parent Meeting  
Sign-In Sheet  

Thursday, May 1 at 4:30 PM  
Mahal Plaza Community Center  

<table>
<thead>
<tr>
<th>Name</th>
<th>Number of Children attending AK School</th>
<th>Contact Information (Phone or Email)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daljit Kaur</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Akki Akhter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Narender Kaur</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INDSJIT SINGH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ranjit M. Ahlu</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yeschul Camee P.</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Silvia Hernandez</td>
<td></td>
<td>(530) 844-4711</td>
</tr>
<tr>
<td>Andros Kappera</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rosario Cebalder</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Martha Sanchez</td>
<td>3</td>
<td>(530) 844-4711</td>
</tr>
<tr>
<td>Anmit Singh</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Ranjot S. Grewal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tahir Waheed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harleen Singh</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ravinder Kaur</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paramjit Mann</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veronica Corona</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Jose U.</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Rosa Valadez</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Ahmad S.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jose Rodriguez</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Name</td>
<td>Number of Children attending AK School</td>
</tr>
<tr>
<td>---</td>
<td>--------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>21</td>
<td>Lalia Valafa</td>
<td>2</td>
</tr>
<tr>
<td>22</td>
<td>MAHA KAUR</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Balbir Kaur</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>KASHMIR KAUR</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Sarbjit Kaur</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Yukith Sanchez</td>
<td>1</td>
</tr>
<tr>
<td>27</td>
<td>Daniel Marcigas</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>KASHMIR KAUR</td>
<td>3</td>
</tr>
<tr>
<td>29</td>
<td>Kamaljit Kaur</td>
<td>1</td>
</tr>
<tr>
<td>30</td>
<td>CK</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>SURJIT KAUR</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>HARMINDER GILL</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>M. NAVNED KHAN</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>MUZAFAR FAU</td>
<td>3</td>
</tr>
<tr>
<td>36</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>SURINDER KAUR</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>AKASH SHARMA</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Kavi - LAKHMANPAL</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>JAGJIT SINGH</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Anurag Kaushal</td>
<td></td>
</tr>
</tbody>
</table>
# Safe Routes to School – Franklin Road Improvements
## Introduction/Parent Survey Meeting
### Sign-In Sheet

Thursday, May 1 at 2:00 PM  
Andros Karperos School

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Title</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jasminder Johl</td>
<td>Teacher K</td>
<td>Phone:</td>
</tr>
<tr>
<td></td>
<td>Cammi Naso</td>
<td>4th</td>
<td>Email:</td>
</tr>
<tr>
<td>3</td>
<td>Brittany Barcelos</td>
<td>4th</td>
<td>Phone:</td>
</tr>
<tr>
<td>4</td>
<td>Esther Martinez</td>
<td>1st</td>
<td>Email:</td>
</tr>
<tr>
<td>5</td>
<td>Katherine Richard</td>
<td>1st</td>
<td>Phone:</td>
</tr>
<tr>
<td>6</td>
<td>Liz Braggman</td>
<td>K</td>
<td>Email:</td>
</tr>
<tr>
<td>7</td>
<td>Jodie Almond</td>
<td>K</td>
<td>Phone:</td>
</tr>
<tr>
<td>8</td>
<td>Summer Kissingen</td>
<td>1st</td>
<td>Email:</td>
</tr>
<tr>
<td>9</td>
<td>Kelly Wibber</td>
<td>K</td>
<td>Phone:</td>
</tr>
<tr>
<td>10</td>
<td>Kim Berri</td>
<td>5th</td>
<td>Email:</td>
</tr>
<tr>
<td></td>
<td>Name</td>
<td>Title</td>
<td>Contact Information</td>
</tr>
<tr>
<td>---</td>
<td>----------------</td>
<td>---------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>11</td>
<td>Deborah Bryant</td>
<td>Special Ed Teacher</td>
<td>Phone:</td>
</tr>
<tr>
<td>12</td>
<td>Allison Abadian</td>
<td>Speech Therapist</td>
<td>Email:</td>
</tr>
<tr>
<td>13</td>
<td>Tara Austin</td>
<td>5th-Teacher</td>
<td>Phone:</td>
</tr>
<tr>
<td>14</td>
<td>Keira Hord</td>
<td>6th Grade</td>
<td>Email:</td>
</tr>
<tr>
<td>15</td>
<td>Sabraj Singh</td>
<td>5th Grade</td>
<td>Phone:</td>
</tr>
<tr>
<td>16</td>
<td>Tracy Knox</td>
<td>Kindergarten</td>
<td>Email:</td>
</tr>
<tr>
<td>17</td>
<td>Connie Quist</td>
<td>2nd grade</td>
<td>Phone:</td>
</tr>
<tr>
<td>18</td>
<td>Trisha Navarro</td>
<td>2nd grade</td>
<td>Email:</td>
</tr>
<tr>
<td>19</td>
<td>Kelly</td>
<td>4th</td>
<td>Phone:</td>
</tr>
<tr>
<td>20</td>
<td>Kaila</td>
<td>3rd</td>
<td>Email:</td>
</tr>
<tr>
<td>21</td>
<td>Jennifer Cafes</td>
<td>Admin</td>
<td>Phone:</td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
<tr>
<td>23</td>
<td></td>
<td></td>
<td>Phone:</td>
</tr>
<tr>
<td>45</td>
<td></td>
<td></td>
<td>Email:</td>
</tr>
</tbody>
</table>
Safe Routes to School – Parent Survey

Andros Karperos School and the City of Yuba City would like to know your thoughts about walking and biking to school. Please take a moment to complete this quick survey. Your feedback is greatly appreciated and will help make walking and biking to school safer for students. When complete, please leave it with your child’s teacher. Thank you for your participation.

1. What grade is your child? ________

2. What is the closest intersection to where you live? ______________________________________

3. How often does your child walk or bike to school?
   ☐ Never
   ☐ Sometimes
   ☐ Often
   ☐ All the time

4. What are your concerns about your child walking or biking to school?
   (Select all that apply)
   ☐ None (Skip to question 6)
   ☐ Distance.................................................................
   ☐ Speed of traffic along route....................................
   ☐ Amount of traffic along route................................
   ☐ Adults to walk/bike with........................................
   ☐ Inadequate or missing sidewalks or pathways....
   ☐ Safety of intersections or crossings....................
   ☐ Lack of crossing guards........................................
   ☐ Violence or crime..................................................
   ☐ Weather or climate..............................................

5. Would you feel better about your child walking or biking to school if this problem were fixed? (Select one choice per line)
   ☐ Yes ☐ No ☐ Not Sure
   ☐ Yes ☐ No ☐ Not Sure
   ☐ Yes ☐ No ☐ Not Sure
   ☐ Yes ☐ No ☐ Not Sure
   ☐ Yes ☐ No ☐ Not Sure
   ☐ Yes ☐ No ☐ Not Sure
   ☐ Yes ☐ No ☐ Not Sure
   ☐ Yes ☐ No ☐ Not Sure

6. Do you feel your school can benefit from more walking and biking facilities, such as added crosswalks or bicycle lanes?
   ☐ Yes ☐ No ☐ Unsure

7. Please use the space below for any additional comments.
May 13, 2014

Dear Omar Valle:

Andros Karperos School, with the support of Yuba City Unified School District, offers our full support of the Yuba City Public Works grant application for Safe Routes to School grant. Adding a sidewalk on the north side of Franklin road would be a direct impact to our student attending Andros Karperos School. We estimate that over half of our 1300 students walk or bike to school daily and this added safety feature would greatly enhance a safe passage to and from school. The installation of the crosswalk, designated and marked school crossing, and the addition of bicycle lanes will ensure increased student safety and promote physical wellness.

We applaud your efforts to seek funding for these much needed projects and enhancements to the city. Thank you for your continued support and partnership with our local schools and for concerning yourself with our students’ safety. If we can be of further assistance, please do not hesitate to contact either the school site or the Yuba City Unified District Office at 822-5200.

Thank you,

Jennifer Cates
Assistant Principal
May 6, 2014

City of Yuba City
Department of Public Works
1201 Civic Center Boulevard
Yuba City, CA 95993

Re: Safe Routes to School Grant Application, Franklin Road Improvements

To Whom It May Concern:

The Yuba City Police Department fully supports the efforts to install crosswalks, bicycle lanes, sidewalks, and other traffic calming measures aimed at allowing our student population a safe path to and from school.

Of particular interest to this department is the improvement of pedestrian and bicyclist safety along Franklin Road north of Andros Karperos School. The proposed construction improvements will enhance child safety by providing a safe and designated place to cross the street. The improvements will also add sidewalks and bicycle lanes to separate children from vehicle traffic. The opportunity for grant funding to address student safety in this area would be greatly appreciated. If you have any further questions, please call the Yuba City Police Department at (530) 822-4679.

Respectfully,

Jeremy Garcia
Assistant Chief, Investigations Division
April 30, 2014

Department of Public Works
City of Yuba City
1201 Civic Center Boulevard
Yuba City, CA 95993

Re: Safe Routes to School Grant Application, Franklin Road Improvements

To Whom It May Concern:

California Human Development owns and operates Mahal Plaza, a USDA financed affordable, 98-unit farmworker and family housing project on Franklin Road in Yuba City. We strongly support your grant application for the Federal Safe Routes to School Program. The opportunity to address student health and safety in this area is greatly appreciated.

We understand that with this grant you will be able to provide a variety of safer routes to and from school for children in our housing project as well as needed safety education for these students and their families. Additionally, we see this as an important step in promoting an overall healthier lifestyle for these young people via access to safe, outdoor places to play.

Because of our family-focus at Mahal Plaza and our overall commitment to creating opportunities for all community members, we enthusiastically support your application and eagerly await word that you have been funded and that these critically needed health and safety measures are being implemented.

If there is anything else I can do or provide, do not hesitate to contact me at 707-521-4726 or Chris.Paige@CaHumanDevelopment.org.

Thank you for your continued partnership and advocacy for our community.

Respectfully,

Christopher Paige
Chief Executive Officer

Mahal Plaza
1719 Franklin Road, Yuba City, CA 95993 - Voice: 530.671.6810 - Facsimile: 530.671.7506

Office of Administration
3315 Airway Drive, Santa Rosa, CA 95403 - Voice: 707.523.1155 - Facsimile: 707.523.3776 - Federal Tax ID #: 94-1653023
May 14, 2014

City of Yuba City
Department of Public Works
1201 Civic Center Boulevard
Yuba City, California 95993

Re: Safe Routes to School Grant Application, Franklin Road Improvements.

To whom it may concern:

As part of Management at Mahal Plaza. We the staff, strongly support this program Safe Routes to Schools as we have over 100 Children at various ages that cross Franklin Rd. to go to school as well as the parents who don't have vehicles that use other alternatives such as bikes. We also have a Head Start School on site and we have outside residents bringing their children to our complex.

Unfortunately in the last three years we have witnessed at least three car accidents directly in front of our complex; we even had one of our tenants; as living Mahal Plaza was hit by a vehicle that was traveling too fast were we fill a cross walk was slow on coming traffic and it will allow a safe exit from the complex. A lot of the parents have come to the office and complained about not having a safe access for their children across the street. We had contacted the City of Yuba City regarding this issue and all that was done was a speed zone sign installed on a pole. This pole was installed three years ago, and it really didn't make any difference because the danger still there.

Because of our family-focus at Plaza and our overall commitment to creating opportunities for all community members, we enthusiastically support your application and eagerly await word that you have been funded and that these critically needed health and safety measures are being implemented.

If there is anything else we can do or provide, do not hesitate to contact us at 530-671-6810. Thank you for your continued partnership and advocacy for our community.

Sincerely,

[Signature]

Jaswinder Sandhu
On-Site Manager

Redwood Empire Industries/Growth Opportunities
1695 Piner Road, Suite A, Santa Rosa, CA 95403 - Voice: 707.542.5609 – Facsimile: 707.542.9766

Office of Administration
May 1, 2014

Diana Langley
City of Yuba City
Department of Public Works
1201 Civic Center Boulevard
Yuba City, CA 95993

Dr. Ms. Langley,

This letter is intended to express Sutter County Public Health Division's support of the City of Yuba's application for a Safe Routes to School Grant.

Through the many community health need assessments that we have conducted over the recent years, Sutter County Public Health recognizes that childhood obesity has become a significant issue in our community, and we're continually looking for ways to encourage children to be more active. Walking or riding a bike is an excellent opportunity to promote this kind of effort. However, without a safe route to and from school, many parents may be reluctant to allow their children to walk and bike. Safe Routes to School funding will assist in achieving improvements to sidewalks, curbs and gutters. This funding will allow bicycle lanes to be constructed to facilitate safer walking and bicycling to Andros Karperos School in Yuba City.

Sutter County Public Health supports the actions included in the Safe Routes to School grant and trusts the funding will significantly improve the health and safety of our community's children.

Sincerely,

Amerjit Bhattacharjee
Sutter County Public Health Director
Sutter County Human Services – Health Division

1445 Veterans Memorial Circle, P.O. Box 1510, Yuba City, CA 95992
(530) 822-7215 -- FAX (530) 822-7223 -- Toll Free 1-800-371-3177
Internet Address: www.suttercounty.org/publichealth
May 14, 2014

City of Yuba City
Mr. Omar Valle, Assistant Engineer
Department of Public Works
1201 Civic Center Boulevard
Yuba City, California 95993

Dear Mr. Valle,

The Yuba City Unified School District (YCUSD) offers a full scale endorsement of the Yuba City Public Works grant application for the Safe Routes to School Program on behalf of Andros Karperos School. These efforts undoubtedly will become a means to intensify safety measures for YCUSD students. Specifically, improvements planned will enhance safety through installation a crosswalk on Franklin Road, school crossing signage, and the addition of bike lanes on Franklin Road.

YCUSD holds student safety as the utmost priority. I offer the most enthusiastic endorsement in support of your efforts to pursue the Safe Routes to School funding. There is an extreme need for additional crosswalk and bike lane access to students for safe travel to and from Andros Karperos School.

I applaud your efforts to seek funding for these projects and reiterate the genuine backing for the Yuba City Unified School District in that regard. Thank you for your continued partnership in community enhancements and student safety.

Thank you again.

Sincerely,

Nancy Aaberg
Superintendent

Cc: Ms. Jennifer Cates, AKS Assistant Principal
    Mr. Lee McPeak, AKS Principal
    Mr. Tom Butcher, YCUSD Director of Facilities
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Andros Karperos
1700 Camino de Flores | Yuba City | Sutter County | CDS: 51714640100537

Types of Collisions: ☑ Bicycle ☑ Pedestrian
Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain
Years: 2009 - 2011

Summary Statistics

<table>
<thead>
<tr>
<th>Radius</th>
<th>Fatal</th>
<th>Severe Injury</th>
<th>Visible Injury</th>
<th>Complaint of Pain</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;¼ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

http://tims.berkeley.edu/tools/srts/main.php