

**CITY OF GONZALES
COMMUNITY TO SCHOOL
PEDESTRIAN PLAN
2012**



**FUNDING UNDER THE AUPICES OF THE
OFFICE OF ENVIRONMENTAL JUSTICE
CALTRANS CONTRACT No. 74A0566**

Carlos Lopez, Public Works Director

**City of Gonzales
147 Fourth Street
Gonzales, CA 93926**

February 22, 2013

RESOLUTION NO. 2012-13-12

**A JOINT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GONZALES
AND THE GOVERNING BOARD OF THE GONZALES UNIFIED SCHOOL DISTRICT
ADOPTING THE 2012 COMMUNITY TO SCHOOL PLAN**

WHEREAS, the City Council of the City of Gonzales and the Governing Board of the Gonzales Unified School District acknowledge that the health and safety of our children is of highest concern to the citizens of Gonzales; and

WHEREAS, the City has embarked on a Safe Routes to School (SR2S) Program entitled Community to School Pedestrian Plan, to analyze the routes that school children use to access their school from their place of living.

WHEREAS, the intent of this project is to identify the possible routes, challenges and infrastructure improvements needed to encourage safe walking, and to reduce traffic congestion at the schools; and

WHEREAS, working in conjunction with the School District, City staff looked at various opportunities to make street improvements that would encourage city-wide walking; and

WHEREAS, City Engineer has presented the draft Community to School Pedestrian Plan to the Gonzales City Council and the Governing Board of the Gonzales Unified School District for review and comments; and adoption.

WHEREAS, the 2012 Community to School Plan is now deemed complete by the Public Works Director and the City Engineer.

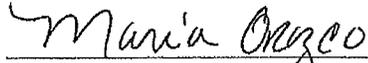
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Gonzales and the Governing Board of the Gonzales Unified School District hereby adopt the 2012 Community to School Plan.

PASSED AND ADOPTED by the City Council of the City of Gonzales and the Governing Board of the Gonzales Unified School District at a Special Joint Meeting duly held on the 26th day of February 2013, by the following votes:

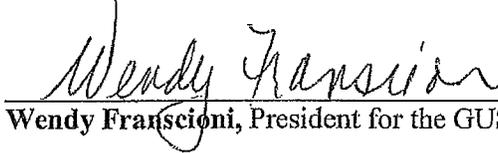
AYES:	COUNCIL MEMBERS:	Mayor Pro Tem Scott Funk, Liz Silva, Robert Bonincontri, and Mayor Orozco
	BOARD MEMBERS:	President Wendy Francioni, Elizabeth Funk, Jose Ramirez, & Rebecca R. Hadley
NOES:	COUNCIL MEMBERS:	None
	BOARD MEMBERS:	None
ABSTAIN:	COUNCIL MEMBERS:	None
	BOARD MEMBERS:	None

ABSENT: COUNCIL MEMBERS: Jose Lopez

BOARD MEMBERS: Sonia Jaramillo



Maria Orozco, Mayor for the City of Gonzales

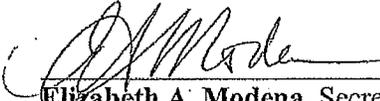


Wendy Francioni, President for the GUSD Governing Board

ATTEST:



René L. Mendez, City Clerk for the City of Gonzales



Elizabeth A. Modena, Secretary for the GUSD Governing Board

COMMUNITY TO SCHOOL PEDESTRIAN PLAN

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INTRODUCTION

There was a time when walking and biking to school was a normal day activity for our children. Today, this trend has changed where most children arrive at school driven by family or friends in private automobiles. With the increasing numbers of students driven to school in private vehicles, traffic congestion in and around schools has steadily climbed where the interaction between vehicles and children is a major concern.

The City of Gonzales embarked on a Safe Routes to School (SR2S) Program entitled Community to School Pedestrian Plan (CSPP) to analyze the routes that school children use to access their school from their place of living. Safe Routes to School programs encourages walking and biking as an everyday activity which provides our students an opportunity to increase their physical activity in their lives. The intent of this project is to identify the possible routes, challenges and infrastructure improvements needed that will address short and long term solutions to encourage walking and biking and to reduce traffic congestion at the schools.

When the project is completed and accepted by the Gonzales Unified School District Board and the Gonzales City Council, the document will be used to plan implement future infrastructure improvements in the community. The CSPP will allow the City to apply for State and Federal funding and be more competitive for the limited resources available.

PROJECT DEVELOPMENT

In 2010, the City of Gonzales looked at various opportunities to make street improvements in the City right of way that would encourage city-wide walking and biking. The improvements included constructing new sidewalks, curb cuts, striping and crosswalks, new signals, and traffic signs. The City sought State and Federal funding to assist in the construction of these new improvements but without an accepted SR2S plan in place, it was virtually impossible to compete with other communities for the limited funding dollars.

To overcome this problem, in March 2011, the City embarked on completing the CSPP which would evaluate and identify possible school routes that children use to access their schools, identify the types of infrastructure improvements needed, encourage walking and biking to school and reduce the amount of vehicular traffic at the schools.

The City worked with Caltrans District 5, Local Assistance to develop a workplan, schedule and funding mechanism that would assist the City to complete the CSPP that would accomplish the above goals and enhance the City's ability to submit project funding applications to receive grants for the construction of the designated projects. The project workplan tasks are described below.

- 1. DEVELOP COMMUNITY AND STAKEHOLDER OUTREACH FOR CITY-WIDE WALK ROUTES**
 - a. Advertise for Pedestrian Plan Input from the Community

- b. Identify Community Leaders willing to be on the Pedestrian Committee
 - c. Distribute Walkability Survey to Parent and Students
- 2. INVENTORY EXISTING INFRASTRUCTURE**
 - a. Review Walkability Surveys and Prepare Safety Needs/Hazards Map on Routes
 - b. Seek input from ad hoc Pedestrian Committee on Safety Needs/Hazard Map and Alternate Solutions
 - c. Continue to Update and Fine Tune Alternate Solutions
 - 3. DETERMINE PREFERRED SCHOOL ROUTES**
 - a. Identify Locations for Safety Improvements
 - b. Prioritize Alternate Solutions and select the Best Alternatives that meets the short and long term goals of the Plan.
 - c. Provide Descriptions of the Costs of the Projects and Possible Funding Sources
 - 4. FINAL PLAN**
 - a. Prepare Final Plan based on Input from the Pedestrian Committee
 - b. Present the Final Plan to the Gonzales City Council and School Board
 - 5. PREPARE APPLICATIONS FOR POSSIBLE PROJECT FUNDING**
 - a. Caltrans Local Assistance
 - b. Transportation Agency of Monterey County (TAMC)

DEVELOP COMMUNITY AND STAKEHOLDER OUTREACH FOR CITY-WIDE WALK ROUTES

In August 2011 in conjunction with the Gonzales Unified School District, the City distributed walkability surveys to the parents and children attending the local schools including La Gloria Elementary, Fairview Middle and Gonzales High Schools. The intention of the survey was to obtain information from both the parents and children to determine how their children/students arrived at school and returned home again. The survey asked the parents/students if they walked, used the bus or were driven to school. If the students did not walk, what were their preferred mode and their reasons for not walking?

Of the 900 surveys that were distributed to the parents and students, 60 responses were returned by the parents and 202 responses were returned by the students. It is not clear why only 6.6% of the parents returned their surveys. It could be that the parents did not receive the survey or they did not wish to respond to the questions. The percentage of the students returning their survey is 22% which is closer to what was expected for an informal survey.

Following is an excerpt of the comments that were received from the parent and students. It should be noted that the various modes of transportation available to the children include school and public buses, private vehicles, walking and biking.

The percentages shown in the table are the result of the responses to the questions divided by the number of surveys returned from the parents or students. For example, when asked how many students walked to school, 24 parents responded that their children walked to school out of the 60 parents that responded to the survey. For the same question, 113 students responded out of the 202 student responses.

Parent/Student Survey

		Parents	Students
Mode to School	PED	24 (40%)	113 (56%)
	DRIVE	26 (43%)	64 (32%)
	BUS	5 (8%)	24 (12%)
	Only Goes To School (single trip)	19 (32%)	97 (48%)
	Travels Somewhere Else	29 (48%)	57 (28%)
Is Walking Safe?	Poor Sidewalk Conditions. Ex: start & stop; blocked by parked cars, poles, signs, dumpsters; no space; cracks, broken	16	65
Drivers Behave Well?	Yes	15	118
	Not Always	37	81
Why Don't They Behave?	Roll Through Stop Signs	21	21
	Don't Yield to People	20	38
	Back Out of Driveway Without Looking	8	15
	Speeding	28	55
Preferred Mode	PED	22 (37%)	79 (39%)
	BIKE	1 (2%)	1 (0.5%)
	DRIVE	20 (33%)	108 (53%)
	BUS	14 (23%)	11 (6%)

The full tabulated survey results are included in Exhibit 1.

INVENTORY OF EXISTING INFRASTRUCTURE

The comments from the survey were tabulated and plotted on a city-wide map entitled Parents-Students Areas of Concern (See Appendix A). The information on this map includes the areas where the parents or students believed there was too much traffic, cars were not stopping, speeding, too much trash, problematic dog, and too many parked cars that prevent easy pedestrian access to the sidewalk or vehicles that block views to and from the street.

The responses from the survey identified as problems areas are described below:

- 5th Street between Alta Street through Fanoe Road
- Day Street between 4th Street and 7th Street
- Elko Street between 1st Street to 9th Street
- Fairview Street from Rincon Road to Elko Street
- 5th Street Bridge from the SB off/of ramps to the NB off/on ramps.
- Fanoe Road between 5th Street to Rhone Lane

The map was provided to the Pedestrian Committee for their use and deliberation when discussing possible school routes and improvements needed. The map was also provided to the Chief of Police for his review and to coordinate with his Staff to be aware of the problems areas and to monitor and enforce violations.

Community Volunteers

As the survey results were being returned, the City sought out leaders in the community to participate on the Pedestrian Committee. The Committee's role is to provide input on the CSPP and provide suggestions that will ultimately formulate the school routes, drop off areas, parking, signage, safety and sidewalk improvements. The volunteers serving on the Pedestrian Committee included:

Pedestrian Committee

Jesus Amador
Isabel Camacho
Robertha Camacho
Virgen Camacho
Fernando Meza
Jose Morales
Ramon Moreno

Rosi Ornelas
Juan A. Perea
Maria Perea
Herlinda Romero
Angel Tejada
Cecilia Tejada

City of Gonzales

Carlos Lopez
Veronica Gonzales
Paul Miller
Steven Machida

Gonzales Unified School District

Elizabeth Modena
Duane Wolgamont
Trinidad Zavala

The Pedestrian Committee was split into two sub-committees to allow the group to focus on solutions that pertain to improvements on the City streets and walkways at or on the school properties. The roles of the Committee are described below.

PEDESTRIAN/VEHICULAR INTERFACE IN THE SCHOOLS

This sub-committee will review how the pedestrian, buses and vehicles arrive and leave the school properties. Input will be sought on the following items:

- Do the pedestrians and vehicles arrive at the same location? Should they be separated? If so, is there an area that can be used for vehicle drop off that is separate from pedestrian access?
- How is the flow of vehicular traffic at the drop off area? Is more striping needed? Is a traffic monitor needed before and after school?
- Are appropriate signs posted? Are traffic calming measures needed? Bus pads? Turn around areas?
- Do curb and gutters need to be modified to accommodate pedestrian traffic?
- Does access to school parking conflict with pedestrian or drop off areas? Is more on-site parking needed?
- Are the existing bus routes and pick-up areas in the community appropriate?
- Are bicycles used to access the schools? Are bike corrals available?

STREET AND WALKWAY IMPROVEMENTS

This sub-committee will review street and sidewalk/pedestrian access improvements from the community neighborhoods to the schools. Input from this sub-committee may include:

- What types of sidewalk improvements are needed?
- Are traffic calming improvements needed?
- Are curb cuts required for pedestrian access?
- What sight distance issues need to be addressed?
- Are additional signage and street striping required?
- Are school bus pads and/or bus “duck-outs” needed?
- Are city bike routes designated? Are the routes appropriate?
- Does street drainage affect the pedestrian/bike routes?

The Pedestrian Committee reviewed the responses to the survey at their June 7, 2012 meeting. The Committee had the following observations.

When asked the mode the students take to arrive at school, the Committee noticed that 24 parents responded that their children walked in comparison to the 113 students that said they walked. The response when broken down in percentages is 40% from the parents and 56% from the students. It was not clear why there is a disparity in the responses of the parents and the students in this question. The Committee thought the

reason could be the small sample response size of the survey. When driving to school, the parents responded that 43% drove their children to school. This percentage is close to the number of parents that responded to an earlier question in the survey that asked if their children walk to school. When asked if the students are driven to school, the survey shows that 32% of them are driven to school.

The Committee also noticed that when parents drive their children to school, about half of the parents extend their trip from home to run errands or go to work. The Committee thought that dropping off their children before going to work is a common activity for most parents so reducing the number of car trips to school could be a challenge. If a safe alternative is implemented whether for walking or biking, re-educating the parents to allow their children to walk or bike to school versus driving would be the only way to reduce the number of car trips.

Another interesting point that the Committee made to a later question in the survey, related to the preferred mode that the students take to get to school. Thirty-seven percent of the parents responded that they preferred to have their children walk to school which is consistent with an earlier question where 40% of the parents responded that their children walk to school. However, when asked their preferred mode to get to school, the students interest in walking decreases from 56% to 39%. The Committee concluded that the students did not feel safe when walking to school because of the traffic congestion, unsafe drivers and needed sidewalk improvements made them feel uncomfortable to walk.

DETERMINE THE PREFERRED SCHOOL ROUTES

The Pedestrian Committee met over a three month period starting on May 17, 2012 through July 26, 2012. All of the meetings included agendas and meeting minutes were taken. At each meeting, the committee members were reminded of their roles and were provided topics for discussion. During the course of the meetings, the participants discussed in details their observations, experience and frustrations with the traffic and behaviors of the drivers and pedestrians during the morning commute hours. In many instances, the committee members related situations where the drivers of vehicles behaved far more dangerous than the actions of the students. Several cited examples which included:

- Speeding in the School Zones
- Making illegal turns on 5th Street
- Stopping mid-block to drop off their children.
- Driving on the wrong side of the road
- Pulling out into traffic without being aware of children in the vicinity

Included in their discussion, the Committee discussed the results of the parents-students surveys. The Committee concurred with the assessments in the survey but they also believed that more education of the students and parents are needed to encourage walking to school as well as improving the facilities in the schools and in the public right-of-way. Several committee members suggested constructing more street

improvements including painted red curbs, curb cuts and traffic signage, bus “duck outs” and pads and traffic signals. The School District should also provide education on walking to school, providing bike racks, providing crossing guards, utilize off campus parking to improve children drop off locations and forming a Walking Bus program. The Committee was interested in the Walking Bus program because it would reduce vehicular traffic at schools, provide physical activity for the students and it is a low cost solution for the parents.

Curb Striping		Curb Cuts	
Crosswalk/Street Markings ...		Duck-Outs	
Signage		Bike Paths	
Bike Racks		Bus Pads	
Bike Corrals		Walking School Bus	

Once the problems areas were identified, the committee was able to settle on developing the school routes in the community. At their July 12, 2012 meeting the committee designated 5th Street, Elko Street, 1st Street, 7th Street, Herold Parkway and Fanoe Road. The school routes as shown in Attachment B. The committee selected these routes since they were the major routes that accessed La Gloria, Elementary, Fairview Middle and Gonzales High Schools.

As the committee was assessing the school routes and needs, the City was inventorying the existing infrastructure in the community including the following:

- Traffic signals
- Flashing beacons
- Stop signs
- Crosswalks
- Bike lanes
- Curb ramps

This information was captured in Appendix C. In particular, the City was investigating the type of improvements that would need to be corrected. The improvements included sidewalk clearance issues, lifted sidewalks, failed paving, storm inlet grates near bike lanes, no ADA curb ramps, and cracked sidewalks/tripping hazards.

In conjunction with the Existing Condition map, the Field Pictures Exhibit, Appendix D was created to photo inventory the types of improvements that would need to be corrected as a part of the SR2S program.



5th Street – Sidewalk Clearance



Fanoe Road – Uneven sidewalks



5th Street at Highway 101 NB onramp – failed street paving



5th Street – Storm inlet near bike lane



1st Street at Belden – No curb cut



1st Street – Broken sidewalk and driveway



1st Street – Cracked sidewalk



5th and Belden – Utility Pole in curb ramp



Elko Street – Raised sidewalk



5th Street – Raised sidewalk

FINAL PLAN

The Pedestrian Committee was provided the Existing Conditions map and the Field Pictures Exhibit at their July 12, 2012 meeting. During the discussion of the meeting, the Committee formulated the improvements that would be needed along their designated school routes. The improvements included:

- Adding channelizers along the 5th Street frontage of Gonzales High School;
- Extending a fence between Fairview Middle School and Gabilan Court. (The School District later recommended to construct a 12-foot wide trail through Fairview Middle School to allow the children access to 5th Street rather than closing off this access);
- Relocating the WB Bus Stop on 5th Street across the street (EB direction)
- Constructing a short fence along the 5th Street walkway to provide a barrier between pedestrian and vehicles:
- Constructing a pedestrian metering light on the 5th Street Bridge to control when pedestrians cross the street and to create gaps for vehicles to access the ramps (the City is currently reviewing a roundabout as an alternative to the pedestrian metering light as a way to improve the operations of the bridge)
- Constructing the sidewalk, curb cuts and street striping improvements along the school routes as described on the Existing Conditions Map.

These improvements are identified in Appendix E.

The Committee also created the matrix shown below. The matrix shows other improvements that the City and School district should consider adding to their facilities or their operations workplan. The Committee also wanted the City and School District to establish some policy direction on several tasks or improvements that could be started to encourage the SR2S Program.

PUBLIC IMPROVEMENTS	SCHOOL IMPROVEMENTS	CITY POLICY	SCHOOL POLICY
Clean drop inlets to ensure the debris does not cause flooding at the street corners.	Complete fencing between Gabilan Court and Fairview Middle School. <ul style="list-style-type: none"> • This note was made prior to the School District's recommendation to encourage walking through Fairview School rather than adding fencing and closing off the access. 	Paint footprints on the designated sidewalks to school.	Use volunteers to serve as Crossing Guards in front of schools. Program can be combined with community service or extra school credit.
Add signs to warn pedestrians to use sidewalks and to look both ways when crossing the street	Provide on-site bus drop off/pick-up on the school property.	Have a Patrol Officer at the problem corners where parents drop off students and wait for them to cross the street. Send warnings to the parents.	Salinas has a good Parent Patrol Program. Use this as a template for Gonzales.
Make a bus cut out for the Mini Taxi and MST bus on 5 th Street in front of the shopping center	Have the Teachers use the designated parking stalls on Elko Street.	Having more Police presence at the schools.	Giving information at the Migrant meetings and other parent meetings regarding the need for Parent Patrol
Inventory and repair the tripping hazards on the sidewalks caused by tree roots.		Use volunteers to serve as Crossing Guards in front of schools. Program can be combined with community service or extra school credit.	Parents/Teachers to teach the students that they need to look both ways when crossing the streets. In the Parents Manual, have the Parents sign a form stating that the Parents and Teachers will enforce rules regarding

PUBLIC IMPROVEMENTS	SCHOOL IMPROVEMENTS	CITY POLICY	SCHOOL POLICY
			crossing streets.
Install rails to block students from crossing the street instead of using crosswalks where the flashing yield sign is on at 5 th Street.		Look for retired people or different groups that would be interested in volunteering as Crossing guards during school hours. Provide training for these volunteers.	Programs need to be implements at the schools to teach students to look both ways when crossing the street.
		Ask for donation from our community business owners to give to volunteers as an incentive to help as crossing guards.	Look for retired people or different groups that would be interested in volunteering as Crossing guards during school hours. Provide training for these volunteers.
			Send flyers to parents about sage crossing and walking to school.
Place metering lights from 7:30 am to 8:00 am on 5 th street in front of the shopping center.			Ask for donation from our community business owners to give to volunteers as an incentive to help as crossing guards.
Place delineators down 5 th Street in front of the High School.			Talk to Liz Modena to determine if extra credit can be offered to students to help at cross walks. Possible clubs - Club Real, ROTC.
Add signs that say "No Parking between 8 am to 4 pm on 5 th Street.			Stagger the start and end times of the schools to help lessen the traffic.

Collating the information developed by the Pedestrian committee, City Staff prepared the following cost summary and for the SR2S Program.

City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: City Wide

DESCRIPTION:
 This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:
 To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:
 Public Works

Street	Remove & Replace Sidewalk (\$24/SF)	Install ADA Curb Ramp (\$3,500/EA)	Install Striping (Paint) (\$1/LF)	Install Striping (Thermo) (\$4/LF)	Install Street Signs (\$200/EA)	Delineators (\$50/EA)	Budgeted Cost
Fanoe	356 SF						\$8,544
Herold	96 SF			175 LF			\$3,004
5th	604 SF		4,001 LF	5,207 LF		50 EA	\$39,375
Elko	424 SF	3 EA			2 EA		\$21,076
1st	196 SF	7 EA	470 LF				\$29,674
7th			280 LF				\$280
TOTAL							\$101,953

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$ 5,750	\$ 34,301	\$ 25,672	\$ 36,230	\$	\$ 101,953
PROJECT COST	\$ 5,750	\$ 34,301	\$ 25,672	\$ 36,230	\$	\$ 101,953

City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: Fanoe Road

DESCRIPTION:

This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:

To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:

Public Works

Street	Remove & Replace Sidewalk (\$24/SF)	Install ADA Curb Ramp (\$3,500/EA)	Install Striping (Paint) (\$1/LF)	Install Striping (Thermo) (\$4/LF)	Install Street Signs (\$200/EA)	Delineators (\$50/EA)	Budgeted Cost
Fanoe	356 SF						\$8,544
Herold							
5th							
Elko							
1st							
7th							

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$	\$ 4,272	\$ 4,272	\$	\$	\$ 8,544
PROJECT COST	\$	\$ 4,272	\$ 4,272	\$	\$	\$ 8,544

City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: Herold Parkway

DESCRIPTION:

This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:

To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:

Public Works

Street	Remove & Replace Sidewalk (\$24/SF)	Install ADA Curb Ramp (\$3,500/EA)	Install Striping (Paint) (\$1/LF)	Install Striping (Thermo) (\$4/LF)	Install Street Signs (\$200/EA)	Delmeators (\$50/EA)	Budgeted Cost
Fanoe							
Herold	96 SF			175 LF			\$3,004
5th							
Elko							
1st							
7th							

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$	\$ 3,004	\$	\$	\$	\$ 3,004
PROJECT COST	\$	\$ 3,004	\$	\$	\$	\$ 3,004

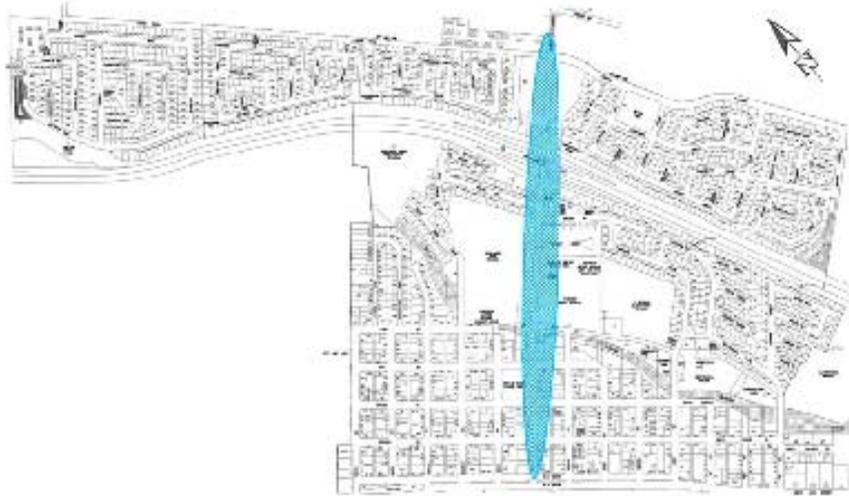
City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: 5th Street

DESCRIPTION:

This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:

To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:

Public Works

Street	Remove & Replace Sidewalk (\$24/SF)	Install ADA Curb Ramp (\$3,500/EA)	Install Striping (Paint) (\$1/LF)	Install Striping (Thermo) (\$4/LF)	Install Street Signs (\$200/EA)	Delineators (\$50/EA)	Budgeted Cost
Fanoe							
Herold							
5th	604 SF		4,001 LF	5,207 LF		50 EA	\$39,375
Elko							
1st							
7th							

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$ 5,000	\$ 20,000	\$ 14,375	\$	\$	\$ 39,375
PROJECT COST	\$ 5,000	\$ 20,000	\$ 14,375	\$	\$	\$ 39,375

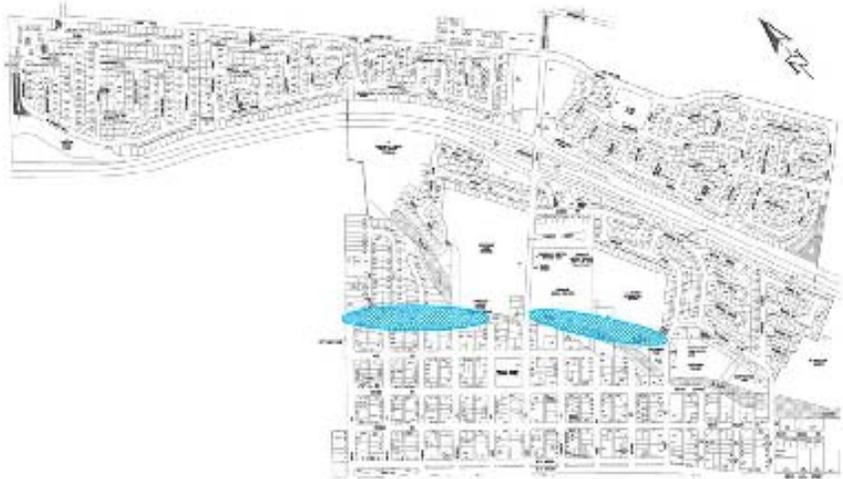
City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: Elko Street

DESCRIPTION:

This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:

To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:
Public Works

Street	Remove & Replace Sidewalk (\$24/SF)	Install ADA Curb Ramp (\$3,500/EA)	Install Striping (Paint) (\$1/LF)	Install Striping (Thermo) (\$4/LF)	Install Street Signs (\$200/EA)	Delineators (\$50/EA)	Budgeted Cost
Fanoe							
Herold							
5th							
Elko	424 SF	3 EA			2 EA		\$21,076
1st							
7th							

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$	\$ 7,025	\$ 7,025	\$ 7,026	\$	\$ 21,076
PROJECT COST	\$	\$ 7,025	\$ 7,025	\$ 7,026	\$	\$ 21,076

City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: 1st Street

DESCRIPTION:

This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:

To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:
Public Works

Street	Remove & Replace Sidewalk (\$24/SF)	Install ADA Curb Ramp (\$3,500/EA)	Install Striping (Paint) (\$1/LF)	Install Striping (Thermo) (\$4/LF)	Install Street Signs (\$200/EA)	Delineators (\$50/EA)	Budgeted Cost
Fanoe							
Herold							
5th							
Elko							
1st	196 SF	7 EA	470 LF				\$29,674
7th							

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$ 470	\$	\$	\$ 29,204	\$	\$ 29,674
PROJECT COST	\$ 470	\$	\$	\$ 29,204	\$	\$ 29,674

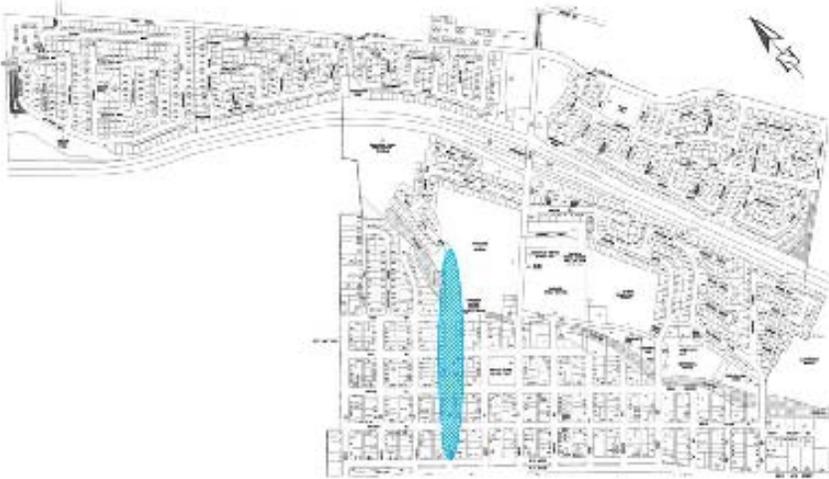
City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: 7th Street

DESCRIPTION:

This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:

To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:
Public Works

Street	Remove & Replace Sidewalk (\$24/SF)	Install ADA Curb Ramp (\$3,500/EA)	Install Striping (Paint) (\$1/LF)	Install Striping (Thermo) (\$4/LF)	Install Street Signs (\$200/EA)	Delineators (\$50/EA)	Budgeted Cost
Fanoe							
Herold							
5th							
Elko							
1st							
7th			280 LF				\$280

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$ 280	\$	\$	\$	\$	\$ 280
PROJECT COST	\$ 280	\$	\$	\$	\$	\$ 280

City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: City Wide

DESCRIPTION:

This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



JUSTIFICATION:

To improve safety in within school routes throughout the City.

RESPONSIBLE DEPARTMENT:

Public Works

Roundabout Bridge Widening (\$3,000,000)	Flashing Beacon (\$150,000/EA)	Footprints on sidewalk (Paint) (\$1/LF)	Additional Signage (\$200/EA)	Budgeted Cost
1 EA	2 EA	4,774 LF	20 EA	\$3,308,774
TOTAL				\$3,308,774

FUNDING SOURCE(S)						Five-Year
	2013-14	2014-15	2015-16	2016-17	2017-18	
SR2S Grant Funds	\$	\$ 8,774	\$ 1,800,000	\$	\$	\$ 1,808,774
Developer Funds			\$ 1,500,000			\$ 1,500,000
PROJECT COST	\$	\$ 8,774	\$ 3,300,000	\$	\$	\$ 3,308,774

PREPARE APPLICATIONS FOR POSSIBLE PROJECT FUNDING

In 2012 the City applied for funding to compete in several SR2S grants for various projects in the City. Unfortunately, because the City did not have an adopted SR2S program in place, the City's applications could not successfully compete with the other programs. The City took the initiative in conjunction with Caltrans Local Assistance to prepare and adopt an SR2S program prior to the next funding cycle to better position the City for funding.

For the State's Legislative Program, the current status is in Cycle 10 covering Fiscal Year 2011-2012 and 2012-2013, there are five projects in the Caltrans District 5 territory. Caltrans has not released the deadline for Cycle 11 funding so the City will need to coordinate with Caltrans State Local Assistance when the deadline is known.