In the security banner above, please click on "**Options**" and select "**Trust this document one time only**" before completing the form. After you select to trust the document, you will be asked if you want to save the document before closing, select "**No**". If the banner is not visible, open the panel on the left side of the screen and click on the exclamation icon.

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Barstow, City of

PROJECT TYPE: Infrastructure + NI - Medium

PROJECT APPLICATION NO.: 8-Barstow, City of-1

PROJECT NAME: Pedestrian, Bicycle, and Safe Routes to Schools Corridors (SR2S), Barstow

PROJECT DESCRIPTION: Reduces stresses along corridors adjacent to eight schools through the implementation of safety improvements, speed-reduction measures and bike/pedestrian infrastructure.

PROJECT LOCATION: Full or portions of corridors along Flora Street, Mountain View Street, Muriel Drive, Armory Road, Rimrock Road. and Montara Road.

ATP FUNDED COMPONENTS											
Infrastructure								Non-Infrastructure		Plan	
PA&ED		PS&E		R/W		CON					
$	100	$	200	$	40	$	6,500	$	62	$	-
FY	21/22	FY	23/24	FY	23/24	FY	24/25	FY	23/24	FY	-

PROJECT FUNDING INFORMATION (1,000s)						
Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
6,902	6,902	-	-	-	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:
5298	Barstow, City of

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
220 E. Mountain View Street	Barstow	CA	92311

IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Domingo D. Gonzales	Engineering Services Administrator

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
760-255-5156	dgonzales@barstowca.org

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	08-5298F15
Implementing Agency's State Caltrans MA number	00484S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☐ Yes ☒ No

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) Words Remaining: 0

Pedestrian, Bicycle, and Safe Routes to Schools Corridors (SR2S), Barstow

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)
(Summary of the Existing Condition, Project Scope, the Expected Benefits) Words Remaining: 4

Essential to the City of Barstow is the development of safe pedestrian and bicycle corridors primarily from place of living to education institutes but additionally to recreational facilities, place of employment, businesses, and entertainment. Based on the San Bernardino County's "Our Community Vital Signs", the City of Barstow has the highest death rate for the five major causes of death (heart disease, cancer, chronic lower respiratory disease, stroke, and accidents) in San Bernardino County. The City is convinced increasing physical activities such as walking, running, biking, skating, or hiking will benefit the communities overall health statistics. In order to achieve higher physical activities, the public must be confident of their safety, feel comfortable and enjoy the corridors. The proposed corridors are adjacent to eight of the eleven schools within Barstow Unified School District and addresses many of the parents, employees, and guardians concerns. The City is proposing to place a Pedestrian Hybrid Beacon (PHB) system at Crestline Elementary School, Montara Elementary School, and one system that would address Barstow STEM School and the High School. The proposed traffic signal system provides for a defined time for pedestrians to cross the streets while clearly advising the motorists of public members are attempting to cross the road. Additionally, the project proposes the installation of Rectangular Rapid Flashing Beacons, construction of curb-extensions, and placement of new or refreshed bike lanes, pavement markers, and signs. Furthermore, the City of Barstow has partnered with the Bureau of Land Management and San Bernardino County Health for educational and training of Active Transportation components. The City envisions this project accomplishing a healthier community by increasing the public use of active transportation modes of travel, reducing Green Houses Gases(GHG) by minimizing motor vehicle usage, and decreasing collisions by installing and providing improvements on corridors.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construction of 4 curb extensions and pedestrian-scale lighting will provide added safety for pedestrians and/or bicyclists at this busy intersection.) Words Remaining:

Construct curb extensions, install Pedestrian activated Hybrid Beacon(PHB) and Rectangular Rapid Flashing Beacons, place bike lanes, pavement markings, and signs to encourage and provides pedestrians and bicyclist a safe corridor when using active transportation methods.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) Characters Remaining: 10

Reduces stresses along corridors adjacent to eight schools through the implementation of safety improvements, speed-reduction measures and bike/pedestrian infrastructure.

PROJECT LOCATION: (Max of 180 characters) Characters Remaining: 50

Full or portions of corridors along Flora Street, Mountain View Street, Muriel Drive, Armory Road, Rimrock Road. and Montara Road.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Project Location Map.pdf Remove Open File

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.533400 N /long. -117.134000 W

Congressional District(s): 8

State Senate District(s): 16 **State Assembly District(s):** 33

Caltrans District: 8

County: San Bernardino

MPO: SCAG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located outside one of the ten large MPOs in a UZA with Pop <=200,000 and > than 5,000

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☒ Yes ☐ No If yes, how many previous awards? 1

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
1	Active Transportation Program (ATP)	$300,000	Plan	Overlapping limits and scope of work

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure + NI - Medium

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

☐ Bicycle Plan ☐ Pedestrian Plan ☐ Safe Routes to School Plan ☒ Active Transportation Plan ☐ None

☐ Other plans that include Bicycle and/or Pedestrian Improvements

Is your project in a current Plan? ☒ Yes ☐ No

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

☒ **Bicycle Transportation** % of Project 20 %

☒ **Pedestrian Transportation** % of Project 80 %

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

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 8

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

Remove School

School Name: Montara Elementary School
School Address: 700 Montara Road
District Name: Barstow Unified School District
District Address: 551 S. Avenue H
Co.-Dist.-School Code: 6035380
School Type: K to 6
Project improvements maximum distance from school ____ mile

Total student enrollment: 560
Approximate # of students living along route proposed for improvement: 252
Percentage of students eligible for free or reduced meal programs** 82 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Montara ES.pdf Remove Open File

Remove School

School Name: Cameron Elementary
School Address: 801 Muriel Drive
District Name: Barstow Unified School District
District Address: 551 S. Avenue H
Co.-Dist.-School Code: 6035299
School Type: K to 6
Project improvements maximum distance from school ______ mile

Total student enrollment: 586
Approximate # of students living along route proposed for improvement: 322
Percentage of students eligible for free or reduced meal programs** 93 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Cameron ES.pdf Remove Open File

Remove School

School Name: Crestline Elementary School
School Address: 2020 Monterey Aveue
District Name: Barstow Unified School District
District Address: 551 S. Avenue H
Co.-Dist.-School Code: 6035307
School Type: K to 6
Project improvements maximum distance from school ______ mile

Total student enrollment: 464
Approximate # of students living along route proposed for improvement: 208
Percentage of students eligible for free or reduced meal programs** 94 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Crestline ES.pdf Remove Open File

Remove School

School Name: Barstow High School
School Address: 430 South First Avenue
District Name: Barstow Unified School District
District Address: 551 S. Avenue H
Co.-Dist.-School Code:
School Type: 9 to
Project improvements maximum distance from school ______ mile

Total student enrollment: 1,458
Approximate # of students living along route proposed for improvement: 1,094
Percentage of students eligible for free or reduced meal programs** 70 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Barstow High School.pdf | Remove | Open File

Remove School

School Name: Barstow Stem Academy
School Address: 310 W. Mountain View Street
District Name: Barstow Unified School District
District Address: 551 S. Avenue H
Co.-Dist.-School Code: 0129452
School Type: 5 to
Project improvements maximum distance from school ______ mile

Total student enrollment: 411
Approximate # of students living along route proposed for improvement: 165
Percentage of students eligible for free or reduced meal programs** 53 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

STEM Academy.pdf | Remove | Open File

Remove School

School Name:	Henderson Elementary School
School Address:	400 South Avenue E
District Name:	Barstow Unified School District
District Address:	551 S. Avenue H
Co.-Dist.-School Code:	6035349
School Type:	K to 6

Project improvements maximum distance from school ____ mile

Total student enrollment:	610
Approximate # of students living along route proposed for improvement:	214
Percentage of students eligible for free or reduced meal programs**	81 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Henderson ES.pdf — Remove — Open File

Remove School

School Name:	Barstow Fine Arts Academy
School Address:	Avenue G
District Name:	Barstow Unified School District
District Address:	551 S. Avenue H
Co.-Dist.-School Code:	0138834
School Type:	K to 6

Project improvements maximum distance from school ____ mile

Total student enrollment:	515
Approximate # of students living along route proposed for improvement:	232
Percentage of students eligible for free or reduced meal programs**	64 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Fine Arts Academy.pdf — Remove — Open File

Remove School

School Name: Barstow Junior High School
School Address: Armory Road
District Name: Barstow Unified School District
District Address: 551 S. Avenue H
Co.-Dist.-School Code: 6098537

School Type: 7 to 8

Project improvements maximum distance from school ______ mile

Total student enrollment:	717
Approximate # of students living along route proposed for improvement:	538
Percentage of students eligible for free or reduced meal programs**	82 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Junior High School.pdf | Remove | Open File

Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 0 Linear Feet	Class 2: 47,250 Linear Feet
	Class 3: 42,650 Linear Feet	Class 4: 0 Linear Feet
Signalized Intersections:	New Bike Boxes: 0 Number	Timing Improvements: 0 Number
Un-Signalized Intersections:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet
Bike Share Program:	New Station: 0 Number	New Bikes: 0 Number
Bike Racks/Lockers:	New Racks: 0 Number	New Secured Lockers: 0 Number
Other Bicycle Improvements:	#1: #: 0	#2: #: 0

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 0 Linear Feet	New (over 8' wide): 0 Linear Feet
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): 3 Number	Reconstruct Ramp to Standard: 67 Number
Signalized Intersections:	New Crosswalk: 36 Number	Enhance Existing Crosswalk: 76 Number
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number
	Timing Improvements: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 0 Number
	New RRFB/Signal: 11 Number	Crossing-Surface Improvements: 0 Number
	Shorten Crossing: 8 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number
	Shade Trees: 0 Number	Shade Tree Type:
Other Ped Improvements:	#1: #: 0	#2: Pedestrian Hybrid Beacon Crosswalk #: 4

☐ Multi-use Trail Improvements

☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: 0 Linear Feet	Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs:	Speed Feedback Signs: 19 Number	
Signalized Intersections:	Timing Improvements: 0 Number	New Roundabout: 0 Number
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 0 Number
Other Traffic-Calming Improvements:	#1: #: 0	#2: #: 0

☒ Non-Infrastructure Components

NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

- ☐ Regional Initiative 0 %
- ☐ Community Initiative 20 %
- ☐ Safe Routes to School 80 %
- ☐ First Last Mile 0 %
- ☐ Other: , 0 %

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

1	Number of walk or bike audits
0	Number of bicycle skills/safety classes
0	Number of pedestrian skills/safety classes
	Number of community demonstration projects/pop-ups/open street events
0	Number of community encouragement (i.e. bike to work days)
0	Number of community challenges (i.e. bike to work month challenge)
	Number of law enforcement methods (i.e. progressive ticketing, deploying speed trailers, etc.)
8	Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

8	Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
0	Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0	Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
3	Number of bike rodeos
0	Number of pedestrian 'mock city' safety skills events
0	Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
0	Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
0	Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
0	Number of SRTS law enforcement methods (i.e. progressive ticketing, deploying speed trailers, etc.)
0	Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

______ Number of ______

______ Number of ______

Communications: *Check the box if the program will include the communication type.*

- ☐ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)
- ☒ Social media (Twitter, Facebook, Instagram, etc.)
- ☐ Large media (bus-wraps, billboards, etc.)
- ☐ Program website
- ☒ Print/electronic publications (newsletters, blogs, etc.)
- ☐ Other;

What languages, if any, will the selected communications be translated to:

Spanish

Collaborative Partnerships: *Check all parties that have a committed role in the project beyond submitting a letter of support.*

- ☐ Local Public Health Department
- ☒ Schools/School Districts
- ☒ Law Enforcement
- ☒ Public Works Departments
- ☒ Non-Profit Organizations/Community Based Organizations
- ☐ Other;

☐ **Plan Type (only intended for Plans)**

Right of Way (R/W) Impacts (Check all that apply)

- [x] Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)
- [ ] Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- [ ] Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- [ ] Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- [ ] Program/Plan will likely have an open street/demonstration on state highway.

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2021 and June 30, 2025 to be consistent with the available ATP funds for Cycle 5.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PA&ED Allocation" Date: 10/4/2021

Notice to Proceed with Federally Reimbursable ATP Work: 12/2/2021

Expected or Past Start Date for PA&ED activities: 1/3/2022

Time to complete the separate CEQA & NEPA studies/approvals: 24 months *(See note #2, above)*

Expected or Past Completion Date for the PA&ED Phase: 12/24/2023

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

Attach

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date: 1/8/2024

Notice to Proceed with Federally Reimbursable ATP Work: 3/8/2024

Expected or Past Start Date for PS&E activities: 3/11/2024

Time to complete the final Plans, Specification & Estimate: 6 months

Expected or Past Completion Date for the PS&E Phase: 9/7/2024

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Attach

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "R/W Allocation" Date: 1/8/2024

Notice to Proceed with Federally Reimbursable ATP Work: 3/8/2024

Expected or Past Start Date for R/W activities: 3/11/2024

Time to complete the R/W Engineering, Acquisition, and Utilities: 6 months

Expected or Past Completion Date for the R/W Phase: 9/7/2024

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Attach

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date: 11/4/2024

Notice to Proceed with Federally Reimbursable ATP Work: 1/3/2025

Expected Start Date for Construction activities: 4/7/2025

Time to complete the Construction activities: 4 months

Expected or Past Completion Date for the CON Phase: 8/5/2025

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: *(This includes combined "I" and "NI" projects)*

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	1/8/2024
Notice to Proceed with Federally Reimbursable ATP Work:	3/8/2024
Expected Start Date for "NI" or "Plan" Construction activities:	11/4/2024
Time to complete the CON-Phase activities:	24 months
Expected Completion Date for the CON Phase:	10/25/2026

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year **	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	100	100	*21/22*	-	-	-	-	-
PS&E	200	200	*23/24*	-	-	-	-	-
R/W	40	40	*23/24*	-	-	-	-	-
CON	6,500	6,500	*24/25*	-	-	-	-	-
NI-CON/ PLAN	62	62	*23/24*	-	-	-	-	-
TOTAL	**6,902**	**6,902**		-	-	-	-	-

* *The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.*

** *Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

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

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Amendment (Existing Project) Y ☐ N ☒ Date: 8/31/2020

District	EA	Project ID	PPNO	MPO ID	Alt Project. ID/prg.
8					ATP

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SBD	15			Barstow, City of	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Domingo D. Gonzales	(760) 255-5156	dgonzales@barstowca.org

Project Title

Pedestrian, Bicycle, and Safe Routes to Schools Corridors (SR2S), Barstow

Location (Project Limits), Description (Scope of Work)

Full or portions of corridors along Flora Street, Mountain View Street, Muriel Drive, Armory Road, Rimrock Road. and Montara Road.

Component	Implementing Agency
PA&ED	Barstow, City of
PS&E	Barstow, City of
Right of Way	Barstow, City of
Construction	Barstow, City of

Legislative Districts

Assembly:	33	Senate:	16	Congressional:	8

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

Increase and improve the overall public health and safety for the community of Barstow and reduce or eliminate barriers impacting active transportation methods.

Purpose and Need

The City of Barstow has the highest death rate for five of the major causes of death (heart disease, cancer , chronic lower respiratory disease, stroke and accidents) in San Bernardino County. The City is committed to increase physical activities such as walking, running, biking ,

Category	Outputs/Outcomes	Unit	Total
Local Streets and Roads	Pedestrian/Bicycle facilities miles constructed	Feet	90,000
Local Steets and Roads	Intersections modified	Each	5

ADA Improvements: Y ☒ N ☐ Bike/Ped Improvements: Y ☒ N ☐ Reversible Lane Analysis: Y ☐ N ☒

Inc. Sustainable Communities Strategy Goals: Y ☒ N ☐ Reduces Greenhouse Gas Emissions: Y ☒ N ☐

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		1/3/2022
Circulate Draft Environmental Document (Document Type) CE		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		12/24/2023
Begin Design (PS&E) Phase		3/11/2024
End Design Phase (Ready to List for Advertisement Milestone)		9/7/2024
Begin Right of Way Phase		3/11/2024
End Right of Way Phase (Right of Way Certification Milestone)		9/7/2024
Begin Construction Phase		4/7/2025
End Construction Phase		8/5/2025
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Additional Information	Date:	8/31/2020

Exhibit 22-G Project Programming Request (PPR)

Date: 8/31/2020

Project Information:

Project Title:	Pedestrian, Bicycle, and Safe Routes to Schools Corridors (SR2S), Barstow				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
8	San Bernardino	15			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Notes:
E&P (PA&ED)	0	0	100	0	0	0	0	100	
PS&E	0	0	0	0	200	0	0	200	
R/W	0	0	0	0	40	0	0	40	
CON	0	0	0	0	62	6,500	0	6,562	
TOTAL	0	0	100	0	302	6,500	0	6,902	

ATP Funds — Infrastructure Cycle 5

Proposed Funding Allocation ($1,000s)

Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	
									Program Code: 20.30.720
E&P (PA&ED)	0	0	100	0	0	0	0	100	Funding Agency: Caltrans
PS&E	0	0	0	0	200	0	0	200	Notes:
R/W	0	0	0	0	40	0	0	40	
CON	0	0	0	0	0	6,500	0	6,500	
TOTAL	0	0	100	0	240	6,500	0	6,840	

ATP Funds — Non-Infrastructure Cycle 5

Proposed Funding Allocation ($1,000s)

Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	
									Program Code: 20.30.720
E&P (PA&ED)	0	0	0	0	0	0	0	0	Funding Agency: Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	62	0	0	62	
TOTAL	0	0	0	0	62	0	0	62	

ATP Funds — Plan Cycle 5

Proposed Funding Allocation ($1,000s)

Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	
									Program Code: 20.30.720
E&P (PA&ED)	0	0	0	0	0	0	0	0	Funding Agency: Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds — Previous Cycle

Proposed Funding Allocation ($1,000s)

Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	
									Program Code:
E&P (PA&ED)	0	0	0	0	0	0	0	0	Funding Agency: Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Exhibit 22-G Project Programming Request (PPR)

Date: 8/31/2020

Project Information:					
Project Title:	Pedestrian, Bicycle, and Safe Routes to Schools Corridors (SR2S), Barstow				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	15			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Barstow, City of
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 7:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Part A7: Funding Criteria

The following Funding Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☐ Yes ☒ No

- **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☒ Yes ☐ No

  If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words) Words Remaining: 154

  On Rimrock Road the city constructed a median and edge lines to reduce speeds adjacent to the schools a few years ago. High-visibility crosswalks were placed across Rimrock Road. The Pedestrian Hybrid Beacon and curb extension will continue to assist in making crossing Rimrock Road safer.

- **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☒ Yes ☐ No

  If "Yes", explain why the development cannot fund the proposed project. (Max of 200 Words) Words Remaining: 162

  A development would be required to construct the improvements however, over 31 years there has been no interested in developing these lands. Placing sidewalk in these undeveloped area would create one side with continuous pathway along Rimrock Road.

2. Consistency with an adopted regional transportation plan:

- **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

  If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

  SBCTA Agenda Active Transportation Plan.pdf | Remove | Open File

  Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans? ☐ Yes ☒ No

Part B: Narrative Questions

Question #1

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ **This project does not qualify as a Disadvantaged Community.**

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

Q1-A, DAC Boundaries Map.pdf | Remove | Open File

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: CalEnviroScreen

An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities:
https://oehha.ca.gov/media/downloads/calenviroscreen/document/ces3results.xlsx
NOTE: Use the CES 3.0 Score value from Column H only! The Census Tract number is in Column A, the Population is in Column B.

Census Tract/Block Group/Place #	Population	CalEnviroScreen Score
6071009400	3,493	54.51
6071009500	7,094	51.28
6071009300	1,257	48.72
6071012002	5,366	43.38
6071011800	7,000	37.08
6071012001	5,612	27.95

Highest California Communities Environmental Health Screening Tool (CalEnviroScreen) score from above (autofill):
54.51 (to be used for qualifying as benefiting a DAC only)

California Communities Environmental Health Screening Tool (CalEnviroScreen) score for the community benefited by the project:
42.41 (to be used for severity calculation only)

Must attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

Q1-B, DAC Census Tract Maps .pdf | Remove | Open File

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words)

Words Remaining: 264

Pedestrian Corridor

This project closes a gap in active transportation facilities by providing and defining a pronounced bicycle and pedestrian corridor. Mountain View Street, Flora Street, Barstow Road, Muriel Drive, Armory Road, Rimrock Road and Montara Road are major traveled corridors for students and community members walking, biking, skating or other active transportation to educational institutes, place of employment, recreational facilities, businesses, and entertainment. Each intersection will have new high visibility crosswalks installed or existing will be amended to high visibility crosswalks. The new crosswalks will delineate the recommended path of travel or suggest the ideal locations to cross the roadway. Several uncontrolled intersections will receive curb extension with either a fully Activated

Pedestrian Hybrid Beacons (APHB) system or Rectangular Rapid-Flashing Beacons (RRFB). Predominantly, the proposed APHB and RRFB are adjacent to schools and accomplish the critical gap of addressing the community's request for better and safer crossing. Curb ramps will be constructed or rehabilitated to meet ADA accessibility standards. This completes a portion of gaps that hinders accessibility to local places by our community members with disabilities .

Bicycle Corridor

Currently the proposed corridors do not have bike lanes and where there are bike lanes they are not continuous. The proposed project will infill missing bike lanes and/or reestablish existing. By placing pavement markings, striping, and signs along the corridors, the bicyclists and the pedestrian community will receive well-defined routes that do not currently exist.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 288

According to CalEnviroScreen 3.0, the majority of the City (3 out of 4 census tracts) qualify as Extremely Disadvantaged; virtually the entire project is located within those census tracts. In addition to the eight schools to which this project will create safer routes, the following other key community destinations serving primarily disadvantaged populations will also benefit from new connections thanks to this project:

Barstow Senior Center on Mountain View (555 Melissa Avenue)

Barstow Community Hospital (820 E. Mountain View)
Desert Discovery Center (831 Barstow Rd)

Borrego Community Health Clinic (750 E Main Street)
Dana Park (850 Barstow Rd)

Lillian Park (300 Lillian Dr)

Stringham Memorial Park (1610 Rimrock Road)

Cora Harper Community Center (841 Barstow Road)

Mojave River Valley Museum (270 E Virginia Avenue)
San Bernardino County Probation (1300 E Mountain View. Many of our unhoused residents are required to report to the probation center daily, and a disproportionate number of residents accessing the probation center do not have a drivers license or motor vehicle.)

Barstow Community College (2700 Barstow Road)

This proposal will develop safe and accessible pedestrian and bicycle facilities that provide first/last-mile connections to Barstow's Amtrak Station and other local transit stops and strive to connect Barstow communities to Downtown and other places of work, school, retail, and recreation.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. (Max of 500 Words)

Words Remaining: 115

Originating March 2016, the City of Barstow initiated the development of the City's Active Transportation Plan (ATP). The strategy was to develop Safe Route to Schools, Bicycle and Pedestrian corridors by involving the public in the design and involvement process. The City utilized every opportunity when appropriate to engage with the public regarding this project. The plan was discussed at City Council meetings, Planning Commission meetings, Street Committee meetings, Healthy City meetings and numerous other public events. As indicated, a large majority of the City is classified as a disadvantaged community so a considerable amount of the input received at these events are from our disadvantaged members.

The primary source of information gathered for the ATP project was specific tasks of community engagement and data collection. Surveys were distributed starting May 10, 2016 in both English and Spanish on the web and at school walk-audits. On May 7, 2016, a booth was placed at Barstow Police Safety Fairs and Project Development Team (PDT) members answered questions, received comments, showed displays and maps, and distributed surveys. On October 15, 2016 at the Route 66 Car Show and Festival, the PDT members assembled a both that included demonstrations of traffic calming components, two-way cycle-track for bicyclist, and high-visibility crosswalk concepts

The City Council approved the City's Active Transportation Plan in January of 2018 and since then the City has had several more Community Engagement meetings that serve the disadvantaged community. Recent meetings were Re-Image Barstow held February 11, 2020 and an Active Transportation Workshop in English on June 25, 2020 and an Active Transportation Workshop in Spanish on June 29, 2020. The city continues to organize community engagement meetings to evaluate if the needs or demands of the community are being delivered or changing.

Some common themes emerged when collecting the Safe Routes to School survey data in low-income schools (Crestline, Montara, Cameron) and communities: Fears of crime and violence near schools that may endanger children walking and bicycling; lack of awareness about the health benefits of walking and bicycling; longer distances to school either due to school choice or a rural setting preventing more children from walking and bicycling to school; and high volumes and speed of traffic combined with lack of sidewalks, crosswalks and paths that create traffic safety hazards for children walking and bicycling.

Attach Documentation

Question #1 C3 (1).pdf | Remove | Open File

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

Auto calculated

Part B: Narrative Questions

Question #2

QUESTION #2
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. (0-40 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Montara Elementary School	560	252
Cameron Elementary	586	322
Crestline Elementary School	464	208
Barstow High School	1,458	1,094
Barstow Stem Academy	411	165
Henderson Elementary School	610	214
Barstow Fine Arts Academy	515	232
Barstow Junior High School	717	538
Total	**5,321**	**3,025**

A. **Statement of project need.** Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? **(0-21 points)**

Discuss:
- Destinations and key connectivity the project will achieve
- How the project will increase walking and/or biking
- The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concern responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 750 Words) Words Remaining: 75

The City of Barstow is a disadvantaged community with a definite lack of pedestrian/bicycle infrastructure. According to the CalEnviroScreen 3.0 results, the census tracts within the proposed project boundaries scored between 43.38-54.51. The city does not have the tax base of larger cities to make improvements. With the completion of an Active Transportation Plan (ATP) in April 2018, along with a comprehensive SRTS Plan, the city can now prioritize the current needs and ensure that decisions and investments in years to come steadily move the community in the direction of safer walking and bicycling for all its residents.

Barstow is a major travel corridor for Southern California with more than 60 million people in 19 million vehicles traveling through each year. With Interstates 15 & 40, and highways 58 and 247 all converging in Barstow, tourism sustains numerous outlet stores, gas stations, and motels located along the longest working business section of the iconic Route 66. This traffic has created places where it is difficult—even dangerous—for people to walk or bicycle. During the time frame of 2008 – 2019, the Transportation Injury Mapping System shows a total of 95 pedestrian/bicycle collisions within the project-specific area. Of those 95 collisions, one was a bicycle fatality and twelve were pedestrian fatalities.

Bureau of Transportation statistics shows families with an annual income of less than $25,000 are nine times more likely not to own a car than families with an income of more than $25,000. One census tract in Barstow has a median annual household income of $20,000 and one just over $26,000. If automobiles are the only feasible mode of transportation, these neighborhoods are placed at a great economic and social disadvantage because of the reduced accessibility to services and social networks. The lack of sidewalks and bicycle facilities also causes the city to lack connectivity and mobility within the community, for schools and for the entire community. As said, due to financial constraints, the city must be proactive in identifying and prioritizing the projects so the dollars that are spent on these projects are for projects of highest priority.

The attached map shows the current pedestrian and bicycle infrastructure in the city. Notable sidewalk gaps are present on Barstow Road between Armory Road and Windy Pass, south of Rimrock Road along the west side, along Veterans Parkway, along several segments of Rimrock Road west of Barstow Road and along segments east of Broadway Avenue, along the west side of Muriel Drive between Armory Road and Virginia Way, Santa Fe Drive, Bradshaw Drive, and several streets within a neighborhood. Many of the intersections are stop-controlled with several signalized intersections and provide crosswalks. However, there are some segments within long blocks without places for pedestrians and bicyclists to cross.

The City of Barstow's existing bicycle network consists of just 2.85 miles of Class II bike lanes. Currently there are no off-street bicycle paths or bike routes within the City. Minimal bicycle parking facilities are available throughout Barstow with all the long-term bicycle parking provided within schools. Various types of bicycle racks are installed at schools, typically in a fenced off area. Most bicycle racks provided do not follow the best practices which allow the frame and front wheel to be secured.

According to surveys collected for Barstow's ATP, this along with traffic and violence or crime were primary reasons Barstow parents did not want their children walking or biking to school. Many Barstow neighborhoods lack access to play areas and parks, resulting in children playing in and around streets in the afternoon and evening hours. Children in neighborhoods lacking access to sidewalks, parks, playgrounds and recreation centers also have a 20 to 45 percent greater risk of becoming obese and overweight. Within Barstow, over 42% of students (5th, 7th, & 9th grades) were overweight or obese – slightly higher than the county (39%) and state (38%) results. Because of the presence of Barstow Veterans Home (220 beds), we have a large population of veterans, most of whom depend on (or prefer) active transportation to travel throughout the city.

B. Describe how the proposed project will address the active transportation need: (0-22 points)

- **Close a gap?**
- **Creation of new routes?**
- **Removal of barrier to mobility?**
- **Other improvements to existing routes?**

No. of gaps: 6 Total length of gap(s) (feet): 89,900

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

Type of barrier: Safety

a. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* And/or describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words)

Words Remaining: 78

The proposed project is designed with students in mind but serves the entire community. It creates new bike lanes and defines pedestrian pathways to close gaps to educational facilities, place of employment, entertainment, recreational facilities, cultural events, and commodities. The proposed pedestrian and bicycle corridors are on core transit routes with access to 22 bus stops.

Flora Street is an east/west bound residential street. At the westerly end of the street, it terminates at the intersection of Avenue G. Adjacent and west of Avenue G is Foglesong Park. Foglesong Park provides the community with the only outdoor swimming pool, Little League Baseball fields, horseshoe facility, playground equipment, plenty of outdoor recreational areas and an outdoor podium that conducts summer concerts and other events. At the southern terminus of Avenue G and only a few hundred feet from Flora Street is Barstow's new Fine Arts academy. A few hundred feet south of Flora Street is Henderson Elementary School on Avenue D.

Mountain View Street is a diverse east/west corridor that Barstow STEM Academy and Barstow High School are adjacent too. Mountain View Street distributes access to Barstow Community Hospital, medical offices, City Hall, County Offices, Law Enforcement Stations, the Courthouse, Senior Citizens Center and numerous businesses. Correspondingly, the city is seeking developers to construct high-density affordable housing adjacent to Mountain View Street. Furthermore, Mountain View Street is a primary-arterial street and accumulates travelers from intersecting streets and residential neighborhoods.

The corridor for Muriel Drive begins serving the businesses, motels, and medical centers on Main Street and converges into serving multi-residential and signal residential homes. Barstow Junior High and Cameron School are accessed or adjacent to Muriel Drive. Muriel Drive accumulates a major amount of travelling from residential streets and is one of the few north and south streets that connect the community north of Interstate 15 with the community south of Interstate 15.

The east limit of the Armory Road Corridor terminates at Montara Road intersection. Just east of the intersection is the Walmart shopping complex. This complex is the primary shopping center for the City of Barstow. Besides Walmart, the center has food services and few other businesses. Heading west from the east intersect, the corridor serves residential homes, Barstow Junior High and has another shopping center that hosts a grocery store, banks, businesses, eye care, dentist center, and food retailers. Barstow Road is a primary arterial road serving the communities north and south direction. Adjacent to Barstow are affordable housing and apartment complexes, restaurants, a community center, places of worship, fueling stations, business, museums, Desert Discovery Center and Dana Park. Dana Park provides the community with tennis courts, playground equipment, outdoor recreation, skateboard park, and Tiny Tots Learning Center. The Community Center offers racket-ball, basketball courts, and fitness equipment. The Desert Discovery Center provides information for natural, cultural and historic resources associated with the Mojave Desert and will host some of the project's education programs.

Besides Main Street, Rimrock Road provides the furthermost east/west route. Crestline Elementary School is adjoining to Rimrock Road. Rimrock provides access to Southern California Edison Facility, provides access to seven bus stops, has apartment complexes, Multi and single residential homes, businesses, Barstow Unified School District maintenance yard and Donald Stringham Park. Donald Stringham Park hosts Barstow Youth Football league, has a basketball court, and softball fields. Montara Road is one of the five primary north south routes. Montara Elementary School is accessed from Montara Road. Montara Road provides the community with access to a trailer park, meat market, Walmart shopping complex, service stations, and residential homes. There are three bus stops along this route.

A thousand surveys were distributed to parents/guardians at the schools. Four-hundred and sixty-six responses were received. 53% of the responses were concerned with the speed along the route, 48% were concerned with safety at intersections and crossings, and 44% were concerned with the amount of traffic. The proposed improvements will reduce speeds, reduce traffic volumes by encouraging more biking and walking and improved crossing by installing components to identify pedestrians in crosswalks.

b. Must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement.

GAP Closure Map.pdf | Remove | Open File

Part B: Narrative Questions

Question #3

QUESTION #3

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 project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   Part B, Q3, a1-TIMS ATP Tool - Combined Collision Maps.pdf | Remove | Open File

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) Words Remaining:

   Data and methodologies Attachment (optional)

   Attach

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 5

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	7	3	10	2
Injuries	35	11	46	9.2
Total	42	14	56	11.2

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/ barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words) Words Remaining: 3

Between 2008 and 2018, there were 95 bicycle or pedestrian-related collisions in the City of Barstow – 13 of which resulted in fatalities. Safer active transportation facilities not only make it more comfortable to walk and bike, but they also create better visibility of pedestrians and bicyclists to drivers.

One of the principal priorities is the proposed installation of High-intensity Activated crossWalK (HAWK or equal) traffic signals systems at three locations serving the schools and residents. Although the collision maps and data indicate a low volume of incidents at these locations, they are the community's highest priorities because it encompasses a majority of the students' pathways.

Rimrock Road and Montara Road are classified by the City as primary arterials. Rimrock Road has a street width of 84 feet and a posted speed limit of 45mph. Montara Road has a street width of 82 feet, posted speed limit of 40 mph, 25 mph during School hours, and an ADT of 5,470.

Going eastbound on Mountain View Street, there is a vertical and horizontal curve that limits the sight distance when approaching the Barstow Stem Academy and the High School.

Cameron Elementary School is adjacent to Muriel Street that is classified by the City as a major collector street with an ADT of 8,470.

The observed speeds, street width and volume of traffic adjacent to Barstow Junior High are another concern. Muriel Drive and Amory Drive are both considered by the City as Major collectors and Muriel is utilized heavily for the north/south corridor and Amory Road as the east/ west corridor.
Henderson Elementary School and Barstow's Fine Arts Academy are primarily in residential areas; howeve,r students must cross major streets to get to the schools therefore the public has requested defined routes and a way to notify the travelling motorist about a student crossing a street. .

The San Bernardino County Public Health Department and Desert Discovery Center will deliver the following educational activities:.

1. Student Workshops

Students in grades K-3 participate in onsite interactive workshops that highlight the adventures of walking and bicycling to school. Workshops for Grades 4-12 engage students in active learning by challenging their critical thinking skills covering topics in traffic safety and environmental consequences of traffic congestion and pollution.

2. School Rodeos for School Students

The Bicycle and Pedestrian Rodeos are interactive hands-on programs allowing children to experience traffic situations as pedestrians and bicyclists in a traffic simulation course using a mock city. The lesson plans and traffic situations become more challenging for the upper grades to accommodate their "real life traffic challenges".

3. Bicycle Skills Course

Bicycle Skills Courses will include hands-on training with bicycle handling skills taught with crash avoidance exercises. Students will learn how to ride in traffic in simulation situations providing them with the skills necessary to navigate and share the road with vehicles.

4. Parent Workshops

Interactive parent workshops educate parents on traffic safety and promote the use of alternative modes of transportation to improve the quality of life for children, their families and the community by making school environments and neighborhoods walkable and bikeable.

5. Community Pedestrian & Bicycle Rodeos
These community events are like the School Pedestrian & Bicycle Rodeo in that it is an interactive hands-on program allowing children and their parents to experience traffic situations.

6. Walk/Bike to School Days
Events such as Walking School Bus days will be coordinated to generate initial enthusiasm and awareness of the Safe Routes to School program and increase interest in walking and bicycling to school.

7. Bicycle and Pedestrian Audits
Key stakeholders including parents, the principals/vice principals, school coordinators, school nurses, crossing guards and others will be invited to discuss key safety issues and participate in a walkabout around the schools.

8. Crossing Guard Programs
Trained crossing guards will help children safely cross the street at key locations and remind drivers of the presence of student pedestrians.

9. Safety Patrol
Safety Patrols consist of students who, after training and under supervision, assist other children with traffic safety at school.

10. Parent Patrols

Dedicated groups of parent volunteers posted at key street corners increase adult presence that can watch over children as they walk and bicycle to school.

B. Safety Countermeasures (13 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

- **a. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**
  Discuss current speed and volume and anticipated speed and volume.
- **b. Improves sight distance and visibility between motorized and non-motorized users?**
  Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
- **c. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?**
  Discuss current conflict point description and anticipated issue resolution.
- **d. Improves compliance with local traffic laws for both motorized and non-motorized users?**
  Discuss which law(s) and how the project will improve compliance.
- **e. Addresses inadequate vehicular traffic control devices?**
  Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.
- **f. Inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?**
  Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.
- **g. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?**
  Identify the behaviors and how the project will address them.

(Max of 1500 Words)

Words Remaining: 366

a. Numerous counter measures reduce speeds while addressing other concerns. Studies indicate that narrowing roadway widths by curb extension, lane width reductions, and making motorist aware of adjacent user or side barriers reduces traffic. Making motorists aware that that other users including non-motorized share the roadway such as bike route marking and signs furthermore reduces speeds. Finally, traffic control device that capture a motorist attention by flashing or requiring the necessity to slow or stop such as a Pedestrian activated Hybrid Beacon, a Rectangular Rapid Flashing Beacons, or Speed Feedback Signs, additionally reduces speeds.

This project concentrates on six corridors with varying speeds limits. The priority are the corridors with high speeds adjacent to schools and then working on the other corridors with slower speeds or prima fascia speeds.

1. Rimrock Road has the highest posted speed limit of 45 mph. The current 85th percentile speed was 45 mph and the city would like to reduce this by 5 to 10 mph in this area. The City is working on reducing speeds by installing traffic-calming improvements. Since Rimrock Road is 84 feet wide, a previous Capital Improvement Project (CIP) installed a center median to create Lane Narrowing and to reduce the speeds. This project would add bike lanes and curb extensions to further narrow the road and reduce the speeds. Additionally, a Pedestrian-activated Hybrid Beacon (PHB) traffic control device is being proposed at the intersection of Monterey Street and Rimrock Road. This system would command the motorist to stop when pedestrians are crossing the road.

2. Armory Road, Montara Road, and a portion of Muriel Drive from Armory Road to Rimrock have a posted speed limit of 40 mph. The 85th percentile speeds were 39 mph to 41 mph on these streets.

To reduce speeds on Armory road the city is proposping the following:
Installing bike lanes to narrow the road width.
Install Speed Feed-back signs.
Curb Extensions
Rectangular Rapid Flashing Beacon (RRFB)
High Visibility Crosswalks, pavement markings, and signs

To Reduce speeds on Montara Road
Install Bike Lanes to narrow the road width
Install Speed Feed-back Signs
Install Curb Extension
PAHB system
Rectangular Rapid Flashing Beacon (RRFB)
High Visibility Crosswalks, pavement markings, and signs

To Reduce speeds on Muriel Drive between Armory Road and Rimrock Road
Install Bike Lanes to narrow the road width
Install Speed Feed-back Signs
Install Curb Extension
Rectangular Rapid Flashing Beacon (RRFB)
High Visibility Crosswalks, pavement markings, and signs

3. To reduce speeds on Mountain View Street
   a. Install Bike Lanes to narrow the road width
   b. Install Speed Feed-back Signs
   c. Install Curb Extension
   d. Install Rectangular Rapid Flashing Beacon (RRFB)
   e. Install PHB system
   f. Install High Visibility Crosswalks, pavement markings, and signs

4. To Reduce speeds on Flora Street
   a. Install Bike Shared Lanes (Place Sharrows)
   b. Install Rectangular Rapid Flashing Beacon (RRFB)
   c. Install High Visibility Crosswalks, pavement markings, and signs

b. To improve sight distance and visibility the following are proposed:

1. Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon when actuated will begin to flash advising a motorist to prepare to stop for pedestrians or bicyclists crossing the road. The PHB will flash yellow and then solid yellow and finally a solid red stopping traffic. The RRFB are below pedestrian warning signs and will flash between two rectangular High Intensity amber LED lights when activated by a pedestrian. These apparatuses increase the motorist visibility by making the motorist aware of a pedestrian or bicyclist crossing at a marked crosswalk.

2. Curb extensions provide the pedestrian the ability to look around parked vehicles since it extends outwards approximately the width of a vehicle. Additionally, it increases the visibility of a pedestrian to the motorist by providing a clear line of sight unobstructed by a parked vehicle.

3. High-visibility crosswalks and signs increase a motorist's awareness of pedestrians and bicyclists. A FHWA study found that continental or ladder crosswalk markings increase the awareness approximately twice the distance compared to the transverse markings.

c. To Eliminate potential conflict points between motorized and non-motorized users the following are proposed:

1. For non-motorized users, along portions of Montara Road, Rimrock Road, Armory Road, and Muriel Drive installing Class II bike lanes will create a buffer between the travelling motorist and pedestrians.

2. At the intersections of Mount Vernon Drive and Mountain View Street, Aurora Street and Montara Road, Mountain View Street and Yucca Avenue, and finally Monterey Street and Rimrock Road, a mast-arm type Pedestrian Hybrid Beacon will be installed. Three of the proposed PHB's will serve schools and students and minimizes pedestrian and motorist conflicts stopping traffic when a pedestrian is within the crosswalk.

3. Additionally, by public request, RRFB will be installed at various non-controlled intersections to make the motorist aware that pedestrians are crossing.

d. To improve compliance with local traffic laws for both motorized and non-motorized users the following will be implemented.

1. For motorized users, the installation of flashing or mandatory stopping at crosswalks will reduce the tendencies of failing to stop or yielding to non-motorist users in crosswalks. Additionally, speed feedback signs, high-visibility crosswalk marking, RRFB, additional pavement marking and signs, bike lanes and PHB may lower speeds and make it safer for residents and motorist.

2. To address non-motorist conformance with local laws, distinct corridors and installation of RRFB, PHB, and high-visibility crosswalk will provide a reliable crossing location decreasing jaywalking tendencies.

e. A substantial number of the disadvantaged community members are forced to cross at non-controlled intersections to access education facilities, place of employment, recreational amenities or commercial conveniences. Many of these uncontrolled crossings are inadequate and do not have the appropriate signs, pavement marking, or apparatuses to make the passage safe.

f. On a portion or the entire proposed corridors, the current conditions are inadequate or unsafe for bicyclists or pedestrians. Currently bike routes and signage do not exist on the majority of the proposed corridors. The project will install signs, create bike routes and place proper pavement markings. Areas with missing sidewalks will be installed to make a continuous corridor for non-motorized travel. Many of the intersections along the proposed corridors do not have crosswalks or the crosswalks are not high-visibility crosswalks. Furthermore, many of the existing crosswalks have been exposed to the harsh weather and are in need of being brought to current standards.

g. According to a Federal Highway Administration document, 75 percent of pedestrian fatalities occur at non-intersection locations and speeding vehicles were a major contributing factor. This project consists of elements that encourage motorists to reduce their speeds, enhance the visibility of the public crossing the roadway, and creates a buffer between motorists and pedestrians. The installation of signs, pavement marking, RRFB, PHB, high-visibility crosswalks and speed feedback signs should eliminate or reduce behaviors that lead to collisions between motorist and non-motorized users.

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 Points) (Max of 500 words)

Words Remaining: 3

Barstow finalized an Active Transportation Plan for the city in January of 2018. Several outreach activities were conducted to gather stakeholder and community input to define the infrastructure designs and future pedestrian and bicycle user needs for this project. Feedback was solicited through the Barstow ATP Survey made available on paper during the Barstow Police Safety Fair and the Route 66 Festival as well as online. The survey was open from February 28, 2016 to May 7, 2016. The majority of the respondents reported that they would like to see better bicycle and pedestrian facilities leading to and from schools and parks as the top priorities, followed by community centers and shopping centers, and then transit/bus stops with the least priority. Other responses included Route 66, main streets, busy streets, downtown, all of Barstow, to work, skate park, bike lanes in town, and everywhere. More recently, due to the COVID-19, a public meeting was facilitated through video conferencing with real-time messaging and content sharing and had similar survey results. Throughout the month of May 2016, the City of Barstow and contract staff members conducted parent surveys, student tallies, and promoted and participated in walk audits at schools within the Barstow Unified School District to develop the Safe Routes to School Plan for the Barstow ATP. Observations included the need for completing the gaps in sidewalks along many roadways, reducing congestion around schools, the need for additional crosswalks at many locations, and the lack of or need for improving traffic control devices at several locations. The consultant team conducted a walk audit at each of the eight schools where participants provided comments, concerns, and improvements they would like to see in the area around the school where they participated in the walk audit survey.

Several weeks before the walk audits were conducted, the consultant team coordinated with each school to distribute the SRTS tally surveys to each classroom. The surveys were then conducted by the teachers of each classroom. Additionally, the consultant team coordinated with each school to distribute the parent surveys to each classroom and a survey was then sent home with each child for the parents to complete and submit back to the school.

A wide range of potential solutions were explored during the ATP planning effort. Countermeasures that were ultimately proposed addressed participants' main concerns while adhering to engineering limitations. Using the information documented and cataloged, the consultant team collaborated with the City to identify solutions proven to be effective in the region. The team was able to develop improvements that could be implemented in the near and long term. Once a range of alternatives were developed, cost estimation tools were created to identify cost effective and appropriate improvements to the specific project area to maximize the positive outcomes of the project overall. This resulted in a list of final improvements that offers beneficial outcomes to the community in response to their expressed needs and concerns, while adhering to opportunities and limitations for construction feasibility.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. If applicable, describe the feedback received during the stakeholder engagement process. (0-4 Points) (Max of 500 words)

Words Remaining: 45

In May of 2012, representatives from the City of Barstow, the Barstow Community Hospital, and the Bureau of Land Management (BLM) had their first meeting to discuss a new project to create a community network of pedestrian, bicycle paths, and trails. The idea was to provide a series of safe paths to school for children, and a system of trails enabling people to easily get around the community. In 2014 the City of Barstow received Caltrans ATP funding for planning efforts to develop the City's ATP. The City of Barstow worked extensively with Barstow Unified School District on the SRTS component. This plan was completed in April of 2018.

Through the ATP planning efforts, the BLM is working with the city to connect their Desert Discovery Center (DDC) facility to the City's walking and bicycle infrastructure and then further out to access points on public land. The DDC is an educational/visitor facility providing Barstow residents and visitors with easy-access recreation and opportunities to learn about native habitats, public lands, and environmental stewardship right in their own backyard.

Last year, Main Street Murals, Inc. (MSM), the non-profit partner who manages the DDC for the BLM, worked with the City of Barstow, the BLM, San Bernardino County Public Health Department (SBCPH), BUSD, Safe Moves, and Alta Planning and Design to host our first Healthy Cities event at Crestline Elementary School. This event featured health and wellness activities such as public land recreation opportunities, a mobile health clinic, hands-on Earth Day activities, a bike rodeo, yoga demonstration, healthy snack giveaways and much more. Future plans include similar events at each of the school sites in this proposal.

The City of Barstow will be partnering with SBCPH to deliver the NI education components. SBCPH currently has a countywide SRTS program. Partnering with Barstow USD, the City of Barstow and Barstow PD, SBCPH will implement current SRTS strategies along with additional programming direct at school needs. The BLM and MSM will continue to be engaged in the implementation of the project by working with SBCPH to host public events such as active transportation interactive parent workshops, community bike rodeos, and "walking school bus" days. Another community event is the Traffic Safety Blitz that will focus on finding and identifying as many new SRTS infrastructure components as possible in a specific area over a short period of time. The DDC will also weave the ATP education components into all their existing programming. Current environmental education programs are offered free of charge to all elementary, Jr. High, and High School age students. There is also a driver education element to the program that includes SBCPH 'I Can Drive 25' Campaign, which entails having drivers sign a pledge of commitment for safer driving.

Attach any applicable Public Participation & Planning documents

Remove | Open File

Barstow Public Engagement.pdf

Part B: Narrative Questions

Question #5

QUESTION #5
CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed,
- The existing and future motorized and non-motorized traffic volume,
- The widths for each facility,
- The amount of physical separation from vehicular traffic,
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
    - What is the current stress level? (low, medium, or high?)
    - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words)

Words Remaining: 312

Separation / Buffers:
Proposed Bike Lanes, on street parking and/or edge lanes will create separation and buffer from pedestrians and motorists. The separation minimizes vehicle versus pedestrian conflicts and will allow for an errant vehicle to recover onto its travel lane and protects pedestrians from projectiles from passing vehicle tires, noise, wind force, and splashes.

Reducing Speeds:
Speed feedback signs/ dynamic speed monitoring displays inform the motorist of their current speed in relationship to the posted speed limit. Proposed Bike Lanes, edge lanes, and curb extensions acts as traffic calming measures that result in narrowing the width of the street and should lower the speeds of the travelling motorist while also decreasing the crossing distance for pedestrians.

Intersection and Mid-Block Crossing
To prevent pedestrian fatalities or injuries at uncontrolled intersections, full pedestrian signal/pedestrian hybrid beacons or rectangular rapid flashing beacons will be installed at defined locations to provide a positive stop control for pedestrians.
To define pedestrian routes, high visibility crosswalks are being proposed for the intersection along the corridors. High visibility crosswalks increase visibility of pedestrian crossing paths and discourage drivers from encroaching into pedestrians walking paths.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words)

Words Remaining: 228

The City of Barstow with community participation considered five innovative project elements but one element was eliminated from the project.

Pedestrian Hybrid Beacons (PHB) systems are proposed at four locations that have either higher-speed, above average traffic volumes, sight distance restrictions or a combination of these concerns. Moreover, these locations are uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the street pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence consisting of steady and flashing lights that directs motorists to slow and come to a stop. The pedestrian signal then flashes a WALK display to the pedestrian. Once the pedestrian has safely crossed, the hybrid beacon again goes dark.

Rectangular Rapid Flashing Beacons (RRFB) are being proposed at four crosswalk locations that have lower speeds but experience above average traffic and pedestrian volumes which present a higher degree of pedestrian versus vehicle conflicts. The device includes a pedestrian sign with two rectangular-shaped yellow LED-array-based light source, which flash with high frequency when activated.

Curb Extensions(Curb bulb-outs) are being proposed for several locations to shorten the walking distance across the roadway. A curb extension protrudes the curb line, ADA ramp or sidewalk out into the parking lane and reduces the effective street width.

Sharrows (Shared Bike Paths) are proposed to increase bicycling to and from Schools. The Sharrows are being proposed for streets where speeds are determined to be 25 miles or lower and are too narrow for vehicles and bicyclists to travel adjacent to each other.

Part B: Narrative Questions

Question #6

QUESTION #6
LEVERAGING FUNDS (0-5 POINTS)

Projects on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

PS&E Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Construction Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $6,902
Leveraging Funding: $0
% of Total Project 0.00 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Leverage Justification Attachment

Attach

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

Words Remaining:

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN CONSISTENCY (0 - 5 points)

A. The evaluators will consider the following: (5 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

Part B: Narrative Questions

Question #8

QUESTION #8
USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0-5 POINTS)

☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)

☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC_Response, RE_ ATP Corps Consultation Form 8-27-2020.pdf | Remove | Open File

Attach submittal email, response email and any attachment(s) from the CALCC:

CALCC_Response_ATP_8-24-2020.pdf | Remove | Open File

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Attach

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

☒ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 81

The City of Barstow will partner with Urban Conservation Corps of the Inland Empire if the project gets funding.

☐ No corps can participate in the project. (0 points)

☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)

☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page (Required for all applications) — **Attachment A**

Attachment-A-Signature-page_Signed.pdf — Remove | Open File

Engineer's Checklist (Required for Infrastructure & Combo Projects) — **Attachment B**

Attachment-B-Engr-Checklist Signed.pdf — Remove | Open File

Project Location Map (Required for all applications) — **Attachment C**

Project Location Map.pdf — Remove | Open File

Project Map/Plans showing existing and proposed conditions — **Attachment D**
(Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)

Attachment D, Project Plans.pdf — Remove | Open File

Photos of Existing Conditions (Required for all applications) — **Attachment E**

Attachment E, Existing Photos.pdf — Remove | Open File

Project Estimate (Required for all Infrastructure Projects) — **Attachment F**

Attachment F, Engrestimate.xlsx — Remove | Open File

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

Barstow 22-R.xlsx — Remove | Open File

Plan Scope of Work (Form 22-PLAN) — **Attachment H**
(Required for all Plan Projects)

Attach

Letters of Support (10 maximum) and Support Documentation — **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Letters of Support.pdf — Remove | Open File

Exhibit 22-F State Funding — **Attachment J**

Attach

Additional Attachments — **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Attach