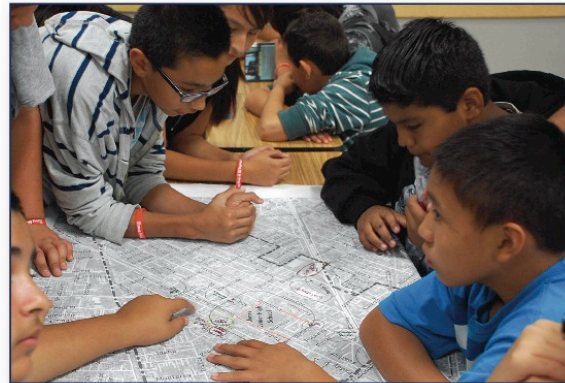




SAFE ROUTES TO SCHOOL MASTER PLAN

City of Baldwin Park



October 2014

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Safe Routes to School Master Plan

City of Baldwin Park

October 2014

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Views and opinions presented in this report do not necessarily represent the views or opinions of Caltrans or the California Business Transportation and Housing Agency



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INTRODUCTION

The City of Baldwin Park has embarked on an effort to improve safety at all of its public schools. Baldwin Park has received both Federal and State SRTS grants to fund the Maine Avenue Complete Streets project. The Maine Avenue project will make numerous improvements to Maine Avenue from Los Angeles Street to Arrow Highway. These will be completed soon. The Maine Avenue project precedes this current planning effort and sets the stage for improvements called for in this Plan. This Plan will position the City well to receive future grants for both infrastructure projects and non-infrastructure programs.

The City partnered with the Local Government Commission and the California Center for Public Health Advocacy, and was awarded a grant from Caltrans to create a City of Baldwin Park Safe Routes to School (SRTS) Plan (the Plan). The Plan will include SRTS plans for each school, and citywide efforts to support and complement the individual plans. This document details work completed thus far and future steps.

There are two primary purposes to SRTS programs:

1. To make it safer for students to walk and bicycle to school
2. To increase the number of students walking and bicycling to school

In addition to safety benefits, there are health benefits for students who walk and bike to school. Environmental benefits result as fewer parents drive their children to school every day. Additionally, as children and families adopt more active lifestyles, their quality of life increases, they have more free time from driving less, and community relationships are strengthened. All of these benefits combine to create more livable neighborhoods surrounding schools where children walk or bike to school.

This document contains a program for a “5E” approach to making walking and bicycling safer and more attractive to Baldwin Park’s students and parents. The 5Es include the following:

- Engineering—to make physical improvements to the routes that students use to walk or bicycle to school
- Education—to teach students safe walking and bicycling habits, to teach parents the importance of safe driving habits, and to emphasize health and environmental benefits
- Encouragement—to promote walking and bicycling to school so more students choose to do so
- Enforcement—to ensure that rules and laws of the road are followed, as well as safe pick-up and drop-off practices are adhered to at the schools

- Evaluation—to track the Plan to assess its success and to modify it accordingly

Experience shows that this approach yields successful results in both making our communities safer to walk and bicycle in, and increasing the number of students doing so.

The Caltrans grant funded a range of efforts at the schools to initiate this Plan. The grant was used to do the following:

- Conduct SRTS workshops at schools
- Assess the safety issues
- Plan physical modifications to the routes

This project began in August of 2013. In September of 2013 the consultant team began conducting SRTS workshops for the stakeholders at each school. Three nationally certified SRTS instructors from the consultant team facilitated the workshops. The workshops began with a presentation that described why SRTS is important, along with a sampling of engineering devices that can be applied to make walking and bicycling safer. Attendees also saw presentation modules on education, encouragement, and enforcement programs. The workshops provided Spanish-speaking residents at all the schools with translated presentation slides along with simultaneous interpretation with headphones.

After the presentation, stakeholder attendees walked around the school and identified safety concerns at particular locations along common routes to each school. Upon returning to the presentation room, attendees drew on large-scale maps of their schools and surrounding areas. Attendees marked common walking and cycling routes to their school and identified key issues and locations needing improvement. They identified general safety issues, as well as location-specific safety issues. They also listed potential education, encouragement, and enforcement programs that might work at their schools. These led to the creation of SRTS plans for each school.

Since Baldwin Park high schools are located adjacent to elementary and middle schools, the team conducted joint workshops and prepared joint plans for these.

The plans for each school contain detailed engineering concepts. They also include a bullet-pointed list of some education, encouragement, and enforcement ideas that workshop attendees mentioned as potential programs.

After the draft of this plan was released and reviewed by City staff, a final community workshop was conducted on April 29, 2014. Community members were presented with the draft projects and program plans for each school, and offered a chance to comment and offer additional ideas. The ideas received were then incorporated into the existing projects and recommendations in this plan.

This Plan updates SRTS planning work conducted in 1995 by Baldwin Park. The 1995 SRTS Plan identified specific street improvements near each school in a similar fashion to this Plan. Signals, crosswalk striping, signs and other improvements were called for. Those improvements have been completed. This Plan moves Baldwin Park to the next step. This update utilizes the latest devices and design guidance which have changed significantly since 1995.

EVALUATION

In the beginning of the process, baseline surveys were taken to learn about existing commute to school patterns. As the Plan's programs unfold, they should show increases in the number of students walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will likely be made after this planning effort ends, initial improvements will result from the programs alone. Further increases can be expected once the physical improvements are made. Table 1 below shows results of the first baseline tally conducted in classrooms in the fall of 2013. Students identified the way they commute to school by all the modes that are commonly used. "Other" may include skateboards, scooters or taxis.

Table 1: Baseline Commute to School Tally

School	Walk	Bicycle	Other Self-Driven	School Bus	Family Vehicle	Carpool with Children of Other Family	Public Bus	Other	Number of Students
Bursch Elementary School	104	1	1	10	189	13	0	0	318
Central Elementary School									
De Anza Elementary School	174	12	3	111	252	7	0	0	559
Elwin Elementary School	133	1	5	19	193	15	0	0	366
Foster Elementary School	206	2	5	58	283	21	7	1	583
Geddes Elementary School	145	3	5	112	414	28	0	0	707
Kenmore Elementary School	175	0	1	52	258	12	0	2	500
Margaret Heath Elementary School	166	0	0	7	304	34	0	0	511
Pleasant View Elementary School	124	4	3	16	181	31	0	1	360
Santa Fe Elementary School	28	0	0	0	194	31	0	3	256
Tracy Elementary School	172	0	0	28	351	32	1	1	585
Vineland Elementary School	208	9	4	53	369	41	0	1	685
Walnut Elementary School	118	1	5	11	332	32	1	4	504
Holland Middle School	176	11	30	34	275	24	0	0	550
Jones Jr. High School	181	5	0	35	223	19	1	5	469
Olive Middle School	97	3	5	21	325	16	0	0	467
Sierra Vista Jr. High School	275	5	3	32	399	31	1	0	746
TOTAL BY MODE	2482	57	70	599	4542	387	11	18	8166
% BY MODE	30.39%	0.70%	0.86%	7.34%	55.62%	4.74%	0.13%	0.22%	

School	Walkers	Riders	Number of Students
Central Elementary School	221	302	523

Notes: Tallies were taken for Grades 1-8 between the dates of 10/7/13-10/21/13. High School students were not tallied. Central Elementary used different categories for their tally.

SRTS PLANS BY SCHOOL

Comments from the SRTS workshops were brought along when fieldwork was conducted so that the resulting plans address the issues raised. The fieldwork also identified issues observed, which the plans address. The schools are presented in the order when the workshops were conducted. The workshops were grouped with the elementary schools that feed each corresponding middle school.

The planned physical improvements along school routes are described in the following pages. The Design Guidance section at the end of this document provides definition and guidance on these improvements. All bulb-outs and curb extensions will include perpendicular curb ramps and truncated dome tactile devices for the sight impaired. All pedestrian signals include audible signals for the sight impaired. All parkways planned for paving will ideally be paved with porous concrete for infiltration.

This is a *planned* list of improvements. The list gives the City projects that it can seek funds for. The City may want to change the list over time, as the list is conceptual. Engineering will need to be conducted prior to construction.

Crossing improvements are numbered according to their location in this document.

Maps on the following pages illustrate common routes that students take to get to school. The proposed improvements were planned along these routes.

The City should consider implementing some of the less expensive items first. Some items are relatively inexpensive and many can be put in within a short time frame after this Plan has been adopted. On the other hand, devices that require construction, and perhaps drainage modification, are significantly more expensive and may become long-term expenditures. Table 2 below shows some of the devices for consideration of short-term or long-term implementation.

Table 2: Short-Term Vs. Long-Term Devices

Short-Term Devices	Long-Term Devices
Crosswalks	Curb extensions
Advanced stop/yield lines	Crossing islands
Signs	Hybrid beacons
Countdown signals	Raised crosswalks
Curb ramps	Sidewalks
Bike lanes	Paths
Red curbs	Drainage modifications
Rapid flash beacons	

However, the City should take extra care with uncontrolled crossings, especially of multi-lane streets. Research has shown that simply marking a crosswalk on multi-lane streets with over 12,000 vehicles per day may result in more pedestrian crashes. The research recommends that other devices, such as but not limited to crossing islands, advanced yield lines, curb extensions and beacons are needed to make these pedestrian crossings safe. So in these cases, new crosswalks should be put in with some devices that are more expensive.

In addition to cost, the City should also consider means of prioritizing projects. The City won't be able to fund all of the improvements at once so they will have to be phased in. In order to prioritize projects the city can apply such criteria as, but not limited to:

- Crash history
- Traffic volumes
- Pedestrian volumes
- Number of travel lanes
- Width of the street
- Traffic speed
- Size of the school
- Community support

The City should also seek opportunities to piggy back on other projects. For example, the Maine Avenue project will soon make improvements that will benefit a number of schools. A future Olive Street project could do the same. Implementing a citywide bicycle plan will coincide with bikeway projects in this Plan. Resurfacing projects present ideal opportunities to stripe bike lanes, crosswalks, advanced yield lines, etc.

The plans for each school are presented in an order that groups elementary schools with the middle schools that they feed into in the same area of the city.



Margaret Heath Elementary School

SRTS Workshop

An SRTS workshop was conducted on September 17, 2013. The following key stakeholders attended:

- School principal
- Representatives from the Baldwin Park Unified School District
- Parents
- City Public Works Department staff
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

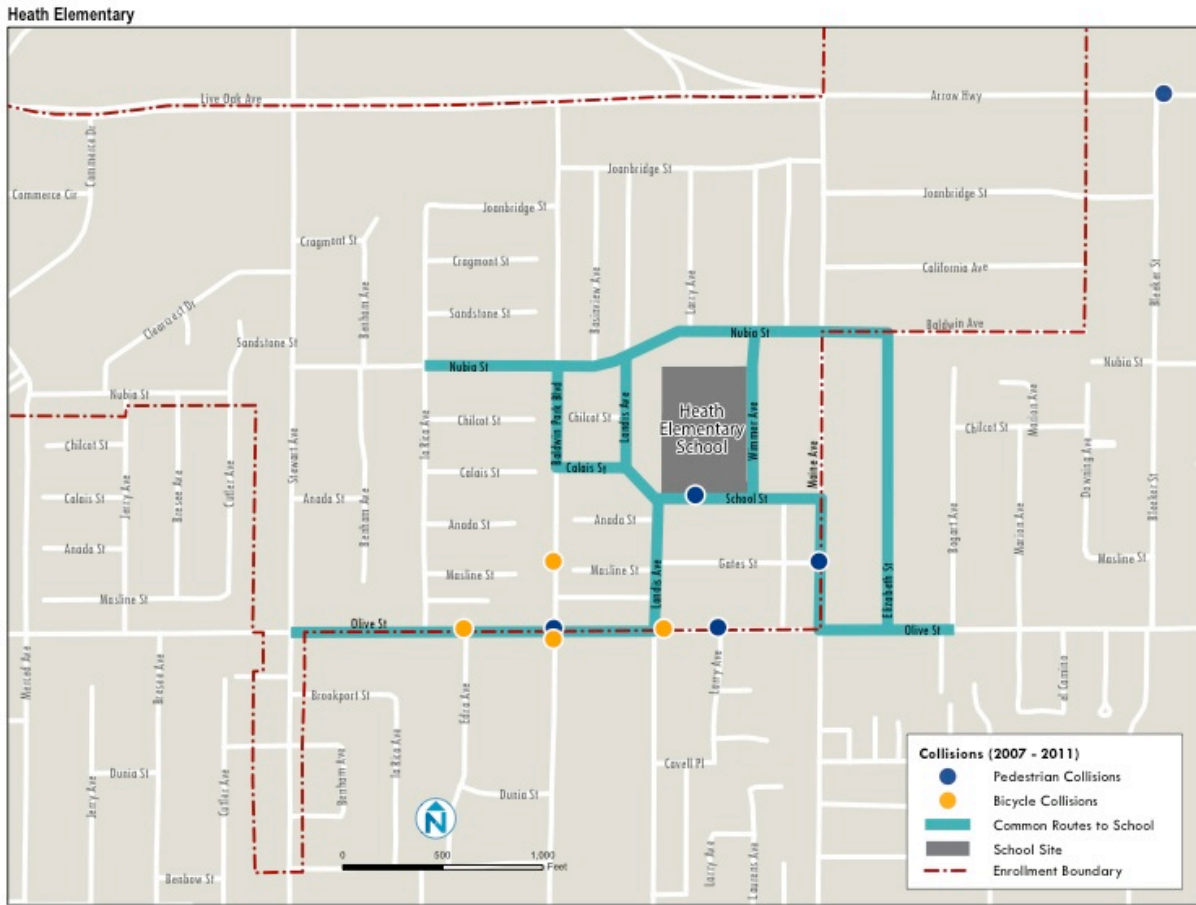
- Speeding
- Poles in sidewalks
- Narrow sidewalks
- Lack of stop signs
- Lack of crosswalks
- No disabled access
- Motorists not yielding to pedestrians
- Lack of shade
- Rolling stops
- No bike lanes
- Inadequate curb ramps
- Stray dogs
- Large curb radii
- Blind spots
- Need bike parking
- Narrow streets
- Many cars stopping in the street
- Cars stopping in the middle of the crosswalk
- Wide intersections
- Double parking
- Parking in the red zone

Location-Specific Issues

- School St. & Wimmer Ave.
 - motorists speed
 - motorists cut the corner when pedestrians are present
 - parked cars block visibility
 - need a crossing guard
- School St. & Landis Ave.
 - wide and difficult to cross
 - no crosswalk to cross Landis Ave.
- Landis Ave. & Anada St.
 - no marked crosswalk
- Landis Ave. & Nubia St.
 - wide and difficult to cross
 - motorists speed
 - pedestrians cross diagonally from the NW corner to the SE corner
- Nubia St. & Baldwin Park Blvd.
 - no marked crosswalk to cross Baldwin Park Blvd.
 - no signal to cross Baldwin Park Blvd.
- Along School St.
 - narrow sidewalks
 - poles and signs in the sidewalks
- Along Landis Ave.
 - motorists speed
- Along Maine Ave.
 - motorists speed

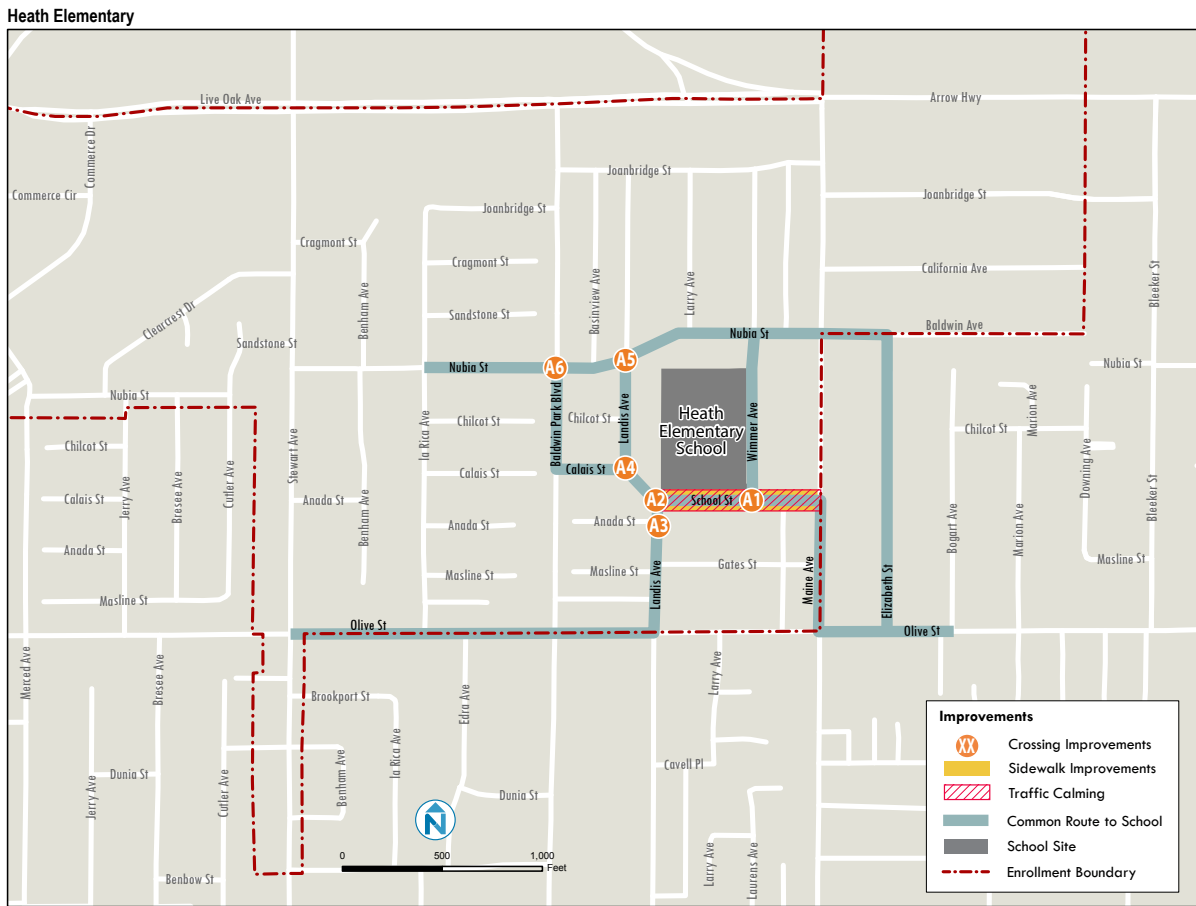
Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.



Existing Conditions and Engineering Recommendations

Crossing Improvements

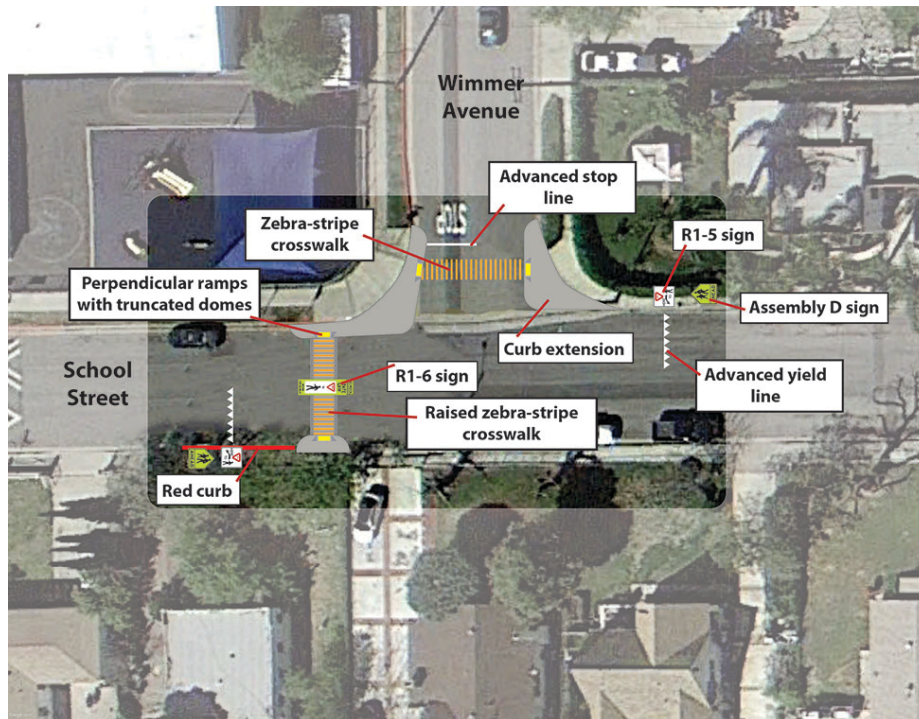
A1. School St. & Wimmer Ave.

Existing

- T-intersection
- 1-way stop for Wimmer Ave.
- Yellow transverse-line crosswalks on the north and west legs
- Old School Xing sign on the eastbound approach to the west leg crossing
- No curb ramp on the north side of the west leg

Proposed

- Add yellow raised zebra-stripe crosswalks to the west leg (1)
- Add a yellow zebra-stripe crosswalk to the north leg (1)
- Add curb extensions to both crossing faces of the north and west legs (4)
- Add R1-6 signs to the west leg crosswalk (1)
- Add advanced yield lines to the west leg crosswalk (2)
- Add R1-5 signs to the west leg crosswalk (2)
- Add Assembly D signs to the west leg crosswalk (2)
- Add an advanced stop line to the north leg crosswalk (1)
- Add a red curb to the south side of the west leg (1)



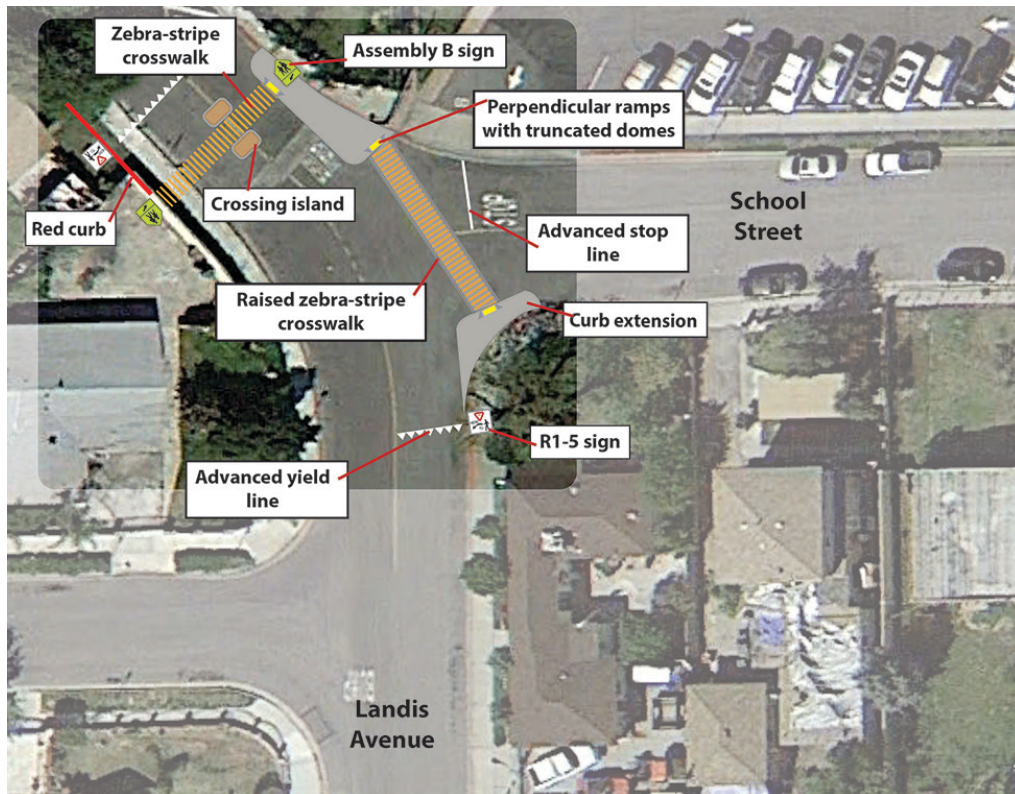
A2. School St. & Landis Ave.

Existing

- T-intersection
- 1-way stop for School St.
- Yellow transverse-line crosswalk on the east leg

Proposed

- Add a yellow raised zebra-stripe crosswalk on the east leg (1)
- Add an advanced stop line to the east leg crosswalk (1)
- Add a yellow zebra-stripe crosswalk to the north leg on the north side (north of the drainage channel) (1)
- Add large curb extensions to both crossing faces of the east leg and to the east side of the north leg crosswalk (3)
- Add crossing islands to the north leg (1 pair)
- Add advanced yield lines to the north leg crosswalk (2)
- Add R1-5 signs to the north leg crosswalk (2)
- Add Assembly B signs to the north leg crosswalk (2)
- Add a red curb to the west side of the north leg crosswalk (1)
- Drainage issues will require special design



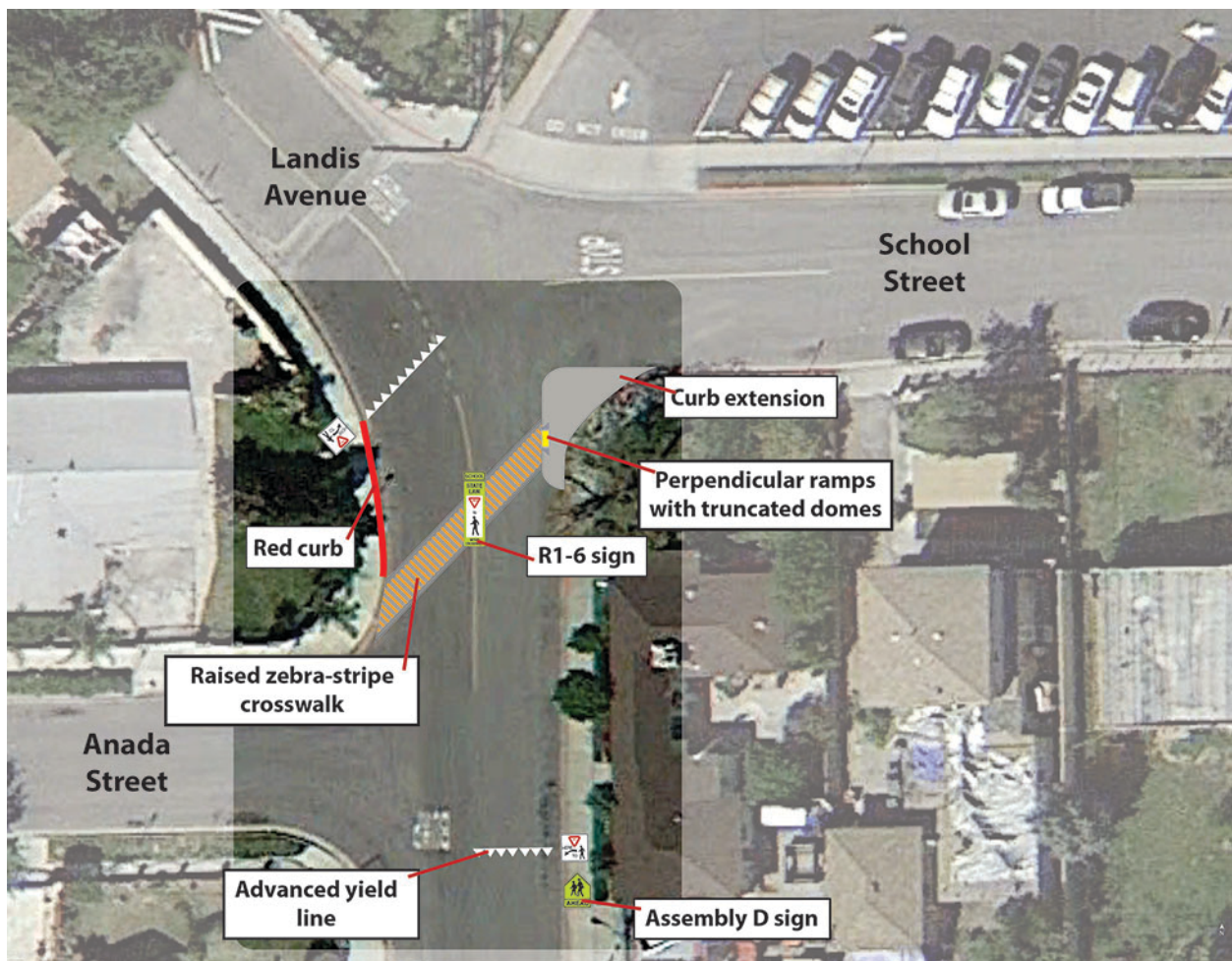
A3. Landis Ave. & Anada St.

Existing

- T-intersection
- 1-way stop for Anada St.
- No marked crosswalk

Proposed

- Add a raised yellow zebra-stripe crosswalk from the north side of Anada St. to the south side of School St. (1)
- Add a curb extension on the SE corner of School St. (1)
- Add advanced yield lines to the Landis Ave. crosswalk (2)
- Add R1-5 signs to the Landis Ave. crosswalk (2)
- Add a R1-6 sign to the Landis Ave. crosswalk (1)
- Add a red curb to the west side of Landis Ave. for the new crosswalk (1)
- Add an Assembly D sign to the Landis Ave. crosswalk on the south approach (1)



A4. Landis Ave. & Calais St.

Existing

- T-intersection
- 1-way stop for Calais St.
- Yellow transverse-line crosswalk on the south leg
- No curb ramp on the east side

Proposed

- Add a zebra-stripe crosswalk on the south leg (1)
- Add curb extensions to both sides of the south leg crosswalk (2)
- Add advanced yield lines to the south leg crosswalk (2)
- Add R1-5 signs to the south leg crosswalk (2)
- Add an R1-6 sign to the south leg crosswalk (1)
- Add an Assembly D sign to the south leg crosswalk on the north approach (1)



A5. Landis Ave. & Nubia St.

Existing

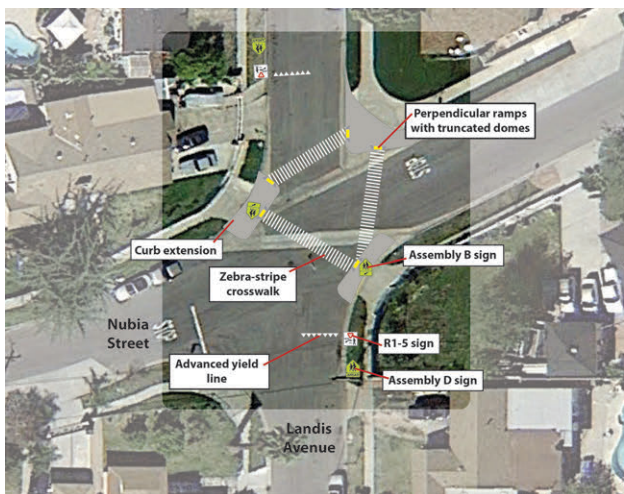
- 2-way stop for Nubia St.
- Off-set and curved intersection
- Yellow transverse-line crosswalk on the east leg
- 58' diagonal NW to SE (shortest diagonal distance)

Option 1 Proposed

- Add zebra-stripe crosswalks to the east and north legs of the crosswalk (2)
- Add a curb extension on the north side of the east leg crosswalk (1)
- Add a new diagonal NW to SE zebra-stripe crosswalk (1)
- Add large curb extensions to the NW and SE corners to shorten the distance (2)
- Add advanced yield lines to the diagonal crosswalk (2)
- Add R1-5 signs to the diagonal crosswalk (2)
- Add Assembly B signs to the diagonal crosswalk (2)
- Add Assembly D signs to the diagonal crosswalk (2)

Option 2 Proposed

- Add an oblong-shaped roundabout
- Extend the NE and SW curbs to create more deflection



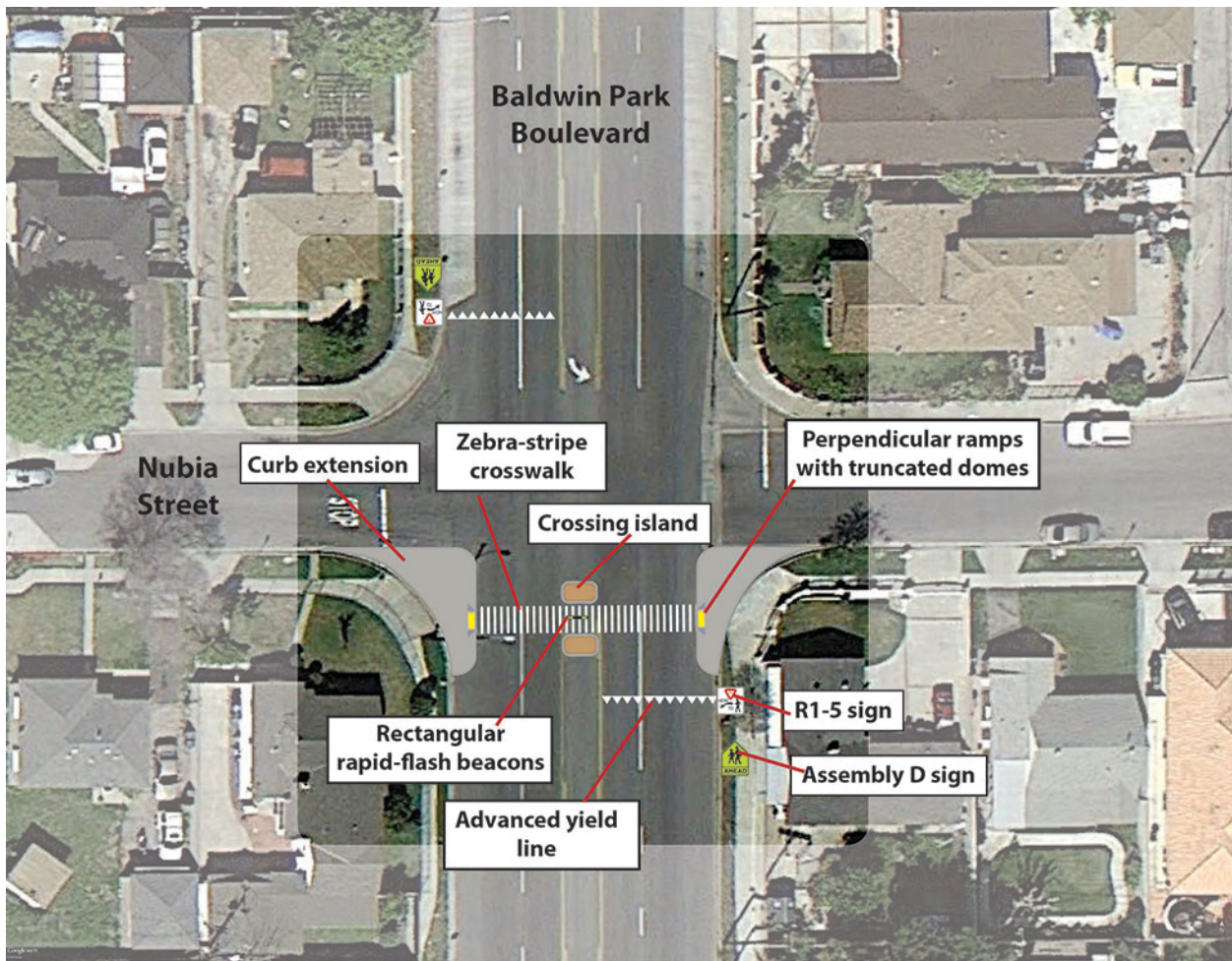
A6. Baldwin Park Blvd. & Nubia St.

Existing

- 2-way stop for Nubia St.
- No marked crosswalks

Proposed

- Add a zebra-stripe crosswalk to the south leg (1)
- Add curb extensions to both sides of the south leg crosswalk (2)
- Replace left-turn lanes with crossing islands (1 pair)
- Add advanced yield lines to the south leg crosswalk (2)
- Add R1-5 signs to the Landis Ave. south leg crosswalk (2)
- Add rectangular rapid-flash beacons to the south leg crosswalk (1 set)
- Add Assembly D signs to the south leg crosswalk (2)



Improvements at Maine Ave. & School Ave. and at Maine Ave. & Nubia Ave. will be made as part of the Maine Ave. project.

Linear Improvements

School Street

- Widen sidewalk on the south side from Maine Ave. to Landis Ave. or add curb extensions for poles and signs (approximately 760')
- Widen the sidewalk on the north side from Maine Ave. to Wimmer Ave. or add curb extensions for poles and signs (approximately 460')
- Pave the parkway along the north side from Wimmer Ave. to Landis Ave. (approximately 280')
- Conduct an engineering study to add 15 mph Assembly C signs (2)
- Add speed cushions from Maine Ave. to Landis Ave. (4)

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Margaret Heath Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Traffic, pedestrian and bicycle safety classes for parents and students
- You Tube video by students and parents

Encouragement

- Regular walking days
- Competitions and prizes
- Bike parade/train

Enforcement

- Illegal parking, speeding, etc., to be reported
- Creative ways to ticket illegal parking and driving
- Parent volunteers to enforce and educate



Pleasant View Elementary School

SRTS Workshop

A SRTS workshop was conducted on September 18, 2013. The following key stakeholders attended:

- Parents
- Representatives from Baldwin Park Rack
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Crossing streets
- Narrow sidewalks
- Motorists blocking crosswalks
- Parent drivers not obeying protocol
- Parents dropping off in the middle of the streets
- Parents not obeying parking signs and painted curbs
- No place to store skateboards
- Poor visibility of crosswalks
- Lack of street lights
- Stray dogs
- Signs not visible
- Lack of sidewalks

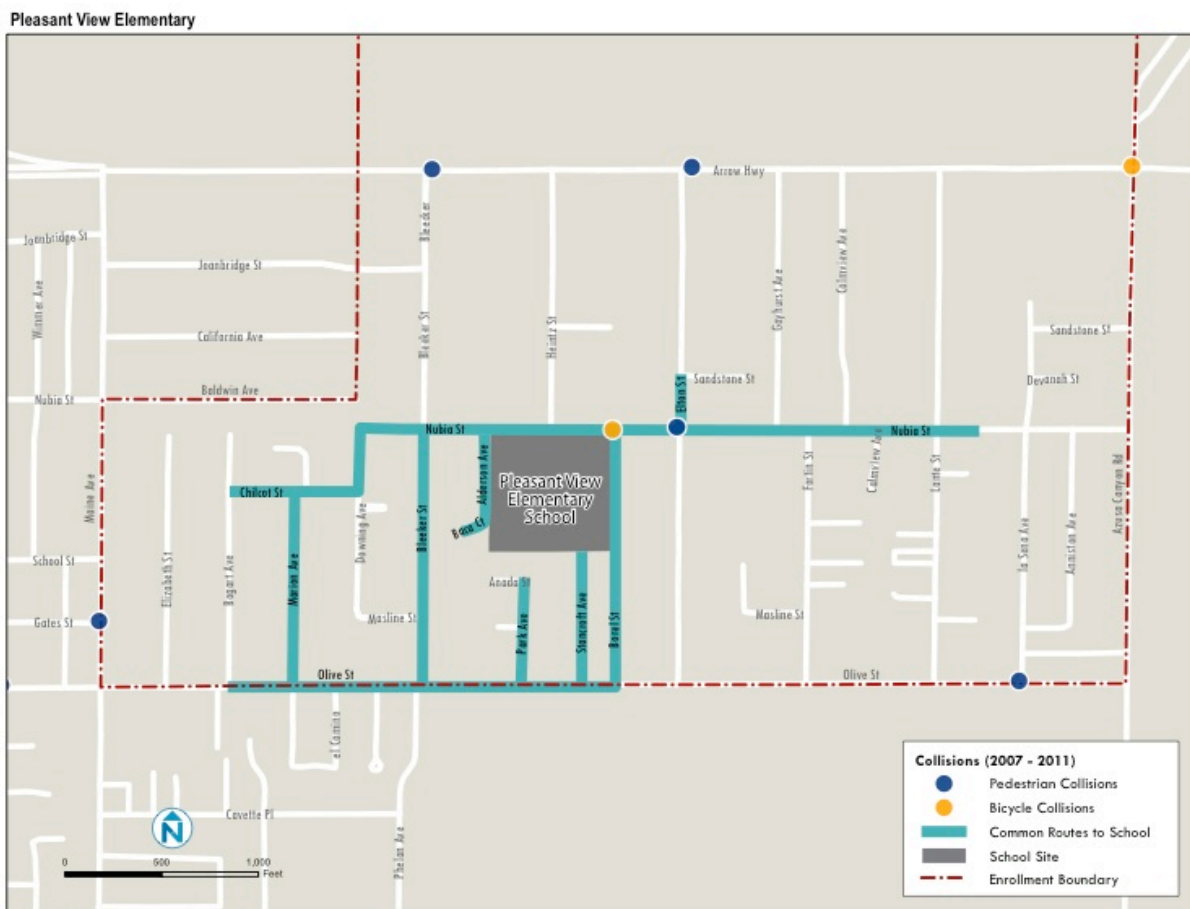
Location-Specific Issues

- Nubia St. & Borel St.
 - no crosswalk over Nubia St.
 - motorists cut the corner when pedestrians are present
- Nubia St. & Heintz St.
 - missing crosswalk on east crossing of Nubia St.
- Nubia St. & Bleeker St.
 - cars park too close to the crosswalk

- stop sign hidden by a tree
 - crosswalk not visible
 - school bus blocks the crosswalk on the west side
- Nubia St. & Elton St.
 - missing crosswalk on the west side to cross Nubia St.
- Alderson Ave. & Nubia St.
 - parents making U-turns
 - no marked crosswalk to cross Alderson Ave.
- West end of Nubia St.
 - informal path needs enhancements
- Along Nubia St.
 - narrow sidewalks
 - parents drop off in the middle of the block and children cross anywhere
 - no crosswalks across minor streets between the school and Anniston Ave.
- Along Borel St.
 - missing sidewalks

Maps

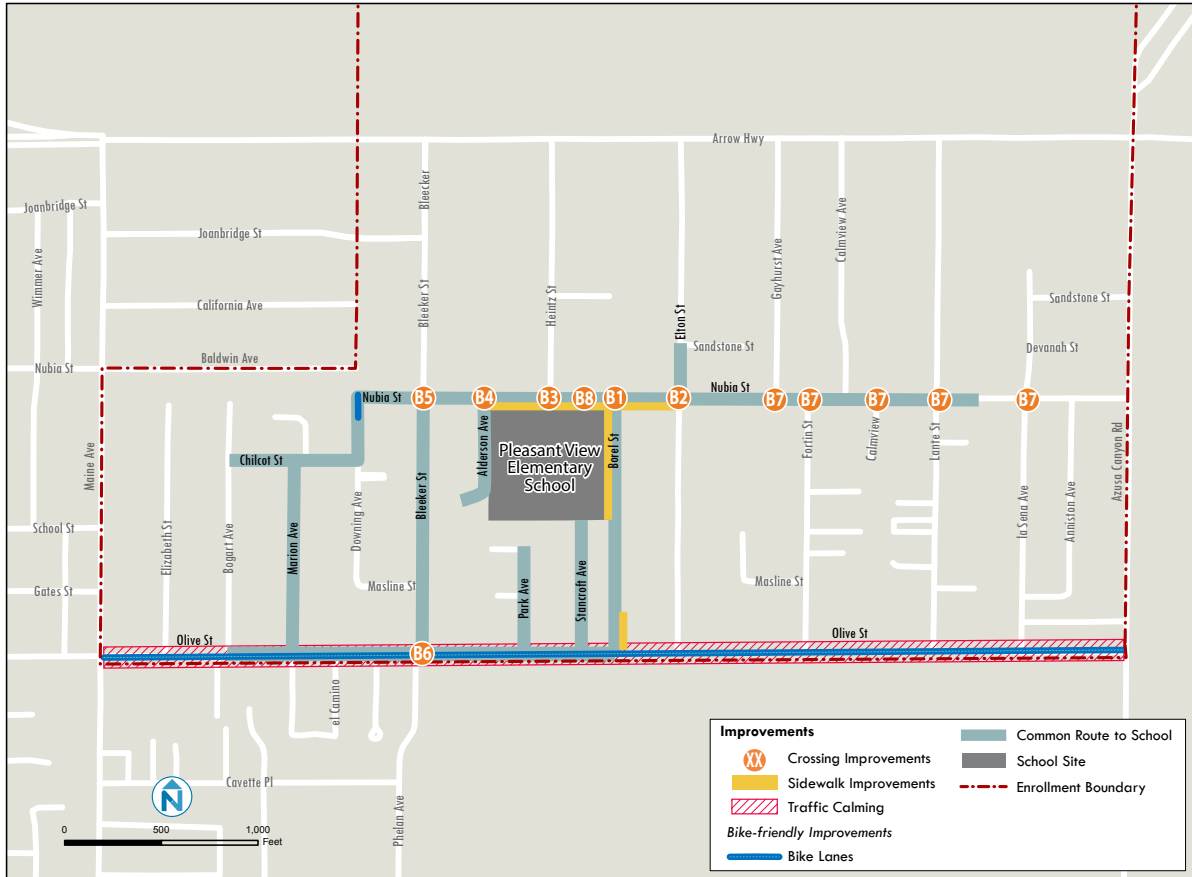
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Pleasant View Elementary



Existing Conditions and Engineering Recommendations

Crossing Improvements

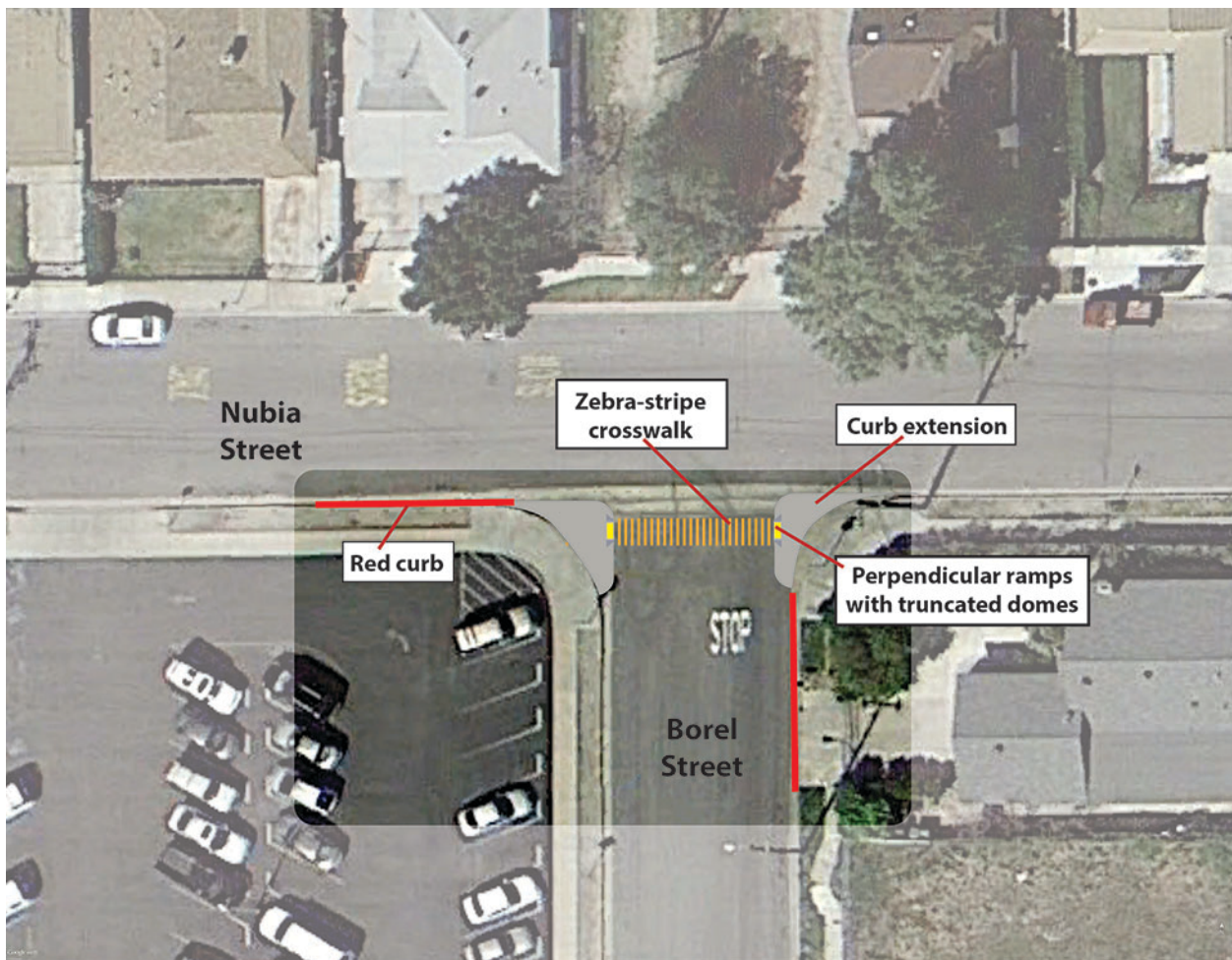
B1. Nubia St. & Borel St.

Existing

- T-intersection
- 1-way stop for Borel St.
- Yellow transverse-line crosswalk to cross Borel St.

Proposed

- Add a yellow zebra-stripe crosswalk to cross Borel St. (1)
- Add curb extensions to both crossing faces of Borel St. (2)
- Add a red curb to Nubia St. west of Borel St. on the south side (1)
- Add a red curb to Borel St. south of Nubia St. on the east side (1)



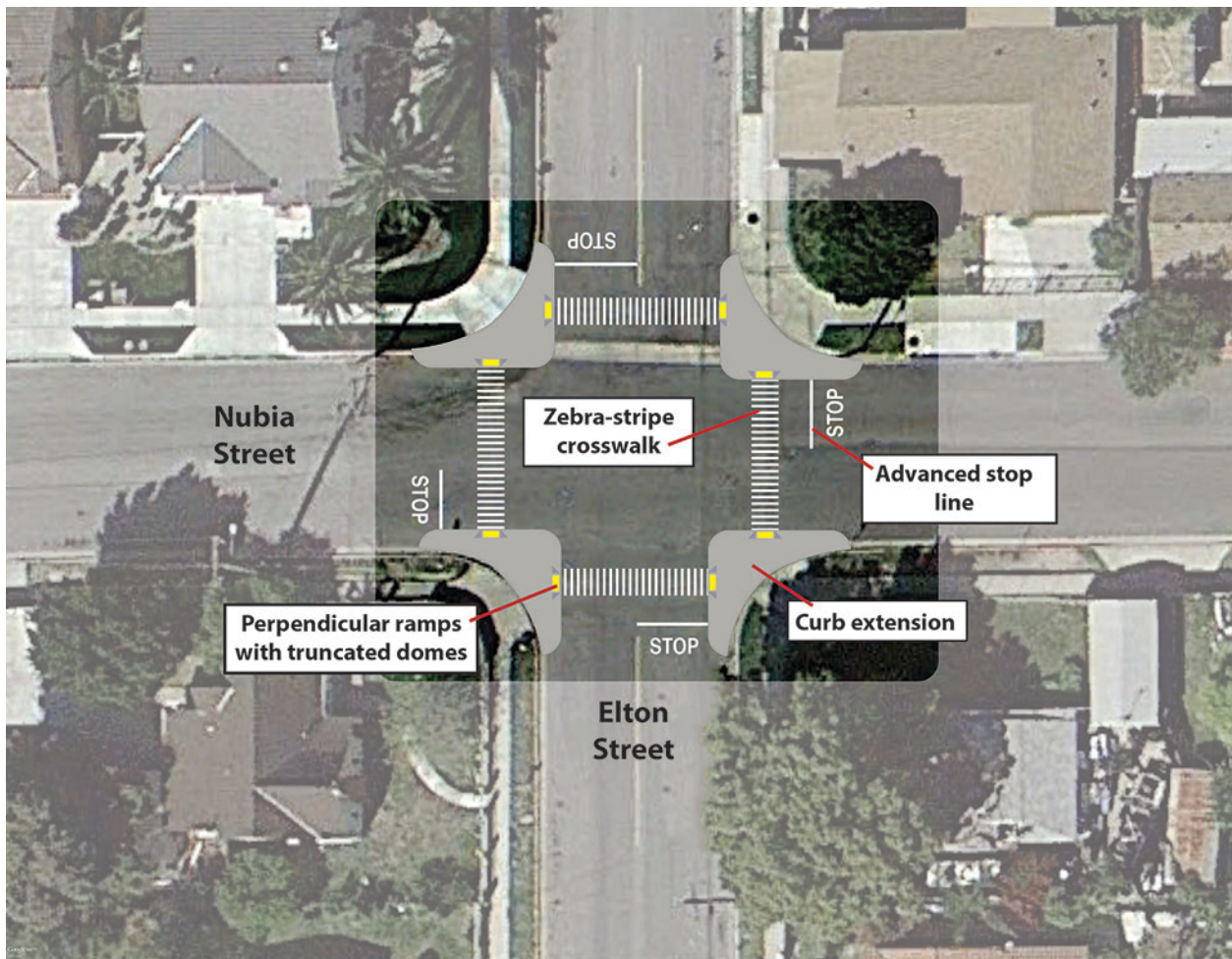
B2. Nubia St. & Elton St.

Existing

- 4-way stop
- Yellow transverse-line crosswalk across the south leg

Proposed

- Add zebra-stripe crosswalks for all legs (4)
- Add advanced stop lines to all legs (4)
- Add curb extensions to all crossing faces (8)



B3. Nubia & Heintz St.

Existing

- T-intersection
- 1-way stop for Heintz St.
- Yellow transverse-line crosswalks on the north and west legs
- Crossing guard

Proposed

- Add a raised yellow zebra-stripe crosswalk on the west leg (1)
- Add a yellow zebra-stripe crosswalk on the north leg (1)
- Add curb extensions to the west leg (2)
- Add a reduced curb radius on the NE corner (1)
- Add an advanced yield line to the west leg crosswalk (2)
- Add R1-5 signs to the west leg crosswalk (2)
- Add R1-6 signs to the west leg crosswalk (2)
- Add Assembly D signs to the west leg crosswalk (2)



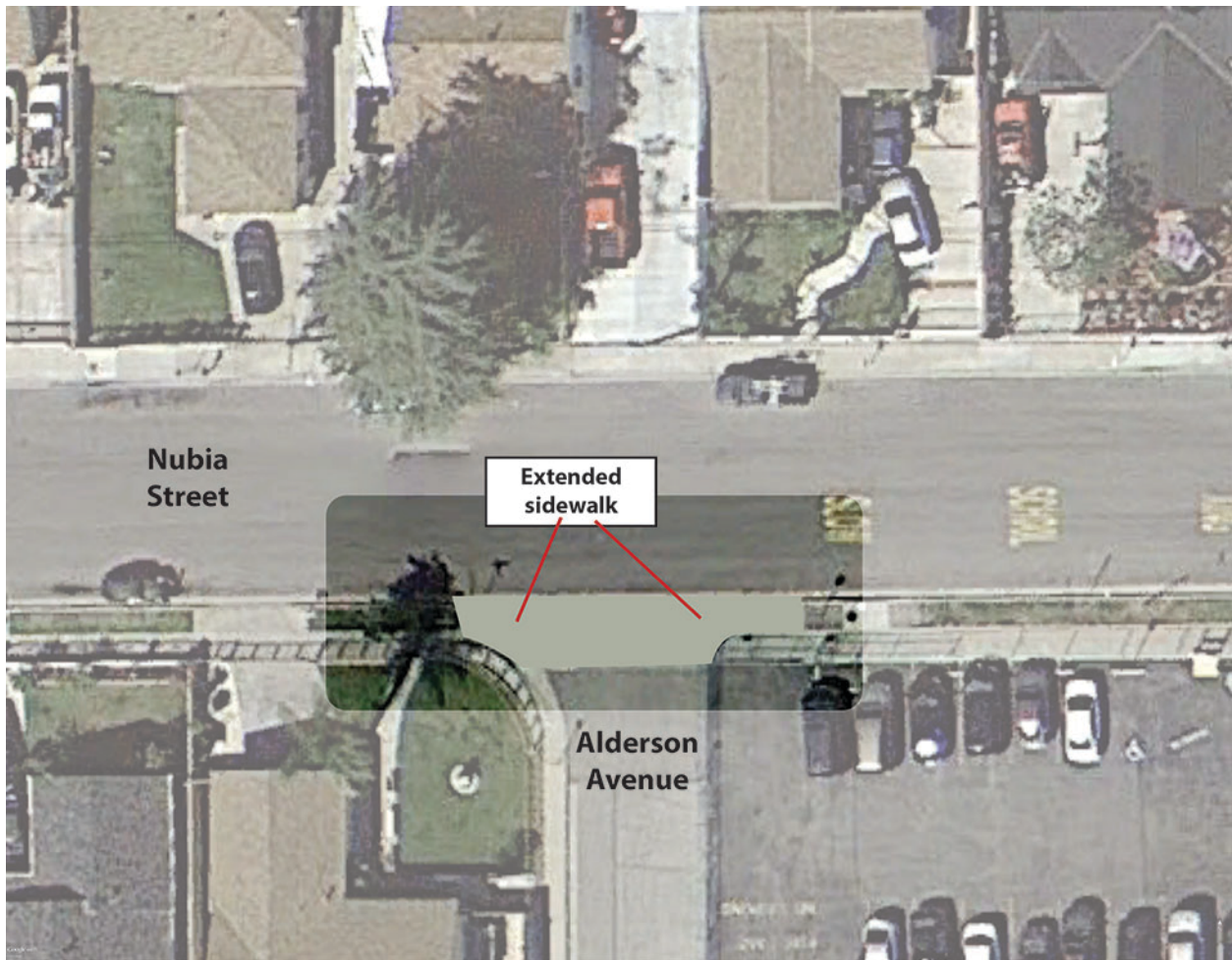
B4. Nubia St. & Alderson Ave.

Existing

- T-intersection
- 1-way stop for Alderson Ave.
- Directly adjacent to a school driveway
- Sidewalk discontinuous across the alley without a marked crosswalk

Proposed

- Extend sidewalk across Alderson Ave. and school driveway



B5. Nubia St. & Bleeker St.

Existing

- 4-way stop
- Yellow transverse-line crosswalk on the south leg
- No curb ramp on the west side
- Stop sign on the south leg is blocked by a tree

Proposed

- Add a zebra-stripe crosswalk on the south leg (1)
- Add curb extensions to both sides of the south leg (2)
- Add a sidewalk extension across the Nubia St. west leg (1)
- Add an advanced stop line to the south leg crosswalk (1)
- Move the stop sign to the curb extension on the SE corner (1)



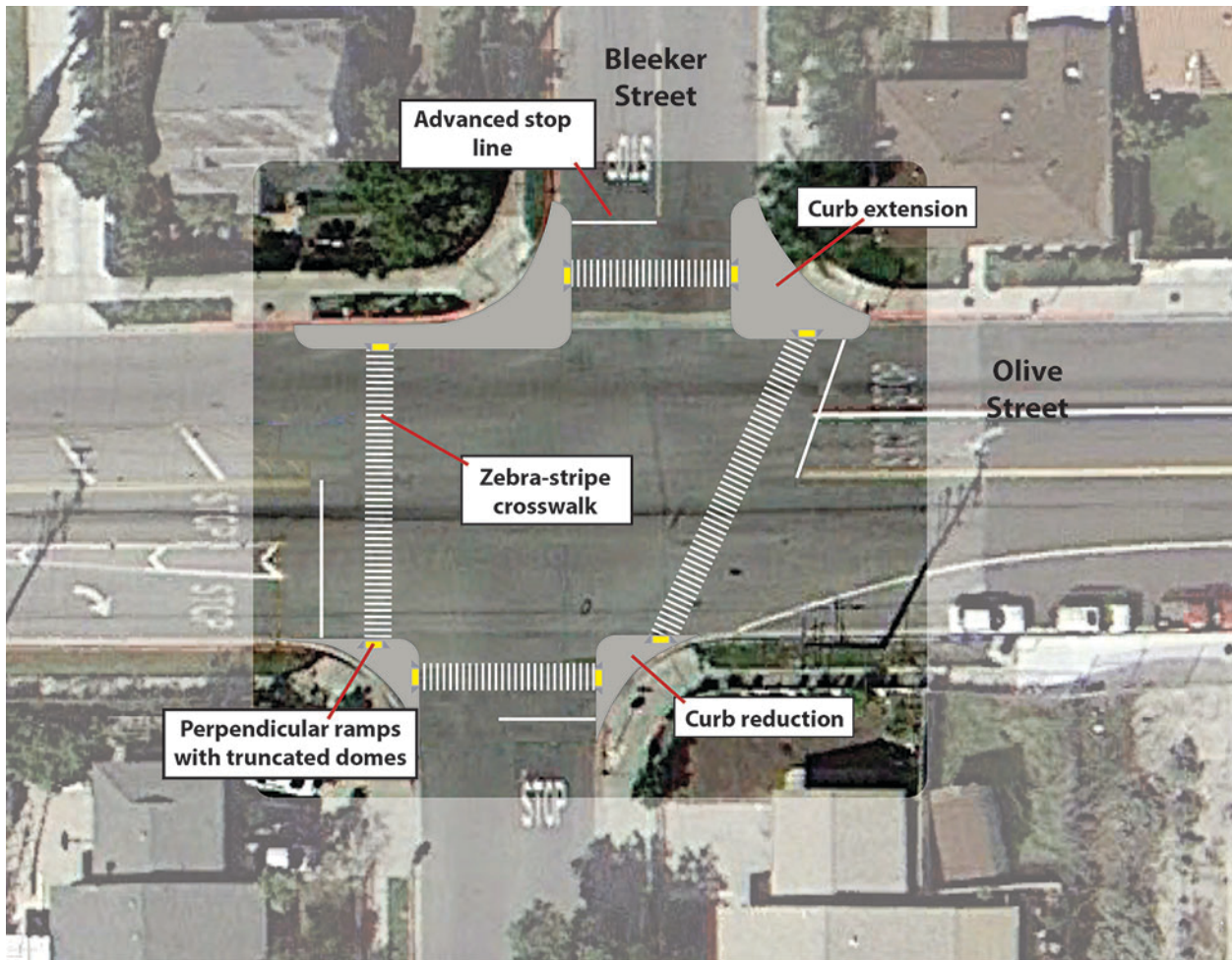
B6. Olive St. & Bleeker St.

Existing

- 4-way stop
- Transverse-line crosswalks on the north, east, and south legs

Proposed

- Add a zebra-stripe crosswalk to all legs (4)
- Add curb extensions to the NE and NW corners (2)
- Reduce curb radii on the SE and SW corners (2)
- Add advanced stop lines to the crosswalks on all legs (4)



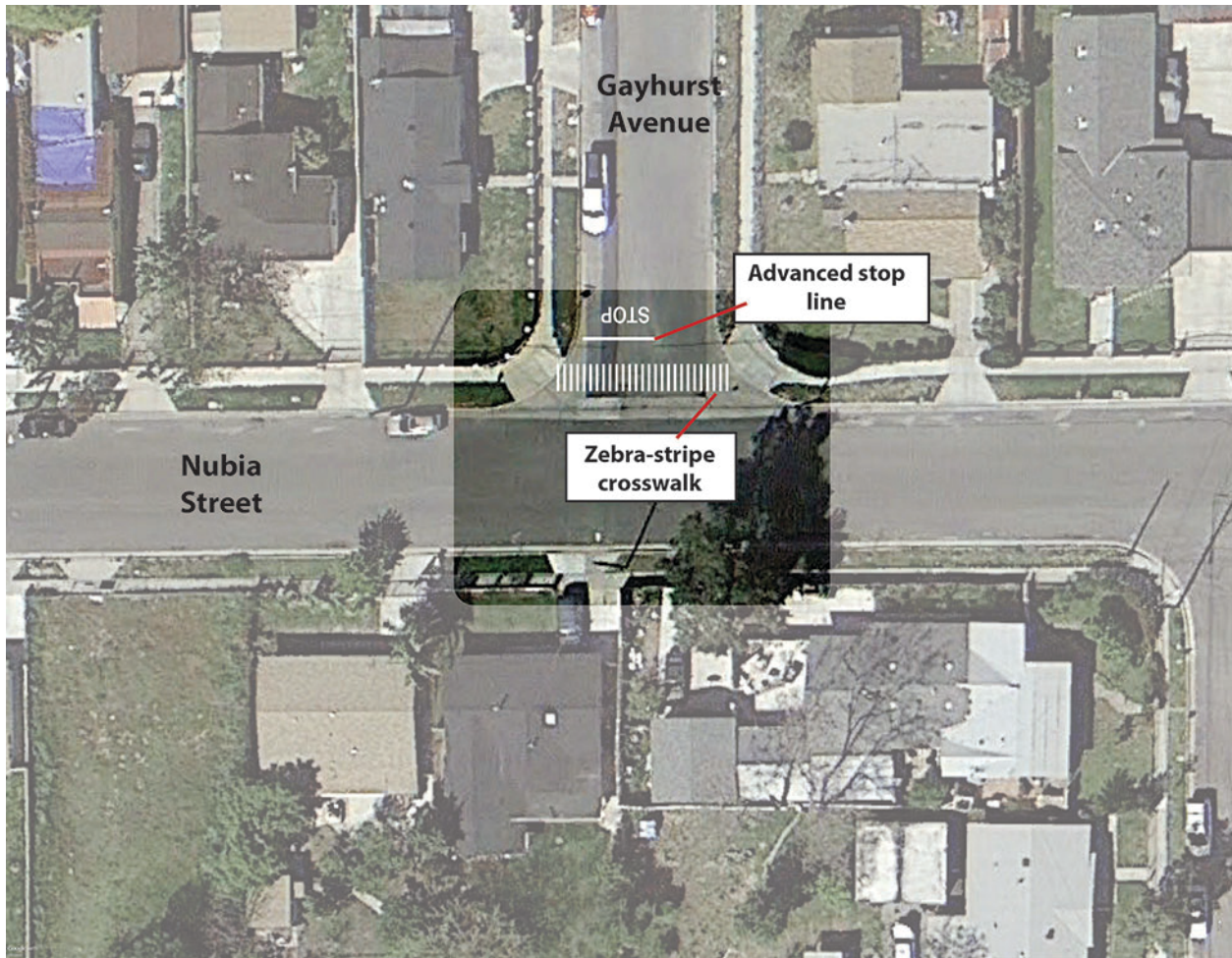
B7. Nubia St. & Gayhurst Ave., Fortin St., Calm View Ave., Lante St., La Sena St.

Existing

- 2-way and 4-way stops
- No marked crosswalks

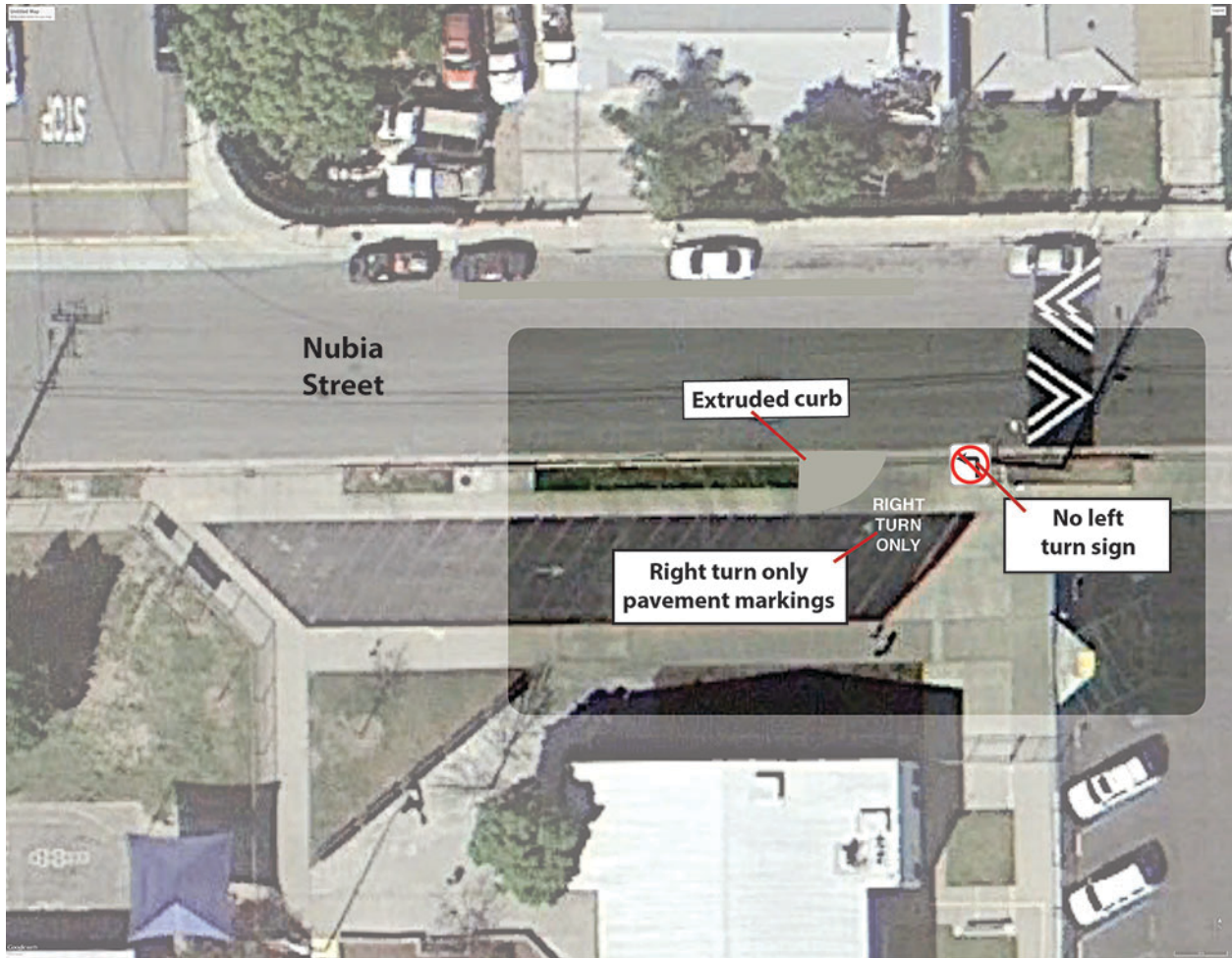
Proposed

- Add zebra-stripe crosswalks to cross the north legs along Nubia St. (8)
- Add advanced stop lines to these crosswalks (8)



B8. School Driveway Exit

- Add a permanent no-left turn sign and a right-turn-only pavement marking
- Add an extruded curb between pick-up/drop-off area and sidewalk to force a right turn
- Add Roadrunner footprints to the sidewalk east of the driveway to guide students to walk this way



Linear Improvements

- Purchase 15' to 20' at the back of the property and add an 8' to 10' wide path to connect Downing Ave. to the west end of Nubia St.
- Add the missing sidewalk along the east side of Borel St. just north of Olive St. (approximately 200') and add a zebra-stripe crosswalk at the south end of the school property to connect the sidewalk on the east side with the sidewalk on the west side
- Pave the parkway along Borel St. adjacent to the school property (approximately 620')
- Pave the parkway along the south side of Nubia St. from Elton St. to Alderson Ave. except in front of the pick-up and drop-off area (approximately 450')
- Add bike lanes with a road diet on Olive St. from Azusa Canyon Rd. to Maine Ave. (1.0 mi.)

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Pleasant View Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Traffic safety workshop
- Flyers with rules of the road for parents
- Hands on workshop

Encouragement

- Stickers and prizes
- Reward with popsicles
- Extra recess
- Reward for teachers

Enforcement

- Police presence



Santa Fe Elementary School

SRTS Workshop

A SRTS workshop was conducted on September 19, 2013. The following key stakeholders attended:

- School police
- Parents
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Double parking
- Narrow sidewalks
- Wide streets
- Poor signs, signals, and markings
- Parent drivers not obeying protocol

Location-Specific Issues

- Baldwin Park Blvd. & Ohio St.
 - wide street
 - speeding cars
- Baldwin Park Blvd. & Benbow St.
 - no crosswalk here in front of the school
 - parents stop adjacent to the red curb on the east side of the street, blocking sight lines for other parents exiting the school driveway
- Baldwin Park Blvd. & Olive St.
 - No crossing guard
- Ohio St. & Landis Ave.
 - lots of traffic (congestion) during school arrival and dismissal
 - no crossing guard
- Maine Ave. & Ohio St.

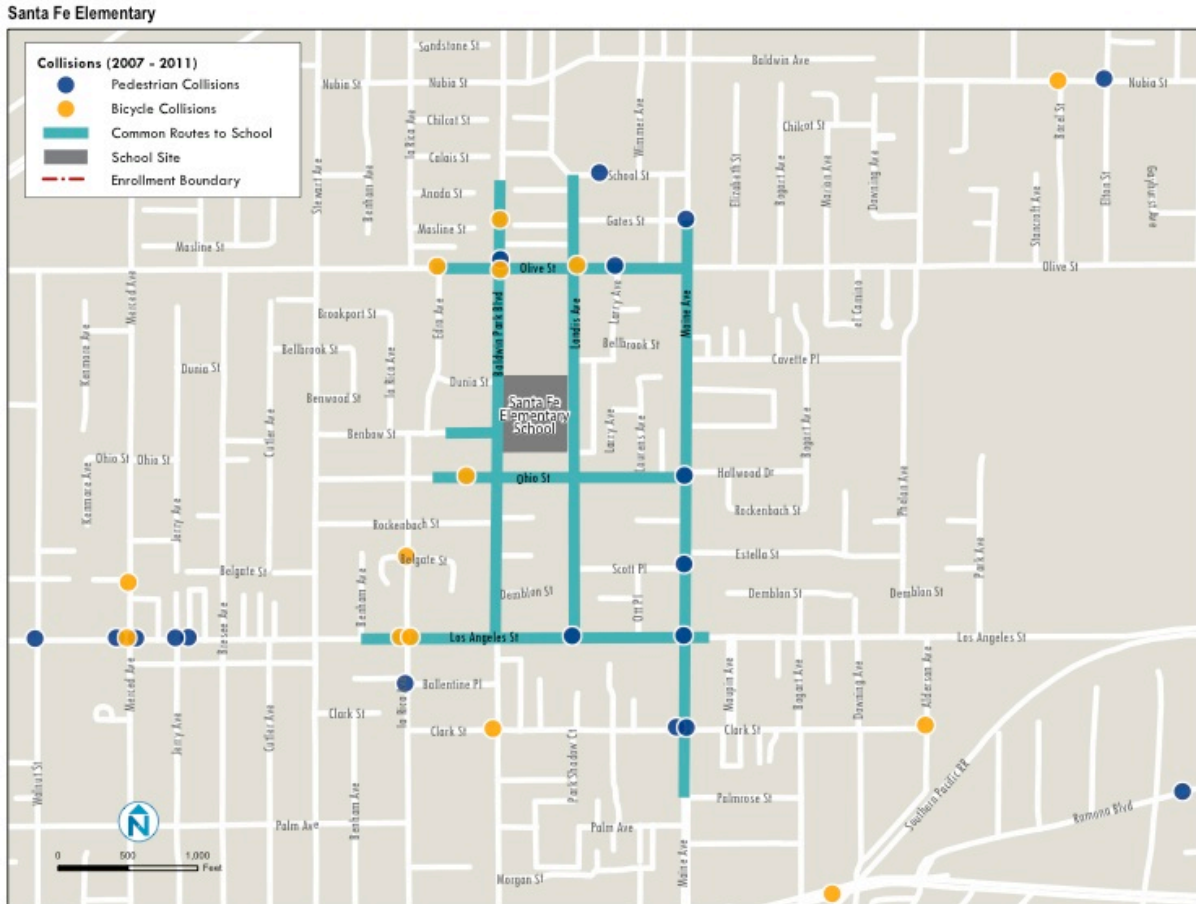
- near the SW corner, the sidewalks on the south side of Ohio Street and the west side of Maine Ave. are narrow with power poles and other obstructions
- Los Angeles St. & La Rica Ave.
 - lack of visibility of the crosswalk due to parked cars
 - many collisions
 - difficult to cross here due to heavy traffic
 - scary for kids

(issues raised at workshop for Geddes Elementary, but it is more relevant to Santa Fe Elementary)

- Along Baldwin Park Blvd.
 - double parking
 - missing sidewalk on the west side south of Benbow St.
 - missing sidewalk on the west side north of Los Angeles St., and there are often parked cars and trash cans in the parking lane here
 - drivers parking in the red zone near the school driveway exit
- Along Landis Ave.
 - lots of traffic during school arrival and dismissal
 - pedestrians must cross driveways to the rear parking lot and the drop-off/pick-up area
 - no direct pedestrian access at the rear parking lot
 - speed hump markings are hard to see, and there is a missing “BUMP” sign for southbound traffic

Maps

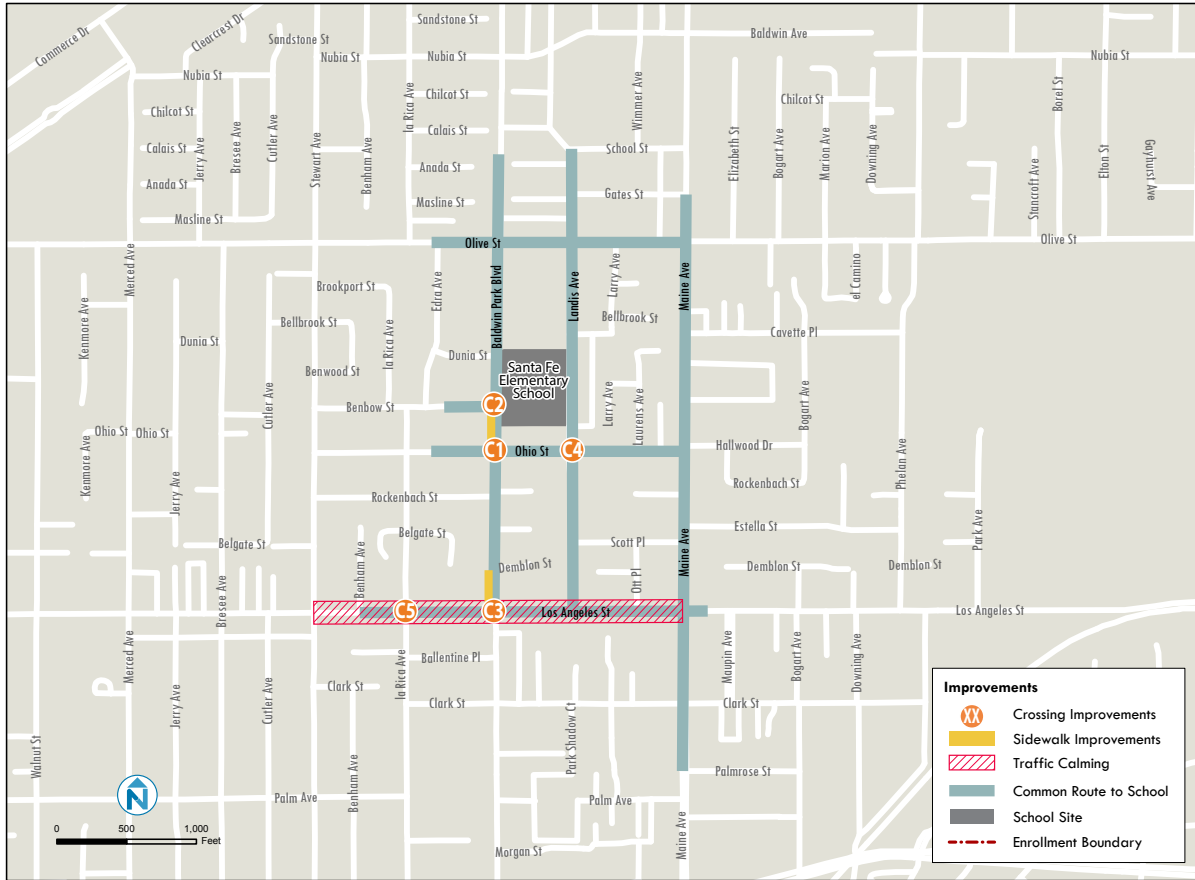
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Santa Fe Elementary



Existing Conditions and Engineering Recommendations

Crossing Improvements

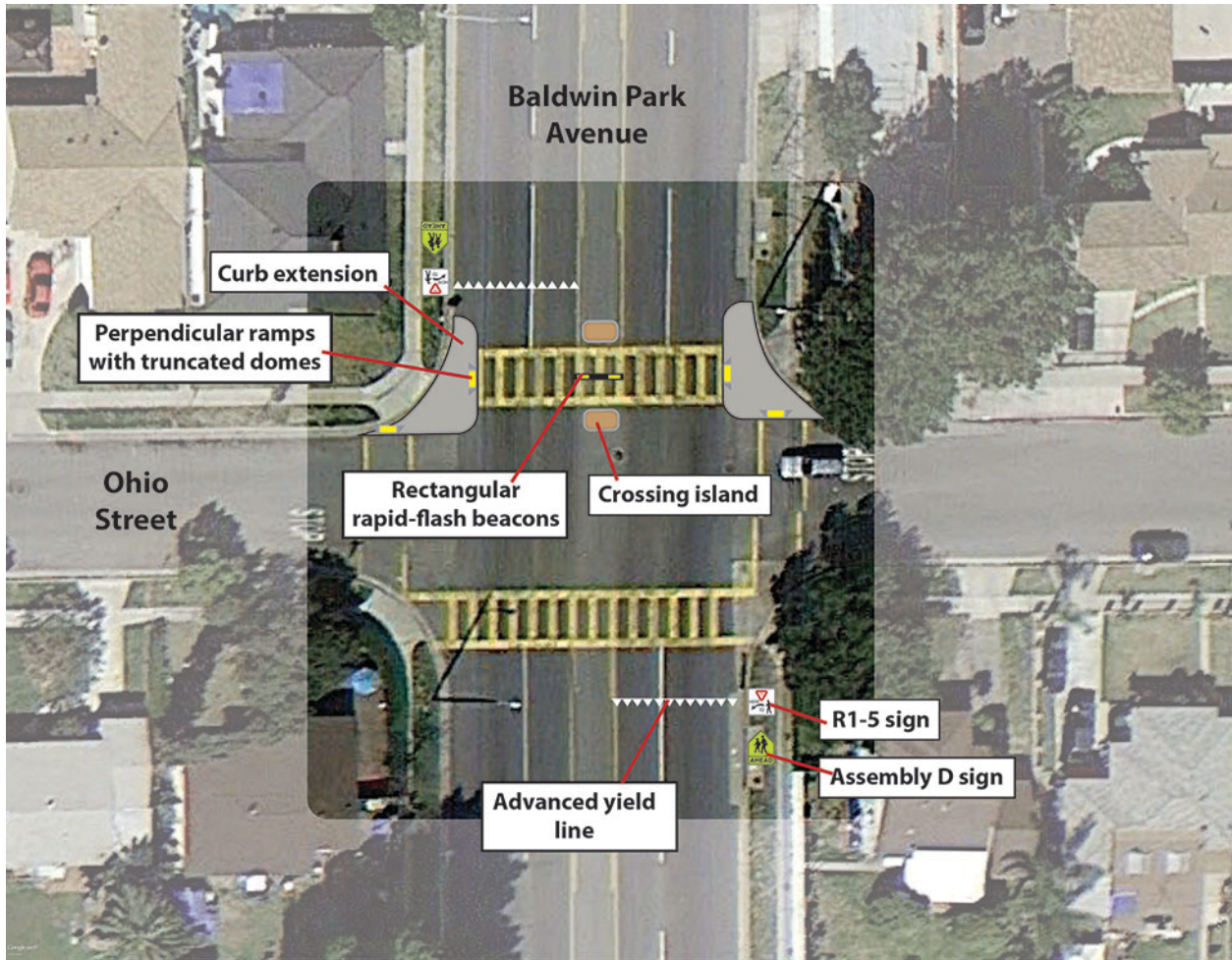
C1. Baldwin Park Blvd. & Ohio St.

Existing

- 4-way intersection
- 2 lanes in each direction plus a left turn lane on Baldwin Park Blvd.
- 2-way stop for Ohio St.
- Yellow ladder crosswalks for both crosswalks across Baldwin Park Blvd.
- Yellow transverse-line crosswalks for both crosswalks across Ohio St.
- Crossing guard controls the north leg (across Baldwin Park Blvd.) and east leg (across Ohio St.) during school arrival and dismissal times

Proposed

- Add rectangular rapid flash beacons for the north leg crosswalk across Baldwin Park Blvd. (1)
- Add advanced yield lines for both crosswalks across Baldwin Park Blvd. (2)
- Add R1-5 signs to both crosswalks (2)
- Add Assembly D signs to both crosswalks (2)
- Add curb extensions to both crossing faces of the north leg crosswalk (2)
- Add a crossing island for the north leg crosswalk using 1 of 2 options: (1)
 - add an island in the existing 2-way left-turn lane and either prohibit southbound left turns or allow southbound left turns from the leftmost through lane
 - add an island by tapering lanes and 1 or both parking lanes to achieve at least a 6' wide island



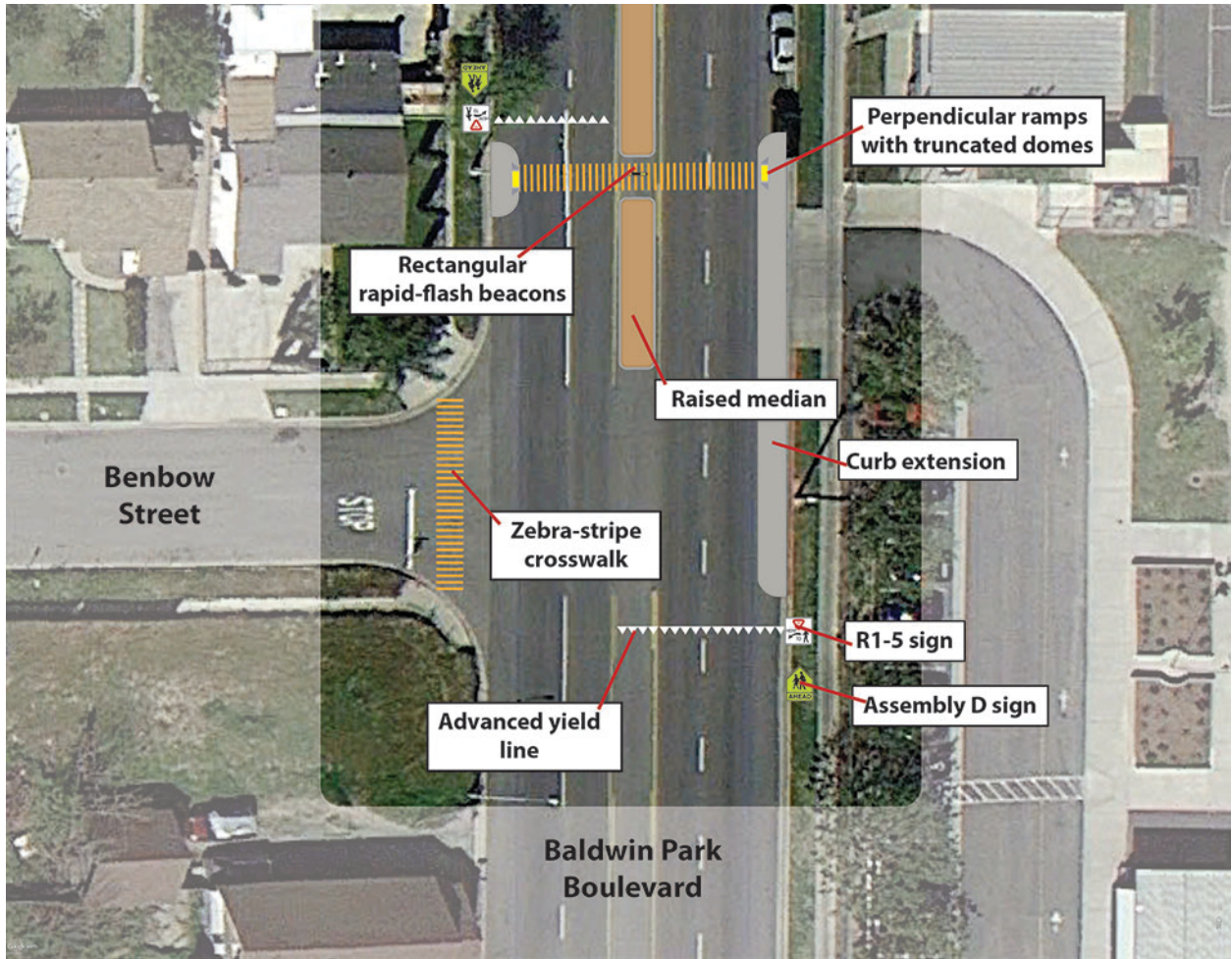
C2. Baldwin Park Blvd. & Benbow St. and Santa Fe School driveway

Existing

- 1-way stop for Benbow St.
- School driveway exit is just north of the intersection
- No marked crosswalks and no ramps on the west side of Baldwin Park Blvd.

Proposed

- Prohibit left turns out of the school driveway
- Add a yellow zebra-stripe crosswalk on the west leg (1)
- Add a yellow zebra-stripe crosswalk on the north leg (1)
- Add advanced yield lines for the proposed crosswalk on the north leg (2)
- Add R1-5 signs to the north leg crosswalk (2)
- Add Assembly D signs to the north leg crosswalk (2)
- Add rectangular rapid flash beacons for the proposed crosswalk on the north leg (1)
- Add a curb extension at the west end of the proposed crosswalk on the north leg (1)
- Add a long curb extension on the east side, serving the proposed crosswalk and extended to the south to include all of the area with existing red curb to physically restrict drivers' ability to stop in the no parking area (approximately 65')
- Add a raised median on Baldwin Park Blvd. north of the intersection, to serve as a crossing island and to physically prevent left turns out of the school driveway (approximately 70')



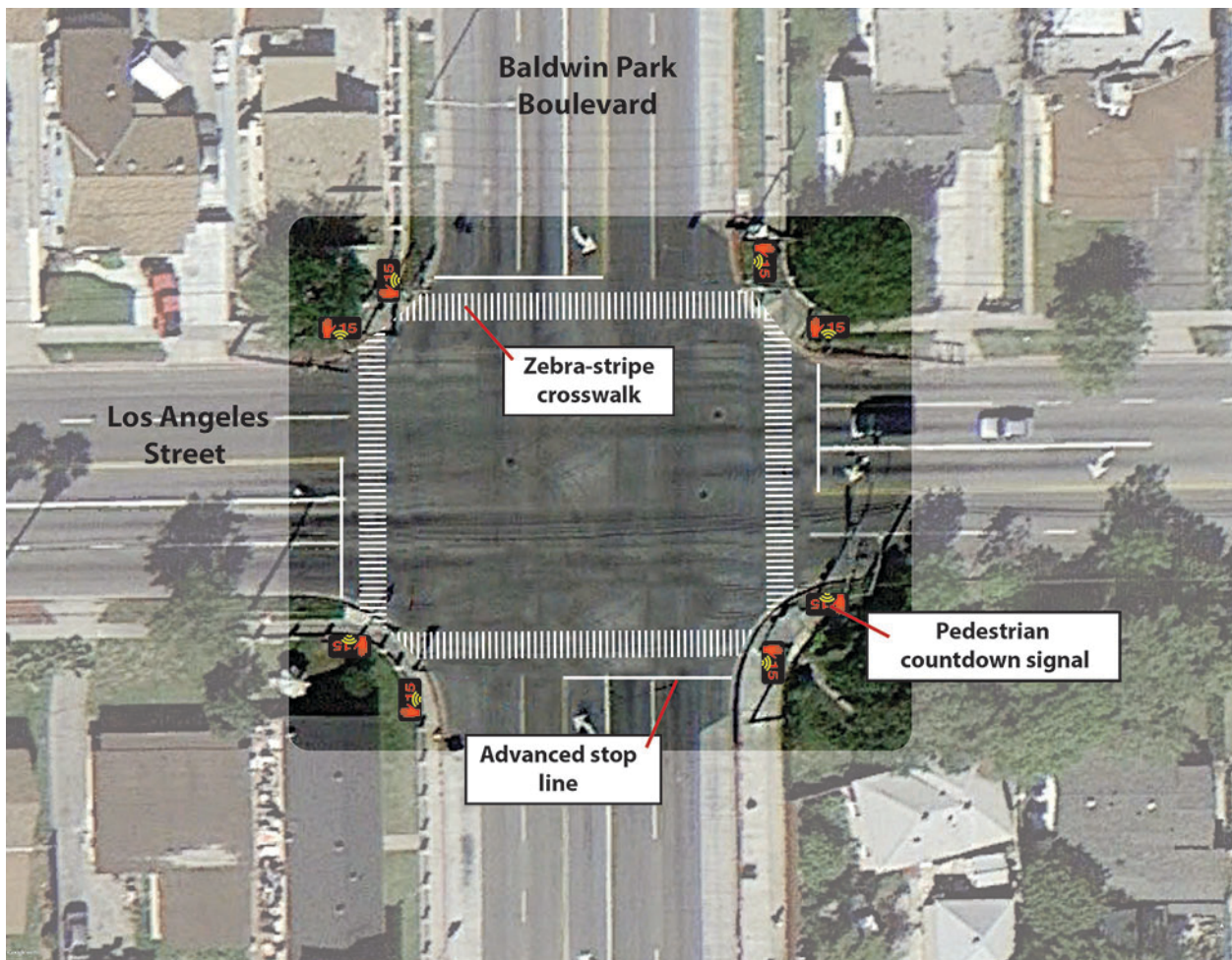
C3. Baldwin Park Blvd. & Los Angeles St.

Existing

- 4-way signalized intersection
- No countdown pedestrian signals
- White transverse-line crosswalks on all 4 legs

Proposed

- Install countdown pedestrian signals (8)
- Install advanced stop lines on all approaches to the intersection (4)
- Install zebra-stripe crosswalks on all legs (4)



C4. Ohio St. & Landis Ave.

Existing

- 4-way stop
- Yellow transverse-line crosswalks on all 4 legs

Proposed

- Add stop lines on all legs (4)
- Install zebra-stripe crosswalks on all legs (4)



C5. Los Angeles St. & La Rica Ave.Existing

- 2 lanes in each direction (no turn lane or median) on Los Angeles St.
- 2-way stop for La Rica Ave.
- Yellow ladder crosswalk on the west leg to cross Los Angeles St.
- No marked crosswalks across La Rica Ave.
- Single ramp on the SW corner is misaligned with the crosswalk
- No ramp for the west leg crosswalk on the NW corner

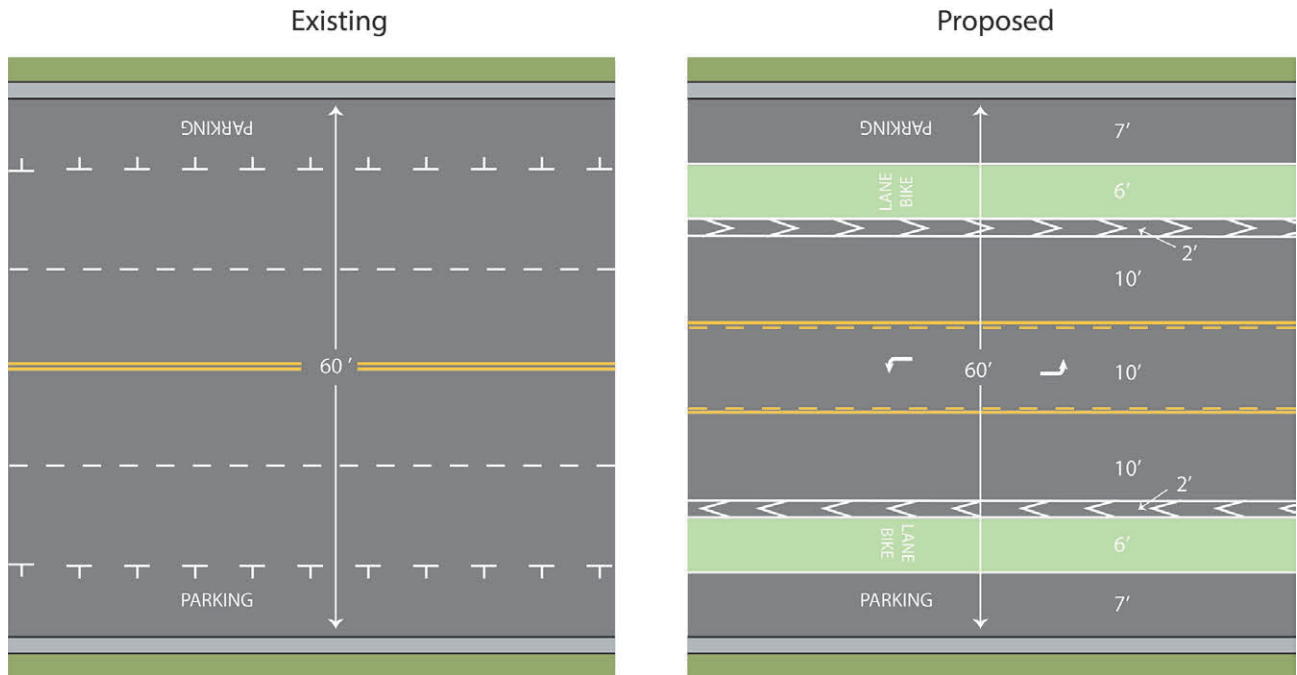
Proposed

- Add a traffic signal (1)
- Add curb extensions to both crossing faces of the east and west leg crosswalks (4)
- Add a sidewalk extension across La Rica Ave. on the north leg (1)
- Add white zebra-stripe crosswalks across all legs (4)
- Add an advanced stop lines to all legs (4)
- Evaluate the potential for implementing a 4-lane to 3-lane road diet on Los Angeles St., and provide a crossing island on the west leg prohibiting eastbound left turns (1 pair)
- Add crossing islands for the west leg crosswalk by removing parking on one or both sides of the Los Angeles Ave. approaches to the crosswalk and tapering the lanes (1 pair)



Linear Improvements

- Add a sidewalk along the west side of Baldwin Park Blvd. south of Benbow St. (approximately 155').
 - option 1 is to obtain property from property owner where the house is currently being reconstructed much further back from the street than the old house (this could be made a condition of the reconstruction of the house on this property)
 - option 2 is to build the sidewalk in the parking lane by extending the curb out (at this location water flows away from the SW corner of the intersection to the west and the south, so this curb can be reconstructed without the installation of any inlets or pipes)
- Add a sidewalk along the west side of Baldwin Park Blvd. north of Los Angeles St. (approximately 180')
- Evaluate a 4-lane to 3-lane road diet on Los Angeles St. between Stewart Ave. and Maine Ave. This is consistent with the City’s “Plan to Improve Corridors and Neighborhood Connections” from October 2010.



Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Santa Fe Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Parent education
- Child education

Encouragement

- Walk and roll to school
- Walk-to-school contest
- Walk-to-school day
- Enhanced bicycle racks and skateboard racks



Geddes Elementary School and North Park High School

SRTS Workshop

A SRTS workshop was conducted on September 20, 2013. The following key stakeholders attended:

- School community liaison
- Parents
- Community volunteers
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Narrow sidewalks
- Traffic
- Lack of pedestrian signals
- Lack of marked pedestrian crosswalks
- Motorists not respecting signs

Location-Specific Issues

- Cavette Pl. & Bogart Ave.
 - residents from apartments cross there
 - better crosswalk needed
- Cavette Pl. & Maine Ave.
 - motorists ignore pedestrians
- Bleeker St. & Olive St.
 - no crossing guard
 - no signal
- Bogart Ave. & Hallwood Dr.
 - no curb ramp
 - not enough signs
 - narrow sidewalk
- Los Angeles St. & Phelan Ave.

- no curb ramp
 - crosswalk needed on both sides
- Maine Ave. & Hallwood Dr.
 - motorists don't respect the crossing guard
- Along Cavette Pl.
 - narrow sidewalks
- Along Phelan Ave.
 - no sidewalks just north of Los Angeles St.
- Along Bogart Ave.
 - double parking
 - narrow sidewalks
 - motorists not paying attention to the sidewalk
 - motorists not stopping at the crosswalk
 - uneven sidewalk
- Along Olive Ave.
 - no marked crosswalk between Bleeker St. and Azusa Canyon Rd.
- Los Angeles St. & La Rica Ave. (more relevant to Santa Fe Elementary School)
 - lack of visibility of the crosswalk due to parked cars
 - scary for kids
 - many collisions
 - difficult to cross here due to heavy traffic

Maps

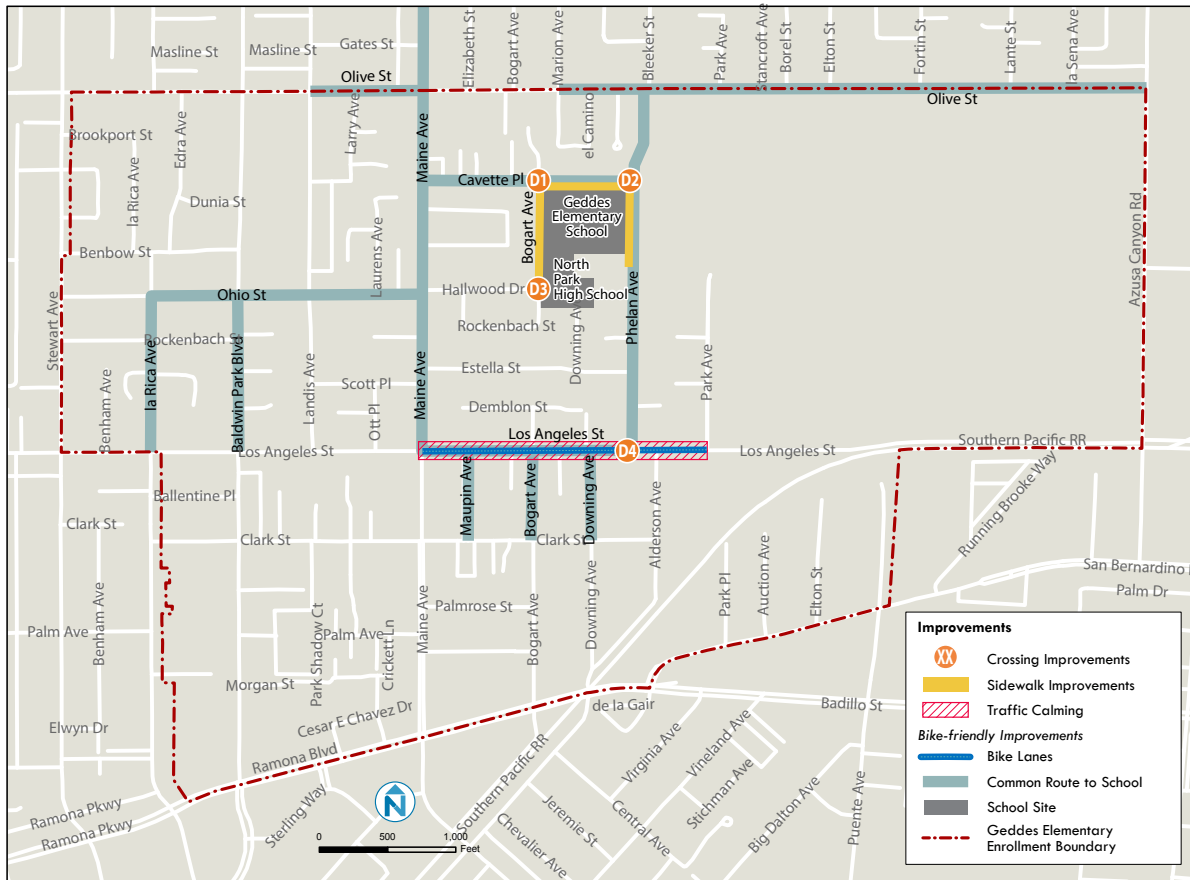
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Geddes Elementary and North Park High School



Existing Conditions and Engineering Recommendations

Crossing Improvements

D1. Cavette Pl. & Bogart Ave.

Existing

- 4-way stop
- Yellow transverse-line crosswalks on all 4 legs

Proposed

- Add stop lines on all legs (4)
- Install yellow zebra-stripe crosswalks on all legs (4)
- Reduce curb radii on all corners (4)



D2. Cavette Pl. & Phelan Ave.

Existing

- T-intersection
- 3-way stop
- Yellow transverse-line crosswalks on the south leg

Proposed

- Install yellow zebra-stripe crosswalks on the west and south legs (2)
- Add advanced stop lines on the west and south legs (2)
- Add curb extensions to all legs (4)
- Add a red curb on the SE corner of Phelan Ave.



D3. Hallwood Dr. & Bogart Ave.

Existing

- T-intersection
- Uncontrolled intersection
- Yellow transverse-line crosswalk on the south leg
- No curb ramp on the east side of the crosswalk
- Old crosswalk sign

Proposed

- Add yellow zebra-stripe crosswalks to all legs (3)
- Add advanced yield lines to all crosswalks (3)
- Add R1-5 signs to all crosswalks (3)
- Add Assembly D signs to the west leg and to both approaches to the north/south legs crosswalks (3)
- Add R1-6 signs to the north and south leg crosswalks (2)
- Add a wide curb extension from the north to south leg crosswalks on the east side of Bogart Ave. (1)
- Reduce the curb radii on the NW and SW corners (2)



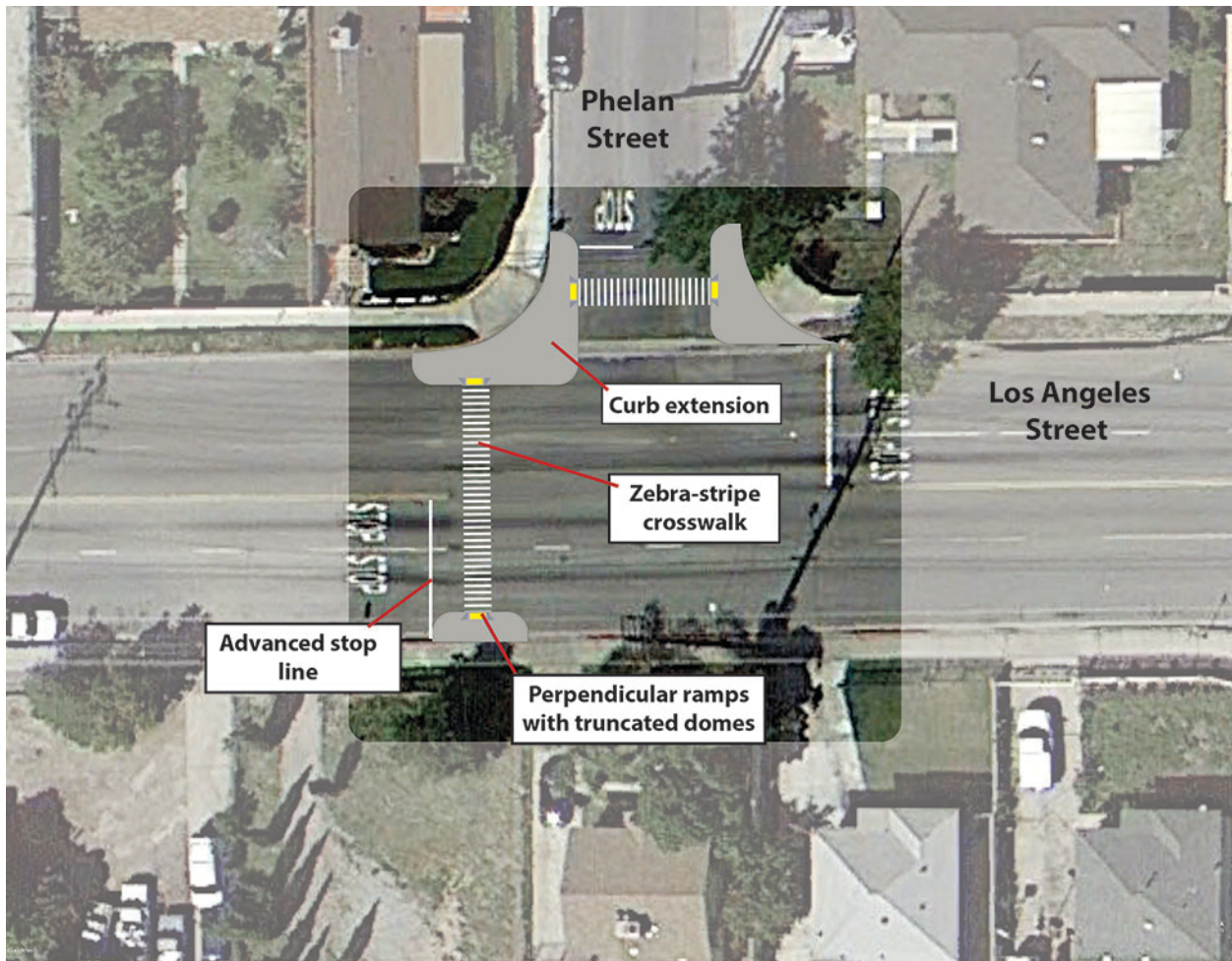
D4. Phelan Ave. & Los Angeles St.

Existing

- T-intersection
- 3-way stop
- Yellow transverse-line crosswalk on the west leg

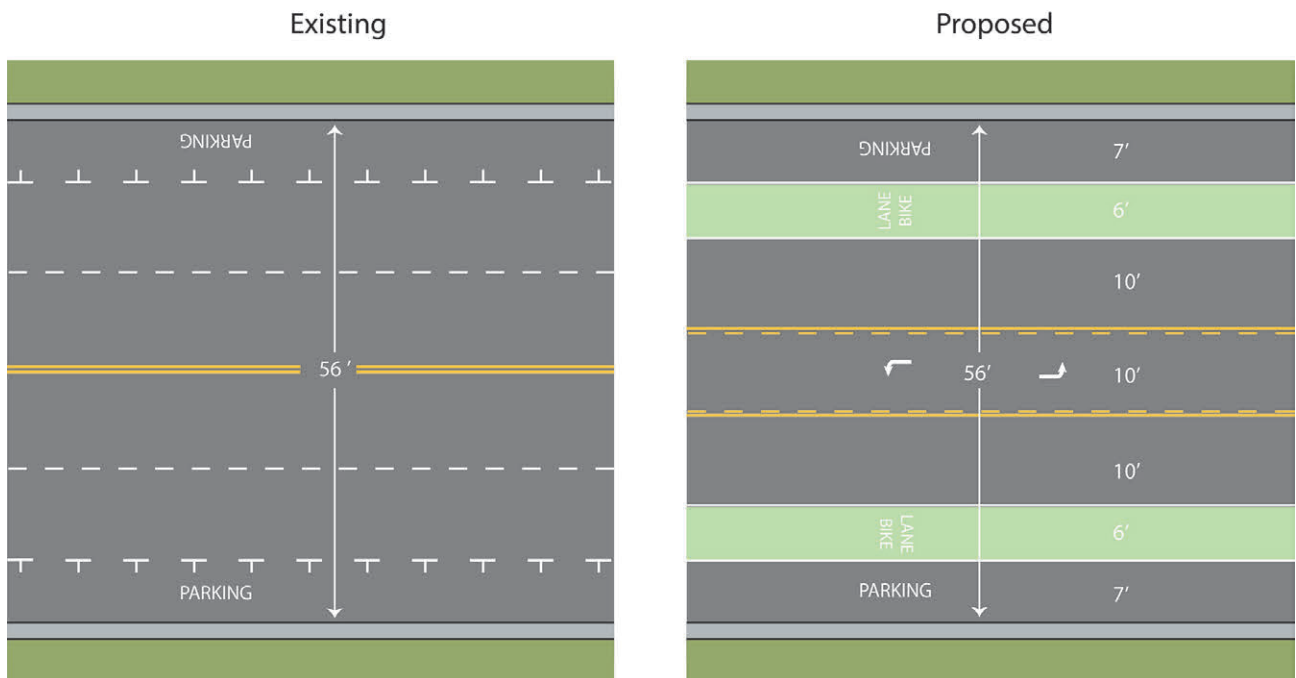
Proposed

- Add a zebra-stripe crosswalk on the north and west legs (2)
- Add advanced stop lines to both crosswalks (2)
- Add curb extensions to both sides of both crosswalks (4)
- If Los Angeles St. has a road diet, replace the center-turn lane with crossing islands on the west leg (1 pair)

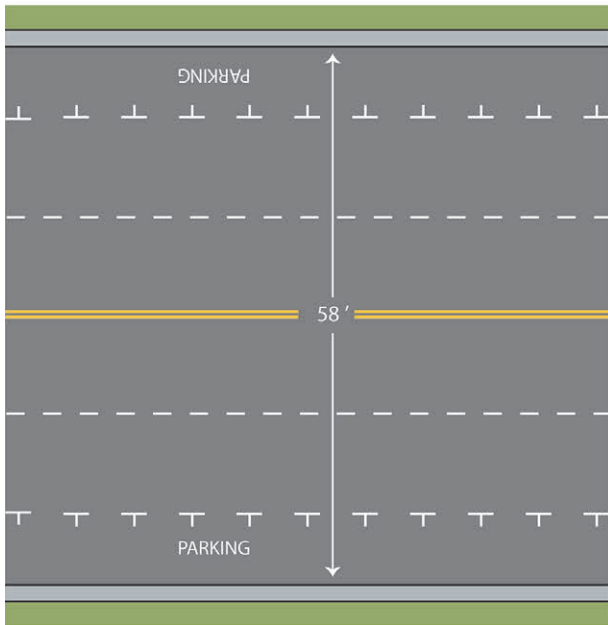


Linear Improvements

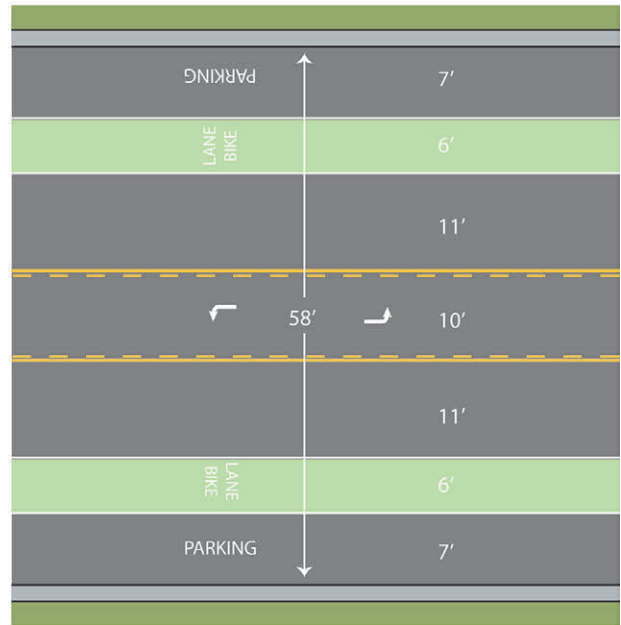
- Pave over the parkway along the west side of Phelan Ave. from Cavette Ave. to the south end of the school property (approximately 880')
- Pave over the parkway along the east side of Bogart Ave. from Cavette Pl. to Hallwood Ave. (approximately 820')
- Pave over the parkway along the south side of Cavette Pl. from Bogart Ave. to Phelan Ave. (approximately 650')
- Evaluate the road diet on Los Angeles St. to add colored buffered bike lanes from Park Ave. to Maine Ave. (Widths of Los Angeles St. vary from 56' to 60'. The graphics below illustrate the options for 56', 58' and 60'.) (0.4 mi.)



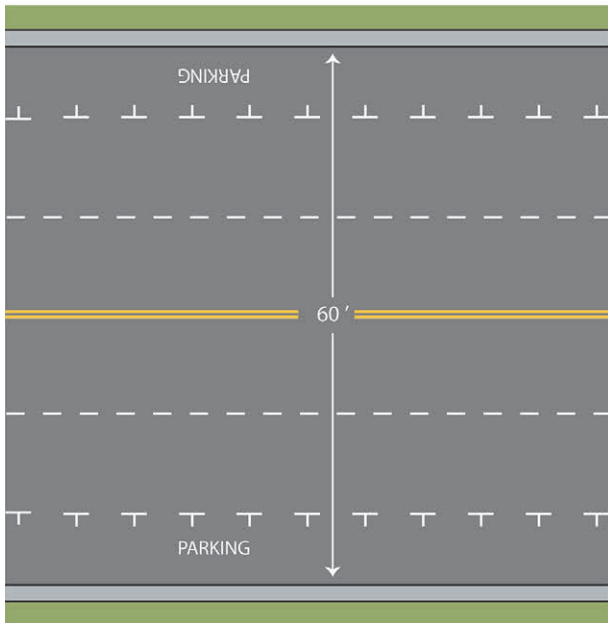
Existing



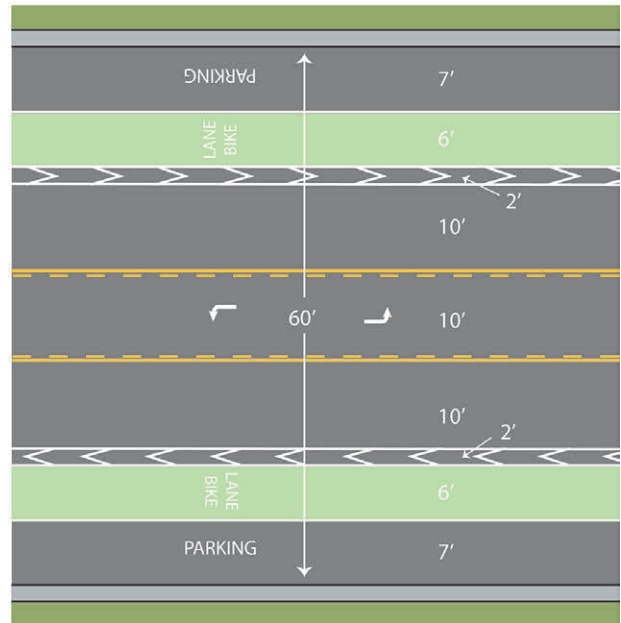
Proposed



Existing



Proposed



Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles at Geddes Elementary School and racks for 20 bicycles at North Park High School as described in the Design Guidance section. Add racks for 10 skateboard or scooter racks at Geddes Elementary School and racks for 20 skateboards or scooters at North Park High School. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Geddes Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Flyers to go home with kids

Encouragement

- International Walk-to-School Day
- Walking Wednesdays



Holland Middle School

SRTS Workshop

An SRTS workshop was conducted on September 24, 2013. The following key stakeholders attended:

- School assistant principal
- School counselor
- Parents
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Difficult pedestrian crossings
- Students crossing in the middle of the street
- Scary dogs
- People not picking up after their dogs leaves sidewalks in the area dirty

Location-Specific Issues

- Landis Ave. & Olive St.
 - motorists make left turns without stopping
- Landis Ave. @ Cavell Pl.
 - no marked crosswalk to cross Cavell Pl.
 - motorists make U-turns
 - parents drop off here and traffic gets backed up onto Cavell Pl.

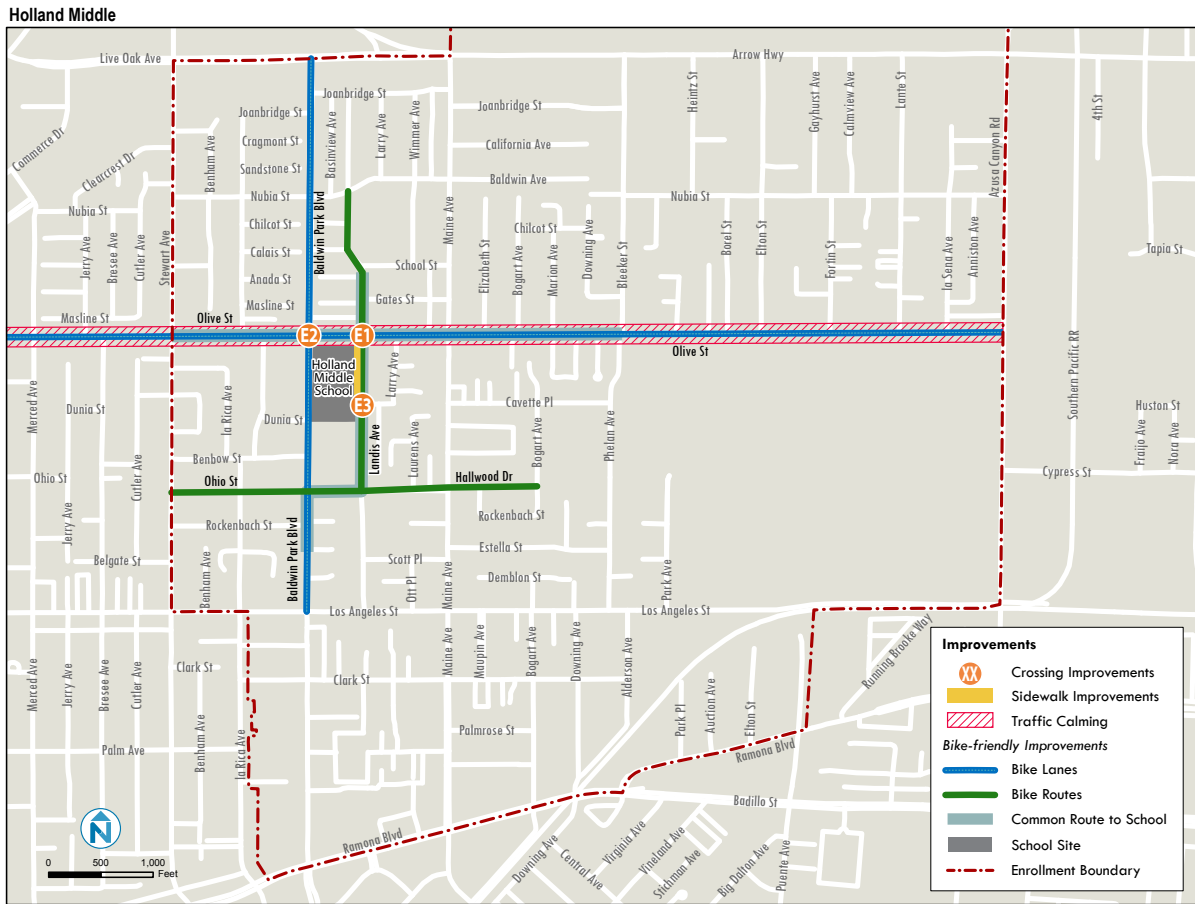
Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.



Existing Conditions and Engineering Recommendations

Crossing Improvements

E1. Landis Ave. & Olive St.

Existing

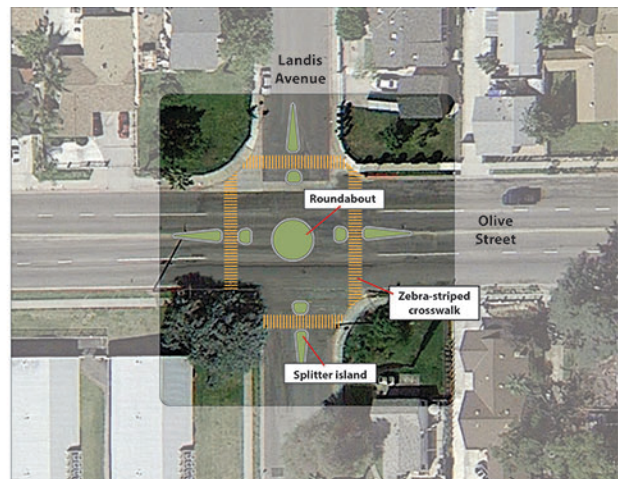
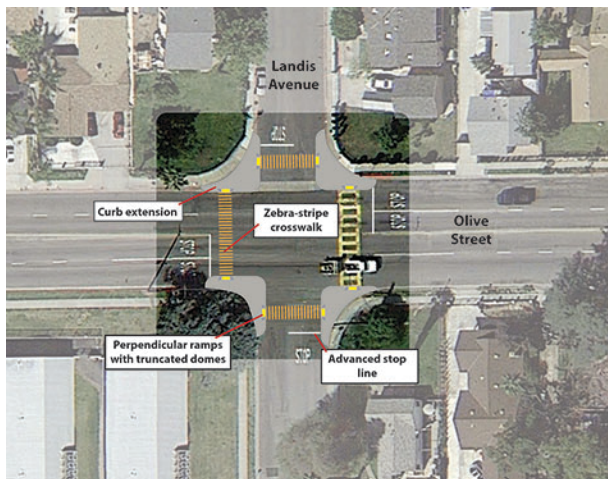
- 4-way stop
- Yellow ladder crosswalk on the east leg
- Yellow transverse-line crosswalk on the south leg
- Crossing guard

Proposed Option 1 (consistent with Olive St. Plan)

- Add yellow zebra-stripe crosswalks to the north, south, and west legs (3)
- Add advanced stop lines on all legs (4)
- Add curb extensions to all legs (4)

Proposed Option 2 (consistent with Olive St. Plan)

- Replace the 4-way stop with a roundabout or an appropriately-sized circle
- Add curb extensions to create more deflection to all corners



E2. Olive St. & Baldwin Park Blvd.

Existing

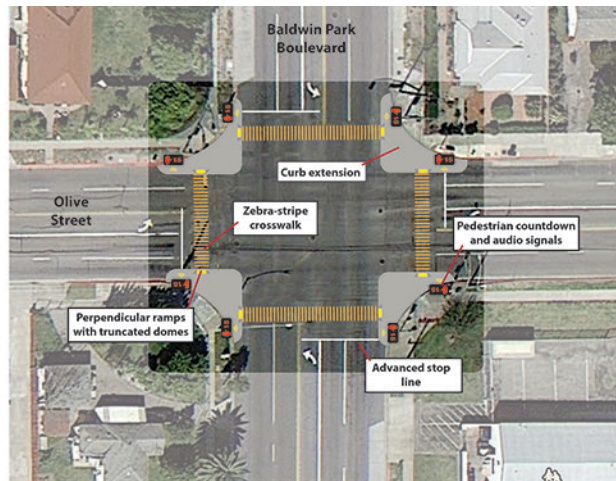
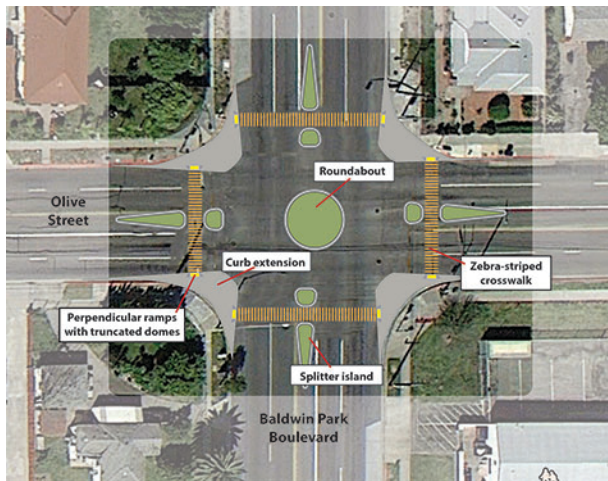
- Signalized intersection
- Yellow transverse-line crosswalks on all legs

Proposed Option 1 (consistent with Olive St. Plan)

- Replace traffic signals with a roundabout
- Choke the intersection down to create proper deflection

Proposed Option 2 (consistent with Olive St. Plan)

- Add yellow zebra-stripe crosswalks to all legs (4)
- Add advanced stop lines on all legs (4)
- Add curb extensions to all legs (4)
- Add countdown and audio signals to all pedestrian heads (8)



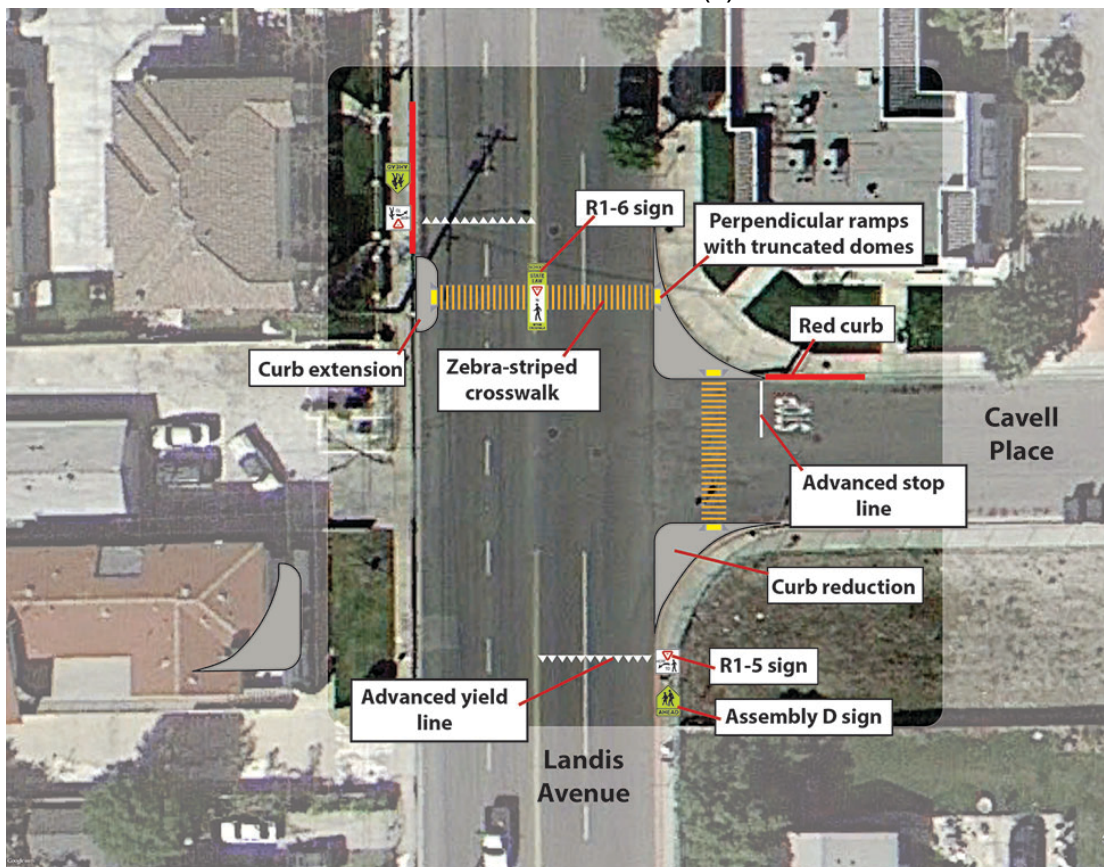
E3. Landis Ave. & Cavell Pl.

Existing

- T-intersection
- 1-way stop for Cavell Pl.
- Yellow transverse-line crosswalk on the north leg

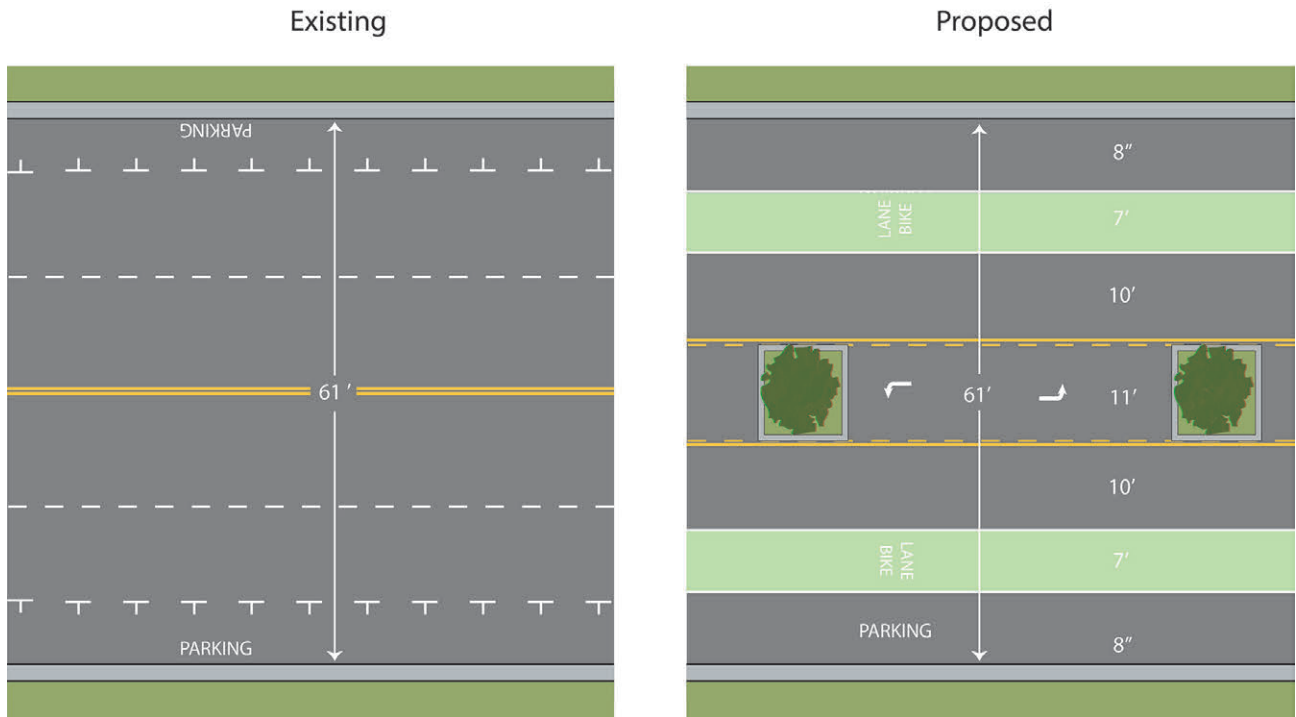
Proposed

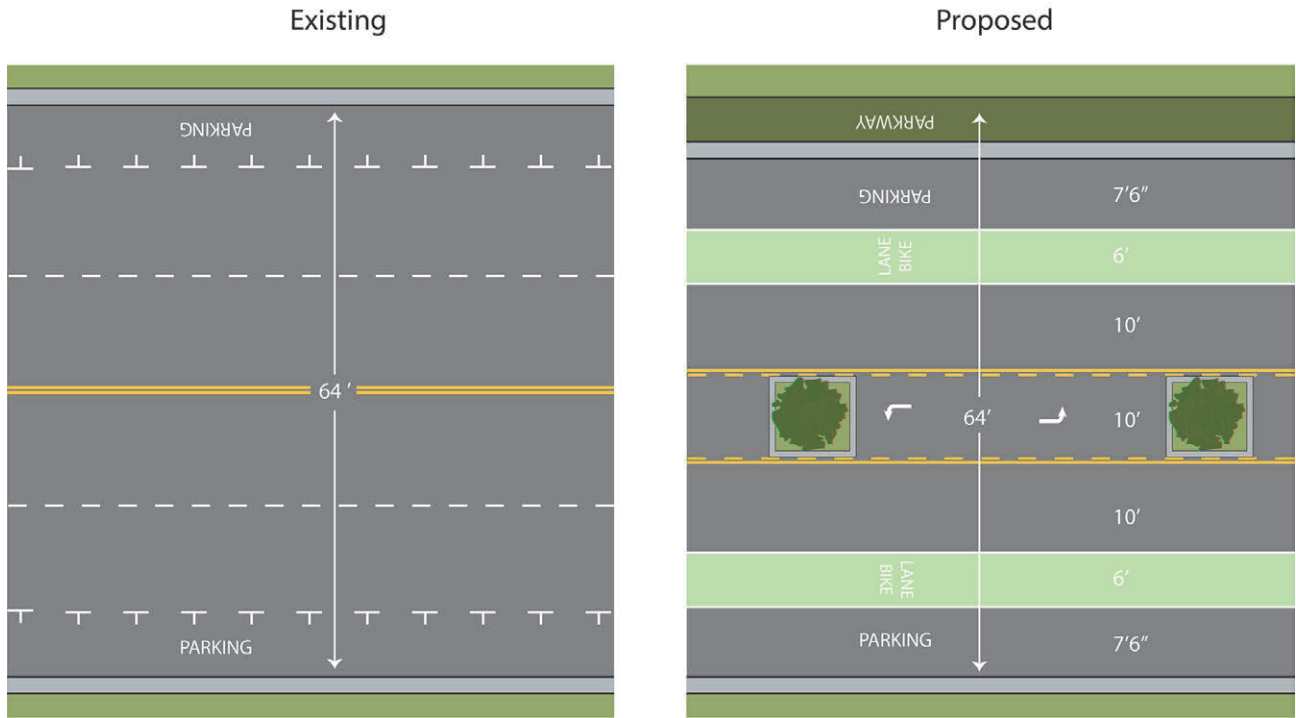
- Add yellow zebra-stripe crosswalks to the north and east legs (2)
- Add advanced yield lines to the north crosswalks (2)
- Add R1-5 signs to the north crosswalks (2)
- Add Assembly D signs to the north leg crosswalk (2)
- Add R1-6 signs to the north leg crosswalk (1)
- Add a red curb to the north side of Cavell Pl. just east of Landis Ave., and to Landis Ave. just north of the north leg crosswalk (2)
- Add a curb extension to the west side of the north leg crosswalk (1)
- Reduce the curb radii of the NE and SE corners (2)



Linear Improvements

- Pave over the parkway along the west side of Landis Ave. from Olive St. to the driveway (approximately 300')
- Repaint smaller chevrons on the 2 speed humps to increase visibility
- Add a bike route with shared lane markings on Ohio St./Hallwood Dr. between Stewart Ave. and Bogart Ave. (0.7 mi.)
- Add a bike route with shared lane markings along Landis Ave. from Nubia St. to Ohio St. (0.6 mi.)
- Add colored bike lanes along Baldwin Park Blvd. from Live Oak Ave. to Los Angeles St. (existing 76'-78' wide with 4 lanes, center-turn lane and on street parking; new cross section 7' parking, 6'-7'colored bike lane, 10' travel lane, 10' travel lane, 10' center-turn lane, 10' travel lane, 10' travel lane, 6'-7'colored bike lane, 7' parking) (1.0 mi.)
- Per the Olive St. Plan, reduce the number of travel lanes along Olive St. from Azusa Canyon Rd. to Center St. and add colored bike lanes (2.0 mi.)





Bicycle, Skateboard, and Scooter Parking

- Add racks for 20 bicycles as described in the Design Guidance section. Add racks for 20 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Holland School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Educate parents through meetings in the cafeteria; many attend

Enforcement

- Enforce requirement to pick up after dogs
- Make bags available for dog waste



Vineland Elementary School

SRTS Workshop

A SRTS workshop was conducted on September 25, 2013. The following key stakeholders attended:

- School principal
- School community liaison
- School police
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Motorists not respecting pedestrians
- Dogs
- Double parking
- Pedestrians not respecting cars
- Not enough police officers

Location-Specific Issues

- Merced Ave. & Vineland Ave.
 - walk signal is too short
- Ahern Dr. & Macdevitt St.
 - motorists don't respect pedestrians
 - double parking
 - parents dropping off students in bad locations
- Vineland Ave. & Cloverside St.
 - no marked crosswalk
 - motorists don't stop
- Vineland Ave. & Channing St.
 - motorists don't stop

- motorists speed
 - double parking near the intersection
- Merced Ave. & Big Dalton Ave.
 - motorists don't respect pedestrians
- Merced Ave. & Millbury Ave.
 - motorists don't respect pedestrians
- Baldwin Park Blvd. & La Rica Ave.
 - no marked crosswalk
 - school bus loading area at 7:22 a.m.
 - many collisions
 - pedestrians cross in the middle of the street
- La Rica Ave. & Maine Ave.
 - motorists don't respect stop signs
 - too dark at night
- Pacific Ave. & Maine Ave.
 - preschools in this area
- Maine Ave. & Merced Ave.
 - no traffic signal
 - no crossing guard
- Maine Ave. & Macdevitt St.
 - no traffic signal
 - no crossing guard
- Along Macdevitt St. between Maine Ave. and Ahern Dr.
 - lack of street lights

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Vineland Elementary



Existing Conditions and Engineering Recommendations

Crossing Improvements

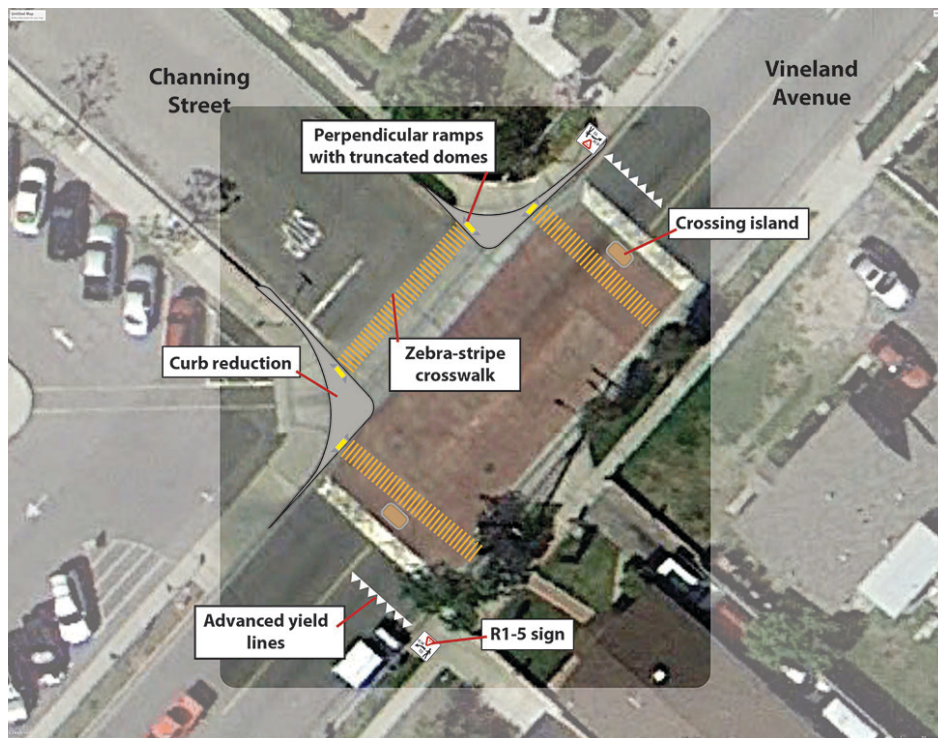
F1. Vineland Ave. & Channing St.

Existing

- T-intersection
- Raised intersection
- 1-way stop for Channing St.
- Yellow concrete marked crosswalks on the SW and NW legs
- Assembly C signs on both approaches to the SW leg
- Old school crossing sign for the SW leg crosswalk
- Advanced stop line for the NW leg crosswalk

Proposed

- Add a new yellow zebra-stripe crosswalk on the NE leg (1)
- Add yellow zebra stripes to the SW and NE leg crosswalks (2)
- Add advanced yield lines on the SW and NE leg crosswalks (2)
- Add R1-5 signs on the SW and NE leg crosswalks (2)
- Reduce curb radii on the north and south corners (2)
- Add an island north of the NE crosswalk and south of the SW crosswalk (2)



F2. Vineland Ave. & Cloverside St.

Existing

- T-intersection
- 1-way stop for Cloverside St.
- No marked crosswalk
- Islands on Vineland Ave. on both sides of the intersection
- Extended curb on the NW side of Vineland Ave.

Proposed

- Add a zebra-stripe crosswalk on the NE leg (1)
- Add advanced yield lines on both approaches to the NE leg (2)
- Add R1-5 signs on both approaches to the NE leg (2)
- Add Assembly D signs on both approaches to the NE leg (2)
- Add Assembly B signs to the NE crosswalk (2)
- Add island SW of the NE crosswalk (1)
- Add a curb ramp on the curb extension on the NW side of Vineland Ave. (1) and pave the connection to the sidewalk (1)



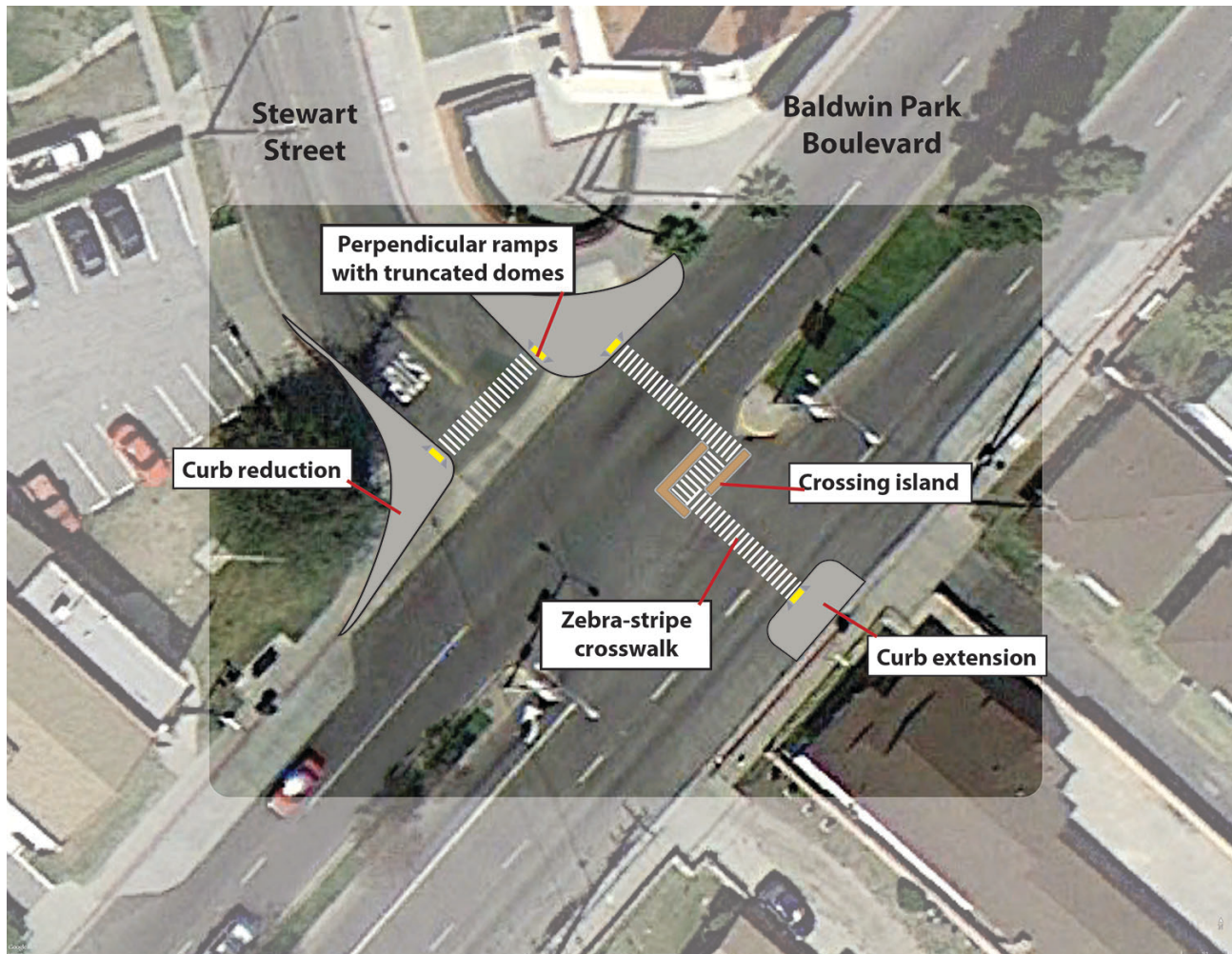
F3. Baldwin Park Blvd. & Stewart Ave.

Existing

- Crossing for the school bus stop
- T-intersection
- Skewed intersection
- Signalized
- Countdown signals
- Yellow transverse-line crosswalks on the NE and NW legs
- Advanced stop lines for the NE and NW legs
- Median in Baldwin Park Blvd. (14'-15' wide)

Proposed

- Extend the median SW and create a 2-stage crossing for the NE leg (1)
- Add zebra-stripe crosswalks to the NE and NW legs (2)
- Add curb extensions on the north corner to the NE and NW legs (1)
- Reduce the curb radii on the west corner (1)



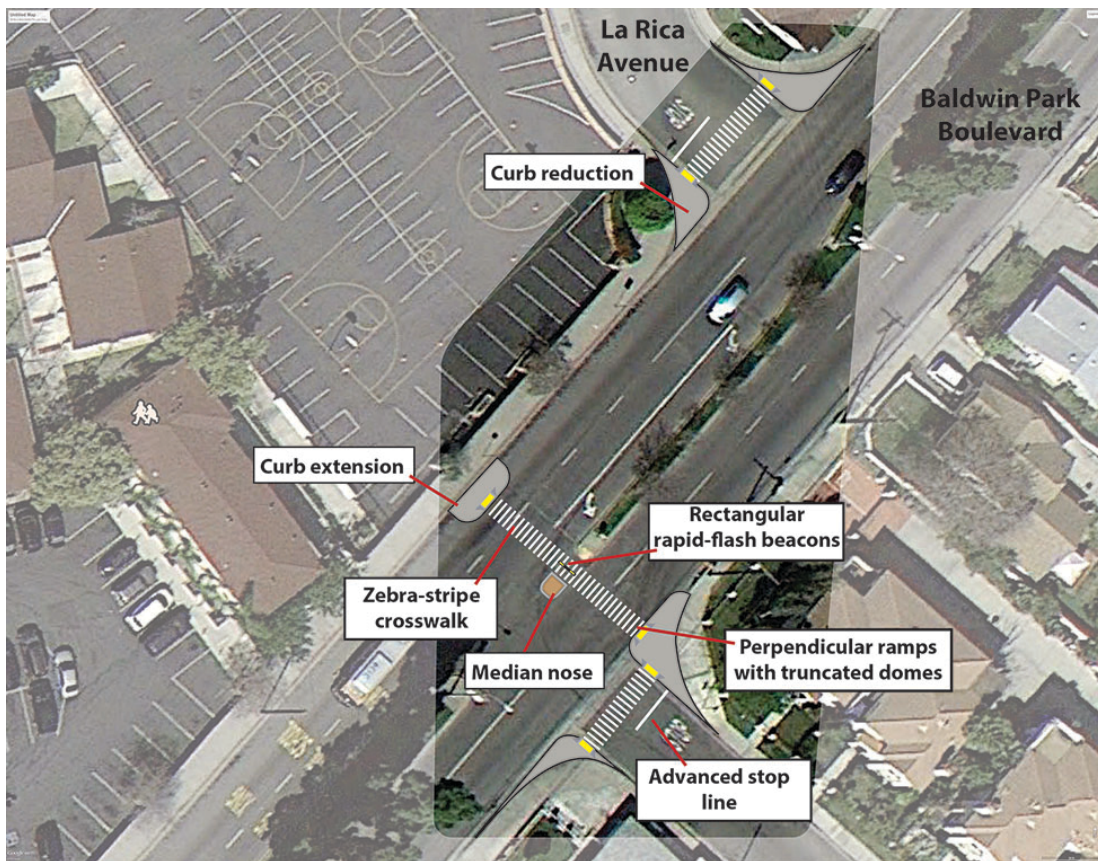
F4. Baldwin Park Blvd. & La Rica Ave.

Existing

- Offset T-intersection
- 2-way stop for La Rica Ave.
- No marked crosswalk

Proposed

- Add zebra-stripe crosswalks on all legs (3)
- Add advanced stop lines to crosswalks on the NW and SE legs (2)
- Reduce curb radii on all corners (4)
- Add curb extensions to both sides of the new crosswalk (2)
- Add a median nose to the new crosswalk (1)
- Add rectangular rapid-flash beacons to this new crosswalk (1 set)
- Consider signaling this intersection or adding a pedestrian hybrid beacon to cross Baldwin Park Blvd.

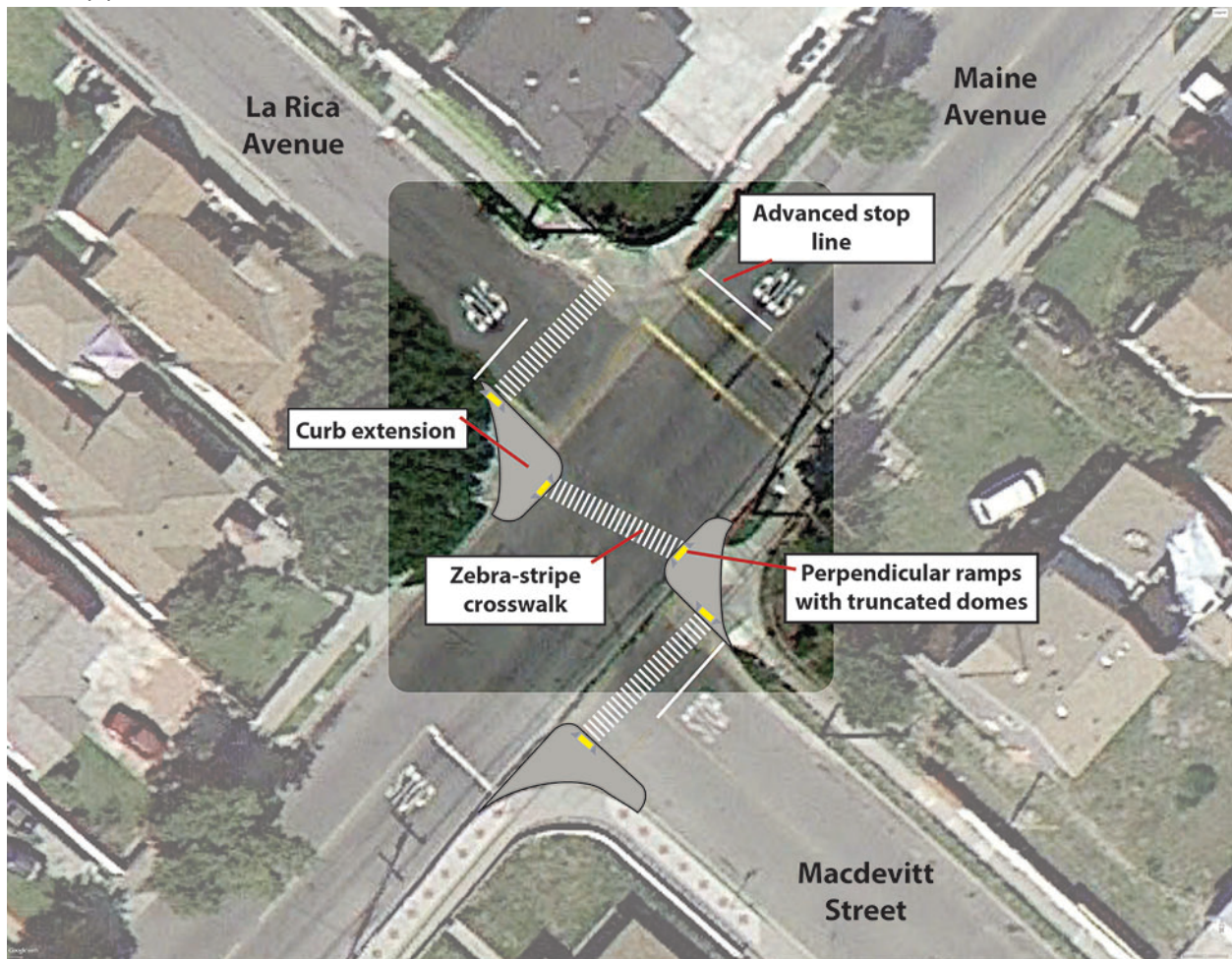


F5. Maine Ave. & La Rica Ave./Macdevitt St.Existing

- Offset T-intersection
- 4-way stop
- Yellow transverse-line crosswalks over the NW, NE, and SE legs

Proposed

- Add zebra-stripe crosswalks on the NW and SE legs (2)
- Add a new zebra-stripe crosswalk on the SW leg on the NE side of Macdevitt St. (1)
- Add advanced stop lines to crosswalks on the NW, NE, and SE legs (3)
- Add curb extensions to the SE side of the NE leg and to both sides of the SE leg (3)



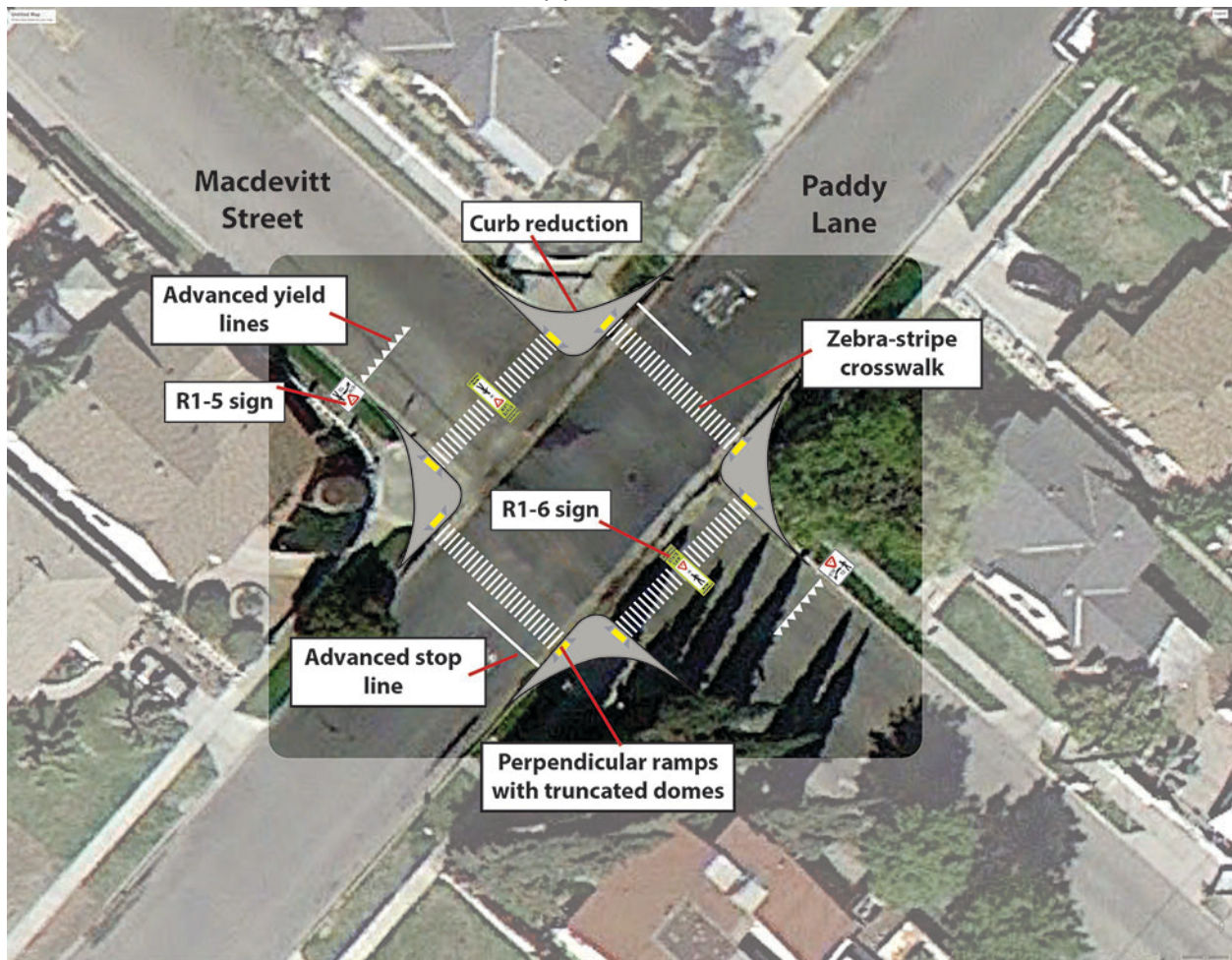
F6. Macdevitt St. & Paddy Ln.

Existing

- 2-way stop for Paddy Ln.
- Yellow transverse-line crosswalks over all legs
- Old school crosswalk signs on the NW and SE legs
- Assembly A sign on the NE approach
- Crossing guard

Proposed

- Add zebra-stripe crosswalks on all legs (2)
- Add advanced stop lines to the NE and SW legs (2)
- Add advanced yield lines to the NW and SE legs (2)
- Add R1-5 signs to the NW and SE crosswalks (2)
- Add R1-6 signs to the NW and SE crosswalks (2)
- Reduce curb radii on all corners (4)



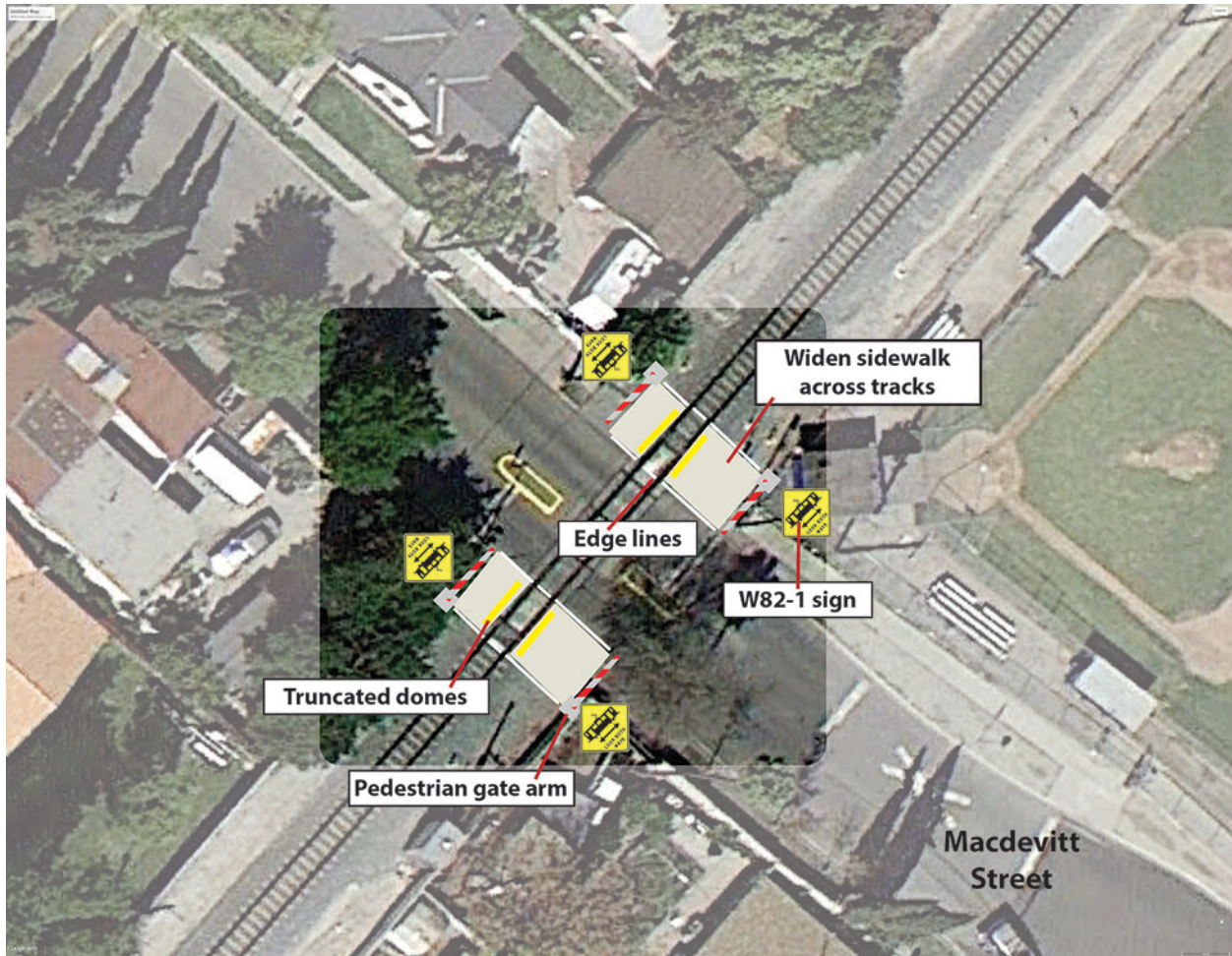
F7. Macdevitt St. & RR Tracks

Existing

- Narrow, broken asphalt pavement across the RR
- RR crossing signals

Proposed

- Pave a wider concrete sidewalk across the tracks (2)
- Add edge lines to channel pedestrians across the tracks (2)
- Add pedestrian gate arms to both crossings (4)
- Add W82-1 signs to warn of the crossing on both sidewalks (4)
- Add truncated domes on both sides of the tracks (4)
- Have the California Public Utilities Commission approve of the design before construction



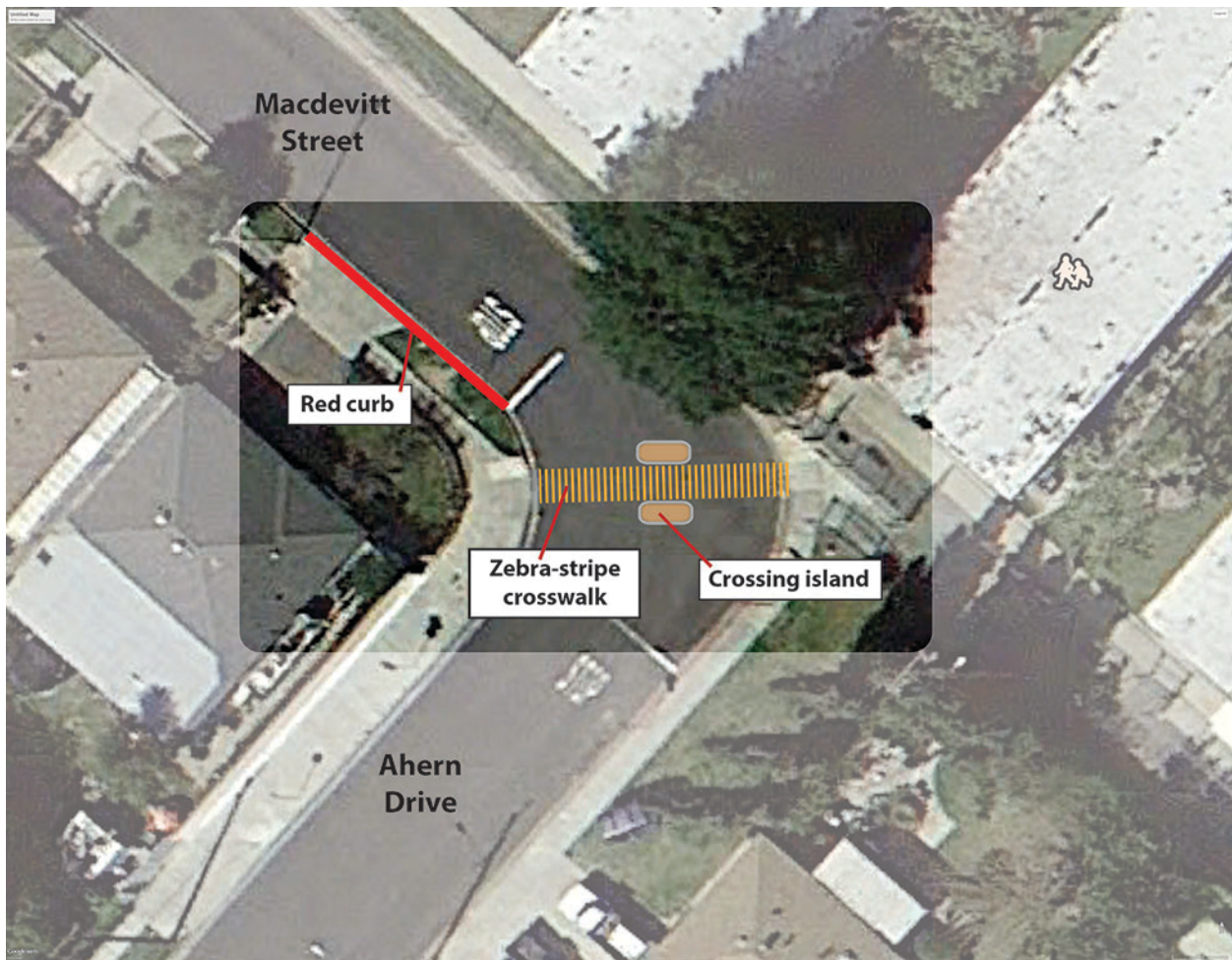
F8. Macdevitt St. & Ahern Dr.

Existing

- 2-way stop for pedestrian crossing at the street elbow
- Yellow transverse-line diagonal crosswalk
- 48' across
- Slow School Xing pavement markings on the Macdevitt St. approach

Proposed

- Add a yellow zebra-stripe crosswalk (1)
- Add a red curb on Macdevitt St. on the SW corner (1)
- Add wide crossing islands (1 pair)



Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Vineland Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Involve kids and parents
- Teach good citizenship (importance of driving safely, manners, patience, etc.)

Encouragement

- Offer contests with prizes for walking and bicycling

Enforcement

- Have more crossing guards
- Have crossing guards give “tickets” and coupons for ice cream, etc. for good behavior
- Have police ticket people who double park



Jones Jr. High School

SRTS Workshop

A SRTS workshop was conducted on September 26, 2013. The following key stakeholders attended:

- School principal
- School community liaison
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Traffic congestion
- Dogs not fenced in
- Not enough signs
- Low visibility
- Narrow, cluttered sidewalks
- Overgrown bushes
- Trees blocking signs
- Lack of supervision
- Poor lighting

Location-Specific Issues

- Merced Ave. & Vineland Ave.
 - left turns onto Vineland Ave. conflict with pedestrian movements
 - kids walk around cars in the intersection
- Merced Ave. & Ahern Dr.
 - left turns onto Ahern Dr. conflict with pedestrian movements
- Vineland Ave. & Cloverside St.
 - no marked crosswalk
 - motorists don't stop
- Vineland Ave. & Channing St.

- motorists don't stop
 - motorists speed
 - double parking near the intersection
- Merced Ave. & Big Dalton Ave.
 - pedestrians and crosswalks are not visible
 - motorists don't respect pedestrians
- Merced Ave. & Maine Ave.
 - pedestrians and crosswalks not visible
 - motorists don't respect pedestrians
- RR Track Crossing
 - signals are a hazard for pedestrians
 - missing sidewalk

Student Activities

A special session was held with students of the THINK (Teaching, Helping, Inspiring and Nurturing Kids) Together after school program. In this session the students were asked to break up into small groups and draw the most common routes students take to school. They were also asked to circle locations near the school that were difficult to cross and locations where students would hang out after school. This offers a chance to get their perspective on the most common routes they take as well as locations that should be taken into consideration when making improvements.



The following are some of the ideas shared by the students.

Common Walking Routes

- Ramona to Merced
- Maine up to Merced
- Big Dalton up to Merced
- Francisquito to Vineland
- Central to Vineland
- Foster to Vineland
- Foster to Southern Pacific Rail Line
- Along the Southern Pacific Rail Line

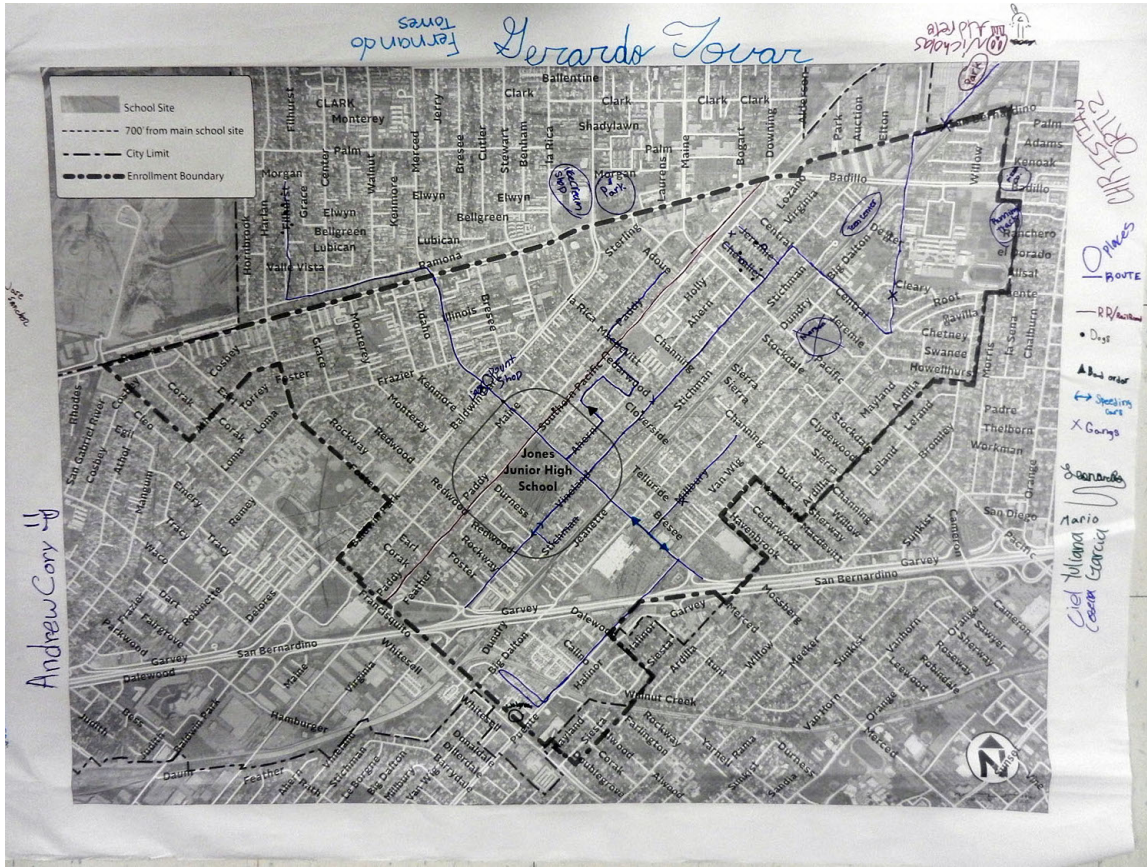
Common Problem Locations near Jones Jr High

- Intersections on Vineleand southwest of the school
- Big Dalton and Merced intersection
- Ahern and Merced in front of the school
- Maine and Merced

Common Problem Issues

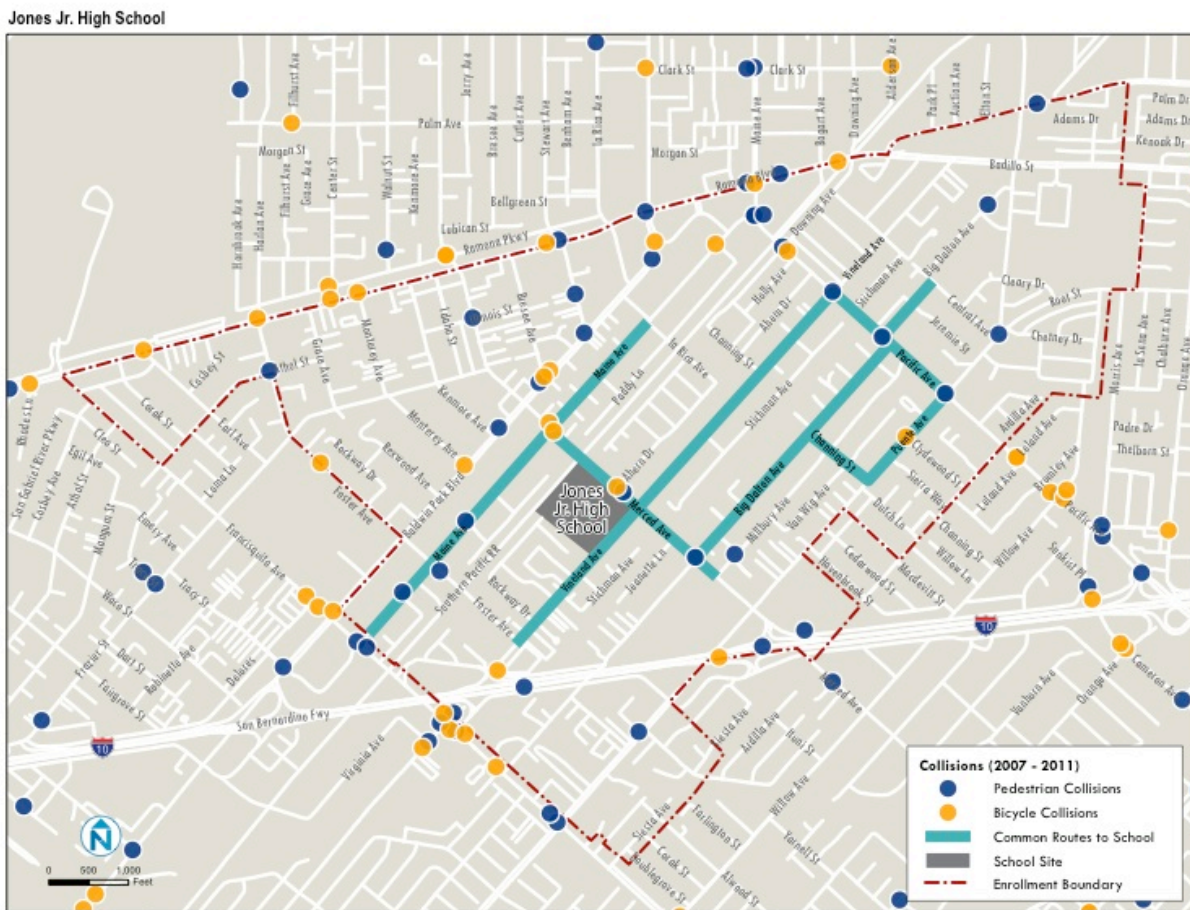
- Dogs
- Speeding cars along streets such as Vineland and Merced
- Gang members





Maps

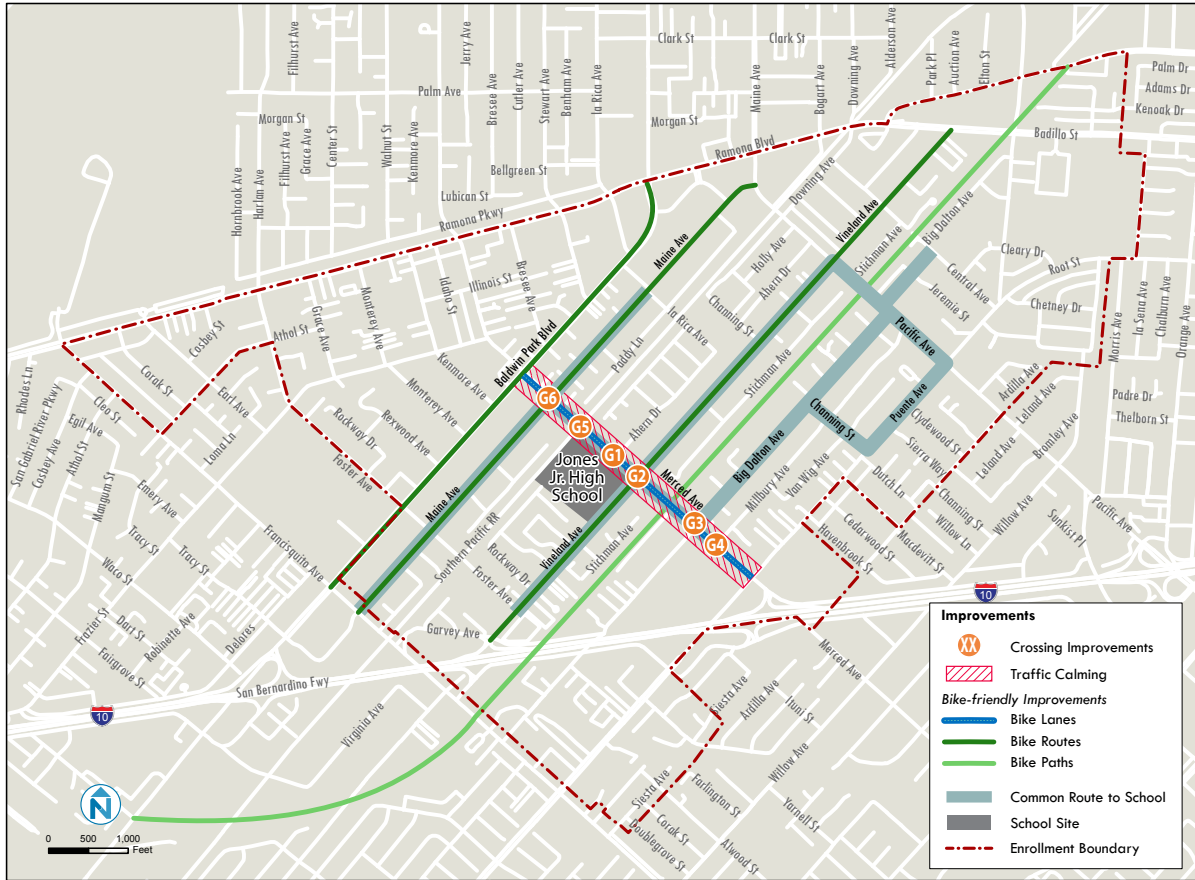
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Jones Jr. High School



Existing Conditions and Engineering Recommendations

Crossing Improvements

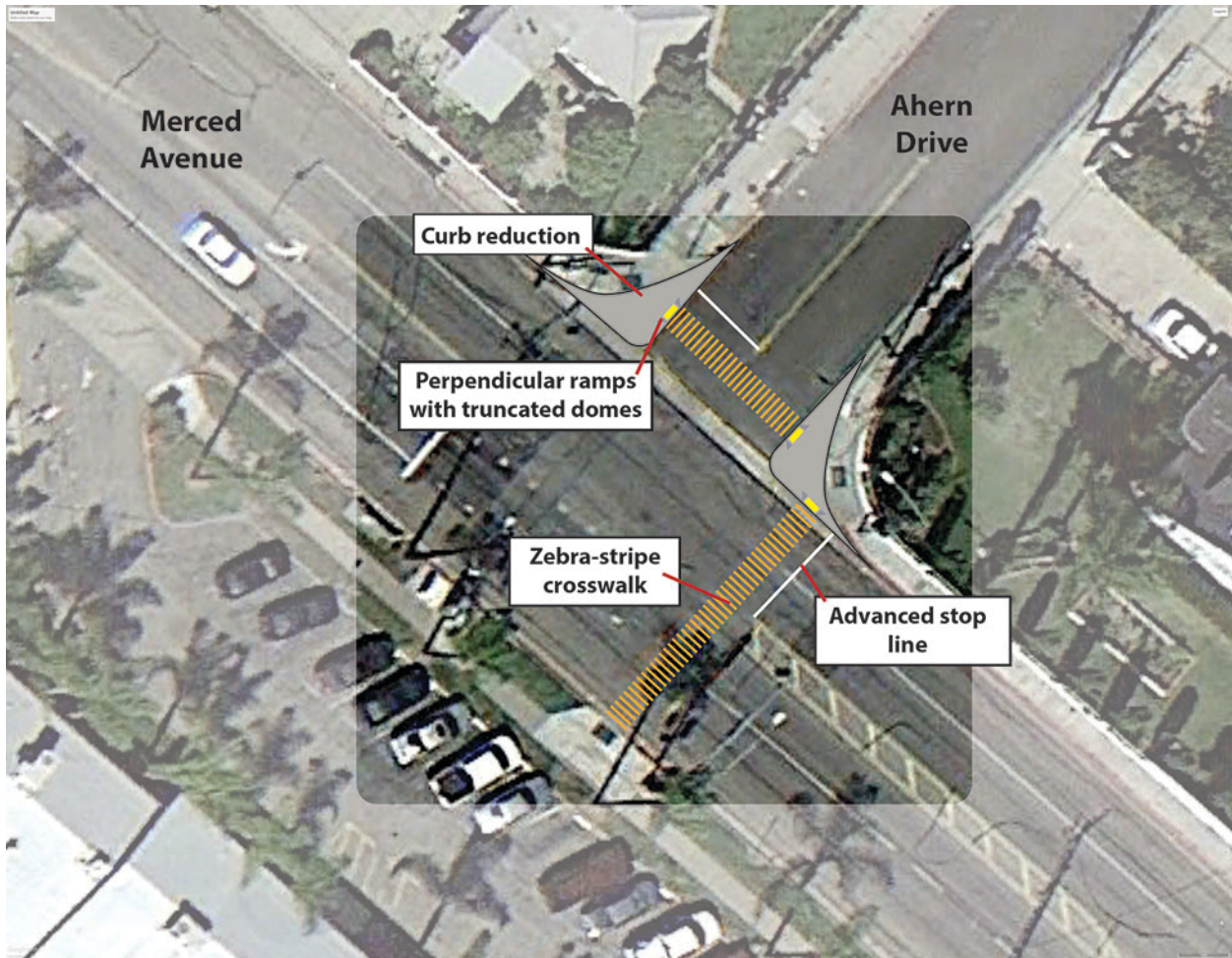
G1. Merced Ave. & Ahern Dr.

Existing

- T-intersection
- Signalized
- Yellow transverse-line crosswalks on the NE and SE legs

Proposed

- Add yellow zebra stripes to the NE and SE leg crosswalks (2)
- Add advanced stop lines to the NE and SE leg crosswalks (2)
- Reduce curb radii on the north and east corners (2)



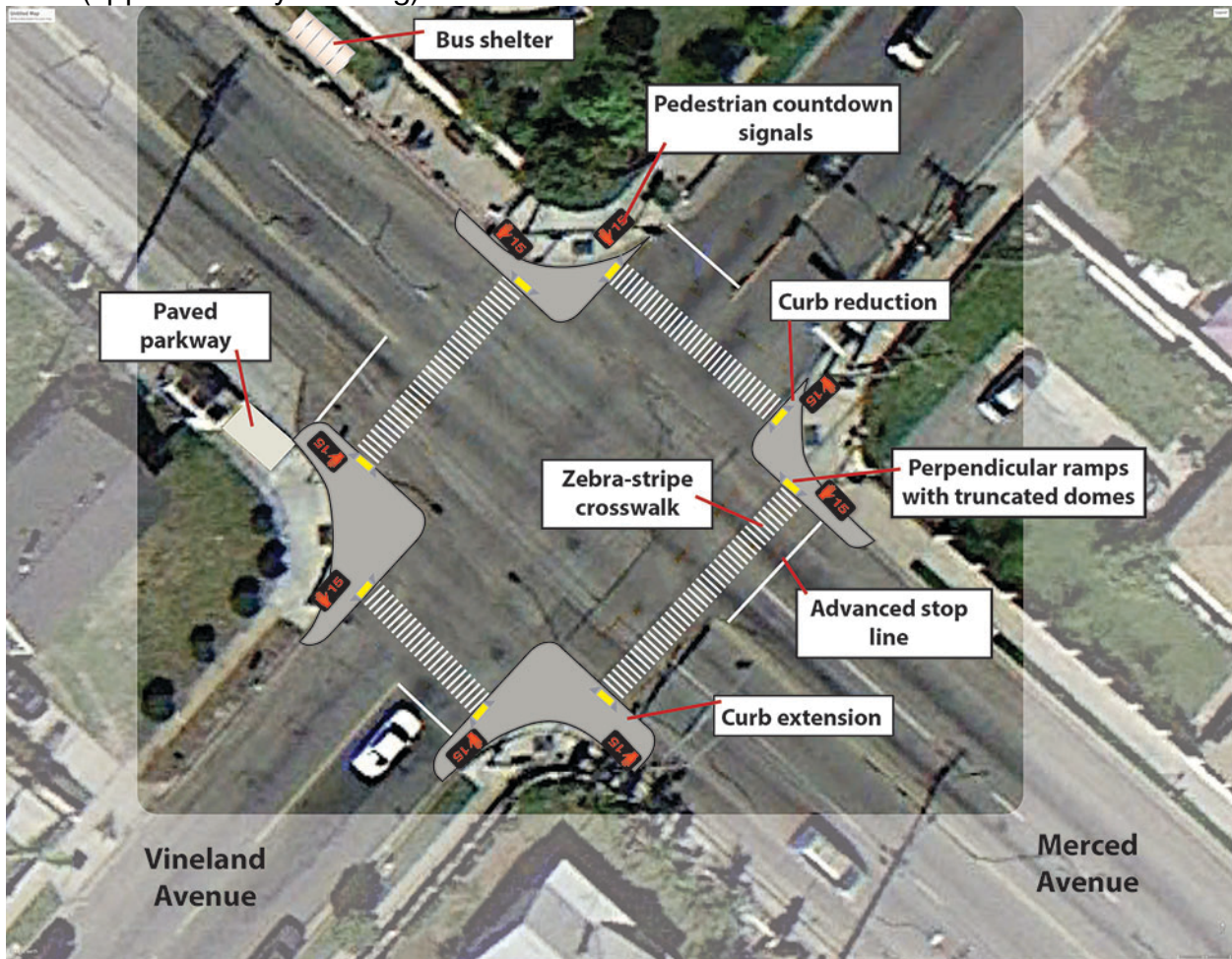
G2. Merced Ave. & Vineland Ave.

Existing

- Signalized intersection
- Yellow transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines on all crosswalks (4)
- Add countdown signals to all pedestrian heads (8)
- Add time to pedestrian walk phase of the signals (8)
- Add curb extensions to the NW, SW, and SE legs (6)
- Reduce curb radii on both sides of the NE leg (2)
- Add a bus shelter with maps and schedules to bus stops on the north corner (1)
- Pave parkway between the crosswalk and the bus shelter on the west corner (1) (approximately 16' long)



G3. Merced Ave. & Big Dalton Ave.

Existing

- 4-way stop
- Transverse-line crosswalks on all legs

Proposed Option 1

- Road diet on Merced Ave.
- Replace 4-way stop with a roundabout or appropriately-sized circle
- Add a bus shelter with maps and schedules to the bus stops on the east and west corners (2)

Proposed Option 2

- Add zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines on all crosswalks (4)
- Add curb extensions to both sides of the NE and SW legs (4)
- Reduce curb radii on both sides of the NW and SE legs (4)
- Add a bus shelter with maps and schedules to the bus stops on the east and west corners (2)



G4. Merced Ave. & Millbury Ave.

Existing

- T-intersection
- Transverse-line crosswalks on the NE leg

Proposed

- Add a zebra-stripe crosswalk on the NE leg (1)
- Add advanced stop lines on the NE leg crosswalk (1)
- Add curb extensions on both sides of the NE leg (2)



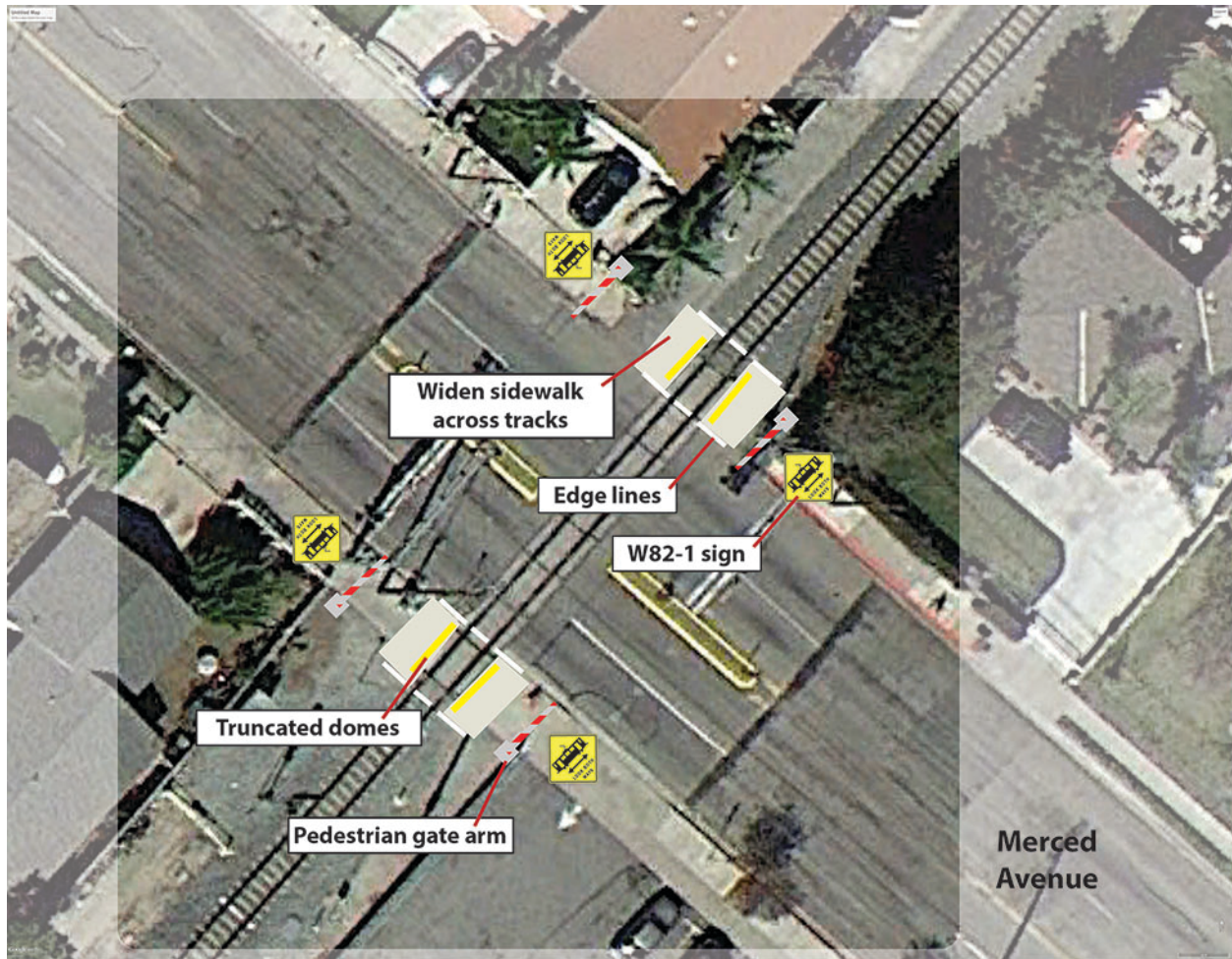
G5. Merced Ave. & RR Tracks

Existing

- Narrow, broken asphalt pavement across the RR
- RR crossing signals

Proposed

- Pave a wider concrete sidewalk across the tracks (2)
- Add edge lines to channel pedestrians across the tracks (2)
- Add pedestrian gate arms to both crossings (4)
- Add W82-1 signs to warn of the crossing on both sidewalks (4)
- Add truncated domes on both sides of the tracks (4)
- Have the California Public Utilities Commission approve of the design before construction



G6. Merced Ave. & Maine Ave.

Existing

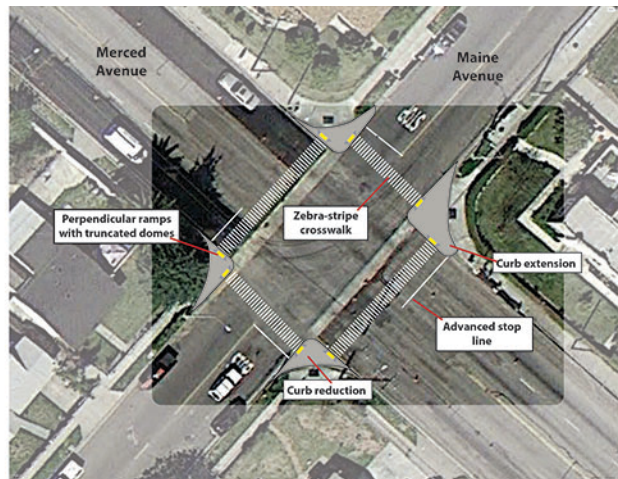
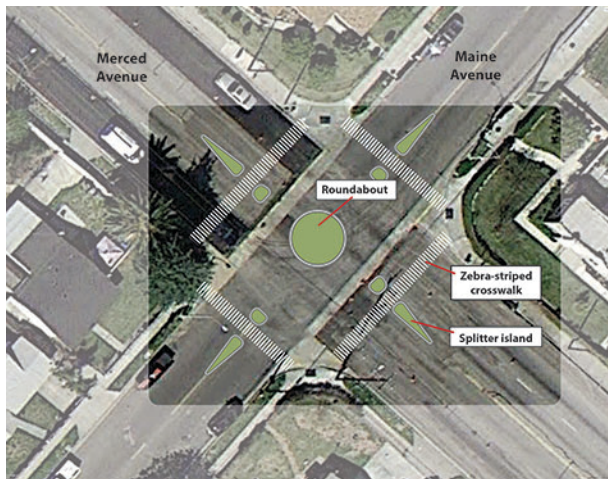
- 4-way stop
- Transverse-line crosswalks on NW, SW, and SE legs

Proposed Option 1

- Road diet on Merced Ave.
- Replace 4-way stop with a roundabout or appropriately-sized circle

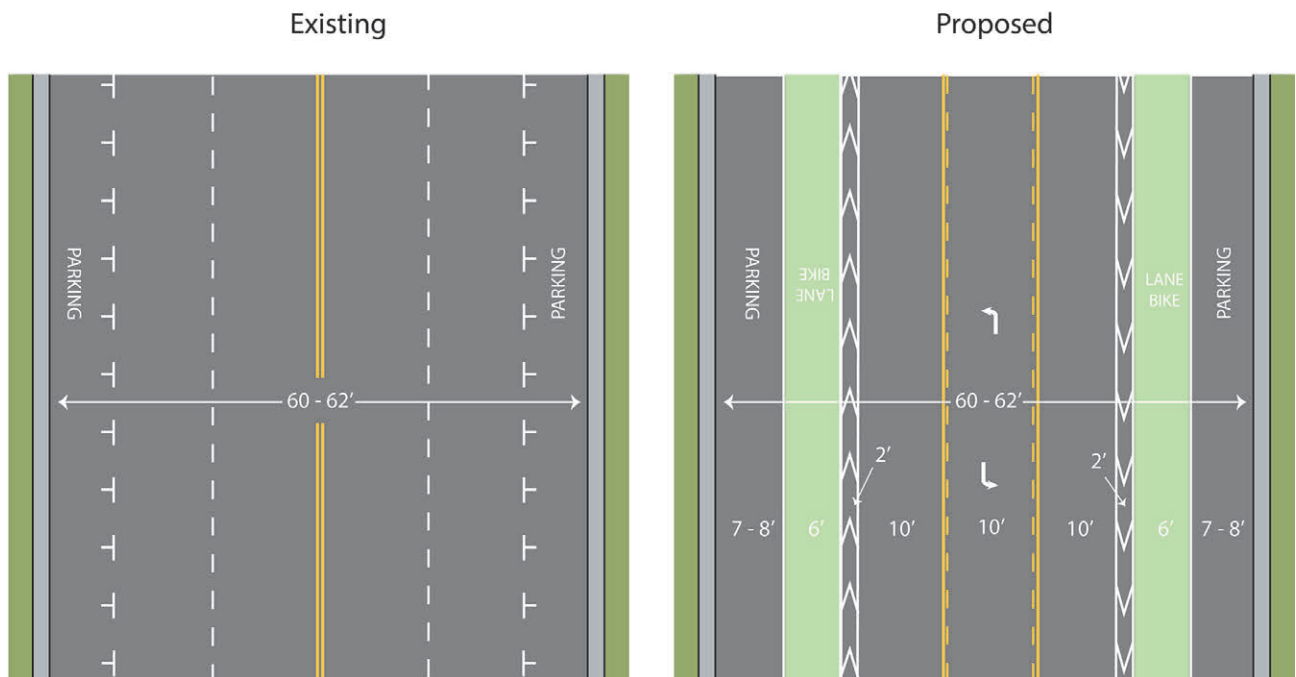
Proposed Option 2

- Add zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines on all crosswalks (4)
- Add curb extensions to all corners (8)

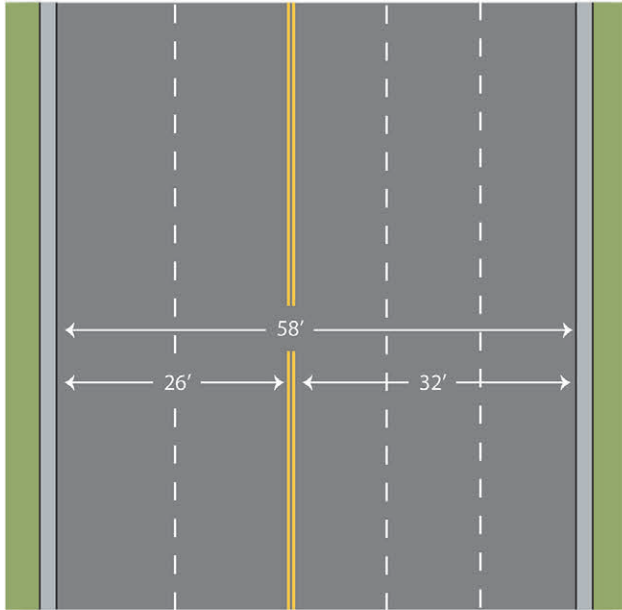


Linear Improvements

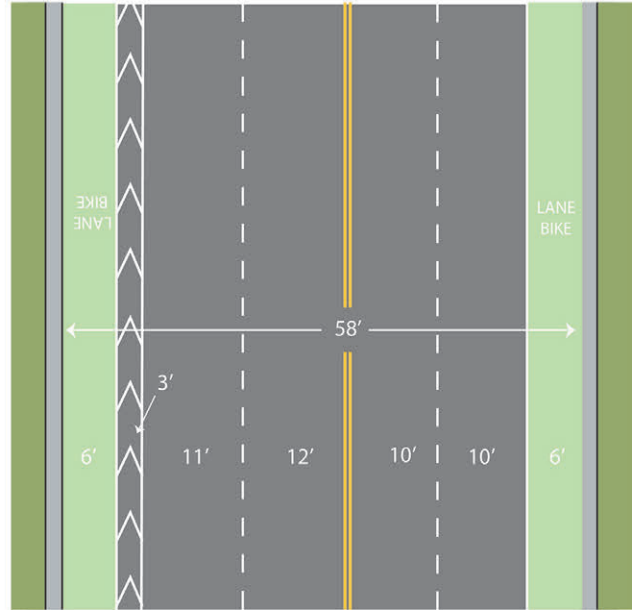
- Add 12' wide bike path (or linear park with jogging path) along the Big Dalton Wash from the NE city limit to Baldwin Park Blvd. (2.8 mi.)
- Add a bike route with green shared lane markings along Baldwin Park Blvd. from Ramona Blvd. to Francisquito Ave. (30' to 35' curb to median with 2 lanes and on-street parking); conduct a parking study to assess removing parking for buffered bike lanes (1.3 mi.)
- Add a bike route with shared lane markings along Vineland Ave. from Badillo St. to Garvey Ave. (1.6 mi.)
- Add a bike route with shared lane markings along Maine Ave. from Pacific Ave. to Francisquito Ave. (1.4 mi.)
- Evaluate a road diet on Merced Ave. to add colored bike lanes with or without buffers from Baldwin Park Blvd. to Puente Ave.
 - Baldwin Park Blvd. to Ahern Dr. 60'-62' wide (buffers could go between parking lane and bike lane, or between bike lane and travel lane) (0.3 mi.)
 - Ahern Dr. to Vineland Ave. (in front of the school) 58' wide (0.1 mi.)
 - Vineland Ave. to Big Dalton Ave. 64' wide (0.2 mi.)



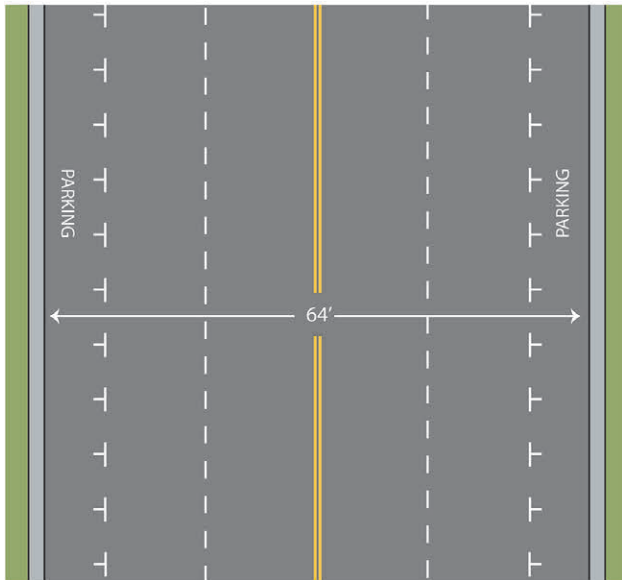
Existing



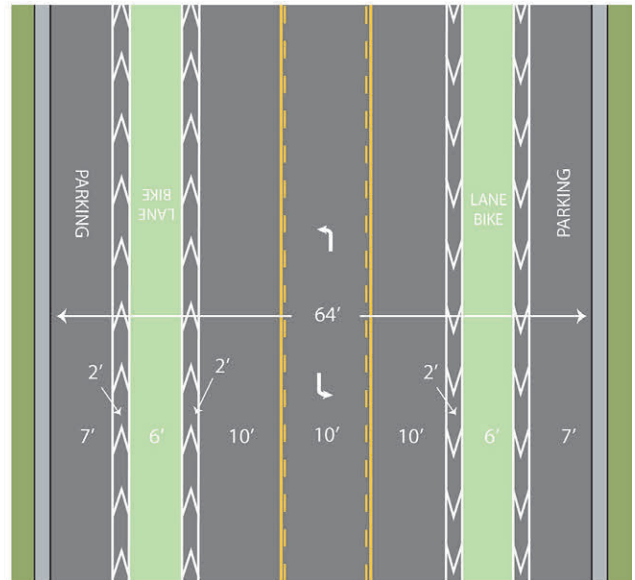
Proposed



Existing



Proposed



Bicycle, Skateboard, and Scooter Parking

- Add racks for 20 bicycles as described in the Design Guidance section. Add racks for 20 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Jones Jr. High School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Educate students and parents on rules of the road
- Have parents teach other parents
- Conduct workshops with students and parents
- Offer hands-on practice on the road and in the parking lot
- Have parent patrols demonstrate how to control traffic on the school site

Encouragement

- Set an example
- Spread the word

Enforcement

- Have Captain Poe give a workshop
- Give warnings and tickets
- Start parent patrols



Foster Elementary School

SRTS Workshop

An SRTS workshop was conducted on September 27, 2013. The following key stakeholders attended:

- School principal
- School community liaison
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Motorists not respecting pedestrians
- Motorists not stopping for crosswalks
- Narrow sidewalks with obstructions
- Traffic
- Congestion
- Not enough lights
- No bike lanes
- Lack of visible signage
- Flooding/poor drainage
- Nuisance residents harassing students
- Graffiti

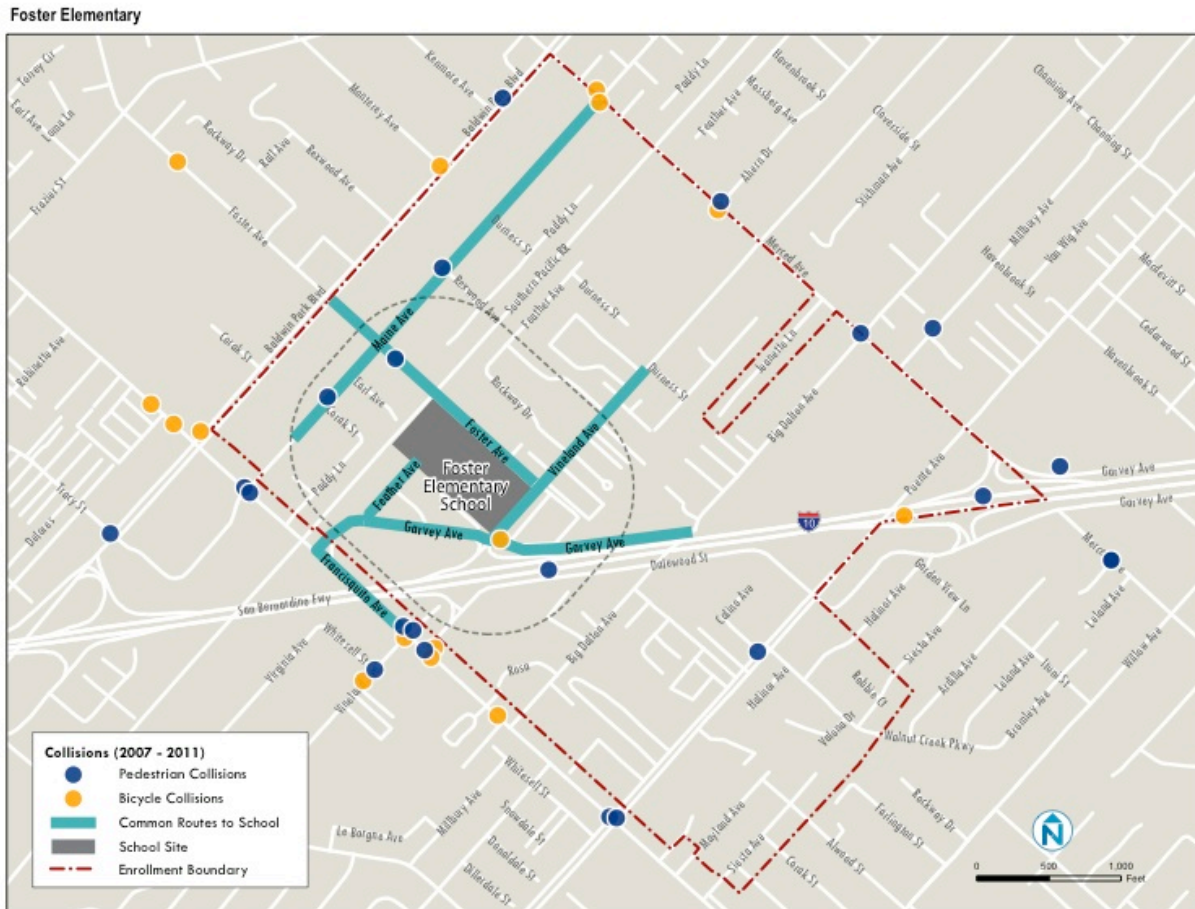
Location-Specific Issues

- The whole area needs more lighting
- Vineland Ave. & Foster Ave.
 - speeding
 - needs more signs
- Merced Ave. & RR Track crossing
 - narrow sidewalk

- steep ramps
 - flooding
 - dirty/trash
 - resident on the NW side hoses students
- Francisquito Ave. & Garvey Ave.
 - no sidewalk along Garvey Ave.
 - lack of lighting
- Foster Ave. in front of the school
 - congestion
 - lack of lighting
 - narrow sidewalk
 - speeding
 - parkway floods
- Maine Ave. & Foster Ave.
 - speeding
 - motorists ignore stop signs
- Feather Ave. school entrance
 - needs more bike racks
- Baldwin Park Blvd. & Foster Ave.
 - some men say ugly things to children walking by

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Foster Elementary



Existing Conditions and Engineering Recommendations

Crossing Improvements

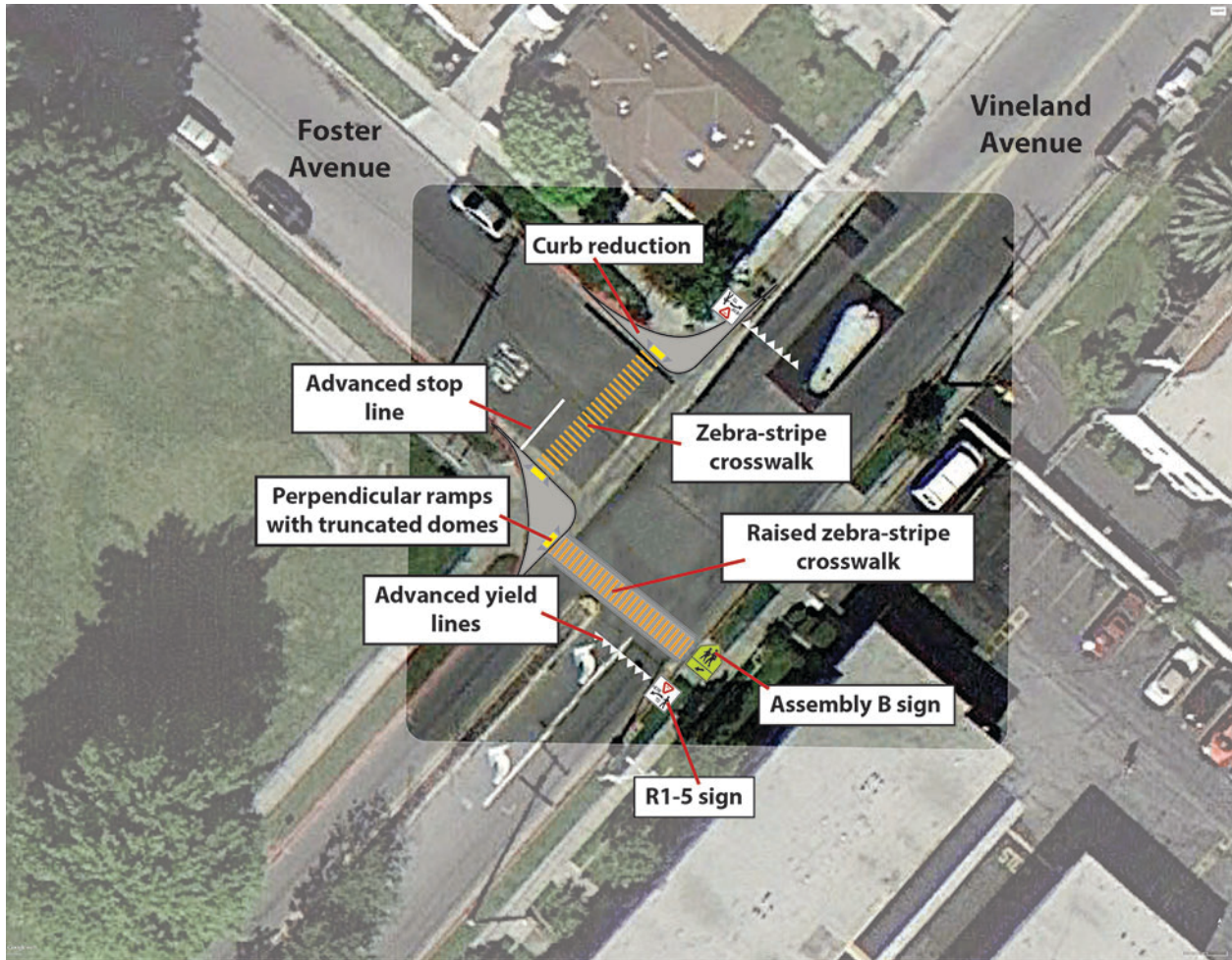
H1. Vineland Ave. & Foster Ave.

Existing

- T-intersection
- 1-way stop for Foster Ave.
- Yellow transverse-line crosswalks on the NW leg
- Yellow ladder crosswalk on the SW leg
- 1 new and 1 old school crossing sign for the SW leg crosswalk
- Assembly C signs on approaches to the SW crosswalk
- Assembly D signs on approaches to the SW crosswalk
- Trees block some signs
- Inadequate street lighting
- Drainage problems
- Crossing guard

Proposed

- Add a yellow zebra-stripe crosswalk on the NW leg (1)
- Add advanced yield lines on the SW leg crosswalk (2)
- Add R1-5 signs to the SW leg crosswalk
- Replace old school crosswalk sign NE bound on Vineland Ave. with an Assembly B sign (1)
- Reduce curb radii on the north and south corners (2)
- Add a raised zebra-stripe crosswalk to the SW leg (1)
- Evaluate ways to improve drainage



H2. Foster Ave. & RR Tracks

Existing

- Narrow, broken asphalt pavement across the RR
- Steep ramp
- RR crossing signals
- Only one crossing—SW side
- Crossing guard

Proposed Option 1

- Close existing sidewalk across the tracks
- Connect existing sidewalks on both sides of the tracks to a new 8' wide bicycle/pedestrian crossing that connects the ends of the culs-de-sac (approximately 100')
- Add edge lines to channel pedestrians across the tracks (2)
- Add pedestrian gate arms to both sides (2)
- Add W82-1 signs to warn of the crossing (2)
- Add truncated domes on both sides of the tracks (2)
- Have the California Public Utilities Commission approve of the design before construction

Proposed Option 2

- Move fence back 2-3'
- Construct more gentle ramps on the sidewalk
- Pave a wider concrete sidewalk across the tracks
- Add edge lines to channel pedestrians across the tracks (2)
- Add pedestrian gate arms to both sides (2)
- Add W82-1 signs to warn of the crossing (2)
- Add truncated domes on both sides of the tracks (2)
- Have the California Public Utilities Commission approve of the design before construction



H3. Garvey Ave. & Francisquito Ave.

Existing

- T-intersection
- Signalized
- Countdown signals
- Transverse-line crosswalks on the NE and SE legs and to the slip lane island
- Right-turn slip lane from Francisquito Ave. onto Garvey Ave. (22' wide)
- Right-turn slip lane crosswalk in a location with limited visibility

Proposed

- Eliminate right-turn slip lane from Francisquito Ave. onto Garvey Ave.
- Add a sidewalk on Garvey Ave. (see Linear Improvements)
- Add zebra-stripe crosswalks to the NE and SE legs (2)
- Add advanced stop lines to crosswalks to the NE and SE legs (2)
- Reduce the curb radii on the north corner (1)



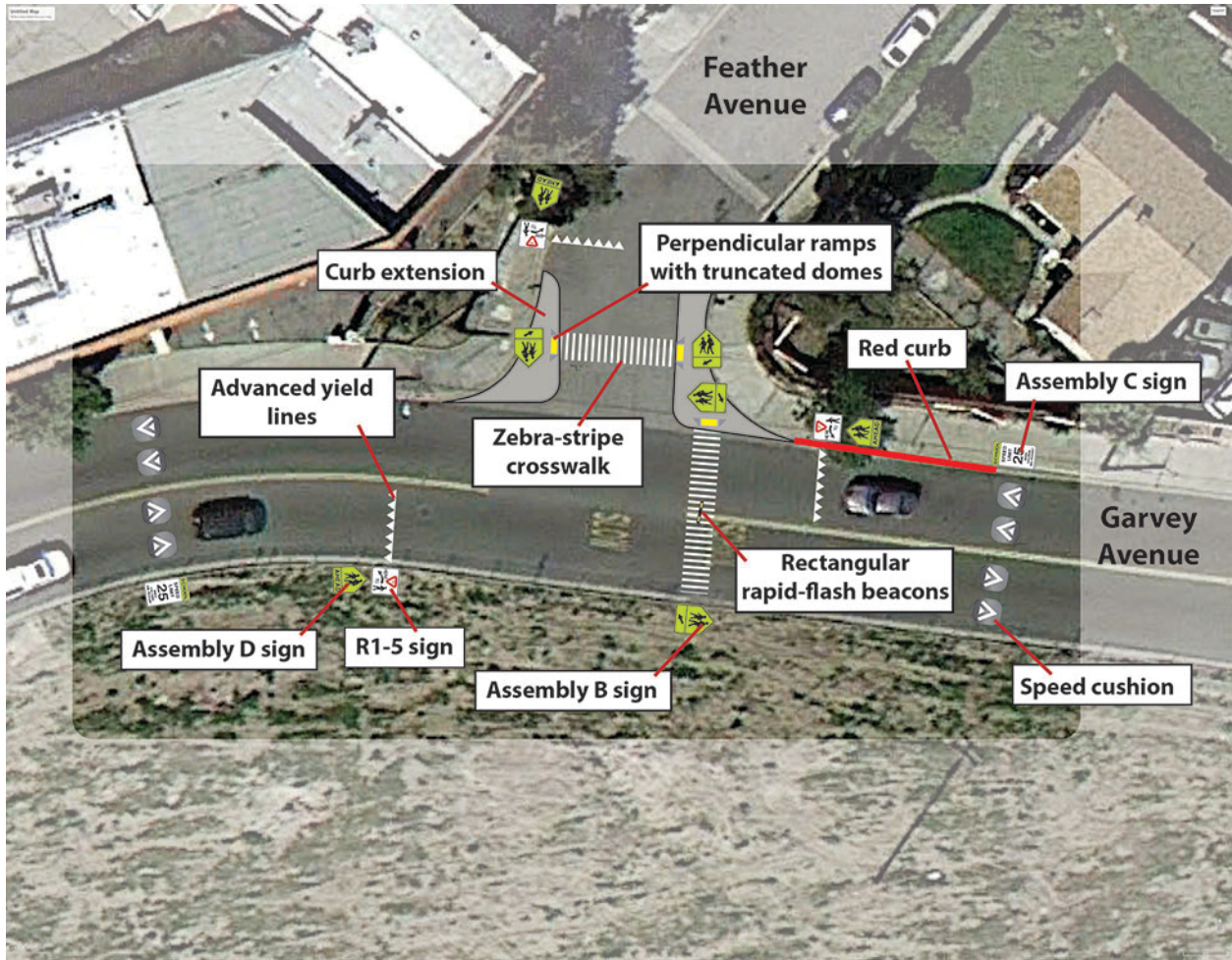
H4. Garvey Ave. & Feather Ave.

Existing

- T-intersection
- Uncontrolled
- No marked crosswalk
- Garvey Ave. 40' wide, 2 lanes with parking on the north side

Proposed

- Add a zebra-stripe crosswalk on the north leg (1)
- Add curb extensions to both sides on the north leg crosswalk (2)
- Add an advanced yield line to the southbound approach to the north leg crosswalk (1)
- Add an R1-5 sign to the southbound approach to the north leg crosswalk (1)
- Add an Assembly D sign to the southbound approach to the north leg crosswalk (1)
- Add Assembly B signs to the north leg crosswalk (2)
- Add a new zebra-stripe crosswalk to the east leg (1)
- Add rectangular rapid flash beacons to the crosswalk on the east leg (1)
- Add advanced yield lines to both approaches of the east leg crosswalk (2)
- Add an R1-5 sign to both approaches of the east leg crosswalk (2)
- Add an Assembly D sign to both approaches of the east leg crosswalk (2)
- Add Assembly B signs to the east leg crosswalk (2)
- Add Assembly C signs to Garvey Ave. (2)
- Add speed cushions on Garvey Ave. (2)
- Add a red curb east of Feather Ave. on the north side of Garvey Ave. (1)



Linear Improvements

- Add street lighting along the following stretches of street:
 - Vineland Ave. from Merced Ave. to Garvey Ave.
 - Foster Ave. from Baldwin Park Blvd. to Vineland Ave.
 - Feather Ave. from Garvey Ave. to the school entrance
 - Garvey Ave. from Big Dalton Ave. to Francisquito Ave.
 - Francisquito Ave. from Garvey Ave. to Vineland Ave.
- Replace the parkway with concrete along Foster Ave. from the RR tracks to Vineland Ave. (approximately 800')
- Widen the sidewalk or put in curb extensions on Foster Ave. NW of the RR tracks to go around mail boxes and sidewalk obstructions (approximately 150')
- Add colored bike lanes along Garvey Ave. from Francisquito Ave. to Vineland Ave. (8' parking, 6' bike lane, 10' travel lane, 10' travel lane, 6' bike lane)
- Add a 12' wide bike path along the north side of Garvey Ave. from Big Dalton Wash to Vineland Ave.; will require an easement and grading (approximately 700')
- Add a sidewalk along Garvey Ave. from Francisquito Ave. to the new Feather Ave. crosswalk (approximately 400')
- Add a bike path along the north side of the I-10 freeway from Francisquito Ave. to Vineland Ave. (approximately 1000')
- Consider adding a bike/walking path directly from Francisquito Ave. at the I-10 freeway to the new Feather Ave. (approximately 420')

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Foster Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Educate parents and students
- Distribute flyers with information to parents
- Set up a committee of parents

Encouragement

- Give prizes for walking
- Start a helmet program

Enforcement

- Organize a group of parents for safety



Tracy Elementary School

SRTS Workshop

A SRTS workshop was conducted on October 8, 2013. The following key stakeholders attended:

- School principal
- School community liaison
- Parents
- Tutor
- Noon aide
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Narrow sidewalks
- No bike lanes
- Poor visibility of pedestrians
- Lack of marked crosswalks
- Lack of signage
- Double parking
- Traffic
- Inadequate traffic signals
- Poor drainage
- Dogs
- Animal droppings
- Car exhaust

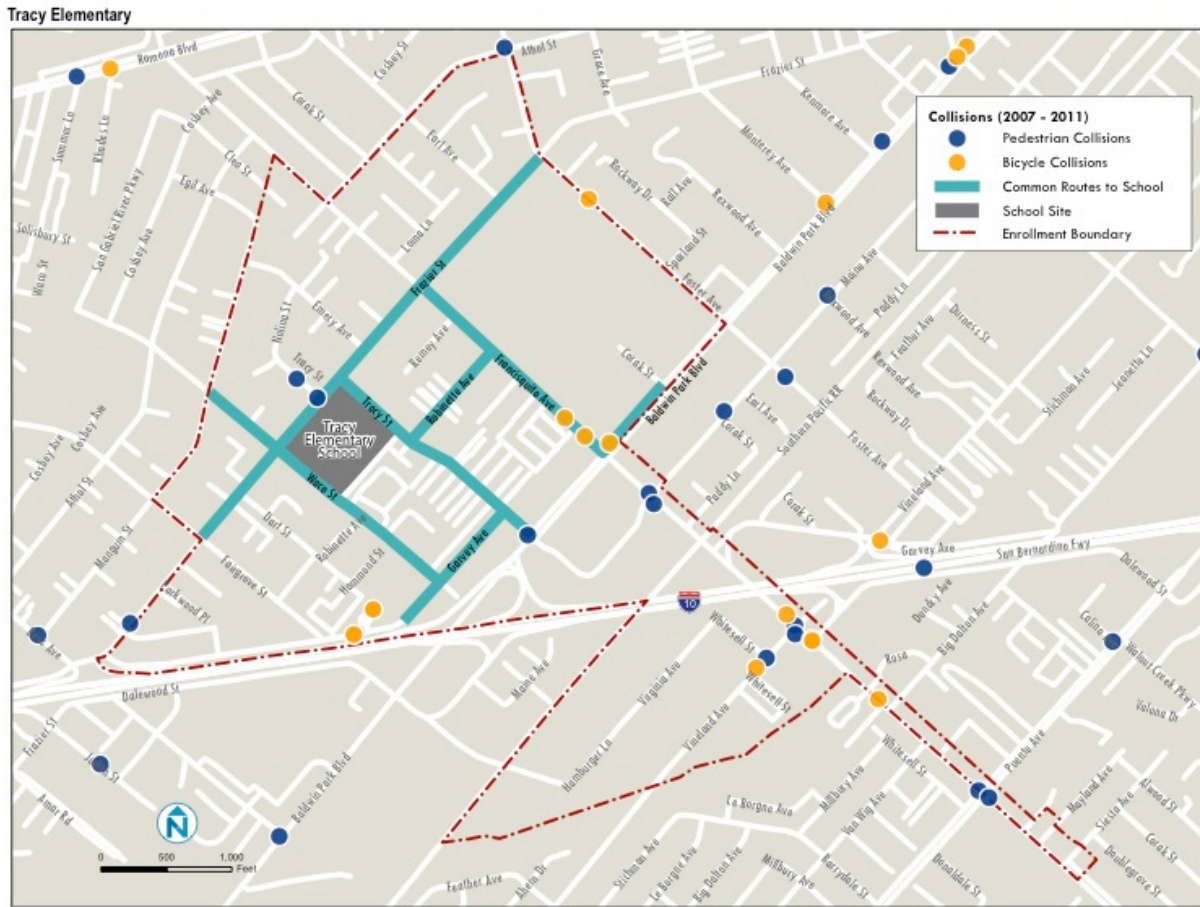
Location-Specific Issues

- Waco St. & Frazier St.
 - motorists don't stop for pedestrians

- crosswalks aren't visible
 - kids cross diagonally
- Waco St. & Garvey Ave.
 - no marked crosswalk
- Tracy St. & Frazier St.
 - motorists don't stop for pedestrians
 - speeding
 - motorists ignore crossing guards
 - narrow curbs
 - no bike lanes
 - needs a road diet
 - cars park on the corner
- Tracy St. & Robinette Ave.
 - motorists block the crosswalk
 - motorists block the sidewalk
 - poor drainage
- Waco St. & Robinette Ave.
 - no marked crosswalk
 - speeding
 - double parking
 - poor drainage
- Francisquito Ave. & Robinette Ave.
 - no marked crosswalk
- Whitesell St. & Vineland Ave.
 - bus stop for students; no bus stop signage
 - poor crosswalk
- Along Tracy St.
 - sidewalk too narrow
- Along Waco St.
 - sidewalk too narrow
 - debris and trash
- Along Garvey Ave.
 - overgrown plants on the sidewalk
- School driveway
 - cars block the sidewalk
- Back gate
 - many students cross the street mid-block here

Maps

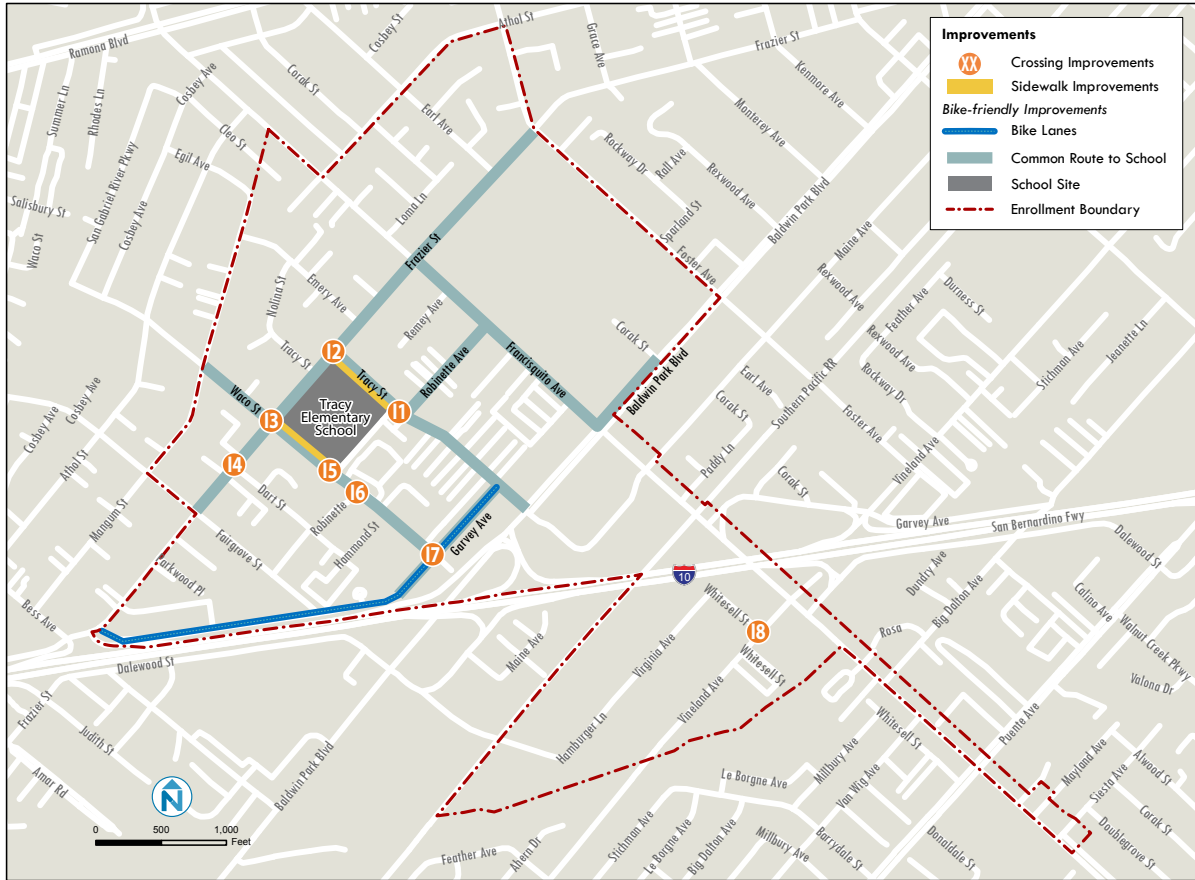
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Tracy Elementary



Existing Conditions and Engineering Recommendations

Crossing Improvements

11. Tracy St. & Robinette Ave.

Existing

- T-intersection
- 3-way stop
- Yellow transverse-line crosswalks on the NW and NE legs
- Cars back up and block the sidewalk here to the school driveway

Proposed

- Add a yellow zebra-stripe crosswalk on the NW and NE legs (2)
- Add advanced stop lines to the NW and NE leg crosswalks (2)
- Add curb extensions to both crossing faces of the NW and NE legs (4)
- Add a raised sidewalk over the school driveway to slow cars and make it easier for pedestrians to cross (1)
- Add a sign to instruct parents not to block the sidewalk at the driveway (1)
- Evaluate ways to improve drainage



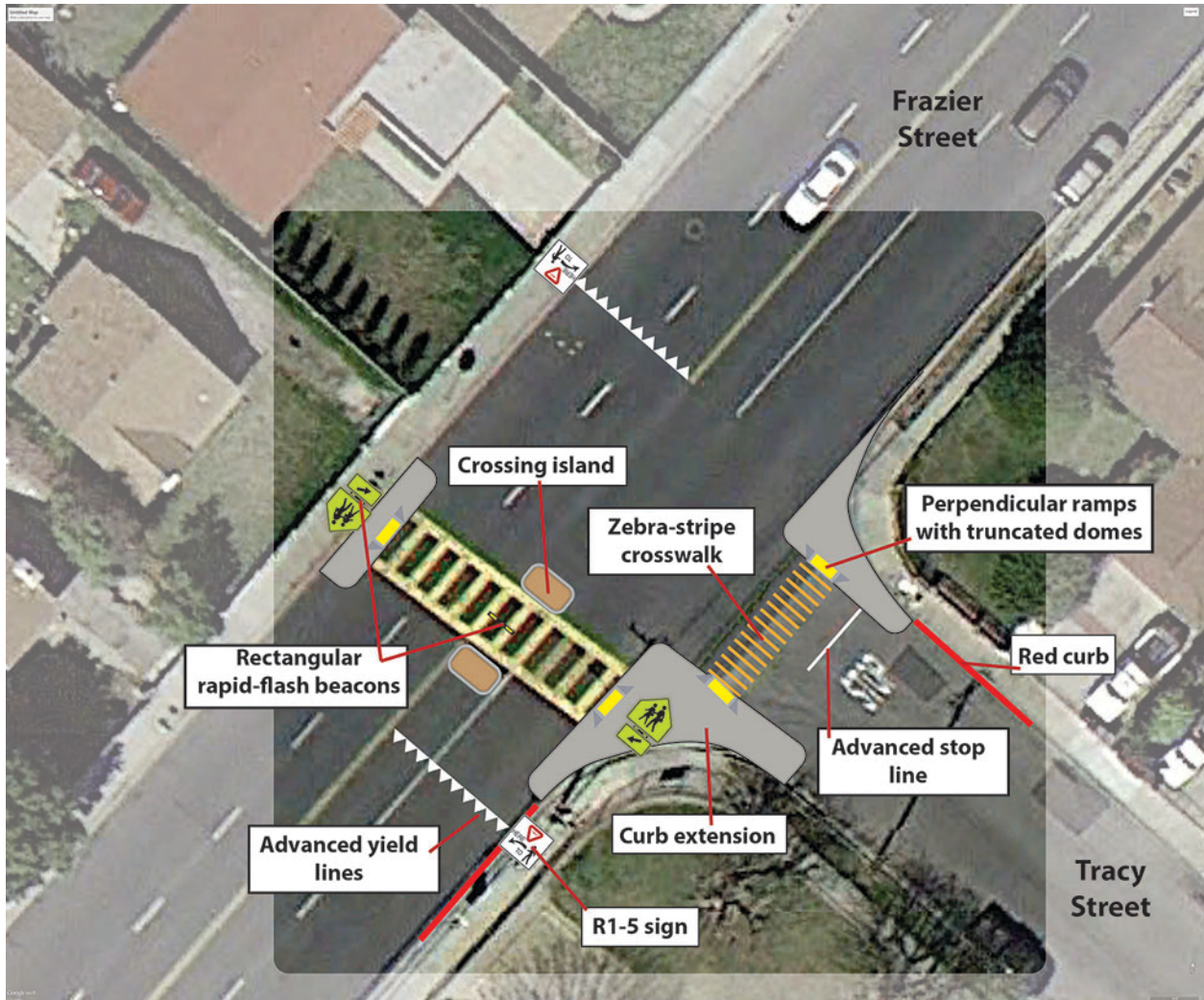
I2. Tracy St. (NW intersection) & Frazier St.

Existing

- T-intersection
- 1-way stop for Tracy St.
- Yellow transverse-line crosswalk on the SE leg
- Yellow ladder crosswalk on the SW leg
- No curb ramp on the NW side of the SW leg crosswalk
- SLOW SCHOOL XING pavement markers on both approaches to the SW leg crosswalk
- Old Assembly D signs on both approaches to the SW leg crosswalk
- Old Assembly B signs at the SW leg crosswalk
- Assembly C signs on both approaches to the SW leg crosswalk
- Crossing guard

Proposed

- Add a yellow zebra-stripe crosswalk on the SE leg (1)
- Add advanced stop lines to the SE leg (1)
- Add curb extensions to both crossing faces of the SW and SE legs (4)
- Add advanced yield lines to both approaches to the SW leg crosswalk (2)
- Add R1-5 signs to both approaches to the SW leg crosswalk (2)
- Add crossing islands to the SW leg crosswalk (1 pair) (if a road diet is done on Frazier St., these would go in the center-turn lane; if not, restrict on-street parking at the crosswalk)
- Add rectangular rapid flash beacons to the SW leg crosswalk (1 set)
- Add a red curb on Frazier St. on the SE side SW of the SW leg crosswalk, and on Tracy St. on the NE side just SE of Frazier St. (1)



13. Waco St. & Frazier St.

Existing

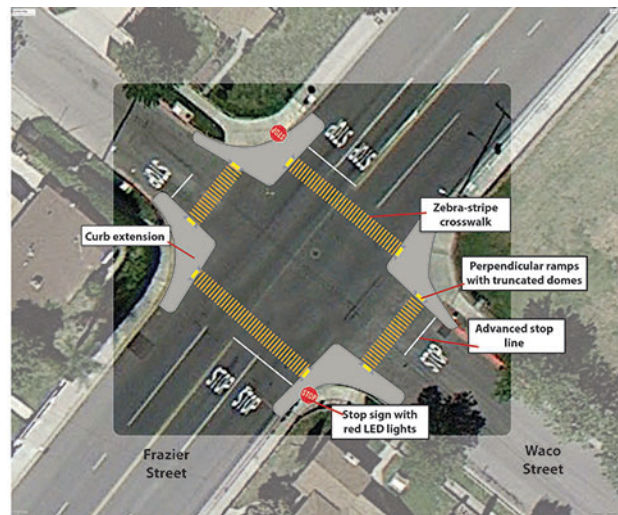
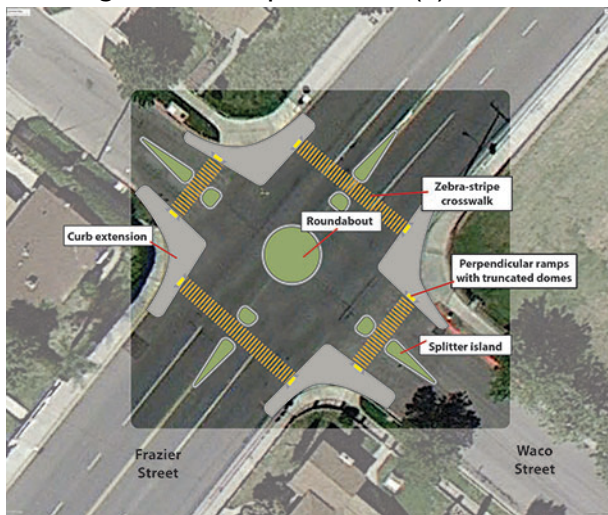
- 4-way stop
- Yellow transverse-line crosswalks on all legs

Proposed Option 1

- If a road diet is done on Frazier, replace the stop signs with a roundabout
- Choke the corners down

Proposed Option 2

- Add a yellow zebra-stripe crosswalk on all legs (4)
- Add advanced stop lines to all crosswalks (4)
- Add curb extensions to all crossing faces (8)
- Replace existing stop signs on Frazier St. with stop signs that have flashing LED lights on the perimeter (2)



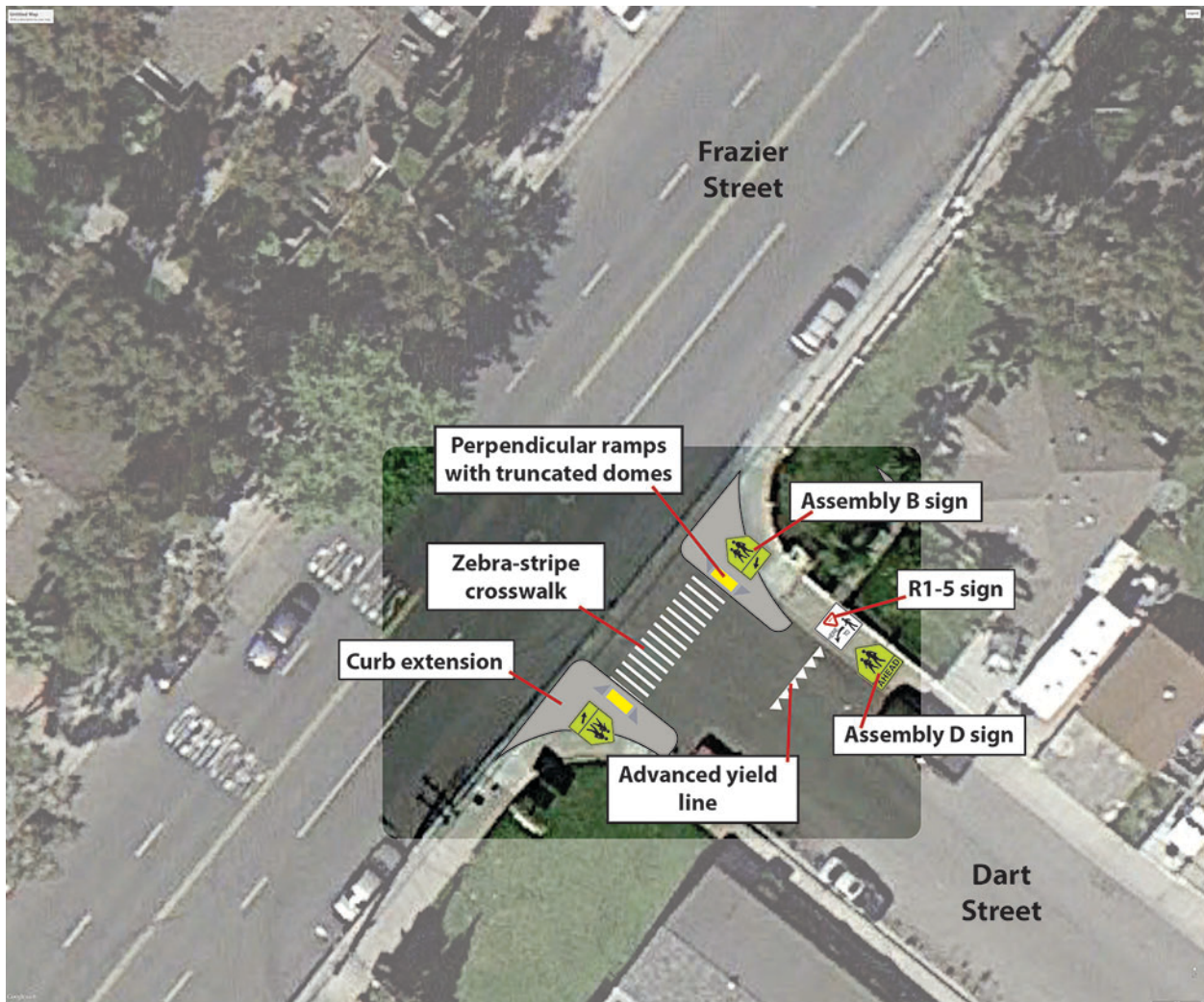
14. Frazier St. & Dart St.

Existing

- T-intersection
- Uncontrolled intersection

Proposed

- Add a zebra-stripe crosswalk on the SE leg (1)
- Add an advanced yield line to the approach of the SE leg (1)
- Add an R1-5 sign to the approach of the SE leg (1)
- Add an Assembly D sign to the approach of the SE leg (1)
- Add Assembly B signs to the SE leg crosswalk (2)
- Add curb extensions to both crossing faces of the SE leg crosswalk (2)



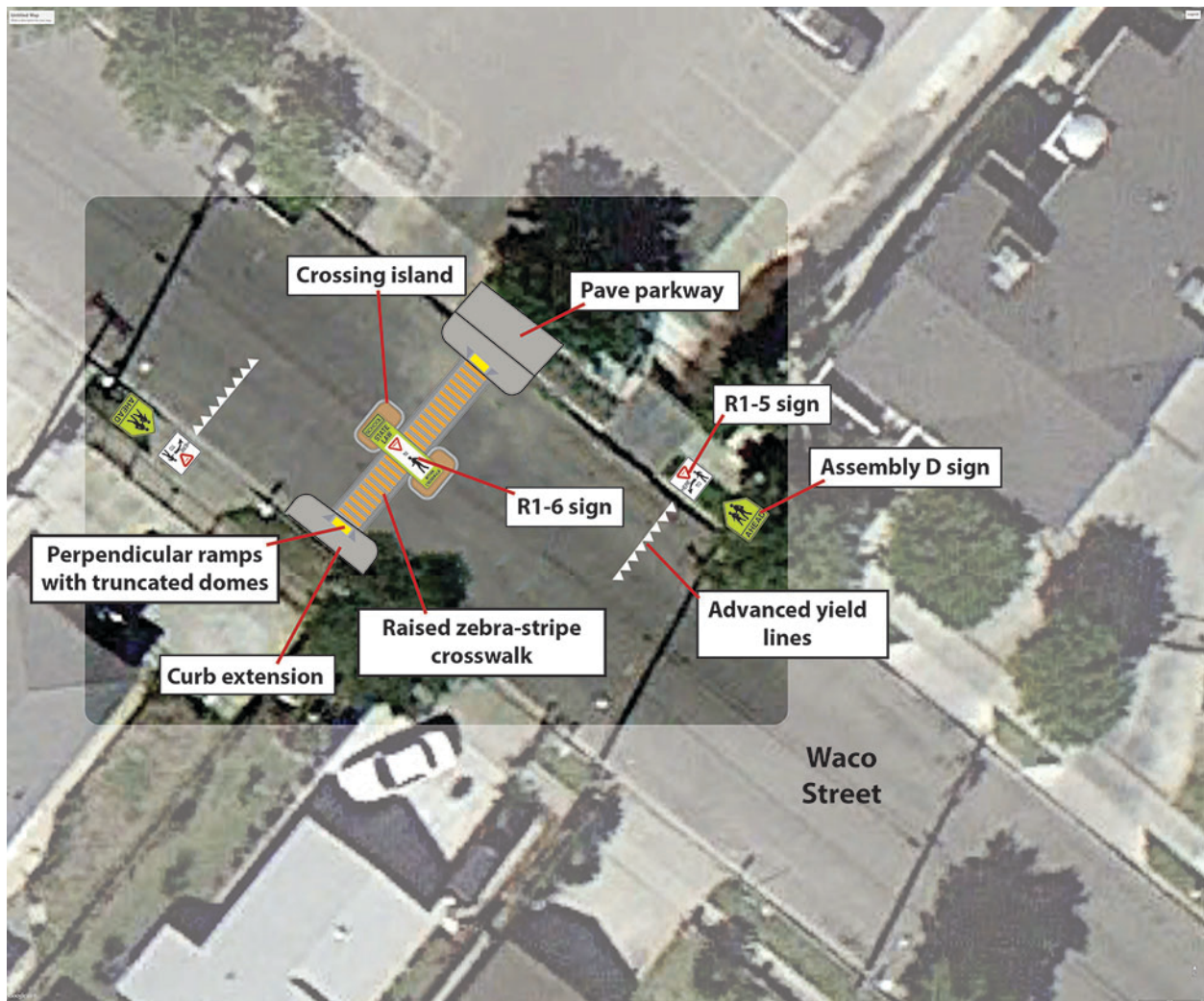
15. Back Gate to the School on Waco St.

Existing

- Students cross here without a marked crosswalk

Proposed

- Add a raised yellow zebra-stripe crosswalk to cross Waco St. (1)
- Add advanced yield lines to both approaches of the new crosswalk (2)
- Add an R1-5 sign to both approaches of the new crosswalk (2)
- Add an Assembly D sign to both approaches of the new crosswalk (2)
- Add R1-6 signs to the new crosswalk (2)
- Add curb extensions to both crossing faces of the new crosswalk (2)
- Add crossing islands to the new crosswalk (1 pair)
- Pave the parkway to connect the crosswalk to the sidewalk on the NE side (1)
- Trim trees that block Assembly A signs along Waco St.



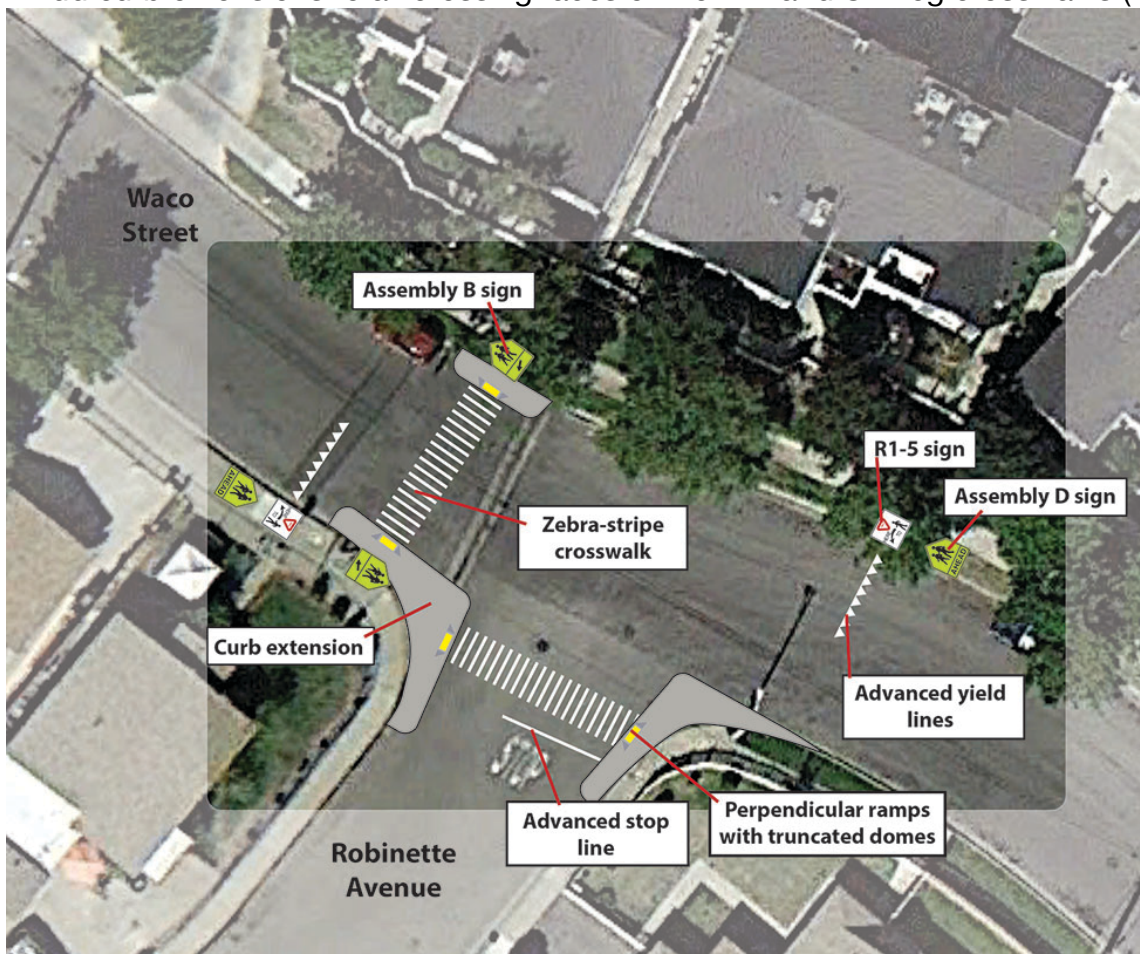
16. Robinette Ave. & Waco St.

Existing

- T-intersection
- 1-way stop for Robinette Ave.
- No marked crosswalk
- Drainage channel on the NW leg

Proposed

- Add zebra-stripe crosswalks to the NW (NW of drainage) and SW legs (2)
- Add an advanced stop line to the SW leg crosswalk (1)
- Add advanced yield lines to both approaches of the NW leg crosswalk (2)
- Add R1-5 signs to both approaches of the NW leg crosswalk (2)
- Add an Assembly D sign to both approaches of the NW leg crosswalk (2)
- Add Assembly B signs to the NW leg (2)
- Add curb extensions to all crossing faces of the NW and SW leg crosswalks (4)



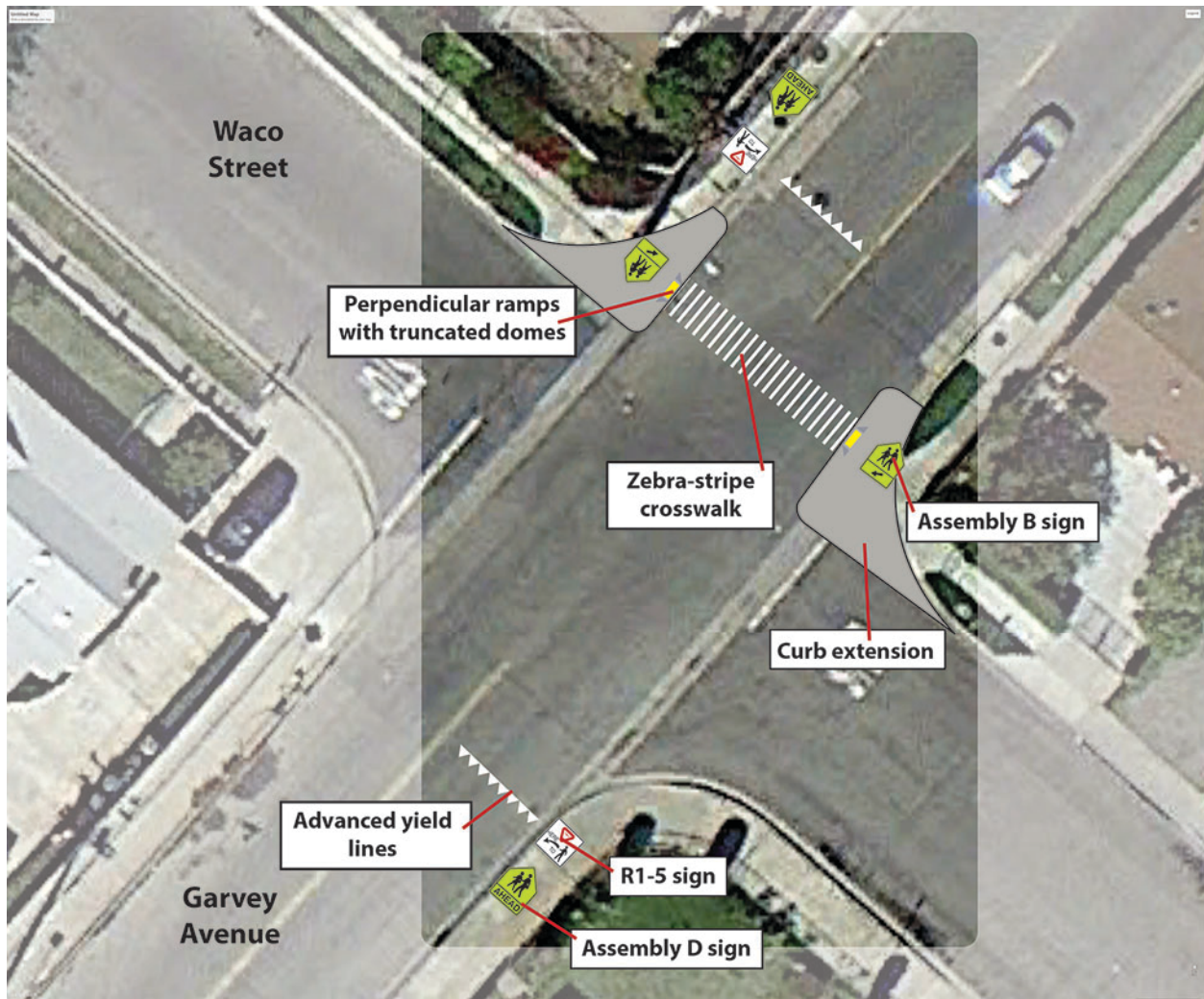
17. Waco St. & Garvey Ave.

Existing

- 2-way stop for Waco St.
- No marked crosswalk

Proposed

- Add a zebra-stripe crosswalk to the NE leg (1)
- Add advanced yield lines to both approaches of the NE leg crosswalk (2)
- Add R1-5 signs to both approaches of the NE leg crosswalk (2)
- Add an Assembly D sign to both approaches of the NE leg crosswalk (2)
- Add Assembly B signs to the NE leg (2)
- Add curb extensions to both crossing faces of the NE leg crosswalk (2)



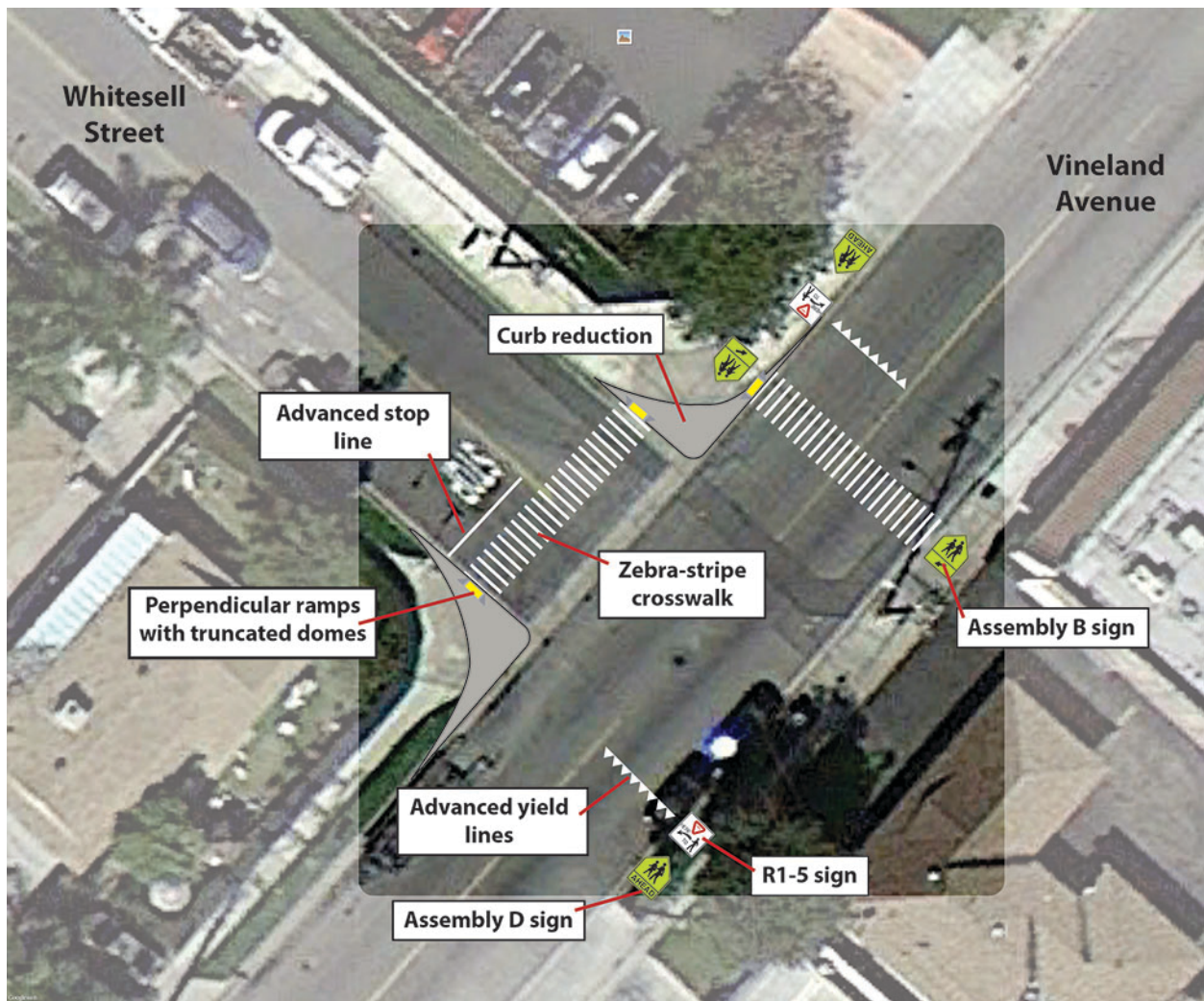
18. Vineland Ave. & Whitesell St.

Existing

- T-intersection
- 1-way stop for Whitesell St.
- School bus stop

Proposed

- Add a zebra-stripe crosswalk to the NW and NE legs (2)
- Add an advanced stop line to the NW leg crosswalk (1)
- Add advanced yield lines to both approaches of the NE leg crosswalk (2)
- Add R1-5 signs to both approaches of the NE leg crosswalk (2)
- Add an Assembly D sign to both approaches of the NE leg crosswalk (2)
- Add Assembly B signs to the NE leg (2)
- Reduce the curb return on the north and west corners (2)



Linear Improvements

- Pave the parkway on the school side of Tracy St. from Robinette Ave. to Frazier St. (approximately 460')
- Pave the parkway on the school side of Waco St. from Frazier St. to the back entrance (approximately 500')
- Get the property owner to trim shrubs along the NW side of Garvey Ave. just NE of Waco St.
- Remove parking on the NW side of Garvey Ave. from Tracy St. to the point where the street curves to become east-west and add 6' bike lanes (0.2 mi.)
- Add 5' bike lanes from the point where the street curves to become east-west to Frazier St. (0.4 mi.)

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Tracy Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Options for parents and students
- Creation of a committee of parents to spearhead incentives

Encouragement

- Walking school buses
- International Walk-to-School Day event; advertise with posters around the school
- Walking Wednesdays
- Bike-to-School Day
- Class competitions with incentives for walking and bicycling

Enforcement

- Police enforcement
- Parent involvement



Sierra Vista Junior High School



Sierra Vista High School

SRTS Workshop

A SRTS workshop was conducted on October 9, 2013. The following key stakeholders attended:

- School principal
- School community liaison
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

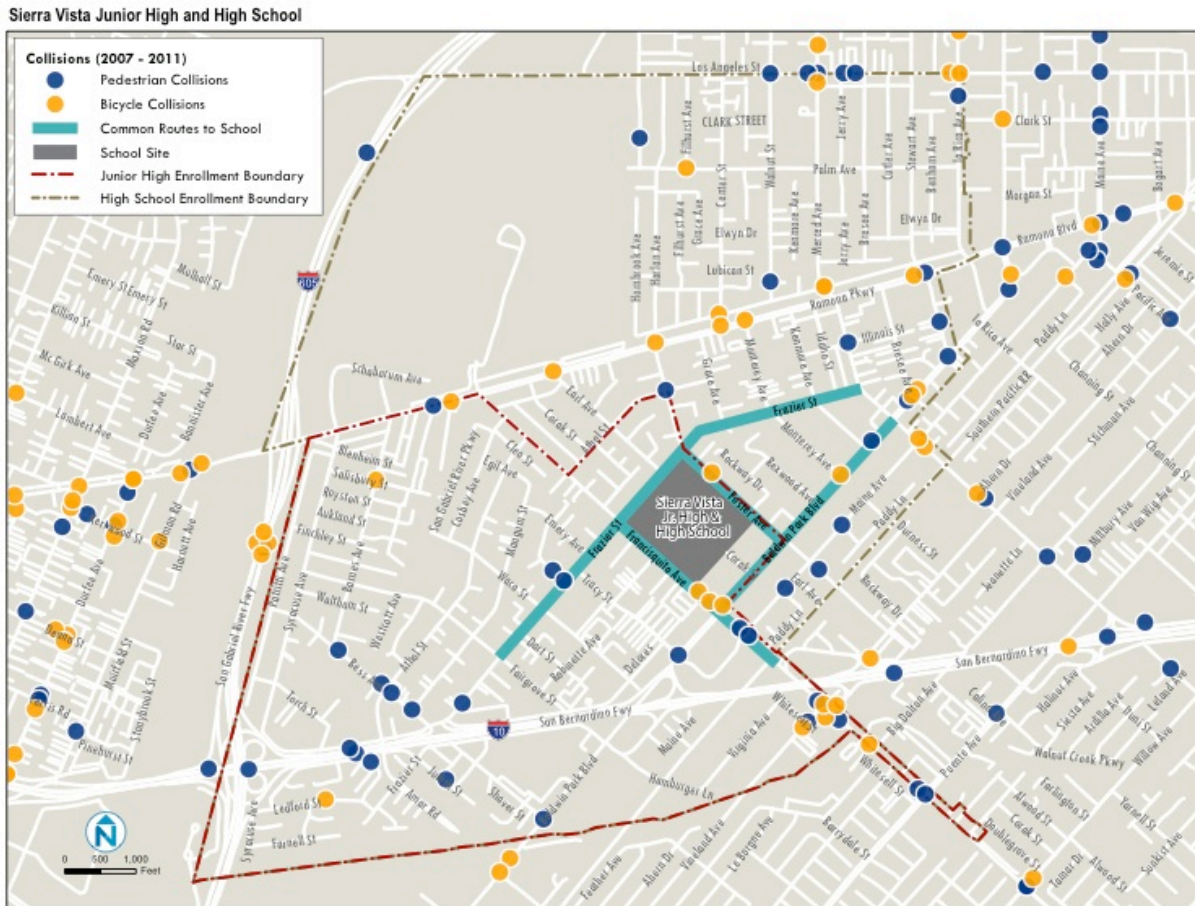
- Speeding
- Narrow sidewalks
- Crosswalks not very visible
- Traffic signals not audible
- Speed humps not very visible
- Lack of signs
- Dogs

Location-Specific Issues

- Francisquito Ave.
 - speeding
 - motorists stopping in the street
 - long distance between crosswalks; need a crosswalk at Robinette Ave.
- Foster Ave. & Frazier St.
 - need audio signals
 - need more time to cross
- Foster Ave. & Baldwin Park Blvd.
 - need audio signals
 - need more time to cross
- Foster Ave. & Sparland St.
 - need a crosswalk
- Frazier St. SW of Foster St.
 - speeds are too high; need traffic calming

Maps

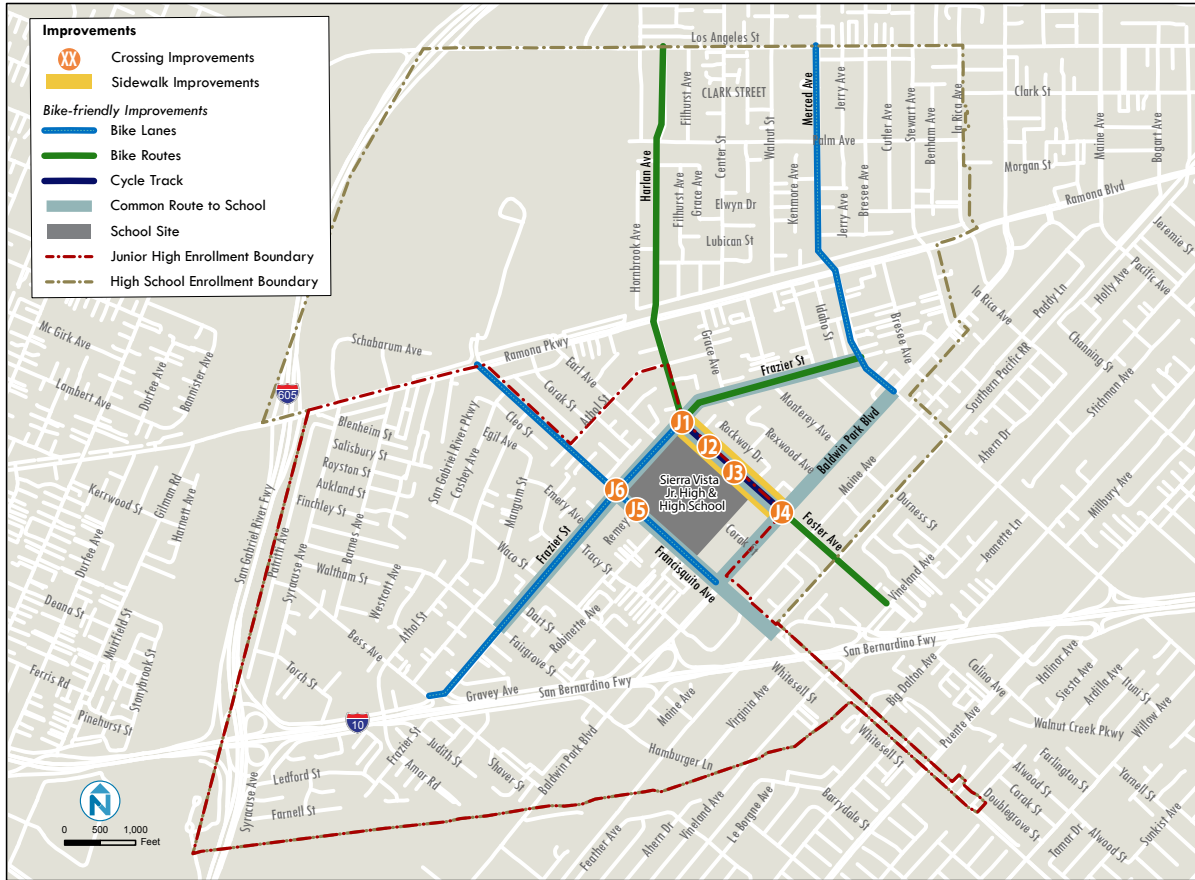
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Sierra Vista Junior High and High School



Existing Conditions and Engineering Recommendations

Crossing Improvements

J1. Frazier Ave. & Foster Ave.

Existing

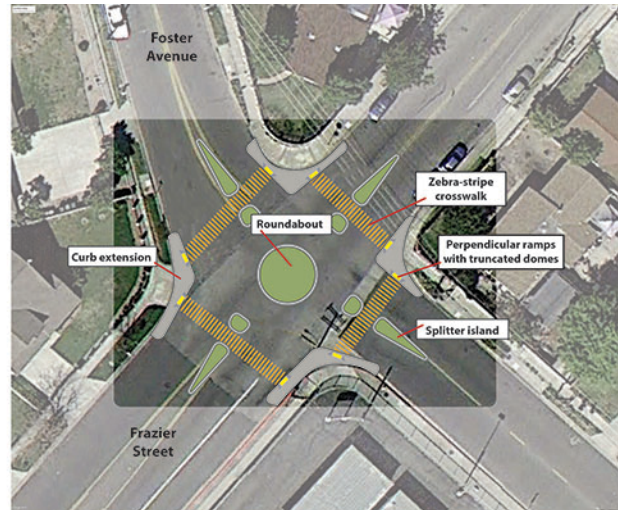
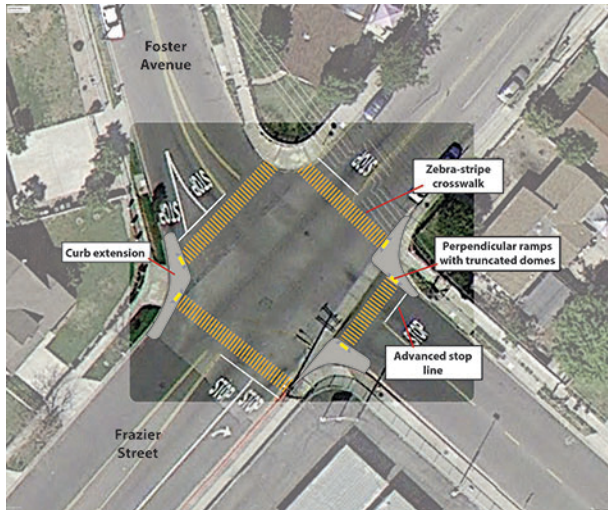
- Signalized intersection
- Skewed
- Yellow transverse-line crosswalks on all legs
- Countdown signals

Proposed Option 1

- Add a yellow zebra-stripe crosswalk on all legs (4)
- Add advanced stop lines to all crosswalks (4)
- Add curb extensions to the west corner to straighten out both crossing faces on the NW and SW legs (2)
- Add curb extensions to the east and south corners of the NE and SE legs (4)
- Check the walk signal timing; add more time if needed

Proposed Option 2

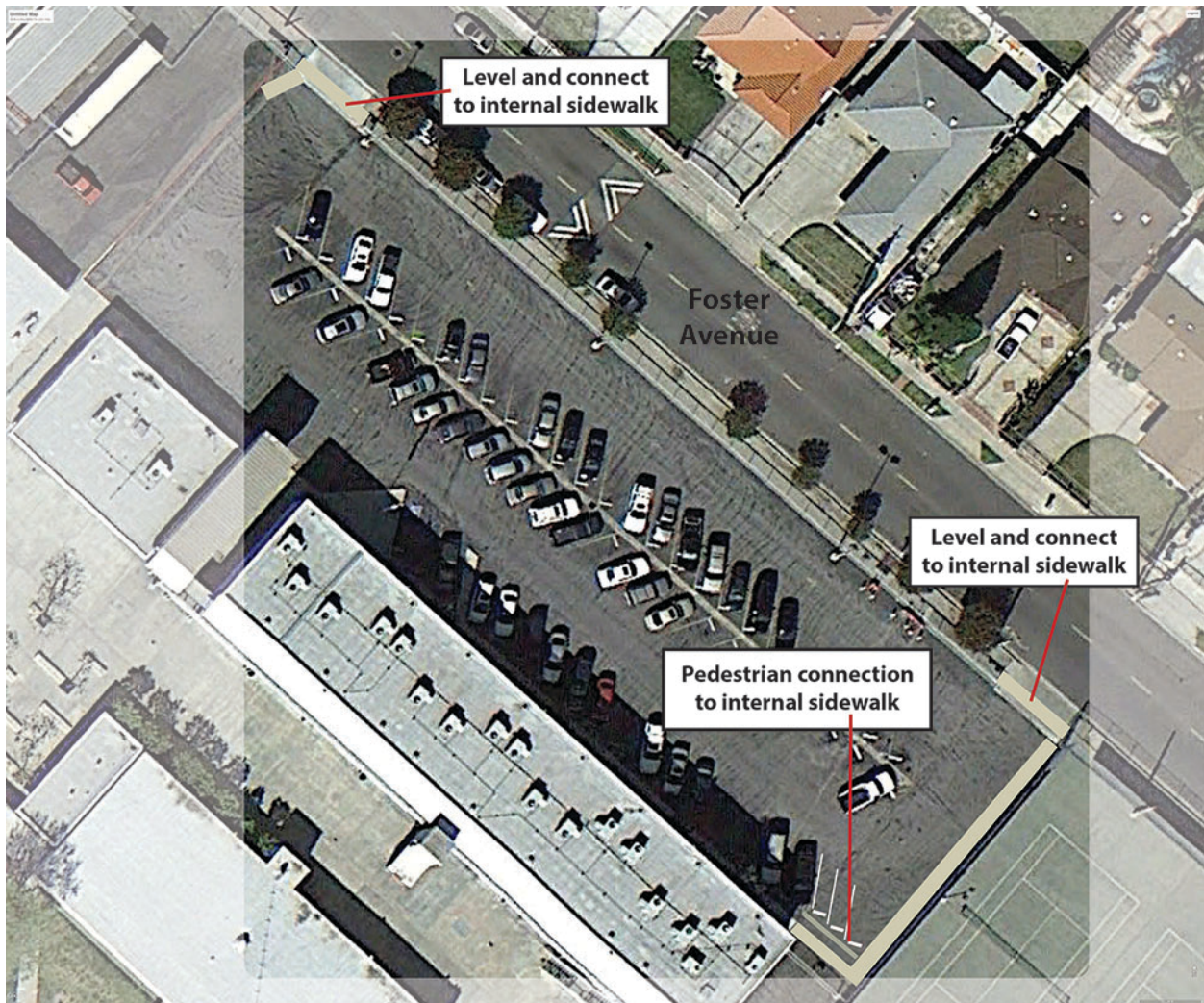
- Replace the signals with a roundabout
- Choke the intersection down with curb extensions



J2. School Driveway Entrance and Exit on Foster Ave.

Proposed

- Level the sidewalks across the entrance and exit (2)
- Connect the sidewalk NW of the NW entrance to the internal sidewalk
- Delineate an area (with parking stops, pylons, etc.) SE of the SE exit next to the tennis courts to create a pedestrian connection from the sidewalk to the internal sidewalk



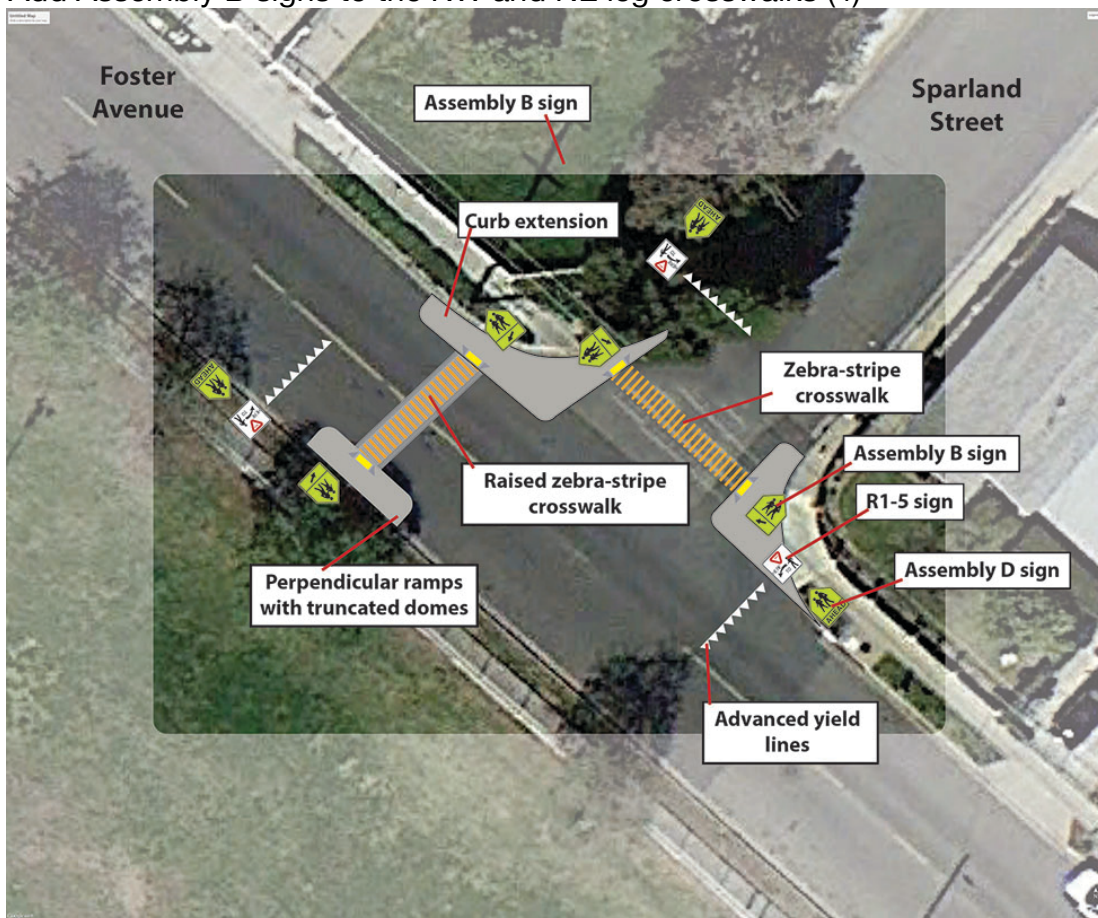
J3. Foster Ave. & Sparland St.

Existing

- T-intersection
- Uncontrolled
- No marked crosswalk

Proposed

- Add a raised yellow zebra-stripe crosswalk on the NW leg (1)
- Add a yellow zebra-stripe crosswalk to the NE leg (1)
- Add curb extensions on both crossing faces of the NW and NE legs (4)
- If the street remains 2-way (see plan for 1-way treatment in Linear Improvements) install crossing islands on the NW crosswalk instead of curb extensions
- Add advanced yield lines to both approaches of the NW leg crosswalk and to the approach to the NW leg crosswalk (3)
- Add R1-5 signs to both approaches of the NW leg crosswalk and to the approach to the NW leg crosswalk (3)
- Add an Assembly D sign to both approaches of the NW leg crosswalk and to the approach to the NW leg crosswalk (3)
- Add Assembly B signs to the NW and NE leg crosswalks (4)



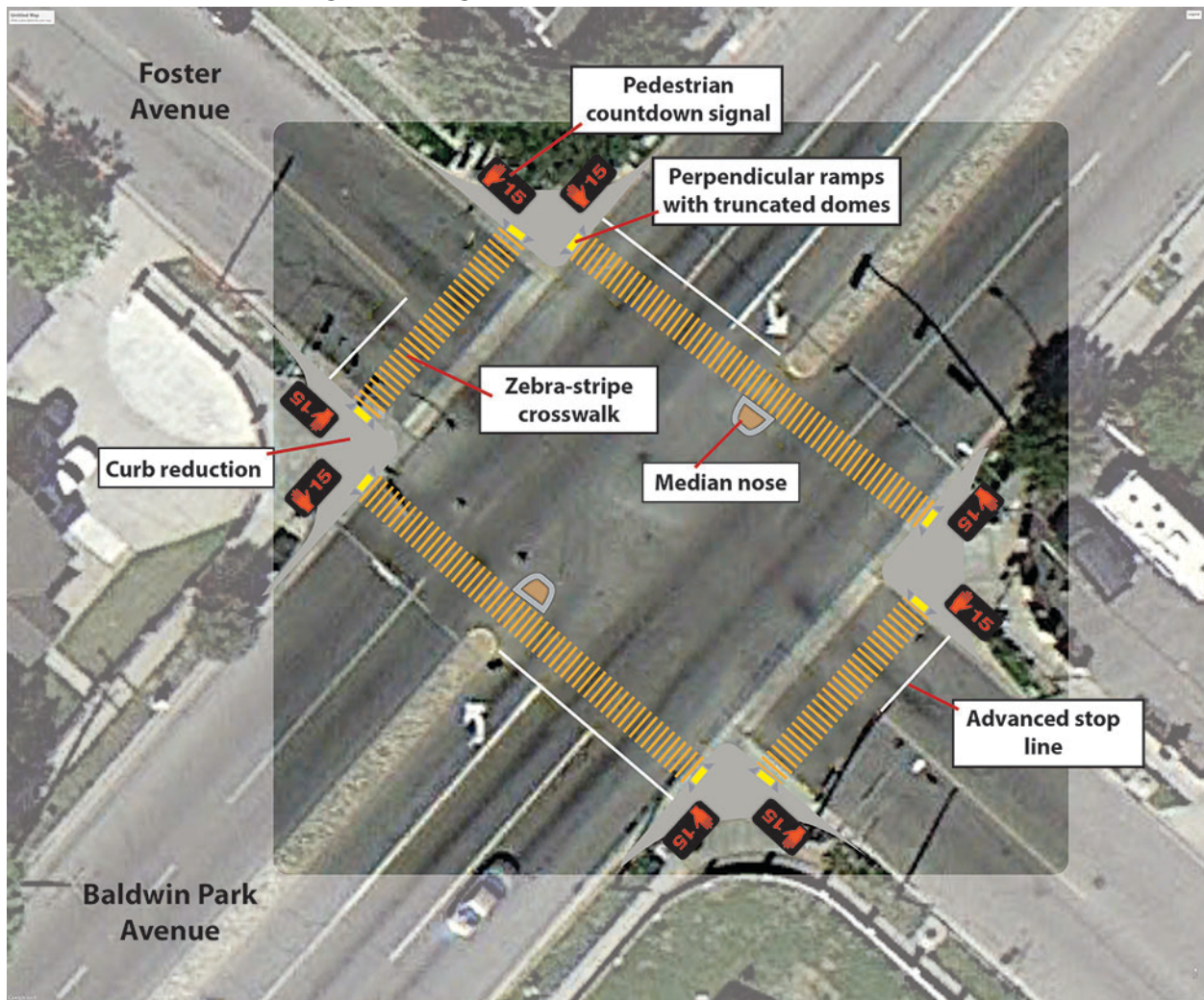
J4. Foster Ave. & Baldwin Park Blvd.

Existing

- Signalized intersection
- Yellow transverse-line crosswalks on all legs
- No countdown signals
- Protected left turns

Proposed

- Add a yellow zebra-stripe crosswalk on all legs (4)
- Add advanced stop lines to all crosswalks (4)
- Add countdown signals to all legs (8)
- Add median noses to the medians in Baldwin Park Blvd. (2)
- Reduce the curb return on all corners (4)
- Check the walk signal timing; add more time if needed



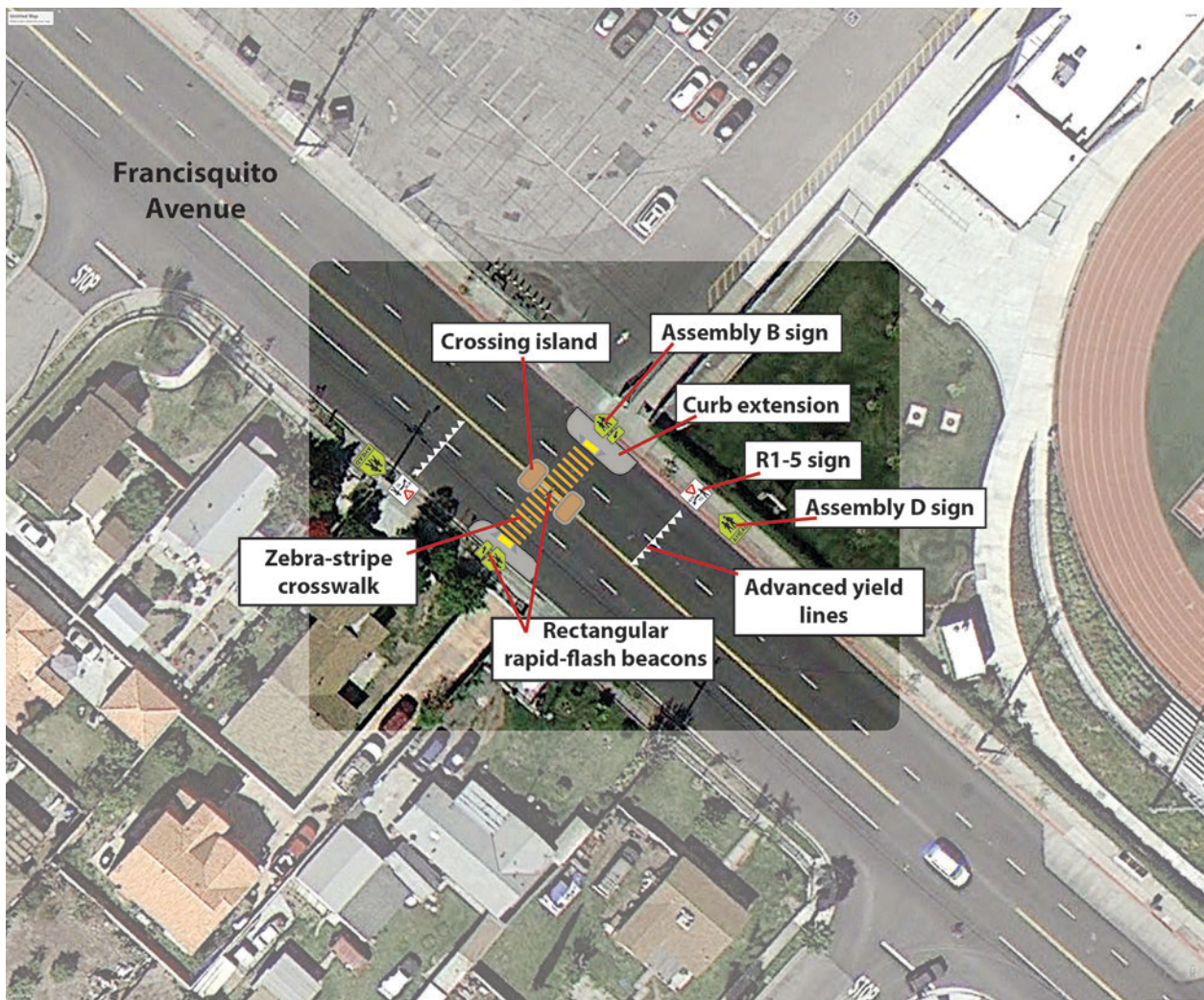
J5. School Entrance on Francisquito Ave. between Robinette Ave. & Remy Ave.

Existing

- No marked crosswalk

Proposed

- Add a yellow zebra-stripe crosswalk (1)
- Add curb extensions to both sides of the new crosswalk (2)
- Add crossing islands (1 pair)
- Add advanced yield lines to the new crosswalk (2)
- Add R1-5 signs to both approaches of the new crosswalk (2)
- Add an Assembly D sign to both approaches of the new crosswalk (2)
- Add Assembly B signs to the new crosswalk (2)
- Add rectangular rapid flash beacons to the new crosswalk (1 set)



J6. Francisquito Ave. & Frazier St.

Existing

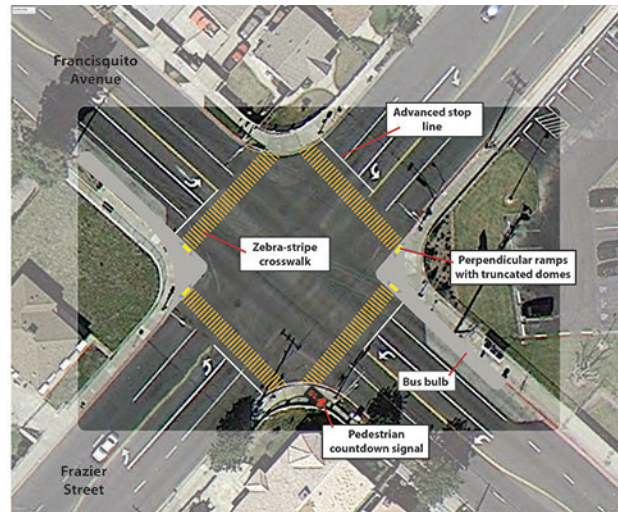
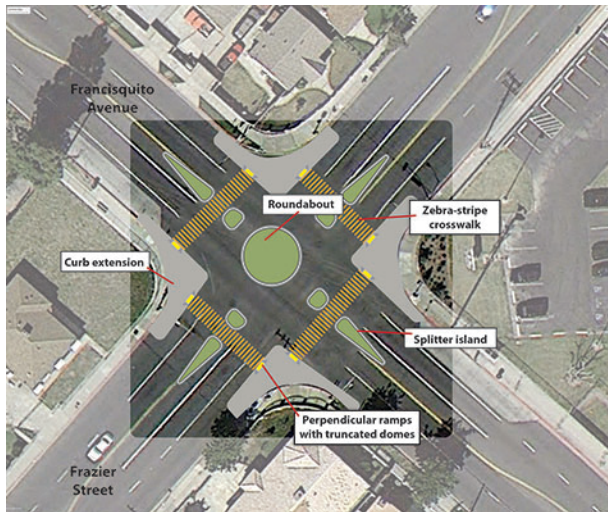
- Signalized intersection
- Yellow transverse-line crosswalks on all legs
- No countdown signal on the south corner to cross SW
- Bus stops with shelters near the side on Francisquito Ave.

Proposed Option 1

- Replace the signals with a roundabout if a road diet is implemented on both Frazier St. and Francisquito Ave.
- Choke the intersection down with curb extensions

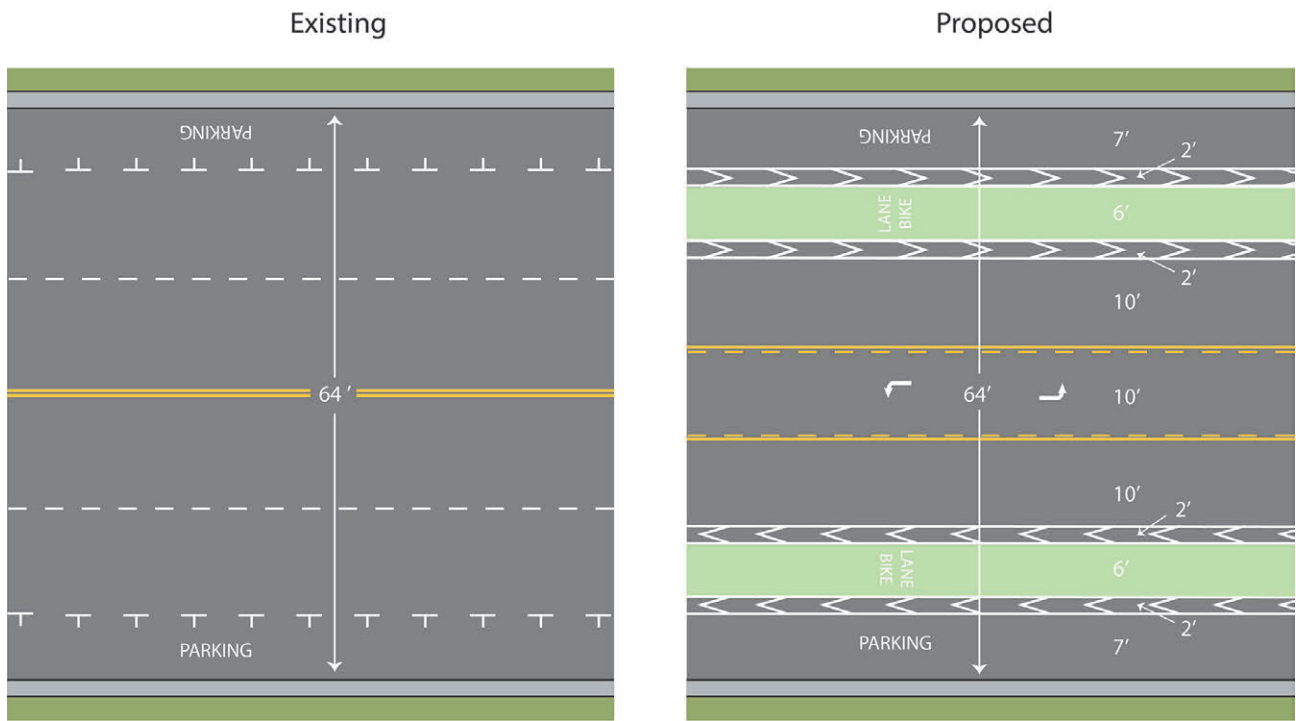
Proposed Option 2

- Add a yellow zebra-stripe crosswalk on all legs (4)
- Add advanced stop lines to all crosswalks (4)
- Add a countdown signal to the SE corner to cross SE (1)
- With a road diet on Francisquito Ave. add bus bulbs on the east and west corners

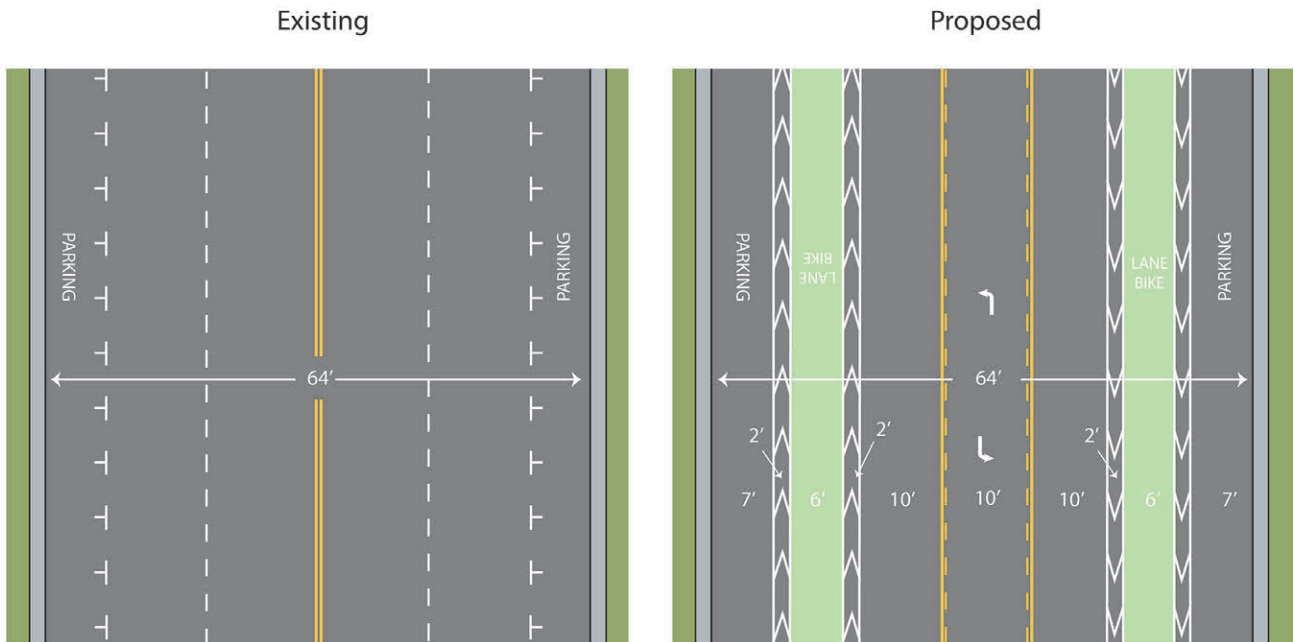
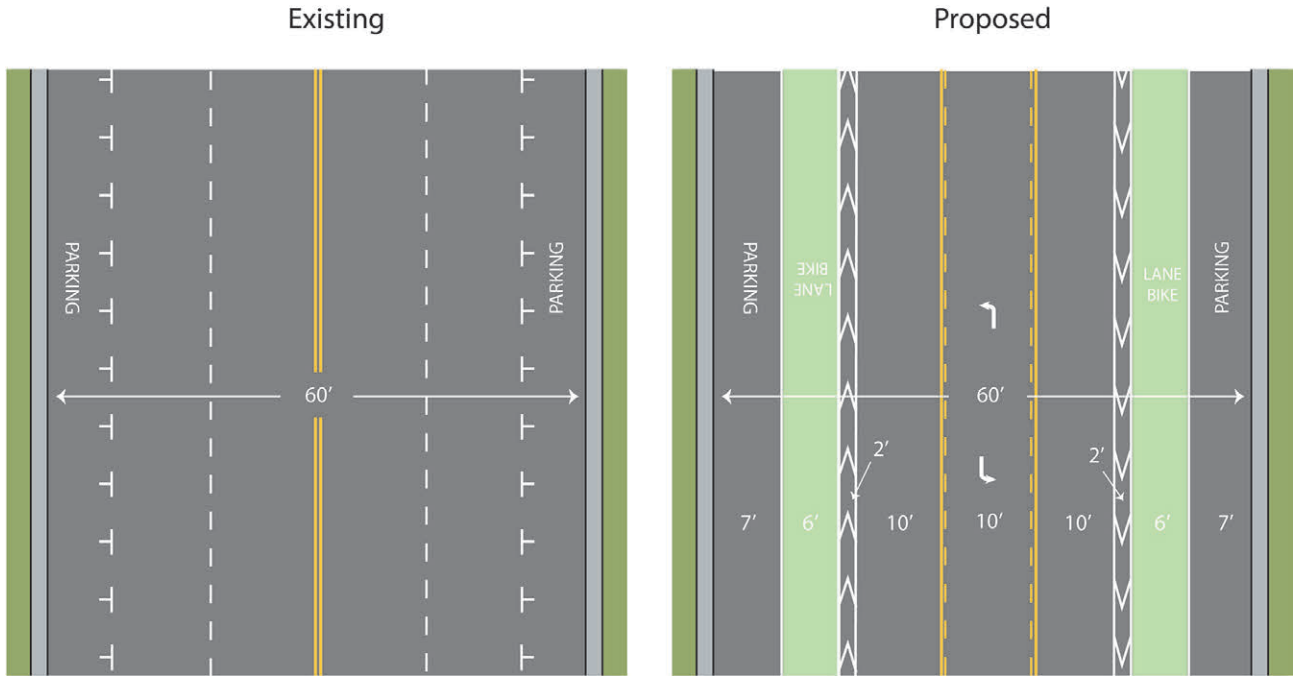


Linear Improvements

- Foster Ave. between Frazier St. and Baldwin Park Blvd. has Assembly C signs and 2 speed humps
 - add Assembly A signs (2)
 - evaluate for 15 mph Assembly C signs
 - consider 1-way treatment NW-bound with a drop-off on the SW side and a 2-way cycle track (12' cycle track, 3' buffer, 8' drop-off, 10' travel lane, 7' parking) (0.35 mi.)
- Add a bike route with shared lane markings along Foster Ave./Harlan Ave. from Vineland Ave. to Los Angeles St. (this would have a 2-way cycle track between Frazier St. and Baldwin Park Blvd. with the concept above) (1.8 mi.)
- Widen the sidewalk into a parkway along Foster Ave. from Frazier St. to Baldwin Park Blvd. (approximately 1,800')
- Add a bike route with shared lane markings on Frazier St. from Foster Ave. to Merced Ave. (0.5 mi.)
- Reduce travel lanes on Merced Ave. from Baldwin Park Blvd. to Los Angeles St. and add colored bike lanes (56'-60' wide; 7' parking, 6' colored bike lane, 2' buffer where width is sufficient, 10' travel lane, 10' center-turn lane, 10' travel lane, 2' buffer where width is sufficient, 6' colored bike lane, 7' parking) (1.0 mi.) (Graphics of Merced Ave. road diets shown in Jones Jr. High Plan.)
- Reduce travel lanes on Frazier St. from Garvey Ave. to Foster Ave. and add bike lanes (1.0 mi.)



- Reduce travel lanes on Francisquito Ave. from Romona Blvd. to Baldwin Park Blvd. and add colored bike lanes (8' parking, 7' colored bike lane, 10'-12' travel lane, 10' center-turn lane, 10'-12' travel lane, 7' bike lane, 8' parking) (0.9 mi.)



Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Sierra Vista Junior High School and Sierra Vista High School viewed modules on these topics and will decide later what sort of programs they would like to implement.

Education

Encouragement

Enforcement



Kenmore Elementary School

SRTS Workshop

A SRTS workshop was conducted on October 10, 2013. The following key stakeholders attended:

- School community liaison
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Narrow sidewalks
- Lack of signals
- Lack of crossing guards
- Drop-off zone is too short
- Lack of visibility
- General pedestrian safety

Location-Specific Issues

- Kenmore Ave. & Illinois St.
 - needs another crossing
 - poor drainage
- Frazier St. & Monterey Ave.
 - street is offset
 - kids cross in the middle
 - lack of visibility
- Monterey St. & Ramona Blvd.
 - speeding
 - large curb radii causing speeding on turns
 - no bus loading zone

- Frazier St. & Merced Ave.
 - fast turns
 - many collisions
- Kenmore Ave. & Ramona Blvd.
 - students not visible when they walk off the curb
- Monterey Ave. & Baldwin Park Blvd.
 - light not working

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



The map below shows the proposed engineering projects along common routes used by students to get to school.

Kenmore Elementary



Existing Conditions and Engineering Recommendations

Crossing Improvements

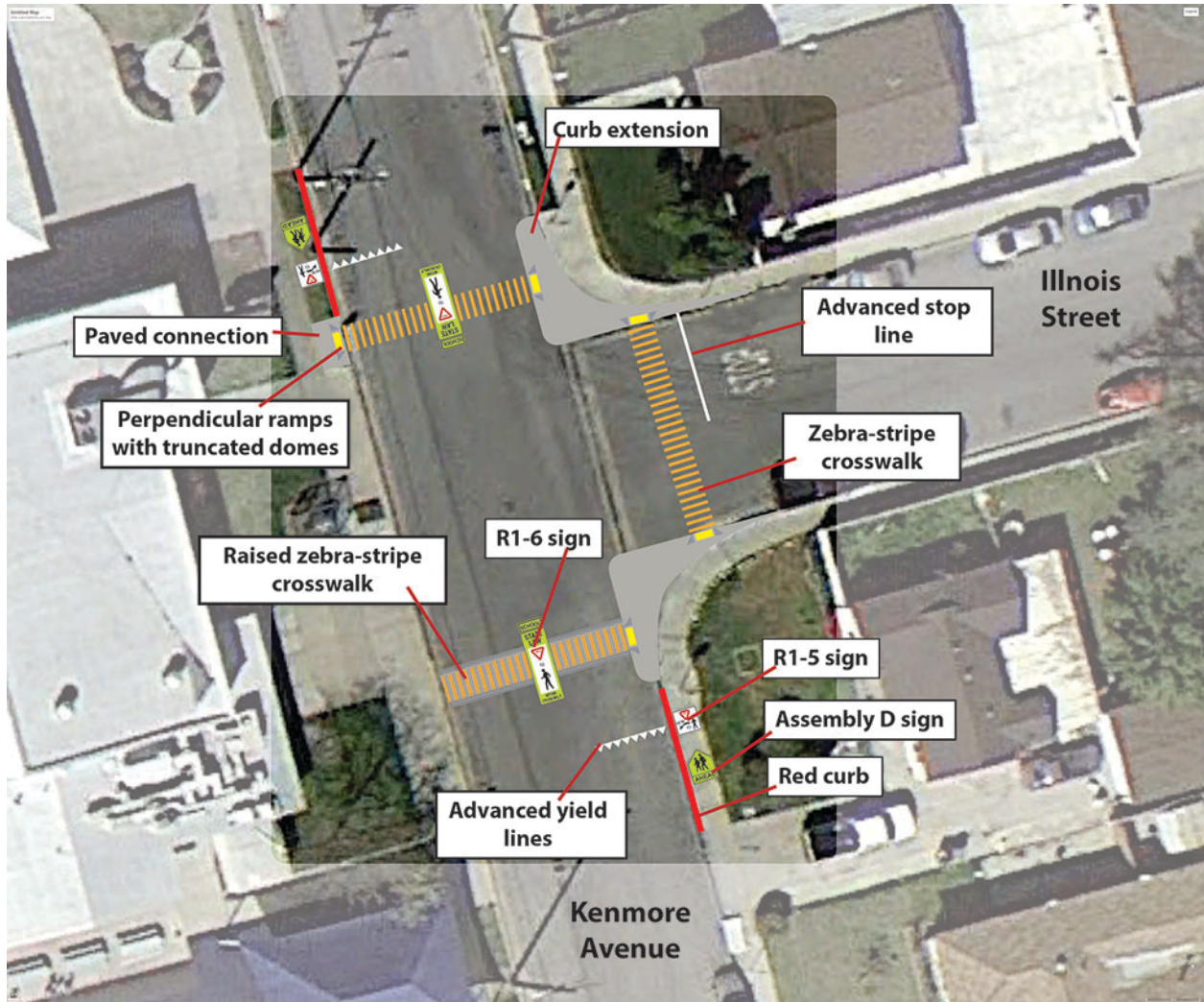
K1. Kenmore Ave. & Illinois St.

Existing

- T-intersection
- 1-way stop for Illinois St.
- Yellow transverse-line crosswalks on the south leg
- SLOW SCHOOL XING pavement markings for the south leg crosswalk
- Poor drainage

Proposed

- Add a yellow zebra-stripe crosswalk to the north, south, and east legs (3)
- Add a raised crosswalk to the south leg (1)
- Add advanced yield lines to the north and south leg crosswalks (2)
- Add R1-5 signs to the north and south leg crosswalks (2)
- Add Assembly D signs to the north and south leg crosswalks (2)
- Add R1-6 signs to the north and south leg crosswalks (4)
- Add curb extensions (likely with islands) on the NE and SE corners for the north and south leg crosswalks (4)
- Add an advanced stop line to the east leg crosswalk (1)
- Add a curb ramp to the west side of the north leg (1) and pave a connection to the sidewalk (1)
- Add a red curb to the west side of Kenmore Ave. north of Illinois St., and to the east side of Kenmore Ave south of Illinois St. (2)
- Evaluate ways to improve drainage



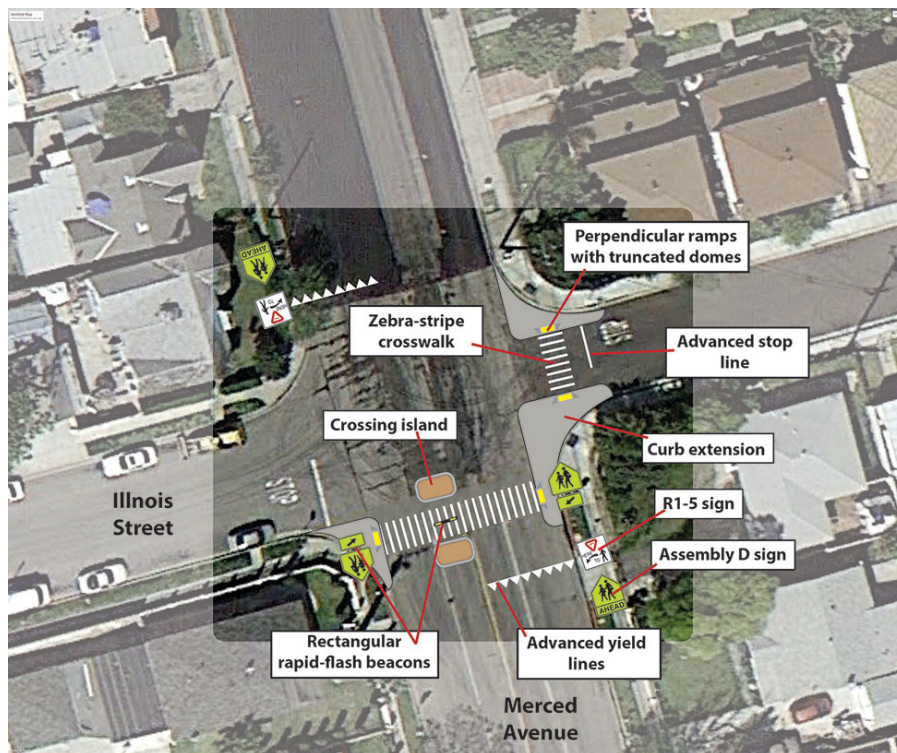
K2. Merced Ave. & Illinois St.

Existing

- 2-way stop for Illinois St.
- Merced Ave. has 4 lanes
- Yellow transverse-line crosswalks on the east leg
- Yellow ladder crosswalk on the south leg
- Old Assembly B signs on the south leg crosswalk
- Assembly A sign southbound on Merced Ave. north of Illinois St.

Proposed

- Add white zebra-stripe crosswalks to the south and east legs (2)
- Add an advanced stop line to the east leg crosswalk (1)
- With a road diet on Merced Ave., add crossing islands to the south leg crosswalk and eliminate left turns north and westbound (1 pair)
- Add advanced yield lines to both approaches to the south leg crosswalk (2)
- Add R1-5 signs to both approaches to the south leg crosswalk (2)
- Add Assembly D signs to both approaches to the south leg crosswalk (2)
- Add curb extensions to both crossing faces of the south and east leg crosswalks (4)
- Add rectangular rapid flash beacons to the south leg crosswalk (1 set)



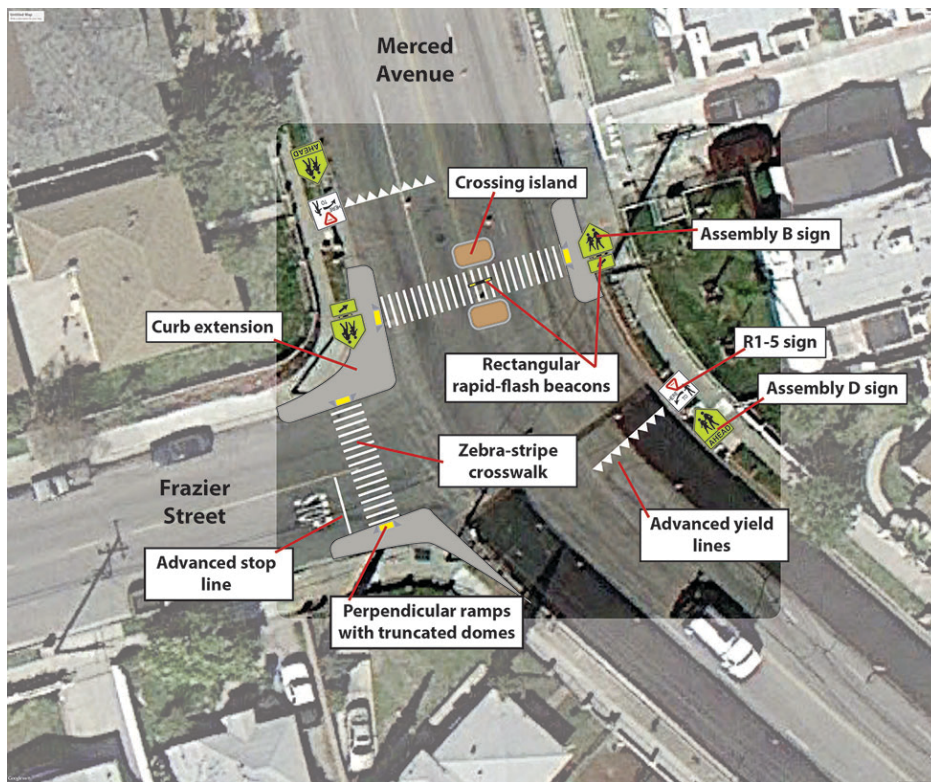
K3. Merced Ave. & Frazier St.

Existing

- T-intersection
- 1-way stop for Frazier St.
- No marked crosswalk
- Merced Ave. curves at the intersection

Proposed

- Add zebra-stripe crosswalks to the north and west legs (2)
- Add an advanced stop line to the west leg crosswalk (1)
- With a road diet on Merced Ave. add crossing islands to the north leg crosswalk (1 pair)
- Add advanced yield lines to both approaches to the north leg crosswalk (2)
- Add R1-5 signs to both approaches to the north leg crosswalk (2)
- Add Assembly D signs to both approaches to the north leg crosswalk (2)
- Add Assembly B signs to the north leg crosswalk (2)
- Add curb extensions to both crossing faces of the north and west leg crosswalks (4)
- Add rectangular rapid flash beacons to the north leg (1 set)



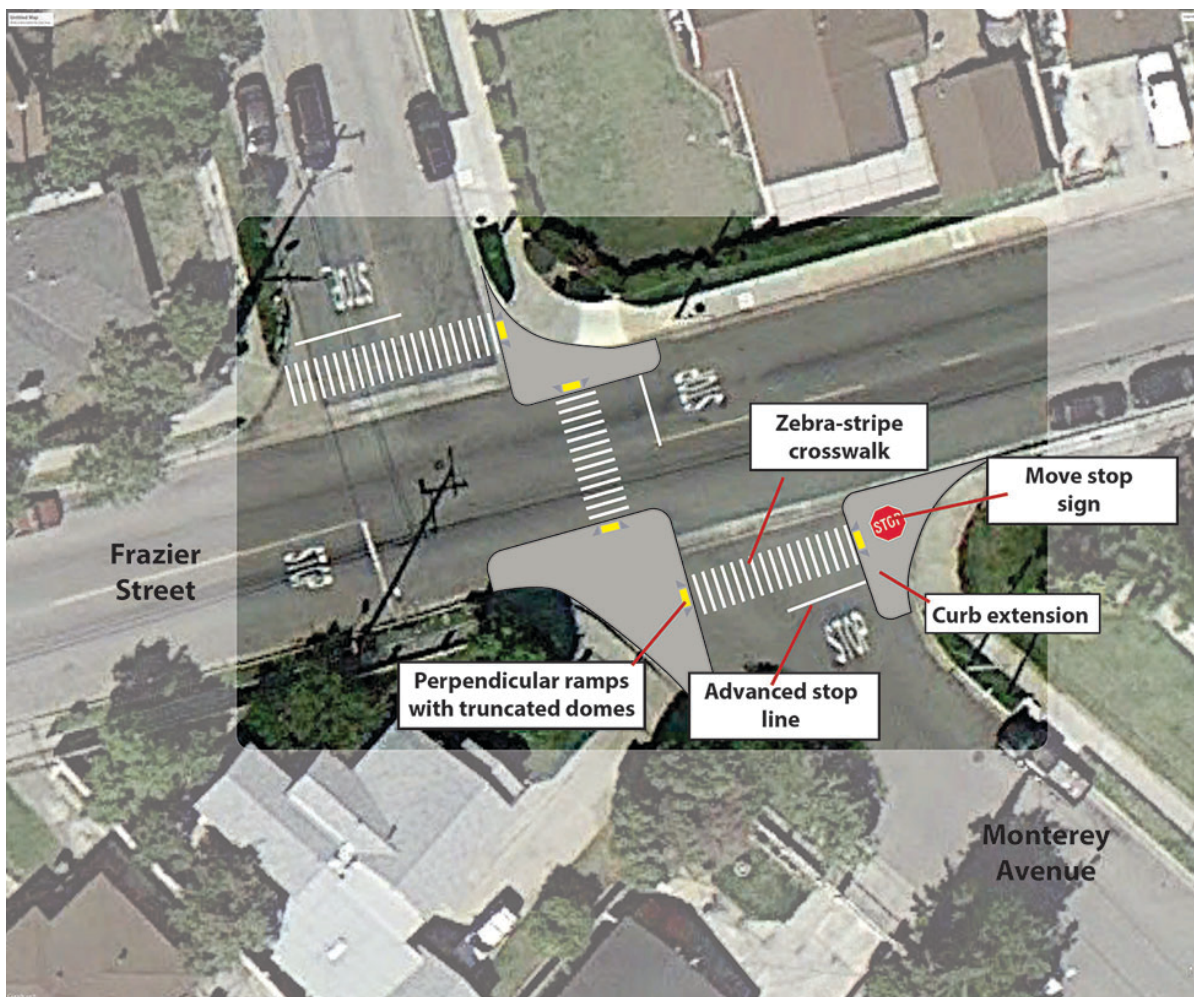
K4. Monterey Ave. & Frazier St.

Existing

- Offset T-intersection
- 4-way stop
- No marked crosswalk
- Monterey Ave. is skewed on the south side of the intersection

Proposed

- Add a large curb extension on the SW corner to lop off the skew and to create a direct crosswalk from the SW corner to the NE corner
- Add zebra-stripe crosswalks to the north, south, and center legs (3)
- Add advanced stop lines to the north, south, and center leg crosswalks (3)
- Add a curb extension to the SE corner for the south leg crosswalk (1); move the stop sign out to a more visible location (1)
- Add a curb extension to the NE corner for the center leg crosswalk (1)



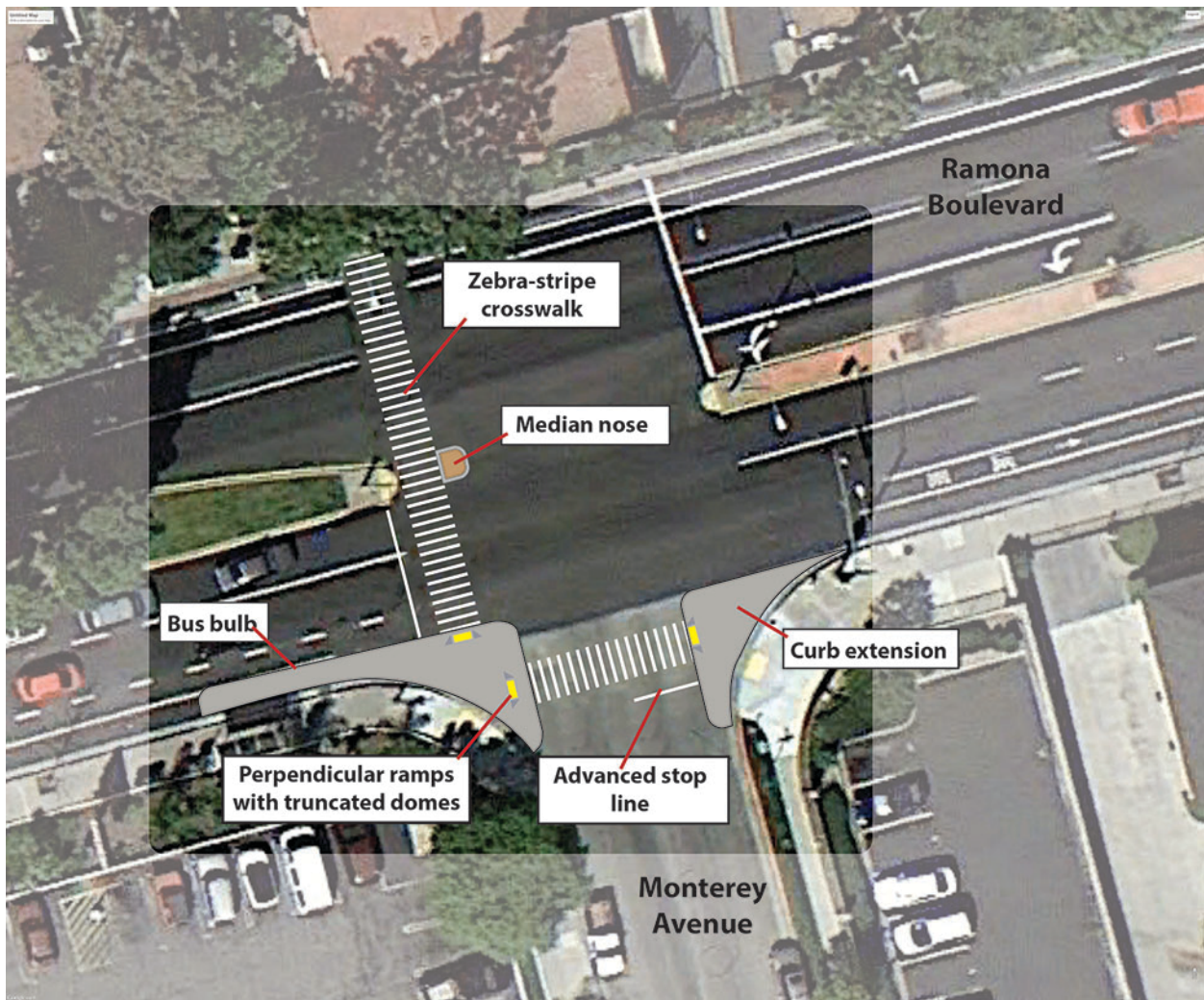
K5. Monterey Ave. & Ramona Blvd.

Existing

- T-intersection
- Signalized
- Countdown signals
- Yellow transverse-line crosswalks on the west and south legs
- Bus stops with shelters on Ramona Blvd.

Proposed

- Add zebra-stripe crosswalks to the west and south legs (2)
- Add advanced stop lines to the west and south legs (2)
- Add a nose to the west leg median in Ramona Blvd. (1)
- Add a bus bulb to the SW corner to cross the west leg (1)
- Add curb extensions to both crossing faces of the south leg (2)



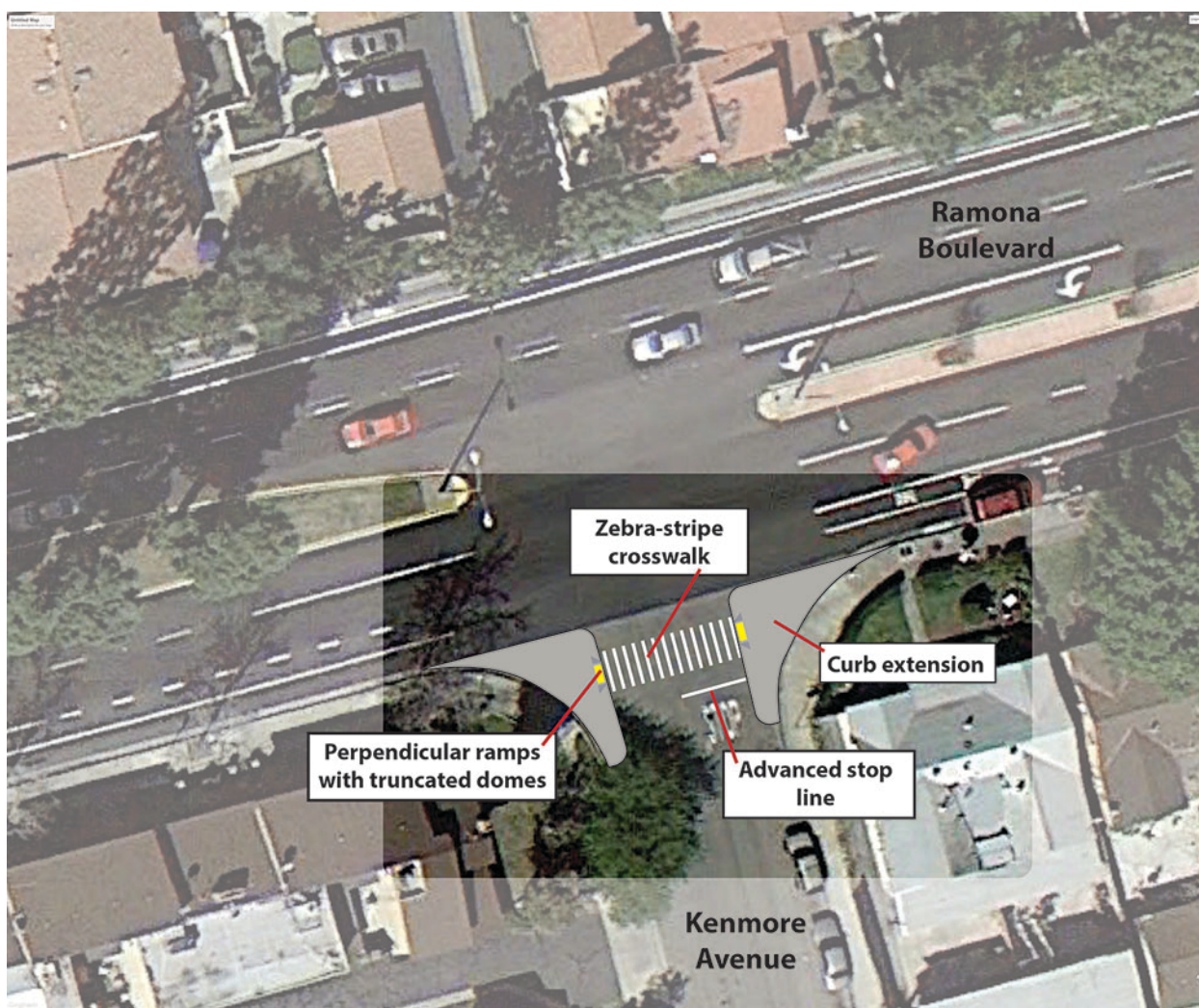
K6. Kenmore Ave. & Ramona Blvd.

Existing

- T-intersection
- 1-way stop for Kenmore Ave.

Proposed

- Add a zebra-stripe crosswalk to the south leg (1)
- Add an advanced stop line to the south leg (1)
- Add curb extensions to both crossing faces of the south leg (2)



Linear Improvements

- Kenmore Ave. near the school
 - add Assembly C signs (2); conduct an engineering study for 15 mph signs
 - add a speed feedback sign southbound (1)
 - add speed cushions (4)
 - lengthen the drop-off area
 - prohibit parking in the drop-off area
 - require school employees to park in the lot
- Monterey Ave. near the school
 - add speed cushions (4)
 - conduct an engineering study for 15 mph signs

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Kenmore Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Educate parents and students about safe walking and bicycling
- Set up a committee of volunteers

Encouragement

- Hold contests between classrooms to see which walk the most miles; award prizes

Enforcement

- Enforce the laws



Central Elementary School



Baldwin Park High School

SRTS Workshops

Two SRTS workshops were conducted on October 11, 2013: one for Central Elementary School and the other for the adjacent Baldwin Park High School.

Central Elementary School Workshop

The following key stakeholders attended:

- School community liaison
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Lack of curb ramps
- Sidewalk hazards
- Difficult pedestrian crossings

Location-Specific Issues

- Central Ave. & Big Dalton Ave.
 - no curb ramp
- Big Dalton Wash Bridge
 - no ramp up to the bridge on both sides
 - the bridge is too narrow
- Central Ave. & Root St.
- Big Dalton Ave./Central Ave.
 - traffic backs up during drop-off and pick-up
 - sidewalks are broken on Central Ave.

*Baldwin Park High School Workshop***Safety Issues Raised at the Stakeholder Workshop or Through Field Observations**

The following key stakeholders attended:

- School community liaison
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy
- Representatives from BP Rack

General

- Speeding
- Congestion
- Signals not working or not visible enough
- Students crossing the street at the wrong places
- Bicyclists and skateboarders riding on the wrong side of the street
- Parents dropping students off in the middle of the street
- Need more street lights
- Crosswalks aren't visible enough
- Sidewalks are too narrow
- Lack of signs on streets and crosswalks
- Need more crossing guards

Location-Specific Issues

- Root St. & Central Ave.
 - wrong turns
 - signal not working correctly
- Puente Ave. & Badillo St.
 - poor curb ramps
 - narrow sidewalks
- Puente Ave. & Cleary Dr.
 - traffic
 - signs not visible
- Along Puente Ave. between Badillo St. and Root St.
 - traffic congestion
 - parents drop off students in the middle of the street
 - poor street lighting
- Along Badillo St. just west of Puente Ave.
 - motorists block the bike lane

Maps

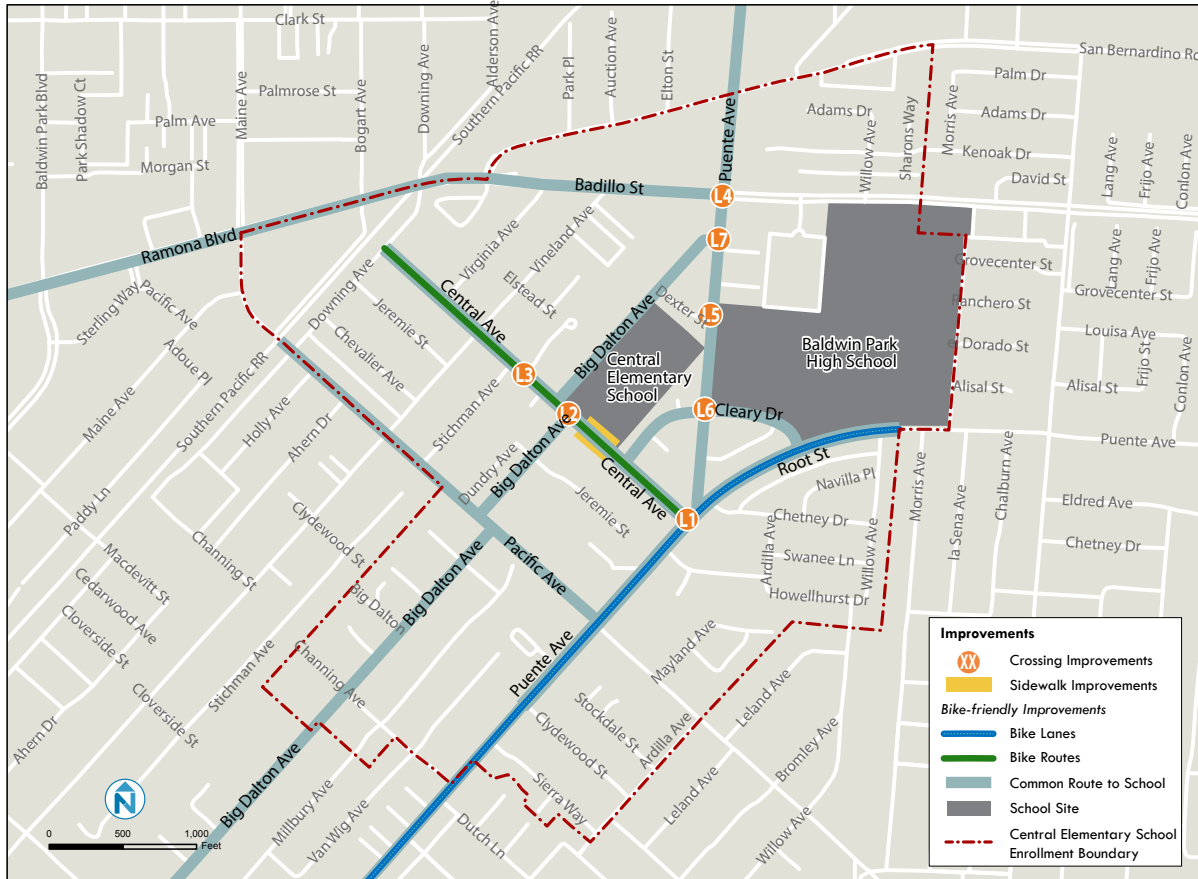
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Central Elementary and Baldwin Park High School



Existing Conditions and Engineering Recommendations

Crossing Improvements (Both Schools Together)

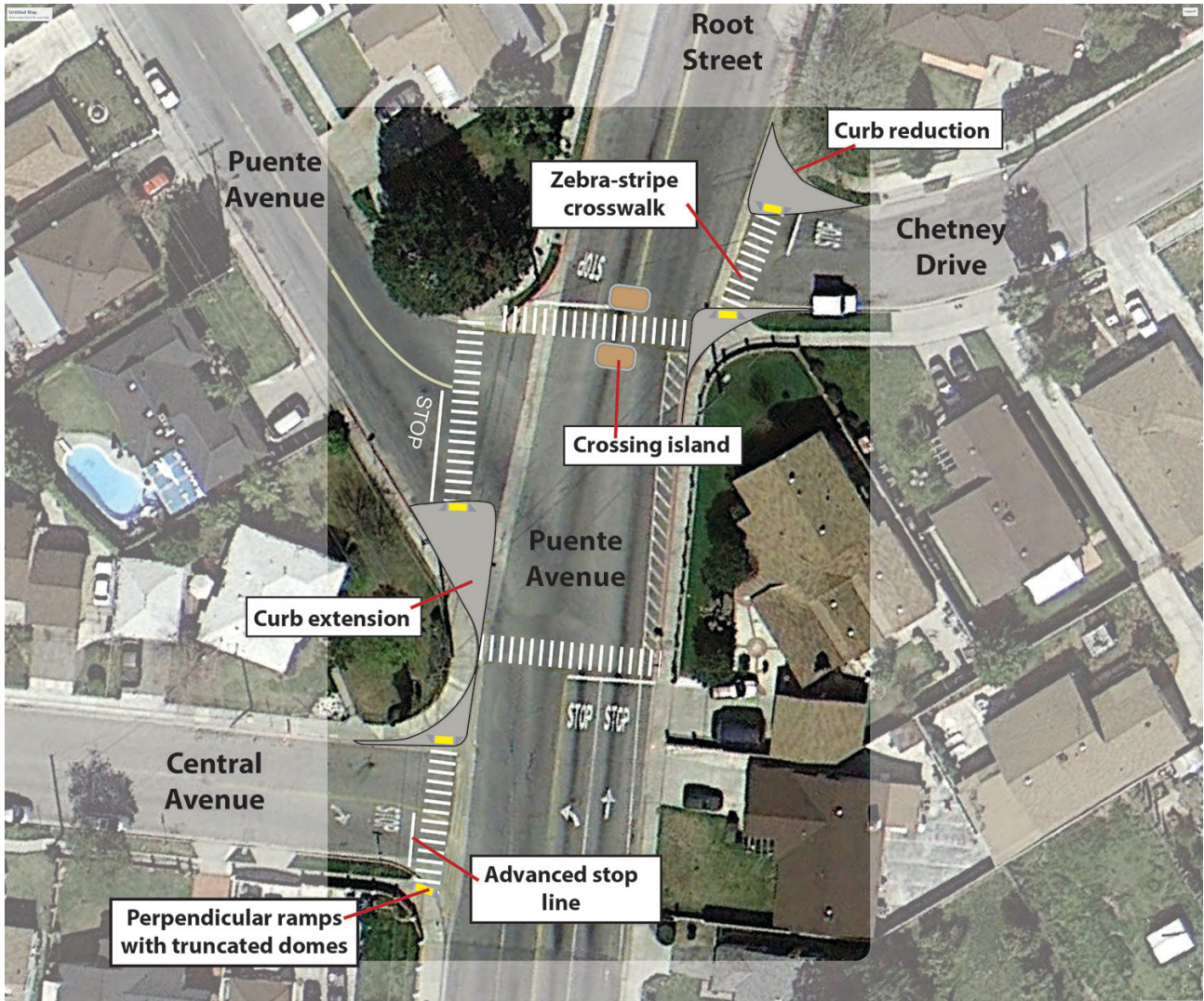
L1. Puente Ave. & Root St. & Central Ave. & Chetney Dr.

Existing

- Offset complex 5-way intersection
- 5-way stop
- Yellow transverse-line crosswalks on all legs
- Advanced stop lines on all legs except the southern NW leg (Central Ave.)
- No curb ramps on the SW leg (crossing Puente Ave.)
- Painted hatched out area prevents right turns southbound onto Central Ave.

Proposed

- Add zebra-stripe crosswalk on all legs (5)
- Add advanced stop line on the southern NW leg crosswalk (1)
- Square Puente Ave. off southbound north of Central Ave. with a large curb extension on the south side of the north leg (to cross Puente Ave.) (1)
- Reduce curb radii on the NW corner to cross Central Ave., and on both sides of the SE leg to cross Chetney Dr. (3)
- With a road diet on Root St., add crossing islands for the NE leg crosswalk (crossing Root St.)
- Add curb ramps to the SW leg crosswalk (2)
- Allow southbound right turns onto Central Ave.
- Due to its complexity, the City may consider signaling this intersection.



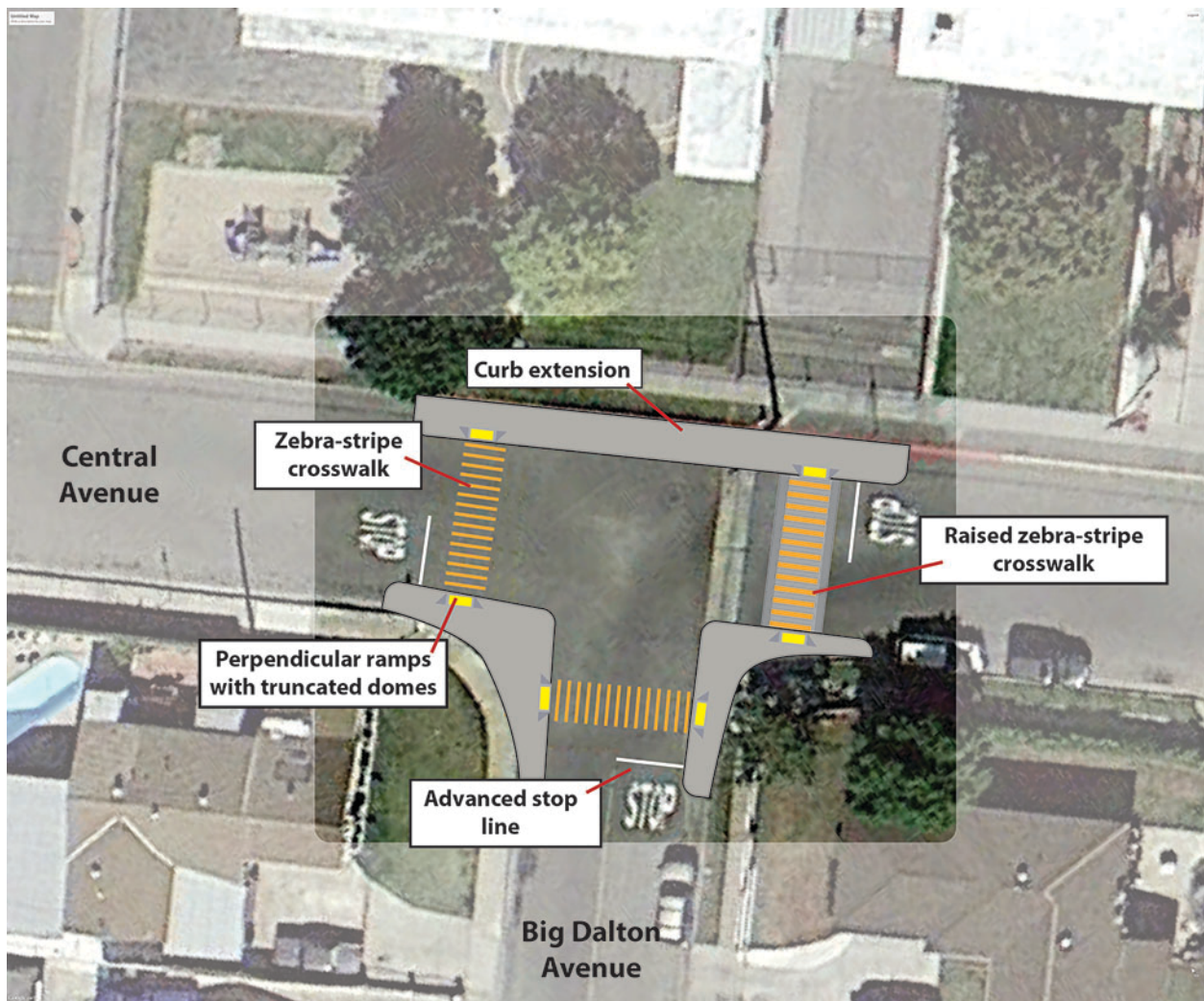
L2. Central Ave. & Big Dalton Ave.

Existing

- T-intersection
- 3-way stop
- Yellow transverse-line crosswalks on all legs
- No curb ramps on the north side

Proposed

- Add a yellow zebra-stripe crosswalk on all legs (3)
- Add advanced stop lines to the crosswalks on all legs (3)
- Add a long curb extension on the NW side from one crosswalk to the other (2)
- Add a raised crosswalk to the SE leg (1)
- Add curb extensions to or reduce the curb radii of all crossing faces of the west and south corners (4)



L3. Big Dalton Wash Bridge

Existing

- Narrow pedestrian bridge with stair access on both sides
- Uplifted sidewalk on the SE side of the bridge

Proposed

- Widen the bridge for pedestrians and bicyclists
- Add ramps to both sides of the new bridge
- Fix the uplifted sidewalk



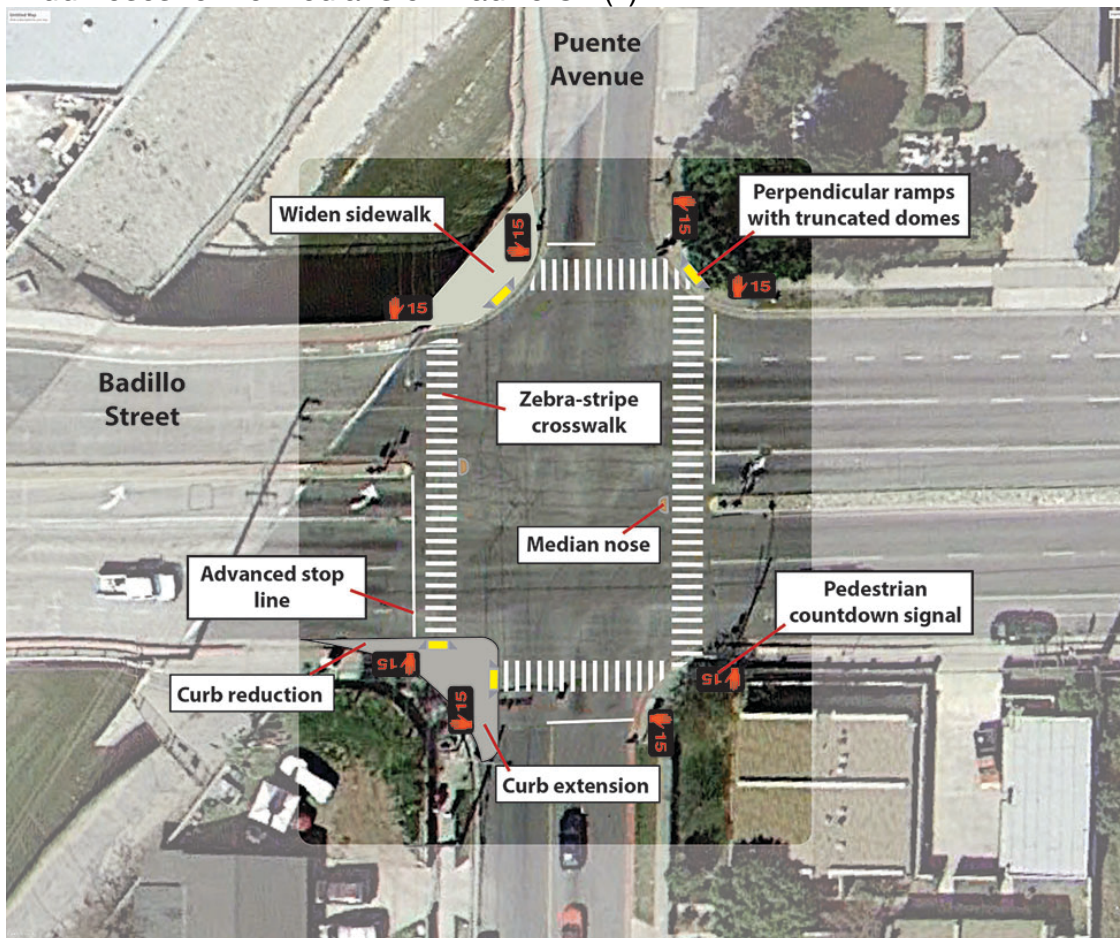
L4. Badillo St. & Puente Ave.

Existing

- Signalized intersection
- No countdown signals
- Yellow transverse-line crosswalks on all legs
- Protected left turns
- No curb ramps on the NW or NE corners

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advanced stop lines to all crosswalks (4)
- Add countdown signals to all legs (8)
- Add a curb ramp to the NW corner with a widened sidewalk (1)
- Add a curb ramp to the NE corner (1)
- Add a curb extension to the west side of the south leg (1)
- Reduce the curb radii to the SW corner to cross the west leg (1)
- Add noses to the medians on Badillo St. (2)



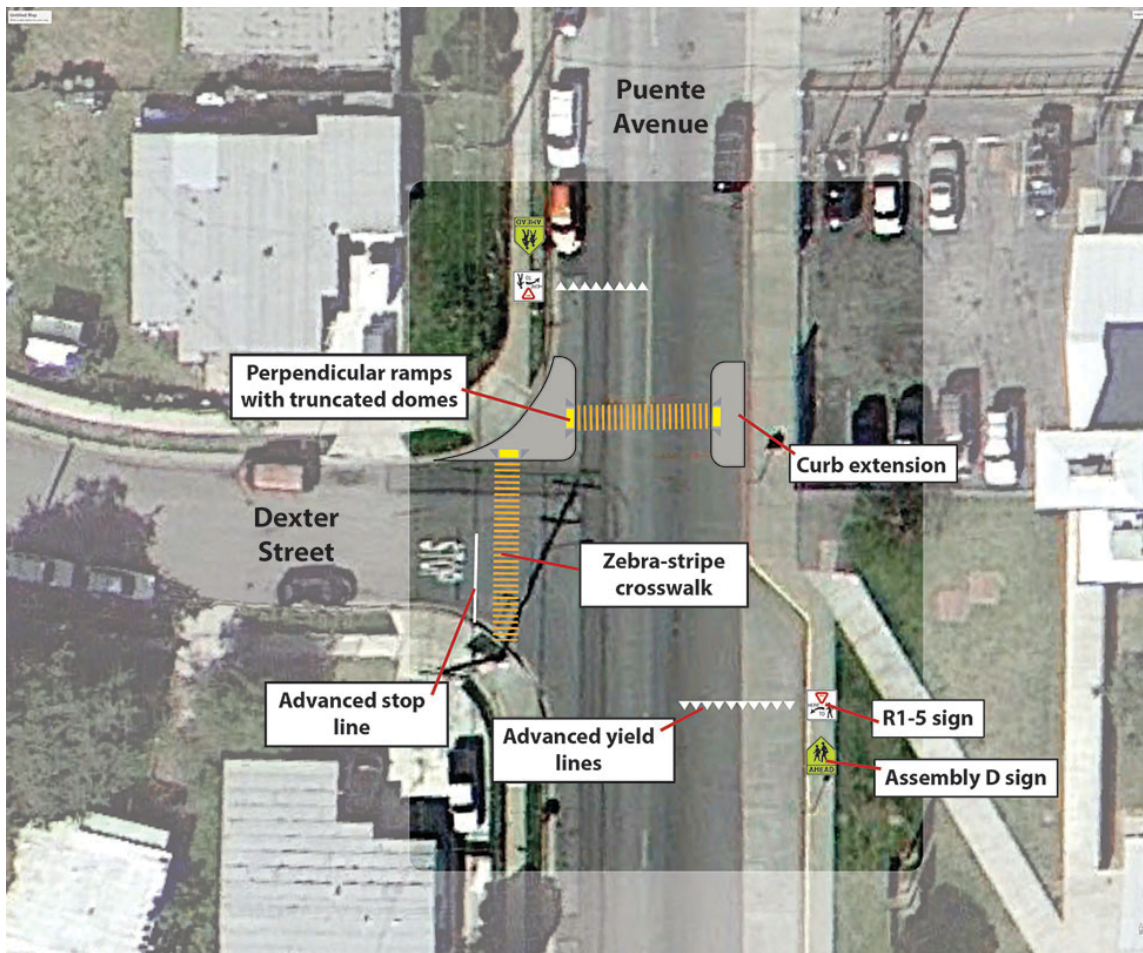
L5. Puente Ave. & Dexter St.

Existing

- T-intersection
- 1-way stop for Dexter St.
- Yellow transverse-line crosswalks on the north leg
- Old school crosswalk signs for the north leg
- SLOW SCHOOL XING pavement markings on both approaches to the north leg crosswalk

Proposed

- Add a yellow zebra-stripe crosswalk on the north and west legs (2)
- Add an advanced stop line to the west leg crosswalk (1)
- Add advanced yield lines to both approaches to the north leg crosswalk (2)
- Add R1-5 signs to both approaches to the north leg crosswalk (2)
- Add Assembly D signs to both approaches to the north leg crosswalk (2)
- Add curb extensions to both sides of the north leg crosswalk (2)



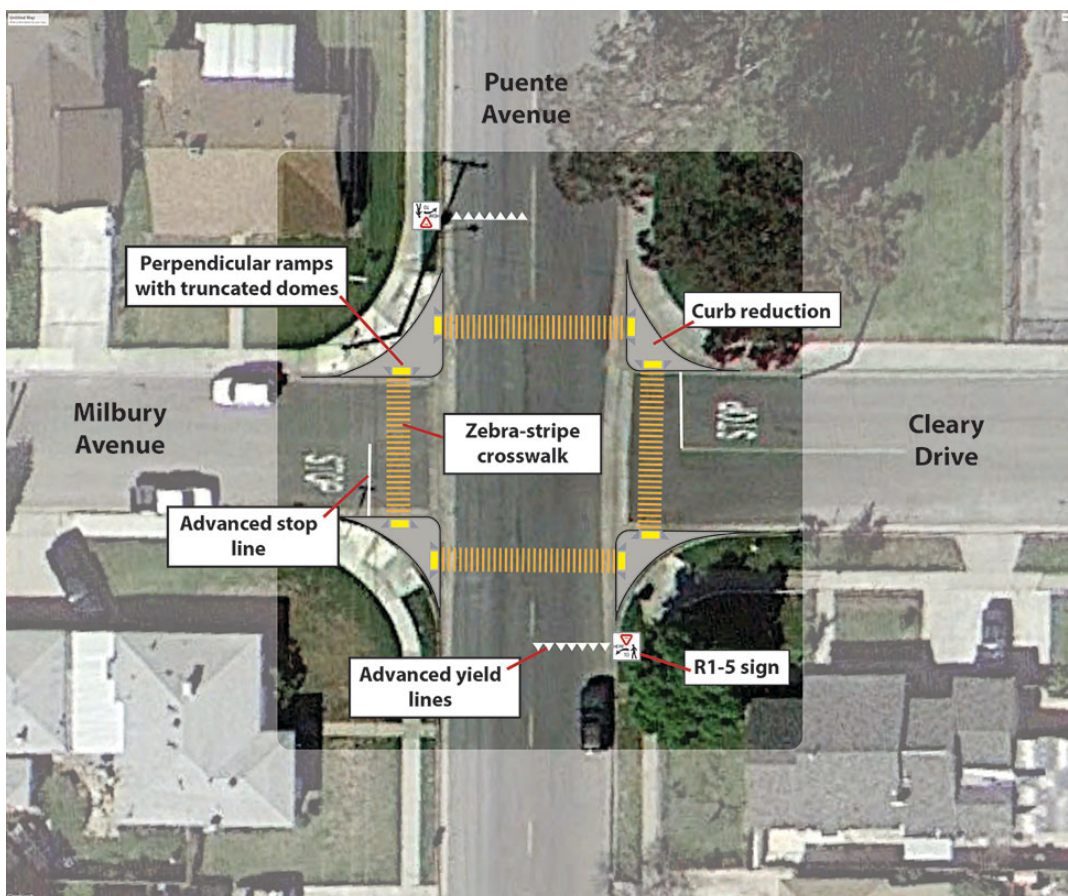
L6. Puente Ave. & Cleary Dr./Millbury Ave.

Existing

- 2-way stop for Cleary Dr./Millbury Ave.
- Yellow transverse-line crosswalks on the north and east legs
- Old school crosswalk signs for the north leg
- Old school crosswalk ahead signs for the north leg
- SLOW SCHOOL XING pavement markings on both approaches to the north leg crosswalk

Proposed

- Add a yellow zebra-stripe crosswalk on all legs (4)
- Add an advanced stop line to the east and west leg crosswalks (2)
- Add advanced yield lines to both approaches to the north and south leg crosswalks (2)
- Add R1-5 signs to both approaches to the north and south leg crosswalks (2)
- Reduce the curb radii on all corners (4)



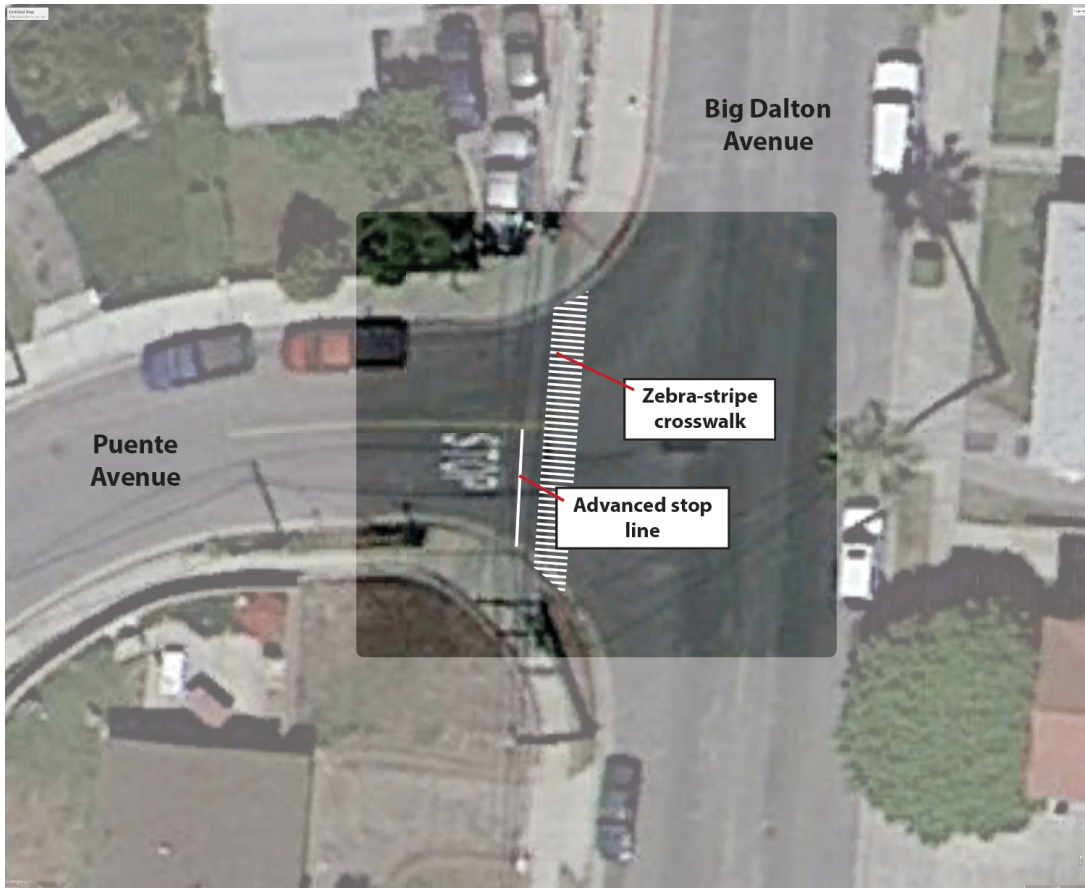
L7. Puente Ave. & Big Dalton Ave.

Existing

- T-intersection
- 1-way stop for Big Dalton Ave.

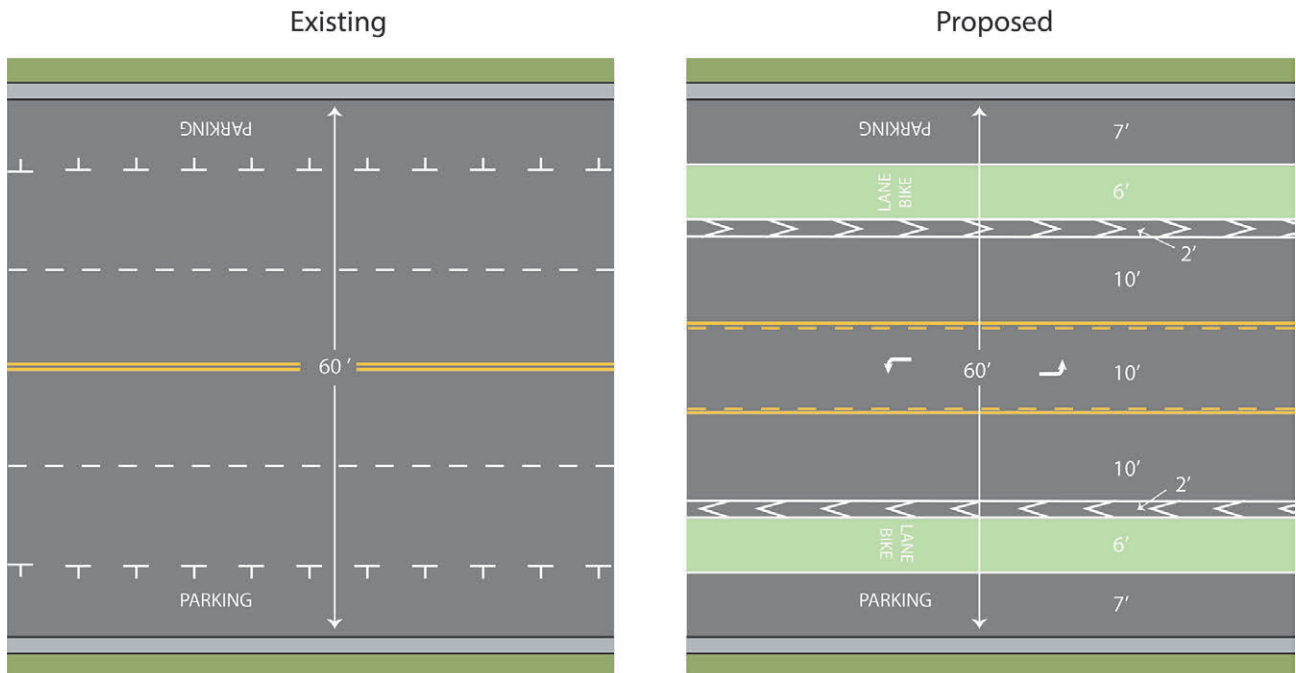
Proposed

- Add a zebra-stripe crosswalk on the west leg (1)
- Add an advanced stop line on the west leg (1)



Linear Improvements

- Central Ave. in front of Central Elementary School
 - extend the yellow curb to the first driveway SE of the school for drop-off and pick-up
 - delineate a sidewalk area with parking stops, pylons, etc. along the SE edge of the school parking lot to allow students to connect with the sidewalk in front of the school without crossing the driveway (approximately 60')
 - pave the parkway from the SE driveway to Big Dalton Ave. (approximately 290')
- Add a bike route with shared lane markings along Central Ave. from Puente Ave. to Downing St. (0.5 mi.)
- Reduce the number of travel lanes along Root St./Puente Ave. from the NE city limit to Merced Ave. and add bike lanes (60' wide segments: 8' parking, 7' colored bike lane, 10' travel lane, 10' center-turn lane, 10' travel lane, 7' colored bike lane, 8' parking) (54'-wide segments: 7' parking, 5'6" colored bike lane, 10' travel lane, 9' center-turn lane, 10' travel lane, 5'6" colored bike lane, 7' parking) (1.4 mi.)



Bicycle, Skateboard, and Scooter Parking

Central Elementary School

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Baldwin Park High School

- Add racks for 30 bicycles as described in the Design Guidance section. Add racks for 30 skateboards or scooters. Add more if needed.

Program Plans

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Central Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Distribute information about the program at parent-teacher conferences
- Have information specific to Central Elementary School
- Educate parents and students on procedures
- Offer Saturday safety education and walks with school police
- Begin bike rodeos
- Invite neighbors to a community event

Encouragement

- Start Walking Wednesdays
- Use punch cards to keep track of students walking/bicycling
- Have contests with prizes
- Have a golden sneaker award
- Establish a park-and-walk site on the west side of the bridge over the Big Dalton Wash

Enforcement

- Involve parents to volunteer
- Communicate better with school district staff
- Have more police support and police presence

- Have a camera on the streets to record collisions

Baldwin Park High School workshop attendees created the following list of programs that they would like to participate in.

Education

- Educate both parents and students
- Conduct educational workshops
- Educate students on how to walk along the streets
- Educate motorists

Encouragement

- Conduct motivational workshops
- Have police, public officials, or parents give incentives to students who follow safety rules

Enforcement

- Have more police patrols
- Have police serve as role models and educate on road safety rather than give tickets
- Involve the police more in the school



Elwin Elementary School

SRTS Workshop

A SRTS workshop was conducted on October 22, 2013. The following key stakeholders attended:

- Parents
- A representative of the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Lack of crossing guards
- Speeding
- No official drop-off/pick-up zone at the school
- Need better crosswalks
- Lack of signage

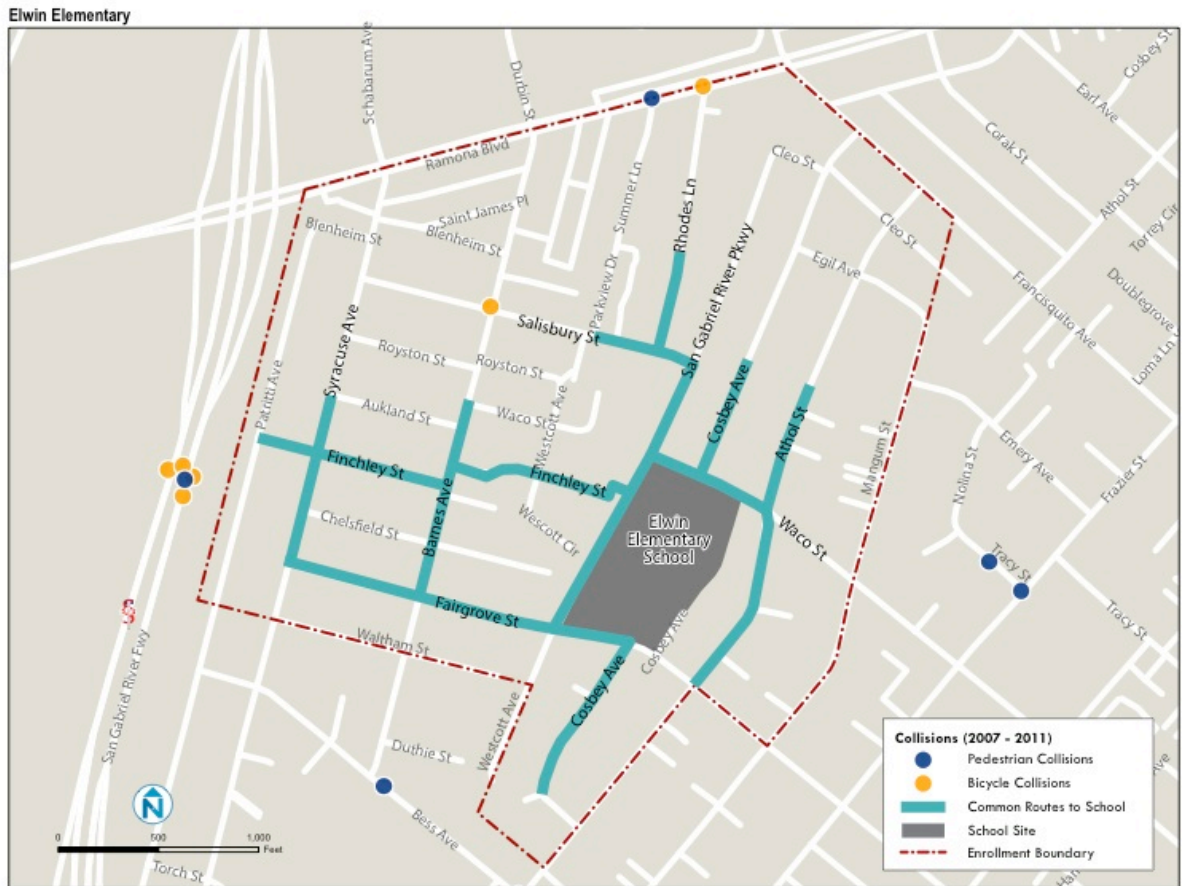
Location-Specific Issues

- Waco St. & Cosbey Ave.
 - parents park or stop in the crosswalk
 - ramps are missing on the south side for both crosswalks
- Waco St. & San Gabriel River Parkway
 - no crosswalk or ramp across Waco at this intersection
- Waco St. & Athol St.
 - drivers don't stop at stop signs
 - crosswalks are faint
- Athol St. & Fairgrove St.
 - drivers don't stop at stop signs
 - crosswalks are faint
- Fairgrove St. & Cosbey St.
 - marked crosswalk on only the west side, but the east side is closer to the new Headstart building
 - crosswalk is faint and hard to see

- Fairgrove St. & Syracuse Ave.
 - no stop signs and fast traffic on Syracuse Avenue
- Syracuse Ave. & Finchley St.
 - no marked crosswalks
 - fast traffic
- Finchley St. & Barnes Ave.
 - no marked crosswalks
- Finchley St. & Westcott Ave.
 - no marked crosswalks
- Along Waco St.
 - red curb on the south side of the street at the school is badly faded
 - narrow street (30' wide) results in a 1-lane street when cars are parked (or stopped on both sides)
 - sidewalk is wide (11') at the school, but narrows to 4' at the property line at the east edge of the school
- Along Fairgrove St.
 - parking lot for ball fields could be useful as a park and walk site, but the gate is closed
 - narrow sidewalk (5' at the back of the curb)
 - fast traffic, with relatively high volumes (one of only a few streets that cross the power line)
 - there is a fenced walkway between the school and the power line right-of-way that provides access from Fairgrove St. to the front of the school, but it is too narrow in the area along the ball fields
 - existing speed display sign is not working
- Along Syracuse Ave.
 - fast traffic with few stop signs.

Maps

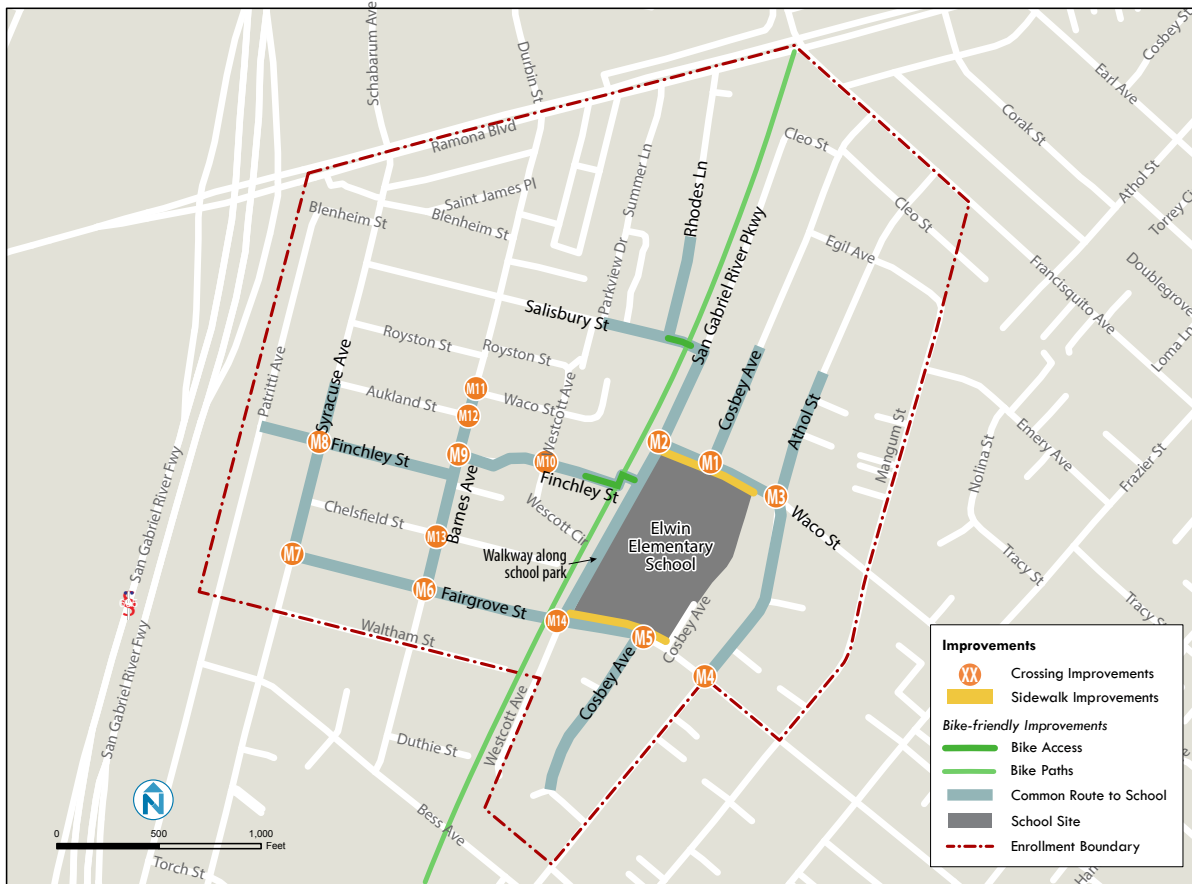
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Elwin Elementary



Existing Conditions and Engineering Recommendations

Crossing Improvements

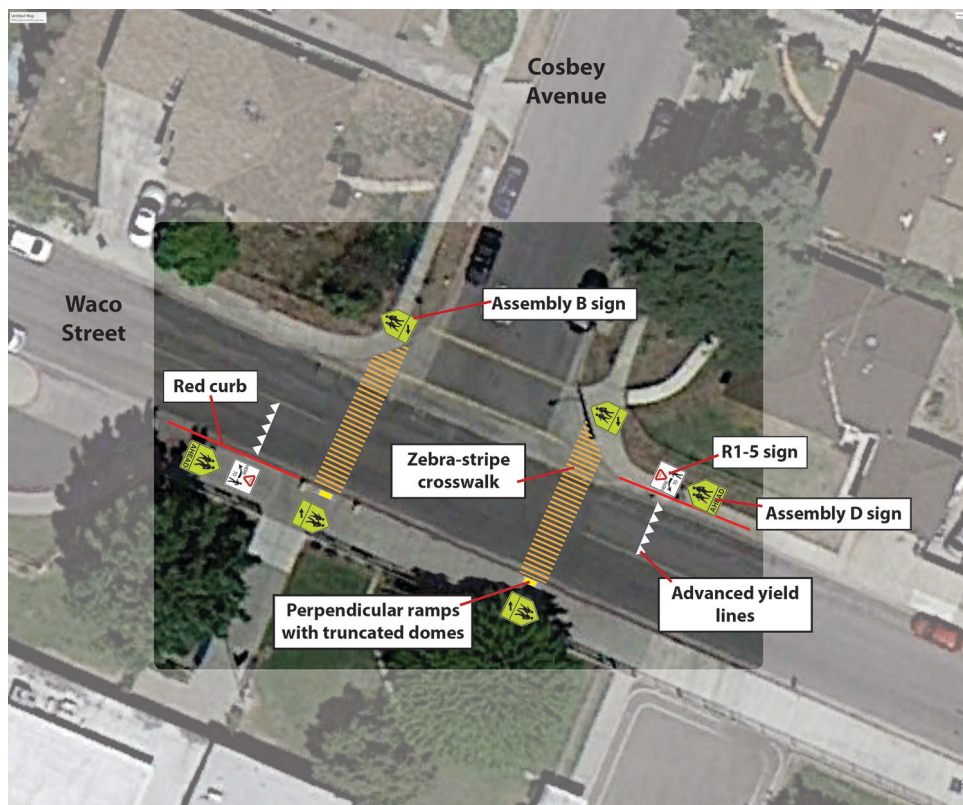
M1. Waco St. & Cosbey Ave.

Existing

- T-intersection
- 1-way stop for Cosbey Ave.
- Yellow transverse-line crosswalks for all 3 legs of the intersection
- Crossing guard controls all 3 legs during school arrival and dismissal times

Proposed

- Add a yellow zebra-stripe crosswalk on the west and east legs across Waco St. (2)
- Add ramps on the south side of the street for the west and east leg crosswalks (2)
- Paint the curb red at the curb ramps on the SW and NE corners
- Add advanced yield lines to both approaches to the east and west leg crosswalks (2)
- Add R1-5 signs to both approaches to the east and west leg crosswalks (2)
- Add Assembly D signs to both approaches to the east and west leg crosswalks (2)
- Add Assembly B signs to the east and west leg crosswalks (4)



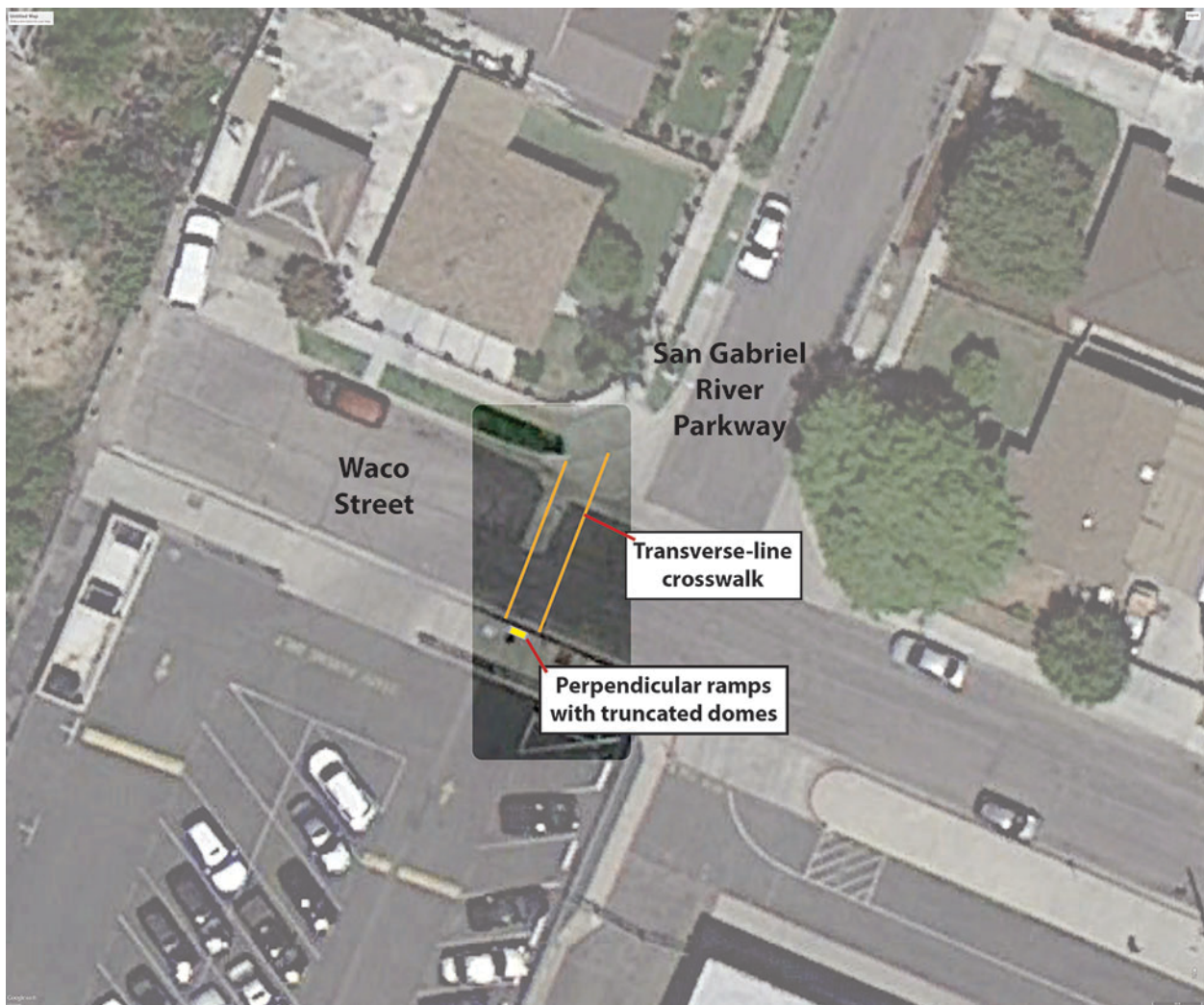
M2. Waco St. & San Gabriel River Parkway

Existing

- Uncontrolled intersection
- No marked crosswalks

Proposed

- Add a yellow transverse-line crosswalk on the west leg (1)
- Add a ramp on the SW corner (1)



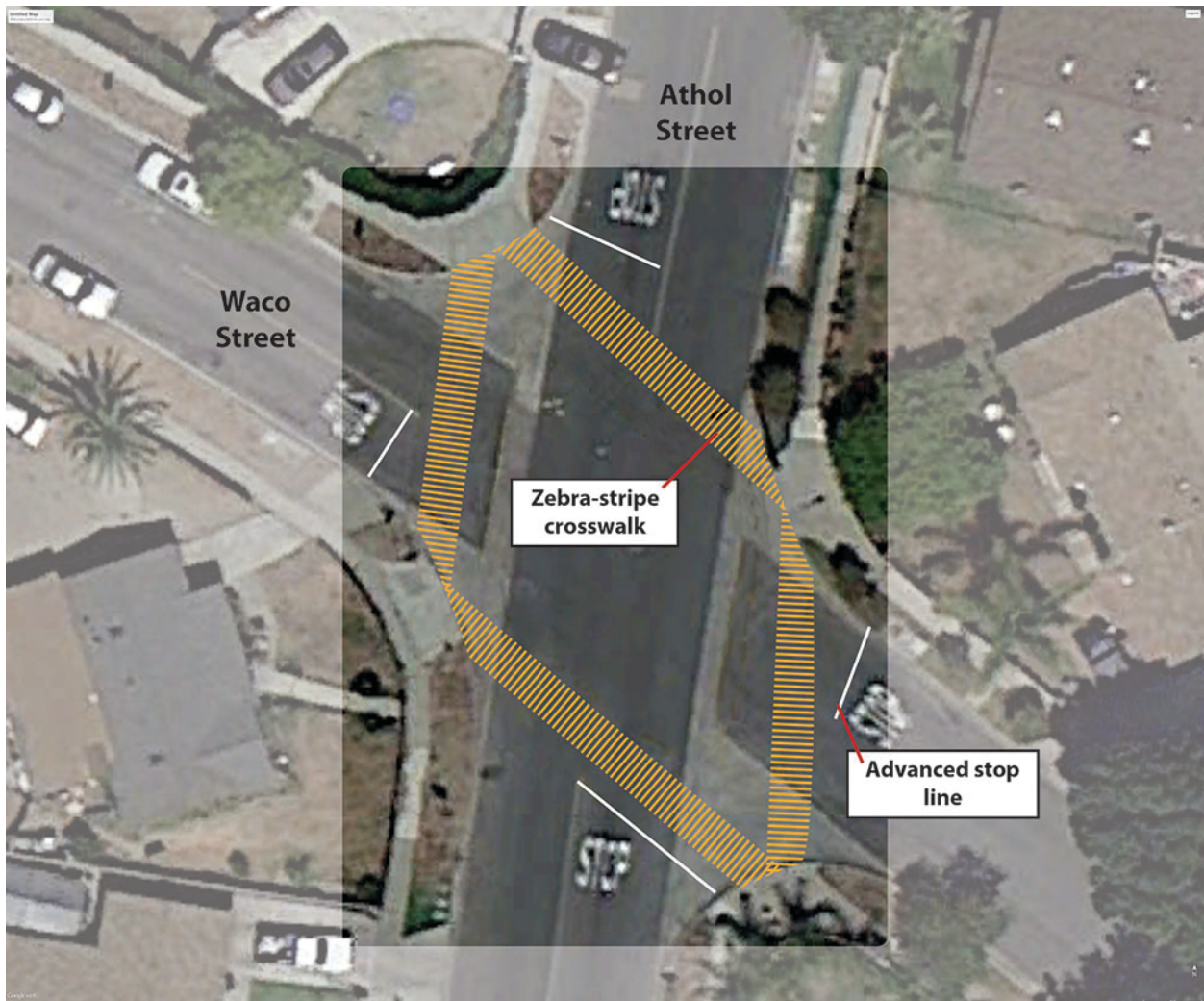
M3. Waco St. & Athol St.

Existing

- Skewed 4-way intersection
- 4-way stop control
- Yellow transverse-line crosswalks on all 4 legs

Proposed

- Add yellow zebra-stripe crosswalks on all 4 legs (4)
- Install advanced stop lines on all approaches to the intersection (4)



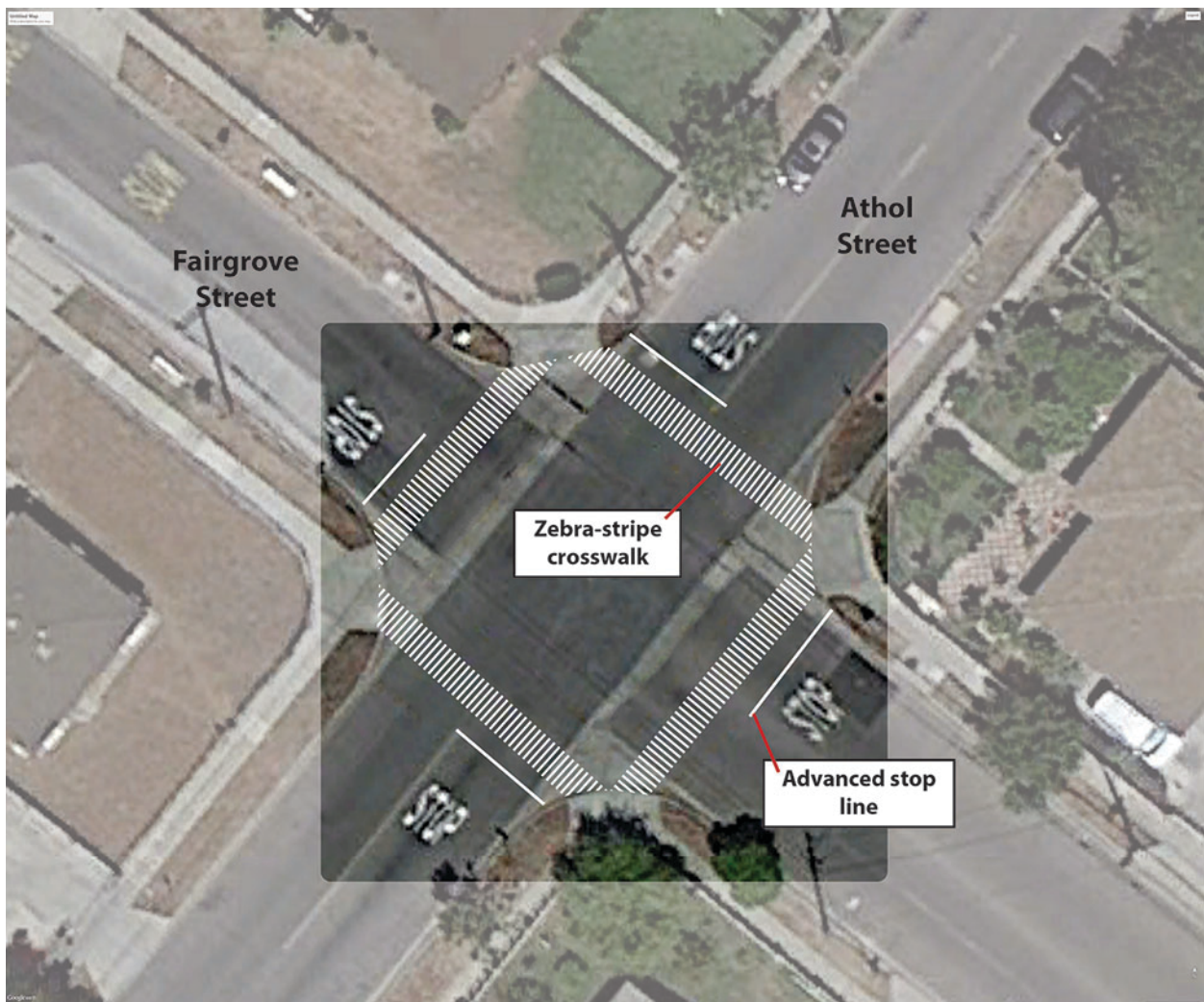
M4. Athol St. and Fairgrove St.

Existing

- 4-way stop
- Yellow transverse-line crosswalks on all 4 legs
- Westbound bus stop on the NW corner; eastbound bus stop on the SW corner

Proposed

- Install zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines on all legs (4)



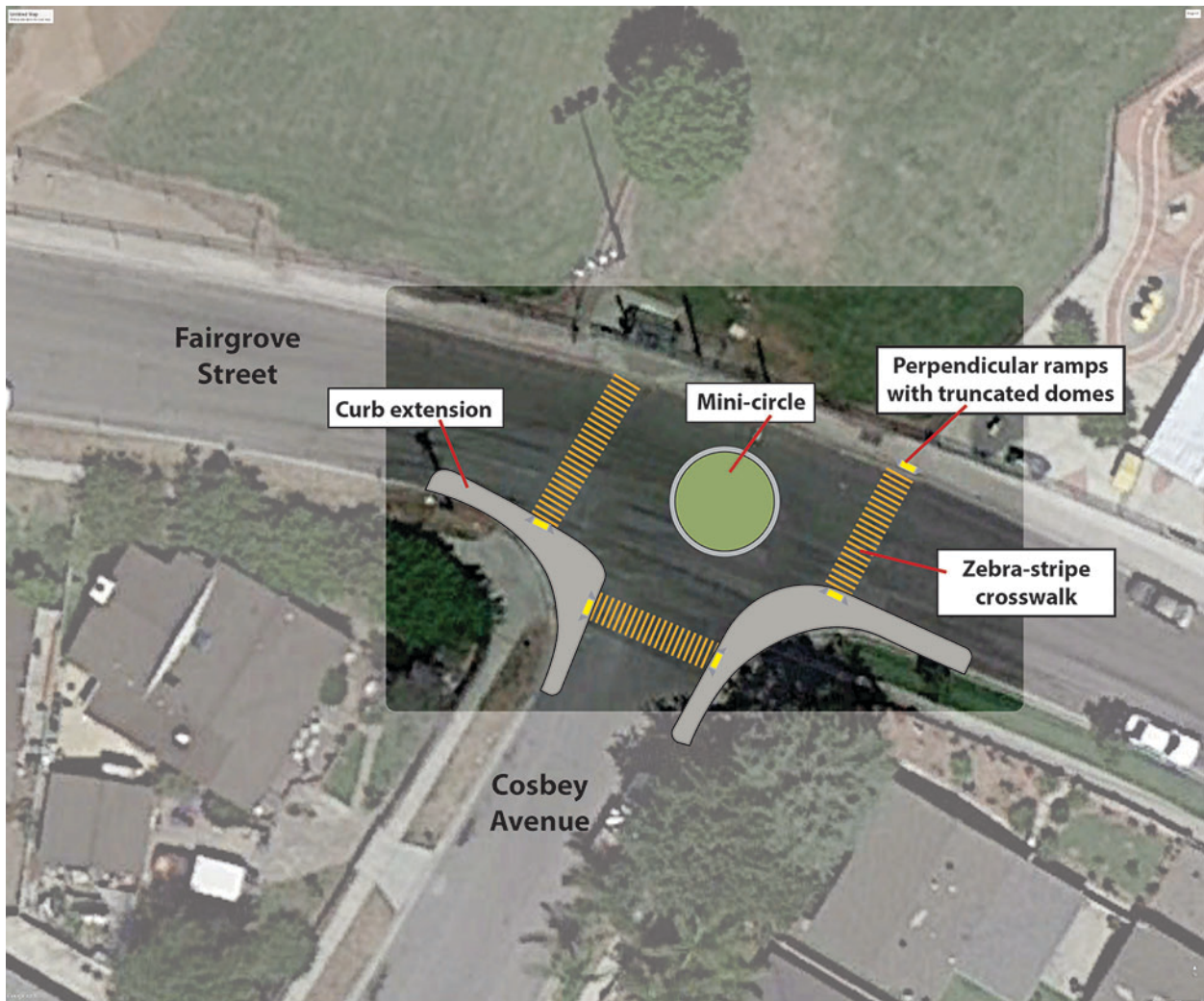
M5. Fairgrove St. & Cosbey Ave.

Existing

- T-intersection
- Uncontrolled
- Yellow transverse-line crosswalks on the west leg

Proposed

- Install a mini-circle with curb extensions for traffic calming (1)
- Add zebra-stripe crosswalks on all legs (3)
- Add a ramp on the NE corner (1)



M6. Fairgrove St. & Barnes Ave.

Existing

- 4-way stop
- Yellow transverse-line crosswalks on all legs
- Westbound bus stop on the NE corner; eastbound bus stop on the SW corner

Proposed

- Install zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines on all legs (4)



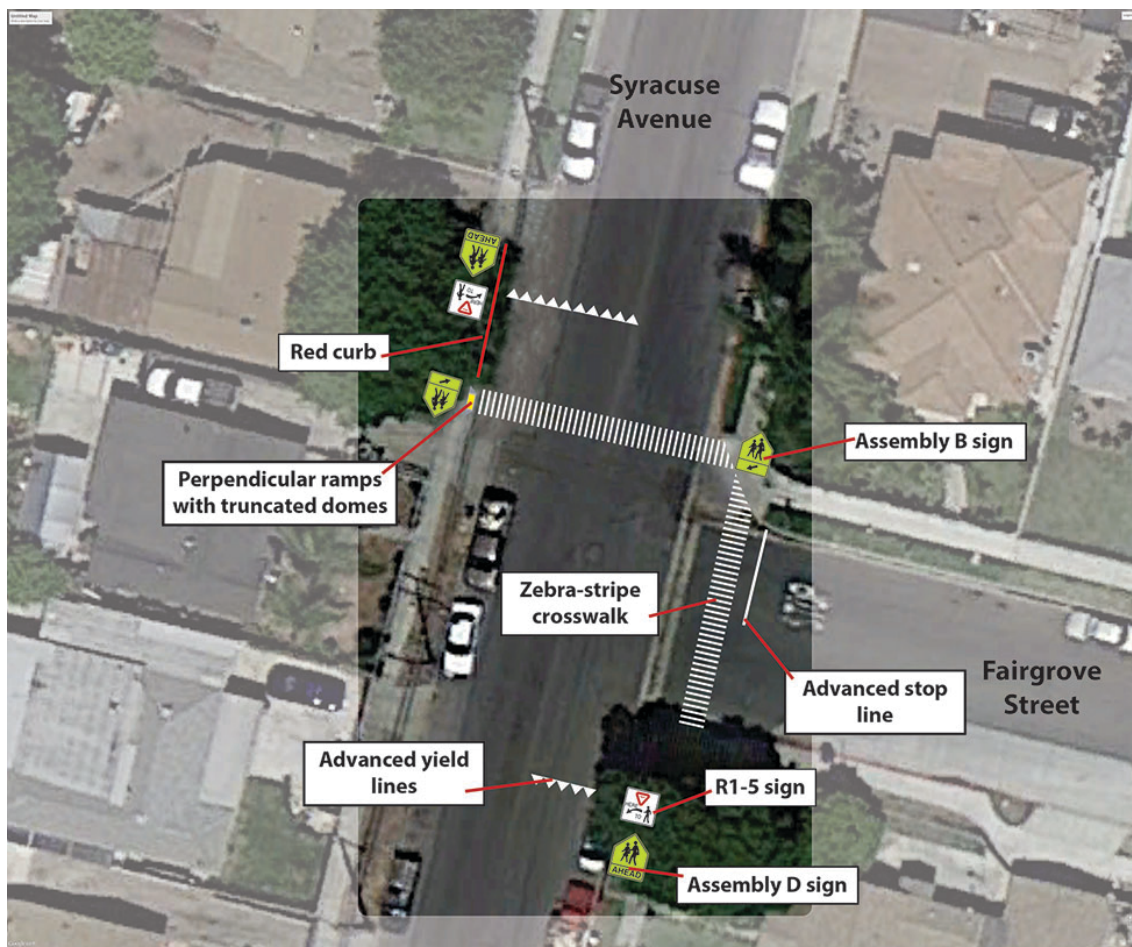
M7. Syracuse Ave. & Fairgrove St.

Existing

- T-intersection
- 1-way stop on Fairgrove St.
- Yellow transverse-line crosswalks on the north leg
- Northbound bus stop on the NE corner; eastbound bus stop on the SE corner

Proposed

- Install zebra-stripe crosswalks on the north leg and the east leg (2)
- Add a ramp on the NW corner (1)
- Paint the curb red on the west side for 30' north of the crosswalk (1)
- Add advanced yield lines to both approaches to the north leg crosswalk (2)
- Add R1-5 signs to both approaches to the north leg crosswalk (2)
- Add Assembly D signs to both approaches to the north crosswalk (2)
- Add Assembly B signs to the north leg crosswalk (4)



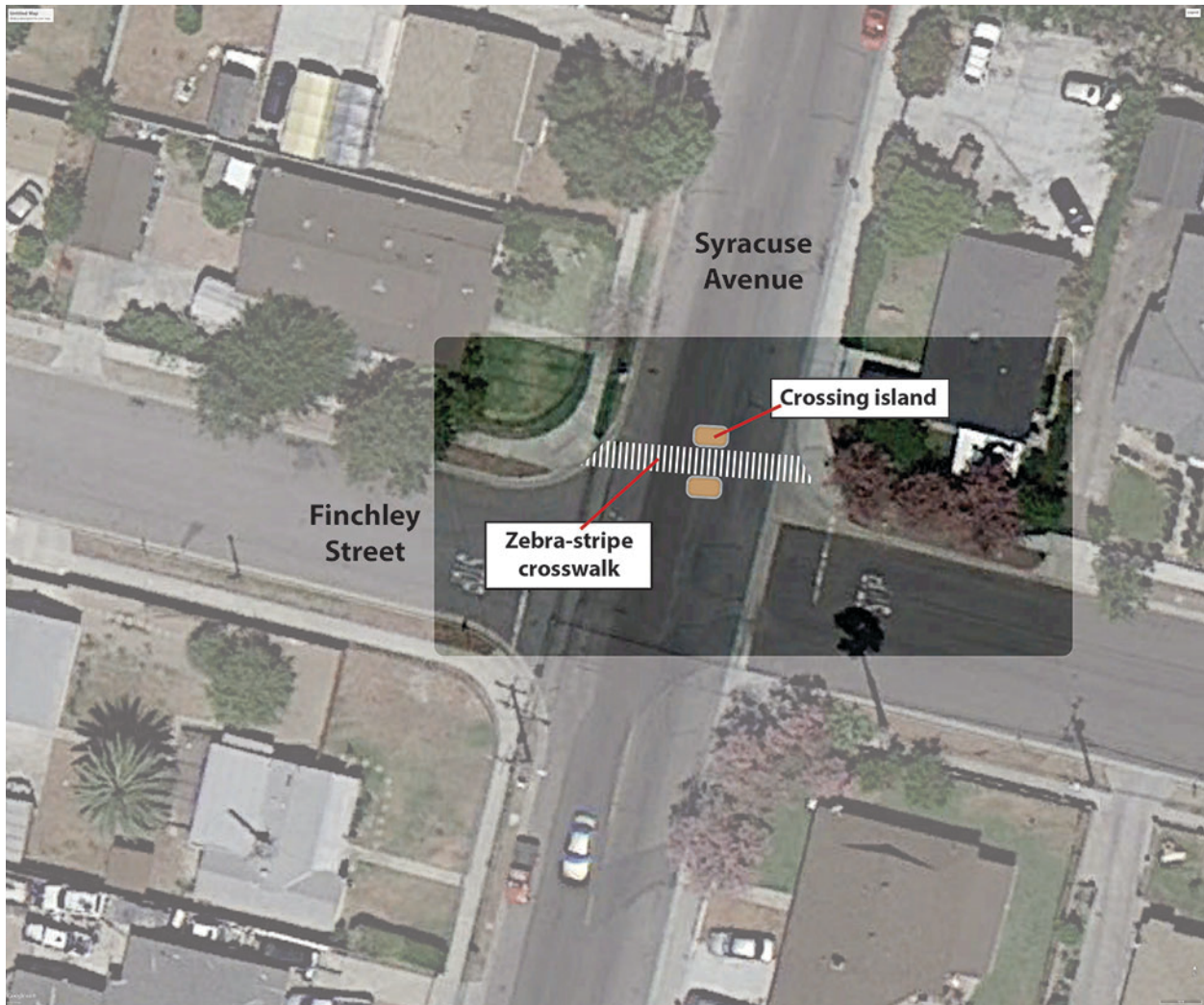
M8. Syracuse Ave. & Finchley Street.

Existing

- 4-way intersection with a slight offset
- 2-way stop on Finchley St.
- No crosswalks

Proposed

- Install a zebra-stripe crosswalk on the north leg (1)
- Add a crossing island for the north leg crosswalk (1)



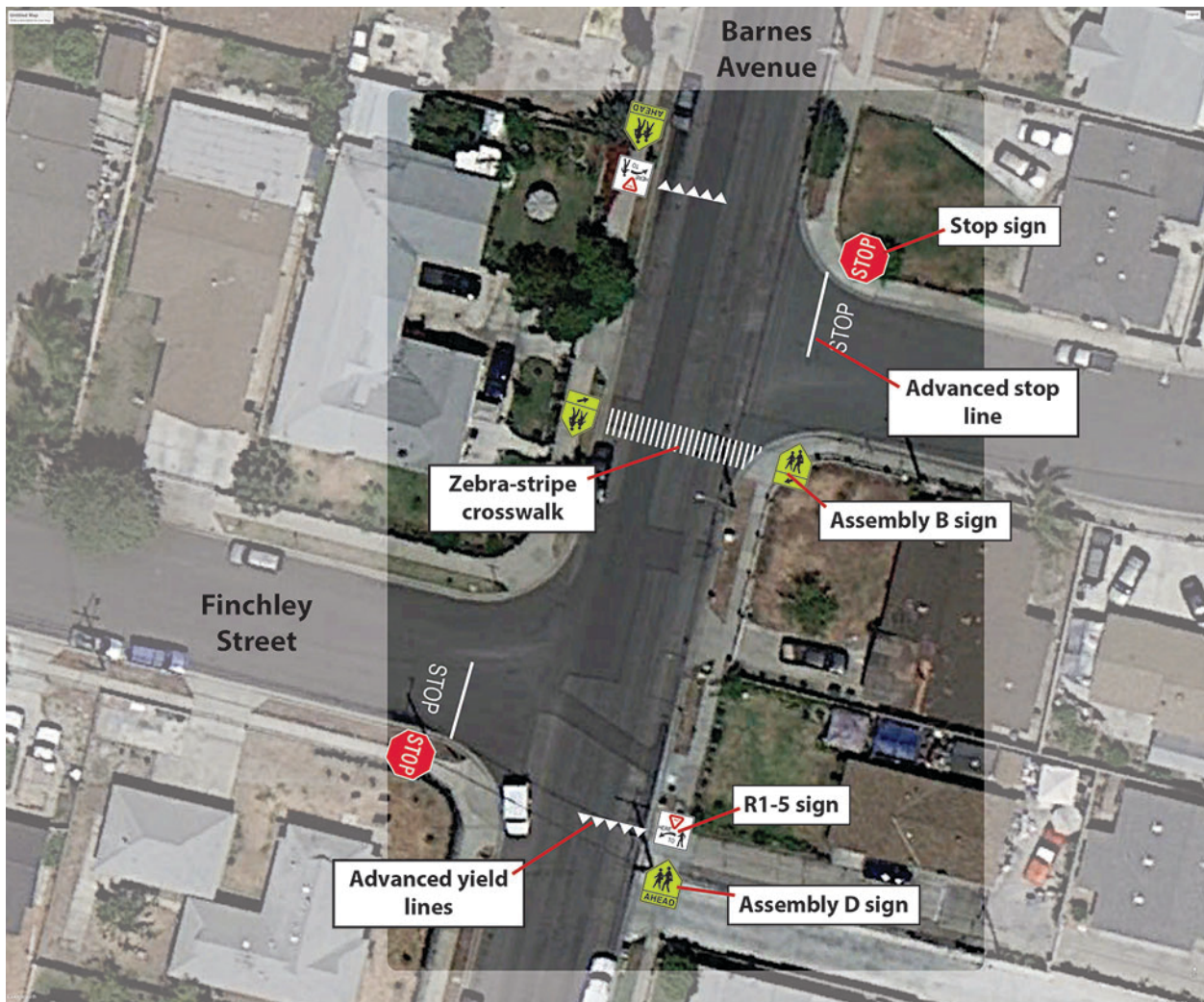
M9. Finchley Street. & Barnes Ave

Existing

- Two offset T-intersections
- Uncontrolled
- No marked crosswalks

Proposed

- Add stop signs on both legs of Finchley (2)
- Install a zebra-stripe crosswalk on the south leg of the north intersection (between the two intersections) (1)
- Add advanced yield lines to both approaches to the new crosswalk (2)
- Add R1-5 signs to both approaches to the new crosswalk (2)
- Add Assembly D signs to both approaches to the new crosswalk (2)
- Add Assembly B signs to the new crosswalk (2)



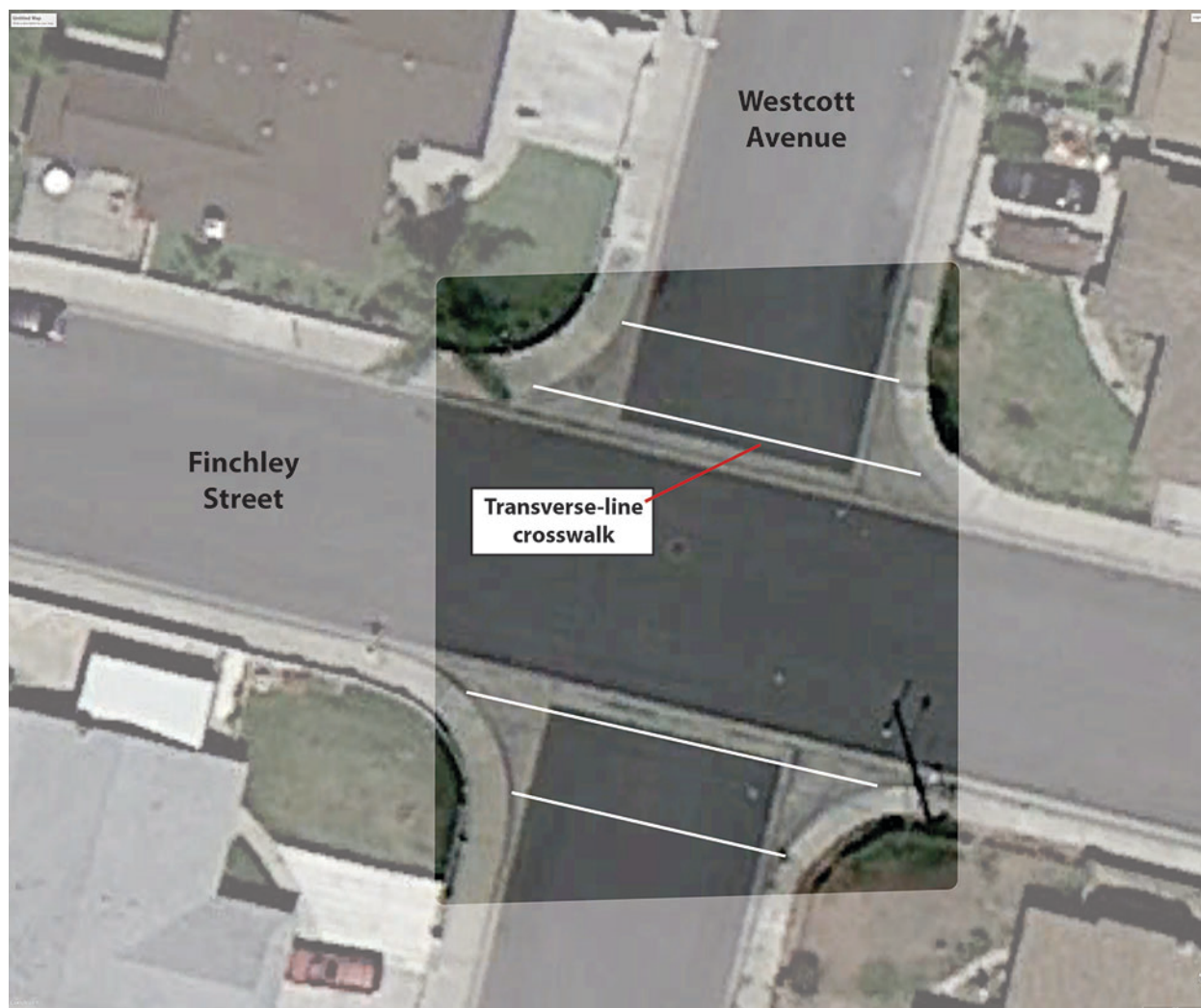
M10. Finchley Street. & Westcott Ave

Existing

- 4-way intersection
- Uncontrolled
- No marked crosswalks

Proposed

- Add transverse-line crosswalks on the north and south legs (2)



M11. Barnes Ave. & Waco St.

Existing

- T-intersection
- Uncontrolled intersection

Proposed

- Add a zebra-stripe crosswalk on the east leg (1)



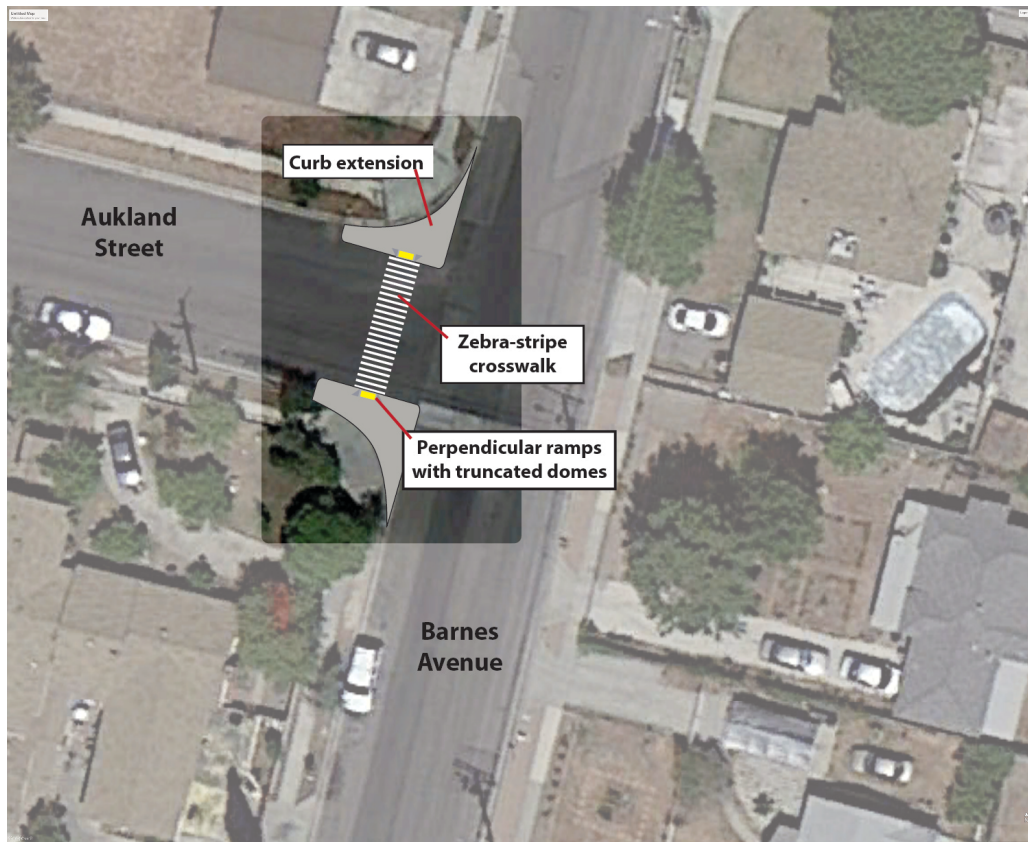
M12. Barnes Ave. & Auckland St.

Existing

- T-intersection
- Uncontrolled intersection

Proposed

- Add a zebra-stripe crosswalk on west leg (1)
- Add curb extensions to the west leg (2)



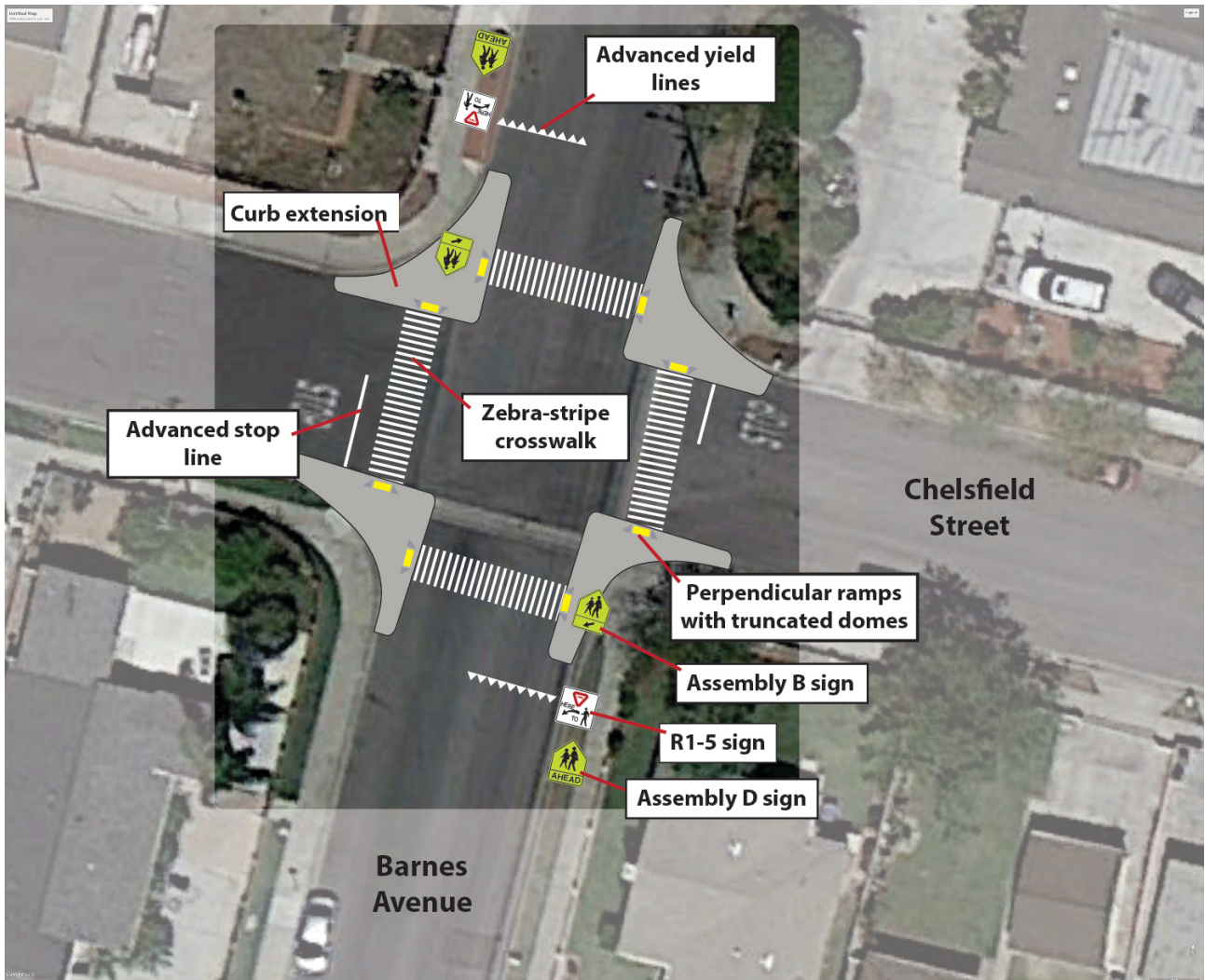
M13. Barnes Ave. & Chelsfield St.

Existing

- 2-way stop for Chelsfield St.

Proposed

- Add zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines to the east and west legs (2)
- Add advanced yield lines to both approaches to the north and south legs (2)
- Add R1-5 signs to both approaches to the north and south legs (2)
- Add Assembly D signs to both approaches to the north and south legs (2)
- Add Assembly B signs to the north and south leg crosswalks (2)
- Add curb extensions to all legs (8)



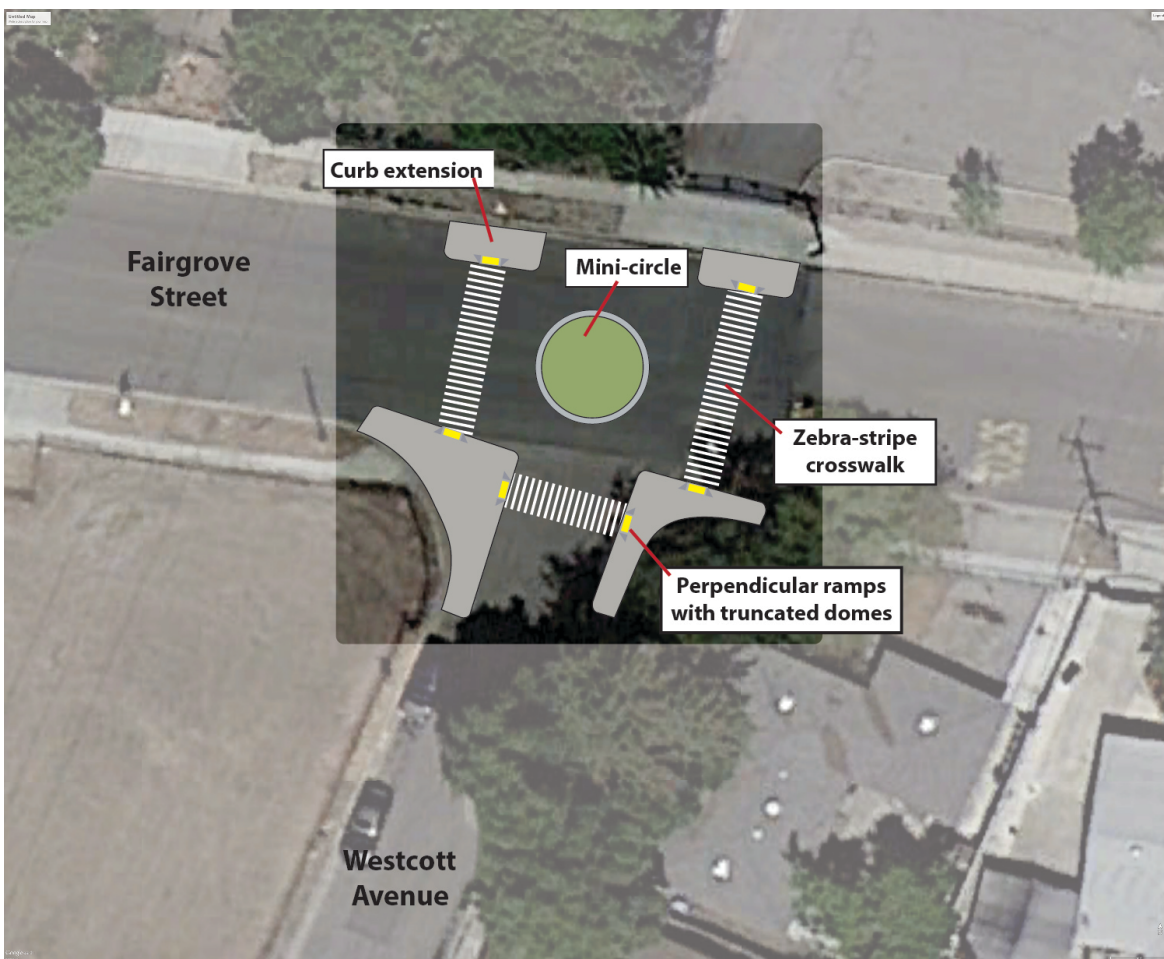
M14. Fairgrove St. & Westcott Ave.

Existing

- T-intersection
- Uncontrolled intersection

Proposed

- Add a mini-circle (1)
- Add curb extensions to all legs (6)
- Add zebra-stripe crosswalks on all legs (3)



Linear Improvements

- Repaint the red curb in front of the school on Waco Street (approximately 200')
- Add ramps or concrete driveway aprons on Waco Street to make the sidewalk in front of the bus drop-off area accessible (2)
- Widen the sidewalk to 6' on the south side of Waco St. between the school property line and Athol St. (approximately 200')
- At the existing concrete walkway across the power line right-of-way at the end of Finchley Street, add a curb ramp to provide bicycle access, and provide a wider concrete walkway at this location (the current walkway is less than 3' wide at this location (1 ramp plus about 60 square feet of concrete walkway)
- Provide a concrete walkway across the power line right-of-way, connecting the ends of the north side sidewalks of Salisbury Street, and provide ramps to the street for bicyclists (2 ramps and 125 linear feet of 5-foot walkway)
- Along Fairgrove Street between the parking lot and the north leg of Cosbey Avenue, narrow the street width from 38 to 30' to provide a 6' wide sidewalk plus a buffer (approximately 460')
- Add a bike path along the DWP power easement from Rowena Boulevard to Garvey Avenue

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Elwin Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Parent education
- Teacher education
- Child education

Encouragement

- Walk-to-school contests between classrooms
- Games and prizes
- Walking school buses
- Walking route maps to school with the time that it takes to walk
- Ball field lot on Fairgrove Street becomes a park and walk site (unlock gate)

Enforcement

- Stop sign enforcement
- Speed display signs



Walnut Elementary School

SRTS Workshop

A SRTS workshop was conducted on October 23, 2013. The following key stakeholders attended:

- Parents
- A representative of the California Center for Public Health Advocacy
- School representatives, including the principal and community liaison
- A representative of the Baldwin Park Unified School District



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Narrow and incomplete sidewalks
- Trees block signs
- Congestion of cars near the school entry
- Not enough marked crosswalks
- Crosswalks not visible
- Streets need to be swept better
- Broken speed display signs
- Lack of ramps

Location Specific Issues

- Walnut St. at the front of the school
 - exits of school are sometimes blocked by vehicles
 - unattended cars
 - drivers speeding and not being careful
- Walnut St. & Benwood St.
 - no marked crosswalk
- Walnut St. & Olive St.
 - concerns that the crossing guard is holding back traffic too long, which creates congestion and a more chaotic situation.
- Walnut St. & Los Angeles St.
 - drivers park on the curbs/sidewalks
 - heavy congestion
- Olive St. & Merced Ave.

- big intersection with long crossings
 - buses sometimes get in the way
- Olive St. & Center St.
 - double parking
 - drivers make rolling stops
 - missing crosswalk on the south leg.
 - northbound stop sign view is blocked
- Center St. & Dunia St.
 - speeding
 - missing ramp on the NE corner
 - crosswalk not visible
 - school signs blocked by trees
- Ohio St. & Merced Ave.
 - missing sidewalk
- Along Center St.
 - narrow sidewalks
 - speeding
 - double parking
 - challenging to cross the street near the back gate
- Along Merced Ave.
 - missing sidewalks
- Along Olive St.
 - narrow sidewalks
 - missing ramps
 - crosswalks not marked clearly
 - too wide

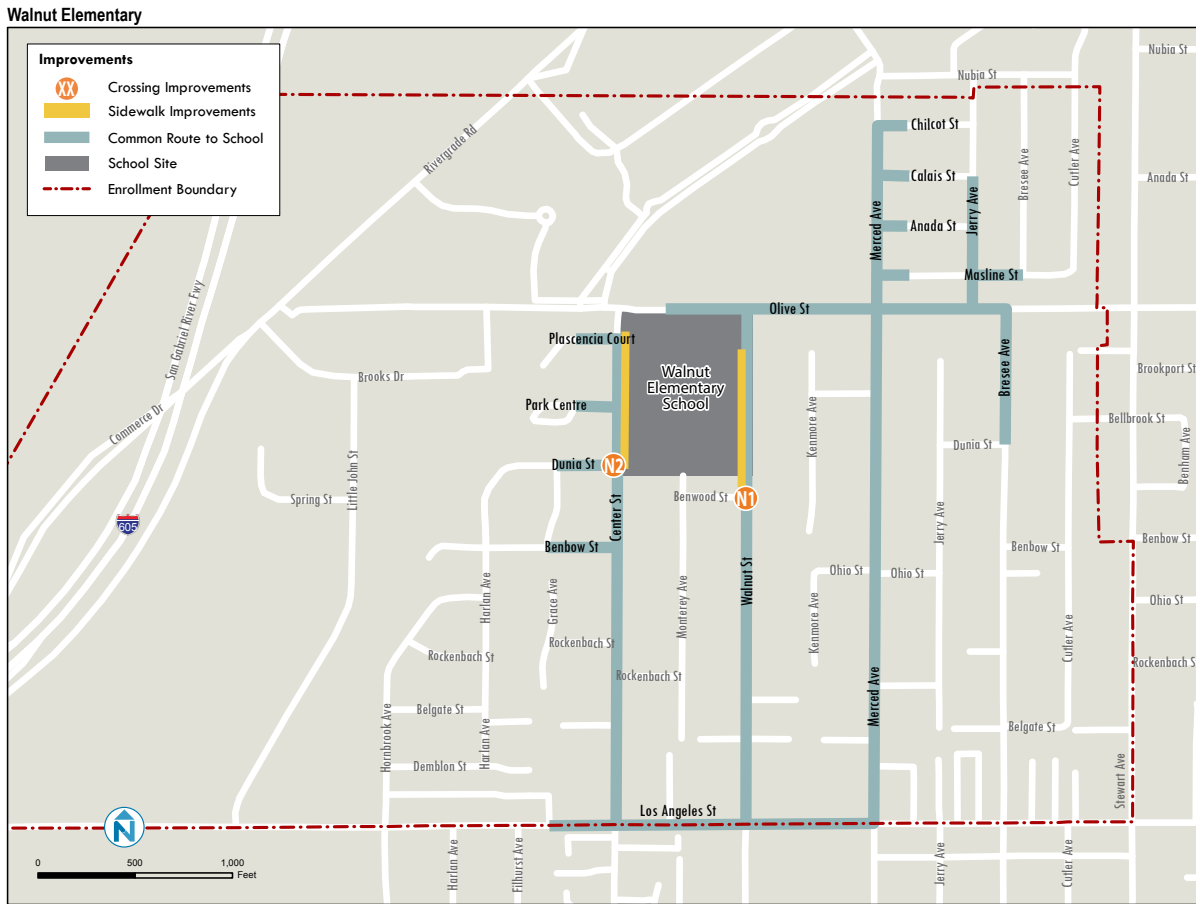
Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.



Existing Conditions and Engineering Recommendations

Crossing Improvements

N1. Walnut St. & Benwood St.

Existing

- T-intersection
- Uncontrolled intersection
- No marked crosswalks

Proposed

- Add a yellow zebra-striped crosswalk on the north leg (1)
- Provide a ramp on the east side of the street for this crosswalk (1)
- Add advanced yield lines to both approaches to the north leg crosswalk (2)
- Add R1-5 signs to both approaches to the north leg crosswalk (2)
- Add Assembly D signs to both approaches to the north leg crosswalk (2)
- Add Assembly B signs to the north leg crosswalk (2)



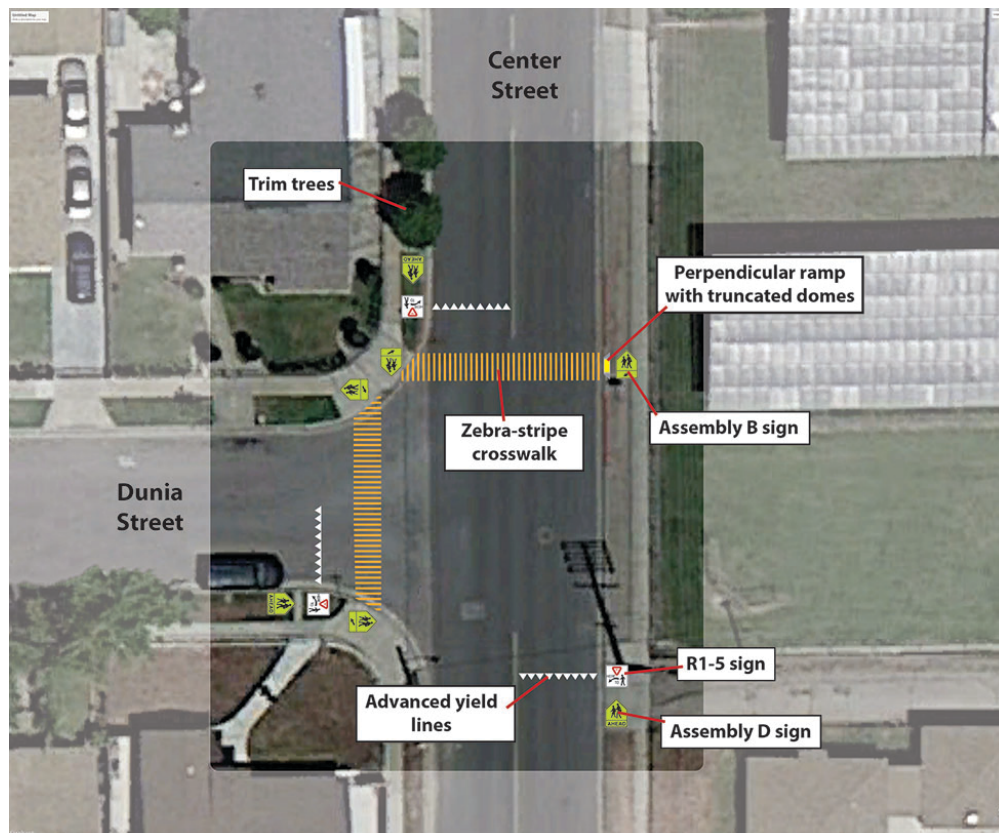
N2. Center St. & Dunia St.

Existing

- Uncontrolled intersection
- Yellow transverse-line crosswalk on the north leg
- Missing ramp on the east end of the crosswalk
- Existing Assembly B and Assembly D signs are in place, but some are blocked by trees

Proposed

- Install zebra-stripe crosswalks on the north and west legs (2)
- Add a ramp on the east side for the north leg crosswalk (1)
- Add advanced yield lines to both approaches to the north and west leg crosswalks (2)
- Add R1-5 signs to both approaches to the north and west leg crosswalks (2)
- Add Assembly D signs to both approaches to the north and west leg crosswalks (2)
- Add Assembly B signs to the north and west leg crosswalks (4)
- Trim trees blocking the existing Assembly B and Assembly D signs (2)
- Work with the school to have the gate near this intersection opened during arrival and dismissal times (except when the field is wet)



Linear Improvements

- Change the white curb to a red curb between the school parking lot exit and the fire hydrant (north of the driveway) (approximately 15')
- Paint the curb red for 20' of length south of the parking lot exit driveway (approximately 20')
- Along the school property frontage, widen the sidewalk on Walnut St. from 4' to 6', leaving a 3.5' planter strip. (approximately 660')
- Widen the sidewalk on Center St. along the school property frontage from 4' to 6', leaving a 3' planter strip. (approximately 660')

Bicycle, Skateboard and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Walnut Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Education for parents and students about not dropping off children on the east side of the street to reduce children crossing midblock
- Pedestrian and bicycle safety workshops/exercises (e.g., Bike Rodeo)
- Training for students related to traffic safety (partner with LACBC or BikeSGV)
- Cycling, skateboarding, and scooter classes and resources
- A workshop for parents on safety issues; record it to display on the web
- Teachers modeling and teaching safety in the classroom

Encouragement

- Walking ambassadors (give community service hours to students/volunteers)
- Weekly walking days
- Silver dollars or pedometers for children walking
- Punch cards for children to get prizes

Enforcement

- Different street sweeping days for each side of the street



De Anza Elementary School

SRTS Workshop

An SRTS workshop was conducted on October 24, 2013. The following key stakeholders attended:

- Parents
- School police officers
- A representative of the California Center for Public Health Advocacy
- School representatives, including the principal and community liaison
- A representative of the Baldwin Park Unified School District



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Homeless people and other scary people
- Speeding
- Dogs
- Broken sidewalks
- Poor lighting
- Narrow sidewalks
- People crossing midblock
- Flooded streets

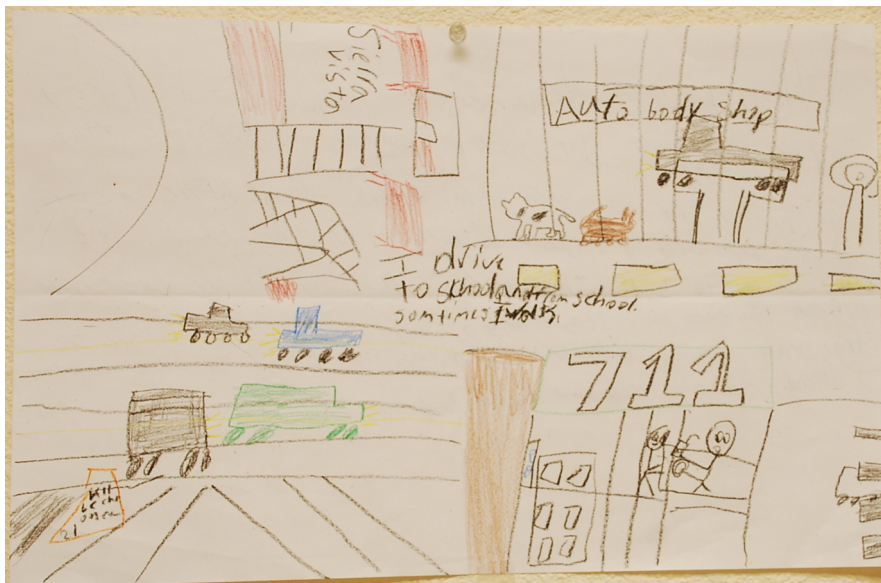
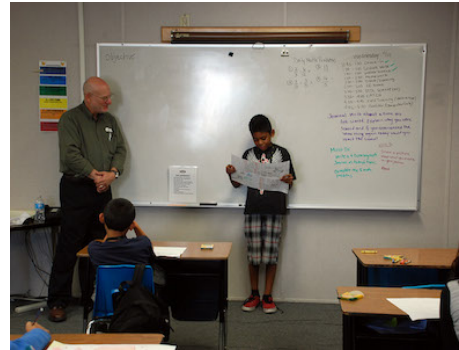
Location-Specific Issues

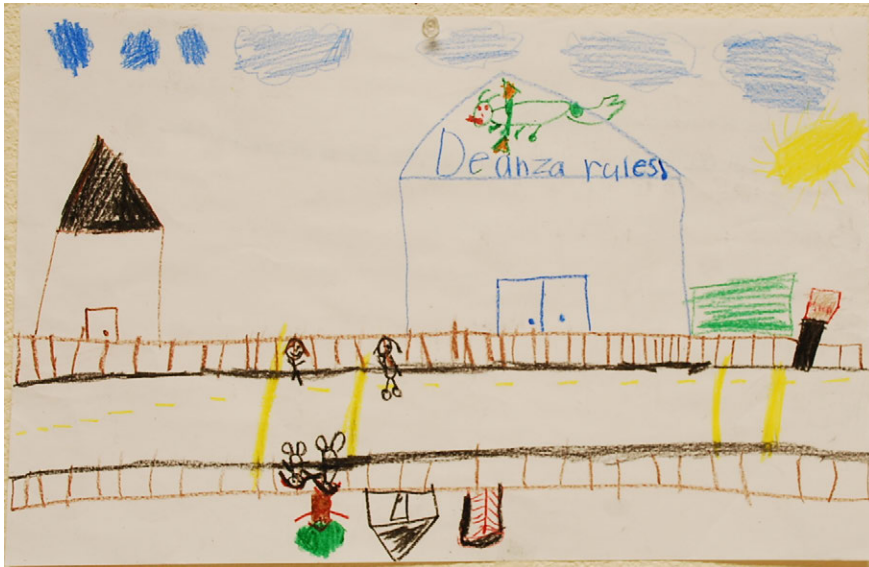
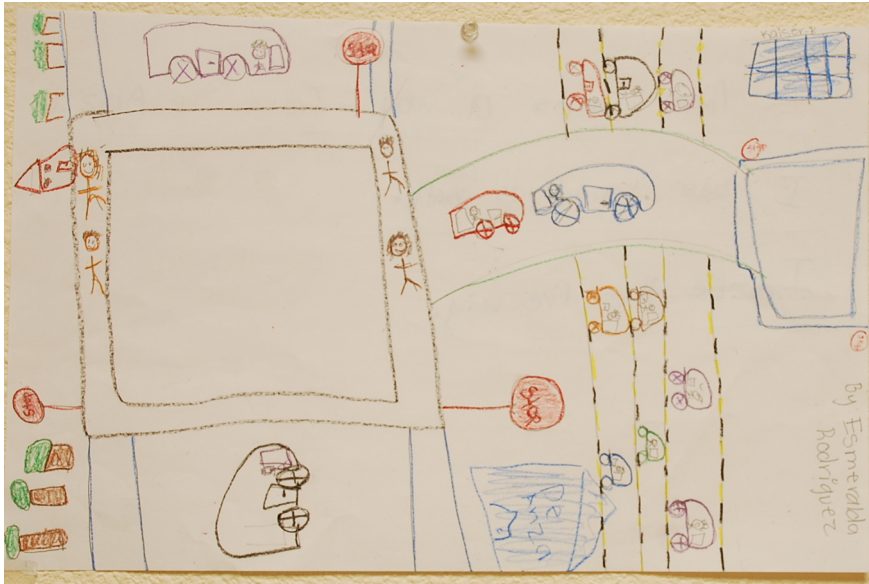
- Athol St. & Bess Ave.
 - bad intersection
 - difficult to cross
 - large corner radii on the south side
 - cars not stopping when pedestrians are crossing
 - fast turns
 - sometimes people dart out in front of turning cars
- Bess Ave. & Leorita St.
 - no school bus stop signs
 - motorists don't stop when buses are loading
- Bess Ave. & Mangum St.
 - street flooding
 - need police presence

- Bess Ave. & Syracuse Ave.
 - poor lighting
- Bess Ave. & Patritti Ave.
 - poor lighting
- Stairs connecting Athol St. to Nolina Ave.
 - lack of lighting
 - no rails on the stairs on one side of the stairs
 - garbage/poor maintenance
 - scary people hanging out drinking, smoking, and/or doing bad things
- Walnut Creek Nature Park
 - lack of lighting
 - homeless people stay there
 - poor maintenance
- Connection to the back of the school from Torch St.
 - no signs telling people that they can get to the school here
 - the field can be wet or flooded
 - poor lighting
 - the gate is locked except in the morning; it needs to be open during arrival and dismissal
- Along Athol St. Bridge
 - sidewalk is too narrow
 - sidewalk is only on one side
 - poor lighting
- Bridge over I-10 freeway near Bess Ave. and Frazier St.
 - poor lighting
 - trash/graffiti

Student Activities

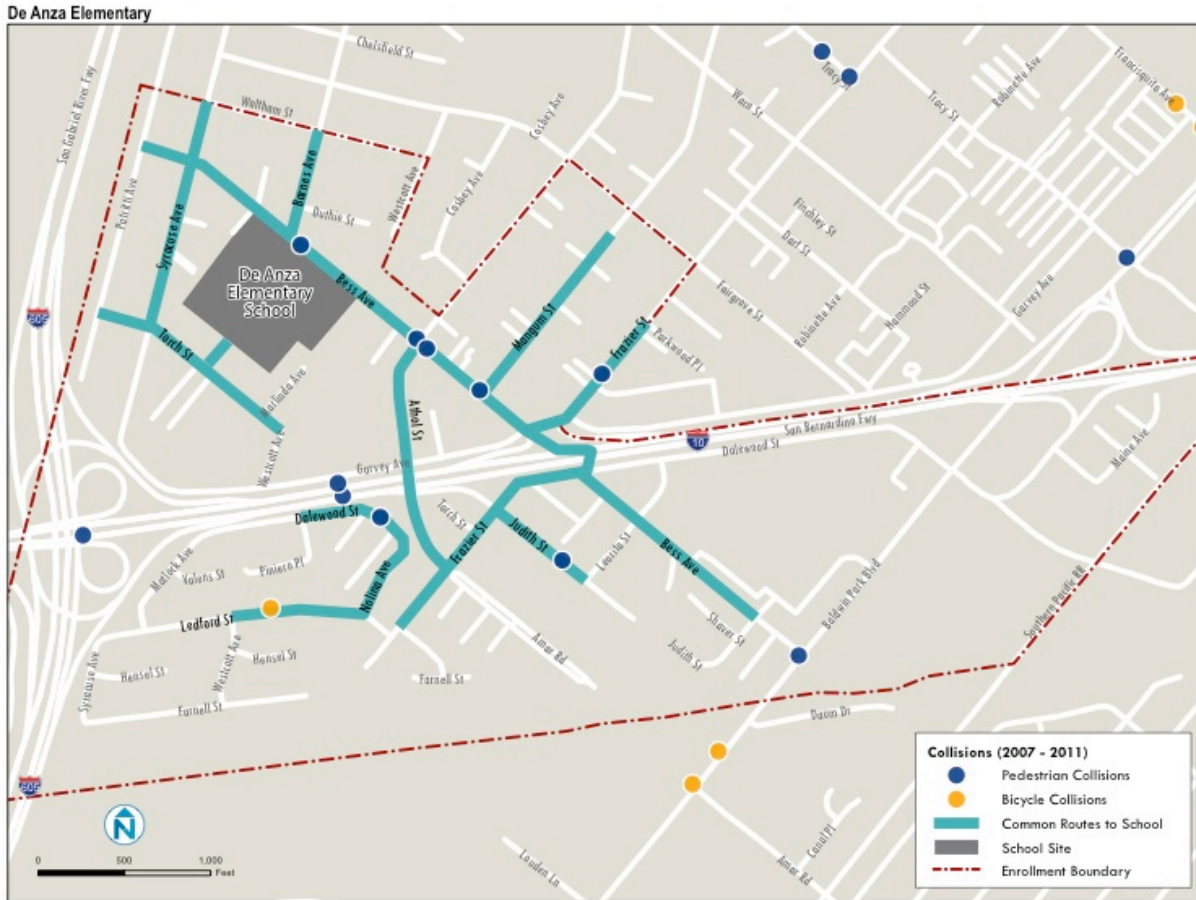
A special session was held with students of the THINK (Teaching, Helping, Inspiring and Nurturing Kids) Together after school program. In this session we asked the students to draw maps of their routes to school. This offers a chance to get their perspective on what they observe as they go to and from school. Below are some of the images that students drew.





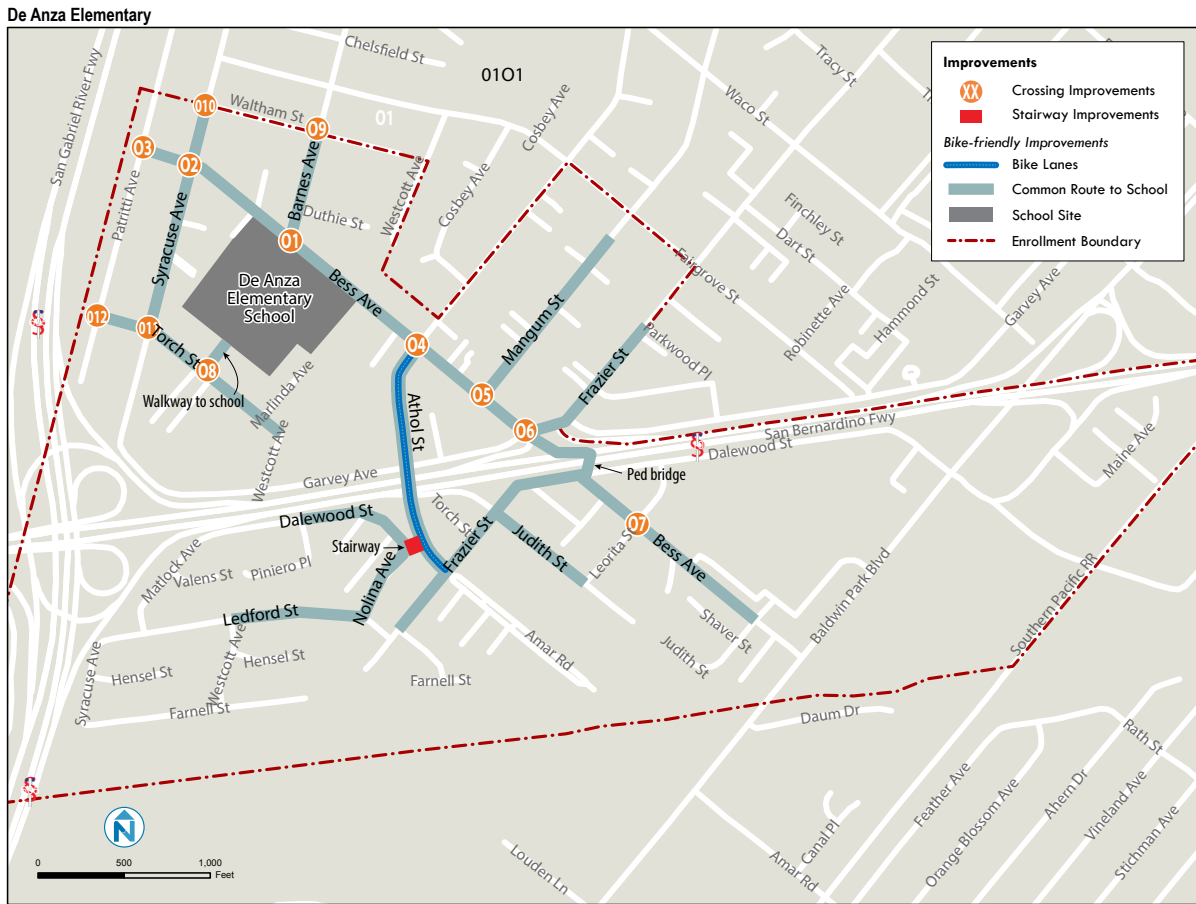
Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.



Existing Conditions and Engineering Recommendations

Crossing Improvements

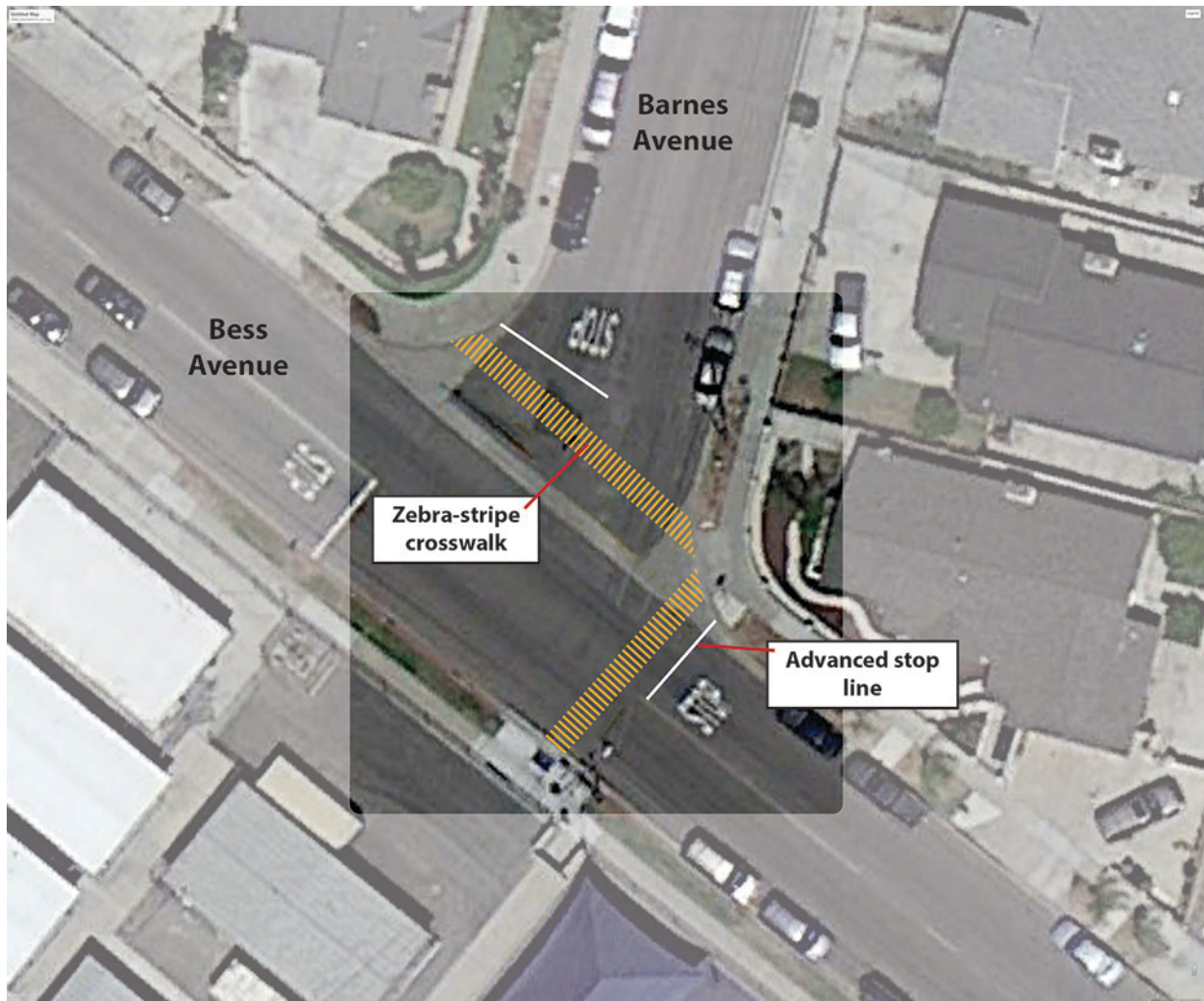
01. Bess Ave. & Barnes Ave.

Existing

- T-Intersection
- 3-way stop
- Yellow transverse-line crosswalks on the north and east legs
- Crossing guard

Proposed

- Add yellow zebra-striped crosswalks on the north and east legs (2)
- Add advanced stop lines on the north and east legs (2)



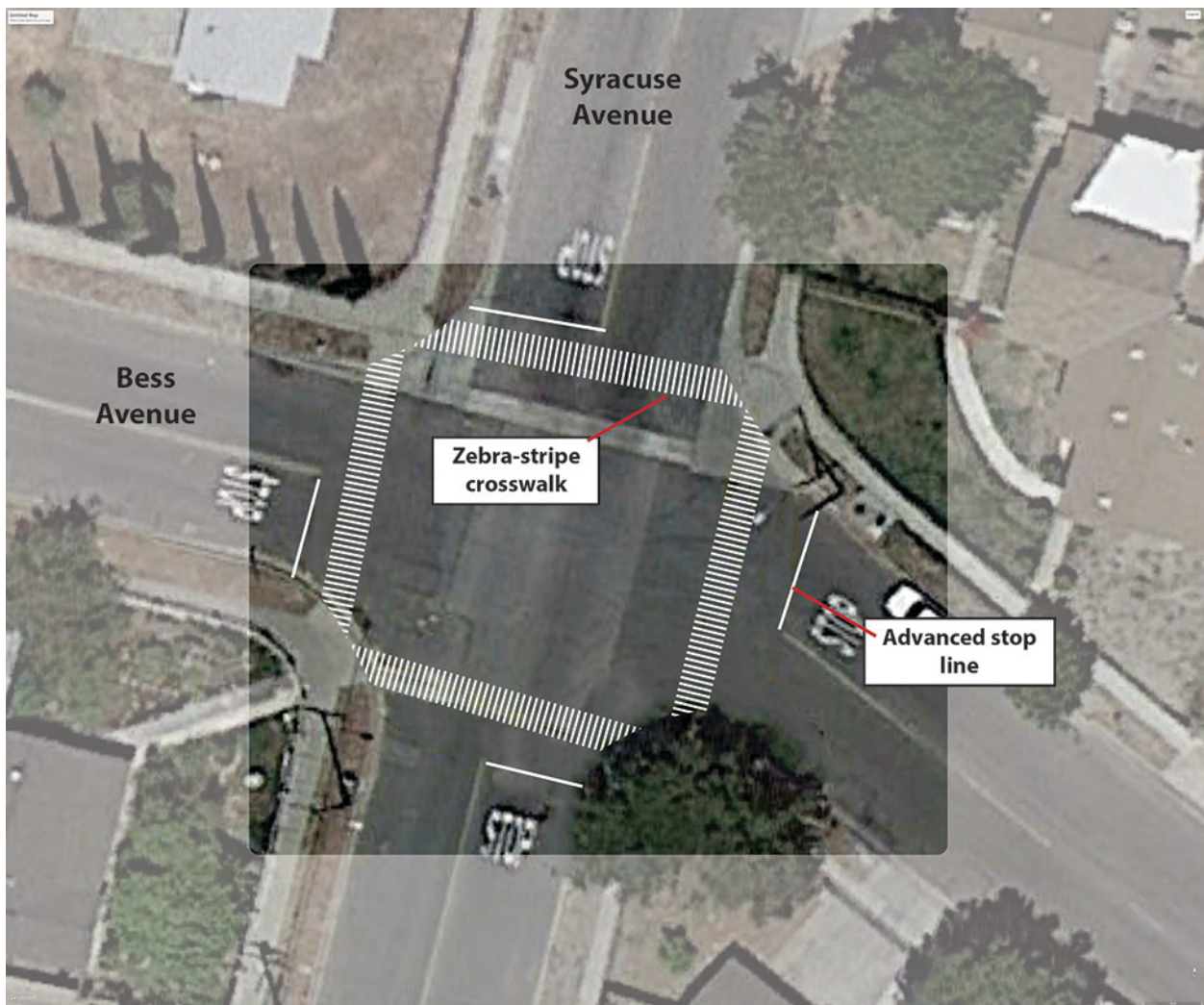
02. Bess Ave. & Syracuse Ave.

Existing

- 4-way stop
- Yellow transverse-line crosswalks on the west, south, and east legs

Proposed

- Install white zebra-striped crosswalks on all four legs (4)
- Add advanced stop lines on all 4 legs (4)
- Improve street lighting



03. Bess Ave. & Patritti Ave.

Existing

- T-intersection
- Uncontrolled
- No crosswalk markings

Proposed

- Install zebra-striped crosswalks on the east and south legs (2)
- Add advanced yield lines to both approaches to the east and south leg crosswalks (2)
- Add R1-5 signs to both approaches to the east and south leg crosswalks (2)
- Add Assembly D signs to both approaches to the east and south leg crosswalks (2)
- Add Assembly B signs to the east and south leg crosswalks (4)
- Improve street lighting



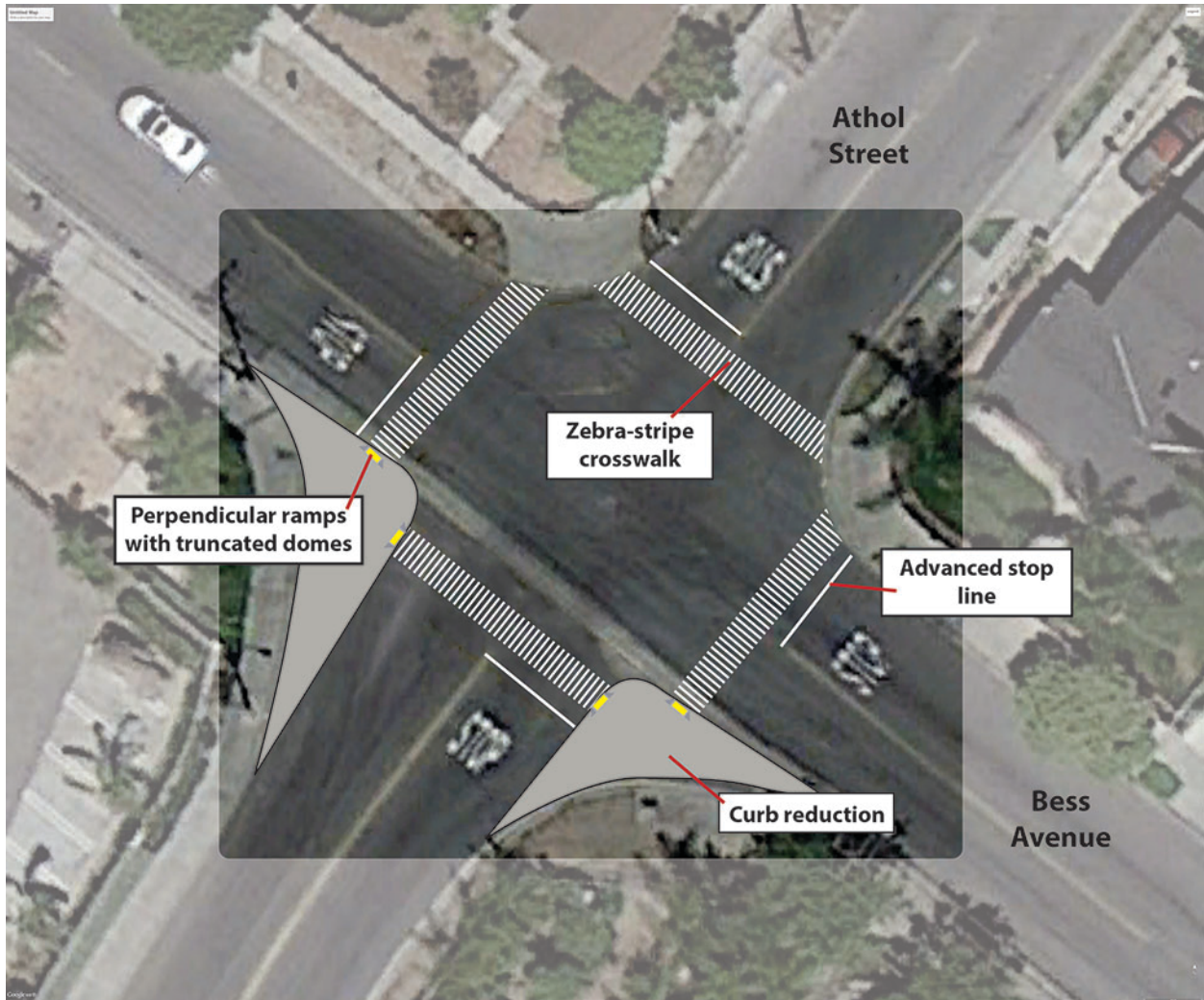
04. Bess Ave. & Athol St.

Existing

- 4-way stop
- Very large compound corner radii on the SW and SE corners
- Transverse-line yellow crosswalks on the north, south, and west legs

Proposed

- Install smaller corner radii on the SW and SE corners (the largest trucks likely do not come frequently and can use more of the intersection); relocate the curb ramps on these corners (2)
 - in the short term, create smaller radii by using pavement markings and reflective raised pavement markers
- Add zebra-striped crosswalks on all four legs (4)
- Add advanced stop lines on all four legs (4)



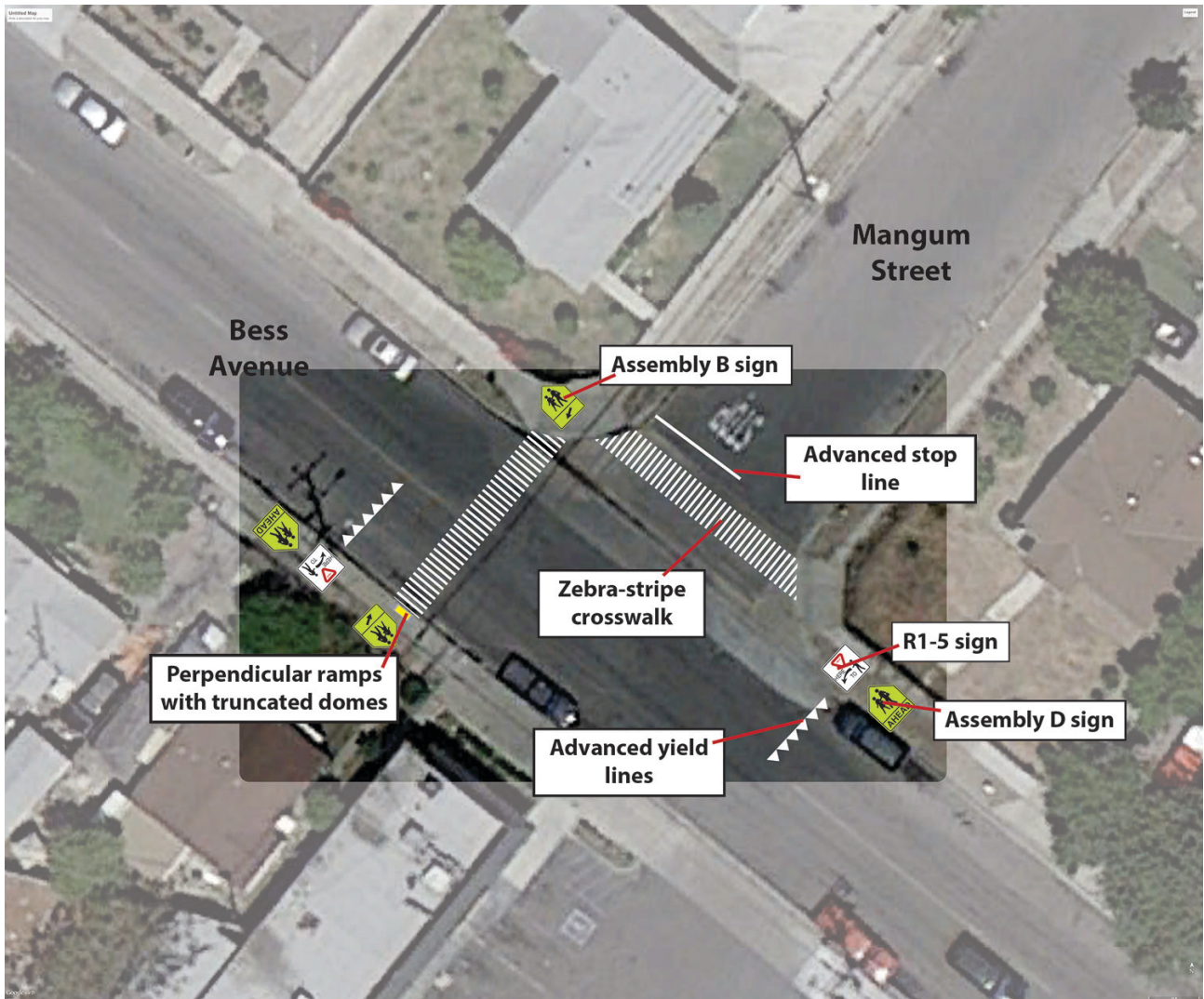
05. Bess Ave. & Mangum St.

Existing

- T-intersection
- 1-way stop for Mangum St.
- Transverse-line yellow crosswalk on the north leg

Proposed

- Add white zebra-striped crosswalks on the west and north legs (2)
- Add a curb ramp on the SW corner for the west leg crosswalk (1)
- Add an advanced stop line on the north leg (1)
- Add advanced yield lines to both approaches to the west leg (2)
- Add R1-5 signs to both approaches to the west leg (2)
- Add Assembly D signs to both approaches to the west leg (2)
- Add Assembly B signs to the west leg crosswalk (2)



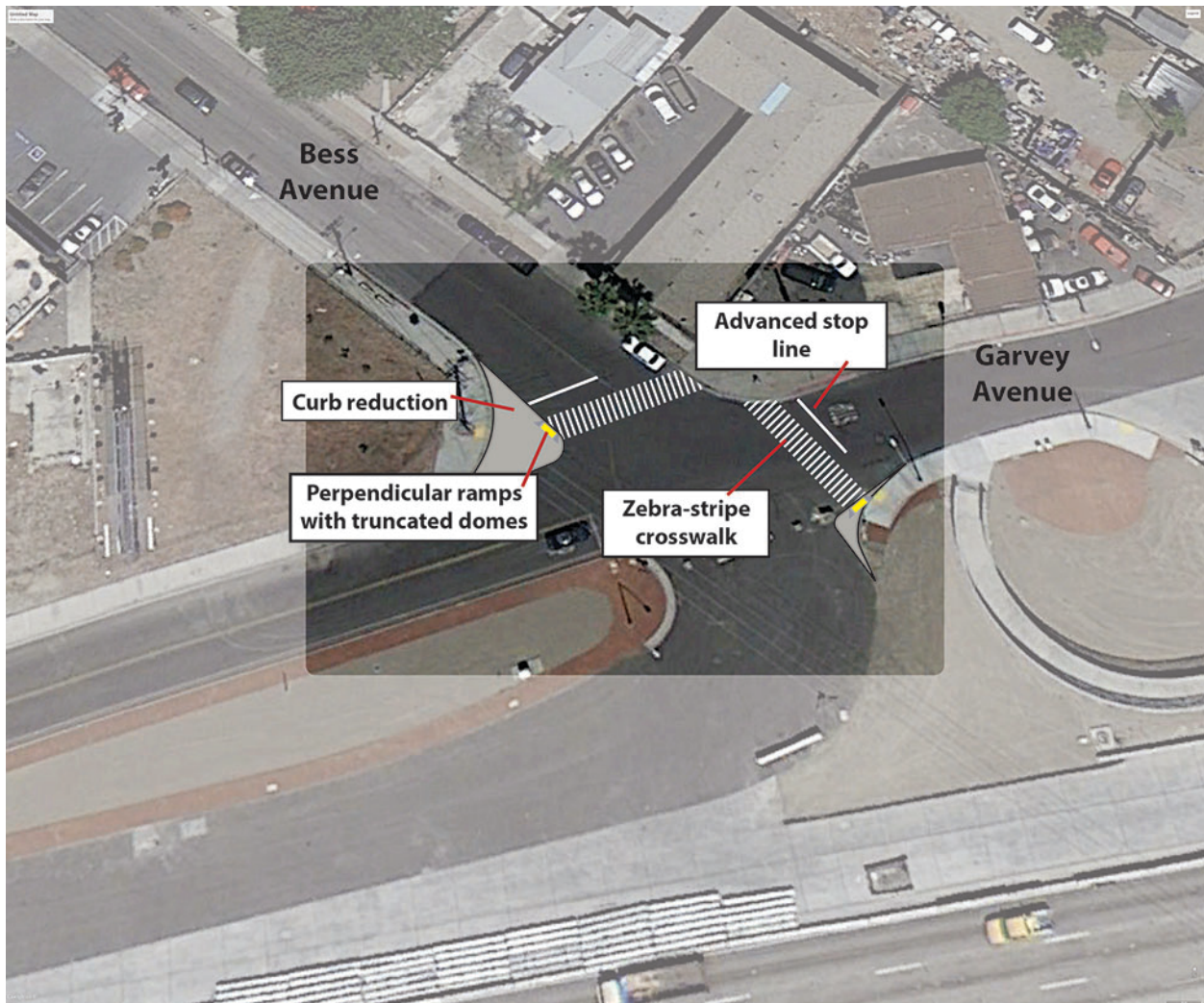
O6. Bess Ave. & Garvey Ave./I-10 On-ramp

Existing

- Skewed 4-way intersection with a nearby T-intersection
- 3-way stop (on-ramp to I-10 is one-way away from the intersection)
- Transverse-line crosswalks on the NW and NE legs

Proposed

- Add white zebra-striped crosswalks on the NW and NE legs (2)
- Add stop lines on the NW and NE legs (2)
- Construct a smaller corner radius on the west corner
- Realign the NE leg crosswalk by constructing a smaller corner radius on the SE corner



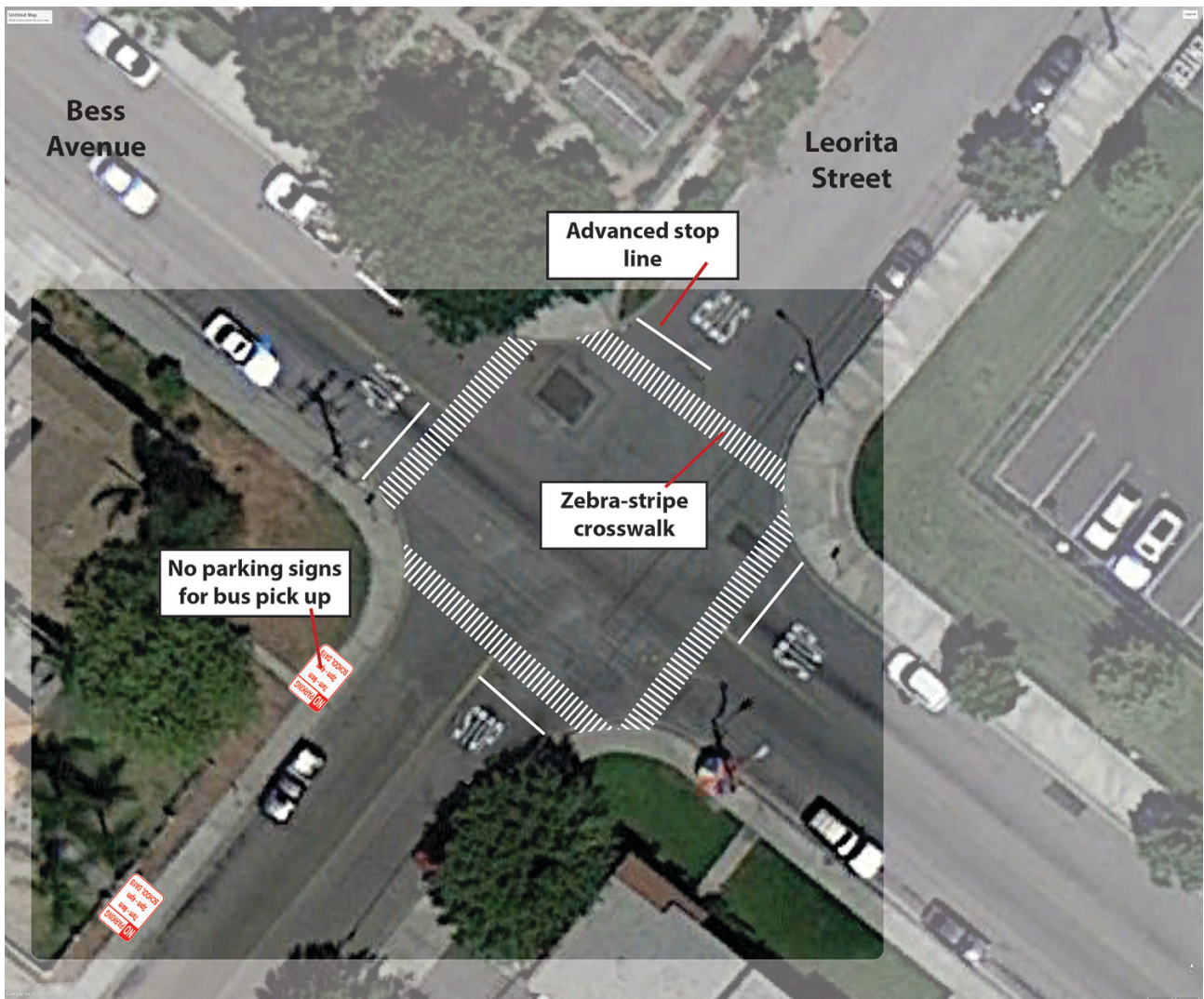
07. Bess Ave. & Leorita St.

Existing

- 4-way stop
- No marked crosswalks
- School bus picks up students here, stopping on the west side of Leorita south of the intersection

Proposed

- Add signs prohibiting on-street parking during the time that the bus stops (2)
- Add zebra-striped crosswalks on all four legs (4)
- Add advanced stop lines on all four legs (4)



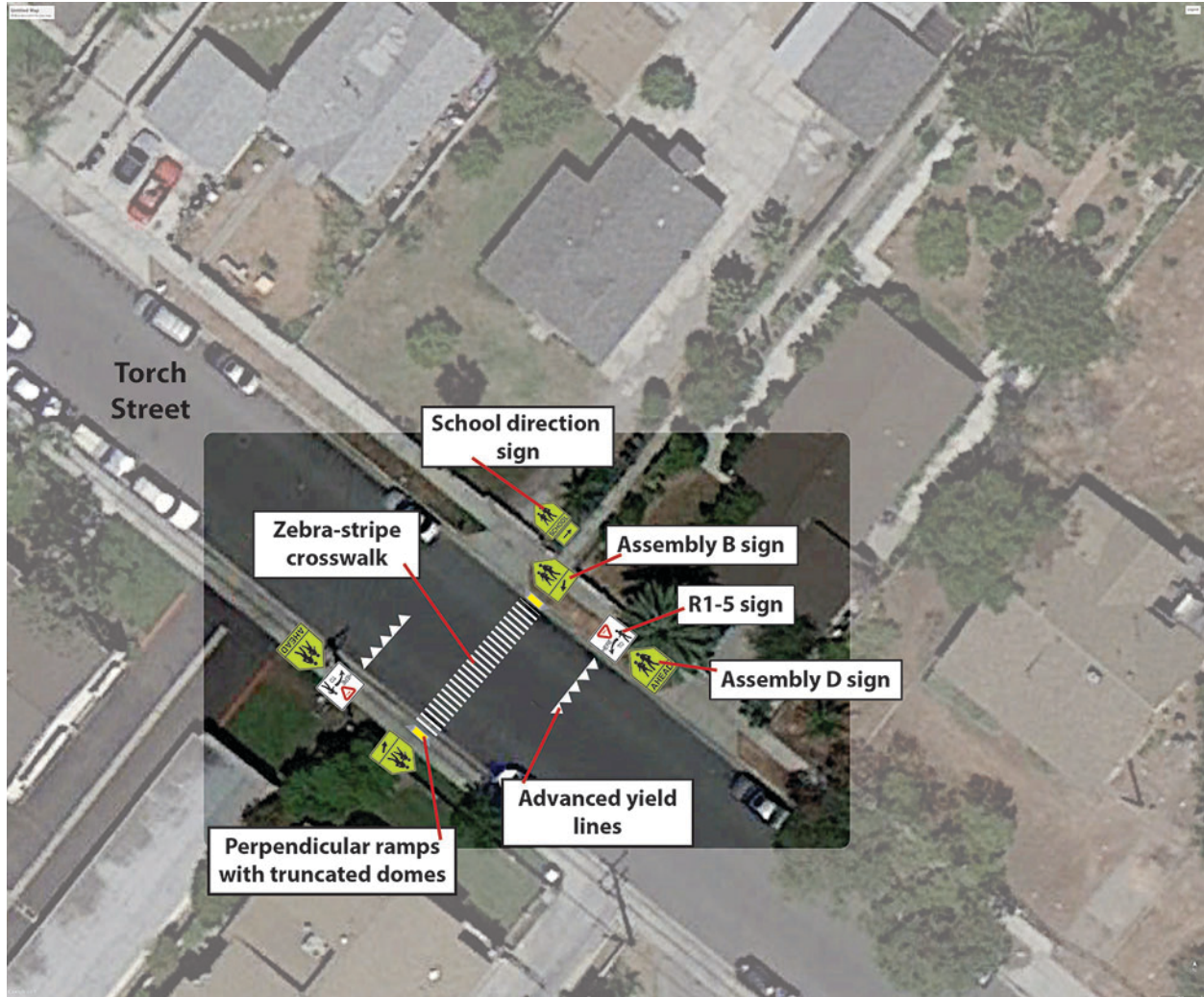
O8. Walkway at the back of the school at Torch St.

Existing

- Narrow walkway connecting a gate at the back of the school to Torch St.
- No crosswalk or ramps

Proposed

- Add a zebra-striped crosswalk at the walkway to cross to the south side of the street (1)
- Add advanced yield lines to both approaches to the new crosswalk (2)
- Add R1-5 signs to both approaches to the new crosswalk (2)
- Add Assembly D signs to both approaches to the new leg crosswalk (2)
- Add Assembly B signs to the new leg crosswalk (2)
- Add curb ramps at each end of the new crosswalk (2)
- Add signs directing people to the school (2)



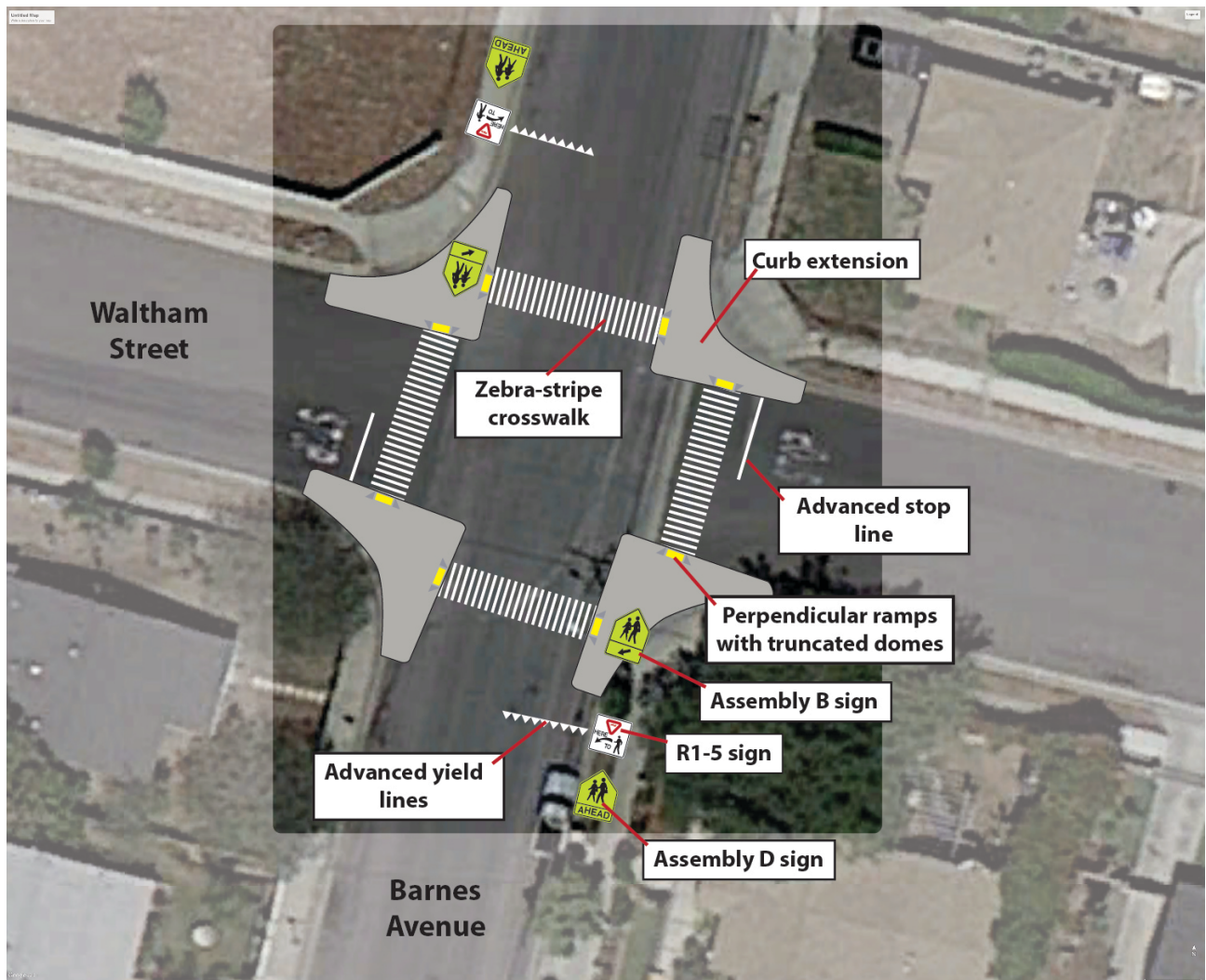
09. Barnes Ave. & Waltham St.

Existing

- 2-way stop for Waltham St.

Proposed

- Add zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines to the east and west legs (2)
- Add advanced yield lines to both approaches to the north and south legs (2)
- Add R1-5 signs to both approaches to the north and south legs (2)
- Add Assembly D signs to both approaches to the north and south legs (2)
- Add Assembly B signs to the north and south leg crosswalks (2)
- Add curb extensions to all legs (8)



010. Syracuse Ave. & Waltham St.

Existing

- T-intersection
- 1-way stop for Waltham St.

Proposed

- Add a zebra-stripe crosswalk on the east leg (1)
- Add an advanced stop line on the east leg (1)

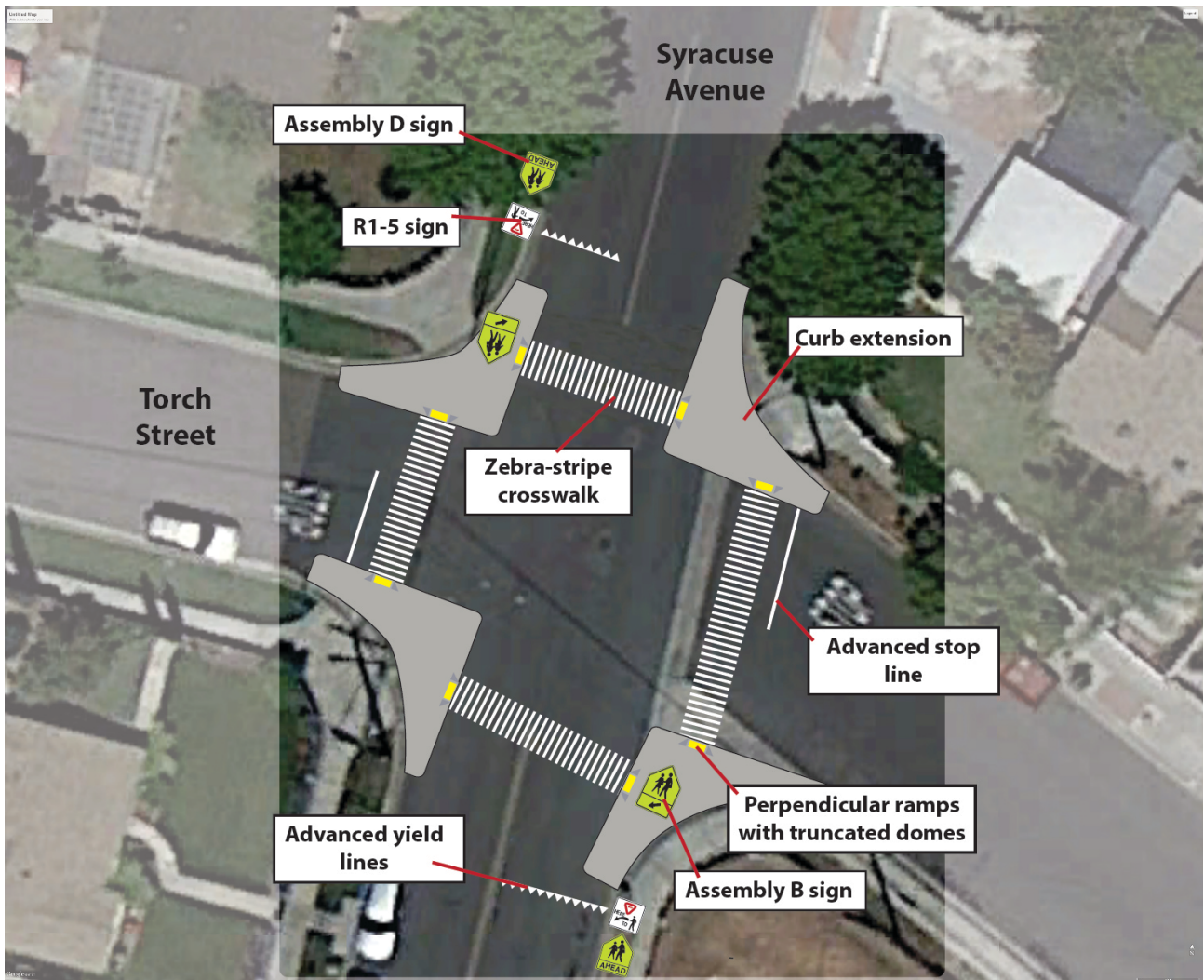


011. Syracuse Ave. & Torch St.

- 2-way stop for Torch St.
- Yellow transverse-line crosswalk on the north leg

Proposed

- Add zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines to east and west legs (2)
- Add advanced yield lines to both approaches to the north and south legs (2)
- Add R1-5 signs to both approaches to the north and south legs (2)
- Add Assembly D signs to both approaches to the north and south legs (2)
- Add Assembly B signs to the north and south leg crosswalks (2)
- Add curb extensions to all legs (8)



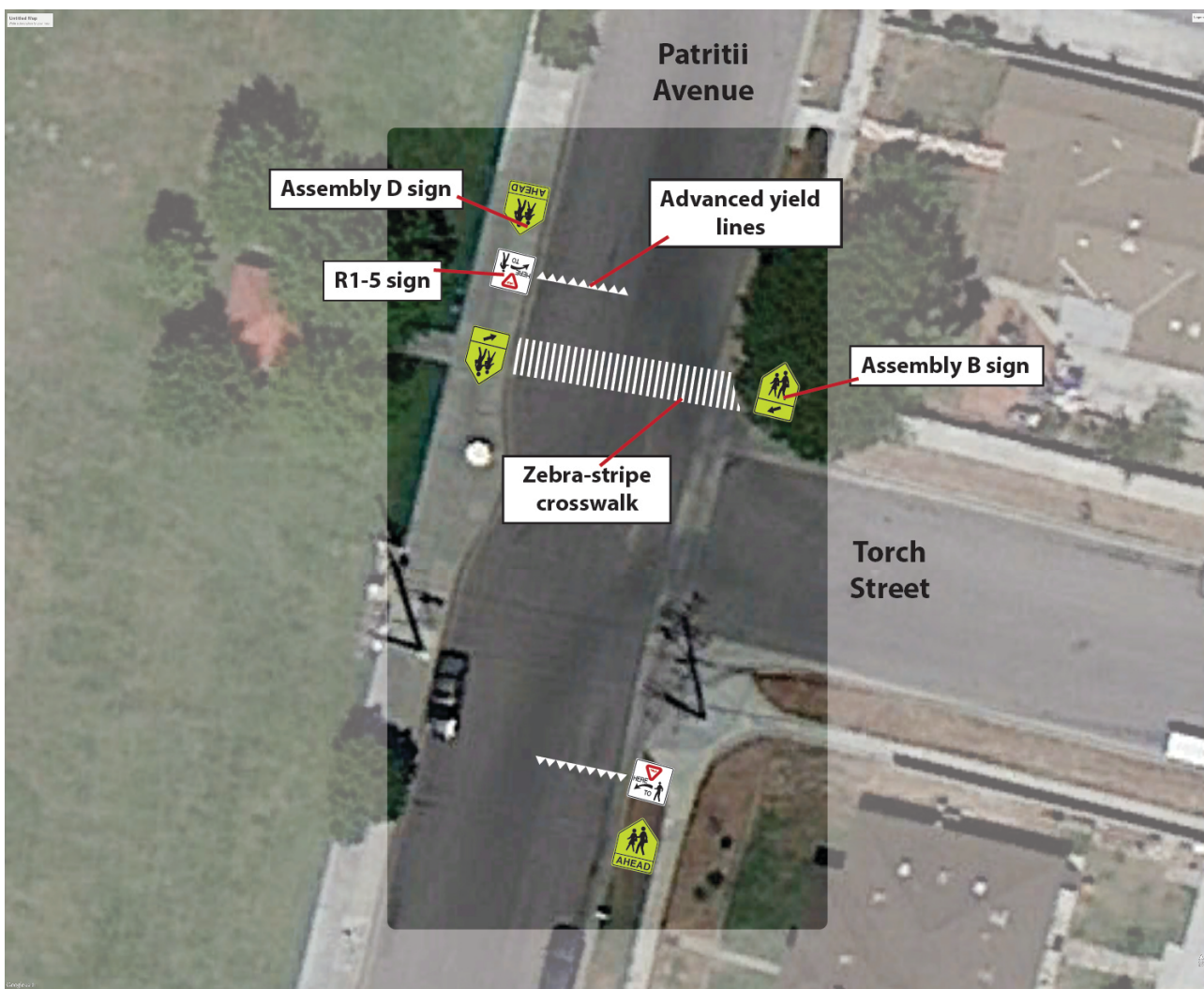
012. Torch St. & Patritti Ave.

Existing

- T-intersection
- Uncontrolled intersection

Proposed

- Add zebra-stripe crosswalk on the north leg (1)
- Add advanced yield lines to both approaches to the north leg (2)
- Add R1-5 signs to both approaches to the north leg (2)
- Add Assembly D signs to both approaches to the north leg (2)
- Add Assembly B signs to the north leg crosswalk (2)



Linear Improvements

- Make improvements at the stairway connecting Athol St. (near the bridge) to Nolina Ave., including improved lighting, stair reconstruction where needed, new handrails, and repaired fences
- Athol St. bridge over I-10
 - in the short term, restripe this bridge with bike lanes by using a curb-to-curb cross section of 6' bike lane, 10' travel lane, 10' travel lane, 6' bike lane (approximately 360')
 - in the long term, reconstruct the street to widen the sidewalk from 4'10" to 6'10" with a curb-to-curb cross section of 5' bike lane, 10' travel lane, 10' travel lane, 5' bike lane (approximately 360')
- On Athol St. between Bess St. and Frazier St., restripe to provide buffered bike lanes (0.2 mi.)

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at De Anza Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Meetings and workshops about the rules for parents
- Parents setting good examples
- Education for children about the rules of the road (e.g., crossing at the correct locations)
- Mock crossing exercise with signs and streets (e.g., safety town)

Encouragement

- Walk-to-school day once per week
- Punch cards with prizes like stickers and small toys

- Meetings and reminders for parents to encourage their kids to walk
- Activities like walking around the school

Enforcement

- More participation and monitoring by school police (e.g., giving warnings and tickets)
- Stop sign enforcement



Bursch Elementary School

SRTS Workshop

A SRTS workshop was conducted on October 25, 2013. The following key stakeholders attended:

- Parents
- A representative of the California Center for Public Health Advocacy
- School representatives, including the community liaison



Safety Issues Raised at Stakeholder Workshop or Through Field Observations

General

- Lack of lighting
- Broken gates could allow strangers access to the school
- Speeding
- Dogs and dog droppings
- Improve access (allow gates to be open)
- Narrow sidewalks
- Drivers don't respect stop signs and pedestrians
- Crosswalks that are difficult to see

Location-Specific Issues

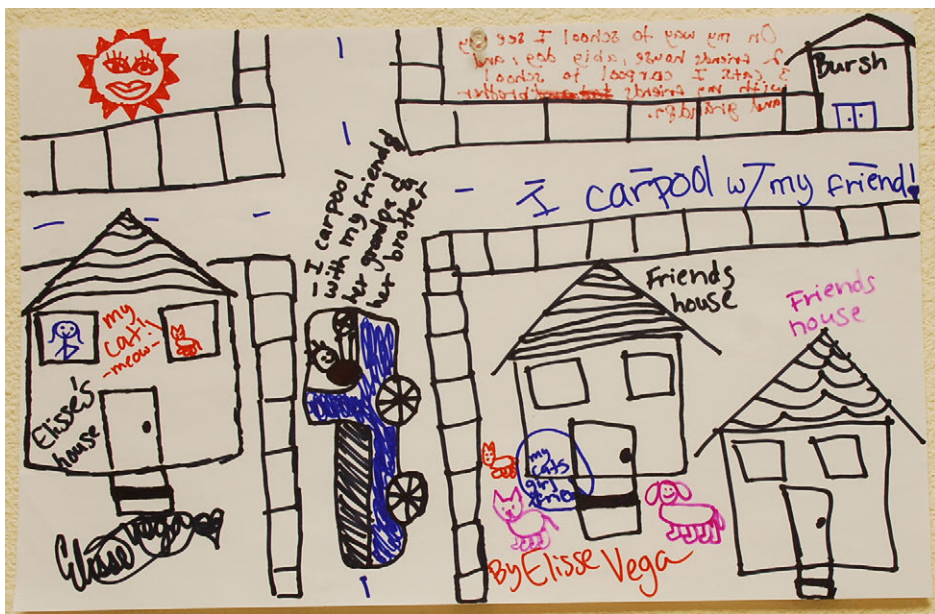
- Merced Ave. & Palm Ave.
 - crossing guard controls only two of the four legs (north and east), people also cross on the west leg
- Walnut St. & Palm Ave.
 - crosswalks not visible enough
 - drivers don't stop for pedestrians
- Palm Ave. & Center St.
 - no stop signs on Palm: a busy crossing for vehicles and pedestrians
 - no marked crosswalks (except the north leg)
- Merced Ave. & Elwyn Dr.
 - missing sidewalk ramp
- Los Angeles St. & Walnut St.
 - high speeds
 - bicycle and car crashes
- Along Merced Ave.

- high speeds
- drop-off/pick-up zone problems
- Along Walnut St.
 - bus zone at the day care entrance is not marked, so sometimes cars block this area.

Student Activities

A special session was held with students of the THINK (Teaching, Helping, Inspiring and Nurturing Kids) Together after school program. In this session we asked the students to draw maps of their routes to school. This offers a chance to get their perspective on what they observe as they go to and from school. Below are some of the images that students drew.





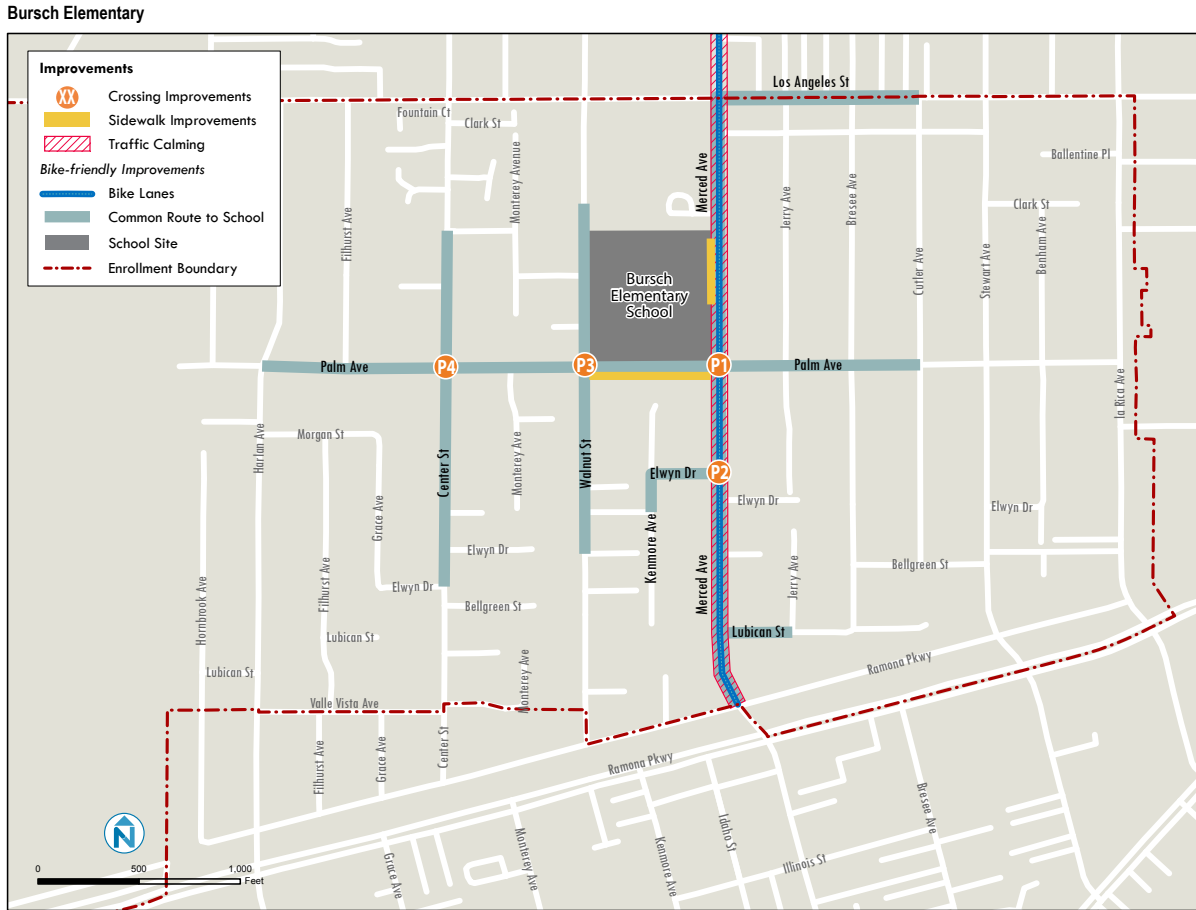
Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.



Existing Conditions and Engineering Recommendations

Crossing Improvements

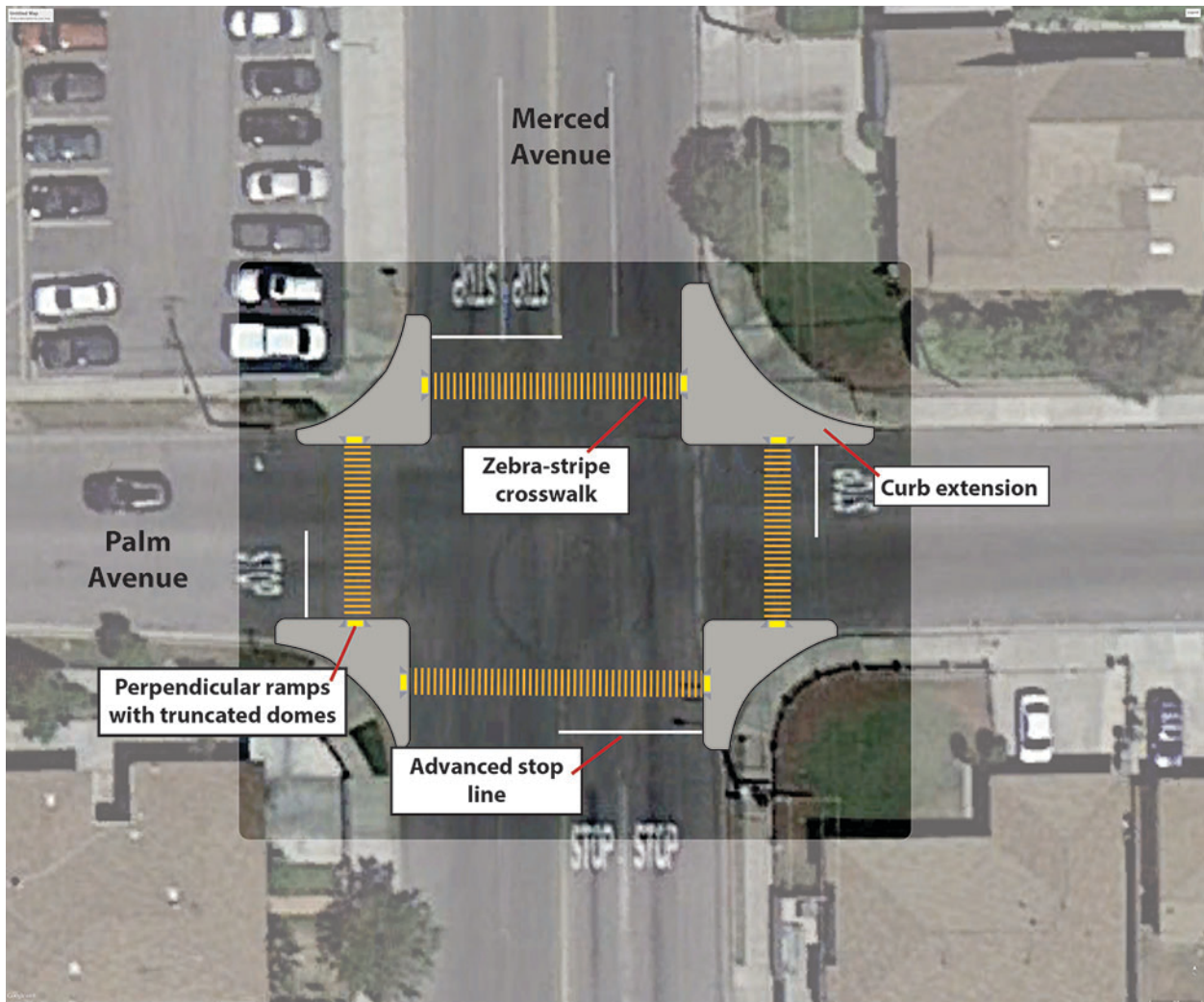
P1. Merced Ave. & Palm Ave.

Existing

- 4-way stop
- Yellow transverse-line crosswalks on the north, west, and east legs
- Crossing guard works the north and east legs

Proposed

- Add yellow zebra-stripe crosswalks on all 4 legs (4)
- Add advanced stop lines on all 4 legs (4)
- Add curb extensions on all faces of all 4 corners (8)



P2. Merced Ave. & Elwyn Dr.

Existing

- T-intersection of the alley
- Missing ramp at the drainage channel on the NE corner

Proposed

- Install a sidewalk extension with a plate or trench drain for the existing drainage channel (1)



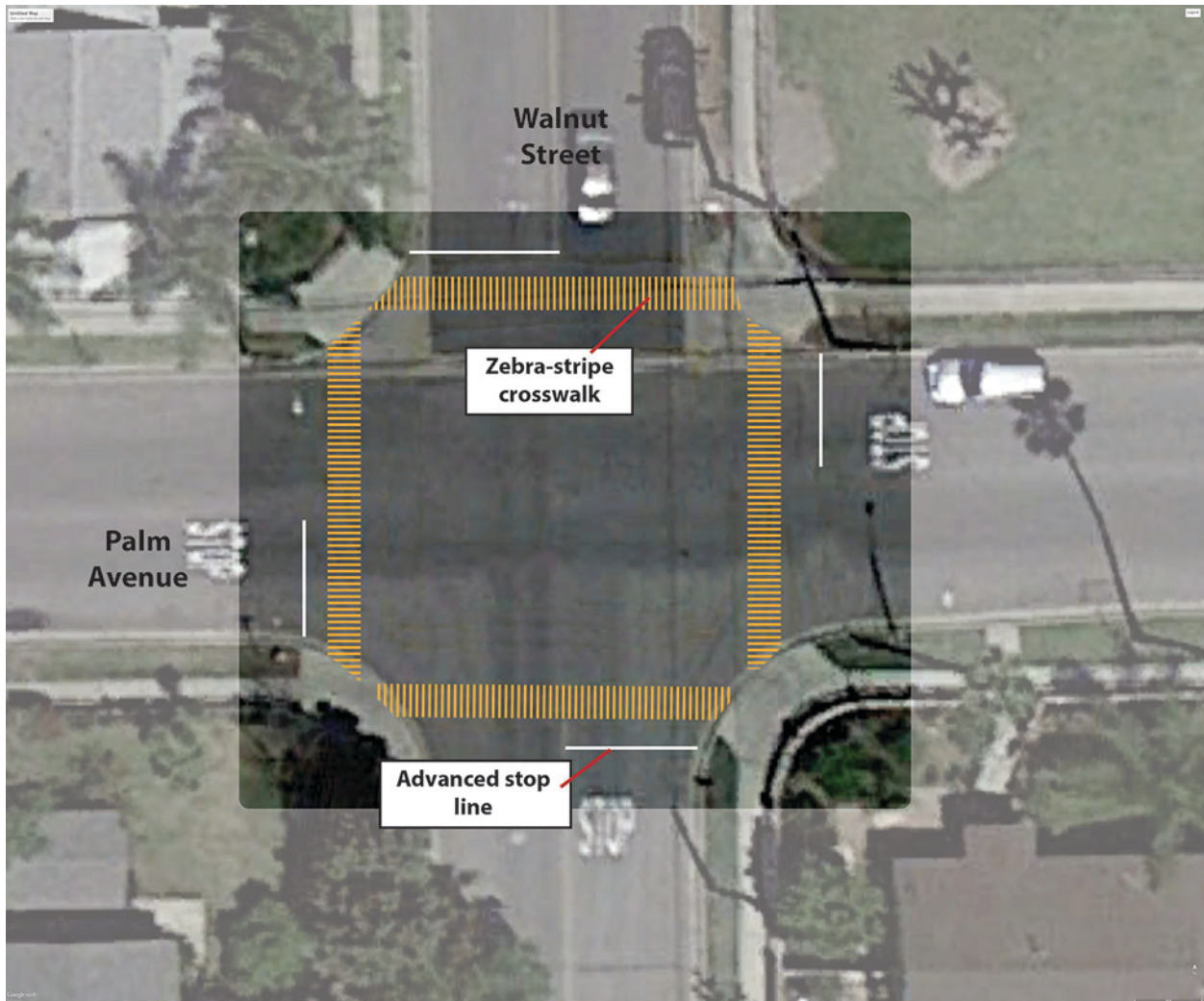
P3. Palm Ave. & Walnut St.

Existing

- 4-way stop
- Yellow transverse-line crosswalks on all 4 legs

Proposed

- Install yellow zebra-stripe crosswalks on all 4 legs (4)
- Add advanced stop lines on all 4 legs (4)



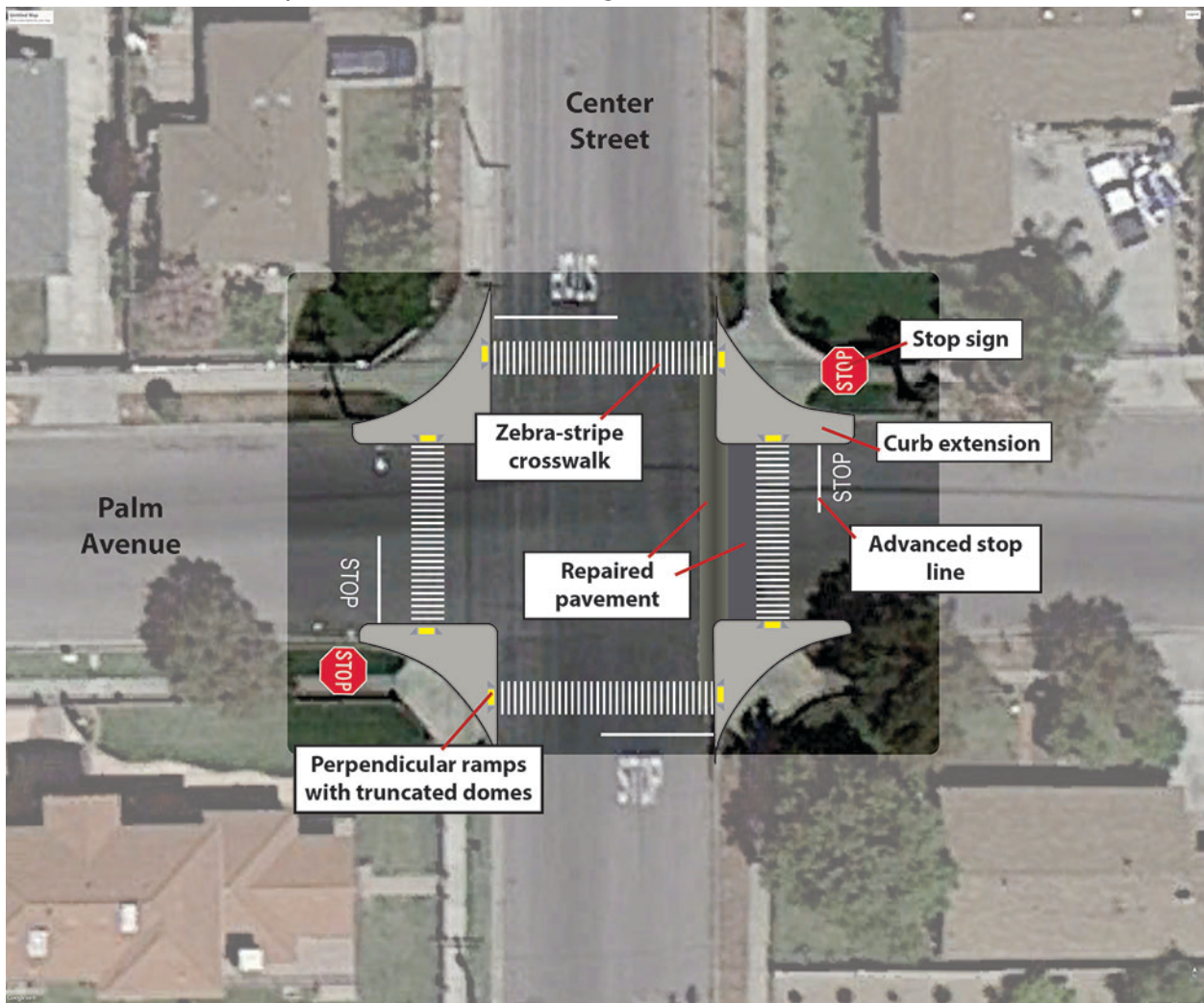
P4. Palm Ave. & Center St.

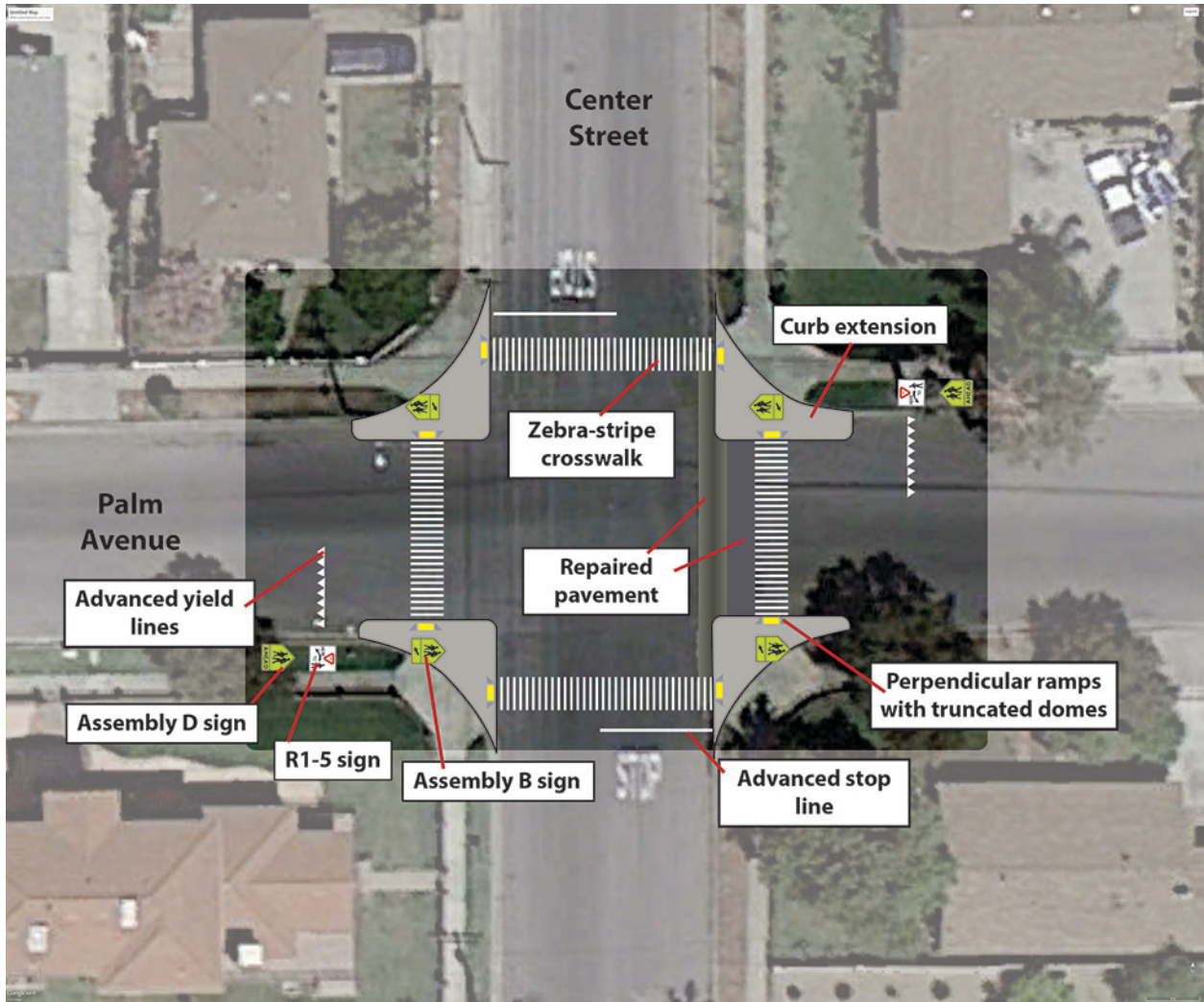
Existing

- 2-way stop for Center Street
- Cross gutter across Palm Avenue provides traffic calming, with broken pavement in the crosswalk area
- Yellow transverse-line crosswalk on the north leg

Proposed

- Conduct a warrant study to consider installing all-way stop control
- If an all-way stop isn't warranted, install curb extensions on the north and south faces of the west leg and east leg crosswalks (4)
- Add zebra-stripe crosswalks on all 4 legs (4)
- Add advanced stop lines on all 4 legs (4)
- Fix the broken pavement at the cross gutter





Linear Improvements

- (Improvement also listed under Olive Middle School) Remove 2 travel lanes on Merced Ave. (56' to 64', 4 lanes with on-street parking) from Ramona Blvd. to Nubia St., add a center-turn lane with interspersed landscaped median islands and curb extensions to the inset parking, and add colored bike lanes (7'-8' parking, 6'-7' colored bike lane, 10'-11' travel lane, 10'-12' center-turn lane/median islands, 10'-11' travel lane, 6'-7' colored bike lane, 7'-8' parking) (1.35 mi.) (Graphics for Merced Ave. road diet found in Jones Jr. High plan.)
- When lanes are removed as described above, restrict parking on the west side of the street between the northernmost school property line and the entrance to the drop-off area in front of the school (5 signs spaced at about 55' to prohibit parking for approximately 220' of curb)
- From the northernmost school property line to the drop off area in front of the school, replace the existing asphalt between the sidewalk and the curb with a concrete sidewalk (approximately 220')
- On Palm Ave. between Walnut St. and Merced Ave., widen the existing sidewalk from 4' to 6', leaving a 3.5' wide planting strip (approximately 585')
- On Walnut St. at the entrance to the day care at the back of the school, place signs prohibiting parking for 60' of curb length during the time of day that the bus stops at this location (2)

Bicycle, Skateboard, and Scooter Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards or scooters. Add more if needed.

Program Plan

Over time the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools. They will decide which programs to institute. In the meantime, workshop participants at Bursch Elementary School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Teach rules to children about how to be safe
- Have police educate parents and children
- Have classes for bicycling and walking safety

- Distribute letters or flyers to parents and neighbors about threatening dogs, dog droppings, cars blocking sidewalks, and gates blocking sidewalks.

Encouragement

- Offer prizes for walking and bicycling to school
- Create a walk-to-school day once per week (walking Wednesdays)

Enforcement

- Provide more police presence
- Enforce stop signs and regulations banning cars blocking sidewalks
- Have driveway monitors (volunteers) at the school drop zone to encourage drivers to pull all the way forward in the drop zone to reduce congestion on the street



Olive Middle School

SRTS Workshop

A SRTS workshop was conducted on November 6, 2013. The following key stakeholders attended:

- School vice principal
- Academic counselor
- Neighbors
- Parents
- Representatives from the Baldwin Park Unified School District
- Representatives from the California Center for Public Health Advocacy



Safety Issues Raised at the Stakeholder Workshop or Through Field Observations

General

- Speeding
- Poles in sidewalks
- Narrow sidewalks
- Motorists not yielding to pedestrians
- Motorists not respecting the crossing guard
- Motorists that are late and in a rush
- Dogs
- Lack of street lighting
- Lack of bike lanes
- Poor pavement
- Double parking
- Parking in front of the school and students walking across the parking area and walking through cars that are picking up/dropping off
- Parking too close to the corner
- Motorists blocking the sidewalk at school driveways

Location-Specific Issues

- Olive St. & Walnut St.
 - Motorists don't yield to pedestrians in the crosswalk
 - Motorists speed

- Olive St. at the school driveway exit
 - Cars leaving the parking lot interfere with the crosswalk at Walnut St.
- Olive St. & Merced Ave.
 - Many students cross here; the intersection is wide
 - Some motorists don't stop for pedestrians
- Merced Ave. & Ohio St.
 - No marked crosswalk to cross Merced Ave. between Olive St. and Los Angeles St.
- Merced Ave. on the east side of the school
 - Need another entrance to the school
- Merced Ave. & Ramona Blvd.
 - Crosswalk not well marked
- Merced Ave. from Los Angeles St. to Olive St.
 - Poor street lighting

Student Activities

A special session was held with students of the THINK (Teaching, Helping, Inspiring and Nurturing Kids) Together after school program. In this session the students were asked to break up into small groups and draw the most common routes students take to school. They were also asked to circle locations near the school that were difficult to cross and locations where students would hang out after school. This offers a chance to get their perspective on the most common routes they take as well as locations that should be taken into consideration when making improvements.



The following are some of the ideas shared by the students.

Common Walking Routes

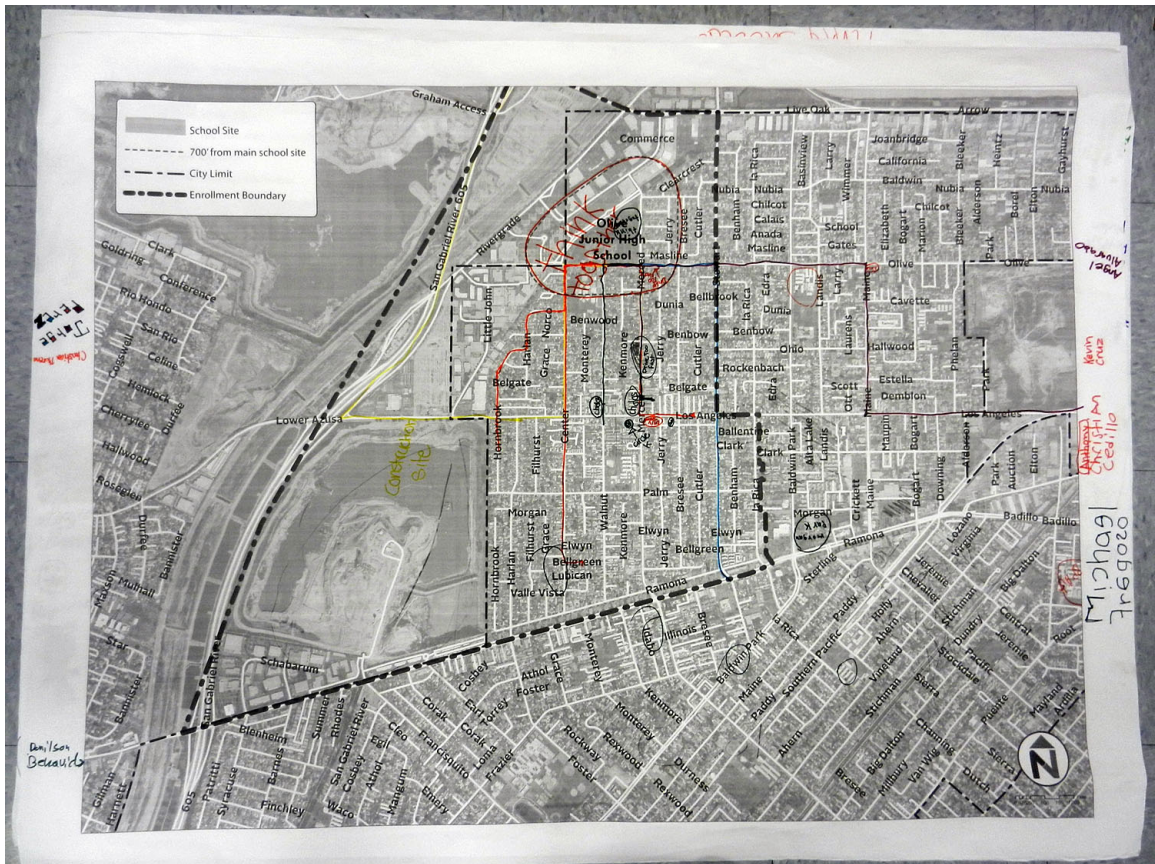
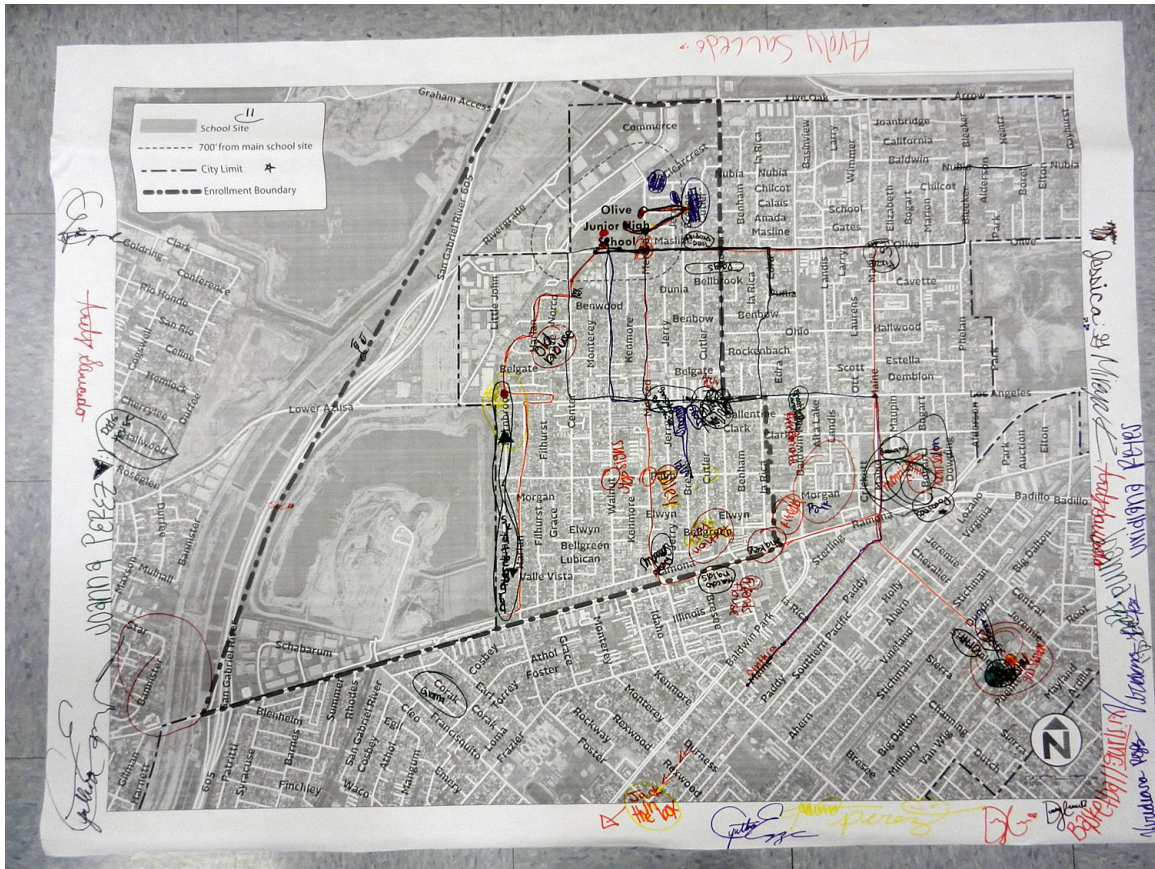
- Olive
- Maine to Olive
- Baldwin Park to Olive
- Los Angeles connecting to Merced, Walnut or Center, then Olive
- Ramona to Merced to Olive
- La Rica to Merced
- Hornbrook

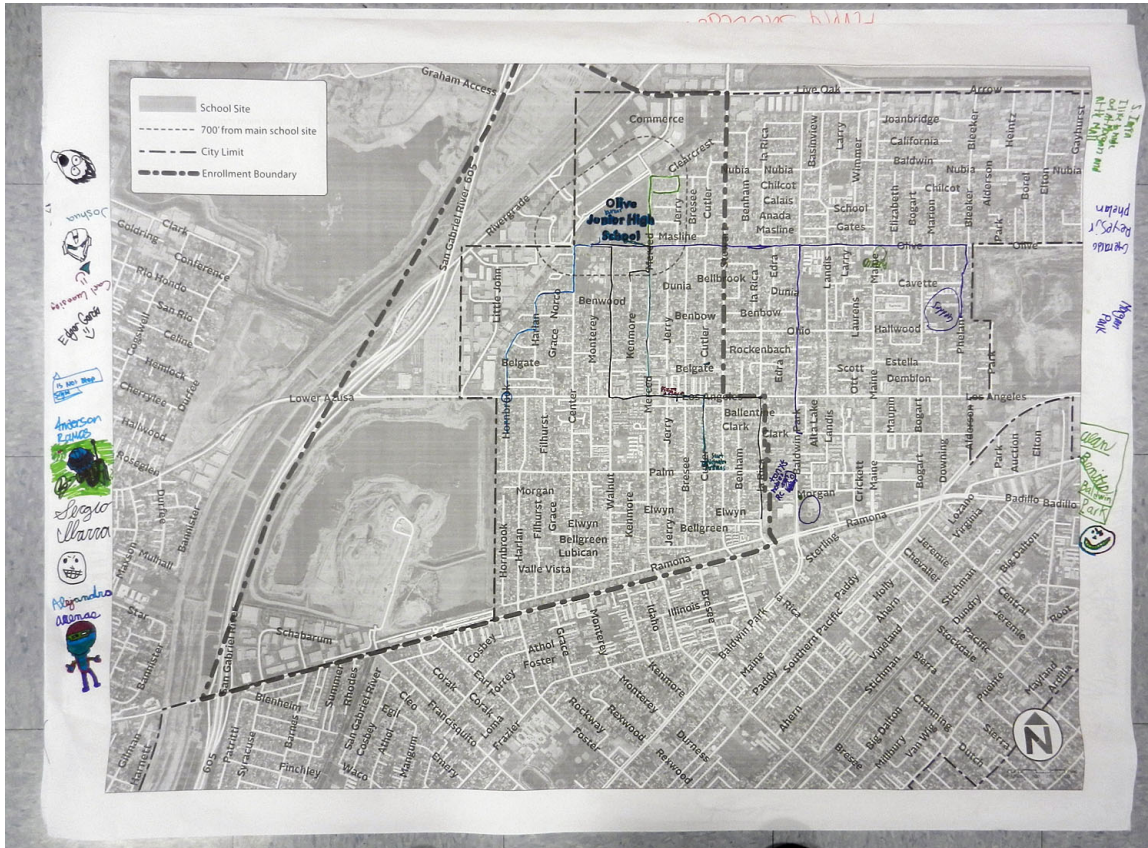
Common Problem Locations near Olive Jr High

- Merced and Olive intersection
- Los Angeles and Merced intersection
- Walnut and Merced intersection

Common Problem Issues

- Dogs
- Gang members
- Speeding cars along Merced





Maps

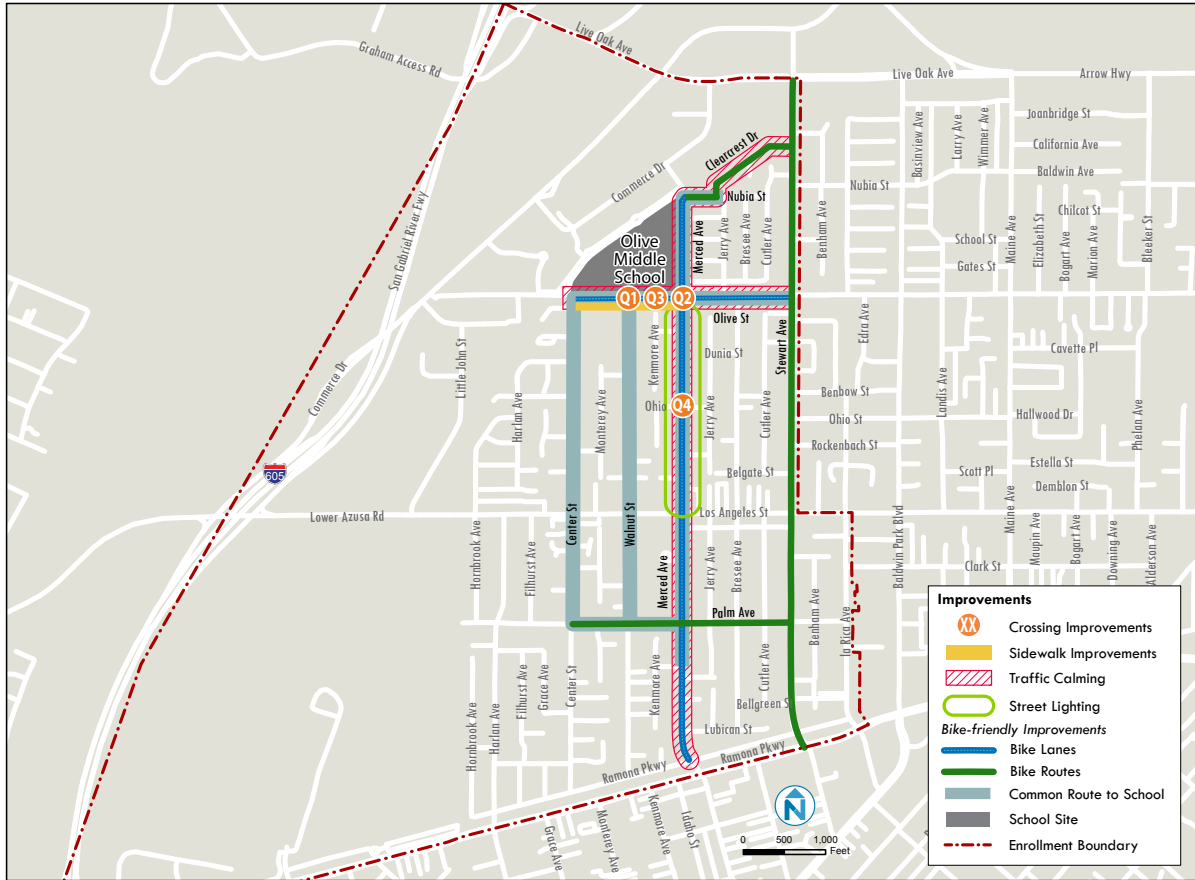
The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



California Transportation Injury Mapping System data (2007-2011)

The map below shows the proposed engineering projects along common routes used by students to get to school.

Olive Middle School



Existing Conditions and Engineering Recommendations

Crossing Improvements

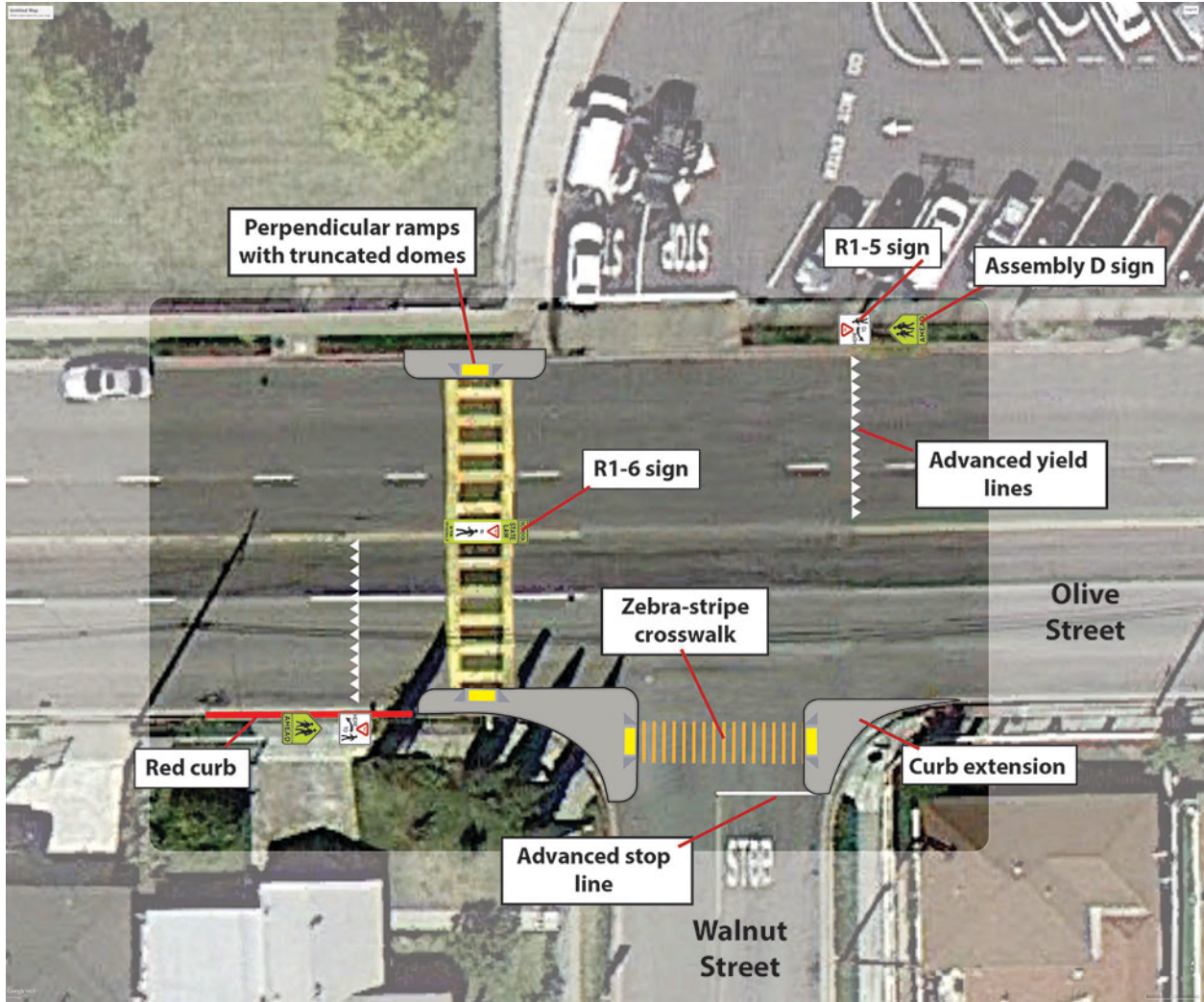
Q1. Olive St. & Walnut St.

Existing

- T-intersection
- 1-way stop for Walnut St.
- Yellow ladder crosswalk on the west leg
- Yellow transverse-line crosswalk on the south leg
- Old School Xing sign on both sides of the west leg crosswalk; the sign for westbound motorists is too far east
- Old School Xing Ahead signs on both approaches to the west leg crosswalk
- Assembly C signs on both approaches to the west leg crosswalk
- SLOW SCHOOL XING pavement markings on both approaches to the west leg crosswalk
- Crossing guard

Proposed

- Add yellow zebra-stripe crosswalk to the south leg (1)
- Add an advanced stop line to the south leg crosswalk (1)
- Add curb extensions to both crossing faces of the west and south legs (4)
- Remove the old School Xing signs and add R1-6 signs to the west leg crosswalk (2)
- Add advanced yield lines to both approaches to the west leg crosswalk (2)
- Add R1-5 signs to both approaches to the west leg crosswalk (2)
- Add Assembly D signs to both approaches to the west leg crosswalk (2)
- Add a red curb to the south side of the west leg west of the crosswalk (1)



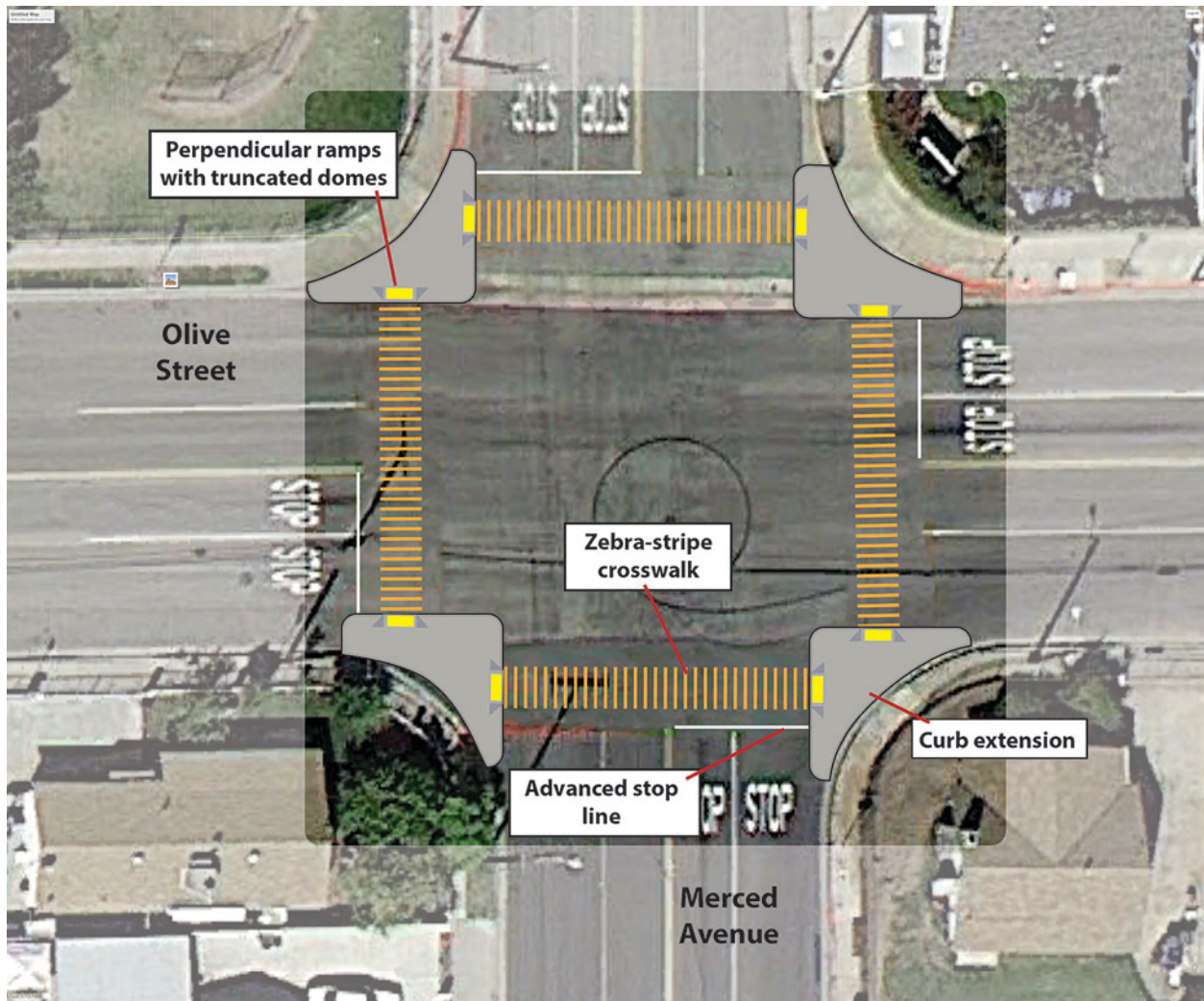
Q2. Olive St. & Merced Ave.

Existing

- 4-way stop
- Very large intersection (4-lane street on both Olive St. and Merced Ave.)
- Yellow transverse crosswalks on all legs

Proposed

- Add yellow zebra-stripe crosswalks to all legs (4)
- Add advanced stop lines to all legs (4)
- Add curb extensions to all crossing faces (8)



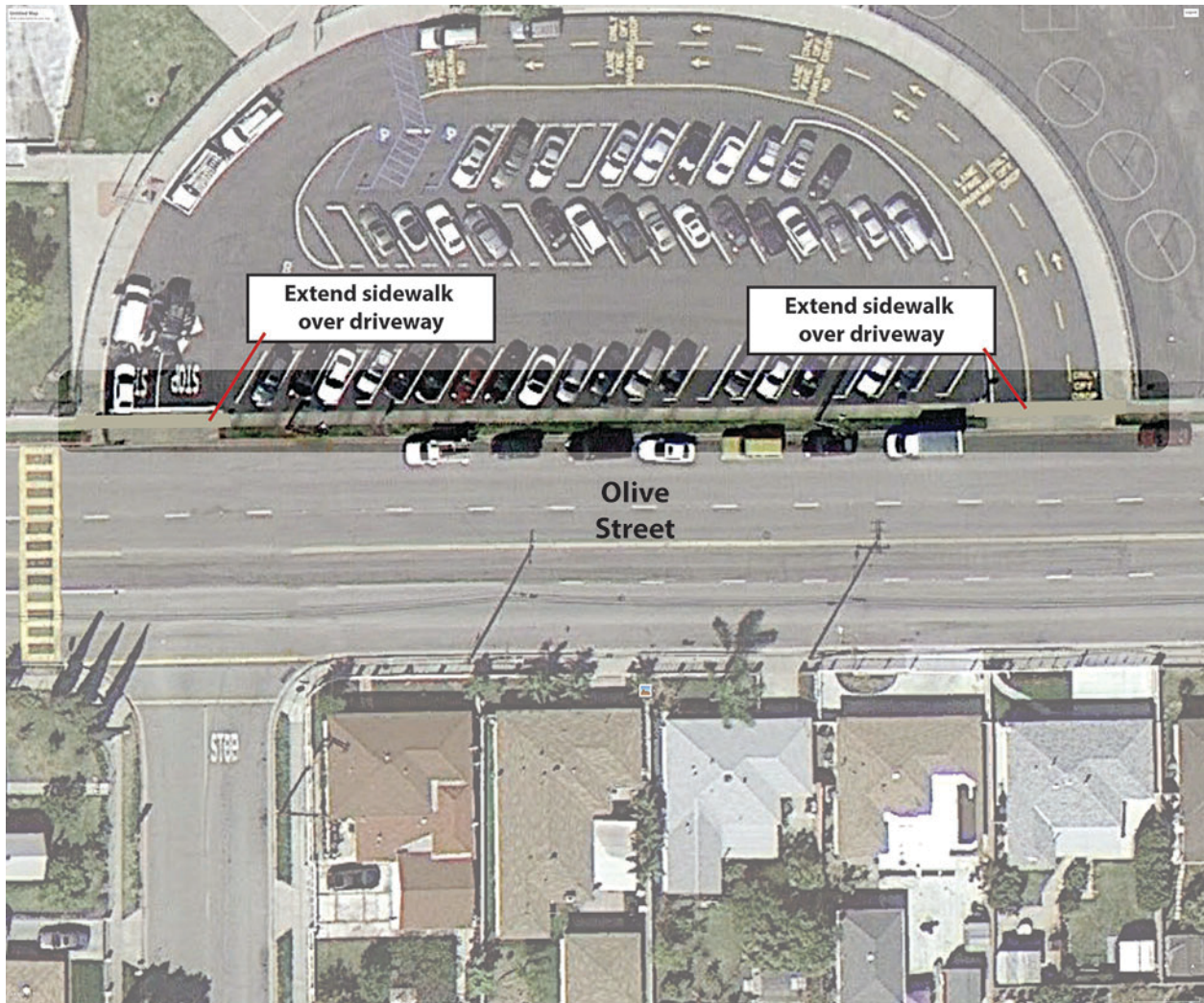
Q3. Olive St. at school driveways

Existing

- Driveway ramps cross the sidewalk

Proposed

- Extend sidewalks over the driveway entrance and exit (2)



Q4. Merced Ave. & Ohio St.

Existing

- No marked crosswalk

Proposed

- Add zebra-stripe crosswalk on the north leg (2)
- Add curb extensions to both crossing faces of the north leg (2)
- Add advanced yield lines to both approaches to the north leg crosswalk (2)
- Add R1-5 signs to both approaches to the north leg crosswalk (2)
- Add Assembly D signs to both approaches to the north leg crosswalk (2)
- Add crossing islands to the north leg crosswalk (1 pair)
- Add R1-6 signs to the north leg crosswalk (2)



Linear Improvements

- Olive St. from Center St. to Merced Ave., 64', 4 lanes with on-street parking (consistent with Olive St. Plan) (Graphics for road diet on Olive St. found in Holland Middle School plan.)
 - remove 2 travel lanes and add a center-turn lane
 - add a parkway to the south side, add colored bike lanes, add interspersed landscaped median islands and curb extensions to inset parking (0.25 mi.)
- Olive St. from Merced Ave. to Stewart Ave., 61', 4 lanes with on-street parking (consistent with Olive St. Plan)
 - remove 2 travel lanes and add a center-turn lane
 - add a parkway to the south side, add colored bike lanes, add interspersed landscaped median islands and curb extensions to inset parking (0.25 mi.)
- Remove 2 travel lanes on Merced Ave. (56' to 64', 4 lanes with on-street parking) from Ramona Blvd. to Nubia St., add a center-turn lane with interspersed landscaped median islands and curb extensions to inset parking, and add colored bike lanes (1.35 mi.) (Graphics for road diet on Merced Ave. found in Jones Jr. High plan.)
- Add a bike route with shared lane markings along Nubia St. from Merced Ave. to Clearcrest Dr., and on Clearcrest Dr. from Nubia St. to Stewart Ave. (0.3 mi.)
- Add a bike route with shared lane markings along Stewart Ave. from Live Oak Ave. to Ramona Blvd. (1.5 mi.)
- Add a bike route with shared lane markings along Palm Ave. from Stewart Ave. to Center St. (0.5 mi.)
- Widen the sidewalk on the north side of Olive St. from the school entrance driveway to Merced Ave. (approximately 330')
- Add a red curb to eliminate parking between the school entrance and exit driveways (approximately 225')
- Add street lighting along Merced Ave. between Los Angeles St. and Olive St. (approximately 2,600')

Bicycle, Skateboard, and Scooter Parking

- Add racks for 30 bicycles as described in the Design Guidance section of this document. Add racks for 30 skateboards or scooters. Add more if needed.

Program Plan

Over time, the schools will form SRTS Committees. These committees will oversee and coordinate ongoing education, encouragement, and enforcement programs at the schools and will decide which programs to institute. In the meantime, workshop participants at Olive Middle School viewed modules on these topics and generated the following list of ideas they thought they would like to participate in.

Education

- Education for students on the rules for skateboards, bikes, scooters, helmets, and crossing streets
- Bicycle helmet program
- Education on the importance of using crosswalks properly and following the crossing guard
- Bulletin with announcements
- Website with monthly notices

Encouragement

- Student store prizes for walkers and cyclists
- Rewards for students walking and bicycling

Enforcement

- Police on campus
- Enforcement of laws regarding problem dogs
- Enforcement of speed limits

DESIGN GUIDANCE

Many traffic control devices, signs, markings, and other street design features can be used to make walking and bicycling to school safer. This section highlights some of the most important and most commonly recommended.

California Manual on Uniform Traffic Control Devices (MUTCD) Signs and Markings

The California MUTCD has developed standards and guidance to be used for signs and markings. Some are mandatory, others are advisory, and some are optional. The following subsection shows the basic signs and markings used around schools.

Signs

Many school signs begin with the basic School Advanced Warning sign labeled “S1-1”. It is used to notify street users that they are entering a School Area that includes school buildings or grounds, a school crossing, or a related activity adjacent to the street. It can identify the location of the beginning of a School Zone. It also combines with other signs to designate the location of school crossings.



S1-1



The School Warning Assembly A includes the School (SP-4) plaque. This should be posted at the school boundary, and may be posted up to 500 feet in advance of the school boundary. It may also be accompanied with arrows pointing to the school if on another street.



or

Assembly A



The School Crosswalk Warning Assembly B includes S1-1 with an arrow. It shall be posted at a crosswalk that is not controlled by a stop sign or traffic signal.



Assembly B



or



or



or



or



The School Advanced Warning Assembly D includes the S1-1 sign along with either Ahead (W16-9P) or a distance sign e.g. “200 FT” (W16-2aP). It should be used on the approach of a crosswalk that is not controlled by a stop sign or traffic signal. It is optional where an S1-1 sign is posted. It may also be accompanied with arrows pointing to the school if on another street.

Assembly D

The School Speed Limit Sign (Assembly C) includes a Speed Limit (R2-1) sign, with a School (S4-3P) sign, and When Children Are Present (S4-2P). The Assembly C sign should be used where a reduced school speed limit zone has been established based on an engineering study or where a reduced school speed limit is specified by statute. The sign should be placed where the reduced school speed limit exists. It may be placed up to 500 feet in advance of the school boundary. The sign should be used on streets where speed limits contiguous to a school or school grounds are greater than 25 mph. The prima facie speed limit of 25 mph is in effect for Assembly C. With an engineering study (designated by the CA MUTCD) a city may reduce the school speed limit to 15 mph on a residential street where some other conditions are met.



Assembly C



In-Street signs (R1-6) may include a School (S4-3P) and be placed in a crosswalk that is not controlled by a traffic signal.

R1-6

Yield Here to Pedestrians (R1-5) signs should be placed at the location of Advanced Yield Lines.



W82-1

Railroad warning signs (W82-1) signs can be used to alert pedestrians of railroad crossings.

Markings

High-visibility crosswalks generally have longitudinal lines that run in the same direction as the street. They are sometimes called “zebra-stripe” crosswalks, or “continental” crosswalks. If they have lateral (transverse) lines along with longitudinal lines they are called “ladder” crosswalks. Motorists can see these much better than typical transverse-line or “transverse” crosswalks.



Zebra-stripe Crosswalk



Ladder Crosswalk



Transverse-line Crosswalk

Crosswalks must be yellow where the street is contiguous to a school building or school grounds. It may be yellow if it is within 600 feet of the school grounds. If there are no other crosswalks between the intersection and school, the crosswalk may be yellow up to 2,800 feet from the school grounds. Outside of the school area all crosswalks should be white. However, white crosswalks may be more visible than yellow crosswalks especially when the markings fade, so it may be advisable to color them white everywhere away not adjacent to school grounds.

SLOW SCHOOL XING markings may be used in advance of yellow school crosswalks where there are not stop signs, traffic signals or yield signs. They shall be yellow with the word XING at least 100 feet in advance of the crosswalk.



SLOW SCHOOL XING Marking

SCHOOL markings may be used with School Assemblies A or C and shall be yellow. They should be adjacent to the signs. They should not be used where SLOW SCHOOL XING markings exist.

Advanced Yield Lines indicate where motorists and bicyclists are required to yield to pedestrians in an upcoming crosswalk. They may be used in advance of marked crosswalks at locations not controlled by a stop sign or traffic signal. They are white and are designed as “shark’s teeth”. They shall be placed between 20 and 50 feet in advance of the crosswalk and parking shall be prohibited between the markings and the crosswalk. They are marked along with posting of R1-5 signs.



Advanced Yield Line

Advanced Stop Lines indicate where motorists and bicyclists are required to stop where there are marked crosswalks with stop signs or traffic signals. They should be placed at least four feet in advance of the marked crosswalk. They shall be white.



Advanced Stop Line

Other Treatments

Curb Extensions



Flush Curb Extension

Curb extensions are used to shorten the crossing distance for pedestrians, to improve visibility, and to slow turning motorists. They provide space and geometry for perpendicular curb ramps. They are also called “curb extensions” at intersections. Curb extensions may be irregular in shape to fit into the context. They may be solid and flush with the curb (shown in next photograph), or broken up into islands to compensate for drainage issues as shown in the diagram.



Curb Extension with Islands

Crossing Islands

Crossing islands break up the distance pedestrians have to cross streets into two phases. This allows them to wait for a gap in traffic to cross in one direction only at a time. They are especially important to cross multi-lane streets at locations not controlled by stop signs or traffic signals.



Crossing Islands

Raised Crosswalks

Raised crosswalks slow traffic, improve visibility and make pedestrians more prominent. They are especially useful at crosswalks that are not controlled by traffic signals.



Raised Crosswalk

Bike Racks

Bicycle racks should support bicycles well and provide a convenient location to lock up. Generally, “inverted-U” racks are preferred because they support bicyclists well and are easy to lock to.



Inverted-U Bike Rack

Sidewalk Widening

The following treatments can be used to improve sidewalks that are too narrow:

- If curb exists with a landscaped parkway, part or all of the parkway can be paved.
- The sidewalk can be widened into the street (may require drainage modifications).
- The sidewalk can be widened into the adjacent property if an easement exists. Sidewalks can be routed around driveway ramps.
- Where poles, signs, and other obstructions block sidewalks that have no parkway and there is on-street parking, curb extensions can be interspersed in the street to create a place to locate signs and poles.
- Requirements for new development or redevelopment of the adjacent land should mandate that adequately wide and designed sidewalks are automatically installed.



Curb Extension with Lamp

Rectangular Rapid Flash Beacons

Rectangular rapid flash beacons contain Light-Emitting Diode (LED) lights that move back and forth rapidly to stop motorists to allow pedestrians to cross the street safely. They are much more effective getting motorists to stop than conventional beacons. They are placed on both sides of the crosswalk along with pedestrian crossing signs. If islands or a median are present in the center of the street, they are placed there as well. These should be used at uncontrolled pedestrian crossings where marked crosswalks and other devices are not enough.



Rectangular Rapid Flash Beacon

Roundabouts

Roundabouts replace signal and stop controls at intersections and cause motorists and bicyclists to go around the perimeter of the intersection in order to proceed through the intersection. This design eliminates key conflict points for crashes and slows traffic. As a result, fewer crashes occur and those that do tend to be less severe. Roundabouts typically have splitter islands on the approaches to deflect users to the desired course and for slow entry and exit. These constrained entries and exits create narrow lanes that are easy for pedestrians to cross. Roundabouts usually have mountable aprons for trucks and buses. Single-lane roundabouts should be placed at the intersection of two 2-lane streets or at the intersection of two 2-lane streets with midblock center-turn lanes. The diagonal cross section of the intersection needs to be at least 76' across.



Roundabout

diagonal cross section of the

Road Diets

Road diets reduce the number of travel lanes in order to create space for turn lanes, bike lanes, crossing islands, median landscaping, on-street parking, wider sidewalks and other street cross section elements. Road diets also slow traffic and reduce crashes. Typically, if daily traffic volumes on 4-lane roads are less than 20,000, a road diet can be implemented without impacting the ability to carry existing traffic. A “classic” road diet reduces a 4-lane street to one with 2 travel lanes, a center-turn lane and bike lanes.

FUNDING SOURCES

Overview

A variety of potential funding sources, including local, state, regional, and federal funding programs, may be used to construct the proposed bicycle improvements in the Long Beach Master Plan. Most of the federal and state programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Competition for funding can also take place at the regional level. A detailed program-by-program explanation of available funding along with the latest relevant information follows.

Federal Funding Programs

MAP-21

The Moving Ahead for Progress in the 21st Century Act (MAP- 21), passed in June 2012, sets the framework for spending federal transportation revenue. It replaces SAFETEA-LU. MAP-21 consolidates the three main programs that contained dedicated funding for biking and walking under SAFETEA-LU. These were Transportation Enhancements, Safe Routes to School, and Recreational Trails. They are now a single category, Transportation Alternatives Program (TAP). MAP-21 is only a two-year transportation spending bill. It is possible that MAP-21 funding programs may be modified, combined, eliminated, or supplemented with new programs in the next federal transportation spending bill. Accordingly, the following discussion is subject to change.

Under MAP-21, bicycling and walking projects are eligible for the following core programs: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality Improvement (CMAQ), Metropolitan Planning, and Transportation Alternatives. MAP-21's Transportation Alternatives combines the following SAFETEA- LU programs: Transportation Enhancements (now known under MAP-21 as Transportation Alternatives, a project category within the Transportation Alternatives program), Safe Routes to School, and Recreational Trails. Transportation Alternatives program funds are drawn from NHPP, STP, CMAQ, and Metropolitan Planning, and are dedicated funds by and large for bicycling, walking, and safety for all users. Biking, walking, and trails projects are also eligible for a handful of other programs such as Scenic Byways funds, Transportation, Community, and System Preservation Program (TCSP), and Tribal High Priority Projects.

The Cardin-Cochran amendment to MAP-21 requires 50% of all program funding to be distributed by population directly to local metropolitan planning organizations. States administer the remaining funds. Thus, MAP-21 funding is administered by the California Department of Transportation (Caltrans) and the local metropolitan planning organization (MPO). In the past, this has been the Los Angeles Metropolitan Transportation Authority (Metro), but the law may be interpreted such that the Southern California Association of Governments will play the role of local MPO.

MAP-21's approach to distribution of funds among the states is based upon the amount of funds each state received under SAFETEA-LU's core programs. A primary difference from SAFETEA-LU is that states have the ability to transfer 50% of any apportionment to another formula program, except no transfers are permitted of Metropolitan Planning funds or funds sub-allocated to areas based upon population.

Each state has its own method for distributing federal funds. The funding allocation process employed by Caltrans for core programs under SAFETEA-LU typically combined some form of state programming with some distribution of funds to regions or local MPOs.

More information can be found at:

<http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) was reauthorized under MAP-21, and received a substantial increase in funding relative to SAFETEA-LU. It aims to achieve a significant reduction in traffic fatalities and serious accidents through the implementation of infrastructure-related highway safety improvements. These improvements may be on any public road or publicly owned bicycle and pedestrian pathway or trail, and can include the use of devices such as traffic signals, curb extensions, and crosswalks. In 2009, \$1.296 billion in funds was available nationwide.

MAP-21 allows each state to use HSIP funds for education and enforcement activities, as long as those activities are consistent with the state's Strategic Highway Safety Plan (SHSP). California completed its SHSP in September 2006, and created an Implementation Plan in April 2008. MAP-21 also requires states to focus funds on improvements for pedestrians and the elderly if crashes among these groups are not below a threshold level.

Applications are submitted electronically, and must demonstrate that the proposed engineering improvements will increase the safety of the proposed project area. These are calculated in the application program using Crash Reduction Factors with

accompanying financial values. Project areas that have a prior history of injuries or fatalities are more likely to be funded.

More information can be found at:

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

http://safety.fhwa.dot.gov/safetealu/fact_sheets/ftsht1401.cfm

http://www.bikeleague.org/resources/reports/pdfs/highway_safety_improvement_program.pdf

Transportation, Community and System Preservation Program (TCSP)

This program is reauthorized under MAP-21. It provides federal funding for projects that improve the efficiency of the transportation system, reduce the impact on the environment, and generally investigate the relationships between transportation, community and system preservation. Eligible projects include improving conditions for bicycling and walking, better and safer operations of existing roads, new signals, and development of new programs. States, MPOs and local jurisdictions are eligible to apply for the discretionary grants. Grantees must annually report on the status of the project and the degree to which the project is attaining the stated goals. The report must include quantitative and qualitative assessments. The Federal Highway Administration administers the program, and distributed approximately \$29 million nationwide in FY 2012. The FHWA solicits a call for grant applications annually.

More information can be found at:

<http://www.fhwa.dot.gov/tcsp/index.html>

Land and Water Conservation Fund (LWCF)

The Land and Water Conversation Fund (LWCF) was reauthorized under MAP-21. States receive individual allocations of LWCF grant funds based upon a national formula, with state population being the most influential factor. States initiate a statewide competition for the amount available annually. The State then receives, scores, and ranks applications according to certain project selection criteria so that only the top-ranked projects (up to the total amount available that year) are chosen for funding. Chosen applications are then forwarded to the National Park Service for formal approval and obligation of federal grant monies. Bike paths and recreational trails are eligible uses of this money. Cities, counties, recreation and park districts, and any other entity that has the authority to develop or maintain a public park is eligible to apply. This program is a reimbursement program, and the applicant is expected to initially finance the entire project. A one for one match is required, and federal funds

cannot be used as a match, except Community Development Block Grants. The California State Parks Department administered the state funds under SAFETEA-LU.

More information can be found at:

http://www.parks.ca.gov/?Page_id=21360

Community Development Block Grants (CDBG)

The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Every year the local governments receive federal money for a wide variety of community improvements in the form of CDBG funds. Bicycle and pedestrian facilities are eligible uses of these funds. CDBG funds only pay for projects in areas of economic need. No match is required.

More information can be found at:

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

Rivers, Trails and Conservation Assistance Program (RTCA)

The Rivers, Trails, and Conservation Assistance Program is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conservation and outdoor recreation projects.

More information can be found at:

<http://www.nps.gov/ncrc/programs/rtca/index.htm>

http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html

STATE FUNDING PROGRAMS

Active Transportation Program (ATP)

The Active Transportation Program (ATP) results from Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354 that passed and was signed by Governor Brown. The purpose of ATP is to increase the use of active modes of transportation by funding projects that improve options. The first funding cycle for (ATP) that combines the

federal TAP funds with former statewide bicycle, pedestrian, and Safe Routes to School funding programs let out the first call for projects on March 21, 2014. The ATP increases funding for bicycle and pedestrian projects. In 2014 \$360 million will be awarded. The program ensures that disadvantaged communities will share in the benefit of the funding. The funds will be distributed through competitive grants with the following formula:

- 40% to Metropolitan Transportation Organizations in urban areas with populations greater than 200,000
- 10% will funnel to small urban and rural areas with 200,000 or fewer people
- 50% will be available statewide in competitive grants

More information can be found at:

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Office of Traffic Safety (OTS)

The California Office of Traffic Safety (OTS) seeks to reduce motor vehicle fatalities and injuries through a national highway safety program. Priority areas include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records, roadway safety, and community-based organizations.

The OTS provides grants for one to two years. The California Vehicle Code (Sections 2908 and 2909) authorizes the apportionment of federal highway safety funds to the OTS program. Bicycle and pedestrian safety programs are eligible programs for OTS start-up funds. City and county agencies are eligible to apply, as are councils of governments. There is no set maximum for grants, and no match is required; however, contributions of other funds may make projects more competitive.

More information can be found at:

http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp

<http://www.dot.ca.gov/hq/traffops/saferesr/>

AB 2766 Subvention Program

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (AQMD) allocates 40% of these funds to cities according to their proportion of the South Coast's population for projects that improve air quality. The projects are up to the discretion of the city and may be used for bicycle or pedestrian projects that could encourage people to bicycle or walk in lieu

of driving. The other 60% is allocated through a competitive grant program that has specific guidelines for projects that improve air quality. The guidelines vary and funds are often eligible for a variety of bicycle and pedestrian projects. The Mobile Source Review Committee administers the discretionary funds.

More information can be found at:

<http://www.aqmd.gov/localgovt/AB2766.htm>

<http://www.aqmd.gov/trans/ab2766.html>

Transportation Planning Grant Program

The Transportation Planning Grant Program has two grant programs that can aid the planning and development of bicycle and pedestrian facilities. The Environmental Justice: Context Sensitive Planning (EJ) Grant is to promote the involvement of low-income and minority groups in the planning of transportation projects. The program requires a local match of 10% with a 5% in-kind contribution maximum. The Community Based Transportation Planning (CBTP) program funds coordinated transportation and land use planning projects that encourage community involvement and partnerships. These projects must support livable and sustainable community concepts. The Office of Community Planning, part of Caltrans's Division of Transportation Planning, is responsible for managing the program and receives approximately \$3 million annually for each program. Grants are available up to \$300,000 for the Community Based Transportation Planning grant, and \$250,000 for the Environmental Justice Context Sensitive Planning Grant. MPOs, Regional Transportation Planning Agencies, cities, counties, and transit agencies are all eligible to apply for funding.

More information can be found at:

<http://www.dot.ca.gov/hq/tpp/grants.html>

For EJ - Tel. (916) 651-6889

For CBTP - Tel. (916) 651-6886

Metro Call for Projects

The Los Angeles County Metropolitan Transportation Authority (Metro) combines federal and state funds allocated to MPOs, as well as Proposition C funds. Caltrans will distribute 40% of ATP funds to MPOs like Metro. Metro combines these funds with some regional Proposition C funds and allocates these funds through the Call for Projects (CFP) program. The CFP is a competitive process by which these discretionary funds are distributed to regionally significant projects every other year. There are seven categories in which projects are competitively ranked, including

categories for bikeways improvements and pedestrian improvements. The CFP process is part of the larger Los Angeles County Transportation Improvement Program.

Local Funding

Proposition C Local Return

Countywide, 20 percent of Proposition C Los Angeles County 1/2-cent sales tax revenue returns to the cities according to population. The money may be spent on a variety of transportation projects, including bicycle projects.

Measure R Local Return

A portion of this Los Angeles County 1/2-cent sales tax revenue returns to the cities according to population. The money may be spent on a variety of transportation projects, including bicycle and pedestrian projects. The transit capital funds may be used for bicycle facilities at Blue Line stations. Metro is in the process of creating guidelines as to the uses of Measure R funds and other funds may become eligible.

Resurfacing and Repaving

The City is able to add bicycle lanes, sharrows and pedestrian markings upon resurfacing and repaving of streets. While other lanes are restriped, the bike and pedestrian facilities can be painted as well.

New Construction

Future road widening and construction projects are one means of providing bike lanes. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure that new roads meet the standards and guidelines presented in this master plan. Developers may also be required to dedicate land toward the widening of roadways in order to provide for enhanced bicycle mobility.

Impact Fees and Developer Mitigation

Impact fees may be assessed on new development to pay for transportation projects, typically tied to vehicle trip generation rates and traffic impacts generated by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site bikeway improvements that encourage residents to bicycle rather than drive. In-lieu parking fees may also be used to contribute to the construction of new or improved bicycle parking facilities. Establishing a clear nexus,

or connection, between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

Benefit Assessment Districts

Bike paths, lanes, bicycle parking, sidewalks, crosswalk enhancements and related facilities can be funded as part of a local benefit assessment district. However, defining the boundaries of the benefit district may be difficult since bikeways will have citywide benefit.

Business Improvement Districts

Bicycle and pedestrian improvements can often be included as part of larger efforts of business improvement and retail district beautification. Similar to benefit assessments, Business Improvement Districts (BIDs) collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for bicycle improvements such as bicycle parking or shower and clothing locker amenities, as well as pedestrian improvements such as sidewalks and crosswalk enhancements.

Parking Meter Revenues

Cities can fund various improvements through parking meter revenues. The ordinance that governs the use of the revenues would specify eligible uses. Cities have the option to pass ordinances that specify bicycle and pedestrian facilities as eligible expenditures

Adopt-a-Path Program

Maintenance of bicycle paths and recreational trails could be paid for from private funds in exchange for recognition, such as signs along the path saying "Maintained by (name)". In order for this funding source to be sustainable, a special account can be set up for donors to pay into.

General Funds

Cities and counties may spend general funds as they see fit. Any bicycle, pedestrian, or trail project can be funded completely through general funds, or general funds can be used as a local match for grant funds.

Appendix A: Engineering Cost Estimates

City of Baldwin Park

ENGINEERING COST ASSUMPTIONS

LOCATION : City of Baldwin Park

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
	LF	Roadway Striping (includes bike lane striping)	\$ 8.00	\$ -
	LF	Add transverse-line crosswalks	\$ 8.00	\$ -
	LF	New Stop Lines/New Advanced Stop Lines	\$ 8.00	\$ -
	LF	New Yield Lines	\$ 8.00	\$ -
	LF	New Edge Lines (at Railroads)	\$ 8.00	\$ -
	SF	Green Bike Lane Striping (Coating)	\$ 4.00	\$ -
	SF	Pavement Legends & Markings	\$ 1.75	\$ -
	LF	Bike Route Markings	\$ 1.75	\$ -
	LF	Green Bike Route Markings	\$ 4.00	\$ -
	LF	Paint a curb red	\$ 2.00	\$ -
	LF	Paint a curb yellow	\$ 2.00	\$ -
	SF	Raised Bikeway & Driveway Extensions	\$ 20.00	\$ -
	EA	Thermoplastic "Continental" Crosswalk	\$ 500.00	\$ -
	LF	Construct Curb & Gutter	\$ 15.00	\$ -
	TN	AC Pavement (Warm Mix)	\$ 120.00	\$ -
	SF	PCC Sidewalk	\$ 12.00	\$ -
	SF	Sidewalk Widening	\$ 12.00	\$ -
	SF	Pattern Stamped Conc. Median	\$ 10.00	\$ -
	SF	New crossing islands	\$ 20.00	\$ -
	SF	Curb Extensions	\$ 20.00	\$ -
	SF	Curb Reductions	\$ 20.00	\$ -
	EA	Curb Ramp	\$ 1,500.00	\$ -
	EA	New Single Sign	\$ 350.00	\$ -
	EA	New R-1 Sign	\$ 350.00	\$ -
	EA	New R-5 Sign	\$ 350.00	\$ -
	EA	New R1-6 Sign	\$ 350.00	\$ -
	EA	New W82-1 Sign	\$ 350.00	\$ -
	EA	New R3-2 Sign	\$ 350.00	\$ -
	EA	New R-1 Sign with LED lights on the perimeter	\$ 500.00	\$ -

City of Baldwin Park

ENGINEERING COST ASSUMPTIONS

LOCATION : City of Baldwin Park

Quantity	Unit	Item	Unit Price	Total Cost Per Item
	EA	New School Sign Assemblies	\$ 500.00	\$ -
	EA	Sign Relocation	\$ 50.00	\$ -
	EA	New Sign Post	\$ 250.00	\$ -
	EA	Add a new LED bus bulb	\$ 3,000.00	\$ -
	EA	Add new street lights	\$ 3,000.00	\$ -
	EA	New countdown pedestrian signals	\$ 800.00	\$ -
	EA	New pedestrian audio signals	\$ 500.00	\$ -
	LS	Speed Cushions	\$ 7,000.00	\$ -
	EA	Add new truncated domes	\$ 500.00	\$ -
	LS	Raised Zebra-Stripe Crosswalk	\$ 4,000.00	\$ -
	LS	Traffic Signal Modifications	\$ 60,000.00	\$ -
	LS	New Traffic Signal	\$ 100,000.00	\$ -
	EA	Engineering Study	Varies	#VALUE!
	EA	New rectangular rapid flash beacons	\$ 8,000.00	\$ -
	EA	New pedestrian gate arms	\$ 75,000.00	\$ -
	EA	New speed feedback sign	\$ 10,000.00	\$ -
	EA	Add a bus shelter (with or without maps and schedules)	\$ 10,000.00	\$ -
	LS	Trim trees that block signage	\$ 500.00	\$ -
	EA	Add a new 10-bicycle bike rack	\$ 360.00	\$ -
	EA	Add a new 10-scooter or skateboard rack	\$ 360.00	\$ -
	LS	Add a mini-circle with curb extensions	\$ 45,000.00	\$ -
	LS	Add an oblong-shaped roundabout	\$ 120,000.00	\$ -
	LS	Add a standard roundabout	\$ 130,000.00	\$ -
	EA	Road Diet (re-striping assumed)	\$ 50,000.00	\$ -
	EA	have CUPC Approve (assumes minimal direct costs)	\$ 1,000.00	\$ -
	EA	Drainage evaluation (requires additional design, etc)	\$ 20,000.00	\$ -
	LS	Add a new roundabout (may include traffic signal removal or a replacement of 4-way stop)	\$ 200,000.00	\$ -
REMOVALS				
	LF	Striping Removal	\$ 6.00	\$ -
	CY	AC Pavement Removal	\$ 104.00	\$ -

City of Baldwin Park

ENGINEERING COST ASSUMPTIONS

LOCATION : City of Baldwin Park

Quantity	Unit	Item	Unit Price	Total Cost Per Item
	CY	Remove Misc. Concrete	\$ 75.00	\$ -

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Margaret Heath Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
A1. School St. & Wimmer Ave.				
1	LS	Add yellow raised zebra-stripe crosswalks to the west leg	\$4,000.00	\$ 4,000.00
1	Each	Add a yellow zebra-stripe crosswalk to the north leg	\$500.00	\$ 500.00
600	SF	Add curb extensions to both crossing faces of the north (~500' for both) and west (~100' for both) legs	\$20.00	\$ 12,000.00
1	Each	Add R1-6 signs to the west leg crosswalk	\$350.00	\$ 350.00
40	LF	Add advanced yield lines to the west leg crosswalk. There are two lines.	\$8.00	\$ 320.00
2	Each	Add R1-5 Signs to the west leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to the west leg crosswalk	\$500.00	\$ 1,000.00
20	LF	Add an advanced stop line to the north leg crosswalk	\$8.00	\$ 160.00
40	LF	Add a red curb to the south side of the west leg	\$2.00	\$ 80.00
		Contingency	15%	\$ 2,866.50
		Design 15%	15%	\$ 2,866.50
		Intersection One: Total Cost		\$ 24,843.00
A2. School St. & Landis Ave.				
1	LS	Add a yellow raised zebra-stripe crosswalk to the east leg	\$4,000.00	\$ 4,000.00
20	LF	Add an advanced stop line to the east leg crosswalk	\$8.00	\$ 160.00
1	Each	Add a yellow zebra-stripe crosswalk to the north leg on the north side (north of the drainage channel)	\$500.00	\$ 500.00
600	SF	Add large curb extensions to both crossing faces of the east leg and to the east side of the north leg crosswalk (approximate)	\$20.00	\$ 12,000.00
50	SF	Add crossing islands to the north leg	\$20.00	\$ 1,000.00
45	LF	Add advanced yield lines to the north leg crosswalk	\$8.00	\$ 360.00
2	Each	Add R1-5 signs to the north leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly B signs to the north leg crosswalk	\$500.00	\$ 1,000.00
40	LF	Add a red curb to the west side of the north leg crosswalk	\$2.00	\$ 80.00
1	Each	Drainage issues - additional cost	\$75,000.00	\$ 75,000.00
		Contingency	20%	\$ 18,960.00
		Design 25% (Due to special design)	25%	\$ 23,700.00
		Intersection Two: Total Cost		\$ 137,460.00
A3. Landis Ave. & Anada St.				
1	LS	Add a raised yellow zebra-stripe crosswalk from the north side of Anada St. to the south side of School St.	\$4,000.00	\$ 4,000.00
250	SF	Add a curb extension on the southeast corner of School St.	\$20.00	\$ 5,000.00
45	LF	Add advanced yield lines to the Landis Ave. crosswalk	\$8.00	\$ 360.00
2	Each	Add R1-5 signs to the Landis Ave. crosswalk	\$350.00	\$ 700.00
1	Each	Add a R1-6 sign to the Landis Ave. crosswalk	\$350.00	\$ 350.00
40	LF	Add a red curb to the west side of Landis Ave. for the new crosswalk	\$2.00	\$ 80.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Margaret Heath Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
1	Each	Add an Assembly D sign to the Landis Ave. crosswalk on the south approach	\$500.00	\$ 500.00
		Contingency	15%	\$ 1,648.50
		Design 15%	15%	\$ 1,648.50
		Intersection Three: Total Cost		\$ 14,287.00
		A4. Landis Ave. & Calais St.		
1	Each	Add a zebra-stripe crosswalk on the south leg	\$500.00	\$ 500.00
300	SF	Add curb extensions to both sides of the south leg crosswalks	\$20.00	\$ 6,000.00
40	LF	Add advanced yield lines to the south leg crosswalk	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to the south leg crosswalk	\$350.00	\$ 700.00
1	Each	Add an R1-6 sign to the south leg crosswalk	\$350.00	\$ 350.00
1	Each	Add an Assembly D sign to the south leg crosswalk on the north approach	\$500.00	\$ 500.00
		Contingency	15%	\$ 1,255.50
		Design 15%	15%	\$ 1,255.50
		Intersection Four: Total Cost		\$ 10,881.00
		A5. Landis Ave. & Nubia St. - Option One		
2	Each	Add zebra-stripe crosswalks to the east and north legs of the crosswalk	\$500.00	\$ 1,000.00
300	SF	Add a curb extension on the north side of the east leg crosswalk	\$20.00	\$ 6,000.00
1	Each	Add a new diagonal northwest to southeast zebra-stripe crosswalk	\$500.00	\$ 500.00
500	SF	Add large curb extensions to the northwest and southeast corners to shorten the distance	\$20.00	\$ 10,000.00
35	LF	Add advanced yield lines to the diagonal crosswalk	\$8.00	\$ 280.00
2	Each	Add R1-5 signs to the diagonal crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly B signs to the diagonal crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly D signs to the diagonal crosswalk	\$500.00	\$ 1,000.00
		Contingency	15%	\$ 3,072.00
		Design 15%	15%	\$ 3,072.00
		Intersection Five: Total Cost		\$ 26,624.00
		A5. Landis Ave. & Nubia St. - Option Two		
1	LS	Add an oblong-shaped roundabout	\$120,000.00	\$ 120,000.00
600	SF	Extend the northeast and southwest curbs to create more deflection	\$20.00	\$ 12,000.00
		Contingency	20%	\$ 26,400.00
		Design 20%	20%	\$ 26,400.00
		Intersection Five: Total Cost		\$ 184,800.00
		A6. Baldwin Park Blvd. & Nubia St.		
1	Each	Add a zebra-stripe crosswalk to the south leg	\$500.00	\$ 500.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Margaret Heath Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
500	SF	Add curb extensions to both sides of the south leg crosswalk	\$20.00	\$ 10,000.00
50	SF	Replace left-turn lanes with crossing islands	\$20.00	\$ 1,000.00
70	LF	Add advanced yield lines to the south leg crosswalk	\$8.00	\$ 560.00
2	Each	Add R1-5 signs to the Landis Ave. south leg crosswalk	\$350.00	\$ 700.00
1	Each	Add rectangular rapid-flash beacons to the south leg crosswalk	\$8,000.00	\$ 8,000.00
2	Each	Add Assembly D signs to the south leg crosswalk	\$500.00	\$ 1,000.00
		Contingency	15%	\$ 3,264.00
		Design 15%	15%	\$ 3,264.00
		Intersection Six: Total Cost		\$ 28,288.00
		Linear Improvements - School Street		
7600	SF	Widen sidewalk on the south side from Maine Avenue to Landis Avenue or add curb extensions for poles and signs on Olive Street (~760') (10' wide)	\$12.00	\$ 91,200.00
2800	SF	Widen the sidewalk on the north side from Maine Avenue to Wimmer Avenue (not Larry Ave.?) or add curb extensions for poles and signs (~280') (10' wide)	\$12.00	\$ 33,600.00
4600	SF	Pave the parkway along the north side from Wimmer Ave. to Landis Ave. (~460') (10' wide)	\$12.00	\$ 55,200.00
1	Each	Conduct an engineering study to add 15 mph Assembly C signs		\$ -
1	LS	Add speed cushions from Maine Ave. to Landis Ave. (4)	\$7,000.00	\$ 7,000.00
		Contingency	20%	\$ 37,400.00
		Design 25% (Includes the engineering study)	25%	\$ 46,750.00
		linear improvements: Total Cost		\$ 271,150.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if needed.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Margaret Heath Elementary School Cost Estimate- Option One		\$ 514,361.00
		Margaret Heath Elementary School Cost Estimate- Option Two		\$ 672,537.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Pleasant View Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
B1. Nubia St. & Borel St.				
1	Each	Add a yellow zebra-stripe crosswalk to cross Borel St.	\$500.00	\$ 500.00
500	SF	Add curb extensions to both crossing faces of Borel St.	\$20.00	\$ 10,000.00
40	LF	Add a red curb to Nubia St. west of Borel St. on the south side	\$2.00	\$ 80.00
40	LF	Add a red curb to Borel St. south of Nubia St. on the east side	\$2.00	\$ 80.00
		Contingency	15%	\$ 1,599.00
		Design 15%	15%	\$ 1,599.00
		Intersection One: Total Cost		\$ 13,858.00
B2. Nubia St. & Elton St.				
4	Each	Add zebra-stripe crosswalks for all legs	\$500.00	\$ 2,000.00
80	LF	Add advanced stop lines to all legs	\$8.00	\$ 640.00
800	SF	Add curb extensions to all crossing faces	\$20.00	\$ 16,000.00
		Contingency	15%	\$ 2,796.00
		Design 15%	15%	\$ 2,796.00
		Intersection Two: Total Cost		\$ 24,232.00
B3. Nubia St. & Heintz St.				
1	LS	Add a raised yellow zebra-stripe crosswalk on the west leg	\$4,000.00	\$ 4,000.00
1	Each	Add a yellow zebra-stripe crosswalk on the north leg	\$500.00	\$ 500.00
400	SF	Add curb extensions to the west leg	\$20.00	\$ 8,000.00
150	SF	Add a reduced curb radius on the northeast corner	\$20.00	\$ 3,000.00
30	LF	Add an advanced yield line to the west leg crosswalk	\$8.00	\$ 240.00
2	Each	Add R1-5 signs to the west leg crosswalk	\$350.00	\$ 700.00
2	Each	Add R1-6 signs to the west leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly B signs to the west leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly D signs to the west leg crosswalk	\$500.00	\$ 1,000.00
		Contingency	15%	\$ 2,871.00
		Design 15%	15%	\$ 2,871.00
		Intersection Three: Total Cost		\$ 24,882.00
B4. Nubia St. & Alderson Ave.				
1400	SF	Extend sidewalk across Alderson Ave. and school driveway	\$12.00	\$ 16,800.00
		Contingency	15%	\$ 2,520.00
		Design 15%	15%	\$ 2,520.00
		Intersection Four: Total Cost		\$ 21,840.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Pleasant View Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
B5. Nubia St. & Bleeker St.				
1	Each	Add a zebra-stripe crosswalk on the south leg	\$500.00	\$ 500.00
450	SF	Add curb extensions to both sides of the south leg	\$20.00	\$ 9,000.00
700	SF	Add a sidewalk extension across the Nubia St. west leg	\$12.00	\$ 8,400.00
22	LF	Add an advanced stop line to the south leg crosswalk	\$8.00	\$ 176.00
1	Each	Move the stop sign to the curb extension on the southeast corner (\$50 and \$250)	\$300.00	\$ 300.00
		Contingency	15%	\$ 2,756.40
		Design 15%	15%	\$ 2,756.40
		Intersection Five: Total Cost		\$ 23,888.80
B6. Olive St. & Bleeker St.				
4	Each	Add a zebra-stripe crosswalk to all legs	\$500.00	\$ 2,000.00
600	SF	Add curb extensions to the northeast and northwest corners	\$20.00	\$ 12,000.00
300	SF	Reduce curb radii on the southeast and southwest corners	\$20.00	\$ 6,000.00
100	LF	Add advanced stop lines to the crosswalks on all legs (~95')	\$8.00	\$ 800.00
		Contingency	15%	\$ 3,120.00
		Design 15%	15%	\$ 3,120.00
		Intersection Six: Total Cost		\$ 27,040.00
B7. Nubia St. & Gayhurst Ave., Fortin St., Calm View Ave., Lante St., La Sena St.				
8	Each	Add zebra-stripe crosswalks to cross the north legs along Nubia St.	\$500.00	\$ 4,000.00
200	LF	Add advanced stop lines to these crosswalks	\$8.00	\$ 1,600.00
		Contingency	15%	\$ 840.00
		Design 15%	15%	\$ 840.00
		Intersection Seven: Total Cost		\$ 7,280.00
B8. School Driveway Exit				
1	Each	Add a permanent no-left turn sign (R3-2 sign)	\$350.00	\$ 350.00
75	SF	Add a right-turn-only pavement marking (26 sf + 24 sf + 22 sf)	\$8.00	\$ 600.00
120	SF	Add an extruded curb between pick-up/drop-off area and sidewalk to force a right turn	\$20.00	\$ 2,400.00
60	SF	Add Roadrunner footprints to the sidewalk east of the driveway to guide students to walk this way (Assume there are 20 footprints with each being 3 sf)	\$1.75	\$ 105.00
		Contingency	15%	\$ 518.25
		Design 15%	15%	\$ 518.25
		Intersection Eight: Total Cost		\$ 4,491.50

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Pleasant View Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Linear Improvements		
1	Each	Purchase 15' to 20' at the back of the property and add an 8' to 10' wide path to connect Downing Ave. to the west end of Nubia Street (This has already been completed)	\$0.00	\$ -
1600	SF	Add the missing sidewalk along the east side of Borel St. just north of Olive St. (~200') (sidewalk width of 8')	\$12.00	\$ 19,200.00
1	Each	Add a zebra-stripe crosswalk at the south end of the school property to connect the sidewalk on the east side with the sidewalk on the west side	\$500.00	\$ 500.00
7130	SF	Pave the parkway along Borel St. adjacent to the school property (~620') (The width ranges from 11' - 12', so use 11.5')	\$12.00	\$ 85,560.00
4050	SF	Pave the parkway along the south side of Nubia St. from Elton St. to Alderson Ave. except in front of the pick-up and drop-off area (~450') (The sidewalk is 9' wide)	\$12.00	\$ 48,600.00
5280	LF	Add bike lanes with a road diet on Olive St. from Azusa Canyon Rd. to Maine Ave. (~1.0 miles, with a 5' width)	\$8.00	\$ 42,240.00
		Contingency	15%	\$ 29,415.00
		Design 15%	15%	\$ 29,415.00
		linear improvements: Total Cost		\$ 254,930.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if needed	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Pleasant View Elementary School Cost Estimate		\$ 403,270.30

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Santa Fe Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
C1. Baldwin Park Blvd. & Ohio St.				
1	Each	Add rectangular rapid flash beacons for the north leg crosswalk across Baldwin Park Blvd.	\$8,000.00	\$ 8,000.00
65	LF	Add advanced yield lines for both crosswalks across Baldwin Park Blvd.	\$8.00	\$ 520.00
2	Each	Add R1-5 signs to both crosswalks	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both crosswalks	\$500.00	\$ 1,000.00
500	SF	Add curb extensions to both crossing faces of the north leg crosswalk	\$20.00	\$ 10,000.00
50	SF	Option One: Add a crossing island in the existing two-way left-turn lane and either prohibit southbound left turns or allow southbound left turns from the leftmost through lane	\$20.00	\$ 1,000.00
25	SF	Option Two: Add a crossing island by tapering lanes and one or both parking lanes to achieve at least a 6' wide island	\$20.00	\$ 500.00
		Contingency (Option One)	15%	\$ 3,183.00
		Contingency (Option Two)	15%	\$ 3,108.00
		Design 15% (Option One)	15%	\$ 3,183.00
		Design 15% (Option Two)	15%	\$ 3,108.00
		Intersection One (Option One): Total Cost		\$ 27,586.00
		Intersection One (Option Two): Total Cost		\$ 26,936.00
C2. Baldwin Park Blvd. & Benbow St. and Santa Fe School driveway				
1	Each	Prohibit left turns out of the school driveway with an R3-2 sign	\$350.00	\$ 350.00
1	Each	Add a yellow zebra-stripe crosswalk on the west leg	\$500.00	\$ 500.00
1	Each	Add a yellow zebra-stripe crosswalk on the north leg	\$500.00	\$ 500.00
75	LF	Add advanced yield lines for the proposed crosswalk on the north leg	\$8.00	\$ 600.00
2	Each	Add R1-5 signs to the north leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to the north leg crosswalk	\$500.00	\$ 1,000.00
1	Each	Add rectangular rapid flash beacons for the proposed crosswalk on the north leg	\$8,000.00	\$ 8,000.00
150	SF	Add a curb extension at the west end of the proposed crosswalk on the north leg	\$20.00	\$ 3,000.00
1050	SF	Add a long curb extension on the east side, serving the proposed crosswalk and extended to the south to include all of the area with existing red curb to physically restrict drivers' ability to stop in the no parking area (~65')	\$20.00	\$ 21,000.00
1700	SF	Add a raised median on Baldwin Park Blvd. north of the intersection, to serve as a crossing island and to physically prevent left turns out of the school driveway (~70')	\$10.00	\$ 17,000.00
		Contingency	15%	\$ 7,897.50
		Design 15%	15%	\$ 7,897.50
		Intersection Two: Total Cost		\$ 68,445.00
C3. Baldwin Park Blvd. & Los Angeles St.				

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Santa Fe Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
8	Each	Install countdown pedestrian signals	\$800.00	\$ 6,400.00
170	LF	Install advanced stop lines on all approaches to the intersection	\$8.00	\$ 1,360.00
4	Each	Install zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
		Contingency	15%	\$ 1,464.00
		Design 15%	15%	\$ 1,464.00
		Intersection Three: Total Cost		\$ 12,688.00
		C4. Ohio St. & Landis Ave.		
80	LF	Add stop lines on all legs	\$8.00	\$ 640.00
4	Each	Install zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
		Contingency	15%	\$ 396.00
		Design 15%	15%	\$ 396.00
		Intersection Four: Total Cost		\$ 3,432.00
		C5. Los Angeles St. & La Rica Ave.		
1	Each	Add a traffic signal	\$100,000.00	\$ 100,000.00
800	SF	Add curb extensions to both crossing faces of the east and west leg crosswalks	\$20.00	\$ 16,000.00
220	SF	Add a sidewalk extension across La Rica Ave. on the north leg	\$12.00	\$ 2,640.00
4	Each	Add white zebra-stripe crosswalks across all legs	\$500.00	\$ 2,000.00
95	LF	Add advanced stop lines to all legs	\$8.00	\$ 760.00
80	SF	Evaluate the potential for implementing a 4-lane to 3-lane road diet on Los Angeles St. and provide a crossing island on the west leg prohibiting eastbound left turns	\$20.00	\$ 1,600.00
1	Each	Add crossing islands for the west leg crosswalk by removing parking on one or both sides of the Los Angeles Ave. approaches to the crosswalk and tapering the lanes	\$25,000.00	\$ 25,000.00
		Contingency	20%	\$ 29,600.00
		Design 25% (Includes road diet evaluation)	25%	\$ 37,000.00
		Intersection Five: Total Cost		\$ 214,600.00
		Linear Improvements		
1550	SF	Option One: Add a sidewalk along the west side of Baldwin Park Blvd. south of Benbow St (~155'). The sidewalk would be 10' wide.	\$12.00	\$ 18,600.00
1	LS	Option One: Obtain property from property owner where the house is currently being reconstructed much further back from the street than the old house [this could be made a condition of the reconstruction of the house on this property]. If the sidewalk is to be 155' long and 10' wide, then a 15' width would be sufficient to purchase. This would equal 2325 square feet. Assuming the property is worth \$500,000 and is 22645 square feet total, the total cost of 2325 sf divided by 22645 sf is ~\$71000	\$71,000.00	\$ 71,000.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Santa Fe Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
1550	SF	Option Two: Add a sidewalk along the west side of Baldwin Park Blvd. south of Benbow St (~155'). Build the sidewalk in the parking lane by extending the curb out [at this location water flows away from the southwest corner of the intersection to the west and the south, so this curb can be reconstructed without the installation of any inlets or pipes] (Sidewalk width = 10')	\$12.00	\$ 18,600.00
1440	SF	Add a sidewalk along the west side of Baldwin Park Blvd. north of Los Angeles St. (~180') (sidewalk width = 8')	\$12.00	\$ 17,280.00
	Each	Evaluate a 4-lane to 3-lane road diet on Los Angeles St. between Stewart Ave. and Maine Ave. This is consistent with the City's "Plan to Improve Corridors and Neighborhood Connections" from October 2010		\$ -
		Contingency (Option One)	20%	\$ 21,376.00
		Contingency (Option Two)	20%	\$ 7,176.00
		Design 25% (Includes road diet analysis) (Option One)	25%	\$ 26,720.00
		Design 25% (Includes road diet analysis) (Option Two)	25%	\$ 8,970.00
		linear improvements Option One: Total Cost		\$ 154,976.00
		linear improvements Option Two: Total Cost		\$ 52,026.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if needed.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Santa Fe Elementary School Cost Estimate (C1. Option One and linear Option One)		\$ 482,555.00
		Santa Fe Elementary School Cost Estimate (C1. Option Two and linear Option One)		\$ 481,905.00
		Santa Fe Elementary School Cost Estimate (C1. Option One and linear Option Two)		\$ 379,605.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Geddes Elementary School and North Park High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
D1. Cavette Place & Bogart Avenue				
70	LF	Add stop lines on all legs	\$8.00	\$ 560.00
4	Each	Install yellow zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
600	SF	Reduce curb radii on all corners	\$20.00	\$ 12,000.00
		Contingency	15%	\$ 2,184.00
		Design 15%	15%	\$ 2,184.00
		Intersection One: Total Cost		\$ 18,928.00
D2. Cavette Place & Phelan Avenue				
2	Each	Install yellow zebra-stripe crosswalks on the west and south legs	\$500.00	\$ 1,000.00
35	LF	Add advanced stop lines on the west and south legs	\$8.00	\$ 280.00
500	SF	Add curb extensions to all legs	\$20.00	\$ 10,000.00
50	LF	Add a red curb on the southeast corner of Phelan Avenue	\$2.00	\$ 100.00
		Contingency	15%	\$ 1,707.00
		Design 15%	15%	\$ 1,707.00
		Intersection Two: Total Cost		\$ 14,794.00
D3. Hallwood Drive & Bogart Avenue				
3	Each	Add yellow zebra-stripe crosswalks to all legs	\$500.00	\$ 1,500.00
45	LF	Add advanced yield lines to all crosswalks	\$8.00	\$ 360.00
3	Each	Add R1-5 signs to all crosswalks	\$350.00	\$ 1,050.00
3	Each	Add Assembly D signs to the west leg and to both approaches to the north/south legs crosswalks	\$500.00	\$ 1,500.00
2	Each	Add R1-6 signs to the north and south leg crosswalks	\$350.00	\$ 700.00
720	SF	Add a wide curb extension from the north to south leg crosswalks on the east side of Bogart Ave.	\$20.00	\$ 14,400.00
400	SF	Reduce the curb radii on the northwest and southwest corners	\$20.00	\$ 8,000.00
		Contingency	15%	\$ 4,126.50
		Design 15%	15%	\$ 4,126.50
		Intersection Three: Total Cost		\$ 35,763.00
D4. Phelan Avenue & Los Angeles Street				
2	Each	Add a zebra-stripe crosswalk on the north and west legs	\$500.00	\$1,000.00
45	LF	Add advanced stop lines to both crosswalks	\$8.00	\$360.00
600	SF	Add curb extensions to both sides of both crosswalks	\$20.00	\$12,000.00
50	SF	If Los Angeles St. has a road diet, replace the center-turn lane with crossing islands on the west leg	\$20.00	\$1,000.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Geddes Elementary School and North Park High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Contingency	15%	\$ 2,154.00
		Design 15%	15%	\$ 2,154.00
		Intersection Four: Total Cost		\$ 18,668.00
		Linear Improvements		
9600	SF	Pave over the parkway along the west side of Phelan Avenue from Cavette Avenue to the south end of the school property (the parkway is 12' wide)	\$12.00	\$ 115,200.00
6560	SF	Pave over the parkway along the east side of Bogart Avenue from Cavette Place to Hallwood Avenue (the parkway is 8' wide)	\$12.00	\$ 78,720.00
7800	SF	Pave over the parkway along the south side of Cavette Place from Bogart Avenue to Phelan Avenue (the parkway is 12' wide)	\$12.00	\$ 93,600.00
1	Each	Evaluate the road diet on Los Angeles Street to add colored buffered bike lanes from Park Avenue to Maine Avenue (Widths of Los Angeles Street vary from 56' to 60'. The graphics below illustrate the options for 56', 58', and 60'.)		\$ -
		Contingency	20%	\$ 57,504.00
		Design 25% (Includes road diet evaluation)	25%	\$ 71,880.00
		linear improvements: Total Cost		\$ 416,904.00
		Bicycle, Skateboard, and Scooter Parking		
3	Each	Add racks for 10 bicycles at Geddes Elementary School and racks for 20 bicycles at North Park High School as described in the Design Guidance Section. Add more if needed.	\$360.00	\$ 1,080.00
3	Each	Add racks for 10 skateboards or scooter racks at Geddes Elementary School and racks for 20 skateboards or scooters at North Park High School. Add more if necessary.	\$360.00	\$ 1,080.00
		Contingency	15%	\$ 324.00
		Total Parking Cost		\$ 2,484.00
		Geddes Elementary School and North Park High School Total Cost Estimate		\$ 507,541.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Holland Middle School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
E1. Landis Avenue & Olive Street [Option One]				
3	Each	Add yellow zebra-stripe crosswalks to the north, south, and west legs	\$500.00	\$ 1,500.00
65	LF	Add advanced stop lines on all legs	\$8.00	\$ 520.00
800	SF	Add curb extensions to all legs	\$20.00	\$ 16,000.00
		Contingency	15%	\$ 2,703.00
		Design 15%	15%	\$ 2,703.00
		Intersection One: Total Cost		\$ 23,426.00
E1. Landis Avenue & Olive Street [Option Two]				
1	Each	Replace the 4-way stop with a roundabout or an appropriately-sized circle	\$200,000.00	\$ 200,000.00
4	SF	Add curb extensions to create more deflection to all corners (cost is included with roundabout)	\$0.00	\$ -
		Contingency	20%	\$ 40,000.00
		Design 20%	20%	\$ 40,000.00
		Intersection One: Total Cost		\$ 280,000.00
E2. Olive Street & Baldwin Park Boulevard [Option One]				
4	Each	Add yellow zebra-stripe crosswalks to all legs	\$500.00	\$ 2,000.00
140	LF	Add advanced stop lines on all legs	\$8.00	\$ 1,120.00
1000	SF	Add curb extensions to all legs	\$20.00	\$ 20,000.00
8	Each	Add countdown and audio signals to all pedestrian heads (Countdown signals = \$800, audio signals = \$500)	\$1,300.00	\$ 10,400.00
		Contingency	15%	\$ 5,028.00
		Design 15%	15%	\$ 5,028.00
		Intersection Two: Total Cost		\$ 43,576.00
E2. Olive Street & Baldwin Park Boulevard [Option Two]				
1	Each	Replace traffic signals with a roundabout	\$200,000.00	\$ 200,000.00
1000	SF	Choke the intersection down to create proper deflection	\$20.00	\$ 20,000.00
		Contingency	20%	\$ 44,000.00
		Design 20%	20%	\$ 44,000.00
		Intersection Two: Total Cost		\$ 308,000.00
E3. Landis Avenue & Cavell Place				
2	Each	Add yellow zebra-stripe crosswalks to the north and east legs	\$500.00	\$1,000.00
60	LF	Add advanced yield lines to the north crosswalks	\$8.00	\$480.00
2	Each	Add R1-5 signs to the north crosswalks	\$350.00	\$700.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Holland Middle School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
2	Each	Add Assembly D signs to the north leg crosswalk	\$500.00	\$1,000.00
1	Each	Add an R1-6 sign to the north leg crosswalk	\$350.00	\$350.00
40	LF	Add a red curb to the north side of Cavell Place just east of Landis Avenue, and to Landis Avenue just north of the north leg crosswalk	\$2.00	\$80.00
100	SF	Add a curb extension to the west side of the north leg crosswalk	\$20.00	\$2,000.00
350	SF	Reduce the curb radii of the northeast and southeast corners	\$20.00	\$7,000.00
		Contingency	15%	\$ 1,891.50
		Design 15%	15%	\$ 1,891.50
		Intersection Three: Total Cost		\$ 16,393.00
		Linear Improvements		
3000	SF	Pave over the parkway along the west side of Landis Avenue from Olive Street to the driveway (~300') [10' wide]	\$12.00	\$ 36,000.00
190	LF	Repaint smaller chevrons on the two speed humps to increase visibility as part of lane striping	\$8.00	\$ 1,520.00
3700	LF	Add a bike route with shared lane markings on Ohio Street/Hallwood Drive between Stewart Avenue and Bogart Avenue (~0.7 miles or 3700 feet)	\$1.75	\$ 6,475.00
3170	LF	Add a bike route with shared lane markings along Landis Avenue from Nubia Street to Ohio Street (0.6 miles or 3170 feet)	\$1.75	\$ 5,547.50
73920	SF	Add colored bike lanes along Baldwin Park Boulevard from Live Oak Ave. to Los Angeles Street (existing 76'-78' wide with four lanes, center-turn lane and on street parking; new cross section 7' parking, 6'-7' colored bike lane, 10' travel lane, 10' travel lane, 10' center-turn lane, 10' travel lane, 10' travel lane, 6'-7' colored bike lane, 7' parking) [essentially there is a bike lane on each side of the street that is 7' wide for 5,280 feet]	\$4.00	\$ 295,680.00
126720	SF	Per the Olive Street Plan, reduce the number of travel lanes along Olive Street from Azusa Canyon Road to Center Street and add colored bike lanes [essentially there is a bike lane on each side of the street that is 6' wide for 10,560 feet]	\$4.00	\$ 506,880.00
		Contingency	15%	\$ 127,815.38
		Design 15%	15%	\$ 127,815.38
		Linear Improvements: Total Cost		\$ 1,107,733.25
		Bicycle, Skateboard, and Scooter Parking		
2	Each	Add racks for 20 bicycles as described in the Design Guidance section. Add more if necessary.	\$360.00	\$ 720.00
2	Each	Add racks for 20 skateboards or scooters. Add more if needed.	\$360.00	\$ 720.00
		Contingency	15%	\$ 216.00
		Total Parking Cost		\$ 1,656.00
		Holland Middle School Total Cost Estimate- Option One		\$ 1,192,784.25
		Holland Middle School Total Cost Estimate- Option Two		\$ 1,713,782.25

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Vineland Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
F1. Vineland Avenue and Channing Street				
1	Each	Add a new yellow zebra-stripe crosswalk on the northeast leg	\$500.00	\$ 500.00
2	Each	Add yellow zebra stripes to the southwest and northeast leg crosswalks	\$500.00	\$ 1,000.00
40	LF	Add advanced yield lines on the southwest and northeast leg crosswalks	\$8.00	\$ 320.00
2	Each	Add R1-5 signs on the southwest and northeast leg crosswalks	\$350.00	\$ 700.00
300	SF	Reduce curb radii on the north and south corners	\$20.00	\$ 6,000.00
50	SF	Add an island north of the northeast crosswalk and south of the southwest crosswalk	\$20.00	\$ 1,000.00
		Contingency	15%	\$ 1,428.00
		Design 15%	15%	\$ 1,428.00
		Intersection One: Total Cost		\$ 12,376.00
F2. Vineland Avenue and Cloverside Street				
1	Each	Add a zebra-side crosswalk on the northeast leg	\$500.00	\$ 500.00
35	LF	Add advanced yield lines on both approaches to the northeast leg	\$8.00	\$ 280.00
2	Each	Add R1-5 signs on both approaches to the northeast leg	\$350.00	\$ 700.00
2	Each	Add Assembly D signs on both approaches to the northeast leg	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the northeast crosswalks	\$500.00	\$ 1,000.00
30	SF	Add island southwest of the northeast crosswalk	\$20.00	\$ 600.00
100	SF	Add a curb extension on the northwest side of Vineland Avenue	\$20.00	\$ 2,000.00
1	Each	Add a curb ramp on the curb extension on the northwest side of Vineland Avenue and pave the connection to the sidewalk	\$1,500.00	\$ 1,500.00
		Contingency	15%	\$ 1,137.00
		Design 15%	15%	\$ 1,137.00
		Intersection Two: Total Cost		\$ 9,854.00
F3. Baldwin Park Blvd. and Stewart Avenue				
80	SF	Extend the median southwest and create a two-stage crossing for the northeast leg	\$10.00	\$ 800.00
3	Each	Add zebra-stripe crosswalks to the northeast and northwest legs (the northeast crosswalk counts as two)	\$500.00	\$ 1,500.00
400	SF	Add curb extensions on the north corner to the northeast and northwest legs	\$20.00	\$ 8,000.00
200	SF	Reduce the curb radii on the west corner	\$20.00	\$ 4,000.00
		Contingency	15%	\$ 2,145.00
		Design 15%	15%	\$ 2,145.00
		Intersection Three: Total Cost		\$ 18,590.00
F4. Baldwin Park Blvd. and La Rica Avenue				
2	Each	Add zebra-stripe crosswalks on all legs	\$500.00	\$ 1,000.00
35	LF	Add advanced stop lines to crosswalks on the northwest and southeast legs	\$8.00	\$ 280.00
250	SF	Reduce curb radii on all corners	\$20.00	\$ 5,000.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Vineland Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
300	SF	Add curb extensions to both sides of the new crosswalk	\$20.00	\$ 6,000.00
30	SF	Add a median nose to the new crosswalk	\$10.00	\$ 300.00
1	Each	Add rectangular rapid-flash beacons to this new crosswalk	\$8,000.00	\$ 8,000.00
1	Each	Consider signaling this intersection or adding a pedestrian hybrid beacon to cross Baldwin Park Blvd.	\$100,000.00	\$ 100,000.00
		Contingency	20%	\$ 24,116.00
		Design 20%	20%	\$ 24,116.00
		Intersection Four: Total Cost		\$ 168,812.00
		F5. Maine Avenue and La Rica Avenue/Macdevitt Street		
2	Each	Add zebra-stripe crosswalks on the northwest and southeast legs	\$500.00	\$ 1,000.00
1	Each	Add a new zebra-stripe crosswalk on the southwest leg on the northeast side of Macdevitt Street	\$500.00	\$ 500.00
60	LF	Add advanced stop lines to crosswalks on the northwest, northeast, and southeast legs	\$8.00	\$ 480.00
300	SF	Add curb extensions to the southeast side of the northeast leg and to both sides of the southeast leg	\$20.00	\$ 6,000.00
		Contingency	15%	\$ 1,197.00
		Design 15%	15%	\$ 1,197.00
		Intersection Five: Total Cost		\$ 10,374.00
		F6. Macdevitt Street and Paddy Lane		
4	Each	Add zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
40	LF	Add advanced stop lines to the northeast and southwest legs	\$8.00	\$ 320.00
40	LF	Add advanced yield lines to the northwest and southeast legs	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to the northwest and southeast crosswalks	\$350.00	\$ 700.00
2	Each	Add R1-6 signs to the northwest and southeast crosswalks	\$350.00	\$ 700.00
600	SF	Reduce curb radii on all corners	\$20.00	\$ 12,000.00
		Contingency	15%	\$ 2,406.00
		Design 15%	15%	\$ 2,406.00
		Intersection Six: Total Cost		\$ 20,852.00
		F7. Macdevitt Street and Railroad Tracks		
770	SF	Pave a wider concrete sidewalk across the tracks	\$12.00	\$ 9,240.00
60	LF	Add edge lines to channel pedestrians across the tracks	\$8.00	\$ 480.00
4	Each	Add pedestrian gate arms to both crossings	\$75,000.00	\$ 300,000.00
4	Each	Add W82-1 signs to warn of the crossing on both sidewalks	\$350.00	\$ 1,400.00
4	Each	Add truncated domes on both sides of the tracks	\$500.00	\$ 2,000.00
1	Each	Have the California Public Utilities Commission approve of the design before construction	\$1,000.00	\$ 1,000.00
		Contingency	15%	\$ 47,118.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Vineland Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Design 20% (includes the CA Public Utilities Commission approval)	20%	\$ 62,824.00
		Intersection Seven: Total Cost		\$ 424,062.00
		F8. Macdevitt Street and Ahern Drive		
1	Each	Add a yellow zebra-stripe crosswalk	\$500.00	\$ 500.00
50	LF	Add a red curb on Macdevitt Street on the southwest corner	\$2.00	\$ 100.00
50	SF	Add wide crossing islands	\$20.00	\$ 1,000.00
		Contingency	15%	\$ 240.00
		Design 15%	15%	\$ 240.00
		Intersection Eight: Total Cost		\$ 2,080.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if necessary.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Vineland Elementary School Cost Estimate		\$ 667,828.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Jones Jr. High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
G1. Merced Ave. and Ahern Drive				
2	Each	Add yellow raised zebra stripes to the northeast and southeast leg crosswalks	\$500.00	\$ 1,000.00
40	LF	Add advanced stop lines to the northeast and southeast leg crosswalks	\$8.00	\$ 320.00
250	SF	Reduce curb radii on the north and east corners	\$20.00	\$ 5,000.00
		Contingency	15%	\$ 948.00
		Design 15%	15%	\$ 948.00
		Intersection One: Total Cost		\$ 8,216.00
G2. Merced Ave. and Vineland Ave.				
4	Each	Add zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
85	LF	Add advanced stop lines on all crosswalks	\$8.00	\$ 680.00
8	Each	Add countdown signals to all pedestrian heads	\$800.00	\$ 6,400.00
0	Each	Add time to pedestrian walk phase of the signals	\$0.00	\$ -
500	SF	Add curb extensions to the northwest, southwest, and southeast legs	\$20.00	\$ 10,000.00
130	SF	Reduce curb radii on both sides of the northeast leg	\$20.00	\$ 2,600.00
1	Each	Add a bus shelter with maps and schedules to bus stops on the north corner	\$10,000.00	\$ 10,000.00
135	SF	Pave parkway (sidewalk) between the crosswalks and the bus shelter on the west corner (~16' long)	\$12.00	\$ 1,620.00
		Contingency	15%	\$ 4,995.00
		Design 15%	15%	\$ 4,995.00
		Intersection Two: Total Cost		\$ 43,290.00
G3. Merced Ave. & Big Dalton Ave. - Option One				
1	Each	Road diet on Merced Ave.	\$50,000.00	\$ 50,000.00
1	Each	Replace four-way stop with a roundabout or appropriately-sized circle	\$130,000.00	\$ 130,000.00
2	Each	Add a bus shelter with maps and schedules to the bus stops on the east and west	\$10,000.00	\$ 20,000.00
		Contingency	20%	\$ 40,000.00
		Design 20%	20%	\$ 40,000.00
		Intersection Three: Total Cost		\$ 280,000.00
G3. Merced Ave. & Big Dalton Ave. - Option Two				
4	Each	Add zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
120	LF	Add advanced stop lines on all crosswalks	\$8.00	\$ 960.00
300	SF	Add curb extensions to both sides of the northeast and southwest legs	\$20.00	\$ 6,000.00
300	SF	Reduce curb radii on both sides of the northwest and southeast legs	\$20.00	\$ 6,000.00
2	Each	Add a bus shelter with maps and schedules to the bus stops on the east and west corners	\$10,000.00	\$ 20,000.00
		Contingency	15%	\$ 5,244.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Jones Jr. High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Design 15%	15%	\$ 5,244.00
		Intersection Three: Total Cost		\$ 45,448.00
		G4. Merced Ave. & Millbury Ave.		
1	Each	Add a zebra-stripe crosswalk on the northeast leg	\$500.00	\$ 500.00
18	LF	Add advanced stop lines on the northeast leg crosswalk	\$8.00	\$ 144.00
300	SF	Add curb extensions on both sides of the northeast leg	\$20.00	\$ 6,000.00
		Contingency	15%	\$ 996.60
		Design 15%	15%	\$ 996.60
		Intersection Four: Total Cost		\$ 8,637.20
		G5. Merced Ave. & Railroad Tracks		
600	SF	Pave a wider concrete sidewalk across the tracks	\$12.00	\$ 7,200.00
60	LF	Add edge lines to channel pedestrians across the tracks	\$8.00	\$ 480.00
4	Each	Add pedestrian gate arms to both crossings	\$75,000.00	\$ 300,000.00
4	Each	Add W82-1 signs to warn of the crossing on both sidewalks	\$350.00	\$ 1,400.00
4	Each	Add truncated domes on both sides of the tracks	\$500.00	\$ 2,000.00
1	Each	Have the California Public Utilities Commission approve of the design before construction	\$1,000.00	\$ 1,000.00
		Contingency	15%	\$ 46,812.00
		Design 20% (Includes the CA Public Utilities Commission approval)	20%	\$ 62,416.00
		Intersection Five: Total Cost		\$ 421,308.00
		G6. Merced Ave. & Maine Ave. - Option One		
1	Each	Road diet on Merced Ave.	\$50,000.00	\$ 50,000.00
1	Each	Replace 4-way stop with a roundabout or appropriately-sized circle	\$130,000.00	\$ 130,000.00
		Contingency	20%	\$ 36,000.00
		Design 25%	25%	\$ 45,000.00
		Intersection Six: Total Cost		\$ 261,000.00
		G6. Merced Ave. & Maine Ave. - Option Two		
4	Each	Add zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
100	LF	Add advanced stop lines on all crosswalks	\$8.00	\$ 800.00
600	SF	Add curb extensions to all corners	\$20.00	\$ 12,000.00
		Contingency	15%	\$ 2,220.00
		Design 15%	15%	\$ 2,220.00
		Intersection Six: Total Cost		\$ 19,240.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Jones Jr. High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Linear Improvements		
177600	SF	Add 12' wide bike path (or linear park with jogging part) along the Big Dalton Wash from the northeast city limit to Baldwin Park Blvd. 2.8 miles ~ 14800 feet	\$4.00	\$ 710,400.00
13800	LF	Add a bike route with green shared lane markings along Baldwin Park Blvd. from Ramona Blvd. to Francisquito Ave. (30' to 35' curb to median with two lanes and on-street parking); conduct a parking study to assess removing parking for buffered bike lanes (the bike lane is 6' wide, while 1.3 miles is ~ 6900 feet). There is a route in each direction	\$4.00	\$ 55,200.00
16900	LF	Add a bike route with shared lane markings along Vineland Ave. from Badillo St. to Garvey Ave. There is a bike route in each direction, and each one is 6' wide. 1.6 miles ~ 8450 feet	\$1.75	\$ 29,575.00
14800	LF	Add a bike route with shared lane markings along Maine Ave. from Pacific Ave. to Francisquito Ave. There is a bike route in each direction, and each one is 6' wide. 1.4 miles ~ 7400 feet	\$1.75	\$ 25,900.00
38040	SF	Evaluate a road diet on Merced Ave. to add colored bike lane with or without buffers from Baldwin Park Blvd. to Puente Ave: 1. Baldwin Park Blvd. to Ahern Dr. 60'-62' wide (buffers could go between parking lane and bike lane, or between bike lane and travel lane) 2. Ahern Dr. to Vineland Ave. (in front of the school) 58' wide 3. Vineland Ave. to Big Dalton Ave. 64' wide [each bike lane is 6' wide; 0.6 miles is 3170 feet]	\$4.00	\$ 152,160.00
		Contingency	20%	\$ 194,647.00
		Design 25% (includes the parking study and road diet evaluation)	25%	\$ 243,308.75
		Linear improvements: Total Cost		\$ 1,167,882.00
		Bicycle, Skateboard, and Scooter Parking		
2	Each	Add racks for 20 bicycles as described in the Design Guidance section. Add more if necessary.	\$360.00	\$ 720.00
2	Each	Add racks for 20 scooters or skateboards. Add more if needed.	\$360.00	\$ 720.00
		Contingency	15%	\$ 216.00
		Total Parking Cost		\$ 1,656.00
		Jones Jr. High School Cost Estimate- Option One		\$ 2,191,989.20
		Jones Jr. High School Cost Estimate- Option Two		\$ 1,715,677.20

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Foster Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
H1. Vineland Ave. & Foster Ave.				
1	Each	Add a yellow zebra-stripe crosswalk on the northwest leg	\$500.00	\$ 500.00
40	LF	Add advanced yield lines on the southwest leg crosswalk	\$8.00	\$ 320.00
1	Each	Add R1-5 signs to the southwest leg crosswalk	\$350.00	\$ 350.00
1	Each	Replace old school crosswalk sign northeast bound on Vineland Ave. with an Assembly B sign (Add \$50 for removing the sign)	\$550.00	\$ 550.00
300	SF	Reduce curb radii on the north and south corners	\$20.00	\$ 6,000.00
1	Each	Add a raised zebra-stripe crosswalk to the southwest leg	\$4,000.00	\$ 4,000.00
1	Each	Evaluate ways to improve drainage	\$20,000.00	\$ 20,000.00
		Contingency	20%	\$ 6,344.00
		Design 25% (Due to special design)	25%	\$ 7,930.00
		Intersection One: Total Cost		\$ 45,994.00
H2. Foster Ave. & Railroad Tracks - Option One				
1	Each	Close existing sidewalk across the tracks	\$0.00	\$ -
1150	SF	Connect existing sidewalks on both sides of the tracks to a new 8' wide bicycle/pedestrian crossing that connects the ends of the cul-de-sac (~100')	\$12.00	\$ 13,800.00
30	LF	Add edge lines to channel pedestrians across the tracks	\$8.00	\$ 240.00
2	Each	Add pedestrian gate arms to both sides	\$75,000.00	\$ 150,000.00
2	Each	Add W82-1 signs to warn of the crossing	\$350.00	\$ 700.00
2	Each	Add truncated domes on both sides of the tracks	\$500.00	\$ 1,000.00
1	Each	Have the CA Public Utilities commission approve of the design before construction	\$1,000.00	\$ 1,000.00
		Contingency	15%	\$ 25,011.00
		Design 20% (Includes the CA Public Utilities Commission Approval)	20%	\$ 33,348.00
		Intersection Two: Total Cost		\$ 225,099.00
H2. Foster Ave. & Railroad Tracks - Option Two				
180	sf	Move fence back 3' (property acquisition)	\$ 30.00	\$ 5,400.00
60	lf	Move fence back 3' (remove and replace fence)	\$ 4.00	\$ 240.00
2	Each	Construct more gentle ramps on the sidewalk	\$ 1,500.00	\$ 3,000.00
1000	SF	Pave a wider concrete sidewalk across the tracks	\$ 12.00	\$ 12,000.00
30	LF	Add edge lines to channel pedestrians across the tracks	\$ 8.00	\$ 240.00
2	Each	Add pedestrian gate arms to both sides	\$ 75,000.00	\$ 150,000.00
2	Each	Add W82-1 signs to warn of the crossing	\$ 350.00	\$ 700.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Foster Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
2	Each	Add truncated domes on both sides of the tracks	\$ 500.00	\$ 1,000.00
1	Each	Have the CA Public Utilities Commission approve of the design before construction	\$ 1,000.00	\$ 1,000.00
		Contingency	15%	\$ 26,037.00
		Design 20% (Includes the CA Public Utilities Commission Approval)	20%	\$ 34,716.00
		Intersection Two: Total Cost		\$ 234,333.00
		H3. Garvey Ave. & Francisquito Ave.		
1	Each	Eliminate right-turn slip lane from Francisquito Ave. onto Garvey Ave.	\$25,000.00	\$ 25,000.00
4100	SF	Add a sidewalk on Garvey Ave. (see Linear Improvements)	\$12.00	\$ 49,200.00
2	Each	Add zebra-stripe crosswalks to the northeast and southeast legs	\$500.00	\$ 1,000.00
60	LF	Add advanced stop lines to crosswalks to the northeast and southeast legs	\$8.00	\$ 480.00
150	SF	Reduce the curb radii on the north corner	\$20.00	\$ 3,000.00
		Contingency	15%	\$ 11,802.00
		Design 15%	15%	\$ 11,802.00
		Intersection Three: Total Cost		\$ 102,284.00
		H4. Garvey Ave. & Feather Ave.		
1	Each	Add a zebra-stripe crosswalk on the north leg	\$500.00	\$ 500.00
300	SF	Add curb extensions to both sides on the north leg crosswalk	\$20.00	\$ 6,000.00
20	LF	Add an advanced yield line to the southbound approach to the north leg crosswalk	\$8.00	\$ 160.00
1	Each	Add an R1-5 sign to the southbound approach to the north leg crosswalk	\$350.00	\$ 350.00
1	Each	Add an Assembly D sign to the southbound approach to the north leg crosswalk	\$500.00	\$ 500.00
2	Each	Add Assembly B signs to the north leg crosswalk	\$500.00	\$ 1,000.00
1	Each	Add a new zebra-stripe crosswalk to the east leg	\$500.00	\$ 500.00
1	Each	Add rectangular rapid flash beacons to the crosswalk on the east leg	\$8,000.00	\$ 8,000.00
40	LF	Add advanced yield lines to both approaches of the east leg crosswalk (14 Triangles)	\$8.00	\$ 320.00
2	Each	Add an R1-5 sign to both approaches of the east leg crosswalk	\$350.00	\$ 700.00
2	Each	Add an Assembly D sign to both approaches of the east leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the east leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly C signs to Garvey Ave.	\$500.00	\$ 1,000.00
1	LS	Add speed cushions on Garvey Ave.	\$7,000.00	\$ 7,000.00
40	LF	Add a red curb east of Feather Ave. on the north side of Garvey Ave.	\$2.00	\$ 80.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Foster Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Contingency	15%	\$ 4,216.50
		Design 15%	15%	\$ 4,216.50
		Intersection Four: Total Cost		\$ 36,543.00
		Maine Avenue Linear Improvements		
32	Each	Add street lighting along the following stretches of street: 1. Vineland Ave. from Merced Ave. to Garvey Ave. (12 streetlights) 2. Foster Ave. from Baldwin Park Blvd. to Vineland Ave. (10 streetlights) 3. Feather Ave. from Garvey Ave. to the school entrance (3 streetlights) 4. Garvey Ave. from Big Dalton Ave. to Francisquito Ave. (7 streetlights) Street lights are spaced to be located every 250'.	\$300.00	\$ 9,600.00
8800	SF	Replace the parkway with concrete along Foster Ave. from the railroad tracks to Vineland Ave. (11' wide, 800 feet long)	\$12.00	\$ 105,600.00
1500	SF	Widen the sidewalk or put in curb extensions on Foster Ave. northwest of the railroad tracks to go around mail boxes and sidewalk obstructions (The sidewalk is 10' wide, 150' long)	\$12.00	\$ 18,000.00
15000	SF	Add colored bike lanes along Garvey Ave. from Francisquito Ave. to Vineland Ave. (8' parking, 6' bike lane, 10' travel lane, 10' travel lane, 6' bike lane) (Garvey Ave. is approximately 1250' long, with two bike lanes)	\$4.00	\$ 60,000.00
8400	SF	Add a 12' wide bike path along the north side of Garvey Ave. from Big Dalton Wash to Vineland Ave.; will require an easment and grading (700 LF)	\$4.00	\$ 33,600.00
4400	SF	Add a sidewalk along Garvey Ave. from Francisquito Ave. to the new Feather Ave. crosswalk (the sidewalk has a width of 11' and a length of 400')	\$12.00	\$ 52,800.00
6000	SF	Add a bike path along the north side of the I-10 freeway from Francisquito Ave. to Vineland Ave. (The bike path is 6' wide) (1000 LF)	\$4.00	\$ 24,000.00
4620	SF	Consider adding a bike/walking path directly from Francisquito Ave. at the I-10 freeway to the new Feather Ave. (420 LF for a sidewalk) (use a width of 11')	\$12.00	\$ 55,440.00
		Contingency	15%	\$ 53,856.00
		Design 15%	15%	\$ 53,856.00
		Maine Avenue: Total Cost		\$ 466,752.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if necessary.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Foster Elementary School Cost Estimate - Option One		\$ 877,500.00
		Foster Elementary School Cost Estimate - Option Two		\$ 886,734.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Tracy Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
I1. Tracy St. & Robinette Ave.				
2	Each	Add a yellow zebra-stripe crosswalk on the northwest and northeast legs	\$500.00	\$ 1,000.00
35	LF	Add advanced stop lines to the northwest and northeast leg crosswalks	\$8.00	\$ 280.00
500	SF	Add curb extensions to both crossing faces of the northwest and northeast legs	\$20.00	\$ 10,000.00
150	SF	Add a raised sidewalk over the school driveway to slow cars and make it easier for pedestrians to cross	\$12.00	\$ 1,800.00
1	Each	Add a sign to instruct parents not to block the sidewalk at the driveway	\$350.00	\$ 350.00
1	Each	Evaluate ways to improve drainage	\$20,000.00	\$ 20,000.00
		Contingency	20%	\$ 6,686.00
		Design 25% (Due to special design)	25%	\$ 8,357.50
		Intersection One: Total Cost		\$ 48,473.50
I2. Tracy St. (Northwest Intersection) & Frazier St.				
1	Each	Add a yellow zebra-stripe crosswalk on the southeast leg	\$500.00	\$ 500.00
20	LF	Add advanced stop lines to the southeast leg	\$8.00	\$ 160.00
500	SF	Add curb extensions to both crossing faces of the southwest and southeast legs	\$20.00	\$ 10,000.00
60	LF	Add advanced yield lines to both approaches to the southwest leg crosswalk	\$8.00	\$ 480.00
2	Each	Add R1-5 signs to both approaches to the southwest leg crosswalk	\$350.00	\$ 700.00
50	SF	Add crossing islands to the southwest leg crosswalk (one pair) (if a road diet is performed on Frazier St., these would go in the center-turn lane; if not, restrict on-street parking at the crosswalk)	\$20.00	\$ 1,000.00
1	Each	Add rectangular rapid flash beacons to the southwest leg crosswalk	\$8,000.00	\$ 8,000.00
70	LF	Add a red curb on Frazier St. on the southeast side southwest of the southwest leg crosswalk, and on Tracy St. on the northeast side just southeast of Frazier St.	\$2.00	\$ 140.00
		Contingency	15%	\$ 3,147.00
		Design 15%	15%	\$ 3,147.00
		Intersection Two: Total Cost		\$ 27,274.00
I3. Waco St. & Frazier St. - Option One				
1	Each	If a road diet is done on Frazier, replace the stop signs with a roundabout	\$130,000.00	\$ 130,000.00
600	SF	"Choke" the corners down	\$20.00	\$ 12,000.00
		Contingency	20%	\$ 28,400.00
		Design 20%	20%	\$ 28,400.00
		Intersection Three: Total Cost		\$ 198,800.00
I3. Waco St. & Frazier St. - Option Two				
4	Each	Add a yellow zebra-stripe crosswalk on all legs	\$500.00	\$ 2,000.00
95	LF	Add advanced stop lines to all crosswalks	\$8.00	\$ 760.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Tracy Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
600	SF	Add curb extensions to all crossing faces	\$20.00	\$ 12,000.00
2	Each	Replaces existing stop signs on Frazier St. with stop signs that have flashing LED lights on the perimeter	\$500.00	\$ 1,000.00
		Contingency	15%	\$ 2,364.00
		Design 15%	15%	\$ 2,364.00
		Intersection Three: Total Cost		\$ 20,488.00
		I4. Frazier St. & Dart St.		
1	Each	Add a zebra-stripe crosswalk on the southeast leg	\$500.00	\$ 500.00
20	LF	Add an advanced yield line to the approach of the southeast leg	\$8.00	\$ 160.00
1	Each	Add an R1-5 sign to the approach of the southeast leg	\$350.00	\$ 350.00
1	Each	Add an Assembly D sign to the approach of the southeast leg	\$500.00	\$ 500.00
2	Each	Add Assembly B signs to the southeast leg crosswalk	\$500.00	\$ 1,000.00
450	SF	Add curb extensions to both crossing faces of the southeast leg crosswalk	\$20.00	\$ 9,000.00
		Contingency	15%	\$ 1,726.50
		Design 15%	15%	\$ 1,726.50
		Intersection Four: Total Cost		\$ 14,963.00
		I5. Back Gate to the School on Waco St.		
1	Each	Add a raised yellow zebra-stripe crosswalk to cross Waco St.	\$4,000.00	\$ 4,000.00
30	LF	Add advanced yield lines to both approaches of the new crosswalk	\$8.00	\$ 240.00
2	Each	Add an R1-5 sign to both approaches of the new crosswalk	\$350.00	\$ 700.00
2	Each	Add an Assembly D sign to both approaches of the new crosswalk	\$500.00	\$ 1,000.00
2	Each	Add R1-6 signs to the new crosswalk	\$350.00	\$ 700.00
300	SF	Add curb extensions to both crossing faces of the new crosswalk	\$20.00	\$ 6,000.00
50	SF	Add crossing islands to the new crosswalk	\$20.00	\$ 1,000.00
100	SF	Pave the parkway to connect the crosswalk to the sidewalk on the northeast side	\$12.00	\$ 1,200.00
1	LS	Trim trees that block Assembly A signs along Waco St.	\$500.00	\$ 500.00
		Contingency	15%	\$ 2,301.00
		Design 15%	15%	\$ 2,301.00
		Intersection Five: Total Cost		\$ 19,942.00
		I6. Robinette Ave. & Waco St.		
2	Each	Add zebra-stripe crosswalks to the northwest (northwest of drainage) and southwest legs	\$500.00	\$ 1,000.00
25	LF	Add an advanced stop line to the southwest leg crosswalk	\$8.00	\$ 200.00
40	LF	Add advanced yield lines to both approaches of the northwest leg crosswalk	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to both approaches of the northwest leg crosswalk	\$350.00	\$ 700.00
2	Each	Add an Assembly D sign to both approaches of the northwest leg crosswalk	\$500.00	\$ 1,000.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Tracy Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
2	Each	Add Assembly B signs to the northwest leg	\$500.00	\$ 1,000.00
600	SF	Add curb extensions to all crossing faces of the northwest and southwest leg crosswalks	\$20.00	\$ 12,000.00
		Contingency	15%	\$ 2,433.00
		Design 15%	15%	\$ 2,433.00
		Intersection Six: Total Cost		\$ 21,086.00
		17. Waco St. & Garvey Ave.		
1	Each	Add a zebra-stripe crosswalk to the northeast leg	\$500.00	\$ 500.00
40	LF	Add advanced yield lines to both approaches of the northeast leg crosswalk	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to both approaches of the northeast leg crosswalk	\$350.00	\$ 700.00
2	Each	Add an Assembly D sign to both approaches of the northeast leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the northeast leg	\$500.00	\$ 1,000.00
500	SF	Add curb extensions to both crossing faces of the northeast leg crosswalk	\$20.00	\$ 10,000.00
		Contingency	15%	\$ 2,028.00
		Design 15%	15%	\$ 2,028.00
		Intersection Seven: Total Cost		\$ 17,576.00
		18. Vineland Ave. & Whitesell St.		
2	Each	Add a zebra-stripe crosswalk to the northwest and northeast legs	\$500.00	\$ 1,000.00
20	LF	Add an advanced stop line to the northwest leg crosswalk	\$8.00	\$ 160.00
40	LF	Add advanced yield lines to both approaches of the northeast leg crosswalk	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to both approaches of the northeast leg crosswalk	\$350.00	\$ 700.00
2	Each	Add an Assembly D sign to both approaches of the northeast leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the northeast leg	\$500.00	\$ 1,000.00
250	SF	Reduce the curb return on the north and west corners	\$20.00	\$ 5,000.00
		Contingency	15%	\$ 1,377.00
		Design 15%	15%	\$ 1,377.00
		Intersection Eight: Total Cost		\$ 11,934.00
		Linear Improvements		
1200	SF	Pave the parkway on the school side of Tracy St. from Robinette Ave. to Frazier St. (420 LF, 10' wide)	\$12.00	\$ 14,400.00
500	SF	Pave the parkway on the school side of Waco St. from Frazier St. to the back entrance (500 LF, 10' wide)	\$12.00	\$ 6,000.00
1	LS	Get the property owner to trim shrubs along the northwest side of Garvey Ave. just northeast of Waco St.	\$500.00	\$ 500.00
2120	LF	Remove parking on the northwest side of Garvey Ave. from Tracy St. to the point where the street curves to become east-west and add 6' bike lanes (0.2 miles ~ 1060 feet)	\$8.00	\$ 16,960.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Tracy Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
4240	LF	Add 5' bike lanes from the point where the street curves to become east-west to Frazier St. (there is a bike lane in each direction, and 0.4 miles ~ 2120 feet)	\$8.00	\$ 33,920.00
		Contingency	15%	\$ 10,767.00
		Design 15%	15%	\$ 10,767.00
		Linear improvements: Total Cost		\$ 93,314.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if needed	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Tracy Elementary School Cost Estimate- Option One		\$ 454,190.50
		Tracy Elementary School Cost Estimate- Option Two		\$ 275,878.50

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Sierra Vista Jr. High School and Sierra Vista High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
J1. Frazier Ave. & Foster Ave. - Option One				
4	Each	Add a yellow zebra-stripe crosswalk on all legs	\$500.00	\$ 2,000.00
110	LF	Add advanced stop lines to all crosswalks	\$8.00	\$ 880.00
150	SF	Add curb extensions to the west corner to straighten out both crossing faces on the northwest and southwest legs	\$20.00	\$ 3,000.00
300	SF	Add curb extensions to the east and south corners of the northeast and southeast legs	\$20.00	\$ 6,000.00
1	Each	Check the walk signal timing; add more time if needed	\$0.00	\$ -
		Contingency	15%	\$ 1,782.00
		Design 15%	15%	\$ 1,782.00
		Intersection One: Total Cost		\$ 15,444.00
J1. Frazier Ave. & Foster Ave. - Option Two				
1	LS	Replace the signals with a roundabout	\$200,000.00	\$ 200,000.00
600	SF	"Choke" the intersection down with curb extensions	\$20.00	\$ 12,000.00
		Contingency	20%	\$ 42,400.00
		Design 20%	20%	\$ 42,400.00
		Intersection One: Total Cost		\$ 296,800.00
J2. School Driveway Entrance and Exit on Foster Ave.				
400	SF	Level the sidewalks across the entrance and exit	\$12.00	\$ 4,800.00
80	SF	Connect the sidewalk northwest of the northwest entrance to the internal sidewalk	\$12.00	\$ 960.00
730	SF	Delineate an area (with parking stops, pylons, etc.) southeast of the southeast exit next to the tennis courts to create a pedestrian connection from the sidewalk to the internal sidewalk	\$1.75	\$ 1,277.50
		Contingency	15%	\$ 1,055.63
		Design 15%	15%	\$ 1,055.63
		Intersection Two: Total Cost		\$ 9,148.75
J3. Foster Ave. & Sparland St.				
1	Each	Add a raised yellow zebra-stripe crosswalk on the northwest leg	\$4,000.00	\$ 4,000.00
1	Each	Add a yellow zebra-stripe crosswalk to the northeast leg	\$500.00	\$ 500.00
600	SF	Add curb extensions on both crossing faces of the northwest and northeast legs	\$20.00	\$ 12,000.00
	SF	If the street remains two-way, install crossing islands on the northwest crosswalk instead of curb extensions		\$ -
60	LF	Add advanced yield lines to both approaches of the northwest leg crosswalk and to the approach to the northwest leg crosswalk	\$8.00	\$ 480.00
3	Each	Add R1-5 signs to both approaches of the northwest leg crosswalk and to the approach to the northeast leg crosswalk	\$350.00	\$ 1,050.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Sierra Vista Jr. High School and Sierra Vista High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
3	Each	Add an Assembly D sign to both approaches of the northwest leg crosswalk and to the approach to the northeast leg crosswalk	\$500.00	\$ 1,500.00
4	Each	Add Assembly B signs to the northwest and northeast leg crosswalks	\$500.00	\$ 2,000.00
		Contingency	15%	\$ 3,229.50
		Design 15%	15%	\$ 3,229.50
		Intersection Three: Total Cost		\$ 27,989.00
		J4. Foster Ave. and Baldwin Park Blvd.		
4	Each	Add a yellow zebra-stripe crosswalk on all legs	\$500.00	\$ 2,000.00
130	LF	Add advanced stop lines to all crosswalks	\$8.00	\$ 1,040.00
8	Each	Add countdown signals to all legs	\$800.00	\$ 6,400.00
40	SF	Add median noses to the medians in Baldwin Park Blvd.	\$10.00	\$ 400.00
600	SF	Reduce the curb return on all corners	\$20.00	\$ 12,000.00
	Each	Check the walk signal timing; add more time if needed	\$0.00	\$ -
		Contingency	15%	\$ 3,276.00
		Design 15%	15%	\$ 3,276.00
		Intersection Four: Total Cost		\$ 28,392.00
		J5. School Entrance on Francisquito Ave. between Robinette Ave. and Remy Ave.		
1	Each	Add a yellow zebra-stripe crosswalk	\$500.00	\$ 500.00
200	SF	Add curb extensions to both sides of the new crosswalk	\$20.00	\$ 4,000.00
50	SF	Add crossing islands	\$20.00	\$ 1,000.00
60	LF	Add advanced yield lines to the new crosswalk	\$8.00	\$ 480.00
2	Each	Add R1-5 signs to both approaches of the new crosswalk	\$350.00	\$ 700.00
2	Each	Add an Assembly D sign to both approaches of the new crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the new crosswalk	\$500.00	\$ 1,000.00
1	Each	Add rectangular rapid flash beacons to the new crosswalk	\$8,000.00	\$ 8,000.00
		Contingency	15%	\$ 2,502.00
		Design 15%	15%	\$ 2,502.00
		Intersection Five: Total Cost		\$ 21,684.00
		J6. Francisquito Ave. & Frazier St. - Option One		
1	LS	Replace the signals with a roundabout if a road diet is implemented on both Frazier St. and Francisquito Ave.	\$200,000.00	\$ 200,000.00
800	Each	Choke the intersection down with curb extensions	\$20.00	\$ 16,000.00
		Contingency	20%	\$ 43,200.00
		Design 20%	20%	\$ 43,200.00
		Intersection Six: Total Cost		\$ 302,400.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Sierra Vista Jr. High School and Sierra Vista High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		J6. Francisquito Ave. & Frazier St. - Option Two		
4	Each	Add a yellow zebra-stripe crosswalk on all legs	\$500.00	\$ 2,000.00
150	LF	Add advanced stop lines to all crosswalks	\$8.00	\$ 1,200.00
1	Each	Add a countdown signal to the southeast corner to cross southeast	\$800.00	\$ 800.00
2	Each	With a road diet on Francisquito Ave., add bus bulbs on the east and west corners	\$3,000.00	\$ 6,000.00
		Contingency	15%	\$ 1,500.00
		Design 15%	15%	\$ 1,500.00
		Intersection Seven: Total Cost		\$ 13,000.00
		Linear Improvements		
2	Each	Foster Ave. between Frazier St. and Baldwin Park Blvd. has Assembly C signs and two speed humps. 1. Add Assembly A signs. (2)	\$500.00	\$ 1,000.00
3700	LF	Foster Ave. between Frazier St. and Baldwin Park Blvd. has Assembly C signs and two speed humps. 2. Evaluate for 15 mph Assembly C signs. 3. Consider one-way treatment northwestbound with a drop-off on the southwest side and a two-way cycle track (12' cycle track, 3' buffer, 8' drop-off, 10' travel lane, 7' parking) [0.35 miles ~ 1850 feet]	\$8.00	\$ 29,600.00
19020	LF	Add a bike route with shared lane markings along Foster Ave./Harlan Ave. from Vineland Ave. to Los Angeles St. (this would have a two-way cycle track between Frazier St. and Baldwin Park Blvd. with the above concept) [1.8 miles ~ 9510']	\$1.75	\$ 33,285.00
19800	SF	Widen the sidewalk into a parkway along Foster Ave. from Frazier St. to Baldwin Park Blvd. (1800 LF, 11' wide)	\$12.00	\$ 237,600.00
5280	LF	Add a bike route with shared lane markings on Frazier St. from Foster Ave. to Merced Ave. (0.5 miles ~ 2640 feet) (There is a bike lane in each direction)	\$1.75	\$ 9,240.00
63360	SF	Reduce travel lanes on Merced Ave. from Baldwin Park Blvd. to Los Angeles St. and add colored bike lanes (56'-60' wide; 7' parking, 6' colored bike lane, 2' buffer where width is sufficient, 6' colored bike lane, 7' parking) [1 mile = 5280 feet]	\$4.00	\$ 253,440.00
10560	LF	Reduce travel lanes on Frazier St. from Garvey Ave. to Foster Ave. and add bike lanes [1 mile = 5280 feet] (Each bike lane is 6' wide, with one in each direction)	\$8.00	\$ 84,480.00
		Contingency	15%	\$ 97,296.75
		Design 20% (Includes evaluation for 10 mph Assembly C signs)	20%	\$ 129,729.00
		Linear improvements: Total Cost		\$ 745,941.75
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if necessary.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Sierra Vista Jr. High School and Sierra Vista High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Total Parking Cost		\$ 828.00
		Sierra Vista Jr. High School and Sierra Vista High School Cost Estimate- J1. Option One and J6. Option Two		\$ 862,427.50
		Sierra Vista Jr. High School and Sierra Vista High School Cost Estimate- J1. Option Two and J6. Option One		\$ 1,433,183.50

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Kenmore Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
K1. Kenmore Ave. & Illinois St.				
2	Each	Add a yellow zebra-stripe crosswalk to the north and east legs	\$500.00	\$1,000.00
1	Each	Add a raised yellow zebra-stripe crosswalk to the south leg	\$4,000.00	\$4,000.00
35	LF	Add advanced yield lines to the north and south leg crosswalks	\$8.00	\$280.00
2	Each	Add R1-5 signs to the north and south leg crosswalks	\$350.00	\$700.00
2	Each	Add Assembly D signs to the north and south leg crosswalks	\$500.00	\$1,000.00
4	Each	Add R1-6 signs to the north and south leg crosswalks	\$350.00	\$1,400.00
400	SF	Add curb extensions (likely with islands) on the northeast and southeast corners for the north and south leg crosswalks	\$20.00	\$8,000.00
20	LF	Add an advanced stop line to the east leg crosswalk	\$8.00	\$160.00
1	Each	Add a curb ramp to the west side of the north leg and pave a connection to the sidewalk	\$1,500.00	\$1,500.00
75	LF	Add a red curb to the west side of Kenmore Ave. north of Illinois St., and to the east side of Kenmore Ave. south of Illinois St.	\$2.00	\$150.00
1	Each	Evaluate ways to improve drainage	\$20,000.00	\$20,000.00
		Contingency	20%	\$ 7,638.00
		Design 25% (Due to special design)	25%	\$ 9,547.50
		Intersection One: Total Cost		\$ 55,375.50
K2. Merced Ave. & Illinois St.				
2	Each	Add white zebra-stripe crosswalks to the south and east legs	\$500.00	\$ 1,000.00
15	LF	Add an advanced stop line to the east leg crosswalk	\$8.00	\$ 120.00
60	SF	With a road diet on Merced Ave., add crossing islands to the south leg crosswalk and eliminate left turns north and westbound	\$20.00	\$ 1,200.00
65	LF	Add advanced yield lines to both approaches to the south leg crosswalk	\$8.00	\$ 520.00
2	Each	Add R1-5 signs to both approaches to the south leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the south leg crosswalk	\$500.00	\$ 1,000.00
500	SF	Add curb extensions to both crossing faces of the south and east leg crosswalks	\$20.00	\$ 10,000.00
1	Each	Add rectangular rapid flash beacons to the south leg crosswalk	\$8,000.00	\$ 8,000.00
		Contingency	15%	\$ 3,381.00
		Design 15%	15%	\$ 3,381.00
		Intersection Two: Total Cost		\$ 29,302.00
K3. Merced Ave. & Frazier St.				
2	Each	Add zebra-stripe crosswalks to the north and west legs	\$500.00	\$ 1,000.00
15	LF	Add an advanced stop line to the west leg crosswalk	\$8.00	\$ 120.00
60	SF	With a road diet on Merced Ave., add crossing islands to the north leg crosswalk	\$20.00	\$ 1,200.00
60	LF	Add advanced yield lines to both approaches to the north leg crosswalk (there are 16 triangles)	\$8.00	\$ 480.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Kenmore Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
2	Each	Add R1-5 signs to both approaches to the north leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the north leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the north leg crosswalk	\$500.00	\$ 1,000.00
600	SF	Add curb extensions to both crossing faces of the north and west leg crosswalks	\$20.00	\$ 12,000.00
1	Each	Add rectangular rapid flash beacons to the north leg	\$8,000.00	\$ 8,000.00
		Contingency	15%	\$ 3,825.00
		Design 15%	15%	\$ 3,825.00
		Intersection Three: Total Cost		\$ 32,150.00
		K4. Monterey Ave. & Frazier St.		
400	SF	Add a large curb extension on the southwest corner to lop off the skew and to create a direct crosswalk from the southwest corner to the northeast corner	\$20.00	\$ 8,000.00
3	Each	Add zebra-stripe crosswalks to the north, south, and center legs	\$500.00	\$ 1,500.00
60	LF	Add advanced stop lines to the north, south, and center leg crosswalks	\$8.00	\$ 480.00
200	SF	Add a curb extension to the southeast corner for the south leg crosswalk	\$20.00	\$ 4,000.00
1	Each	Move the stop sign out to a more visible location	\$250.00	\$ 250.00
200	SF	Add a curb extension to the northeast corner for the center leg crosswalk	\$20.00	\$ 4,000.00
		Contingency	15%	\$ 2,734.50
		Design 15%	15%	\$ 2,734.50
		Intersection Four: Total Cost		\$ 23,699.00
		K5. Monterey Ave. & Ramona Blvd.		
2	Each	Add zebra-stripe crosswalks to the west and south legs	\$500.00	\$ 1,000.00
40	LF	Add advanced stop lines to the west and south legs	\$8.00	\$ 320.00
30	SF	Add a nose to the west leg median in Ramona Blvd.	\$10.00	\$ 300.00
1	Each	Add a bus bulb to the southwest corner to cross the west leg	\$3,000.00	\$ 3,000.00
500	SF	Add curb extensions to both crossing faces of the south leg	\$20.00	\$ 10,000.00
		Contingency	15%	\$ 2,193.00
		Design 15%	15%	\$ 2,193.00
		Intersection Five: Total Cost		\$ 19,006.00
		K6. Kenmore Ave. & Ramona Blvd.		
1	Each	Add a zebra-stripe crosswalk to the south leg	\$500.00	\$ 500.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Kenmore Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
20	LF	Add an advanced stop line to the south leg	\$8.00	\$ 160.00
400	SF	Add curb extensions to both crossing faces of the south leg	\$20.00	\$ 8,000.00
		Contingency	15%	\$ 1,299.00
		Design 15%	15%	\$ 1,299.00
		Intersection Six: Total Cost		\$ 11,258.00
		Linear Improvements - Kenmore Avenue near the school		
2	Each	Add Assembly C signs	\$500.00	\$ 1,000.00
1	Each	Conduct an engineering study for 15 mph signs (see below)	\$0.00	\$ -
1	Each	Add a speed feedback sign southbound	\$10,000.00	\$ 10,000.00
1	LS	Add speed cushions	\$7,000.00	\$ 7,000.00
1	Each	Lengthen the drop-off area (note: could vary widely)	\$100,000.00	\$ 100,000.00
1	Each	Prohibit parking in the drop-off area with a sign	\$350.00	\$ 350.00
1	Each	Require school employees to park in the lot with a sign	\$350.00	\$ 350.00
		Linear Improvements - Monterey Avenue near the school		
1	LS	Add speed cushions	\$7,000.00	\$ 7,000.00
1	Each	Conduct an engineering study for 15 mph signs (see below)	\$0.00	\$ -
		Contingency	15%	\$ 18,855.00
		Design 20% (Includes the cost of conducting two engineering studies for 15 mph signs)	20%	\$ 25,140.00
		Linear improvements: Total Cost		\$ 169,695.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if needed.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Vineland Elementary School Cost Estimate		\$ 341,313.50

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Central Elementary School and Baldwin Park High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
L1. Puente Ave. and Root St., and Central Ave. and Chetney Dr.				
5	Each	Add zebra-stripe crosswalk on all legs	\$500.00	\$ 2,500.00
60	LF	Add advanced stop line on the southern northwest leg crosswalk	\$8.00	\$ 480.00
300	SF	Square Puente Ave. off southbound north of Central Ave. with a large curb extension on the south side of the north leg (to cross Puente Ave.)	\$20.00	\$ 6,000.00
350	SF	Reduce curb radii on the northwest corner to cross Central Ave., and on both sides of the southeast leg to cross Chetney Dr.	\$20.00	\$ 7,000.00
50	SF	With a road diet on Root St., add crossing islands for the northeast leg crosswalk, crossing Root St.	\$20.00	\$ 1,000.00
2	Each	Add curb ramps to the southwest leg crosswalk	\$1,500.00	\$ 3,000.00
1	Each	Allow southbound right turns onto Central Ave. through the use of a sign	\$350.00	\$ 350.00
1	Each	Due to its complexity, the City may consider signaling this intersection	\$100,000.00	\$ 100,000.00
		Contingency	20%	\$ 24,066.00
		Design 20%	20%	\$ 24,066.00
		Intersection One: Total Cost		\$ 168,462.00
L2. Central Ave. & Big Dalton Ave.				
2	Each	Add a yellow zebra-stripe crosswalk on the northwest and southwest legs	\$500.00	\$ 1,000.00
45	LF	Add advanced stop lines to the crosswalks on all legs	\$8.00	\$ 360.00
700	SF	Add a long curb extension on the northwest side from one crosswalk to the other	\$20.00	\$ 14,000.00
1	Each	Add a raised yellow zebra-stripe crosswalk to the southeast leg	\$4,000.00	\$ 4,000.00
750	SF	Add curb extensions to or reduce the curb radii of all crossing faces of the west and south corners	\$20.00	\$ 15,000.00
		Contingency	15%	\$ 5,154.00
		Design 15%	15%	\$ 5,154.00
		Intersection Two: Total Cost		\$ 44,668.00
L3. Big Dalton Wash Bridge				
1	Each	Widen the bridge for pedestrians and bicyclists	\$500,000.00	\$ 500,000.00
2	Each	Add ramps to both sides of the new bridge	\$1,500.00	\$ 3,000.00
400	SF	Fix the uplifted sidewalk	\$12.00	\$ 4,800.00
		Contingency	15%	\$ 76,170.00
		Design 15%	15%	\$ 76,170.00
		Intersection Three: Total Cost		\$ 660,140.00
L4. Badillo Street & Puente Avenue				
4	Each	Add zebra-stripe crosswalks to all legs	\$500.00	\$ 2,000.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Central Elementary School and Baldwin Park High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
130	LF	Add advanced stop lines to all crosswalks	\$8.00	\$ 1,040.00
8	Each	Add countdown signals to all legs	\$800.00	\$ 6,400.00
1	Each	Add a curb ramp to the northwest corner with a widened sidewalk	\$1,500.00	\$ 1,500.00
1	Each	Add a curb ramp to the northeast corner	\$1,500.00	\$ 1,500.00
300	SF	Add a curb extension to the west side of the south leg	\$20.00	\$ 6,000.00
300	SF	Reduce the curb radii to the southwest corner to cross the west leg	\$20.00	\$ 6,000.00
25	SF	Add noses to the medians on Badillo Street	\$10.00	\$ 250.00
		Contingency	15%	\$ 3,703.50
		Design 15%	15%	\$ 3,703.50
		Intersection Four: Total Cost		\$ 32,097.00
		L5. Puente Avenue and Dexter Street		
2	Each	Add a yellow zebra-stripe crosswalk on the north and west legs	\$500.00	\$ 1,000.00
20	LF	Add an advanced stop line to the west leg crosswalk	\$8.00	\$ 160.00
50	LF	Add advanced yield lines to both approaches to the north leg crosswalk	\$8.00	\$ 400.00
2	Each	Add R1-5 signs to both approaches to the north leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the north leg crosswalk	\$500.00	\$ 1,000.00
400	SF	Add curb extensions to both sides of the north leg crosswalk	\$20.00	\$ 8,000.00
		Contingency	15%	\$ 1,689.00
		Design 15%	15%	\$ 1,689.00
		Intersection Five: Total Cost		\$ 14,638.00
		L6. Puente Ave. and Cleary Dr./Millbury Ave.		
4	Each	Add a yellow zebra-stripe crosswalk on all legs	\$500.00	\$ 2,000.00
35	LF	Add an advanced stop line to the east and west leg crosswalks	\$8.00	\$ 280.00
40	LF	Add advanced yield lines to both approaches to the north and south leg crosswalks	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to both approaches to the north and south leg crosswalks	\$350.00	\$ 700.00
500	SF	Reduce the curb radii on all corners	\$20.00	\$ 10,000.00
		Contingency	15%	\$ 1,995.00
		Design 15%	15%	\$ 1,995.00
		Intersection Six: Total Cost		\$ 17,290.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Central Elementary School and Baldwin Park High School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
L7. Puente Avenue and Big Dalton Avenue				
1	Each	Add a yellow zebra-stripe crosswalk on west leg (1)	\$500	\$ 500.00
20	LF	Add an advanced stop line to the west leg crosswalk	\$8	\$ 160.00
		Contingency	15%	\$ 99.00
		Design 15%	15%	\$ 99.00
		Intersection Seven: Total Cost		\$ 858.00
Linear Improvements				
240	LF	Central Ave. in front of Central Elementary School- extend the yellow curb to the first driveway southeast of the school for drop-off and pick-up	\$2.00	\$ 480.00
1500	SF	Central Ave. in front of Central Elementary School- delineate a sidewalk area with parking stops, pylons, etc. along the southeast edge of the school parking lot to allow students to connect with the sidewalk in front of the school without crossing the driveway (the parking lot is 60' long and 25' wide)	\$1.75	\$ 2,625.00
3200	SF	Central Ave. in front of Central Elementary School- pave the parkway from the southeast driveway to Big Dalton Ave. (The sidewalk is 290' long and 11' wide)	\$12.00	\$ 38,400.00
2800	LF	Add a bike route with shared lane markings along Central Ave. from Puente Ave. to Downing St. (0.53 miles ~ 2800 feet)	\$1.75	\$ 4,900.00
88800	SF	Reduce the number of travel lanes along Root St./Puente Ave. from the northeast city limit to Merced Ave. and add bike lanes (60' wide segments: 8' parking, 7' colored bike lane, 10' travel lane, 10' center-turn lane, 10' travel lane, 7' colored bike lane, 8' parking) (54'-wide segments: 7' parking, 5'6" colored bike lane, 10' travel lane, 9' center-turn lane, 10' travel lane, 5'6" colored bike lane, 7' parking) [Using a 6' wide bike lane, with one in each direction] [1.4 miles ~ 7400 LF]	\$4.00	\$ 355,200.00
		Contingency	15%	\$ 60,240.75
		Design 15%	15%	\$ 60,240.75
		Linear improvements: Total Cost		\$ 522,086.50
Bicycle, Skateboard, and Scooter Parking				
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if needed.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Central Elementary School and Baldwin Park High School Cost Estimate		\$ 1,461,067.50

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Elwin Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
M1. Waco St. & Cosby Ave.				
2	Each	Add a yellow zebra-stripe crosswalk on the west and east legs across Waco St.	\$500.00	\$ 1,000.00
2	Each	Add ramps on the south side of the street for the west and east leg crosswalks	\$150.00	\$ 300.00
70	LF	Paint the curb red at the curb ramps on the southwest and northeast corners	\$2.00	\$ 140.00
30	LF	Add advanced yield lines to both approaches to the east and west leg crosswalks	\$8.00	\$ 240.00
2	Each	Add R1-5 signs to both approaches to the east and west leg crosswalks	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the east and west leg crosswalks	\$500.00	\$ 1,000.00
4	Each	Add Assembly B signs to the east and west leg crosswalks	\$500.00	\$ 2,000.00
		Contingency	15%	\$ 807.00
		Design 15%	15%	\$ 807.00
		Intersection One: Total Cost		\$ 6,994.00
M2. Waco St. & San Gabriel River Parkway				
75	LF	Add a yellow transverse-line crosswalk on the west leg	\$8.00	\$ 600.00
1	Each	Add a ramp on the southwest corner	\$1,500.00	\$ 1,500.00
		Contingency	15%	\$ 315.00
		Design 15%	15%	\$ 315.00
		Intersection Two: Total Cost		\$ 2,730.00
M3. Waco St. & Athol St.				
4	Each	Add yellow zebra-stripe crosswalks on all four legs	\$500.00	\$ 2,000.00
85	LF	Install advanced stop lines on all approaches to the intersection	\$8.00	\$ 680.00
		Contingency	15%	\$ 402.00
		Design 15%	15%	\$ 402.00
		Intersection Three: Total Cost		\$ 3,484.00
M4. Athol St. and Fairgrove St.				
4	Each	Install zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
85	LF	Add advanced stop lines on all legs	\$8.00	\$ 680.00
		Contingency	15%	\$ 402.00
		Design 15%	15%	\$ 402.00
		Intersection Four: Total Cost		\$ 3,484.00
M5. Fairgrove St. & Cosby Ave.				
1	Each	Install a mini-circle with curb extensions for traffic calming	\$45,000.00	\$ 45,000.00
3	Each	Add zebra-stripe crosswalks on all legs	\$500.00	\$ 1,500.00
1	SF	Add a ramp on the northeast corner	\$1,500.00	\$ 1,500.00
		Contingency	20%	\$ 9,600.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Elwin Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Design 20%	20%	\$ 9,600.00
		Intersection Five: Total Cost		\$ 67,200.00
		M6. Fairgrove St. & Barnes Ave.		
4	Each	Install zebra-stripe crosswalks on all legs	\$500.00	\$ 2,000.00
85	LF	Add advanced stop lines on all legs	\$8.00	\$ 680.00
		Contingency	15%	\$ 402.00
		Design 15%	15%	\$ 402.00
		Intersection Six: Total Cost		\$ 3,484.00
		M7. Syracuse Ave. & Fairgrove St.		
2	Each	Install zebra-stripe crosswalks on the north leg and the east leg	\$500.00	\$ 1,000.00
1	SF	Add a ramp on the northwest corner	\$1,500.00	\$ 1,500.00
30	LF	Paint the curb red on the west side for 30' north of the crosswalk	\$2.00	\$ 60.00
50	LF	Add advanced yield lines to both approaches to the north leg crosswalk	\$8.00	\$ 400.00
2	Each	Add R1-5 signs to both approaches to the north leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the north crosswalk	\$500.00	\$ 1,000.00
4	Each	Add Assembly B signs to the north leg crosswalk	\$500.00	\$ 2,000.00
		Contingency	15%	\$ 999.00
		Design 15%	15%	\$ 999.00
		Intersection Seven: Total Cost		\$ 8,658.00
		M8. Syracuse Ave. & Finchley Street		
1	Each	Install a zebra-stripe crosswalk on the north leg	\$500.00	\$ 500.00
50	SF	Add a crossing island for the north leg crosswalk	\$20.00	\$ 1,000.00
		Contingency	15%	\$ 225.00
		Design 15%	15%	\$ 225.00
		Intersection Eight: Total Cost		\$ 1,950.00
		M9. Finchley Street & Barnes Avenue		
2	Each	Add stop signs on both legs of Finchley	\$350.00	\$ 700.00
1	Each	Install a zebra-stripe crosswalk on the south leg of the north intersection	\$500.00	\$ 500.00
40	LF	Add advanced yield lines to both approaches to the new crosswalk	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to both approaches to the new crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the new crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the new crosswalk	\$500.00	\$ 1,000.00
		Contingency	15%	\$ 633.00
		Design 15%	15%	\$ 633.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Elwin Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Intersection Nine: Total Cost		\$ 5,486.00
		M10. Finchley Street & Westcott Avenue		
225	LF	Add transverse-line crosswalks on the north and south legs	\$8.00	\$ 1,800.00
		Contingency	15%	\$ 270.00
		Design 15%	15%	\$ 270.00
		Intersection Ten: Total Cost		\$ 2,340.00
		M11. Barnes Avenue & Waco Street		
1	Each	Install a zebra-stripe crosswalk on the east leg	\$500	\$ 500.00
20	LF	Add an advanced stop line to the east leg crosswalk	\$8	\$ 160.00
		Contingency	15%	\$ 99.00
		Design 15%	15%	\$ 99.00
		Intersection Eleven: Total Cost		\$ 358.00
		M12. Barnes Avenue & Aukland Street		
1	Each	Install a zebra-stripe crosswalk on the west leg	500	\$ 500.00
20	LF	Add an advanced stop line to the west leg crosswalk	8	\$ 160.00
400	SF	Add a curb extension to the west leg crosswalk (2)	\$20	\$ 8,000.00
		Contingency	15%	\$ 1,299.00
		Design 15%	15%	\$ 1,299.00
		Intersection Twelve: Total Cost		\$ 10,758.00
		M13. Barnes Avenue & Chelsfield Street		
4	Each	Add zebra-stripe crosswalks on all legs (4)	\$500	\$ 2,000.00
85	LF	Add an advanced stop line on all legs (4)	\$8	\$ 680.00
800	SF	Add a curb extension to all legs (4)	\$20	\$ 16,000.00
		Contingency	15%	\$ 2,802.00
		Design 15%	15%	\$ 2,802.00
		Intersection Thirteen: Total Cost		\$ 22,284.00
		M14. Fairgrove Street & Westcott Avenue		
3	Each	Install a zebra-stripe crosswalk on all legs (3)	\$500	\$ 1,500.00
1	Each	Add a mini circle (1)	\$45,000	\$ 45,000.00
600	SF	Add a curb extension to legs (3)	\$20	\$ 12,000.00
		Contingency	15%	\$ 8,775.00
		Design 15%	15%	\$ 8,775.00
		Intersection Fourteen: Total Cost		\$ 74,550.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Elwin Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Linear Improvements		
200	LF	Repaint the red curb in front of the school on Waco St.	\$2.00	\$ 400.00
2	Each	Add ramps or concrete driveway aprons on Waco Street to make the sidewalk in front of the bus drop-off area accessible	\$1,500.00	\$ 3,000.00
1200	SF	Widen the sidewalk to 6' on the south side of Waco St. between the school property line and Athol St. (200 LF)	\$12.00	\$ 14,400.00
1	Each	At the existing concrete walkway across the power line right-of-way at the end of Finchley Street, add a curb ramp to provide bicycle access	\$1,500.00	\$ 1,500.00
600	SF	At the existing concrete walkway across the power line right-of-way at the end of Finchley Street, provide a wider concrete walkway at this location (the current walkway is less than 3' wide at this location (one ramp plus about 60 sf of concrete walkway) [the current walkway is 180' wide] 60 sf + 180' x 3' width	\$12.00	\$ 7,200.00
625	SF	Provide a concrete walkway across the power line right-of-way, connecting the ends of the north side sidewalks of Salisbury Street (125 linear feet of 5-foot walkway)	\$12.00	\$ 7,500.00
2	Each	At the ends of the north side sidewalks of Salisbury Street, provide ramps to the street for bicyclists (two ramps)	\$1,500.00	\$ 3,000.00
2760	SF	Along Fairgrove Stret between the parking lot and the north leg of Cosby Avenue, narrow the street width from 38' to 30' to provide a 6' wide sidewalk plus a buffer (460 LF)	\$12.00	\$ 33,120.00
		Contingency	15%	\$ 10,518.00
		Design 15%	15%	\$ 10,518.00
		Linear improvements: Total Cost		\$ 91,156.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicyclists as described in the Design Guidance section. Add more if needed.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		Elwin Elementary School Cost Estimate		\$ 305,744.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Walnut Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
N1. Walnut St. & Benwood St.				
1	Each	Add a yellow zebra-striped crosswalk on the north leg	\$500.00	\$ 500.00
1	Each	Provide a ramp on the east side of the street for this crosswalk	\$1,500.00	\$ 1,500.00
40	LF	Add advanced yield lines to both approaches to the north leg crosswalk	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to both approaches to the north leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the north leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the north leg crosswalk	\$500.00	\$ 1,000.00
		Contingency	15%	\$ 753.00
		Design 15%	15%	\$ 753.00
		Intersection One: Total Cost		\$ 6,526.00
N2. Center St. & Dunia St.				
2	Each	Install zebra-stripe crosswalks on the north and west legs	\$500.00	\$ 1,000.00
1	Each	Add a ramp on the east side for the north leg crosswalk	\$1,500.00	\$ 1,500.00
60	LF	Add advanced yield lines to both approaches to the north and west leg crosswalks	\$8.00	\$ 480.00
2	Each	Add R1-5 signs to both approaches to the north and west leg crosswalks	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the north and west leg crosswalks	\$500.00	\$ 1,000.00
4	Each	Add Assembly B signs to the north and west leg crosswalks	\$500.00	\$ 2,000.00
1	LS	Trim trees blocking the existing Assembly B and Assembly D signs	\$500.00	\$ 500.00
1	Each	Work with the school to have the gate near this intersection opened during arrival and dismissal times (except when the field is wet)	\$0.00	\$ -
		Contingency	15%	\$ 1,077.00
		Design 15%	15%	\$ 1,077.00
		Intersection Two: Total Cost		\$ 9,334.00
Linear Improvements				
15	LF	Change the white curb to a red curb between the school parking lot exit and the fire hydrant (north of the driveway)	\$2.00	\$ 30.00
20	LF	Paint the curb red for 20' of length south of the parking lot exit driveway	\$2.00	\$ 40.00
4000	SF	Along the school property frontage, widen the sidewalk on Walnut St. from 4' to 6', leaving a 3.5' planter strip (approximately 660') [All of the sidewalk must be paved]	\$12.00	\$ 48,000.00
4000	SF	Widen the sidewalk on Center St. along the school property frontage from 4' to 6', leaving a 3' planter strip (~ 660') [All of the sidewalk must be paved]	\$12.00	\$ 48,000.00
		Contingency	15%	\$ 14,410.50
		Design 15%	15%	\$ 14,410.50

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Walnut Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Linear improvements: Total Cost		\$ 124,891.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance Section. Add more if needed.	\$350.00	\$ 350.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$350.00	\$ 350.00
		Contingency	15%	\$ 105.00
		Total Parking Cost		\$ 805.00
		Walnut Elementary School Cost Estimate		\$ 141,556.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : De Anza Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
O1. Bess Ave. & Barnes Ave.				
2	Each	Add yellow zebra-striped crosswalks on the north and east legs	\$500.00	\$ 1,000.00
50	LF	Add advanced stop lines on the north and east legs	\$8.00	\$ 400.00
		Contingency	15%	\$ 210.00
		Design 15%	15%	\$ 210.00
		Intersection One: Total Cost		\$ 1,820.00
O2. Bess Ave. & Syracuse Ave.				
4	Each	Install white zebra-striped crosswalks on all four legs	\$500.00	\$ 2,000.00
85	LF	Add advanced stop lines on all four legs	\$8.00	\$ 680.00
4	Each	Improve street lighting (There are three existing street lights out there that can be replaced with LED lights. The western leg does not have any street lights and can have one installed there.)	\$3,000.00	\$ 12,000.00
		Contingency	15%	\$ 2,202.00
		Design 15%	15%	\$ 2,202.00
		Intersection Two: Total Cost		\$ 19,084.00
O3. Bess Ave. & Patritti Ave.				
2	Each	Install zebra-striped crosswalks on the east and south legs	\$500.00	\$ 1,000.00
55	LF	Add advanced yield lines to both approaches to the east and south leg crosswalks	\$8.00	\$ 440.00
2	Each	Add R1-5 signs to both approaches to the east and south leg crosswalks	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the east and south leg crosswalks	\$500.00	\$ 1,000.00
4	Each	Add Assembly B signs to the east and south leg crosswalks	\$500.00	\$ 2,000.00
4	Each	Improve street lighting (Street lights can be added at the north, east, and south legs. One can also be added along the western side on the sidewalk.)	\$3,000.00	\$ 12,000.00
		Contingency	15%	\$ 2,571.00
		Design 15%	15%	\$ 2,571.00
		Intersection Three: Total Cost		\$ 22,282.00
O4. Bess Ave. & Athol St.				
800	SF	Install smaller corner radii on the southwest and southeast corners (the largest trucks likely do not come often and can use more of the intersection); relocate the curb ramps on these corners. In the short term, create smaller radii by using pavement markings and reflective raised pavement markers	\$20.00	\$ 16,000.00
4	Each	Add zebra-striped crosswalks on all four legs	\$500.00	\$ 2,000.00
90	LF	Add advanced stop lines on all four legs	\$8.00	\$ 720.00
		Contingency	15%	\$ 2,808.00
		Design 15%	15%	\$ 2,808.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : De Anza Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Intersection Four: Total Cost		\$ 24,336.00
		O5. Bess Ave. & Mangum St.		
2	Each	Add white zebra-striped crosswalks on the west and north legs	\$500.00	\$ 1,000.00
1	Each	Add a curb ramp on the southwest corner for the west leg crosswalk	\$1,500.00	\$ 1,500.00
25	LF	Add an advanced stop line on the north leg	\$8.00	\$ 200.00
40	LF	Add advanced yield lines to both approaches to the west leg	\$8.00	\$ 320.00
2	Each	Add R1-5 signs to both approaches to the west leg	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the west leg	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the west leg crosswalk	\$500.00	\$ 1,000.00
		Contingency	15%	\$ 858.00
		Design 15%	15%	\$ 858.00
		Intersection Five: Total Cost		\$ 7,436.00
		O6. Bess Ave. & Garvey Ave./I-10 On-Ramp		
2	Each	Add white zebra-striped crosswalks on the northwest and northeast legs	\$500.00	\$ 1,000.00
50	LF	Add stop lines on the northwest and northeast legs	\$8.00	\$ 400.00
150	SF	Construct a smaller corner radius on the west corner	\$20.00	\$ 3,000.00
75	SF	Realign the northeast leg crosswalk by constructing a smaller corner radius on the southeast corner	\$20.00	\$ 1,500.00
		Contingency	15%	\$ 885.00
		Design 15%	15%	\$ 885.00
		Intersection Six: Total Cost		\$ 7,670.00
		O7. Bess Ave. & Leorita St.		
2	Each	Add signs prohibiting on-street parking during the time that the bus stops	\$350.00	\$ 700.00
4	Each	Add zebra-striped crosswalks on all four legs	\$500.00	\$ 2,000.00
90	LF	Add advanced stop lines on all four legs	\$8.00	\$ 720.00
		Contingency	15%	\$ 513.00
		Design 15%	15%	\$ 513.00
		Intersection Seven: Total Cost		\$ 4,446.00
		O8. Walkway at the back of the school at Torch St.		
1	Each	Add a zebra-striped crosswalk at the walkway to cross to the south side of the street	\$500.00	\$ 500.00
35	LF	Add advanced yield lines to both approaches to the new crosswalk	\$8.00	\$ 280.00
2	Each	Add R1-5 signs to both approaches to the new crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the new leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add Assembly B signs to the new leg crosswalk	\$500.00	\$ 1,000.00
2	Each	Add curb ramps at each end of the new crosswalk	\$1,500.00	\$ 3,000.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : De Anza Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
2	Each	Add signs directing people to the school	\$350.00	\$ 700.00
		Contingency	15%	\$ 1,077.00
		Design 15%	15%	\$ 1,077.00
		Intersection Eight: Total Cost		\$ 9,334.00
		O9. Barnes Avenue & Waltham Street		
4	Each	Add zebra-stripe crosswalks on all legs (4)	\$500	\$ 2,000.00
85	LF	Add an advanced stop line on all legs (4)	\$8	\$ 680.00
800	SF	Add a curb extension to all legs (4)	\$20	\$ 16,000.00
		Contingency	15%	\$ 2,802.00
		Design 15%	15%	\$ 2,802.00
		Intersection Nine: Total Cost		\$ 22,284.00
		O10. Syracuse Avenue & Waltham Street		
1	Each	Add zebra-stripe crosswalks on east leg	\$500	\$ 500.00
20	LF	Add an advanced stop line on east leg	\$8	\$ 160.00
		Contingency	15%	\$ 99.00
		Design 15%	15%	\$ 99.00
		Intersection Ten: Total Cost		\$ 358.00
		O11. Syracuse Avenue & Torch Street		
4	Each	Add zebra-stripe crosswalks on all legs (4)	\$500	\$ 2,000.00
85	LF	Add an advanced stop line on all legs (4)	\$8	\$ 680.00
900	SF	Add a curb extension to all legs (4)	\$20	\$ 18,000.00
		Contingency	15%	\$ 3,102.00
		Design 15%	15%	\$ 3,102.00
		Intersection Eleven: Total Cost		\$ 24,884.00
		O12. Torch Street & Patriitti Avenue		
1	Each	Add zebra-stripe crosswalk on the north leg (1)	\$500	\$ 500.00
60	LF	Add advanced yield lines to both approaches to the north leg (2)	\$8	\$ 480.00
2	Each	Add R1-5 signs to both approaches to the north leg (2)	\$350	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the north leg (2)	\$500	\$ 1,000.00
2	Each	Add Assembly B signs to the north leg crosswalk (2)	\$500	\$ 1,000.00
		Contingency	15%	\$ 552.00
		Design 15%	15%	\$ 552.00
		Intersection Twelve: Total Cost		\$ 3,104.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : De Anza Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Linear Improvements		
600	sf	Make improvements at the stairway connecting Athol St. (near the bridge) to Nolina Ave., including improved lighting, stair reconstruction where needed, new handrails, and repaired fences	\$35.00	\$ 21,000.00
720	LF	Athol St. bridge over I-10: in the short term, restripe this bridge with bike lanes by using a curb-to-curb cross section of 6' bike lane, 10' travel lane, 10' travel lane, 6' bike lane (360 LF, one bike lane in each direction)	\$8.00	\$ 5,760.00
2520	SF	Athol St. bridge over I-10: in the long term, reconstruct the street to widen the sidewalk from 4'10" to 6'10" with a curb-to-curb cross section of 5' bike lane, 10' travel lane, 10' travel lane, 5' bike lane (360 LF, use a 7' wide sidewalk for calculations)	\$12.00	\$ 30,240.00
720	LF	Athol St. bridge over I-10: in the long term, reconstruct the street to widen the sidewalk from 4'10" to 6'10" with a curb-to-curb cross section of 5' bike lane, 10' travel lane, 10' travel lane, 5' bike lane (360 LF, one bike lane in each direction)	\$8.00	\$ 5,760.00
2120	LF	On Athol St. between Bess St. and Frazier St., restripe to provide buffered bike lanes (0.2 miles ~ 1060 LF, there is a bike lane in each direction)	\$8.00	\$ 16,960.00
		Contingency	15%	\$ 11,958.00
		Design 15%	15%	\$ 11,958.00
		Linear improvements: Total Cost		\$ 91,678.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if necessary.	\$360.00	\$ 360.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$360.00	\$ 360.00
		Contingency	15%	\$ 108.00
		Total Parking Cost		\$ 828.00
		De Anza Elementary School Cost Estimate		\$ 239,544.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Bursch Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
P1. Merced Ave. & Palm Ave.				
4	Each	Add yellow zebra-stripe crosswalks on all four legs	\$500.00	\$ 2,000.00
90	LF	Add advanced stop lines on all four legs	\$8.00	\$ 720.00
1000	SF	Add curb extensions on all faces of all four corners	\$20.00	\$ 20,000.00
		Contingency	15%	\$ 3,408.00
		Design 15%	15%	\$ 3,408.00
		Intersection One: Total Cost		\$ 29,536.00
P2. Merced Ave. & Elwyn Dr.				
1	ea	Install a sidewalk extension with a plate or trench drain for the existing drainage channel	\$ 25,000.00	\$ 25,000.00
		Contingency	20%	\$ 5,000.00
		Design 20%	20%	\$ 5,000.00
		Intersection Two: Total Cost		\$ 35,000.00
P3. Palm Ave. & Walnut St.				
4	Each	Install yellow zebra-stripe crosswalks on all four legs	\$500.00	\$ 2,000.00
80	LF	Add advanced stop lines on all four legs	\$8.00	\$ 640.00
		Contingency	15%	\$ 396.00
		Design 15%	15%	\$ 396.00
		Intersection Three: Total Cost		\$ 3,432.00
P4. Palm Ave. & Center St.				
1	Each	Conduct a warrant study to consider installing all-way stop control	\$20,000.00	\$ 20,000.00
1000	SF	If an all-way stop is not warranted, install curb extensions on the north and south faces of the west leg and east leg crosswalks	\$20.00	\$ 20,000.00
4	Each	Add zebra-stripe crosswalks on all four legs	\$500.00	\$ 2,000.00
50	SF	Add "STOP" pavement markings	\$1.75	\$ 87.50
2	Each	Add R-1 signs	\$350.00	\$ 700.00
80	LF	Add advanced stop lines on all four legs	\$8.00	\$ 640.00
1	Each	Fix the broken pavement at the cross gutter	\$1,500.00	\$ 1,500.00
		Contingency	15%	\$ 6,739.13
		Design 20% (Includes the warrant study cost)	20%	\$ 8,985.50
		Intersection Four: Total Cost		\$ 60,652.13
Linear Improvements				

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Bursch Elementary School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
99820	SF	(Improvement also listed under Olive Middle School) Remove two travel lanes on Merced Ave. (56' to 64', four lanes with on-street parking) from Ramona Blvd. to Nubia St., add a center-turn lane with interspersed landscaped median islands and curb extensions to the inset parking, and add colored bike lanes [7'-8' parking, 6'-7' colored bike lane, 10'-11' travel lane, 10'-12' center-turn lane/median islands, 10'-11' travel lane, 6'-7' colored bike lane, 7'-8' parking] [FOR ONLY THE COST OF THE COLORED BIKE LANES, use a 7' width and a length of 1.35 miles or ~7130 LF]	\$4.00	\$ 399,280.00
5	Each	When lanes are removed as described above, restrict parking on the west side of the street between the northernmost school property line and the entrance to the drop-off area in front of the school (FIVE signs spaced at about 55' to prohibit parking for ~220' of curb)	\$350.00	\$ 1,750.00
1760	SF	From the northernmost school property line to the drop off area in front of the school, replace the existing asphalt between the sidewalk and the curb with a concrete sidewalk (the sidewalk is approximately 8' wide)	\$12.00	\$ 21,120.00
3510	SF	On Palm Ave. between Walnut St. and Merced Ave., widen the existing sidewalk from 4' to 6', leaving a 3.5' wide planting strip (585 LF, 6' wide sidewalk)	\$12.00	\$ 42,120.00
2	Each	On Walnut St. at the entrance to the day care at the back of the school, place two signs prohibiting parking for 60' of curb length during the time of day that the bus stops at this location	\$350.00	\$ 700.00
		Contingency	15%	\$ 69,745.50
		Design 25%	25%	\$ 116,242.50
		Linear improvements: Total Cost		\$ 650,958.00
		Bicycle, Skateboard, and Scooter Parking		
1	Each	Add racks for 10 bicycles as described in the Design Guidance section. Add more if needed.	\$350.00	\$ 350.00
1	Each	Add racks for 10 skateboards or scooters. Add more if needed.	\$350.00	\$ 350.00
		Contingency	15%	\$ 105.00
		Total Parking Cost		\$ 805.00
		Bursch Elementary School Cost Estimate		\$ 780,383.13

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Olive Middle School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
INSTALLATIONS				
Q1. Olive St. & Walnut St.				
1	Each	Add yellow zebra-stripe crosswalk to the south leg	\$500.00	\$ 500.00
20	LF	Add an advanced stop line to the south leg crosswalk	\$8.00	\$ 160.00
500	SF	Add curb extensions to both crossing faces of the west and south legs	\$20.00	\$ 10,000.00
2	Each	Remove the old School Xing signs and add R1-6 signs to the west leg crosswalk (it is \$50 for each sign removal)	\$400.00	\$ 800.00
60	LF	Add advanced yield lines to both approaches to the west leg crosswalk	\$8.00	\$ 480.00
2	Each	Add R1-5 signs to both approaches to the west leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the west leg crosswalk	\$500.00	\$ 1,000.00
30	LF	Add a red curb to the south side of the west leg west of the crosswalk	\$2.00	\$ 60.00
		Contingency	15%	\$ 2,055.00
		Design 15%	15%	\$ 2,055.00
		Intersection One: Total Cost		\$ 17,810.00
Q2. Olive St. & Merced Ave.				
4	Each	Add yellow zebra-stripe crosswalks to all legs	\$500.00	\$ 2,000.00
110	LF	Add advanced stop lines to all legs	\$8.00	\$ 880.00
1000	SF	Add curb extensions to all crossing faces	\$20.00	\$ 20,000.00
		Contingency	15%	\$ 3,432.00
		Design 15%	15%	\$ 3,432.00
		Intersection Two: Total Cost		\$ 29,744.00
Q3. Olive St. at school driveways				
375	SF	Extend sidewalks over the driveway entrance and exit	\$12.00	\$ 4,500.00
		Contingency	15%	\$ 675.00
		Design 15%	15%	\$ 675.00
		Intersection Three: Total Cost		\$ 5,850.00
Q4. Merced Ave. & Ohio St.				
2	Each	Add zebra-stripe crosswalk on the north leg	\$500.00	\$ 1,000.00
350	SF	Add curb extensions to both crossing faces of the north leg	\$20.00	\$ 7,000.00
60	LF	Add advanced yield lines to both approaches to the north leg crosswalk	\$8.00	\$ 480.00
2	Each	Add R1-5 signs to both approaches to the north leg crosswalk	\$350.00	\$ 700.00
2	Each	Add Assembly D signs to both approaches to the north leg crosswalk	\$500.00	\$ 1,000.00
50	SF	Add crossing islands to the north leg crosswalk	\$20.00	\$ 1,000.00
2	Each	Add R1-6 signs to the north leg crosswalk	\$350.00	\$ 700.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Olive Middle School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
		Contingency	15%	\$ 1,782.00
		Design 15%	15%	\$ 1,782.00
		Intersection Four: Total Cost		\$ 15,444.00
		Linear Improvements		
2640	LF	For Olive St. from Center St. to Merced Ave., 64', four lanes with on-street parking (consistent with Olive St. Plan): remove two travel lanes [This section is 1320' long and there is striping for two travel lanes in each direction] [Lane striping removal]	\$6.00	\$ 15,840.00
2640	LF	For Olive St. from Center St. to Merced Ave., 64', four lanes with on-street parking (consistent with Olive St. Plan): add a center-turn lane [the lane needs to have striping on either side of it] [This section is 1320' long]	\$8.00	\$ 21,120.00
13200	SF	For Olive St. from Center St. to Merced Ave., 64', four lanes with on-street parking (consistent with Olive St. Plan): add a parkway to the south side (this section is 0.25 miles long or 1320', and the sidewalk is 10' wide)	\$12.00	\$ 158,400.00
13200	SF	For Olive St. from Center St. to Merced Ave., 64', four lanes with on-street parking (consistent with Olive St. Plan): add colored bikes lanes (each bike lane is 5' wide, and there is one in each direction) [this section is 1320' long]	\$4.00	\$ 52,800.00
1	Each	For Olive St. from Center St. to Merced Ave., 64', four lanes with on-street parking (consistent with Olive St. Plan): add interspersed landscaped median islands	\$50,000.00	\$ 50,000.00
1	Each	For Olive St. from Center St. to Merced Ave., 64', four lanes with on-street parking (consistent with Olive St. Plan): add curb extensions to inset parking	\$50,000.00	\$ 50,000.00
2640	LF	For Olive St. from Merced Ave. to Stewart Ave., 61', four lanes with on-street parking (consistent with Olive St. Plan): remove two travel lanes [This section is 1320' long and there is striping for two travel lanes in each direction] [Lane striping removal]	\$6.00	\$ 15,840.00
2640	LF	For Olive St. from Merced Ave. to Stewart Ave., 61', four lanes with on-street parking (consistent with Olive St. Plan): add a center-turn lane [the lane needs to have striping on either side of it] [This section is 1320' long]	\$8.00	\$ 21,120.00
13200	SF	For Olive St. from Merced Ave. to Stewart Ave., 61', four lanes with on-street parking (consistent with Olive St. Plan): add a parkway to the south side (this section is 0.25 miles long or 1320', and the sidewalk is 10' wide)	\$12.00	\$ 158,400.00
13200	SF	For Olive St. from Merced Ave. to Stewart Ave., 61', four lanes with on-street parking (consistent with Olive St. Plan): add colored bike lanes (each bike lane is 5' wide, and there is one in each direction) [this section is 1320' long]	\$4.00	\$ 52,800.00
1	each	For Olive St. from Merced Ave. to Stewart Ave., 61', four lanes with on-street parking (consistent with Olive St. Plan): add interspersed landscaped median islands	\$50,000.00	\$ 50,000.00
1	each	For Olive St. from Merced Ave. to Stewart Ave., 61', four lanes with on-street parking (consistent with Olive St. Plan): add curb extensions to inset parking	\$50,000.00	\$ 50,000.00

City of Baldwin Park

ENGINEERING COST ESTIMATE

LOCATION : Olive Middle School

Quantity	Unit	Item	Unit Price	Total Cost Per Item
14260	LF	Remove two travel lanes on Merced Ave. (56' to 64', four lanes with on-street parking) from Ramona Blvd. to Nubia St. [1.35 miles ~ 7130 feet, and striping needs to be removed in each direction]	\$6.00	\$ 85,560.00
14260	LF	On Merced Ave. (56' to 64', four lanes with on-street parking) from Ramona Blvd. to Nubia St. add a center-turn lane with interspersed landscaped median islands (for the striping, it is 7130 feet long and striping needs to be added to either side of the lane)	\$8.00	\$ 114,080.00
1	each	On Merced Ave. (56' to 64', four lanes with on-street parking) from Ramona Blvd. to Nubia St. add a center-turn lane with interspersed landscaped median islands	\$50,000.00	\$ 50,000.00
1	each	On Merced Ave. (56' to 64', four lanes with on-street parking) from Ramona Blvd. to Nubia St. add curb extensions to inset parking	\$50,000.00	\$ 50,000.00
71300	SF	On Merced Ave. (56' to 64', four lanes with on-street parking) from Ramona Blvd. to Nubia St. add colored bike lanes [Each bike lane will be 5' wide, and there is a bike lane in each direction] (the length is 7130 feet)	\$4.00	\$ 285,200.00
1590	LF	Add a bike route with shared lane markings along Nubia St. from Merced Ave. to Clearcrest Dr., and on Clearcrest Dr. from Nubia St. to Stewart Ave. (0.3 miles ~ 1590 LF)	\$1.75	\$ 2,782.50
7920	LF	Add a bike route with shared lane markings along Stewart Ave. from Live Oak Ave. to Ramona Blvd. (1.5 miles ~ 7920 LF)	\$1.75	\$ 13,860.00
2640	LF	Add a bike route with shared lane marking along Palm Ave. from Stewart Ave. to Center St. (0.5 miles ~ 2640 LF)	\$1.75	\$ 4,620.00
3300	SF	Widen the sidewalk on the north side of Olive St. from the school entrance driveway to Merced Ave. (330 LF, 10' wide sidewalk)	\$12.00	\$ 39,600.00
225	LF	Add a red curb to eliminate parking between the school entrance and exit driveways	\$2.00	\$ 450.00
14	Each	Add street lighting along Merced Ave. between Los Angeles St. and Olive St. (Street lights will be placed every 250'. This section is 2600 LF)	\$300.00	\$ 4,200.00
		Contingency	20%	\$ 269,334.50
		Design 25%	25%	\$ 336,668.13
		Linear improvements: Total Cost		\$ 1,952,675.13
		Bicycle, Skateboard, and Scooter Parking		
3	Each	Add racks for 30 bicycles as described in the Design Guidance section. Add more if necessary.	\$350.00	\$ 1,050.00
3	Each	Add racks for 30 skateboards or scotters. Add more if needed.	\$350.00	\$ 1,050.00
		Contingency	15%	\$ 315.00
		Total Parking Cost		\$ 2,415.00
		Olive Middle School Cost Estimate		\$ 2,023,938.13

Appendix B: Comments from Priorities Maps Community Workshop – April 29, 2014

Note: The following capture comments and votes counts from the workshop. Projects added by the community are marked in *Blue Italics*.

1. Pleasant View Elementary School

	Location	Recommendation	Vote Count
B1	Nubia St. & Borel St.		6
	Borel St. adjacent to school	Pave parkway near school	0
B2			0
B3			0
B8			0
<i>B4</i>			<i>This was missing from the map</i>
	Nubia St. from Alderson Ave. to Elton St.	Extension of sidewalk	1
B5			4
B6			2
	Olive St. fro Azusa Canyon Rd. to Maine Ave.	Traffic calming due to addition of bike lane	0
B7			0
	Borel St. at Olive St.	Extend sidewalk	0
	Olive St. from Azusa Canyon Rd. to Maine Ave.	Add bike lanes	0

Comments

- Missing B4 intersection: 1) We need zebra-stripe crosswalk; 2) stop sign
- B6: Flashing stop light or in the ground!
- B5: zebra-stripe all 4 crosswalks
- Sidewalk on eastern side of Borel St.

2. Tracy Elementary School

	Location	Recommendation	Vote Count
I1	Tracy St. & Robinette Ave.	Crosswalk and sidewalk improvements, advanced stop lines, and curb extensions	0
I2	Tracy St. (NW Intersection) & Frazier St.	Crosswalk and sidewalk improvement, curb extensions, yield lines, and crossing islands	5
I3	Waco ST. & Frazier St.	Crosswalk and sidewalk improvements, curb extensions and stop signs replacements	5
I4	Frazier St. & Dart St	Crosswalk improvements, advanced yield line, and curb extensions	5
I5	Back Gate to School on Waco St.	Crosswalk and sidewalk improvements, crossing islands, and curb extensions	8
I6	Robinette Ave. & Waco St.	Crosswalk improvements, curb extensions, and signs	2
I7	Waco St. & Garvey Ave.	Crosswalk improvements, advanced yield lines, and curb extensions	0
I8	Vineland Ave. & Whitesell St.	Crosswalk improvements, advanced yield lines, and curb extensions	0
	Tracy St./Waco St.	Pave parkway	0
	Garvey Ave to Frazier St.	Add bike lanes	5

Comments

- Garvey Avenue to Frazier Street Bike Lane: consider slowing down speed of cars, at present it is used as a fast-paced route by vehicles. Allow bike lanes to be separated from traffic by enforcing 3' space or a physical separation
- Add bike racks on school ground
- Suggested bike route along Francisquito Ave/Robinette Ave

3. Central Elementary School & Baldwin Park High School

	Location	Recommendation	Vote Count
	Root St./Puente Ave.	Add bike lanes and reduce lanes	3
L1	Puente Ave. & Root St. & Central Ave. & Chutney Dr.	Crosswalk improvements, advanced yield line, and curb extensions	1
L2	Central Ave. & Big Dalton Ave.	Crosswalk improvements, curb extensions, and advanced stop line	1
L3	Big Dalton Wash Bridge	Sidewalk improvements, widen bridge and add ramps	2
L4	Badillo St. & Puente Ave.	Crosswalk improvements, curb extensions, and advanced stop line	0
L5	Puente Ave. & Dexter St.	Crosswalk improvements, advanced yield lines, and curb extensions	3
L6	Puente Ave. & Cleary Dr./Millbury Ave.	Crosswalk improvements, advanced stop line and curb reductions	1
	Central Ave. in front of school	Extend yellow curb, delineate sidewalk area, pave parkway	2
	Central Ave. from Puente Ave. to Downing St.	Bike route	0
L7 (added to list)	Puente & Big Dalton	(Intersection improvements)	1

Comments

- L6 - Floods

4. Kenmore Elementary School

	Location	Recommendation	Vote Count
K1	Kenmore Ave. & Illinois St.	Crosswalk improvements, advanced yield lines, and curb extensions	1
K2	Merced Ave. & Illinois St.	Crosswalk improvements, advanced yield lines, and curb extensions	1
K3	Merced Ave. & Frazier St.	Crosswalk improvements, advanced yield lines, and curb extensions	1
K4	Monterey Ave. & Frazier St.	Crosswalk improvements, curb extensions, and advanced stop line	3
K5	Monterey Ave. & Ramona Blvd.	Crosswalk improvements, curb extensions, and advanced stop line	1
K6	Kenmore Ave. & Ramona Blvd.	Crosswalk improvements, curb extensions, and advanced stop line	1
	Kenmore Ave. near school	Speed cushions	1
	Monterey Ave. near school	Speed cushions	1

Comments

n/a

5. Elwin Elementary School

	Location	Recommendation	Vote Count
	Salisbury St.	Add walkway and bicycle ramps	2
M1	Waco St. & Cosbey Ave.	Crosswalk and sidewalk improvements, advanced yield lines, and curb ramps	1
M2	Waco St. & San Gabriel River Parkway	Crosswalk improvements	1
M3	Waco St. & Athol St.	Crosswalk improvements	1
	Waco St.	Sidewalk improvements and red curb	1
M4	Athol St. & Fairgrove St.	Crosswalk improvements and advanced stop line	1
M5	Fairgrove St. & Cosbey Ave.	Crosswalk improvements, traffic calming, and curb extensions	1
M6	Fairgrove St. & Barnes Ave.	Crosswalk improvements and advanced stop line	1
M7	Syracuse Ave. & Fairgrove St.	Crosswalk and sidewalk improvements, advanced stop lines and yield lines	1
	Fairgrove St.	Narrow street and widen sidewalk	0
M8	Syracuse Ave. & Fincheley St.	Crosswalk improvements	1
M9	Finchley St. & Barnes Ave.	Crosswalk improvement and advanced stop lines	1
M10	Finchley St. & Westcott Ave.	Crosswalk improvements	1
	Finchley St.	Widen walkway and add curb ramp	1
M11	Barnes & Chelsfield	Crosswalk + stop	3
M12	Barnes & Waco	Crosswalk + stop	3
M13	Barnes & Aukland	Crosswalk + stop	3
M14	Fairgrove St. & Westcott Ave.	Crosswalk + stop	3

Comments

n/a

6. Sierra Vista Jr. High & High School

	Location	Recommendation	Vote Count
J1	Frazier Ave. & Foster Ave.	Crosswalk improvements, curb extensions, and signs	6
J2	School Driveway Entrance/Exit on Foster Ave	Sidewalk improvements	0
J3	Foster Ave. & Sparland St.	Crosswalk improvements, curb extensions, and signs	0
J4	Foster Ave & Baldwin Park Blvd.	Crosswalk improvements, countdown signals and curb reductions	0
	Foster Ave. from Frazier St. to Baldwin Park Blvd.	Sidewalk improvements	0
	Foster Ave. from Frazier St. and Baldwin Park Blvd.	Drop-off two way cycle track and signage	3
	Foster Ave. /Harlan Ave. from Vineland Ave. to Los Angeles St.	Bike Route with shared markings	4
J5	School Entrance on Francisquito Ave.	Crosswalk improvements	0
J6	Francisquito Ave. & Frazier St. –Option 1		0
J6	Francisquito Ave. & Frazier St. –Option 2		5
	Frazier St. from Foster Ave. to Merced Ave.	Bike route with shared markings	5
	Merced Ave. from Baldwin Parl Blvd. to Los Angeles St.	Road diet + bike lanes	0
	Frazier St. from Garvey Ave. to Foster Ave.	Road diet + bike lanes	0
	Francisquito Ave. from Ramona Blvd. to Baldwin Park Blvd.	Road diet + bike lanes	0

Comments

- It is very crucial to add speed bumps after Grace Ave.
- Add speed reduction around all the schools to avoid pedestrian injuries. It should be done as soon as possible. Speed cushions should be located a street before arriving to the schools.

7. Jones Jr. High School

	Location	Recommendation	Vote Count
G1	Merced Ave & Ahern Dr.	Crosswalk improvement and stop lines	5
G2	Merced Ave. & Vineland Ave.	Crosswalk improvements, curb extensions, advanced stop lines, pedestrian signal and bus shelter	2
G3	Merced Ave. & Big Dalton Ave. –Option 1	Addition of roundabout and bus shelter	0
G3	Merced Ave. & Big Dalton Ave. –Option 2	Crosswalk improvements, stop lines, curb extension and bus shelter	2
G5	Merced Ave. & Railroad Tracks	Sidewalk improvements, pedestrians gate arms and signage	2
G6	Merced Ave & Maine Ave. – option 1	Road Diet and roundabout or traffic circle	6
G6	Merced Ave & Maine Ave. – option 2	Crosswalk improvements, stop lines, and curb extensions	2
	Big Dalton Wash		0
	Vineland Ave. from Badillo St. to Garvey Ave.		0
	Maine Ave. from Pacific Ave. to Francisquito Ave.		0
	Baldwin Park Blvd. from Ramona Blvd. to Francisquito Ave.		0
	Merced Ave from Baldwin Park Blvd to Pacific Ave.	Add colored bike lanes	1

Comments

n/a

8. Foster Elementary School

	Location	Recommendation	Vote Count
H1	Vineland & Foster	Crosswalk improvement and stop lines	0
H2	Foster & railroad tracks – option 1	Crosswalk improvements, curb extensions, advanced stop lines, pedestrian signal and bus shelter	0
H2	Foster & railroad tracks- option 2	Addition of roundabout and bus shelter	0
	Foster Ave. from Vineland Ave to Maine Ave.	Sidewalk improvements	3
	Foster Ave.	Add street lighting	0
	Vineland Ave. from Merced Ave to Garvey Ave.	Add street lighting	0
H3	Garvey Ave. & Francisquito Ave	Eliminate right-turn slip lane, sidewalk addition, crossing improvements	2
H4	Garvey Ave, & Feather Ave	Crosswalk improvements	1

Comments

n/a

9. De Anza Elementary School

	Location	Recommendation	Vote Count
O1	Bess Ave. & Barnes Ave.	Crosswalk improvements	3
O2	Bess Ave. & Syracuse Ave.	Crosswalk improvements and advanced stop line	2
O3	Bess Ave. & Patriitti Ave.	Crosswalk improvements, advanced yield lines and signs	3
O4	Bess Ave. & Athol St.	Crosswalk improvements and advanced stop line	3
	Athol St. & I-10	Add bike lanes and sidewalk improvements	3
	Athol St. & Nolina Ave.	Stairway improvements	3
O5	Bess Ave. & Mangum St.	Crosswalk and sidewalk improvements, advanced stop lines and yield lines	2
O6	Bess Ave. & Garvey Ave.	Crosswalk improvements, advanced stop line and curb reduction	3
O7	Bess Ave. & Leorita St.	Crosswalk improvements and signs	2
O8	School walkway at Torch St.	Crosswalk improvements	3
	Athol St. from Bess St. to Frazier St.	Add bike lines	1
O9	<i>Torch St. & Syracuse intersection</i>	<i>Crosswalk & stop signs on four points</i>	<i>2</i>
O10	<i>Patriitti & Torch</i>	<i>Crosswalk and stop sign</i>	<i>2</i>
O11	<i>Barnes & Waltham</i>	<i>Crosswalk and stop sign</i>	<i>2</i>
O12	<i>Syracuse & Waltham</i>	<i>Crosswalk and stop sign</i>	<i>3</i>
O13	<i>DWP Power easement</i>	<i>Easement crossing improvement, lights, gravel etc.</i>	<i>3</i>

Comments

n/a

10. Heath Elementary School

	Location	Recommendation	Vote Count
A1	School St. & Wimmer Ave	Crosswalk improvement and curb extension	2
A2	School St. & Landis Ave.	Crosswalk improvements	3
A3	Landis Ave. & Anada St.	Crossing improvements and curb extension	1
A4	Landis Ave. & Calais St.	Crossing improvements and curb extension	1
A5	Landis Ave. & Nubia St- Option 1	Crossing improvements and curb extension	0
A5	Landis Ave. & Nubia St- Option 2	Oblong roundabout and curb extensions	3
A6	Baldwin Park Blvd. Nubia St.	Crossing improvements, left turn lanes and yield lines	3
	School St. from Landis Ave. to Maine Ave.	Widen sidewalks and curb extension	0
	School St. & Landis Ave.	Addition of speed cushions	0

Comments

n/a

11. Bursch Elementary School

	Location	Recommendation	Vote Count
P1	Merced Ave. & Palm Ave.	Crosswalk improvements, advanced stop lines and curb extensions	5
P2	Merced Ave. & Elwyn Dr.	Sidewalk extension	3
P3	Palm Ave. & Walnut St.	Crosswalk improvements and advanced stop line	0
P4	Palm Ave. & Center St.	Crosswalk improvements, advanced stop line and curb extension	3
	Others listed		0

Comments

- P1: signal lights with protected left turn
- P3: signal lights with protected left turn

12. Walnut Elementary School

	Location	Recommendation	Vote Count
N1	Walnut St. & Bentwood St.	Crosswalk and sidewalk improvements and advanced yield lines	0
	Walnut St. along School	Widen sidewalk and red curb	0
N2	Center St. & Dunia St.	Crosswalk improvements and signs	0
	Center St. along school	Widen sidewalk	0

Comments

n/a

13. Olive Middle School

	Location	Recommendation	Vote Count
Q1	Olive St. & Walnut St.	Crosswalk improvements, curb extensions, and advanced stop line	3
Q2	Olive St. & Merced Ave.	Crosswalk improvements, advanced stop line and curb extension	2
Q3	Olive St. at school driveways	Sidewalk extension	2
Q4	Merced Ave. & Ohio St.	Crosswalk and sidewalk improvements, crossing islands, and curb extensions	1
	Olive St from Center St. to Merced Ave.	Road diet	1
	Olive St from Center St. to Stewart Ave.	Road Diet	1
	Merced Ave.	Road diet	1
	Merced Ave. from Los Angeles St and Olive St.	Street lighting	1
	Nubia St. from Merced Ave. to Clearcrest Dr.	Bike route with shared markings	1
	Steward Ave. from LiveOak Ave to Ramona Blvd.	Bike route with shared markings	1
	Palm Ave from Stewart Ave to Center St.	Bike route with shared markings	0

Comments

n/a

14. Vineland Elementary School

	Location	Recommendation	Vote Count
F1	Vineland Ave & Channing St.	Crosswalk improvements	4
F2	Vineland Ave & Cloverside St.	Crosswalk improvements	0
F3	Baldwin Park Blvd. & Stewart Ave	Crosswalk improvements	0
F4	Baldwin Park Blvd. & La Rica Ave.	Crosswalk improvements	0
F5	Maine Ave. & La Rica Ave.	Crosswalk improvements	1
F6	Macdevitt St. & Paddy Ln	Crosswalk improvements	0
F7	Macdevitt St & railroad tracks	Sidewalk improvements, pedestrian gate arms and signage	0
F8	Macdevitt St & Ahern Dr.	Crosswalk improvements and crosswalk islands	2

Comments

n/a

15. Holland Middle School

	Location	Recommendation	Vote Count
E1	Landis Ave & Olive St. – option 1	Crosswalk and curb extensions	1
E1	Landis Ave & Olive St. – option 2	Roundabout and curb extension	1
E2	Olive St. & Baldwin Park Blvd. –option 1	Replace signals with roundabout	1
E2	Olive St. & Baldwin Park Blvd. –option 1	Crosswalk improvements	1
E3	Landis Ave & Cavell Pl.	Crosswalk improvements	3
	Landis Ave along school	Pave parkway to school driveway	2
	Ohio St/Hallwood Dr.	Bike route with shared line markings	3
	Landis Ave & Nubia St to Ohio St.	Bike route with shared line markings	2
	Baldwin Park Blvd. from LiveOak Ave. to Los Angeles St.	Colored bike lanes	2
	Olive St.	Bike lanes and road diet	9

Comments

n/a

16. Santa Fe Elementary School

	Location	Recommendation	Vote Count
C1	Baldwin Park Blvd. & Ohio St.	Crosswalk improvements	2
C2	Baldwin Park Blvd. & Benbow St.	Crosswalk improvements	1
C3	Baldwin Park Blvd. & Los Angeles St.	Crosswalk improvements	2
C4	Ohio St. & Landis Ave	Crosswalk improvements	1
C5	Los Angeles St. & La Rica Ave.	Crosswalk improvements, curb extension and signaling	1
	Baldwin Park Blvd from Benbow St. to Ohio St.	Add sidewalk	1
	Baldwin Park Blvd. north of Los Angeles St.	Add sidewalk	1
	Los Angeles St.	Evaluate road-diet	2

Comments

n/a

17. Geddes Elementary School and North Park High School

	Location	Recommendation	Vote Count
D1	Cavette Pl & Bogart Ave.	Crosswalk improvements	2
D2	Cavette Pl & Phelan Ave.	Crosswalk improvements	3
D3	Hallwood Dr. & Bogart Ave.	Crosswalk improvements	4
D4	Phelan Ave. & Los Angeles St.	Crosswalk improvements	3
	Phelan Ave. along school	Pave parkway near school	1
	Cavette Pl. along school	Pave parkway near school	0
	Los Angeles St. from Park Ave. to Main Ave.	Evaluate road-diet	1

Comments

- Need more police city and school enforcement
- Bogart Ave. and Hallwood Dr. needs a ramp.
- Maine and Ohio St., obstruction of lights
- Trees along the side walk and increase the sidewalk area, needs a sense of security when walking
- Phelan & Cavette, need a stop sign, people make turns on driveways, stop sign is about 12'. People stop before and children come out flying from behind stopping all traffic and crossing without even looking (4 dots for project priority)

Appendix C: Additional Collision Statistics for Baldwin Park

Source: Baldwin Park Police Department, 2009-2013

TC 2009 VEHICLE VS BIKE

When reported|Incident nature|Incident address

15:10:12	12/17/2009	TC- Injury	FRANCISQUITO AV & COSBEY AV
15:45:01	11/17/2009	TC- Injury	MAINE AV & RAMONA BLVD; PARK PLAZA
15:40:13	10/17/2009	TC- Injury	FRANCISQUITO AV & BIG DALTON AV
09:39:12	09/07/2009	TC- Injury	EARL AV & RAMONA BLVD
11:14:51	09/06/2009	TC- Non-Injury	MERCED AV & MILLBURY AV
19:18:12	08/28/2009	TC- Injury	MERCED AV & LOS ANGELES ST
15:57:54	08/25/2009	TC- Injury	CUTLER AV & PALM AV
17:54:06	08/18/2009	TC- Injury	BALDWIN PARK BLVD & OLIVE ST
14:05:49	08/12/2009	TC- H&R Felony	MAINE AV & CLARK ST
14:45:59	08/10/2009	TC- Injury	14103 LOS ANGELES ST
17:36:14	08/07/2009	TC- H&R Misd	BALDWIN AV & MAINE AV
18:02:26	07/02/2009	TC- Injury	LOS ANGELES ST & CUTLER AV
12:14:15	06/18/2009	TC- Injury	13030 RAMONA BLVD
13:19:47	06/09/2009	TC- Non-Injury	PUENTE AV & FRANCISQUITO AV
11:16:47	05/25/2009	TC- Injury	LOS ANGELES ST & BRESEE AV
18:39:49	05/07/2009	TC- Injury	FRANCISQUITO AV & GARVEY AV
16:03:05	02/03/2009	TC- Injury	4151 MAINE AV; FRONT OF
13:50:25	02/01/2009	TC- Injury	4160 MAINE AV
19:53:41	01/25/2009	TC- Injury	BARNES AV & SALISBURY ST
11:29:23	01/18/2009	TC- Injury	4447 LA RICA AV

TC 2009 VEHICLE VS PEDESTRIAN

When reported|Incident nature|Incident address

07:34:05	12/14/2009	TC- Injury	STEWART AV & RAMONA BLVD
18:28:15	12/10/2009	TC- H&R Felony	WHITESELL ST & VINELAND AV
17:50:05	11/25/2009	TC- Injury	3722 MONTEREY AV
17:53:34	11/21/2009	TC- Injury	RAMONA BLVD & BALDWIN PARK BLVD
17:47:12	11/19/2009	TC- Injury	FRAZIER ST & TRACY ST
14:05:22	11/03/2009	TC- H&R Felony	4258 MAINE AV
15:31:48	10/25/2009	TC- Injury	MAINE AV & OLIVE ST
20:02:48	09/19/2009	TC- Injury	BALDWIN PARK BLVD & FOSTER AV
17:12:48	08/13/2009	TC- Injury	3200 PUENTE AV; HOME DEPOT
21:38:40	08/03/2009	TC- Injury	DOWNING AV & CLARK ST
07:51:05	07/22/2009	TC- H&R Felony	BIG DALTON AV & PUENTE AV

12:45:07	07/12/2009	TC- Injury	13249 GARVEY AV
21:56:55	07/04/2009	TC- Injury	4015 BIG DALTON AV
19:45:52	05/10/2009	TC- Injury	13133 DART ST
15:55:23	05/03/2009	TC- Injury	PACIFIC AV & PUENTE AV
09:24:51	04/30/2009	TC- Injury	RAMONA BLVD & MAINE AV
12:40:25	04/26/2009	TC- Injury	14255 RAMONA BLVD; MORGAN PARK
07:40:28	04/04/2009	TC- Injury	BALDWIN PARK BLVD & MERCED AV
07:15:05	03/31/2009	TC- Non-Injury	14133 OHIO ST; in the area
20:47:24	03/11/2009	TC- Non-Injury	PUENTE AV & DALEWOOD ST
20:00:16	02/16/2009	TC- Injury	FRANCISQUITO AV & DALEWOOD ST
12:53:51	01/25/2009	TC- Injury	15038 RAMONA BLVD; P&G BURGER

TC 2010 VEHICLE VS BIKE

When reported|Incident nature|Incident address

21:27:58	12/22/2010	TC- Injury	MERCED AV & LOS ANGELES ST
08:41:33	12/11/2010	TC- Injury	MERCED AV & RAMONA BLVD
13:56:13	12/05/2010	TC- Non-Injury	3250 BIG DALTON AV; WAL MART
16:53:59	10/13/2010	TC- Injury	BALDWIN PARK BLVD & PARK SHADOW CT
16:48:20	10/09/2010	TC- Injury	BALDWIN PARK BLVD & LOS ANGELES ST
15:13:02	09/30/2010	TC- Injury	PACIFIC AV & MAINE AV
08:46:02	09/29/2010	TC- Non-Injury	FRAZIER ST & FOSTER AV
13:20:41	07/19/2010	TC- Injury	FOSTER AV & RAMONA BLVD
15:53:17	07/16/2010	TC- Injury	13300 LOS ANGELES ST & LITTLE JOHN ST
18:58:33	06/25/2010	TC- Injury	RAMONA BLVD & RHODES LN;1019
12:55:09	05/29/2010	TC- Non-Injury	MERCED AV & DALEWOOD ST
16:26:06	05/16/2010	TC- Non-Injury	RAMONA BLVD & FOSTER AV
08:06:15	05/07/2010	TC- Non-Injury	3831 DUNDRY AV
15:52:05	04/24/2010	TC- H&R Misd	BRESEE AV & LOS ANGELES ST
21:30:26	04/19/2010	TC- H&R Felony	MERCED AV & BALDWIN PARK BLVD
14:21:48	03/28/2010	TC- Non-Injury	PACIFIC AV & MAINE AV
19:27:48	03/17/2010	TC- Injury	MONTEREY AV & BALDWIN PARK BLVD
10:30:34	02/19/2010	TC- Injury	1352 VINELAND AV

TC 2010 VEHICLE VS PEDESTRIAN

When reported|Incident nature|Incident address

06:23:41	12/31/2010	TC- Injury	FRANCISQUITO AV & PUENTE AV
16:50:35	12/25/2010	TC- Injury	MAINE AV & CORAK ST
19:27:44	12/17/2010	TC- H&R Felony	VINELAND AV & PACIFIC AV
09:32:12	12/15/2010	TC- Injury	RAMONA BLVD & STEWART AV
08:04:04	12/09/2010	TC- Injury	VINELAND AV & JEREMIE ST
18:06:37	12/07/2010	TC- Injury	MAINE AV & REXWOOD AV
07:47:35	12/07/2010	TC- Injury	LOS ANGELES & WALNUT

18:31:37 11/24/2010|TC- Injury |BALDWIN PARK BLVD & RAMONA BLVD
 18:13:39 11/23/2010|TC- H&R Felony |MERCED AV & LOS ANGELES ST
 16:20:55 10/26/2010|TC- Injury |STERLING WY & BALDWIN PARK BLVD
 11:58:38 09/25/2010|TC- Injury |FRANCISQUITO AV & VINELAND AV
 10:23:42 09/25/2010|TC- Injury |4806 MAINE AV; 1/2
 18:01:58 08/23/2010|TC- Injury |14354 OLIVE ST
 14:21:38 07/30/2010|TC- H&R Felony |RAMONA BLVD & BALDWIN PARK BLVD
 13:54:46 05/18/2010|TC- Injury |MAINE AV & SCOTT PL
 16:18:17 05/06/2010|TC- H&R Felony |VINELAND AV & PACIFIC AV
 17:47:54 04/10/2010|TC- H&R Misd |ATHOL ST & CORAK ST
 09:15:23 03/09/2010|TC- Injury |FRANCISQUITO AV & PUENTE AV
 12:37:13 02/18/2010|TC- Injury |KENMORE CIR & STICHMAN AV
 13:44:19 02/10/2010|TC- Injury |CESAR CHAVEZ & RAMONA BLVD
 09:13:37 02/08/2010|TC- Injury |PALM AV & FILHURST AV
 12:58:31 01/25/2010|TC- Injury |RAMONA BLVD & SUMMER LN
 16:16:03 01/24/2010|TC- Injury |14003 RAMONA BLVD
 07:52:36 01/14/2010|TC- Injury |LOS ANGELES ST & BRESEE AV

TC 2011 VEHICLE VS BIKE

When reported|Incident nature|Incident address

15:44:45 12/21/2011|TC- Injury |MERCED AV & MAINE AV
 17:17:03 11/24/2011|TC- H&R Felony |MAINE AV & OLIVE ST
 15:45:47 11/08/2011|TC- Injury |ELTON ST & OLIVE ST
 17:53:19 11/05/2011|TC- H&R Felony |13414 RAMONA BLVD; 1019
 17:47:37 10/17/2011|TC- Injury |RAMONA BLVD & BOGART AV
 11:36:18 10/17/2011|TC- Non-Injury |DALEWOOD ST & PUENTE AV
 15:51:24 10/14/2011|TC- Injury |MONTEREY AV & RAMONA BLVD
 19:08:11 10/08/2011|TC- H&R Felony |BALDWIN PARK BLVD & DALEWOOD ST
 20:32:55 09/13/2011|TC- Injury |RAMONA BLVD & FRANCISQUITO AV
 12:43:20 09/08/2011|TC- Injury |BALDWIN PARK BLVD & FRANCISQUITO AV
 08:11:31 08/18/2011|TC- Injury |AZUSA CANYON RD & ARROW HWY
 20:31:56 07/29/2011|TC- Non-Injury |1640 PUENTE AV
 17:47:32 07/29/2011|TC- Injury |MAINE & PARK PLAZA
 15:03:02 07/22/2011|TC- H&R Felony |PACIFIC AV & DOWNING AV
 22:35:00 07/15/2011|TC- Injury |BALDWIN PARK BLVD & FRANCISQUITO AV
 20:52:03 07/13/2011|TC- Injury |AHERN DR & MERCED AV
 10:34:40 07/13/2011|TC- Injury |SAN GABRIEL RIVER PKWY & CLEO ST
 08:57:44 07/07/2011|TC- Injury |NUBIA ST & BOREL ST
 20:23:58 07/06/2011|TC- Injury |OLIVE ST & LANDIS AV
 17:34:15 06/14/2011|TC- H&R Felony |STEWART AV & RAMONA BLVD
 17:31:07 04/19/2011|TC- Injury |PALM AV & BRESEE AV
 10:02:37 04/14/2011|TC- Non-Injury |BIG DALTON AV & MERCED AV
 16:30:46 04/05/2011|TC- Injury |OLIVE ST & BLEECKER ST

17:16:57 04/01/2011|TC- H&R Misd |BADILLO ST & VIRGINIA AV
 07:46:43 03/21/2011|TC- Injury |3947 BALDWIN PARK BLVD
 18:13:29 03/10/2011|TC- Non-Injury |MAINE AV & SCHOOL ST
 18:30:51 03/06/2011|TC- H&R Felony |3813 MERCED AV
 09:35:03 03/01/2011|TC- Injury |1431 VINELAND AV

TC 2011 VEHICLE VS PEDESTRIAN

When reported|Incident nature|Incident address

12:06:58 12/24/2011|TC- Injury |PACIFIC AV & DOWNING AV
 20:03:19 12/22/2011|TC- Injury |ROOT ST & PUENTE AV
 12:45:11 12/11/2011|TC- Injury |STEWART AV & RAMONA BLVD
 18:06:36 12/08/2011|TC- Injury |HORN BROOK AV & PALM AV
 07:54:02 12/06/2011|TC- Injury |SCHOOL ST & LANDIS AV
 10:08:47 11/24/2011|TC- Injury |12700 RAMONA BLVD
 09:27:30 11/23/2011|TC- Injury |FRANCISQUITO AV & VINELAND AV
 22:06:51 11/22/2011|TC- Non-Injury |13529 FRANCISQUITO AV
 10:52:22 11/07/2011|TC- Injury |14483 RAMONA BLVD; CHASE BANK
 07:33:03 10/31/2011|TC- Injury |FRAZIER ST & GARVEY AV
 07:21:47 10/22/2011|TC- Injury |TRACY ST & BALDWIN PARK BLVD
 06:13:55 10/11/2011|TC- H&R Felony |OLIVE ST & BALDWIN PARK BLVD
 19:11:35 10/04/2011|TC- Non-Injury |FRANCISQUITO AV & FRAZIER ST
 07:30:07 08/25/2011|TC- Injury |MONTEREY AV & FRAZIER ST
 14:34:00 08/14/2011|TC- Fatal |BALDWIN PARK BLVD & STEWART AV
 14:22:18 06/12/2011|TC- Injury |3060 BALDWIN PARK BLVD; PART CITY
 07:17:12 06/07/2011|TC- H&R Felony |BOGART AV & RAMONA BLVD
 11:59:17 05/09/2011|TC- Injury |MAINE AV & PACIFIC AV
 18:58:29 04/18/2011|TC- H&R Felony |PACIFIC AV & VINELAND AV
 20:02:54 04/05/2011|TC- Injury |ELTON ST & NUBIA ST
 20:25:25 03/06/2011|TC- Fatal |BALDWIN PARK BLVD & BESS AV
 15:12:06 01/03/2011|TC- Non-Injury |3200 PUENTE AV; HOME DEPOT

TC 2012 VEHICLE VS BIKE

When reported|Incident nature|Incident address

10:17:49 12/09/2012|TC- Non-Injury |FRANCISQUITO AV & PUENTE AV; WALGREENS
 18:39:44 12/01/2012|TC- H&R Felony |VINELAND AV & BADILLO ST
 14:35:06 11/24/2012|TC- Injury |PACIFIC AV & AHERN DR
 20:16:42 11/08/2012|TC- H&R Felony |WALNUT ST & RAMONA PKWY
 16:54:57 10/09/2012|TC- Injury |BALDWIN PARK BLVD & CLARK ST
 18:22:20 09/20/2012|TC- Injury |PALM AV & CENTER ST
 07:25:58 09/17/2012|TC- Injury |MAINE AV & CLARK ST
 19:09:00 09/02/2012|TC- Injury |VINELAND AV & PACIFIC AV
 13:02:59 08/20/2012|TC- Injury |BALDWIN PARK BLVD & RAMONA BLVD

15:09:05 08/13/2012|TC- H&R Felony |RAMONA BLVD & BARNES AV
 22:28:16 07/26/2012|TC- Non-Injury |14319 MERCED AV
 11:43:19 07/09/2012|TC- H&R Felony |STEWART AV & BALDWIN PARK BLVD
 13:09:45 06/16/2012|TC- Injury |3599 STICHMAN AV
 07:53:15 06/15/2012|TC- Injury |MAINE AV & HALLWOOD DR
 20:05:38 05/23/2012|TC- Injury |MAINE AV & OLIVE ST
 20:01:06 04/07/2012|TC- Injury |VINELAND AV & MERCED AV
 16:54:21 03/27/2012|TC- Injury |DUNIA ST & BRESEE AV
 14:28:18 03/17/2012|TC- Injury |4629 STEWART AV
 20:20:46 01/25/2012|TC- Injury |PUENTE AV & BADILLO ST
 22:01:34 01/17/2012|TC- Injury |DALEWOOD ST & BESS AV

TC 2012 VEHICLE VS PEDESTRIAN

When reported|Incident nature|Incident address

15:02:32 12/11/2012|TC- Non-Injury |RAMONA BLVD & HARLAN AV
 18:27:17 11/07/2012|TC- H&R Felony |BOGART & PACIFIC
 16:12:16 11/05/2012|TC- Injury |ATHOL ST & FRAZIER ST
 18:24:37 10/31/2012|TC- Injury |3200 PUENTE AV; HOME DEPOT
 13:13:44 10/09/2012|TC- Injury |MERCED AV & BALDWIN PARK BLVD
 17:00:03 09/23/2012|TC- H&R Felony |MAINE AV & CAVETTE PL
 09:18:28 09/11/2012|TC- Injury |14250 MERCED AV; JONES SCHOOL
 15:40:26 09/04/2012|TC- H&R Felony |BALDWIN PARK BLVD & STEWART AV
 13:28:54 08/29/2012|TC- Injury |3151 BALDWIN PARK BLVD; CVS
 17:04:31 08/28/2012|TC- Injury |VINELAND AV & PACIFIC AV
 21:19:02 08/27/2012|TC- Injury |PUENTE AV & FRANCISQUITO AV
 17:05:10 08/27/2012|TC- Injury |CESAR CHAVEZ & RAMONA BLVD
 13:17:07 08/25/2012|TC- Injury |13972 FRANCISQUITO AV;PLOT
 02:06:43 07/22/2012|TC- H&R Felony |RAMONA BLVD & IS 605 FWY
 21:45:45 07/06/2012|TC- Injury |3364 VINELAND AV
 11:21:06 06/24/2012|TC- Injury |13752 LOS ANGELES ST; CIRCLE K
 11:06:14 06/24/2012|TC- Injury |RAMONA BLVD & CESAR CHAVEZ
 20:50:28 06/20/2012|TC- H&R Felony |RAMONA BLVD & STEWART AV
 10:31:21 06/15/2012|TC- Injury |1011 BALDWIN PARK BLVD; KAISER
 21:09:33 05/30/2012|TC- Injury |PACIFIC AV & BOGART AV
 11:38:13 05/19/2012|TC- H&R Felony |LA RICA AV & RAMONA BLVD
 18:20:34 05/14/2012|TC- Injury |14433 RAMONA BLVD; SUPERIOR
 20:42:51 05/10/2012|TC- Injury |STEWART AV & PALM AV
 12:44:49 03/22/2012|TC- Injury |14425 RAMONA BLVD
 18:31:49 03/20/2012|TC- H&R Felony |CALAIS ST & LA RICA AV
 04:54:00 03/05/2012|TC- Injury |FRANCISQUITO AV & GARVEY AV
 19:31:12 02/22/2012|TC- Injury |MERCED AV & ILLINOIS ST
 16:25:18 02/01/2012|TC- Injury |14103 RAMONA BLVD; VALUE PLUS
 19:09:25 01/25/2012|TC- H&R Misd |LA RICA AV & OLIVE ST

TC 2013 VEHICLE VS BIKE

When reported	Incident nature	Incident address
17:02:36 11/25/2013	TC- Non-Injury	MAINE AV & CORAK ST
23:01:15 11/22/2013	TC- Injury	BALDWIN PARK BLVD & LOS ANGELES ST
18:49:41 11/20/2013	TC- Injury	SYRACUSE AV & SALISBURY ST
23:01:22 11/11/2013	TC- Injury	BALDWIN PARK BLVD & CLARK ST
18:59:00 11/09/2013	TC- Injury	LOS ANGELES ST & CENTER ST
07:47:26 10/22/2013	TC- Injury	3207 BIG DALTON AV
17:30:55 10/15/2013	TC- H&R Felony	OLIVE ST & ELIZABETH ST
16:28:09 10/13/2013	TC- Injury	STEWART AV & CRAGMONT ST
15:42:24 09/22/2013	TC- Injury	STEWART AV & ELWYN DR
16:48:08 09/12/2013	TC- Injury	MERCED AV & MAINE AV
07:40:09 08/28/2013	TC- Injury	KENMORE AV & FRAZIER ST
17:46:43 08/27/2013	TC- Injury	TRACY ST & BALDWIN PARK BLVD
13:48:05 08/25/2013	TC- Injury	PALM AV & CRICKET LN
12:57:54 08/17/2013	TC- Injury	STERLING WY & BALDWIN PARK BLVD
22:10:08 08/06/2013	TC- Injury	CLYDEWOOD AV & PUENTE AV
21:06:53 08/06/2013	TC- Injury	FOSTER AV & SPARLAND ST
16:01:59 08/03/2013	TC- Injury	MERCED AV & PALM AV
20:08:40 07/26/2013	TC- Non-Injury	13834 CALAIS ST
10:56:29 07/20/2013	TC- Injury	MAINE AV & JOANBRIDGE ST
19:01:02 07/19/2013	TC- Injury	ARROW HWY & MAINE AV
08:31:00 07/07/2013	TC- H&R Misd	RAMONA BLVD & FRANCISQUITO AV
17:08:35 07/06/2013	TC- Injury	RAM & 605
15:25:40 06/27/2013	TC- Non-Injury	RAMONA BLVD & MAINE AV
16:18:52 06/15/2013	TC- Injury	PACIFIC AV & DOWNING AV
07:39:38 06/14/2013	TC- Injury	PACIFIC AV & PUENTE AV
13:27:46 06/06/2013	TC- Non-Injury	MERCED & MARKET PLACE
18:42:17 06/03/2013	TC- Injury	BALDWIN PARK BLVD & FOSTER AV
11:24:09 05/22/2013	TC- Injury	MAINE AV & ARROW HWY
12:16:07 05/21/2013	TC- Injury	FRANCISQUITO AV & ATHOL ST
19:18:09 05/14/2013	TC- Injury	RAMONA BLVD & MAINE AV
11:17:56 05/14/2013	TC- Injury	DOWNING & BLEECKER
18:03:54 05/13/2013	TC- Injury	LOS ANGELES ST & MAINE AV
07:14:49 05/10/2013	TC- Injury	MAINE AV & OLIVE ST
08:02:37 03/27/2013	TC- Injury	OLIVE ST & BLEECKER AV
16:28:12 03/13/2013	TC- Injury	MAINE AV & ADOUE PL
09:59:34 01/22/2013	TC- H&R Misd	12820 BESS AV; DE ANZA SCHOOL
07:46:29 01/15/2013	TC- H&R Misd	4640 MAINE AV
07:48:24 01/08/2013	TC- Injury	PUENTE AV & DEXTER ST

TC 2013 VEHICLE VS PEDESTRIAN

When reported|Incident nature|Incident address

16:51:57 11/30/2013|TC- Injury |RAMONA BLVD & MAINE AV
 16:35:35 11/13/2013|TC- Non-Injury |LOS ANGELES ST & PHELAN AV
 01:29:09 11/11/2013|245-REPORT |13310 RAMONA BLVD; URUAPAN RESTAU-
 RANT BA
 07:01:06 10/29/2013|TC- Injury |FRANCISQUITO AV & FRAZIER ST
 18:56:18 10/26/2013|TC- Injury |LOS ANGELES ST & HORN BROOK AV
 08:47:42 10/23/2013|TC- H&R Felony |VINELAND AV & DURNESS ST
 06:21:26 10/16/2013|TC- Injury |RAMONA BLVD & STEWART AV
 16:14:04 09/28/2013|TC- Injury |FRANCISQUITO AV & ATHOL ST
 13:53:25 09/28/2013|TC- Fatal |MAINE AV & PALMROSE ST
 16:47:53 09/19/2013|TC- Injury |ELTON ST & ARROW HWY
 19:39:14 09/14/2013|TC- Injury |15039 ROOT ST
 14:46:35 07/25/2013|TC- Non-Injury |BOGART & RAMONA
 19:26:37 06/01/2013|TC- Injury |REXWOOD AV & BALDWIN PARK BLVD
 09:19:28 05/24/2013|TC- H&R Misd |CAVETTE PL & PHELAN AV
 14:26:01 05/21/2013|TC- H&R Misd |CLARK ST & BOGART AV
 14:34:12 05/11/2013|TC- H&R Misd |EARL & RAMONA
 20:18:17 04/11/2013|TC- Injury |MERCED AV & BIG DALTON AV
 14:47:33 04/05/2013|TC- Injury |LOS ANGELES ST & MERCED AV
 17:36:07 03/30/2013|TC- Injury |BALDWIN PARK BLVD & REXWOOD AV
 15:50:58 03/12/2013|TC- Injury |FOSTER AV & VINELAND AV
 14:48:32 03/05/2013|TC- Injury |PACIFIC AV & VINELAND AV
 17:10:47 03/01/2013|TC- Non-Injury |HARLAN AV & LOS ANGELES ST
 11:32:19 02/08/2013|TC- H&R Misd |1845 HACIENDA
 08:00:32 02/01/2013|TC- Non-Injury |CHANNING AV & AHERN DR
 23:54:25 01/18/2013|TC- Injury |FRANCISQUITO AV & MAINE AV
 17:46:16 01/18/2013|TC- Injury |LOS ANGELES ST & HARLAN AV
 18:06:57 01/07/2013|TC- Injury |BALDWIN PARK BLVD & SHADY LAWN PL