

SRTS CYCLE 1

70

JAN 2 2007

PART 1: General Information About the Applicant

Name of responsible agency (or lead agency), school/school district or non-profit organization: City of San Fernando

Name of contact person responsible for this project: Daniel Wall

Title of contact person: City Engineer

Mailing address: 117 Macneil Street

City: San Fernando County: Los Angeles Zip: 91340-2993

Telephone number of contact person: (818) 898-1225

E-mail address of contact person: dwall@sfcity.org

Fax number of contact person: (818) 361-6728

PART 2: General Information About the Project

Check appropriate project:

- ☒ Infrastructure (I) project
☐ Non-infrastructure (NI) project
☐ Statewide NI project for \$ 3.904M

If submitting a NI project, check all that apply:

☐ Education ☐ Encouragement ☐ Enforcement ☐ Evaluation ☐ Engineering

State Legislative District(s)*: Senate 20 Assembly 39

Caltrans District: 7

Metropolitan Planning Organization (MPO): SCAG

Project title: San Fernando School Area Pedestrian Safety Project

*As applicable

Identify other NI efforts already underway in your locale that may complement your project (use additional pages if necessary to provide a full response for all of these questions in Part 2): The City plans to hold Safe Routes to School Workshops at all four of our public schools in the coming year. These workshops gather all of the key stakeholders at each school to form a SRTS Coalition. These members consist of such people as, but not limited to, school administrators, school facilities personnel, teachers, parents, students, neighbors, PTA members, school board members, crossing guards and the media. The City staff will include the City Engineer who is

in charge of overseeing physical changes around the schools on City property. We will also invite officers from the Police Department.

Our Safe Routes to School Workshop will be facilitated by a nationally-certified SRTS Instructor who will teach curriculum developed for the national course. The course starts out with a slide show educating attendees on why SRTS is important, what can be done with each of the 5 Es and how to do them, and what other communities have done. The education informs a planning process that yields a SRTS plan for that school. During the slide show the instructor encourages discussion on issues pertinent to that school. After the slide show, participants take a walk around the school to observe conditions and to develop solutions specific to that school. Upon returning, attendees break out into work groups that draw engineering improvements on large-scale maps, devise incentives to encourage walking and cycling to school, develop plans for safety education and create enforcement strategies. The breakout groups reconvene and each presents their draft SRTS plan. After each group has presented the Safe Routes to School instructor facilitates a process to reach consensus on what the Safe Routes to School plan is for that school. The workshop concludes by identifying who will take responsibility for each of the tasks to move the plan forward. The coalition, school and community are left with the plan to implement. This will allow San Fernando schools to benefit from having education, encouragement, enforcement and evaluation to complement the engineering improvements in this application.

Brief description of project: The San Fernando School Area Pedestrian Safety Project consists of a list of various improvements along important walking routes leading to our four public schools in San Fernando. The improvements include engineering strategies such as bulb-outs, high-visibility crosswalks, perpendicular curb ramps, advanced stop bars, countdown signals, raised crosswalks, pedestrian refuge islands, flashers, a median and one lane reduction. San Fernando has four K-8 public schools within its jurisdiction: Morningside Elementary School, O'Melveny Elementary School, San Fernando Elementary School and San Fernando Middle School. The improvements proposed here will improve pedestrian safety at the locations closest to these schools that are along key access routes.

Brief description of targeted location i.e. urban/rural/suburban setting; geographic/demographic characteristics, etc.: The city of San Fernando lies at the north end of the San Fernando Valley in Los Angeles County. It is completely surrounded by the city of Los Angeles. San Fernando is generally flat, but is situated at the base of the San Gabriel Mountains. It is in a suburban setting. Comprising 2.4 square miles, San Fernando is small. Therefore many destinations, including schools, are within walking distance of where people live. Students go to

the elementary schools close to where they live, so virtually all elementary students live within walking distance. The 2000 US Census recorded 23,564 residents. Of those, 89% are Latino, with 2% Native American, 1% Black, 1% Asian and most of the remainder of white ethnic backgrounds other than Latino. The 2000 median household income was \$39,909. In 2000 4,194 were of school ages between 5 and 18.

If submitting more than one application, the priority number of this application: NA
Total number of project applications being submitted by your agency: 1

PART 3: Organization Background and Capacity

1. Provide a brief overview of your organization (e.g. a mission statement, geographical area served, experience with projects similar to the one proposed, etc)
The City of San Fernando governs our 2.4 square-mile jurisdiction. We have a full staff including a Public Works Department that will carry the responsibility of seeing this project through to its completion. We have completed many similar projects. We routinely modify sidewalks, curbs and intersections. We will soon begin constructing streetscape improvements with many of the features in this application on Maclay Avenue.
2. Describe your organization's ability to implement the proposed project successfully and meet Federal Highway Administration (FHWA) requirements.
As a City government we regularly complete transportation projects funded by various federal and state agencies. We have 11 professionals and 32 field personnel in our Public Works Department. In order to complete this project we will use our Public Works Department to oversee the work of a contractor, as we often do.
3. If you are collaborating with other agencies, describe their capabilities to carry out the proposed project.
We are not collaborating with other agencies.

PART 4: Detailed Information About the Project(s)

When seeking funds for infrastructure projects, the following four documents must be attached to this application:

1. A clear, color rendering of a general map showing the location of all proposed improvements and their proximity to the school and school routes within a two-mile radius.

2. A clear site plan for each improvement location showing existing and proposed conditions.
3. Detailed Engineer's Estimate (use form posted on the Division of Local Assistance website under SRTS located at: www.dot.ca.gov/hq/LocalPrograms).
4. Completed "warrants" sheet for projects with traffic control devices.

For both infrastructure and non-infrastructure projects, applicants are encouraged to provide letters of support from project partners and advocacy groups. Those letters should be attached with this application on organizational letterhead.

Please respond to the following ten statements when seeking infrastructure or non-infrastructure funds. They must be answered in sufficient detail and clarity to enable the review committee to fully understand your proposed project. They will be evaluated against all the other project proposals received.

Cite your ability to comply with Federal Highway Administration Requirements in undertaking this project: ☒ Yes ☐ No

1. Describe how your project addresses the five E's, including activities that will be funded through other sources or other grant applications that have been submitted.

A detailed project description, diagrams of existing conditions, site plans of our proposed improvements and a map are attached in the back of this application. We will not need to obtain any warrants for these improvements.

This project will address ENGINEERING components of creating safer pedestrian routes to our four public K-8 schools. We plan to modify the physical environment to make walking to school safer. In order to do this, we will use well-known strategies from the pedestrian planning toolbox. At the completion of this project, we will have improved safety at the vast majority of key locations close to schools along the routes that students walk.

We will add BULB-OUTS to a large percentage of the intersections in this application. Bulb-outs make the crossing of streets shorter, they make pedestrians more visible to motorists, they make motorists more visible to pedestrians, and they slow turning vehicles. Bulb-outs also provide space to add PERPENDICULAR CURB RAMPS. Perpendicular curb ramps send wheelchairs in a shorter, more direct route across intersections than diagonal ramps. We will add ADVANCED STOP BARS to many intersections as well. Advanced stop bars cause motorists to stop further before crosswalks than otherwise. This enhances visibility for both motorists and pedestrians. Advanced stop bars are especially beneficial in reducing the common "multiple-threat crash" caused on multi-lane streets where the motorist in one lane stops for a pedestrian in a crosswalk, and blocks the view of the motorist in the other lane who fails to stop. We are also planning ZEBRA-STRIPE

CROSSWALKS at many of our project locations. Zebra-stripe crosswalks are much more visible to motorists than double-stripe crosswalks because they show up in a much broader portion of motorists' views. We will add COUNTDOWN signals at a few locations. Countdown signals notify pedestrians how much time they have to cross and have been shown effective at modifying pedestrian behavior to prevent them from starting to cross too late in the signal phase. We will add RAISED CROSSWALKS at a number of locations. Raised crosswalks cause motorists to drive slower and make the crosswalk more visible. At two locations we will add PEDESTRIAN REFUGE ISLANDS. Pedestrian refuge islands allow pedestrians to cross busy streets one side at a time. Pedestrians do not have to wait for a gap long enough to cross the entire width of the street, only half way. FHWA reports that refuge islands reduce pedestrian crashes up to 40%. New USER-ACTIVATED FLASHERS at well-traveled Mission City Trail crossings will better notify motorists that a pedestrian or bicyclist is crossing either Jesse Street or Brand Boulevard, both busy streets at school commute times. RUMBLE BARS will better notify motorists that they are approaching a crossing of Mission City Trail. The new MEDIAN on Mott Street will prevent mid-block U-turns and double parking during school pick-up/drop off. This will reduce the number of children endangered by U-turning cars, and running between parked cars. The median will also channelize mid-block crossing, provide a refuge for pedestrians and slow cars down by narrowing the travel way.

We will also use other traffic calming devices to slow cars near schools. The aforementioned bulb-outs and raised crosswalks will calm traffic. We will also use CHOKERS at one location, and CHICANES at another location where cars have been speeding to slow them down. The MINI-ROUNDBOUT planned at one location will cause motorists to slow down where they have been speeding.

The LANE-REDUCTION along Brand Boulevard will accomplish a number of objectives. First, it will narrow the street and make it easier and safer to cross. Second, it will allow us to stripe BIKE LANES directly from the Mission City Trail along Brand Boulevard to the Middle School and beyond for cycling students coming from the other direction. Third, the lane reduction will allow us to reconfigure pick-up/drop off to prevent U-turning and double parking. We will do this by reserving one lane for this, and separating it from the travel lane with a DIVIDER.

2. Cite the stakeholders, partners, interested individuals, organizations, etc. who contributed to this project.

In approaching this project we first called a meeting of key players who could tell us what the safety issues around schools are, and what might make walking to school more attractive. This meeting included: the Principal of San Fernando Elementary School, the Parent-Teacher Association President, a crossing guard, an officer from the San Fernando Police Department, the City Engineer, an employee of the City Recreation and Community Services Department, the City Community Services Supervisor, a City Parks Commissioner, two grandparents of

children who attend these schools and a representative from the Downtown Mall Association. Our pedestrian planning consultant facilitated the meeting. He is a certified National Safe Routes to School Instructor, as well as an instructor for the national FHWA Pedestrian Safety Design course.

3. Identify the names of the schools that your project will benefit, the approximate number of children who currently walk and bicycle to school(s) in your target area, and the total number of students attending the school(s) in your target area.

This project will benefit all four of the K-8 public schools in San Fernando.

They are, along with the student enrollment:

Morningside Elementary School -1,000

O'Melveny Elementary School -600

San Fernando Elementary School - 800

San Fernando Middle School -2,100

TOTAL 4,500

According to school officials, approximately 65% walk to school and about 1/2 of 1% bicycle. This amounts to 2,925 students walking and 23 students bicycling.

4. Identify the expected increase in the percentage of children walking and bicycling to school(s) upon completion of this project (based on the total number of children enrolled).

This project has two goals. The first is to increase safety of children presently walking to school. Since about 2/3 of students presently walk to school here, this is very important. Second we hope to increase the number walking. Our objective is to raise the proportion of students walking to 75%. Since our only bicycle improvements in this project will be to the Mission City Trail, and to Brand Boulevard, we don't expect an increase in cyclists except at San Fernando Middle School. Our objective there is to attract 10% of students to bicycle to school.

5. Describe the safety risks children currently encounter when walking or bicycling to school. Include supporting data such as accident reports, survey results, etc.

Attendees at the meeting referred to in Part 4 Question 2 cited SPEEDING as perhaps the most important safety issue near San Fernando Schools. This speeding occurs on nearby streets, as well as with turning vehicles. They also noted that DOUBLE PARKING and U-TURNS are problems in front at pick-up/drop off. Parents dropping children off make unsafe maneuvers and children run between parked cars. Some FAIL TO STOP AT STOP SIGNS. They also noted that nearby traffic signals allow INSUFFICIENT TIME TO CROSS.

6. Describe how this project will correct the risks identified above.

This project will address SPEEDING with bulb-outs, raised crosswalks, chokers, mini-roundabouts, narrower streets and better marked crosswalks. It will reduce DOUBLE PARKING and U-TURNS in front of the two schools where they are most problematic - San Fernando Elementary School and San Fernando Middle School. The new median on Mott Street will eliminate U-turns and should either reduce or eliminate double parking. Eliminating double parking will reduce the

number of children running between parked cars. Channelizing the crossing on Mott Street will also reduce the number of children running between parked cars. The new divider on Brand Boulevard should eliminate U-turns and should either reduce or eliminate double parking. Bulb-outs will reduce the number of motorists who FAIL TO STOP AT STOP SIGNS since they will be channeled into the travel lane. This may have to be addressed with enhanced enforcement as well. This project will deal with the issue of INSUFFICIENT TIME TO CROSS with bulb-outs that will reduce the distance and time it takes to cross. We will also attend to this with countdown traffic signals. In parallel with this project, the City Engineer will adjust the traffic signal timing where needed.

Overall, this project will make pedestrians and school zones much more visible and will raise the awareness of motorists in the area through design.

7. If safety is not the reason children do not walk or bicycle to school, describe other reasons i.e. lack of infrastructure, conditions that make it unpleasant, a prevailing attitude.

Many children do walk to school in San Fernando now. It is likely that those who don't live close enough to walk, but their parents are concerned about traffic safety and crime. Some parents don't have time to walk their children before work, so they drive. We have sidewalks along all of our streets, and nearly all of our corners have curb ramps. Some of our sidewalks have narrow parkways so they are not always pleasant to walk on.

Few children bicycle to school. We have very few bikeways -- only the Mission City Trail. The schools also do not have good bicycle parking.

8. Describe how this project will increase walking and bicycling to school.

This project will improve pedestrian safety by eliminating or reducing many of the hazards. In doing so, it will also enhance the perception of traffic safety. Moreover, the improvements listed in this project will make for a much more comfortable and pleasant walking experience. Since students and parents will feel safer, they will be able to relax and enjoy the walk to school more. We believe this will encourage more parents to either let their children walk, or to walk with them to school.

This project focuses on pedestrian enhancements. The only direct improvements for bicyclists will be the Mission City Trail crossing improvements and the bike lanes on Brand Boulevard. The crossing improvements will make using the Mission City Trail much safer. Presently these crossings serve as barriers that likely discourage bicycling and walking on the trail. The bike lanes on Brand Boulevard will add space and visibility to bicyclists. They will directly connect to the Mission City Trail. This should increase the number of students cycling to San Fernando Middle School. Moreover, wherever this project slows motor vehicles, it will improve safety for bicyclists. As a separate project, the City will soon adopt a new Bicycle Master

Plan that will contain a citywide network of bikeways, bicycle parking for schools and other improvements that will increase cycling to school.

9. Cite your readiness to begin this project.

We are ready to initiate design and construction on these projects as soon as we receive notice of the funds. Since these are relatively small projects, construction will follow quickly after design. We plan to complete all of the projects within one year.

10. Will you commit to using the project evaluation forms (parent and student surveys) that will be provided by Caltrans?

Yes

PART 5: Project Cost Estimate

Please provide cost estimate figures in the formats displayed below. These tables may be obtained through the Division of Local Assistance website under SRTS.

FOR INFRASTRUCTURE PROJECTS:

PROJECT COST ESTIMATE**

Cost Item	SRTS \$	Other \$	Total \$
Preliminary Engineering			
Environmental	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
PS&E	<u>\$0.00</u>	<u>\$30,639.00</u>	<u>\$30,639.00</u>
Right of Way			
Engineering	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
Appraisals & Acquisitions	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
Utilities	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
Construction			
Construction	<u>\$973,700.00</u>	<u>\$47,600.00</u>	<u>\$1,021,300.00</u>
Construction Engineering	<u>\$20,426.00</u>	<u>\$0.00</u>	<u>\$20,426.00</u>
Before/After Evaluation	<u>\$0.00</u>	<u>\$5,000.00</u>	<u>\$5,000.00</u>
Subtotal	<u>\$994,126.00</u>	<u>\$83,239.00</u>	<u>\$1,077,365.00</u>
Contingency*	<u>\$0.00</u>	<u>\$102,130.00</u>	<u>\$102,130.00</u>
Total Project Cost**			<u>\$1,179,495.00</u>

*Contingency "Total Cost" may not exceed 10% of the "Subtotal" however exceptions will be considered on a case-by-case basis.

**SRTS funds may not exceed \$1,000,000.

Has an application for a non-infrastructure grant been submitted or approved to complement this infrastructure improvement? ☐ Yes ☒ No

If yes, what is the title of that application and who was it submitted by?

FOR NON-INFRASTRUCTURE PROJECTS

PROJECT COST ESTIMATE (as applicable)**

Cost Item	SRTS \$	Other \$	Total \$
Personnel Costs			
Positions and salaries	\$ _____	\$ _____	\$ _____
Employees benefits	\$ _____	\$ _____	\$ _____
Travel Expenses	\$ _____	\$ _____	\$ _____
Contractual Services*	\$ _____	\$ _____	\$ _____
Equipment	\$ _____	\$ _____	\$ _____
Other Direct Costs	\$ _____	\$ _____	\$ _____
Before/After Evaluation	\$ _____	\$ _____	\$ _____
Subtotal	\$ _____	\$ _____	\$ _____
Total**			\$ _____

*No copyright permitted on materials

**SRTS funds may not exceed \$500,000.

PART 6: Project Delivery Schedule

Please provide completion dates for the major milestones on your project. NOTE: All projects must be completed within four years – the year of award and three subsequent years. Note: Time extensions will be considered on a case-by-case basis by the SRTS Coordinator with sufficient written justification from the applicant. Requests for time extensions must be submitted at least three months prior to the four-year deadline.

Target Dates for Infrastructure Projects:

1. Obtain authorization to proceed with Preliminary Engineering (PE): 8/1/2007
2. Complete the environmental document: Not Applicable
3. Complete final design and Plans, Specifications, & Estimate (PS&E): 11/1/2007

4. Obtain authorization to proceed with right of way*: Not Applicable
 5. Proceed with right of way acquisition*: Not Applicable
 6. Obtain right of way clearance (certification): Not Applicable
 7. Obtain project authorization to proceed with construction: 8/1/2007
 8. Advertise project for construction: 11/1/2007
 9. Submit first invoice: January 2008
 10. Award the project: 1/1/2008
 11. Complete construction: 10/1/2008
 12. Develop measurement tool and completed Before/After Study: 1/1/2009
 13. Submit Before/After Evaluation to SRTS Coordinator: 1/1/2009
 14. Submit final invoice with a report of expenditures: January 2009
- * These steps are required only for projects with a right of way phase that is federally funded.

Target Dates for Non-infrastructure Projects (as applicable):

1. Obtain federal authorization to proceed: _____
2. Initiate project implementation: _____
3. Submit first invoice: _____
4. Complete project: _____
5. Utilize the measurement tool provided by Caltrans in preparing the Before/After Evaluation: _____
6. Submit Before/After Evaluation to SRTS Coordinator: _____
7. Submit final invoice: _____

Safe Routes to School Plan City of San Fernando



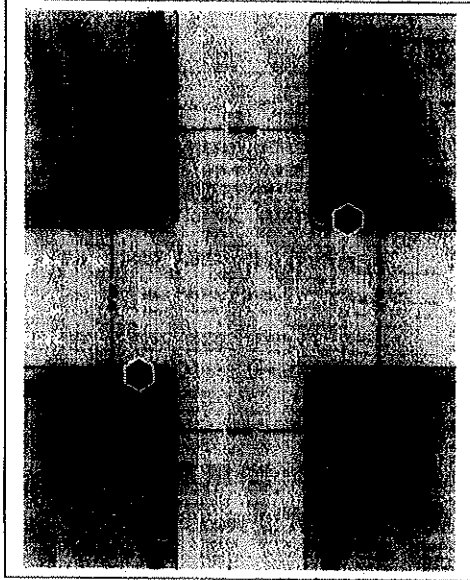
LEGEND

- School Safety Projects
- K-8 Schools
- School Walking Routes
- - - Mission City Trail
- ⋈ Los Angeles Metrolink Bike Path
- ⋈ Metrolink Line

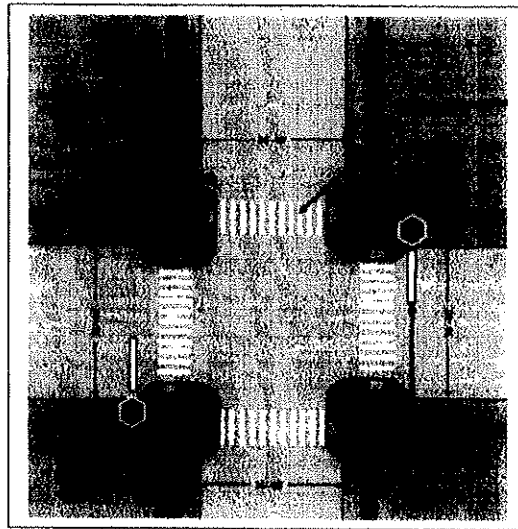
1 mile

San Fernando School Area Pedestrian Safety Project

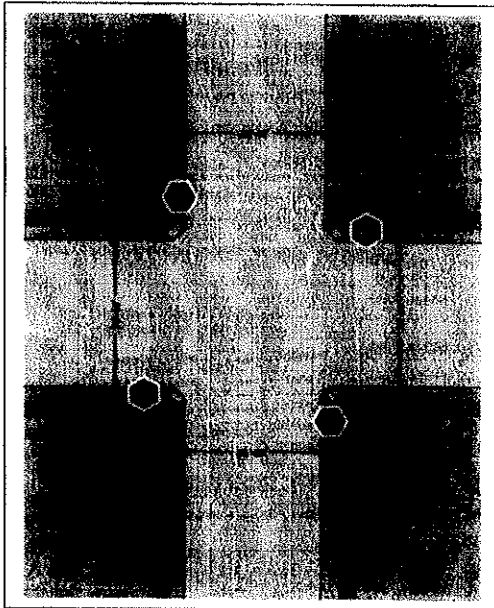
The proposed improvements are listed first by school, then by numbered location. A description, diagram of existing conditions and site plan for proposed improvements are included for each location. The diagrams are not to scale. Some of the intersections have the same configuration and same proposed solution. Those will be referred to by number and the diagrams for those is shown next. A map showing the numbered improvement locations follows at the end.



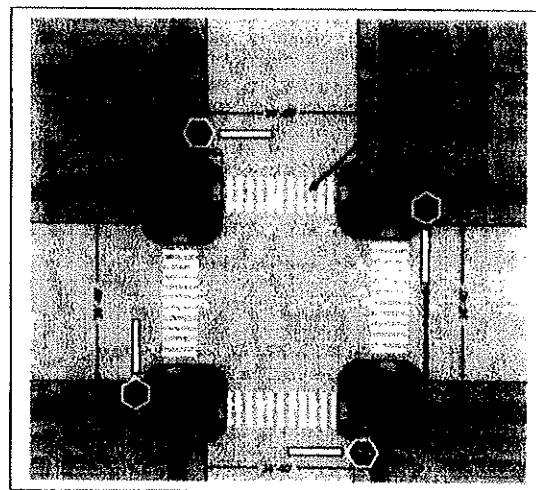
Existing - E1



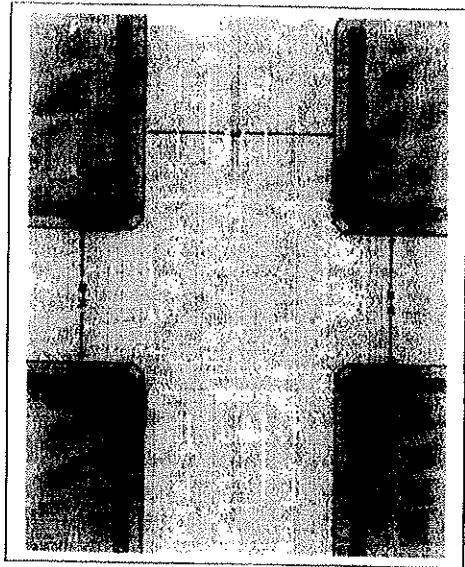
Proposed - P1



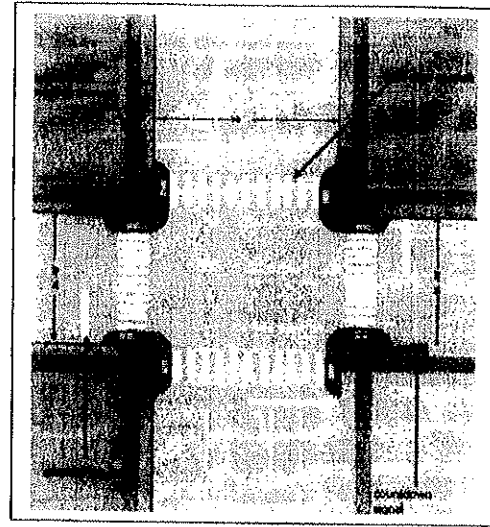
Existing - E2



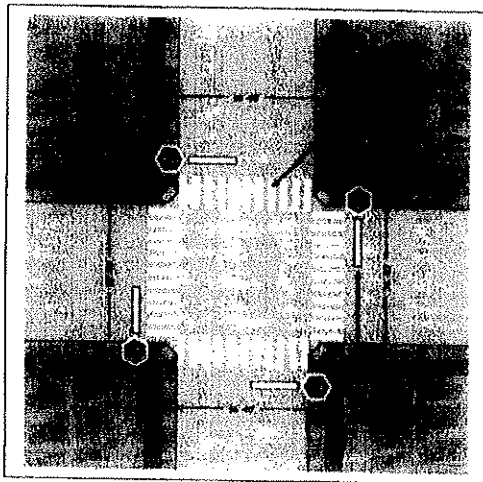
Proposed - P2



Existing - E3



Proposed - P3



Proposed - P4

Morningside Elementary School Area

1. Maclay Ave. and Fifth St.

- Add bulb-outs to all 4 corners to cross Fifth St. (Maclay bulb-outs already funded)
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add countdown signals to cross Maclay Ave.
- Add advanced stop bars to both approaches of Maclay Ave. and to southeast bound side of Fifth St.

Existing Site Plan - E3, Proposed Site Plan - P3

2. Brand Blvd. and Library St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

Existing Site Plan - E2, Proposed Site Plan - P2

3. Brand Blvd. and Fifth St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

Existing Site Plan - E2, Proposed Site Plan - P2

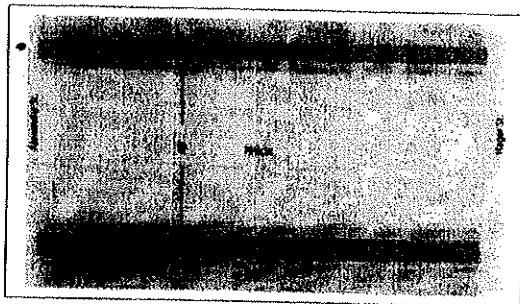
4. Fifth St. and Hagar St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

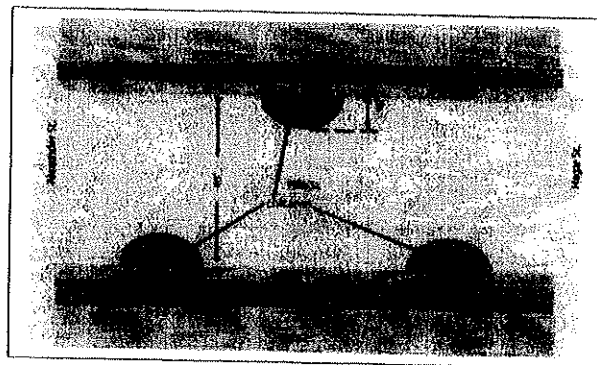
Existing Site Plan - E2, Proposed Site Plan - P2

5. Fifth St. between Hagar St. and Alexander St.

- Add chicanes to slow traffic



Existing



Proposed

6. Fifth St. and Alexander St.

- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

Existing Site Plan - E2, Proposed Site Plan - P4

O'Melveny Elementary School Area

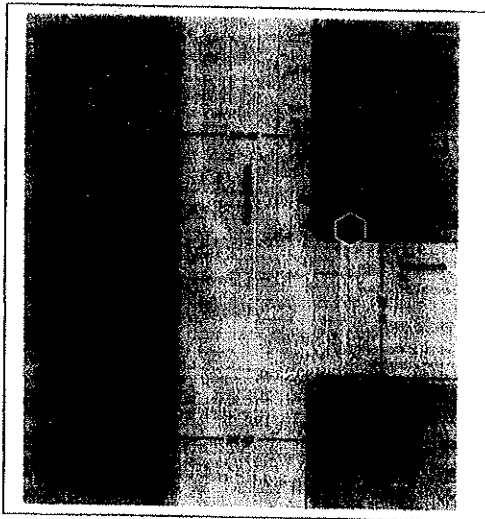
7. Chatsworth Dr. and Mott St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

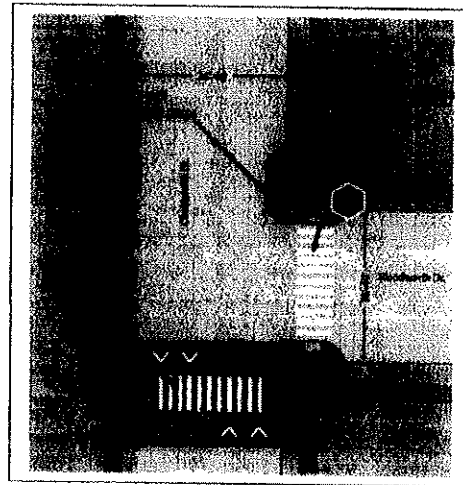
Existing Site Plan - E2, Proposed Site Plan - P2

8. Chatsworth Dr. and Woodworth St.

- Add raised crosswalk to northeast crossing
- Add bulb-outs to both sides of the raised crosswalk, and to crossing of Woodworth St.
- Paint zebra-stripe crosswalk across Woodworth St.



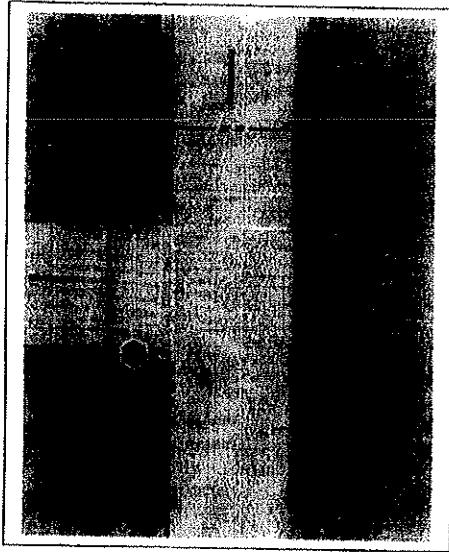
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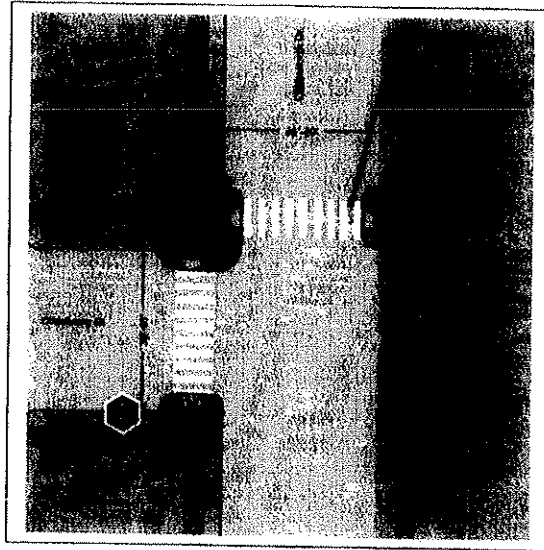
Proposed

9. Chatsworth Dr. and O'Melveny St.

- Add bulb-outs to crossings Chatsworth Dr. and O'Melveny St.
- Paint zebra-stripe crosswalks to both crossings



Existing



Proposed

10. Mott St. and Wolfskill St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

Existing Site Plan - E2, Proposed Site Plan - P2

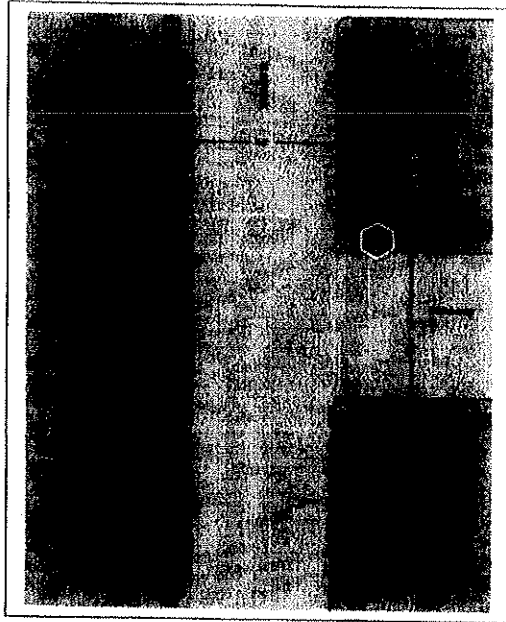
11. Woodworth St. and Wolfskill St.

- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

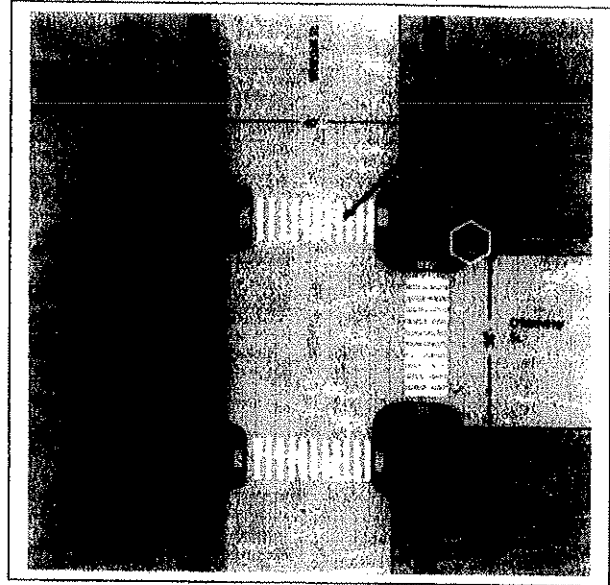
Existing Site Plan - E2, Proposed Site Plan - P4

12. O'Melveny St. and Wolfskill St.

- Add bulb-outs to both corners and both ends of crosswalks on northwest side
- Paint zebra-stripe crosswalks in all 3 directions



Existing

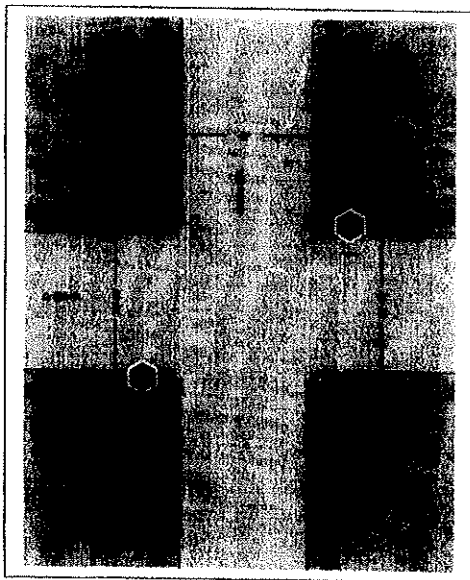


Proposed

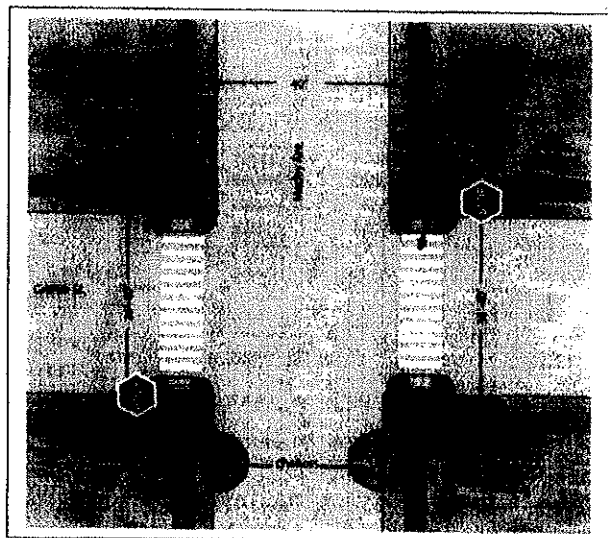
San Fernando Elementary School Area

13. Maclay Ave. and Griffith St.

- Add bulb-outs to all 4 corners crossing Griffith St.
- Paint zebra-stripe crosswalk to cross Griffith St. on both sides of Maclay
- Add chokers to both sides of Maclay on the southwest side of Griffith St. to slow cars entering school zone



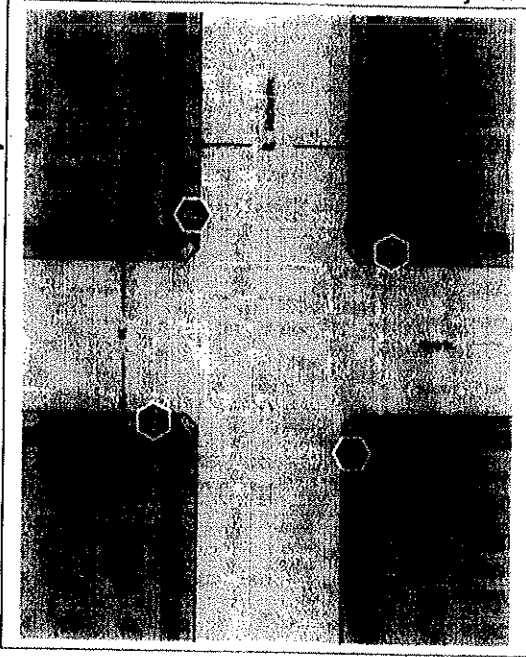
Existing



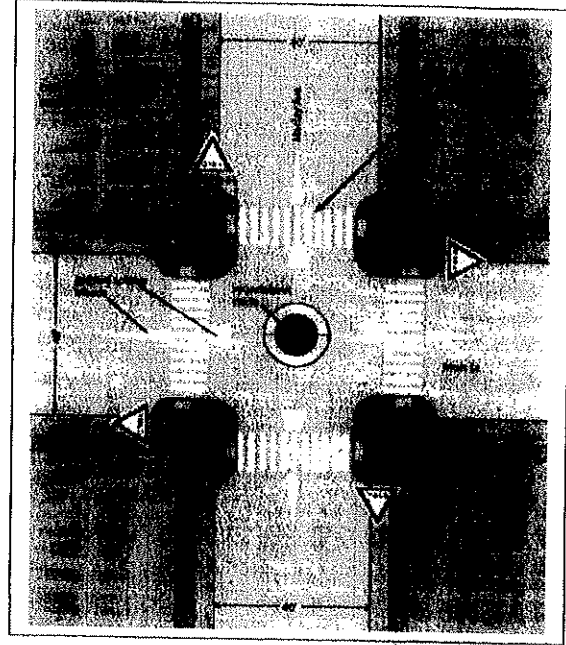
Proposed

14. Maclay Ave. and Mott St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add mini-roundabout to slow traffic
- Add painted splitter islands and yield signs to all 4 approaches



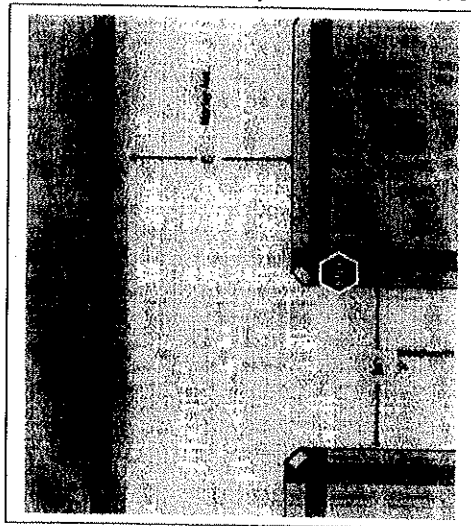
Existing



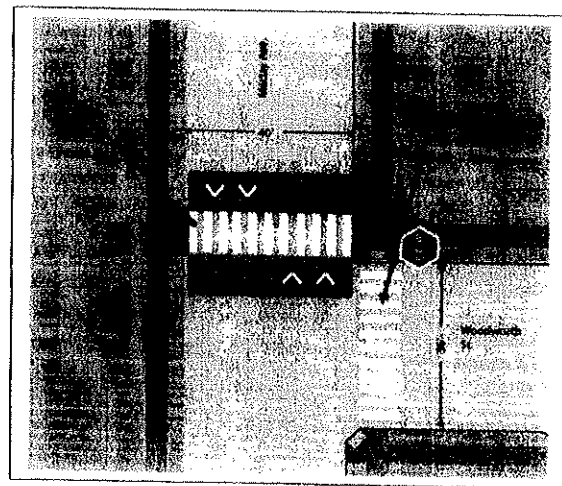
Proposed

15. Maclay Ave. and Woodworth St.

- Add raised crosswalk to existing crosswalk
- Paint zebra-stripe crosswalk across Woodworth St.



Existing



Proposed

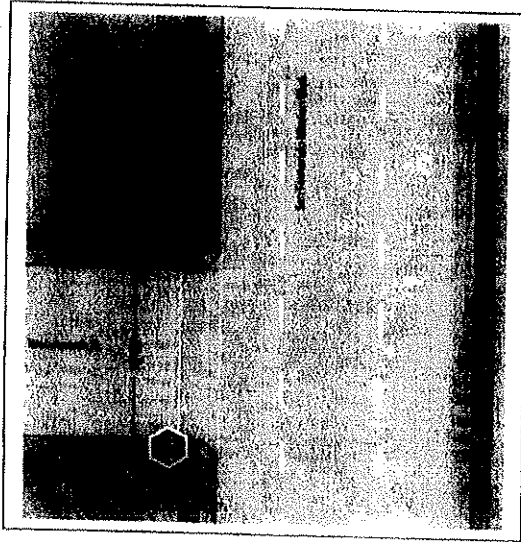
16. San Fernando Mission Blvd. and Mott St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches
- Add countdown signals to cross San Fernando Mission Blvd.

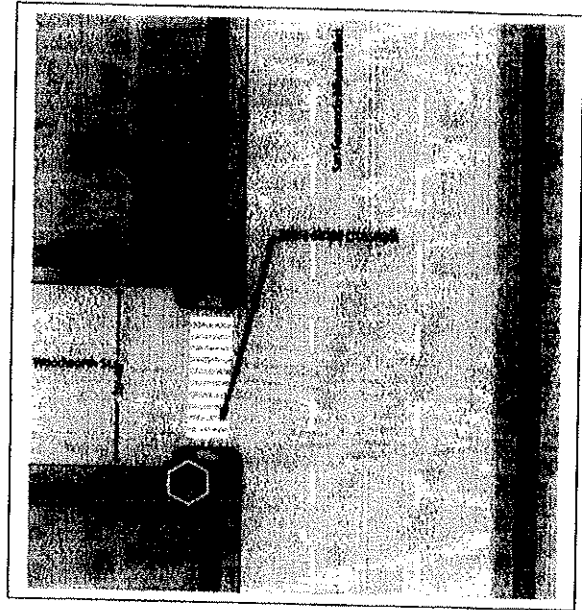
Existing Site Plan - E3, Proposed Site Plan - P3

17. Woodworth St. at San Fernando Mission Blvd.

- Add 2 bulb-outs to cross Woodworth St.
- Paint zebra-stripe crosswalk to cross Woodworth St.



Existing



Proposed

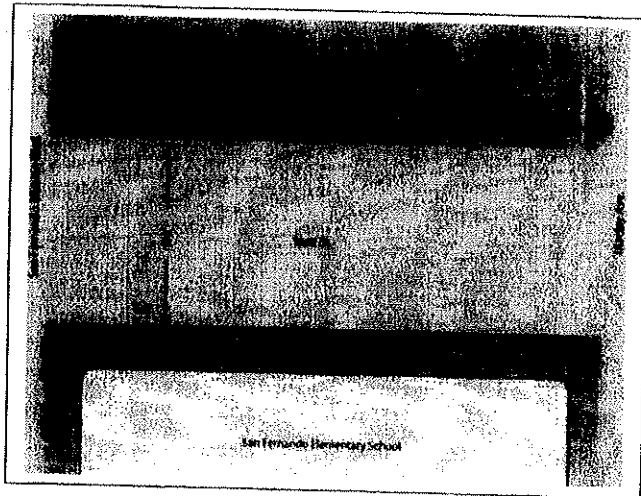
18. San Fernando Mission Blvd. and O'Melveny St.

- Add bulb-outs to all 4 corners in all directions
- Install perpendicular curb ramps in the bulb-outs
- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches
- Add countdown signals to cross San Fernando Mission Blvd.

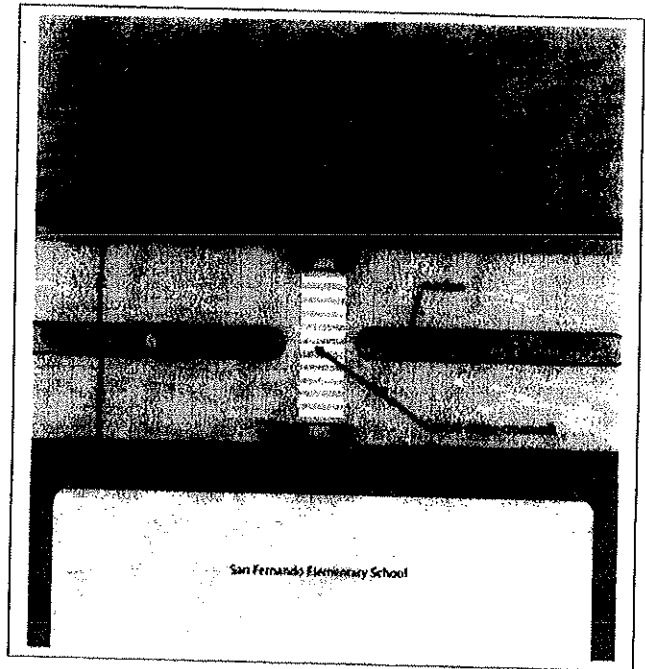
Existing Site Plan - E3, Proposed Site Plan - P3

19. Mott St. between San Fernando Mission Blvd. and Mott St.

- Add center median to narrow street to slow cars, prevent u-turns and double parking, and to add pedestrian refuge
- Create midblock crossing to the front of the school with bulb-outs and pedestrian refuge in the median
- Add signs notifying motorists of the crossing



Existing



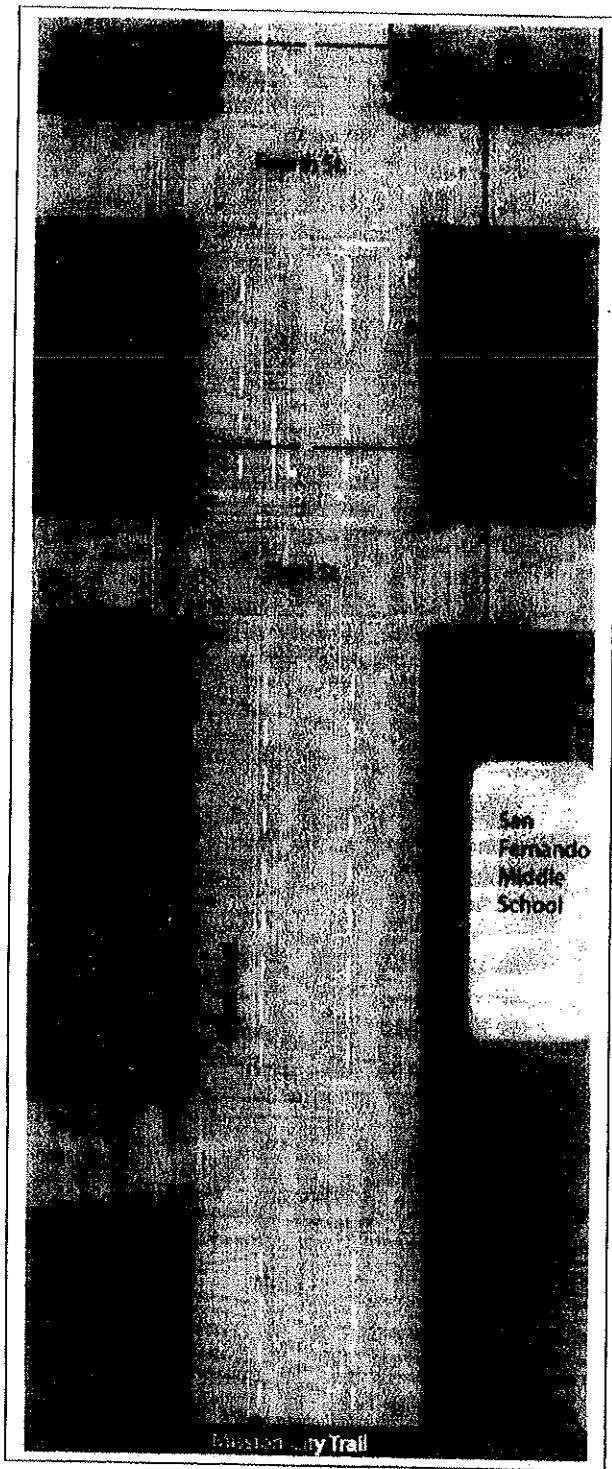
Proposed

San Fernando Middle School

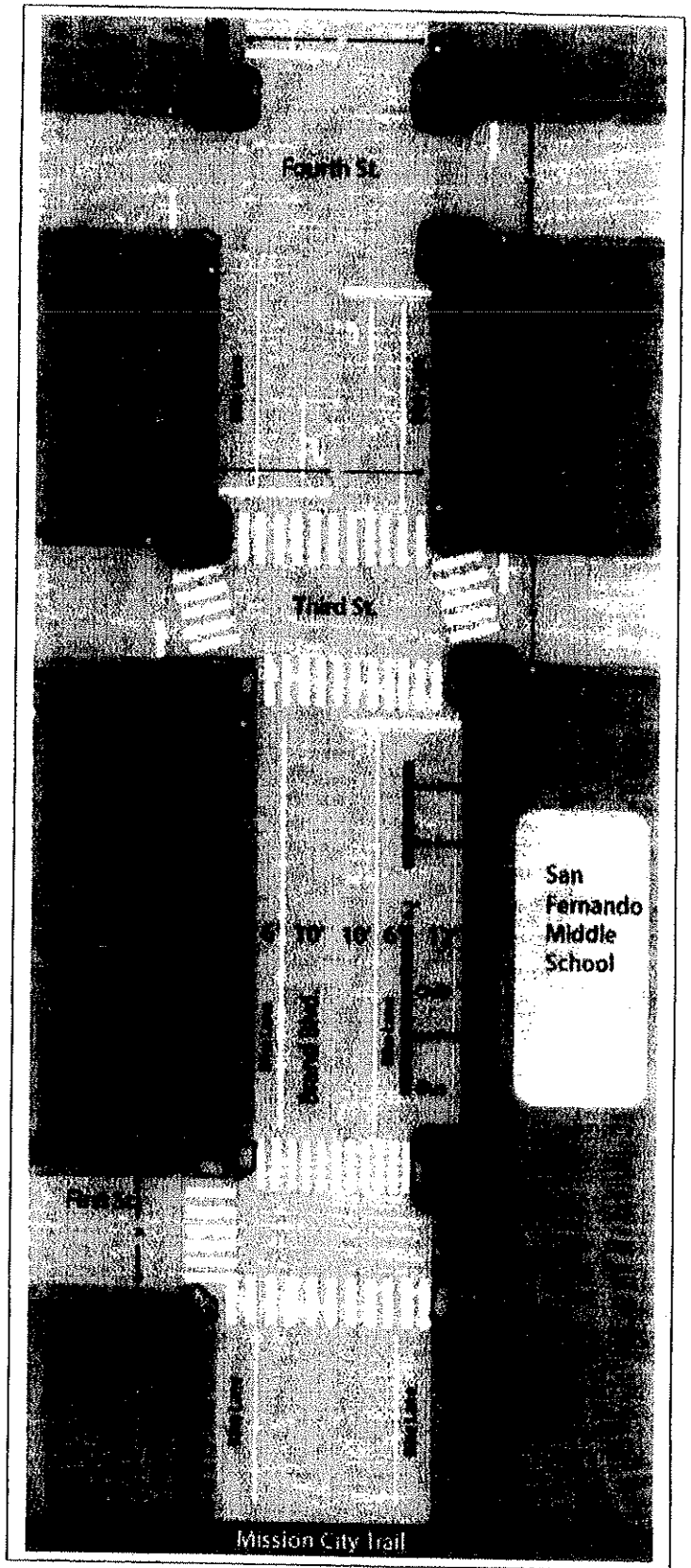
20. On Brand Blvd. from Mission City Trail to Fourth St.

- Reduce from 4 lanes to 2 lanes to slow traffic, to add bike lane, to narrow crossing, and to eliminate u-turns, double-parking and other dangerous maneuvers at pick-up/drop-off
- Add bicycle lanes on both sides
- Move curb to widen sidewalk on southeast side from Mission City Trail to First St.
- Move curb to widen sidewalk on northwest side from First St. to Third St.
- Move curb to widen sidewalk on southeast side from Third St. to Fourth St.
- Add bulb-out to school side of Brand Blvd. northeast of First St.
- Create bus loading zone northeast of First St. on school side of Brand Blvd.
- Create car loading zone southwest of Third St. on school side of Brand Blvd.
- Add raised lane divider between drop-off zone and travel lane with access gaps at southwest end for buses, halfway for cars and at the northeast end for cars
- Add bulb-outs on north and south corners of Brand Blvd. and Third St.
- Paint zebra-stripe crosswalks in all 3 directions at First St. and Brand Blvd.
- Paint zebra-stripe crosswalks in all 4 directions at Brand Blvd. and Third St.
- Add advanced stop bars in all 4 directions at Brand Blvd. and Third St.
- Add bulb-outs to north, east, and south corners of Brand Blvd. and Fourth St.
- Add advanced stop bars in all 4 directions at Brand Blvd. and Fourth St.

Site Plans Shown on Next Page



Existing



Proposed

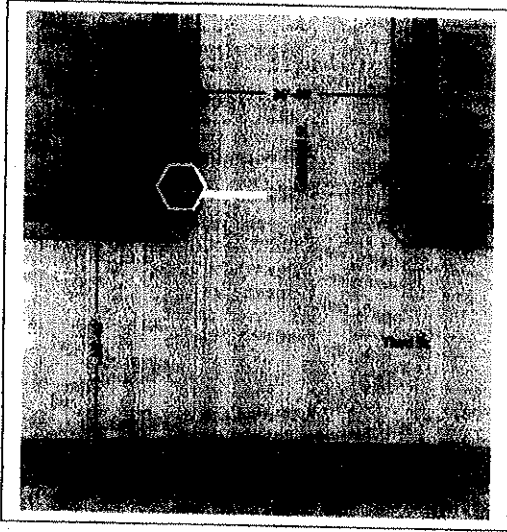
21. Fourth St. and Griswold Ave.

- Paint zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars to all 4 approaches

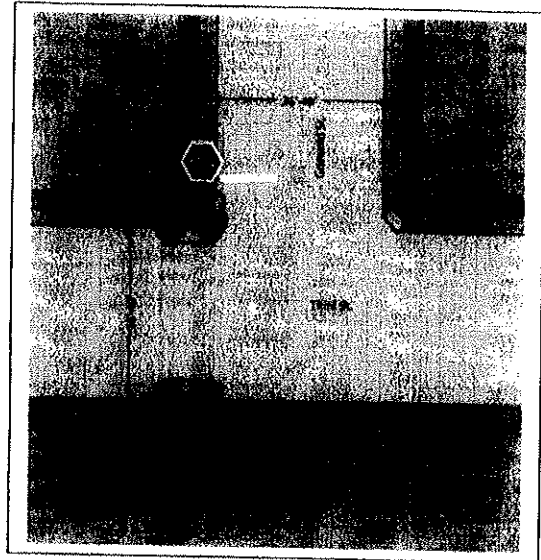
Existing Site Plan - E2, Proposed Site Plan - P4

22. Third St. and Griswold Ave.

- Add bulb-outs to both side of crosswalk



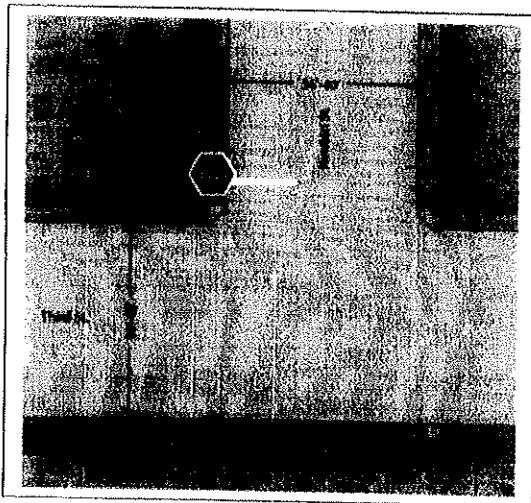
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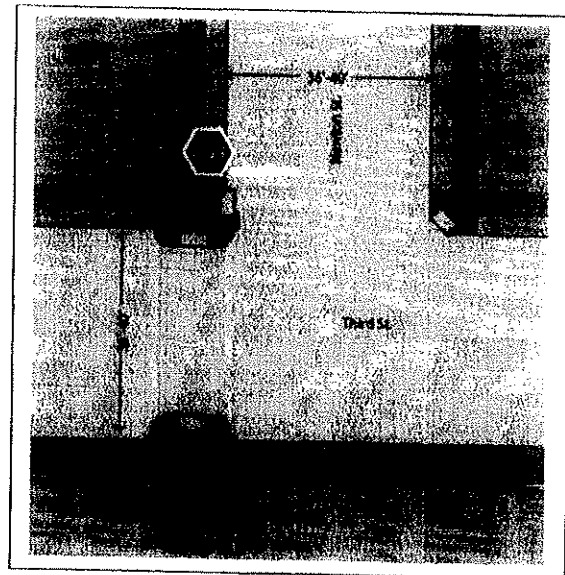
Proposed

23. Third St. and Newton St.

- Move crosswalk to other side
- Add bulb-outs to both side of crosswalk



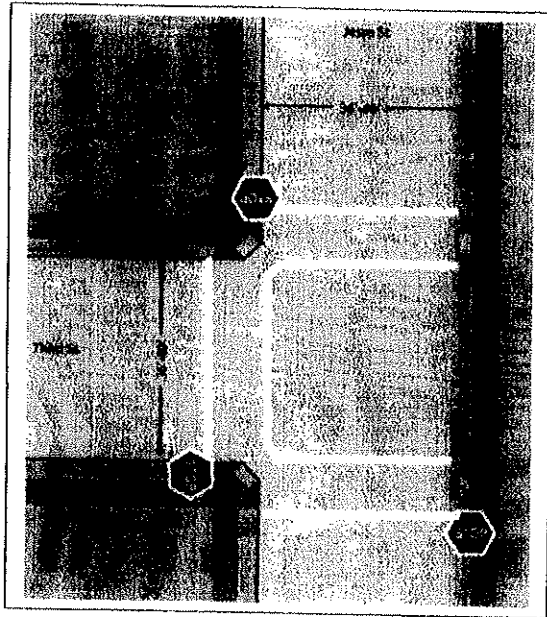
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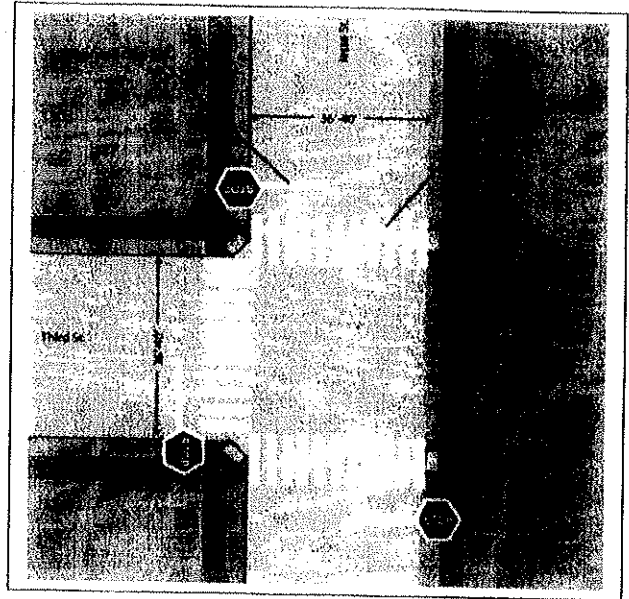
Proposed

24. Third St. and Jesse St.

- Paint zebra-stripe crosswalks in all 3 directions
- Add advanced stop bars to all 3 approaches



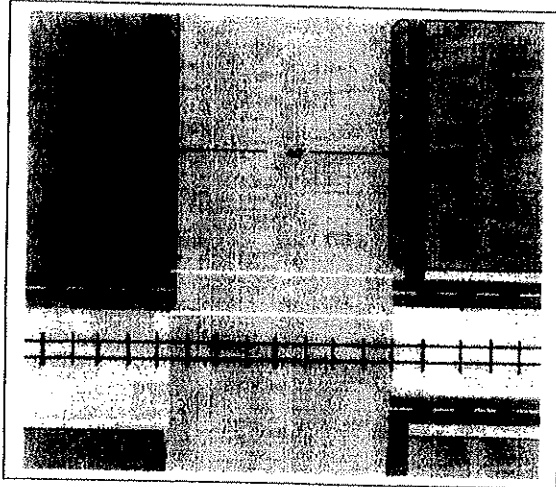
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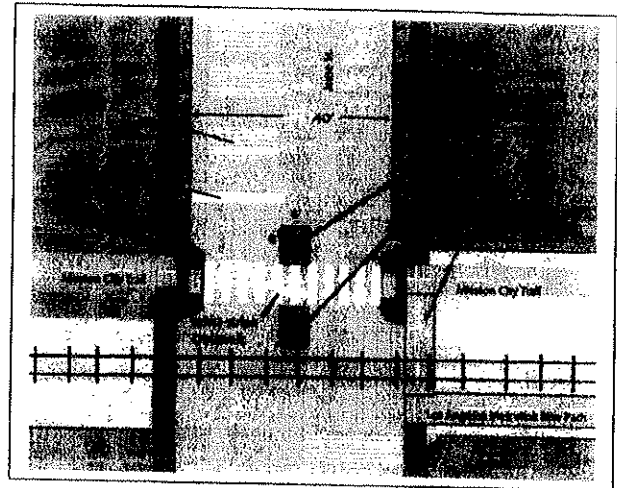
Proposed

25. Mission City Trail crossing of Jesse St.

- Add refuge islands in the center of Jesse St.
- Add bulb-outs to both sides
- Paint zebra-stripe crosswalk
- Add advanced stop bar
- Connect city of Los Angeles bike path on the southwest side of the Metrolink tracks to the Mission City Trail on the northeast side with a new curbed path



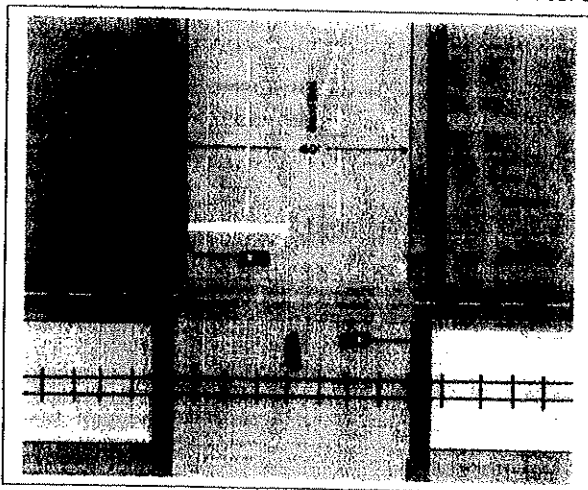
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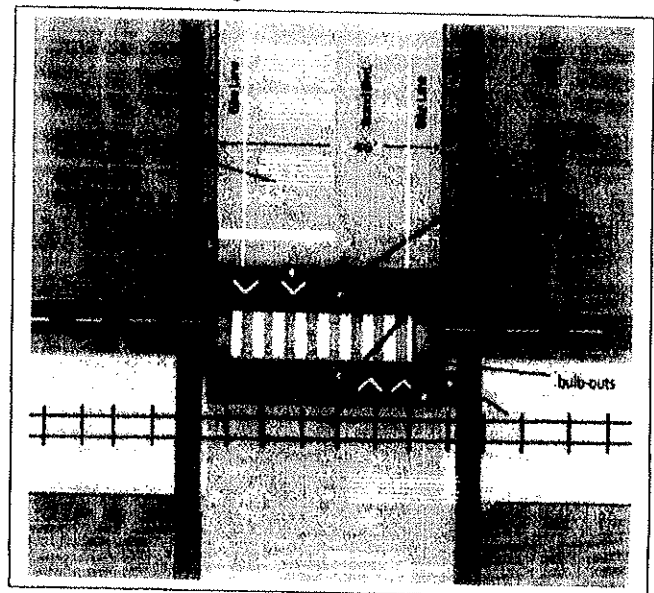
Proposed

26. Mission City Trail crossing of Brand Blvd.

- Add refuge islands in the center of Brand Blvd. with user-activated flashers
- Add user-activated flashers on existing poles; change existing overhead flashers to user-activated
- Add bulb-outs to both sides
- Add raised crosswalk
- Add rumble bars on Brand Blvd. to alert motorists of the crossing



Existing



Proposed



CITY OF

San Fernando
Historic & Visionary

December 29, 2006

RECEIVED

JAN 02 2007

Caltrans District 7
100 S. Main Street, 12th Floor
Los Angeles, CA 90012

Attn: Dale Benson

Re: Safe Routes to School Program

Dear Mr. Benson,

Enclosed is the City of San Fernando's completed application for the Safe Routes to School Program. If you have any questions or need additional information, please feel free to contact me. My phone number is (818) 898-1225. My email address is dwall@sfcity.org.

Best Regards,

A handwritten signature in black ink, appearing to read "D. S. Wall".

Daniel S. Wall, P.E.
City Engineer
City of San Fernando

PUBLIC WORKS DEPARTMENT

117 MACNEIL STREET SAN FERNANDO, CALIFORNIA 91340-2993

PHONE 818.898.1222 • FAX 818.361.6728



Joyce Workman

From: Tammi Altamirano [tammi_altamirano@dot.ca.gov]
Sent: Tuesday, May 18, 2010 2:20 PM
To: Joyce Workman
Attachments: Document.pdf

Hi Joyce,

Please see the attached application. I am also sending you (2) other applications that I have files for in our office. Please contact me if you have any questions. Thanks.

Tammi Altamirano
Caltrans District 7
Local Assistance
213-897-3220

<http://www.digitalsender.hp.com>

5/18/2010