

KERN COUNCIL OF GOVERNMENTS
Congestion Mitigation and Air Quality (CMAQ) Program
PROJECT APPLICATION – Due Thursday, July 17, 2025

*Please note this is a PDF fillable form so responses may be typed. Items 1, 2, 7, and 22 are drop downs. Totals in item 6 will automatically calculate.

- (1) Is the project included in a local agency-adopted resolution supporting the project? YES NO
- (2) Does the proposed project meet basic eligibility requirements? YES NO
- (3) Project background and justification: Explain the project in terms of the existing infrastructure, its impact for service, safety or any other issue that is relevant to the project (attach to application). If the project scope relates to fueling infrastructure please provide a 3-year fleet conversion plan.
- (4) Lead Agency: _____
- (5) Project description [(Location:) + (Limits) + (;) + (Improvement/Activity)]

(6)	Funding Type	PE	R/W	Const.	Total
	Local	\$ _____	\$ _____	\$ _____	\$ _____
	Local	\$ _____	\$ _____	\$ _____	\$ _____
	State	\$ _____	\$ _____	\$ _____	\$ _____
	Federal	\$ _____	\$ _____	\$ _____	\$ _____
	Total	\$ _____	\$ _____	\$ _____	\$ _____

- (7) Programming Year by Phase: PE: _____ R/W: _____ Const: _____
- (8) VMT Reduction (annual miles): _____
- (9) VOC Reduction (kg/day): _____ Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): _____ Additional documentation required. See instructions.
- (11) PM₁₀ Reduction (kg/day): _____ Additional documentation required. See instructions.
- (12) PM_{2.5} Reduction (Kg/day): _____ Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): _____ Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): _____ Additional documentation required. See instructions.
- (15) Livability and Safety: Describe how project provides the six benefits; limit to half page per benefit.
- (16) Hwy Peak Period LOS Before Project (AM/PM average): _____
- (17) Hwy Peak period LOS After Project (AM/PM average): _____
- (18) Bikeway Peak Period LOS Before Project (AM/PM average): _____
- (19) Bikeway Peak period LOS After Project (AM/PM average): _____
- (20) Pedestrian Peak period LOS Before Project (AM/PM average): _____
- (21) Pedestrian Peak period LOS After Project (AM/PM average): _____
- (22) Is the project identified as a RACM/BACM? YES NO

Application completed by: _____	Date Completed: _____
E-mail: _____	Phone Number: _____
Agency: _____	
Address: _____	

Send completed application electronically on a flash drive with transmittal letter on agency letterhead to:

Attn: Ceasar Valle ❖ Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301

OR send Digitally via [Dropbox, click here.](#)

PROJECT BACKGROUND AND JUSTIFICATION

Monterey Street Complete Streets Improvements

The proposed project will involve streetscape and safety improvements along Monitor Street between Merrimac Avenue and Fairview Road (± 1.2 miles). This project was started in FY 2022-2023 as part of an ongoing effort by the City of Bakersfield to promote active transportation and create safer corridors for its most vulnerable users.

Monitor Street acts as a major educational hub for the City of Bakersfield. Along the entire ± 3 mile stretch, there are nine (9) schools, including two (2) high schools. Within a 1 mile radius of Monitor Street, there are nearly 56,200 residents, with 32% being school-aged (1-18) and most likely to utilize non-vehicular transit along the corridor. As it exists, Monitor Street is a two lane, collector with wide travel lanes and no dedicated bike lanes. Due to a lack of safety focused improvements, during school drop-off and pick-up, drivers can be observed double parking, making illegal u-turns, and practicing other unsafe behaviors in an attempt to get their children to school on time. Students who walk to school face drivers traveling at high speeds, intersections that lack pedestrian protection, and no shade throughout the corridor. The City of Bakersfield has partnered with Kimley-Horn to reimagine the entire length of the corridor in a way that encourages multi-modal transportation and protects all users.

The project will improve safety conditions through a number of traffic calming measures: protected crossings through the use of curb extensions, increased pedestrian/cyclist visibility through high-visibility crosswalks, rectangular rapid flashing beacons (RRFB's), advanced stop markings, turn lane markings, and striping, raised medians, accessibility upgrades, and a combination of dedicated, Class II and Class IV bike lanes.

This project looks to leverage the proposed safety improvements, with proven track records all over the country, into a reduction in vehicle miles traveled by creating more opportunities for residents and students to engage in active modes of transportation.

PROJECT LIVABILITY BENEFITS

Livability Benefit #1

Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers.

This project aims to reduce user mobility costs primarily through the addition of Class II and Class IV bike lanes along the project corridor. Currently there are no dedicated bike facilities along Monitor Street. The addition of said bike lanes, in conjunction with other safety improvements, will incentivize non-motorized transportation as both a means of reaching a destination, or reaching a transit connection, such as the multiple Golden Empire Transit (GET) routes that run along Monitor Street.

Livability Benefit #2

Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets.

With its wide travel lanes, shared parking and bike area, and narrow sidewalks, Monitor Street is not currently an appealing corridor for non-motorized transportation. To increase the number of modes accommodated along the corridor, dedicated bike facilities and medians will provide additional safety to road users looking to utilize bicycles and other non-motorized means of transportation. Protected intersections and additional mid-block crossings will help to remove existing safety barriers for pedestrians as well. Incentivizing active modes of transportation will look to replace vehicle trips and decrease congestion, especially during peak hours (school pick-up and drop-off).

Livability Benefit #3

Will improve travel between residential areas and commercial centers and jobs.

While the area along Monitor Street is primarily residential, within a one (1) mile radius of the project limits are many commercial and community centers. These include schools, places of worship, grocery stores, and various retail shopping centers. By providing additional protected crossings, strategically placed near existing GET bus stops, and protected bike facilities, this project looks to provide additional, safe alternatives to vehicular travel, whether that be by replacing entire vehicle trips or encouraging users to utilize non-vehicular travel for the “last mile.” The City of Bakersfield, alongside our design consultant, has been in constant communication with GET in an effort to ensure that GET is

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not only onboard with the proposed design, but so that their input and experience can be incorporated for the benefit of the community.

Livability Benefit #4

Will improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups.

The community around Monitor Street is diverse and in need of investment. Per data collected from the Environmental Justice Screen Community Report, the community is comprised of 88% people of color, 53% low income, and 35% with less than a high school education. Community engagement has been a large part of the design process and improvement selection. Working with local school districts and holding community engagement meetings to interface directly with residents, it was made clear to the City that a lack of lighting, mid-block crosswalks, and dedicated bike-facilities contribute greatly to a lack of desire to utilize the existing non-vehicular facilities along the corridor. By providing those elements as a part of the design, along with rapid rectangular flashing beacons (RRFB's), raised medians, and intersection protection treatments, this project looks to cater to the needs of the most disadvantaged community members and provide them direct access, not only to facilities along the corridor, but the numerous community centers within a 1 mile radius with increased safety and confidence that the corridor is there to serve them, not just motorized travel.

Safety Benefit #1

Is the existing Accident rate higher than the average rate for a similar facility, and does the project reduce the Accident rate to the average rate or lower?

See Crash Data attachment for existing accident rates for the project corridor. The project improvements have been chosen, not only through community involvement, but for their effectiveness at reducing vehicle/pedestrian incidents, as well as reducing the severity of said incidents when they do occur. FHWA's Crash Modification Factor Clearinghouse was used to analyze the projects potential effect on accident/fatality rates.

Safety Benefit #2

Is the existing Fatality Rate higher than the average rate for a similar facility, and does the project reduce the Fatality Rate to the average rate or lower?

See Crash Data attachment for existing accident rates for the project corridor. The project improvements have been chosen, not only through community involvement, but for their

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effectiveness at reducing vehicle/pedestrian incidents, as well as reducing the severity of said incidents when they do occur. FHWA's Crash Modification Factor Clearinghouse was used to analyze the projects potential effect on accident/fatality rates.

BICYCLE FACILITIES

County: Kern

Federal Number:

Approval Date:

Caltrans DIST-EA:

Short Description: Monitor Street Complete Streets

Project Scope: Installation of Class II/IV Bike lanes along Monitor St between Fairview Road and Merrimac Road

Project Sponsor:

Private Agency: No

CMAQ Funding: \$4,531,811 **Annual Auto Trips Reduced:** 16,636

Local Match: \$587,145 **Annual Auto VMT Reduced:** 29,944

Capital Recovery Factor: 0.08

Project Analysis Period: 15 years

Days (D): 365 days of use/year

Average Daily Traffic (ADT): 7,725 trips per day

Adjustment (A) on ADT: 0.0029

Credit (C) for

Activity Centers near project: 0.0030

***EMISSION
FACTORS:***

Auto Trip End Factor

Auto VMT Factor

ROG : 0.461 grams per trip

0.051 grams per mile

NO_x : 0.275

0.056

PM_{2.5} : 0.002

0.034

EMISSION

Pounds per Year

Kilograms per Day

REDUCTIONS:

ROG: 20

0.03

NO_x: 14

0.02

PM_{2.5}: 2

0.003

Total: 36

0.05

COST-EFFECTIVENESS OF:

CMAQ Funds: \$10,445.54 per pound \$20,891,083 per ton

All Funding Sources: \$11,798.87 per pound \$23,597,748 per ton

Table 3A. Average Auto Emission Factors - Gasoline

(Fleet of Light-Duty Passenger Vehicles, Light-Duty Trucks, and Motorcycles)

Analysis Period or Project Life	1-5 Years (2021-2025)	6-10 Years (2021-2030)	11-15 Years (2021-2035)	16-20 Years (2021-2040)
ROG				
VMT (g/mile)	0.061	0.055	0.051	0.047
commute trip ends (g/trip end)	0.652	0.564	0.499	0.449
average trip ends (g/trip end)	0.590	0.517	0.461	0.418
NOx				
VMT (g/mile)	0.083	0.066	0.056	0.049
commute trip ends (g/trip end)	0.313	0.272	0.247	0.229
average trip ends (g/trip end)	0.345	0.303	0.275	0.256
PM_{2.5}				
VMT (g/mile)	0.034	0.034	0.034	0.034
running exhaust only (g/mile)	0.001	0.001	0.001	0.001
tire and brake wear (g/mile)	0.005	0.005	0.005	0.005
road dust (g/mile)	0.028	0.028	0.028	0.028
commute trip ends (g/trip end)	0.003	0.003	0.003	0.002
average trip ends (g/trip end)	0.002	0.002	0.002	0.002
CO				
VMT (g/mile)	1.066	0.929	0.844	0.787
commute trip ends (g/trip end)	4.621	4.003	3.570	3.250
average trip ends (g/trip end)	3.954	3.477	3.138	2.887

Source: EMFAC2021 V1.0.2, average annual emissions, statewide vehicle fleet, 50% humidity, temperature 75 °F.

PM_{2.5}, road dust: statewide average annual PM_{2.5} emission factor is based on [US EPA's Compilation of Air Pollutant Emission Factors, Vol. 5 \(AP-42, Chapter 13.2.1, Jan. 2011\)](#), and [CARB's Miscellaneous Process Methodology 7.9, Entrained Paved Road Travel, Paved Road Dust](#) (updated Nov. 2016).

[PM_{2.5} = 0.15*PM₁₀]

Project Title:		Monitor St School Corridor Active Transportation Project			Sheet No.	
W.O. Number:		T3K324			Date Prepared: 6/4/2025	
Description:		CMAQ Estimate - Fairview Rd to Merrimac Ave			Prepared By: JC & VW	
					Checked By: SC	
					Approved By: SC	
Item	Description	Quantity	Unit	Unit Cost	Total Cost	
Demolition/Removals						
1	Grind Asphalt Concrete (2" Depth)	301,500	SF	\$ 1.00	\$ 301,500.00	
2	Asphalt Concrete Pavement and Base	13,500	SY	\$ 12.00	\$ 162,000.00	
3	Clearing and Grubbing	7,500	SF	\$ 5.00	\$ 37,500.00	
4	Remove Concrete Curb	250	LF	\$ 12.00	\$ 3,000.00	
5	Remove Concrete Curb and Gutter	3,200	LF	\$ 20.00	\$ 64,000.00	
6	Remove Concrete Curb Ramp and Detectable Warning Surface (if present)	26	EA	\$ 1,200.00	\$ 31,200.00	
7	Remove Concrete Sidewalk	18,000	SF	\$ 3.00	\$ 54,000.00	
8	Remove Concrete Driveway	11,000	SF	\$ 5.00	\$ 55,000.00	
9	Remove Concrete Cross Gutter	2,500	SF	\$ 10.00	\$ 25,000.00	
10	Remove Wrought Iron Fence	250	LF	\$ 100.00	\$ 25,000.00	
11	Remove Chainlink Fence	730	LF	\$ 100.00	\$ 73,000.00	
Demolition/Removals Subtotal					\$ 831,200.00	
Civil						
18	Minor Concrete (Driveway, Type A)	4,600	SF	\$ 10.00	\$ 46,000.00	
20	Minor Concrete (Passenger-Waiting Pad, 4" Depth)	2,100	SF	\$ 10.00	\$ 21,000.00	
21	Minor Concrete (Colored Concrete Cycle Track)	6,500	SF	\$ 40.00	\$ 260,000.00	
22	Minor Concrete (Mountable Type C Curb)	1,100	LF	\$ 20.00	\$ 22,000.00	
23	PCC Pavement (6" Depth)	170	CY	\$ 400.00	\$ 68,000.00	
24	Minor Concrete (Cross Gutter)	2,000	SF	\$ 35.00	\$ 70,000.00	
26	Passenger-Waiting Pad Detectable Warning Surface	6	EA	\$ 90.00	\$ 540.00	
27	Minor Concrete (Bike Ramp)	18	EA	\$ 2,400.00	\$ 43,200.00	
28	Wrought Iron Fence	210	LF	\$ 100.00	\$ 21,000.00	
29	Chainlink Fence	740	LF	\$ 100.00	\$ 74,000.00	
Civil Subtotal					\$ 625,740.00	
Utilities						
30	Adjust Valve to Grade	11	EA	\$ 1,000.00	\$ 11,000.00	
31	Adjust Meter to Grade	29	EA	\$ 1,500.00	\$ 43,500.00	
32	Adjust Manhole to Grade	2	EA	\$ 2,000.00	\$ 4,000.00	
33	Adjust Pullbox to Grade	11	EA	\$ 500.00	\$ 5,500.00	
34	Remove and Relocate Pedestal	3	EA	\$ 10,000.00	\$ 30,000.00	
35	Remove and Relocate Mailbox	8	EA	\$ 1,000.00	\$ 8,000.00	
Utilities Subtotal					\$ 102,000.00	
Signing and Striping						
39	24" White Continental Crosswalk	2,100	SF	\$ 10.00	\$ 21,000.00	
40	24" Yellow Continental Crosswalk	2,900	SF	\$ 10.00	\$ 29,000.00	
41	12" White (Limit Line)	600	LF	\$ 5.00	\$ 3,000.00	
42	STOP Pavement Marking	15	EA	\$ 220.00	\$ 3,300.00	
43	White Type I Arrow	2	EA	\$ 100.00	\$ 200.00	
44	White Type IV Arrow (Left and Right)	13	EA	\$ 150.00	\$ 1,950.00	
45	White Type VII Arrow (Left and Right)	9	EA	\$ 270.00	\$ 2,430.00	
46	6" White Line	2,200	LF	\$ 2.00	\$ 4,400.00	
47	6" Double Yellow, Detail 22	2,900	LF	\$ 6.00	\$ 17,400.00	
48	Double Yellow Median Island, Detail 29	1,200	LF	\$ 6.00	\$ 7,200.00	
49	Two-Way Left Turn Lane, Detail 32	8,600	LF	\$ 6.00	\$ 51,600.00	
50	Channelizing Lane Line, Detail 38	1,300	LF	\$ 4.00	\$ 5,200.00	
51	Bike Lane Line, Detail 39	8,600	LF	\$ 2.00	\$ 17,200.00	
52	4" White Diagonals	90	LF	\$ 2.00	\$ 180.00	
53	8" Yellow Diagonals	70	LF	\$ 2.00	\$ 140.00	
54	4" White Chevrons	47	EA	\$ 24.00	\$ 1,128.00	
55	Yield Arrows	70	SF	\$ 30.00	\$ 2,100.00	
56	Bicycle Yield Arrows	70	SF	\$ 16.00	\$ 1,120.00	
57	Green Conflict Striping	7,100	SF	\$ 20.00	\$ 142,000.00	
58	Green-Colored Pavement Treatment	6,300	SF	\$ 20.00	\$ 126,000.00	
59	Sharrow	6	EA	\$ 120.00	\$ 720.00	
60	Bicycle Detector Pavement Marking	12	EA	\$ 20.00	\$ 240.00	
61	Bike Lane Arrow And Symbol With Person	24	EA	\$ 110.00	\$ 2,640.00	
62	Bicycle Ramp Chevrons	8	EA	\$ 50.00	\$ 400.00	
63	Flexible Delineator	35	EA	\$ 50.00	\$ 1,750.00	
64	Remove and Relocate Existing Sign	1	EA	\$ 900.00	\$ 900.00	
65	Furnish and Install New Sign and Post	52	EA	\$ 1,500.00	\$ 78,000.00	
66	Remove Existing Sign and Post	18	EA	\$ 200.00	\$ 3,600.00	
Signing and Striping Subtotal					\$ 524,798.00	
Traffic Signal and RRFB						
67	RRFB Pole and Foundation	4	EA	\$ 15,000.00	\$ 60,000.00	
68	Rectangular Rapid Flashing Beacon	4	EA	\$ 5,000.00	\$ 20,000.00	
69	NEMA 3R Enclosure and Solar Panel	4	EA	\$ 8,000.00	\$ 32,000.00	
70	Abandon/Remove Equipment	3	LS	\$ 60,000.00	\$ 180,000.00	
71	Pedestrian Push Button Post	2	EA	\$ 2,000.00	\$ 4,000.00	
72	Type 1-A Pole	9	EA	\$ 15,000.00	\$ 135,000.00	
73	Type 17-3-100 Pole	1	EA	\$ 17,000.00	\$ 17,000.00	
74	Type 19-4-100 Pole	2	EA	\$ 20,000.00	\$ 40,000.00	
75	Type 29-5-100 Pole	6	EA	\$ 28,000.00	\$ 168,000.00	
76	APS	24	EA	\$ 2,000.00	\$ 48,000.00	
77	Countdown Pedestrian Head	24	EA	\$ 1,000.00	\$ 24,000.00	
78	Signal Mast Arm (40')	1	EA	\$ 10,000.00	\$ 10,000.00	
79	Signal Mast Arm (45')	5	EA	\$ 12,000.00	\$ 60,000.00	
80	Signal Mast Arm (50')	3	EA	\$ 14,000.00	\$ 42,000.00	
81	Luminaire Mast Arm (15')	9	EA	\$ 2,000.00	\$ 18,000.00	
82	Relocate Emergency Vehicle Preemption Detector	8	EA	\$ 1,000.00	\$ 8,000.00	

83	Relocate Video Detection Camera	4	EA	\$ 1,000.00	\$ 4,000.00
84	Type 1-A Pole Foundation	9	EA	\$ 2,000.00	\$ 18,000.00
85	Large Pole Foundation	9	EA	\$ 8,500.00	\$ 76,500.00
86	Relocate 12" Vehicle Indication	26	EA	\$ 2,000.00	\$ 52,000.00
87	LED Luminaire	9	EA	\$ 800.00	\$ 7,200.00
88	Retroreflective Street Name Sign, Mast-Arm Mounted	9	EA	\$ 3,000.00	\$ 27,000.00
89	Sign, Pole Mounted	3	EA	\$ 1,500.00	\$ 4,500.00
90	Relocate Mast-Arm Mounted Sign	6	EA	\$ 1,000.00	\$ 6,000.00
91	#6 Pull Box	29	EA	\$ 3,000.00	\$ 87,000.00
92	3" PVC Conduit	3,300	LF	\$ 120.00	\$ 396,000.00
93	2" PVC Conduit	150	LF	\$ 100.00	\$ 15,000.00
94	Loops	76	EA	\$ 1,000.00	\$ 76,000.00
95	Traffic Signal Cables	3	LS	\$ 15,000.00	\$ 45,000.00
Traffic Signal and RRFB Subtotal					\$ 1,680,200.00
Construction Item Subtotal					\$ 3,763,938.00
Mobilization					5% \$ 188,196.90
Traffic Control					5% \$ 188,196.90
Construction Support					10% \$ 376,393.80
Contingency					10% \$ 376,393.80
Escalation (6% per year until the mid-point of construction, assumed to be April 2027)					6% \$ 225,836.28
Total Construction Phase Cost					\$ 5,118,955.68

FY 27-28

Project	2013-2025 Collisions	Fatal	Injury	AADT	Length (mi)	Collision Rate Before ¹	Collision Rate After (CMF = 0.45 ²)	Design Speed (mph)	Statewide Collision Rate (2022)
Monitor St. Complete Streets	13	0	13	7200	1.2	0.344	0.155	40	0.61

$$\text{Collision Rate}^1 = \frac{\text{Number of Collisions} \times 1 \text{ million}}{(\text{Segment Length})(\text{AADT})(\text{Years of Data})(365 \text{ Days})}$$

CMF²: Based on CMF for similar improvements (Niles St)
Analysis performed by Kimley-Horn

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Kern

City: Bakersfield

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Crashes: Yes

Involved With: Pedestrian and Bicycle

Crash Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2013 - 2025

Crash Summary for initial parameters defined above:

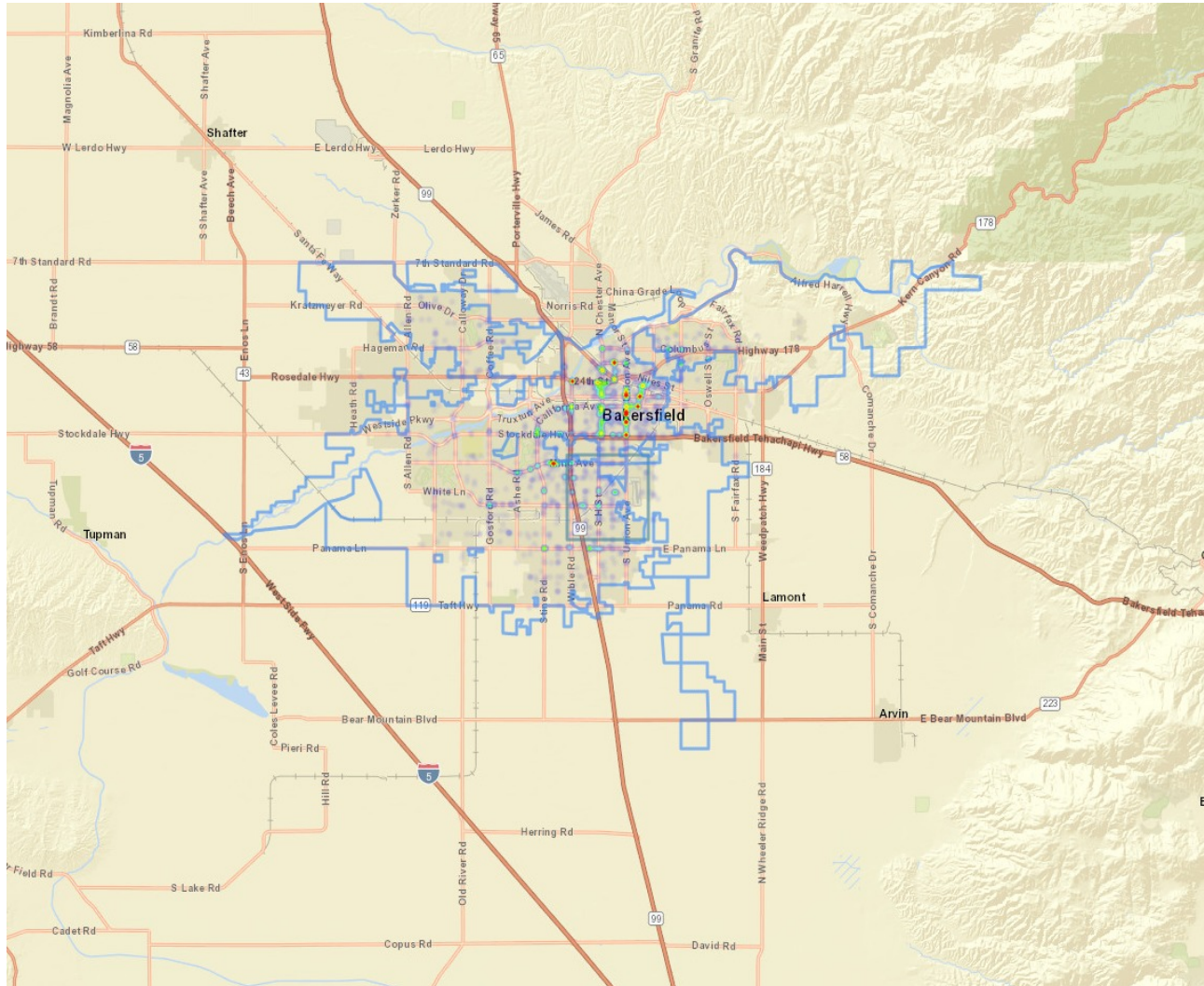
Number of Crashes by Crash Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	27	69	493	318	907
Pedestrian	208	262	627	423	1520

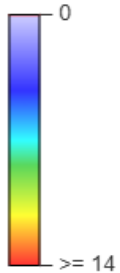
County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

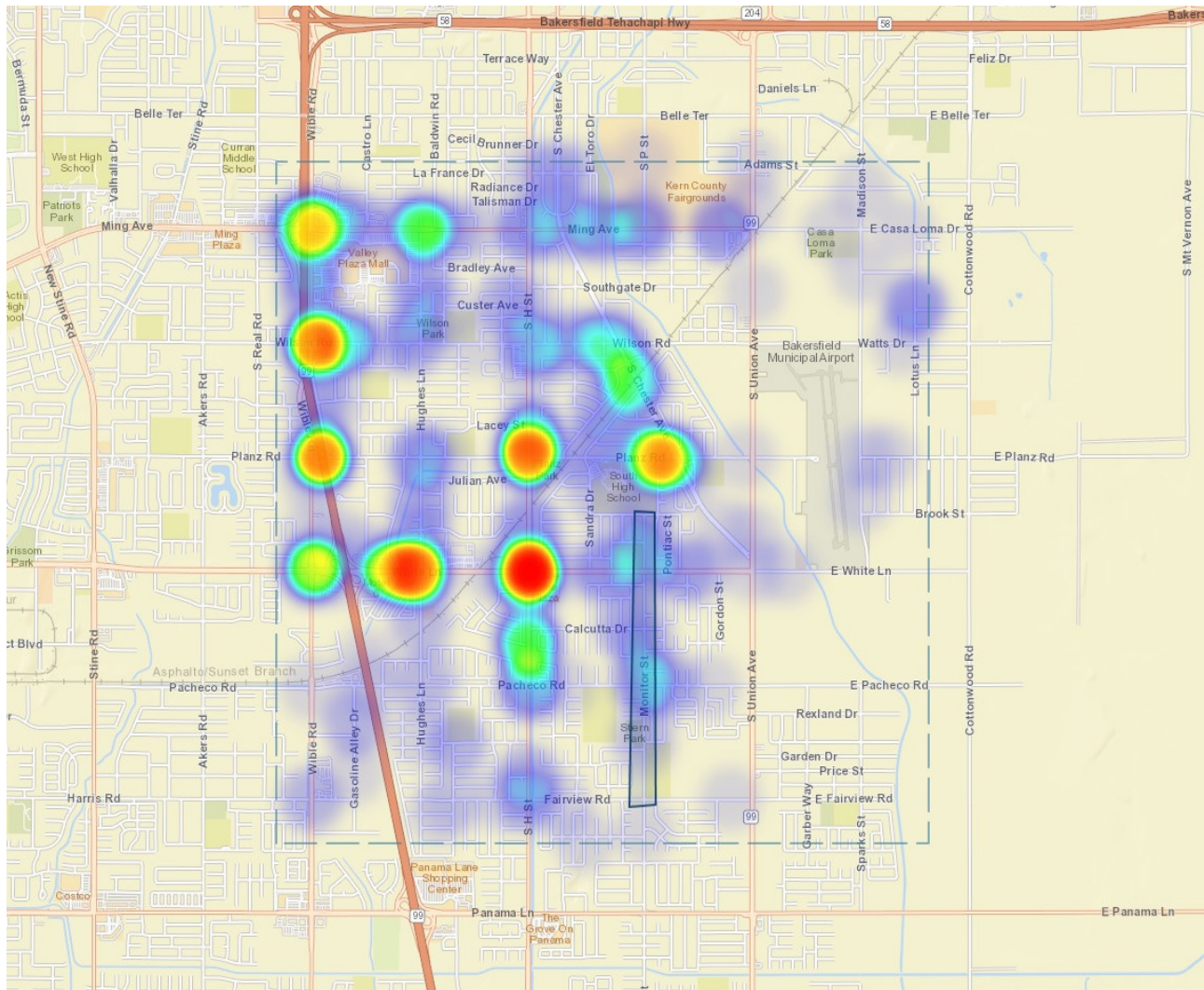
Select the size of your proposed project limits: Less than 3 miles across.



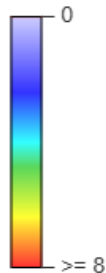
of Crashes



Community Heat Map:

Step 3: Draw the project boundaries to get detailed crash data summaries and map

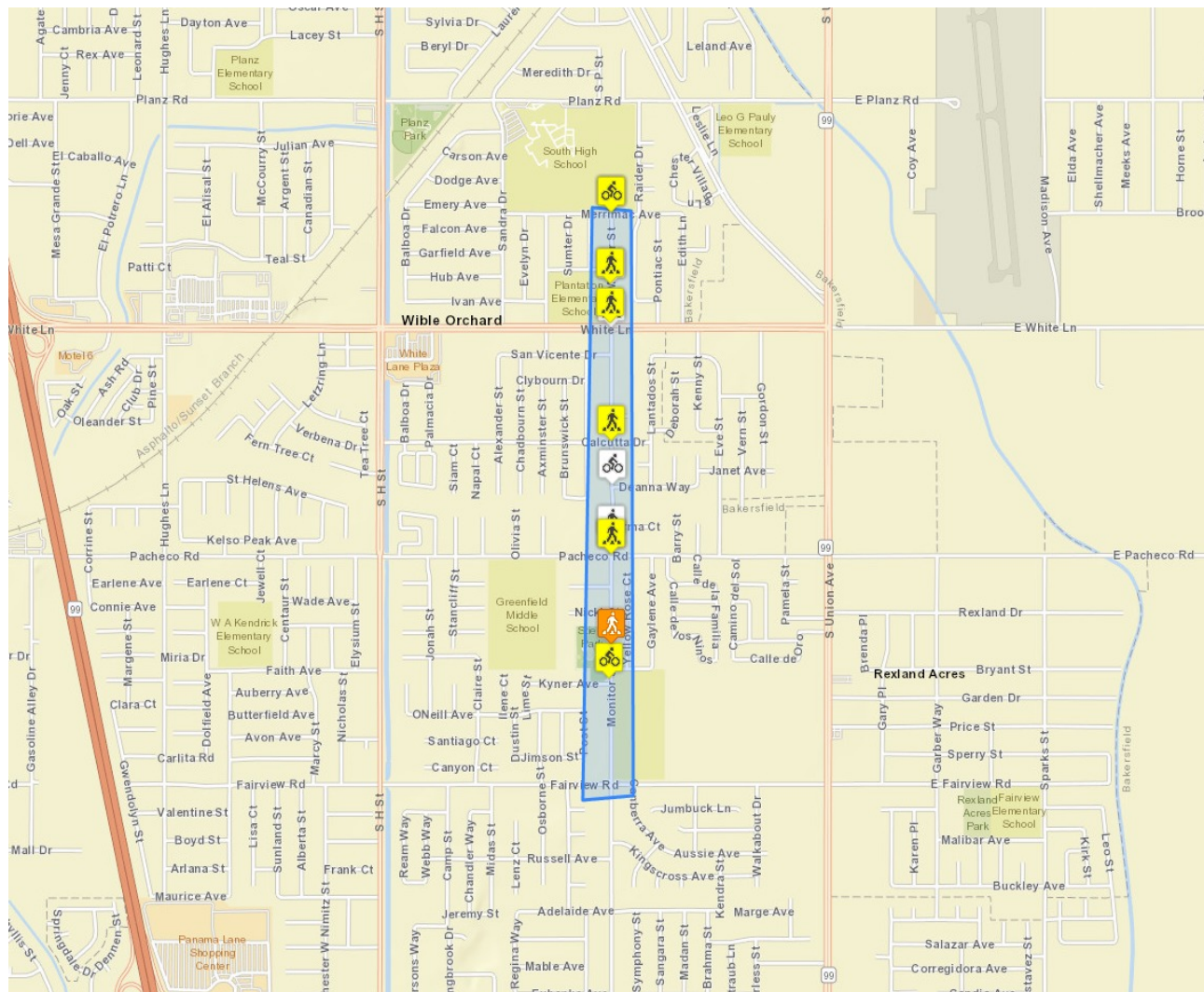
of Crashes



The heat map intensity scale is custom generated for the selected community.

Project Area Crash Map: 13 total crashes.

Step 4: Review the project-specific crash map



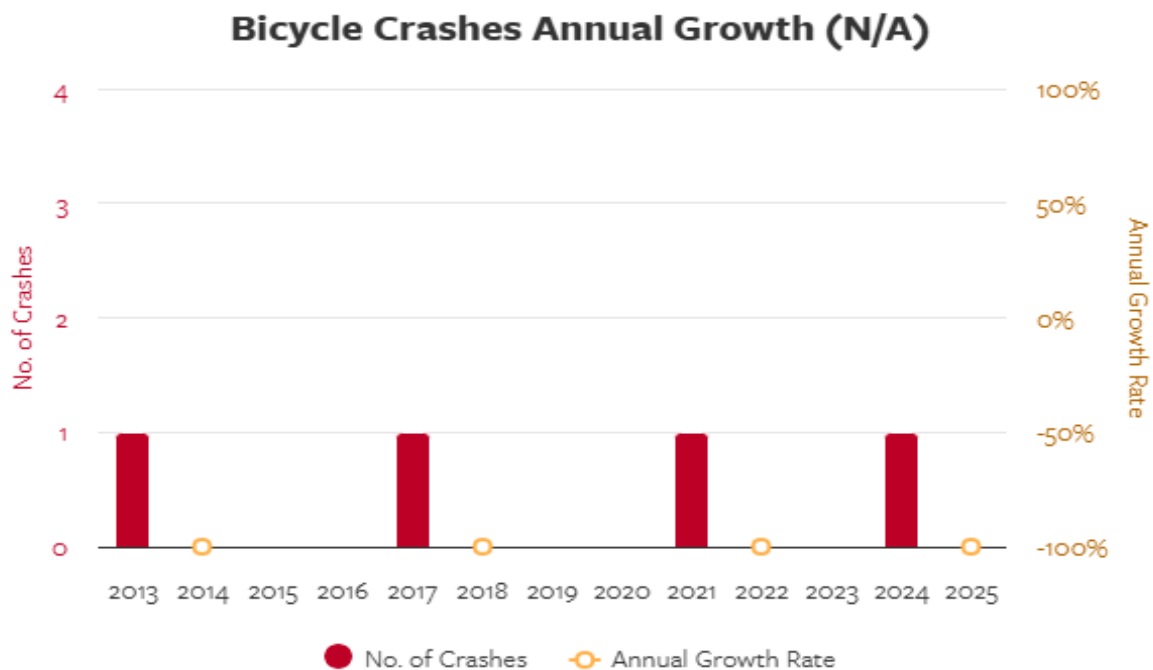
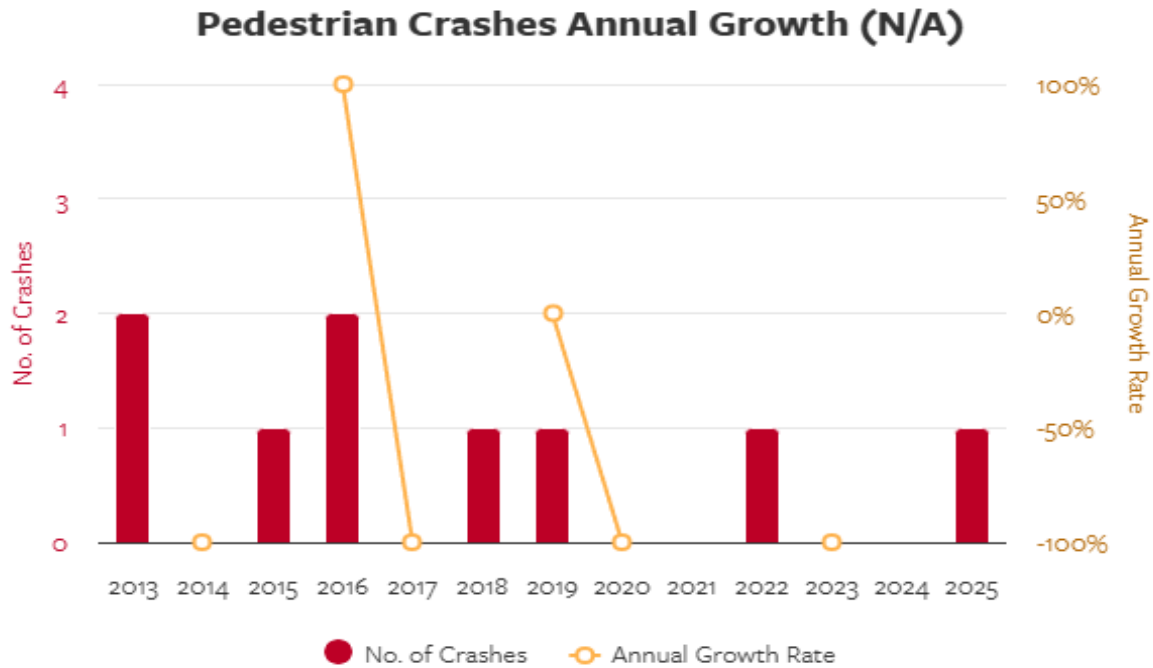
Crash Severity

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Step 5: Review the crash summary data, graphs and tables provided.

Summary Results

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	2	2	4
Pedestrian	0	1	4	4	9



Crash List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
6032920	04/12/2013	14:17	Monitor St	Plantation Av	186 ft South	No	Yes	0	1
6056508	04/14/2013	19:24	Monitor St	Kyner Av	56 ft North	Yes	No	0	1
6085024	05/16/2013	07:23	Monitor St	White Ln	At Int	No	Yes	0	1
6789596	01/09/2015	17:36	Monitor St	Plantation Av	197 ft South	No	Yes	0	1
7182067	01/27/2016	19:57	Calcutta Dr	Monitor St	6 ft West	No	Yes	0	1
8026601	04/07/2016	01:17	Monitor St	Capitola Dr	263 ft North	No	Yes	0	1
8281552	01/06/2017	14:20	Merrimac Av	Monitor St	At Int	Yes	No	0	1
8733347	10/29/2018	14:44	Pacheco Rd	Monitor St	At Int	No	Yes	0	1
8824463	03/08/2019	13:50	Monitor St	Pacheco Rd	147 ft North	No	Yes	0	1
81462908	04/24/2021	17:45	Monitor St	Deanna Wy	At Int	Yes	No	0	1
81900578	10/21/2022	15:45	Monitor St	Pacheco Rd	At Int	No	Yes	0	1
84385654	09/04/2024	17:13	Merrimac Av	Monitor St	At Int	Yes	No	0	1
84581083	01/23/2025	08:23	White Ln	Monitor St	At Int	No	Yes	0	1

Overview

This report was created with the help of The Transportation Injury Mapping System (TIMS). TIMS has been developed by UC Berkeley SafeTREC to provide quick, easy and free access to California crash data, the Statewide Integrated Traffic Records System (SWITRS), that has been geo-coded by SafeTREC to make it easy to map crashes.

Query by Case ID(s)

User Entered SWITRS Case ID(s)

Result

Total Crashes

13

Total Victims

0 Killed & 13 Injured

State Highway

None

Ped Involved

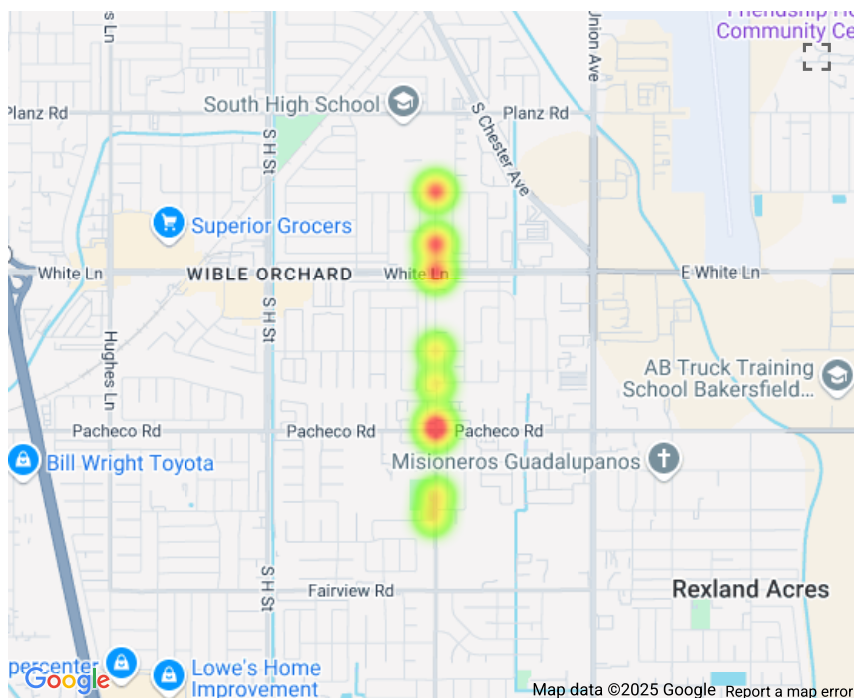
9 (69.2%)

Bike Involved

4 (30.8%)

Motorcycle Involved

None

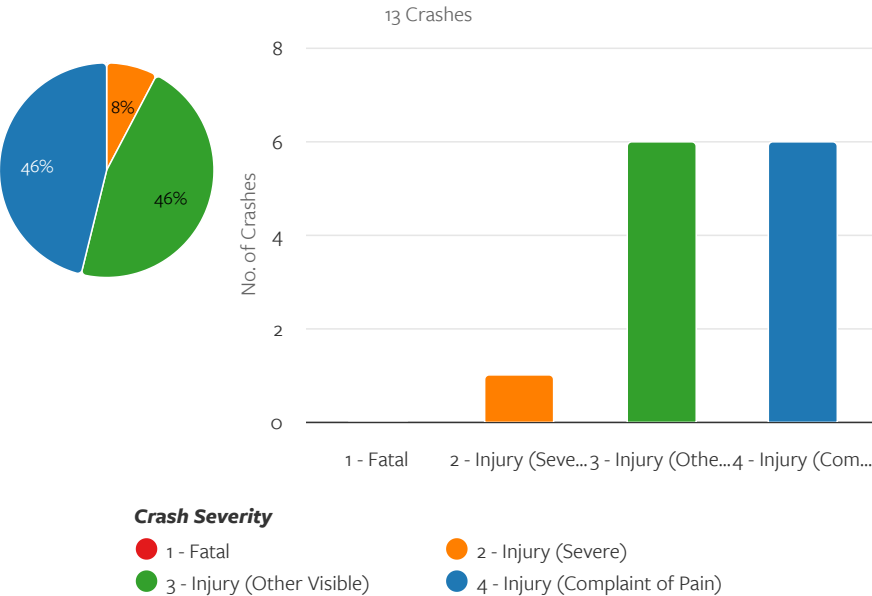


13 of 13 (100%) Crashes are geocoded and mapped.

Crash Summary

By Crash Severity

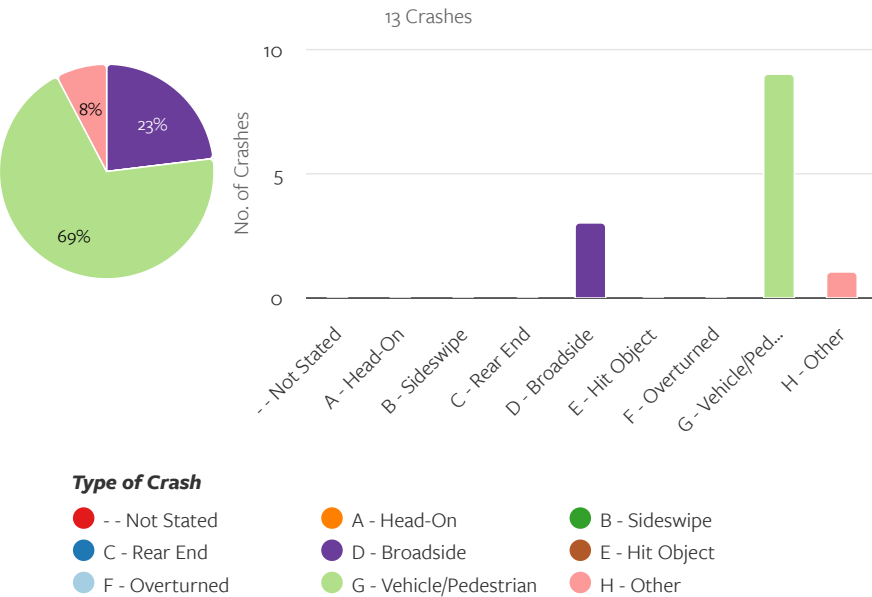
Number of Crashes by Crash Severity



Crash Severity	Count	%
1 - Fatal	0	0.00%
2 - Injury (Severe)	1	7.69%
3 - Injury (Other Visible)	6	46.15%
4 - Injury (Complaint of Pain)	6	46.15%

By Crash Type

Number of Crashes by Type of Crash

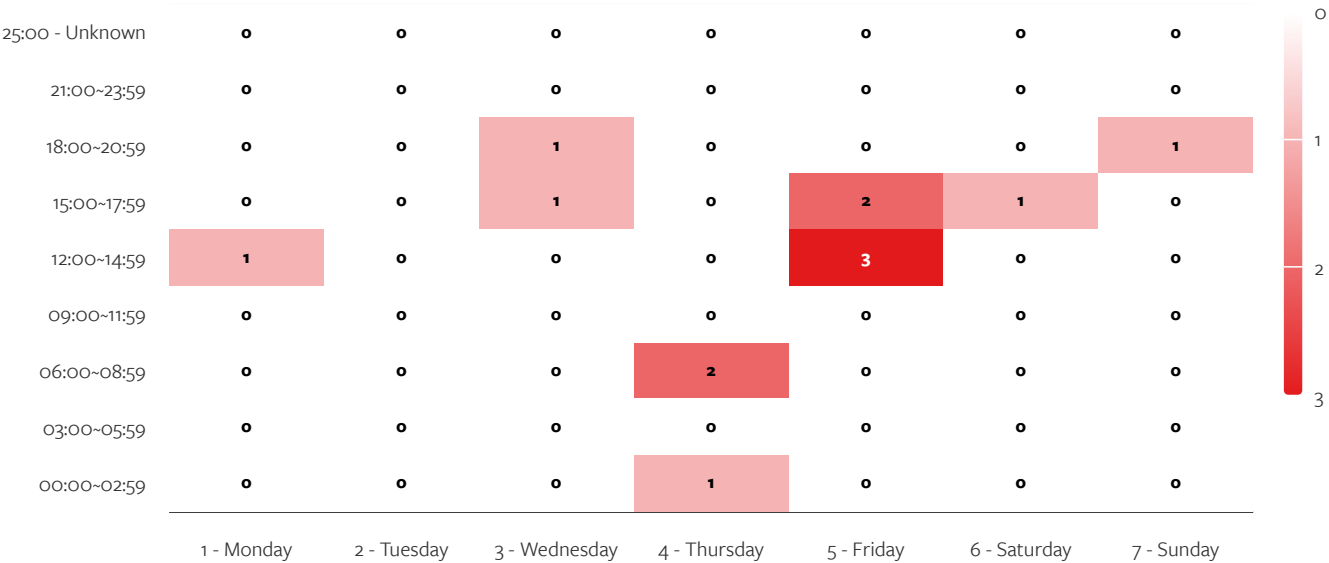


Type of Crash	Count	%
-- Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	0	0.00%
C - Rear End	0	0.00%
D - Broadside	3	23.08%
E - Hit Object	0	0.00%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	9	69.23%
H - Other	1	7.69%

By Day of Week and Time

Number of Crashes per Day of Week per Time

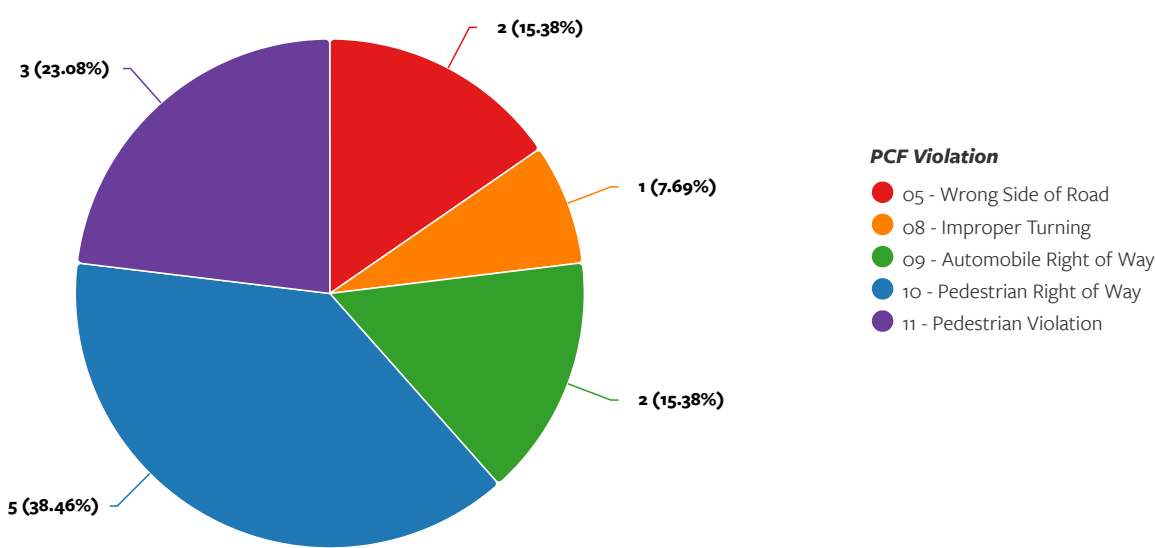
13 Crashes



By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation

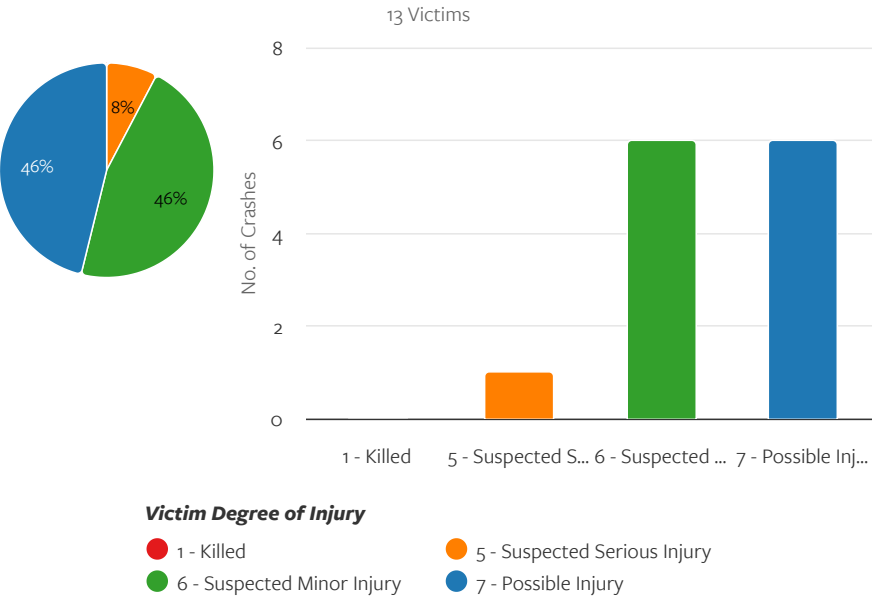
13 Crashes



Victim Summary

By Victim Degree of Injury

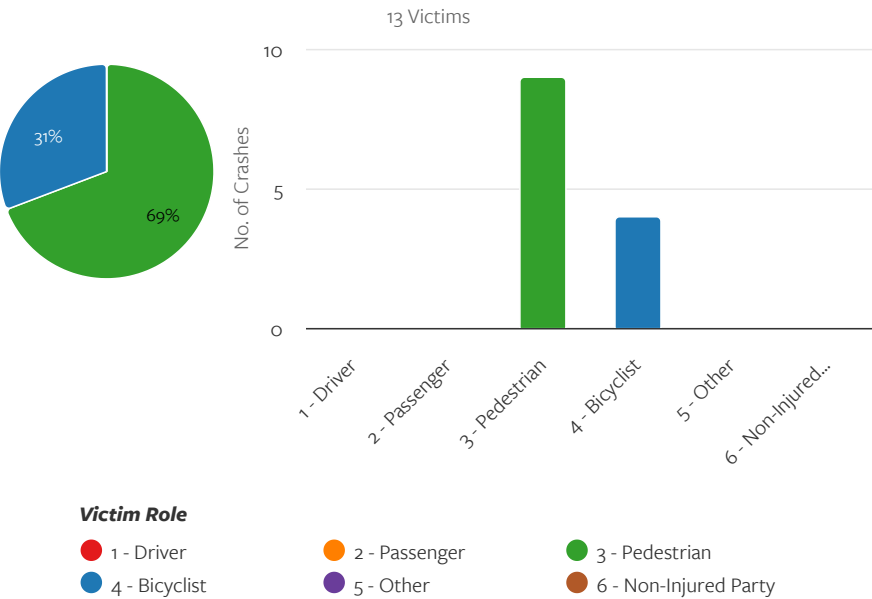
Number of Victims by Victim Degree of Injury



Victim Degree of Injury	Count	%
1 - Killed	0	0.00%
5 - Suspected Serious Injury	1	7.69%
6 - Suspected Minor Injury	6	46.15%
7 - Possible Injury	6	46.15%

By Victim Role

Number of Victims by Victim Role

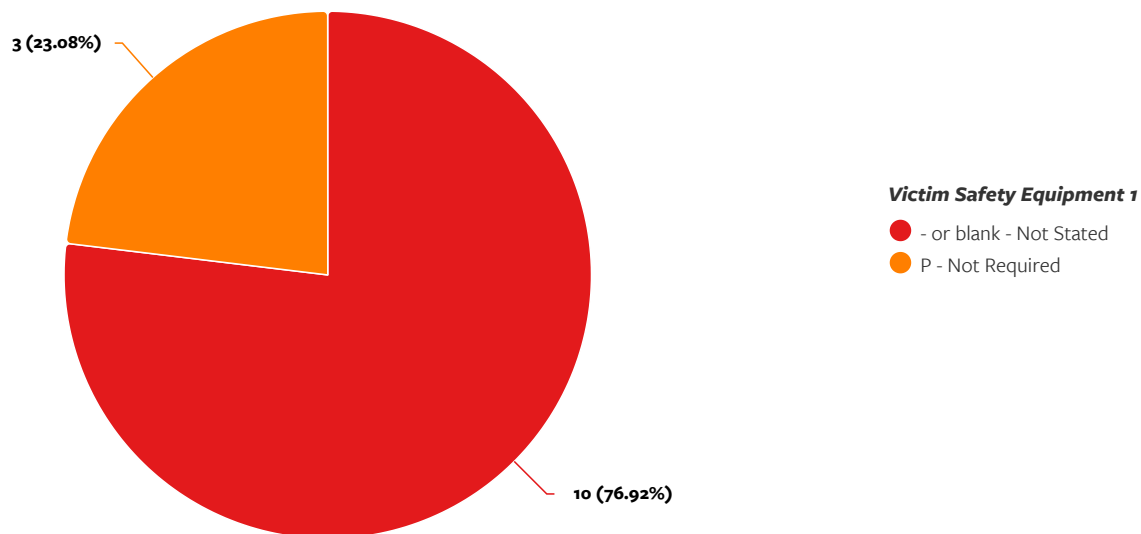


Victim Role	Count	%
1 - Driver	0	0.00%
2 - Passenger	0	0.00%
3 - Pedestrian	9	69.23%
4 - Bicyclist	4	30.77%
5 - Other	0	0.00%
6 - Non-Injured Party	0	0.00%

By Victim Safety Equipment 1

Number of Victims by Victim Safety Equipment 1

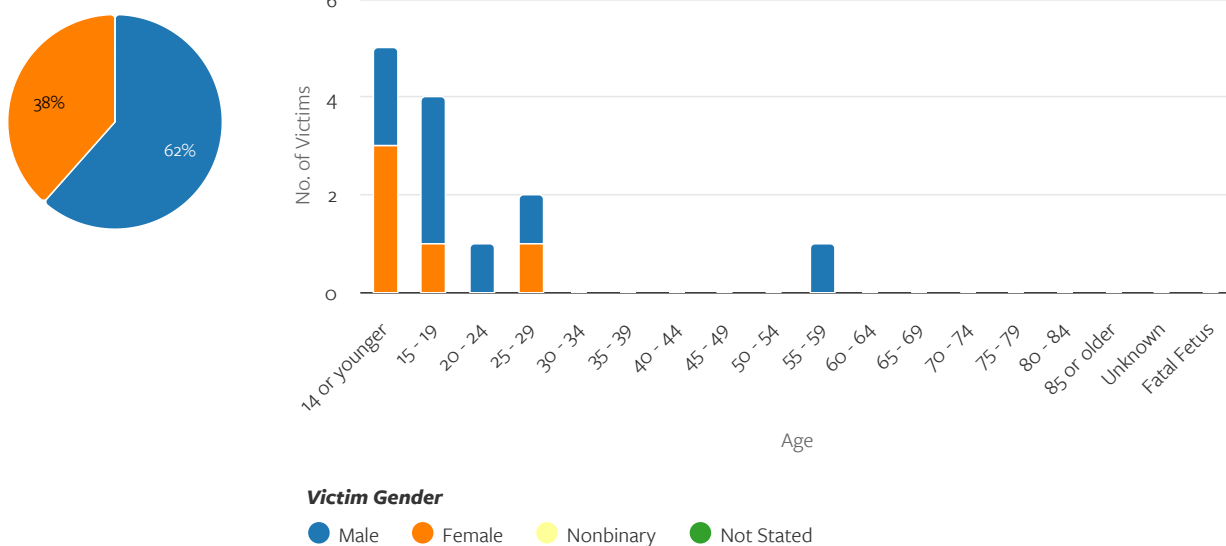
13 Victims



By Victim Gender and Age

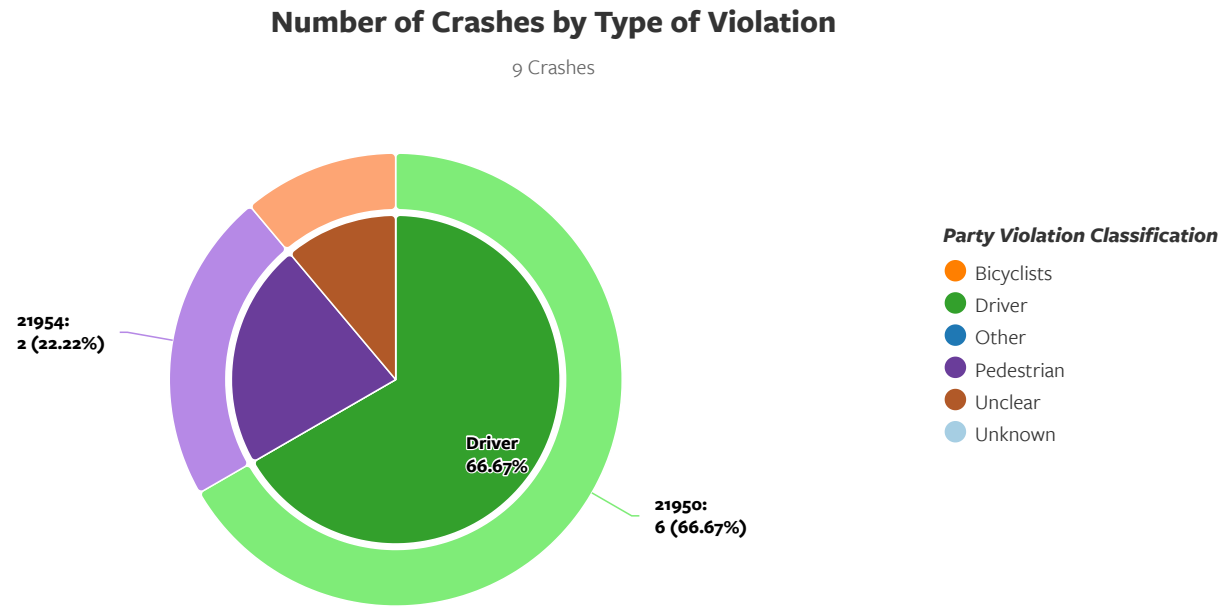
Number of Victims by Victim Gender and Age

13 Victims



Ped Crash Summary

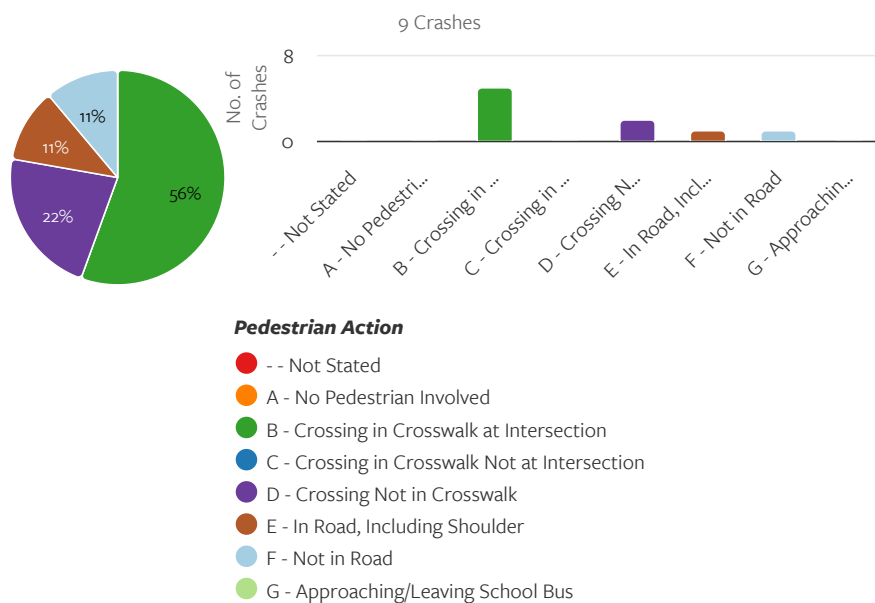
By Type of Violation



Party Violation Classification	Type of Violation	Description	Count	%
Driver	21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	6	66.67%
Pedestrian	21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	2	22.22%
Unclear	21650	Failure to drive/ride on right half of the roadway (with some exceptions)	1	11.11%

By Pedestrian Action

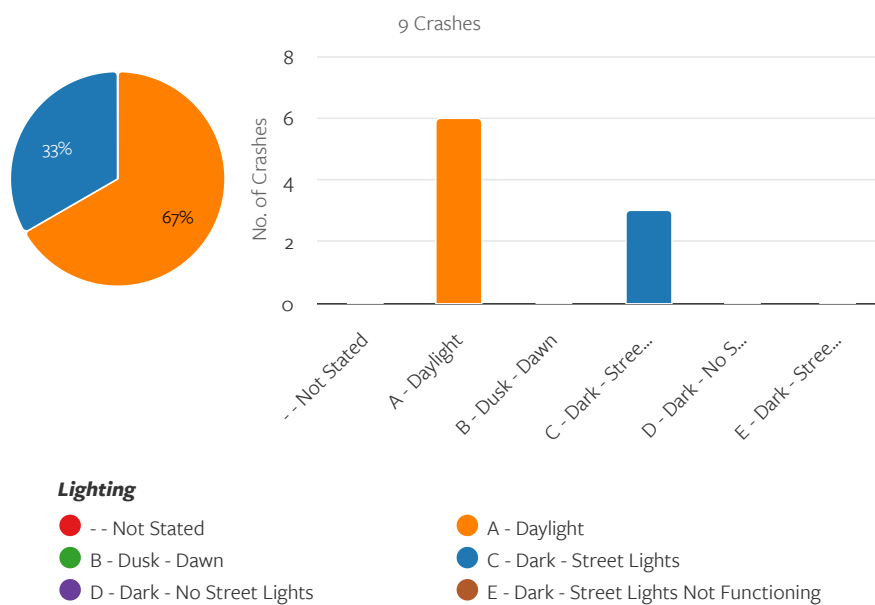
Number of Crashes by Pedestrian Action



Pedestrian Action	Count	%
-- Not Stated	0	0.00%
A - No Pedestrian Involved	0	0.00%
B - Crossing in Crosswalk at Intersection	5	55.56%
C - Crossing in Crosswalk Not at Intersection	0	0.00%
D - Crossing Not in Crosswalk	2	22.22%
E - In Road, Including Shoulder	1	11.11%
F - Not in Road	1	11.11%
G - Approaching/Leaving School Bus	0	0.00%

By Lighting

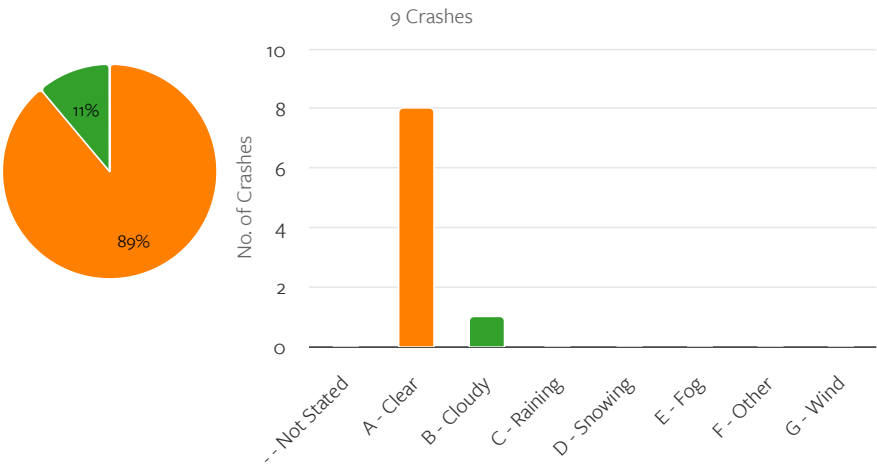
Number of Crashes by Lighting



Lighting	Count	%
-- Not Stated	0	0.00%
A - Daylight	6	66.67%
B - Dusk - Dawn	0	0.00%
C - Dark - Street Lights	3	33.33%
D - Dark - No Street Lights	0	0.00%
E - Dark - Street Lights Not Functioning	0	0.00%

By Weather

Number of Crashes by Weather



- Weather**
- Not Stated
- A - Clear
- B - Cloudy
- C - Raining
- D - Snowing
- E - Fog
- F - Other
- G - Wind

Weather	Count	%
-- Not Stated	0	0.00%
A - Clear	8	88.89%
B - Cloudy	1	11.11%
C - Raining	0	0.00%
D - Snowing	0	0.00%
E - Fog	0	0.00%
F - Other	0	0.00%
G - Wind	0	0.00%

Search Criteria

On Road = Monitor Street
County = KERN
From 1/1/1900 To 12/31/2049 12:00:00 AM



Loc ID	County	Community	On	From	To	Approach	At	Dir	Directions	Category	LRS ID	LRS Loc Pt	Latitude	Longitude	Latest	Latest Date
2373	KERN	Bakersfield	Monitor Street			SOUTH OF	Pacheco Road	2-WAY	NB/SB				35.30991	-119.01189	7015	1/1/2024
2374	KERN	Bakersfield	Monitor Street			NORTH OF	Pacheco Road	2-WAY	NB/SB				35.31107	-119.0119	7725	1/1/2025
620	KERN	Bakersfield	Monitor Street			SOUTH OF	Fairview Road	2-WAY	NB/SB				35.30283	-119.0119	6733	1/1/2024
621	KERN	Bakersfield	Monitor Street	Pacheco Road	Fairview Road	BETWEEN	Pacheco Road AND Fairview Road	2-WAY					35.30656	-119.0119	6150	1/1/2003
622	KERN	Bakersfield	Monitor Street	White Lane	Pacheco Road	BETWEEN	White Lane AND Pacheco Road	2-WAY					35.31364	-119.0119	8375	1/1/2003

Monitor Street Improvements: Merrimac to Fairview

Level of Service Analysis (HCM 2016)	
Before Proposed Improvements	
Total Delay (from Synchro, in hrs)	Delay (sec)
11.8	42,480
# Stops (Synchro)	
520	
Total Delay per Vehicle (sec/veh) = 81.69	
Using HCM 2016 Exhibit 19-8	
Level Of Service (LOS) = F	
After Proposed Improvements	
Total Delay (from Synchro, in hrs)	Delay (sec)
7.7	27,720
# Stops (Synchro)	
630	
Total Delay per Vehicle (sec/veh) = 44.00	
Using HCM 2016 Exhibit 19-8	
Level Of Service (LOS) = D	

Exhibit 19-8
LOS Criteria: Motorized
Vehicle Mode

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio^a	
	≤1.0	>1.0
≤10	A	F
>10–20	B	F
>20–35	C	F
>35–55	D	F
>55–80	E	F
>80	F	F

Note: ^a For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

3: Monitor St & Hosking Rd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.5	0.3	0.5	1.7
Total Stops	38	45	36	39	158

6: Monitor St & Berkshire Rd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.4	0.5	0.5	1.8
Total Stops	34	38	39	54	165

9: Monitor St & Panama Ln Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.3	0.3	0.6	1.6
Total Stops	39	34	36	45	154

12: Monitor St & Fairview Rd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.5	0.8	1.1	3.1
Total Stops	57	45	53	68	223

15: Monitor St & Pacheco Rd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.4	0.5	1.5
Total Stops	41	33	38	51	163

18: Monitor St & White Ln Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.2	0.3	0.9	1.8
Total Stops	46	24	38	77	185

Total Network Performance

Denied Delay (hr)	0.2
Total Delay (hr)	12.5
Total Stops	1048

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	556
Vehs Exited	475
Starting Vehs	84
Ending Vehs	165
Travel Distance (mi)	287
Travel Time (hr)	19.7
Total Delay (hr)	11.9
Total Stops	520
Fuel Used (gal)	12.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	556
Vehs Exited	475
Starting Vehs	84
Ending Vehs	165
Travel Distance (mi)	287
Travel Time (hr)	19.7
Total Delay (hr)	11.9
Total Stops	520
Fuel Used (gal)	12.2

12: Monitor St & Fairview Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.0	0.0	0.3	0.1	0.4	0.0	0.1	0.5	0.0	1.7
Total Stops	9	32	1	3	27	5	36	1	6	36	1	157
Avg Speed (mph)	11	17	17	9	15	10	14	24	16	26	29	20

15: Monitor St & Pacheco Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.0	0.4	0.0	1.6	5.0	0.2	0.1	0.5	0.0	8.1
Total Stops	12	17	3	48	4	16	48	1	9	43	2	203
Avg Speed (mph)	14	23	14	14	21	3	3	1	22	25	30	8

18: Monitor St & White Ln Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.0	0.1	0.2	0.0	0.1	0.1	0.7	0.0	1.5
Total Stops	14	27	0	4	26	3	8	9	68	1	160
Avg Speed (mph)	12	24	30	8	22	24	25	16	15	16	18

Total Network Performance

Denied Delay (hr)			0.1								
Total Delay (hr)			11.8								
Total Stops			520								
Avg Speed (mph)			15								