

City of Ridgecrest
November 2014
Monthly Report



LOCAL GOVERNMENT DROUGHT TOOLKIT

OVERVIEW

After the third consecutive year of extremely dry conditions, California faces one of the worst droughts ever recorded. Precipitation and snowpack are well below normal averages, reservoirs are at very low levels and rivers have severely diminished flows. In January, Governor Brown declared a state of emergency and called on all Californians to reduce their water consumption by 20%. The state took immediate action to conserve all we can, including maintaining water in reservoirs for use later in the year. We are also working to increase water storage, conservation, and recycling to improve our water reliability for years to come.

Californians pull together in times of crisis. Many local governments and agencies around the state have already taken action by calling for or requiring conservation, declaring emergencies and implementing projects to increase resiliency in water management, and communities have already begun coordinating with their neighbors, the state and the federal government.

The Governor's Office of Planning and Research (OPR) created the Local Drought Clearinghouse to provide a point of contact for local governments and agencies dealing with drought. This toolkit, designed to promote Conservation, Coordination and Communication, will be followed by regular updates and additional information on our website and distributed through a local government drought listserv. Please share this memo and the tools and resources included with everyone who might benefit from the information.

HOW YOU CAN HELP

California needs your help:

- **Conserve: Reduce water usage by at least 20%**
- **Coordinate: Talk with the state through your county emergency services office**
- **Communicate: Get the latest drought information and share with your residents**

CONSERVE: Promote water conservation in your operations, among your residents and with industrial water users. Conservation is an essential part of the state's water management strategy: in past droughts conservation campaigns have achieved significant reductions in water usage. Conservation provides flexibility to allocate drinking water and fire protection services throughout California communities. For more information and water conservation tools, please visit <http://www.saveourh2o.org/>.

State agencies have implemented water use reduction plans for all state facilities. These plans include immediate water conservation actions, such as a moratorium on watering outdoor landscaping and no new, non-essential landscaping projects at state facilities or on state highways and roads. We encourage local governments to direct their facilities to take such measures.

COORDINATE: Keep in touch with the state to coordinate the most comprehensive and effective drought response. Each week, your county emergency services staff and tribal leaders participate in conference calls with the Governor's Office of Emergency Services (Cal OES) to coordinate emergency management and communication and share best practices. Please work with your emergency manager to learn more about this coordination. If you are unsure who your County's emergency liaison to the state is, you can find out here. (<http://www.caloes.ca.gov/RegionalOperations/Pages/Local-OES-Contacts.aspx>)

Local governments continue to be the source of great ideas to deal with the drought, such as a weekly public service announcement from the County Sheriff or public workshops to teach citizens how to monitor their wells. If you have ideas to share on water conservation, public safety during fire season, or

how the state or local governments can alleviate the drought, please share them with us at <http://www.saveourh2o.org/content/share-your-ideas>

COMMUNICATE: Get the latest drought information with the Governor's Office [Weekly Drought Update](#). The Office of Planning and Research has also created a [drought website](#) where you can find information about all state efforts. Your residents will conserve more water if they understand the situation and how important conservation

WHAT TO DO

LOCAL DROUGHT EMERGENCIES: Several Counties and local water districts have already declared a drought emergency. If your local government or water district needs to declare a drought emergency, customizable templates are attached and available in the appendices below. You will also find customizable voluntary conservation resolution templates attached and in the appendices below.

DRINKING WATER EMERGENCIES: During the ongoing extreme drought conditions in the state, the California Department of Public Health Drinking Water Program is identifying drinking water systems that may be vulnerable to acute drinking water shortages due to drought, and CDPH continues to monitor and evaluate drinking water systems to determine drinking water systems that may soon be at-risk. Emergency drinking water grants may be available. If you have concerns or questions about your public drinking water systems, please contact the Drinking Water Hotline at 1-855-737-1796, Monday through Friday, 8 AM to 5 PM.

DOMESTIC WELLS AND SMALL WATER SYSTEMS: There are a growing number of reports of domestic wells that have run dry and outages in very small systems (fewer than 14 connections). Please ensure that your county is gathering information on dry wells and system outages, including exact locations of outages, and supplying that information to your county office of emergency services. While historically these individual wells and small systems have been under county jurisdiction, the State has established an interagency workgroup on domestic wells to better understand the situation. We will provide an update with tools and resources available to address domestic wells and small system outages.

LONG TERM PLANNING: In the long term, your community can take effective actions to conserve water and reduce water scarcity through planning and policy. For example, integrating best practices like low impact development, efficient landscape irrigation, conservation, use of recycled water and awareness of the effect of development on groundwater recharge can all have a big impact on water quality and supply.

We suggest you explore updating your general plan, specific plan, zoning, and local ordinances to include up to date information and requirements for water conservation, retention and quality. If you haven't already, develop local ordinances related to water conservation and use of recycled water. If your local water agency is an urban water supplier and therefore required to submit an urban water management plan to the California Department of Water Resources, and your agency has not done so already, please help develop the plan and its water shortage contingency plan. Local and state planning and development efforts throughout the state should reflect the ongoing need to conserve water in California. Appendix Four contains planning resources to assist with these efforts. The Institute for Local Government has examples of policies and ordinances and an extensive [Water Conservation Leadership Guide](#).

(Source: State of California, Governor's Office of Planning and Research, 3/7/14)

November Economic Development Report

The Economic Development division is pressing forward with many of the projects it started over the last few months. The division has concluded the first of what is expected to be several agreements with EH Group for the development of a bio mass refinery in Ridgecrest. Also sight visits have occurred with both Pertexa and formally CAL UAS now called Monarch. The city has received several new leads from WEDA for new firm who might be interested in locating to Ridgecrest. We have also finish work on the purchase of new land and a building for the parks department and are finishing the purchase for land for the new transfer station for the city of Ridgecrest transit division in Inyokern.

the division has completed the 2014 -2015B ROPS and has submitted this to the state of California Department of finance (DOF) for approval and the period January 2015 to June 30, 2015 as well as supporting the city's legal staff it the city legation against the state of California DOF.

Staff has been involved in bringing both a new potential retailer and restaurant to Ridgecrest planned to open sometime in mid-2015.

Work continues on the Ridgecrest super Wal Mart project with the completion of all working drawings and support of all other necessary permitting in process. Two new restaurants have open in this month as well as one new industrial firm bring several new jobs to the community. Staff attended the western regional ICSC conference in San Diego resulting in discussion with new retailers and two developers interested in create new retail centers.

So although the division has been busy this month results continue to be good both in our industrial development and retail efforts. The division continues to support the needs of other departments and division where is services are needed and hopes to launch two new local business program in the next two months.

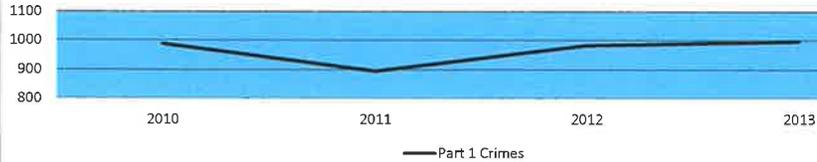
Ridgecrest Police Department Statistics

Oct 2014

Crime

	Monthly Comparison			Year To Date		
	Oct 13	Oct 14	% Change	2013	2014	% Change
Violent Crime	41	28	-32%	380	282	-26%
Murder	1	0	-100%	2	0	-100%
Rape	0	1	100%	9	5	-44%
Robbery	2	1	-50%	20	12	-40%
Assault	38	26	-32%	349	265	-24%
Property Crime	49	25	-49%	480	395	-18%
Burglary	16	3	-81%	175	124	-29%
Larceny	27	20	-26%	260	229	-12%
Auto Theft	5	2	-60%	35	40	14%
Arson	1	0	-100%	10	2	-80%
Part 1 Crimes	88	53	-40%	851	681	-20%

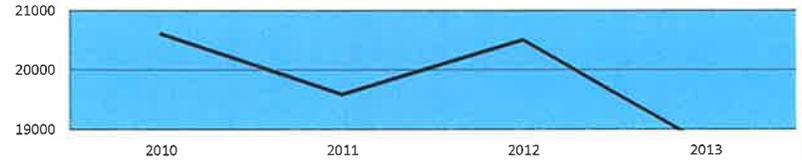
Part 1 Crimes



Performance Measures

	Monthly Comparison			Year To Date		
	Oct 13	Oct 14	% Change	2013	2014	% Change
Patrol Activity						
Total Incidents	2487	2625	6%	25657	26524	3%
Calls for Service	1620	1493	-8%	16016	15557	-3%
Officer Initiated Incidents	867	1132	31%	9641	10967	14%
Traffic Stops	284	339	19%	3344	4310	29%
Other OIA Incidents	583	793	36%	6297	6657	6%
Reports Taken	336	343	2%	3660	3682	1%
Total Arrests	197	232	18%	2130	2212	4%
Felony Arrests	60	59	-2%	581	534	-8%
Juvenile Arrests	14	15	7%	175	140	-20%
Drug Related	29	55	90%	331	436	32%

Calls for Service



Personnel

	Allocated	Filled	Vacant
Total	49	49	0
Sworn	32	32	0
Professional Staff	17	17	0

Vacant Positions	Status

Investigation

	Monthly			Year to Date		
	Oct 13	Oct 14	% Change	2013	2014	% Change
News Cases	311	307	-1%	3409	2628	-23%
Cleared DA or Other	131	94	-28%	1559	845	-46%
Arrests	29	41	41%	209	299	43%
Inactivated	44	28	-36%	513	405	-21%
Active	96	100	4%	3136	760	-76%

K-9 Deploy

	Monthly			Year to Date		
	Oct 13	Oct 14	% Change	2013	2014	% Change
Deployments	5	0	-100%	51	34	-33%
Apprehensions	0	0	0%	6	2	-67%
Building Searches	2	0	-100%	21	6	-71%
Vehicle Searches	2	0	-100%	16	11	-31%
Drug Finds	0	0	0%	6	6	0%

Traffic

	Monthly Comparison			Year To Date		
	Oct 13	Oct 14	% Change	2013	2014	% Change
Citations						
Moving	32	40	25%	492	575	17%
Non-Moving	15	2	-87%	89	60	-33%
RMC Violation	10	2	-80%	113	83	-27%
Collisions						
Fatal	0	0	0%	0	0	0%
Injury	3	3	0%	38	37	-3%
Non-Injury	14	14	0%	150	109	-27%
DUI Related	1	2	100%	16	12	-25%

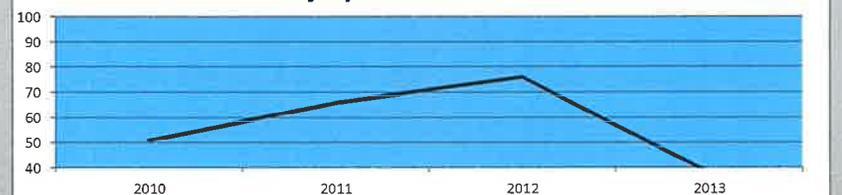
Top 5 Collision Intersections YTD

1. W. Bataan Ave./S. Sims St.
2. S. Downs St./W. Dolphin Ave.
3. S. Downs St./W. Drummond Ave.
4. W. Upjohn Ave./S. Sunset St.
5. N. Downs St./W. Las Flores Ave.

Top 5 PCFs YTD

1. Unsafe turning movement
2. Unsafe speed
3. Fail to stop at red light
4. Failure to yield
5. Failure to stop at stop sign

Injury Traffic Collisions





RIDGECREST POLICE DEPARTMENT

The following tables reflect Part 1 Crime Data, of offenses reported to the Ridgecrest Police Department in January through December. The data listed below is collected from our Records Management System, and then sorted into Part 1 categories per Department of Justice reporting standards.

2014 Monthly Part 1 Crime Report

2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	year to date % chg 2014/2013
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0	-100%
Rape	1	0	0	0	0	0	1	2	0	1	0	0	5	-44%
Robbery	1	2	0	0	2	0	3	1	2	1	0	0	12	-33%
Aggravated Assault	9	11	14	9	6	9	2	6	7	10	0	0	83	-25%
Simple Assault	23	14	18	21	14	14	15	24	20	16	0	0	179	-24%
Burglary	15	12	5	11	7	16	23	14	18	3	0	0	124	-28%
Larceny	27	18	19	22	24	22	30	25	21	20	0	0	228	-12%
Auto Theft	5	4	0	5	5	5	7	1	6	2	0	0	40	14%
Arson	0	0	0	1	1	0	1	0	0	0	0	0	3	-70%
Total Part One	81	61	56	69	59	66	82	73	74	53	0	0	674	-21%
% Change Same Month Previous Year	-18%	-18%	-32%	0%	-36%	-13%	-2%	-20%	-20%	-40%	0%	0%		

Parks, Recreation, & Cultural affairs

Parks

The condition of our city parks continues to improve. Over the past several months the feedback from the citizens, youth groups, city council, and city staff remains positive regarding the condition of our parks. We are currently and will continue to re seed and fertilize our parks over the next few months. We must periodically do this to repair any damage that has occurred and also to keep the grass healthy as well.

Recreation

Now that we have wrapped up our summer programs and the kids have returned to school it is time to begin our fall programs. On August 25th we began sign-ups for our youth flag football program, and closed on September 27th. Flag football games began on October 18th and are in full stride. Following the youth flag football season will be youth basketball and shortly after youth volleyball. Currently you can sign your child up for both on the city website.

Facilities

The Kerr McGee community center banquet halls and meeting rooms continue to see plenty of action. Just about every weekend the banquet halls are booked with all kinds of events such as: weddings, wedding receptions, charity events, symposiums, conferences, and so on. The meeting rooms seem to be becoming more and more popular with local groups and organizations as well. On November 14th and 15th the Ker McGee Center hosted the annual Pow Wow in connection with the Petroglyph festival. What a great event there was standing room only at the Ker McGee Center. Over the next month and a half our banquet halls will be booked with Christmas and other holiday parties. The city owned senior citizens building continues to operate in conjunction with Kern County for the senior nutrition program, and for a little fun they hold weekly bingo. Also, for the senior center we have some community development block grant money to make improvements to the facility in the near future.

Medians

Like our youth programs the summer time is the busiest time of the year for our medians as well. Now that summer is over and we have moved into fall the growth rate slows, but we continue to stay on top of it. As you can see our maintenance crew is hard at work keeping the medians in exceptional condition. We continue to use a two punch approach to maintaining the medians the first part is a regular regimen of weed killer, and the second part is good old fashioned hands on manual labor.

Wrap up

In general the Parks & Recreation department is doing very well and moving along fine. In closing I would like to talk about one last issue. From time to time I receive an e-mail or phone call regarding the watering of our parks during the day time in the summer. The concern is we are disregarding the water ordinance that prohibits watering between the hours of 8 am and 8 pm. Nothing could be further from the truth. There are certain instances where watering during the day is unavoidable. Some examples of reasons you may see the parks being watered during the day are: our maintenance crew works during the day which means the systems must be tested and sprinklers realigned during the day, after repairs are made the system has to be turned on to make sure the repairs are complete, power surges and power outages can cause the timer system to malfunction, this could cause the sprinklers to activate as well, lastly when we re seed and fertilize we must keep the affected areas wet at all times or the seed will simply die off. Often we have a very small window to fertilize, re seed, and repair the grounds due to all of the different activities and groups that use our limited facilities. The parks & recreation department is very sensitive to the water issue in our valley and strictly adheres to the water ordinance.

The New and Improved West Ridgecrest Boulevard - Design for the Future

By Matthew Alexander AICP, City Planner

More new roadway construction and resurfacing has occurred here in Ridgecrest during the past year than the entire decade preceding 2014. The West Ridgecrest Boulevard Reconstruction Project may be considered the crown jewel of the City's ambitious roadway improvement program.



The West Ridgecrest Boulevard Reconstruction Project began in May, 2014. The three phased segments have been – 1) Mahan Street to Downs Street, 2) Downs Street to Norma Street and, 3) Norma Street to China Lake Boulevard While some utility companies slowed the agreed upon schedule down, the entire project shall be completed by December, 2014.

Extending one and one-half miles from China Lake Boulevard westerly to Mahan Street, the City's historic highway has been transformed from a seriously deteriorated road riddled with potholes to a modern, smooth thoroughfare. While striping and the new traffic signals at Norma Street and Downs Street are yet to be added, most everyone agrees that the reconstruction of the Boulevard between Norma Street and Mahan Street is an unmitigated success.



1962 Air Photo of West Ridgecrest Boulevard between China Lake Boulevard and USO Building. The Boulevard was and continues to be a major business street. Note the angle parking 50 years ago.

However, many members of the public have been severely critical of the new roadway improvements that have occurred within the Downtown half mile of West Ridgecrest Boulevard running between China Lake Boulevard and Norma Street. This article offers an explanation of the safety and pro-business considerations that went into the design of the Boulevard improvements between China Lake Boulevard and Norma Street

Ridgecrest's Central Business District or Downtown makes an "L-shape", with West Ridgecrest Boulevard between China Lake Boulevard and Norma Street forming the stem of the "L" and Balsam Street forming the foot of the "L". This is an area with significant pedestrian activity due to the high concentration of commercial retail activities and public activities such as the USO Building and Eagles Lodge fronting on the Boulevard.



This is an example of the chalk marks that were placed for the public walking tour of West Ridgecrest Boulevard during 2010. It is noteworthy to point out that this bulb out was not constructed because it lies next to a business. Public recommendations were taken by the consultants and plans were redrawn.

In 2010 a number of West Ridgecrest Boulevard business owners met with City staff and Mark Thomas Associates Consultants on a walking tour of the Boulevard. The intent was to review the preliminary plans for Boulevard reconstruction within our Downtown area.*(see NOTE below). The specific requests for West Ridgecrest Boulevard improvements made by members of the Old Town Action Plan Committee and others were as follows:

- Provide traffic calming devices to slow down or discourage the heavy truck traffic from continuing to rumble down West Ridgecrest Boulevard,
- Provide drought tolerant landscaping which will enhance the appearance of this Downtown Business District,
- Provide pedestrian orientated, tear drop street lights to be compatible with those located on Balsam Street,
- Maintain parking in front of businesses wherever possible, (thus most bulb outs were designed to be constructed next to off-street parking or in areas where no parking occurred.

- Minimize the loss of on-street parking spaces by placing bulb outs in areas that already do not permit on-street parking, (i.e., next to a fire hydrant or street corner),
- Provide safe crosswalks in response to accommodating the heavy foot traffic frequenting this shopping area of the City,

West Ridgecrest Boulevard between China Lake Boulevard and Norma Street functions as a classic, pedestrian oriented downtown shopping district. Business owners with businesses on the Boulevard that took the Boulevard walking tour included Trish Stratton, TMS Framing Shop, Jake Easley, Around 395 Photography, and Carol Dean, Treasures to Cherish. All of these business owners were all united in their recommendations to the City staff and consultants that the heavy truck traffic had to be slowed down or discouraged all-together. Further, the merchants were all supportive of placing pedestrian crosswalks across the Boulevard.

The Goal for Downtown Ridgecrest is *to maintain and enhance the Downtown area as a viable service commercial, specialty retail, office, and cultural center and source of community pride.* A major step toward accomplishing this goal is to make West Ridgecrest Boulevard pedestrian friendly by slowing down the speed of traffic and extending the sidewalks.



The intersection of Balsam Street and West Ridgecrest Blvd lies at the heart of Downtown Ridgecrest Street the original plan did not permit a left hand turn from Balsam Street onto Ridgecrest Boulevard but was modified in response to many Balsam Street merchants. Numerous Change orders have been made in response to requests from the public.

Change frightens and angers many people. Numerous residents have expressed dissatisfaction with some of the improvements to the Downtown segment of West Ridgecrest Boulevard. It is unfortunate that many concerned citizens have chosen to pass judgment before the project is complete. The striping has only recently been applied. Bear in mind that this roadway area is still under construction. Until completed, a motor vehicle driver must navigate between construction equipment, workers, pylons, and a host of other obstacles. While the construction speed limit is posted at 15 mph, Ridgecrest Police Department Traffic Sergeant Mike Myers tells us that some drivers insist on traveling through the construction zone at 35 mph.

Some people complained that wheel chairs cannot negotiate the 90 degree turn within the pedestrian/crosswalk island. This island was designed for safety reasons. Recently, City Engineer Loren Culp went onsite with some people in wheel chairs to test the functionality of the cross walk design. The wheel chairs were able to maneuver. This is a wonderful thing meaning that handicapped people now have greater mobility within the Downtown. The mid street safety area will also benefit many adults and children alike.



While not complete, portions of the West Ridgecrest Boulevard bulb outs and landscaping were completed in time for the 1st Annual Ridgecrest Petroglyph Festival. These improvements place more of the public right-of-way into pedestrian friendly areas; a major ingredient for a successful Downtown.

Similar improvements to the Downtown segment of the Boulevard have been made in several other Central Business Districts. Ed Noriega was the lead design consultant for West Ridgecrest Boulevard. He says that about ten years ago roadway improvements like those under construction here were made to Del Paso Boulevard within Sacramento's Art District.

At first, people criticized the new design. But within about three months the general public learned some new driving habits and began to appreciate the safety features and pedestrian friendly design. Importantly, when the Del Paso Boulevard project began there was about a 40% vacancy rate among the businesses lining either side of this commercial street. Today, business occupancy is close to 100% making traffic calming, pedestrian and landscaping **GOOD FOR SAFETY AND GOOD FOR BUSINESS.**

It is hoped that everyone will be patient during these final weeks of West Ridgecrest Boulevard reconstruction. By next spring it is believed that Boulevard business vacancies will plummet and the new and improved West Ridgecrest Boulevard will be seen as and appreciated as the blueprint for a prosperous and successful future Downtown Ridgecrest.

* NOTE

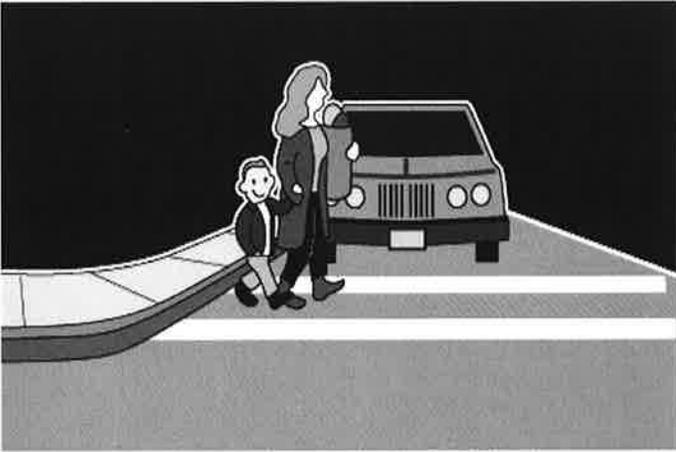
Public Meetings soliciting public comments on W. Ridgecrest Blvd Reconstruction Project

1. December 17, 2009 - Special Planning Commission Meeting, newspaper article, Old Town group notified, public discussion of W. Ridgecrest Boulevard Improvements with Mark Thomas Associates. Approximately 20 people in attendance.
2. June 14, 2010 – Public Information Meeting - W. Ridgecrest Boulevard Improvement Plan at the USO Building, newspaper notices and flyers were distributed. Large maps were displayed. Improvement Plan presentations were made by Mark Thomas & Associates and Design Lab 252. Over 60 people were in attendance.
3. September 29, 2010 – Joint Planning Commission/OTAP Meeting to consider W. Ridgecrest Boulevard Improvement Plan. The public was invited to take a walking tour with the City Engineer and City Planner to review and comment on proposed Ridgecrest Boulevard bulbouts, crosswalks, landscaping, and vehicle circulation. Notice was provided via newspaper article inviting public. Approximately 30 – 40 people attended. Many comments were taken and the plan was modified to reflect this public input.
4. February 19, 2014 – Presentation By Mark Thomas Inc to the City Council regarding the West Ridgecrest Boulevard Project. PowerPoint Presentation was given.

PUBLIC WORKS DEPARTMENT NOVEMBER MONTHLY REPORT

Marked Crosswalks

What are the official guidelines?



The City of Ridgecrest follows State policies and the California Vehicle Code. The Code requires us to follow the national guidelines outlined in the State Manual on Uniform Traffic Control Devices. Traffic control devices include signal lights, traffic signs, and paint markings. The State Manual covers all aspects of the placement, construction and maintenance of every form of approved traffic control. The guidelines prescribe five basic requirements for all devices. They must:

- Fulfill a need.
- Command attention.
- Convey a clear, simple meaning
- Command respect of road users.
- Give adequate time for proper response.

The State Manual emphasizes uniformity of traffic control devices. A uniform device conforms to the regulations for dimensions, color, wording and graphics. The standard device should convey the same meaning at all times. Consistent use of traffic control devices protects the clarity of their messages. As stated in the State Manual, uniformity must also mean treating similar situations in the same way.

What is a crosswalk?

Crosswalks are either marked or unmarked. The California Vehicle Code defines a "crosswalk" as the portion of a roadway at an intersection, which is an extension of the curb and property lines of the intersecting street or is any other portion of a roadway which is marked as a pedestrian crossing location by painted lines. A marked crosswalk is any crosswalk which is delineated by white or yellow painted markings placed on the pavement. All other crosswalk locations are therefore unmarked.

How are crosswalks used?

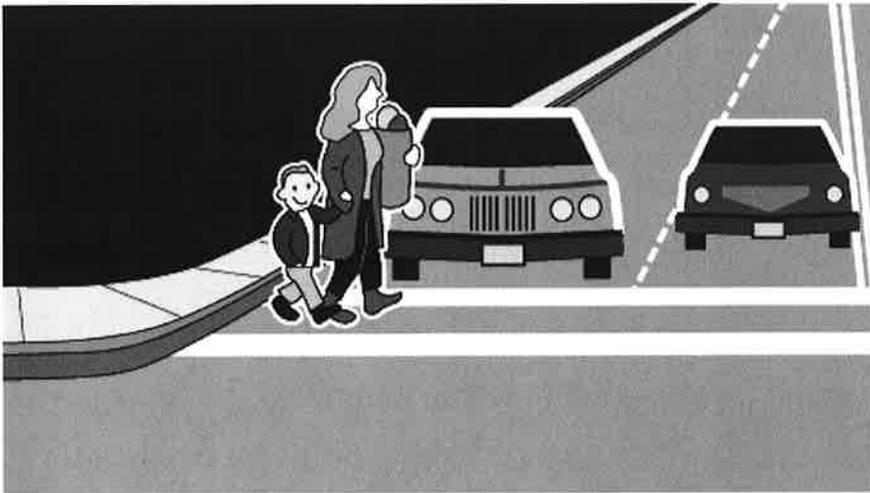
At any crosswalk (marked or unmarked) drivers must yield the right-of-way to pedestrians. Crosswalks are marked mainly to encourage pedestrians to use a particular crossing. Studies conducted on the relative safety of crosswalks support minimal installation of marked crosswalks.

The City of San Diego studied intersections at which there were both marked and unmarked crosswalks. The results were surprising. Although 2 1/2 times as many people used the marked crosswalks, 6 times as many accidents occurred in the marked crosswalks. A pedestrian safety study in Long Beach, reported 8 times as many accidents in marked crosswalks compared to unmarked crosswalks. Similar studies in other cities have confirmed these results.

What causes accidents at marked crosswalks?

Research suggests that marked crosswalks give pedestrians a false sense of security. Pedestrians often step off the curb into the crosswalk expecting drivers of vehicles approaching the crosswalk to stop. However, drivers frequently fail to stop and cause an accident. At all crosswalks, both marked and unmarked, it is the pedestrian's responsibility to be cautious and alert before starting to cross the street.

At mid-block crosswalks on multi-lane roadways, another frequent factor in causing accidents involves the driver of a vehicle in the lane nearest to the curb stopping for a pedestrian that is waiting to cross or who is already in the crosswalk. The driver of a second vehicle traveling in the lane next to the stopped vehicle tries to pass the stopped vehicle and hits the pedestrian, even though it is illegal for drivers to pass a stopped vehicle at a crosswalk. Pedestrians should be very cautious when walking in a crosswalk, especially when their visibility is limited by vehicles already stopped at the crosswalk as illustrated below:



Where crosswalks are normally marked?

Crosswalks are marked at intersections where there is substantial conflict between vehicle and pedestrian movements, where significant pedestrian concentrations occur, where pedestrians could not otherwise recognize the proper place to cross, *and* where traffic movements are controlled. Examples of such locations are:

- Approved school crossings.
- Signalized and four way stop intersections.

These examples follow the philosophy of marking crosswalks as a form of encouragement. In the first case, we are encouraging school children to use a crossing which is normally being monitored. In the second case, we are encouraging all pedestrians to avoid a prohibited crossing. It is the City's policy not to paint crosswalks at midblock locations where traffic is not controlled by stop signs or traffic signals. Painted crosswalks should only be used where necessary to direct pedestrians along the safest route.

What are special school crosswalks?

When a marked crosswalk has been established adjacent to a school building or school grounds, it shall to be painted yellow. Other established marked crosswalks may be painted yellow if either the nearest point of the crosswalk is not more than 600 feet from a school building or grounds. Crosswalks should be marked at all intersections on the suggested route to school, available from your local school. They should also be marked where there is high conflict between vehicles and students (while crossing), where students are permitted to cross between intersections, or where students could not otherwise cross. The best safety measure for school age children is to educate them on how and where to safely cross the street.

ENGINEERING DEPARTMENT

On the West Ridgecrest Boulevard Reconstruction Project from Mahan Avenue to South China Lake Boulevard, the intersection at South China Lake Boulevard is scheduled to be open on Tuesday October 28th. The traffic loops will be installed and the striping will be done between South China Lake Boulevard and Balsam Street in accordance to Caltrans specifications.

South China Lake Boulevard overlay project between Upjohn Avenue and Bowman Road has finished its paving and been review by Caltrans.

The new Transit Bus Garage and City Corporation Yard Improvement Project has a completed design and is out to bid with the bid opening on November 25, 2014.

The Downs Street Project from Upjohn Avenue to West Ridgecrest Boulevard has completed the design process and is in the progress of property acquisition. Plans of the design have been distributed to the utility companies. The Engineering Department will be presenting different options to the City Council in the near future to discuss how the City Council would like to proceed with the project.

Two new Congestion Mitigation Air Quality Projects have moved forward with the Engineering Firm Quad Knopf doing the Design and Construction Management. These Projects are the North Warner Street Project from Drummond Avenue to West Howell Avenue and South Graaf Street Project from North Sierra View to North Norma Street. Both of these projects have submitted their Request for Authorizations to proceed with Preliminary Engineering and have had their Field Reviews on October 16, 2014.

Our biggest news in the Engineering Department is that we have welcomed a new staff member to our team Ryan Brooks. The Engineer in Training began working on October 27, 2014. Ryan is a native from San Diego, where he went to school at San Diego State University and majored in Civil Engineering and graduated on the Dean's List. While in school Ryan was the Lead Project Manager on a Pedestrian/Bike Pathway that was part of his senior project. This project provided connections to public transportation at various bus stations and trolley stations for commuters. The goal was to provide access to recreational enjoyment for the community, shopping experiences at Fenton Marketplace, and access to the Mission Valley Library for the pathway users. He also volunteered at Caltrans, District 11 in San Diego for four years while attending school. Ryan enjoys watching his Aztec Basketball team and playing golf. He is looking forward to the feel of a small town environment and working on engineering project for the City of Ridgecrest.

WASTEWATER DEPARTMENT

The City of Ridgecrest Wastewater Treatment Facility operated within design and compliance directives issued under Board Order No. 6-00-56.

The Department inspected and passed five (5) lateral replacement connections to the sanitary sewage system. The department responded to thirteen (13) calls for service, one (1) homeowner lateral problem and twelve (12) road construction related issues (Broken M/H Lids, Debris Knocked into M/H, M/H Locates).

The Department has compliance with SSMP/SSO performed line maintenance on 2,895 ft. of main line collection system.

The Reclamation Department reclaimed 1.97 million gallons of secondary effluent for use as fodder crop irrigation.

The Wastewater Treatment Facility performed annual maintenance on the three (3) primary sedimentation clarifiers all new drive and carrying components were replaced (new flight links, new wear shoes, new connector chain).

STREETS DEPARTMENT

The street maintenance department has road work taking place in several areas throughout the city of Ridgecrest during October 28, 2014 through November 7, 2014.

The street maintenance department along with the contractor will be reconditioning the roadways between:

DOWNS STREET: LAS FLORES AVENUE TO RIDGECREST BOULEVARD

DOWNS STREET: DRUMMOND AVENUE TO LAS FLORES AVENUE

DOWNS STREET: UPJOHN AVENUE TO BOWMAN ROAD

LAS FLORES AVENUE: DOWNS STREET TO NORMA AVENUE

UPJOHN AVENUE : MAHAN STREET TO DOWNS AVENUE

UPJOHN AVENUE: MAHAN STREET TO GUAM AVENUE

DOLPHIN AVENUE: MAHAN STREET TO DOWNS AVENUE

The roadways will be opened during the resurfacing period, with some side street closures to the main streets.

There could be an inconvenience during the resurfacing of the roadway but the street department has put out press releases and has placed notices at residences in effected areas. **These roadways are being mostly funded by Measure L Tax Dollars and Tab Allocation Bonds.**