

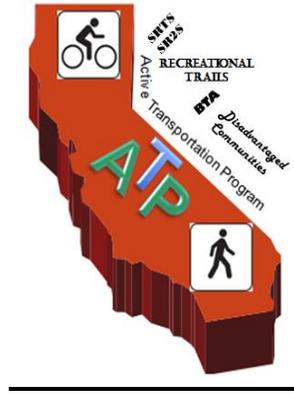


## Top 50 Safe Routes to School Safety Assessments and Travel Plans

### Active Transportation Program Cycle 1

City of Los Angeles  
May 2014





# ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION  
Part 2  
(Includes Narrative Sections II, III & IV)



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## I. GENERAL INFORMATION

**Project name:** City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans

(fill out all of the fields below)

<p>1. APPLICANT (Agency name, address and zip code)                  City of Los Angeles Department of Transportation of Department, 100 South Main Street, Los Angeles, CA 90012</p>	<p>2. PROJECT FUNDING</p> <p>ATP funds Requested      \$ <u>1,900,000.00</u></p> <p>Matching Funds              \$ _____                  (If Applicable)</p> <p>Other Project funds        \$ _____</p> <p>TOTAL PROJECT COST    \$ <u>1,900,000.00</u></p>
<p>3. APPLICANT CONTACT (Name, title, e-mail, phone #)                  Margot Ocanas, Pedestrian Coordinator, email:                  margot.ocanas@lacity.org, phone: (213) 928-9707</p>	<p>5. PROJECT COUNTY(IES):                  County of Los Angeles</p>
<p>4. APPLICANT CONTACT (Address &amp; zip code)                  100 South Main Street, 9th Floor, Los Angeles, CA 90012</p>	<p>7. Application # <u>2</u> of <u>26</u> (in order of agency priority)</p>
<p>6. CALTRANS DISTRICT #- Click Drop down menu below                  District 7</p>	

**Area Description:**

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.-) Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans.
12.  Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes  No   
 The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

14. Partner Name*: n/a	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

\*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type:** (Select only one)

18. Infrastructure (IF)       19. Non-Infrastructure (NI)       20. Combined (IF & NI)

**Project name:** City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans

**I. GENERAL INFORMATION-continued**

**Sub-Project Type** (Select all that apply)

21.  Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)  
 Bicycle Plan     Safe Routes to School Plan     Pedestrian Plan  
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan     Pedestrian plan     Safe Routes to School plan     ATP plan

22.  Bicycle and/or Pedestrian infrastructure  
Bicycle only:     Class I     Class II     Class III  
Ped/Other:     Sidewalk     Crossing Improvement     Multi-use facility

Other:

23.  Non-Infrastructure (Non SRTS)
24.  Recreational Trails\*-     Trail     Acquisition
- \*Please see additional Recreational Trails instructions before proceeding**
25.  Safe routes to school-     Infrastructure     Non-Infrastructure

If SRTS is selected, provide the following information

<p>26. SCHOOL NAME &amp; ADDRESS:</p> <p>Safe Routes to School Safety Assessment and Travel Plans will be developed for the City's SRTS Top 50 Schools with Most Need. Please see attached City of Los Angeles Strategic Plan Fact Sheet for a listing of the Top 50 schools.</p>
<p>27. SCHOOL DISTRICT NAME &amp; ADDRESS:</p> <p>Los Angeles Unified School District (LAUSD), 333 South Beaudry Street, Los Angeles, CA 90012</p>

<p>28. County-District-School Code (CDS)</p> <p>Not Applicable - District wide project</p>	<p>29. Total Student Enrollment</p>	<p>30. Percentage of students eligible for free or reduced meal programs **</p> <p style="text-align: right;">90.30</p>
<p>31. Percentage of students that currently walk or bike to school</p> <p>61.6%</p>	<p>32. Approximate # of students living along school route proposed for improvement</p>	<p>33. Project distance from primary or middle school</p> <p>1/4 mile radius for each of the Top 50</p>

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

# Safe Routes to School (SRTS) Strategic Plan City of Los Angeles • Fact Sheet



## Principles and Goals

- No child shall be injured or killed by a vehicle when walking or bicycling to/from school.
- Increase the number of students walking and bicycling to school to improve public health and student achievement and relieve traffic congestion.
- Maximize City's competitiveness in funding applications and increase City's share of SRTS-related funds.

## Objectives

- Use a data-driven approach to rank order nearly 500 LAUSD schools within the City of LA to identify those with the most need.
- Formalize a kit-of-parts for infrastructure and non-infrastructure strategies to improve the walking and bicycling environment.
- Enhance collaboration and communication between City and LAUSD.

*Safe Routes to School is an international initiative to safely increase the number of children who walk or bike to school by providing funding for pedestrian-friendly street engineering, education and encouragement programs directed towards students, parents and our communities.*



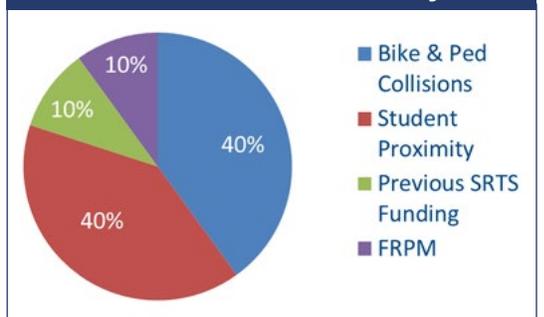
## Background

- In LA County, 33% of school-aged children walk/bike to school.
- In the City of LA, school age children (ages 5-17) account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrians.
- To date, the City of LA has received only 6% of the Statewide total SRTS (State/Federal) funding, while comprising 10% of the total State population.

## Prioritization Methodology

- To make the most of City resources, the SRTS Strategic Plan will initially focus on the Top 50 LAUSD schools with the highest need, prioritized by: (A) # of vehicle-pedestrian/bike collisions; (B) # of students who live within 1/4 mile from school; (C) # of students eligible for Free-Reduced Price Meals; and (D) lack of prior state/federal SRTS funding.
- Templates developed through this Plan will offer a suite of infrastructure (engineering) and non-infrastructure (education, encouragement, enforcement, evaluation) countermeasures and resources schools and communities city-wide can apply within their own neighborhoods.

### Prioritization Methodology for LAUSD Schools within the City of LA



## Next Steps

- Create and complete individualized School Travel Plans for LAUSD schools within the City of LA, starting with the Top 50, to source funding
- Develop infrastructure and non-infrastructure countermeasures toolbox
- Create GIS-based data and project management tools



2013/05/09

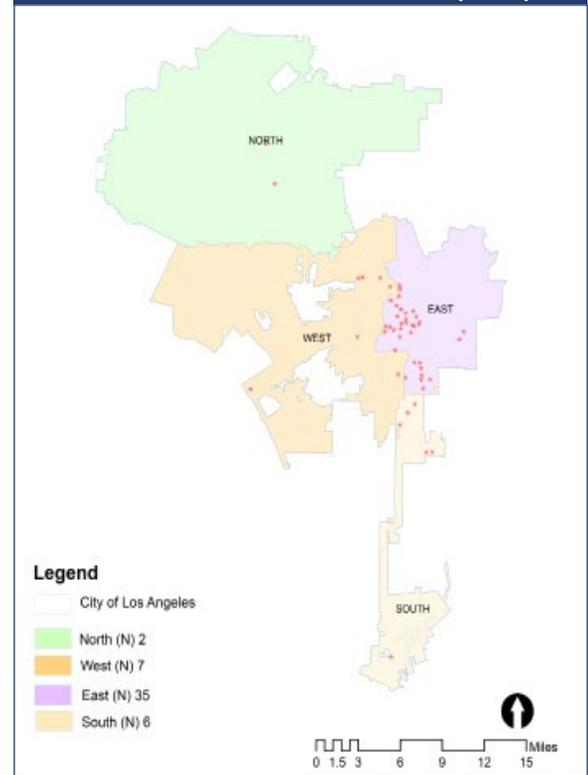
100 S. Main Street, Los Angeles, CA 90012  
(213) 972-8406  
www.ladot.lacity.org

## Prioritization Phase One: Top 50 LAUSD Schools with the Most Need

RANK	SCHOOL	SCHOOL TYPE*	COUNCIL DIST.
1	HOLLYWOOD HIGH	HS	13
2	ESPERANZA	ES	1
3	SELMA AVE	ES	13
4	MACARTHUR PARK VIS & PERF ARTS	ES	1
5	BERENDO MIDDLE	MS	1
6	HOBART BLVD	ES	10
7	MAGNOLIA AVE	ES	1
8	HOOVER ST	ES	1
9	LIECHTY MIDDLE	MS	1
10	LOCKWOOD AVE	ES	13
11	POLITI	ES	1
12	75TH ST	ES	9
13	MARIPOSA-NABI PC	ES	10
14	WHITE	ES	1
15	WEST VERNON AVE	ES	9
16	10TH ST	ES	1
17	CARVER MIDDLE	MS	9
18	LEXINGTON AVE PC	ES	13
19	GRANT	ES	13
20	YOUNG OAK KIM ACAD	MS	10
21	DAYTON HEIGHTS	ES	13
22	MANCHESTER AVE	ES	8
23	ASCOT AVE	ES	9
24	GRATTS	ES	1
25	WESTMINSTER AVE	ES	11
26	SHERIDAN ST	ES	14
27	HUERTA	ES	9
28	MENLO AVE	ES	9
29	ALEXANDRIA AVE	ES	13
30	AURORA	ES	9
31	CABRILLO AVE	ES	15
32	66TH ST	ES	9
33	JONES	ES	9
34	HARMONY	ES	9
35	COMMONWEALTH AVE	ES	13
36	UNION AVE	ES	13
37	BREED ST	ES	14
38	VERMONT AVE	ES	8
39	LOS ANGELES	ES	1
40	LAKE ST PS	ES	13
41	PANORAMA CITY	ES	7
42	28TH ST	ES	9
43	LAFAYETTE PARK PC	ES	1
44	ALTA LOMA	ES	10
45	RAMONA	ES	13
46	FLOURNOY	ES	15
47	PARA LOS NINOS GRATTS	CCAES	1
48	DEL OLMO	ES	13
49	VAN NUYS	ES	6
50	112TH ST	ES	15

\*ES = ELEMENTARY SCHOOL; MS = MIDDLE SCHOOL; HS= HIGH SCHOOL; CCAES = CHARTER

## Map of the Top 50 by LAUSD Educational Service Center (ESC)



### Student Proximity to Enrolled School

School Level	# Students in Top 50 (% of All LAUSD)	# Students in Top 50 living within 1/4 mi. (% of All LAUSD)
ES	29,649 (14%)	19,799 (22%)
MS	4,268 (6%)	879 (12%)
HS	1,032 (1%)	80 (1%)

**35% of the total number of LAUSD students living within 1/4 mile of the school in which they are enrolled are represented by the Top 50 Prioritized Schools**

**The SRTS Kit of Parts and School Travel Plan resources, developed as part of the SRTS Strategic Plan and applied to the rank ordered schools, will be available to school administration and key stakeholders.**



## **II. PROJECT INFORMATION**

### **Project Name:**

City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans

**Project Location:** Los Angeles County is home to the nation's second largest school district, the Los Angeles Unified School District (LAUSD) of which 493 schools and approximately 420,000 students are located within jurisdiction of the City of Los Angeles. Across an expansive city that spans 503 miles, LAUSD students comprise nearly 17% of the City's total population.

**Project Coordinates:** Citywide

**Project Description:** The trend in pedestrian and bicycle collisions is grabbing headlines and media coverage, saturating blogs, and being elevated to a high priority by the Los Angeles Police Department (LAPD), an institution better known for dedicating full "force" to crime. Named a Focus City in 2011 by the Federal Highway Administration (FHWA) for its staggering pedestrian collision, the City of Los Angeles is more than 20 average annual pedestrian fatalities and a pedestrian fatality rate greater than 2.33 per 100,000. And, the neighborhoods around LAUSD schools are most impacted by collisions. Between 2007 and 2011, the number of collisions within the ¼ mile radius of all LAUSD schools accounted for 19% of collisions citywide, as show in Figure A.

With nearly 30% of all LAUSDS students living within ¼ mile of their school, as reflected in Figure A, and predisposed to being walkers and bicyclists to school, funding is critical for infrastructure that will build out low-stress networks of streets in close proximity to schools coupled with education that promotes safer student pedestrian and bicycle behavior while bolstering their confidence and understanding of safe mobility rules.

Through the leadership of the Los Angeles Department of Transportation (LADOT), the SRTS Plan seeks to transform the City's pedestrian infrastructure using data-driven and community-inclusive strategies and objectives to identify, adopt and/or implement infrastructure and non-



infrastructure measures to increase the share of students that walk and bicycle to and from school, while reducing collisions. This project will amplify the efforts initiated as part of the City of Los Angeles Safe Routes to School Strategic Plan (SRTS Plan), launched in 2012. Specifically, it will be instrumental in advancing the City SRTS Plan goals to (1) design infrastructure improvements that will calm traffic and improve the safety of active transportation mobility for students and (2) provide education and enforcement activities and toolkits that will prioritize student pedestrian and bicyclist safety. Approaches and processes formulated by various task forces to conduct and prepare Assessments and Travel Plans for the City's SRTS Plan's Top 50 out of 493 LAUSD schools will establish Assessments and Plan standards and help to institutionalize cost- and resource-efficiency approaches for the remaining 443 LAUSD schools in the City of Los Angeles.

In the past 2 years, LADOT has spearheaded unprecedented collaboration among some of the nation's largest agencies including LAUSD, the Los Angeles Police Department (LAPD), and the Los Angeles County Department of Public Health (DPH) to embrace mutual ATP-centric goals to improve active transportation safety, increase non-motorized mobility, address public health challenges of epidemic childhood obesity and reduce greenhouse gas emissions benefitting not just school-age children but active transportation users in the vicinity of the the Top 50 schools.

The deliverables for this planning grant will be to complete School Safety Assessments and School Travel Plans for the Top 50 schools. LADOT will use the Assessments and Plans developed for each school to apply for funds to build out the proposed hardscape engineering improvements and conduct proposed education, encouragement and enforcement activities. These processes will apply data-driven processes and leverage extensive outreach to identify infrastructure and non-infrastructure measures at each school in order to increase the share of students walking and bicycling to school, while reducing collisions. Per a key SRTS Plan goal, this project will allow the City to more effectively and successfully take advantage of potential Transportation and non-Transportation funding sources.



### **III. SCREENING CRITERIA**

#### **1. Demonstrated Needs of the Applicant**

##### *A. Describe the need for the project and/or funding*

Los Angeles has long embraced transportation improvements through vehicular efficiencies and speed-inducing roadway design. National momentum in active transportation and alarming trend in pedestrian and bicycle collisions is forcing the City to redefine mobility as safe, comfortable and convenient walking bicycling and public transit use.

Constructing innovative safer, traffic calming hardscapes, such as those proposed in LADOT's 4 Cycle 1 ATP SRTS Infrastructure applications, will provide safer physical environments for safer walking bicycling and transit use. Bold and broad reaching education and enforcement initiatives are also critical -- to build awareness, understanding and actualizing of safer vehicular, pedestrian and bicycle behaviors and attitudes while increasing compliance of traffic rules and responsibilities so that the general public and students are be vested in safety for themselves and others.

Sadly for its residents and students, but advantageous for this project, the City scores well on the criteria of collisions, disadvantaged communities, public health and income. Exhibit B reflects the distribution of the city population relative the location of the Top 50 schools. Exhibit C and Exhibit D reflect the distribution of the Top 50 schools relative to the City's pedestrian and bicycle collisions, respectively.

As shown in Figure B, the City student age and LAUSD population suffers a disproportionate share of killed or severely injured (KSI) pedestrian and bicycle collisions. 25% and 6% of KSI collisions happen within ¼ mile of all LAUSD schools and Top 50 schools, respectively. Of the nearly 360,000 LAUSD students over 30% of students live within walking (1/4 mi.) and bicycling (1 mi.), a distance of school, inferring a high share of students walking and bicycling to school. High collisions in these areas suggest their local environments are not conducive to safe walking and bicycling.



Additional factors that qualify the project areas as disadvantaged communities include Free and Reduced Price Meal (FRPM) eligibility, low income and poorer health conditions. Of the Top 50 schools, 90.3% of school's enrollment is FRPM eligible. Similarly, 75% of the Top 50 schools meet the ATP household median income criteria, with a per capita income of less than \$24,000. Figure C reflects that the Top 50 schools are located in Community Plan Areas (CPAs) in which at least 20% of population is below the poverty line.

Poor health also characterizes the Top 50 school student population. Over 36% of adults are overweight, and 22% of adults are obese. Figure D shows that more than 22% of the population is obese in the 11 CPAs in which the Top 50 schools are located. Similarly, the Top 50 schools have an average Cal Environ between 80 and 100%.

As the recipient of 100% of funds, the Top 50 schools targeted in this project and surrounding communities will benefit from the development of comprehensive Schools Safety Assessments and School Travel Plans that will integrate proposed infrastructure improvements and non-infrastructure programs. Holistic and innovative Travel Plans will enable the City to more effectively and resource- and time-expediently submit for implementation funding. Optimizing transportation and non-transportation funding opportunities is a significant step in achieving a key goal of the City of Los Angeles Safe Routes to School Strategic plan.

### **Consistency with Regional Transportation Plan (100 words or less)**

A. *Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.*

**Safe Routes to School Strategic Plan (ongoing):** This project builds from ongoing efforts led by LADOT to achieve the SRTS Plan and its strategic goals to: 1) create a strategic and comprehensive Safe Routes to School Plan for the City of Los Angeles that is data driven, 2) increase communication and build strong partnerships between city agencies, LAUSD, and stakeholders for Safe Routes to School projects and programs, 3) align, dedicate, and organize the City of Los Angeles workforce to increase its efficiency and effectiveness in developing, funding, and implementing Safe Routes to School projects., and 4) formulate a



strategy to fund and implement the Safe Routes to School plan, taking advantage of all potential transportation or non-transportation funding sources and opportunities for implementation by related projects.

Starting in 2012, LADOT formulated a prioritization methodology to identify the Top 50 Schools with the Most Need weighting collision incidence, student proximity to school; Free and Reduced Price Meal eligibility; and previous funding awards. Exhibit A provides an overview of the SRTS Plan prioritization methodology and the Top 50 schools, all of which are situated in disadvantaged communities. This data-driven ranking of schools is providing LADOT and its stakeholders a transparent, politically neutral roadmap for conducting holistic School Safety Assessments, which includes the development of School Travel Plans. More information on the City's SRTS Plan can be found online at <http://srts.lacity.org>.

**Project Status:** Learnings to help shape the scope for this grant application was derived from focused stakeholder outreach – including school administration, educators, parent volunteers, representatives from LAUSD, and people from the surrounding community. Outreach was conducted at a 9 of the Top 50 schools that are being target for another LADOT ATP SRTS Cycle 1 Infrastructure application. Proposed infrastructure and a menu of non-infrastructure activities and events were drafted and vetted with stakeholders and city staff. This similar process will be applied and improved to complete the To 50 School Assessments and Plans, with the ultimate goal of positively impacting the safety schools and their respective neighborhoods citywide.



#### **IV. NARRATIVE QUESTIONS**

##### **1. POTENTIAL FOR INCREASED STUDENT WALKING AND BICYCLING INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

*A. Describe how your project encourages increased walking and bicycling, especially among students.*

School Safety Assessments, through extensive outreach, will provide qualitative data and insights from school and community stakeholders about the barriers and challenges to traveling comfortably and safely by foot or by bicycle to and from school.

Similarly, engineering analysis will quantify unsafe conditions. School Travel Plans will integrate output from the Assessments to identify innovative countermeasures most effective in crash reduction and non-infrastructure (education, encouragement and enforcement) activities that will build awareness, increase understanding of and compliance to traffic rules and influence safer behavior that incents the general public and students to be vested in the safety for themselves and others.

Specifically, engineering activities to support the development of Travel Plans include walk audits, traffic analysis, and transportation and civil engineering countermeasures assessment. The menu of non-infrastructure activities will include school-based curriculums, activities and events toolkits, community and family weekend walks and bicycle events, walking school buses and bicycle trains.

LADOT will leverage the LAUSD SRTS Advisory Committee, the Citywide SRTS Task Force, the SRTS website, <http://srts.lacity.org>, school specific SRTS committees, and community based organizations to support outreach for Assessments and Travel Plans. Inclusive multi-lingual materials and resources ensure all levels of school and community stakeholder have a voice in project development, and provide them with access to pedestrian and bicycle safety



technical and programmatic topics in clear vernacular. Figure E and Figure F reflect the diversity of the City of Los Angeles and LAUSD students, with the Hispanic population accounting for 48% and 74%, respectively. Spanish, as shown in Figure G, is the dominant language after English. Processes and mechanisms curated to produce 50 Safety Assessment and Travel Plans will help establish new collaborative working relationships between the City, the District and the Schools such that communications, evaluation, education and enforcement activities will be sustained after the “life” of the grant.

This project will also involve children to learn what is important to them with respect to their journey to school and around their neighborhood. Safety workshops and seminars will be forums to query them on where they like being driven by their parents, their attitudes about walking and bicycling around their neighborhoods, their perceptions about their route to school, and factors that would change about their trip to school? Special effort will be made to query students with disabilities about what is important to them about their journey to school as well.

The plans generated through this project will include encouragement, enforcement, education, and engineering strategies; a time schedule for each part of these strategies; a map of the area covered by the plan; and an explanation of how the program will be evaluated. Strategies that can be implemented early will help the group feel successful and can build momentum and support for the infrastructure improvements and long-term programming. The key will be to integrate fun in the assessment and plan process to optimize encouragement in walking and bicycling.

*B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.*

LAUSD schools are characterized by the high density of students within the ¼ mile radius of their school, a distance considered a comfortable walking distance for elementary school children. Over 30% (105,110) of LAUSD’s total enrollment and 60% (20,758) of students at the Top 50 schools live within ¼ mile from their school. And the Top 50 schools are also



situated in the City's areas with the highest pedestrian and bicycle collisions, Exhibit C and Exhibit D, respectively.

As part of a progressive Citywide Student Travel Mode initiative, Student Travel Tallies conducted in the Spring 2014 at 9 of the Top 50 schools showed over 60% of students walking to school, 30% dropped off or picked up by vehicle and a smaller share of 1.5% bicycling. With 80% of the Top 50 schools located in CPAs with 20 to 34% of households that do not own a vehicle (Figure J), we expect the mode share to potentially be about the same for the Top 50 schools.

Student Travel Tallies will be used to establish student travel mode share baselines at the beginning of the project. Student tallies will also be conducted when infrastructure and non-infrastructure implementation is completed.

In addition, the Travel Plan process will also inform the development of enhanced Route to School mapping. Parents, community members and school staff participating in the Travel Plan audits will be asked to identify select walk and bicycle routes that are or are not convenient, safe and comfortable, and emphasizing actual and perceived barriers for our schools' non-motorized travelers. Their input will feed into creating more user-friendly and accessible maps that highlight the safer and calmer connected networks between home and school. GIS capabilities embedded in the City SRTS website, <http://srts.lacity.org>, will offer students, parents and staff a web-based tool as an additional channel to provide input on suggested routes, bolstering the quality and relevance of the maps.

**2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

*A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.*

As stated earlier in the application, multiple agencies are embracing pedestrian and bicycle safety with more urgency. The Mayor's car hitting a pedestrian in a crosswalk, though not



severely, in late 2013 emblematically heightened awareness and concern about pedestrian safety. In February 2014, a woman was killed and her 10-year-old daughter badly injured when a semi-truck while they were in a crosswalk walking to school. Within the last 2 months, the death of 4 LAPD officers, standing outside their vehicles, being hit by errant drivers has put pedestrian safety front and center in the media.

"The city is still reeling from the recent death of LAPD officers, and my heart aches at the death of yet another of our officers," said Los Angeles Mayor Eric Garcetti. Public sentiment is increasingly asking "What's it going to take to take strong action [sic]? This can't continue to happen. Are four fatalities not enough?"

The Citywide SRTS Strategic Plan has been providing the frame for establishing SRTS enforcement task forces, working groups, and conducting activities with to formulate strategies for reducing speed and improving traffic rule compliance by drivers to calm the targeted routes to school. Neighborhood School Slow Zones, Crossing Assistance Aides and Student Safety Patrols are proven methods for reducing vehicle speeds, increasing visibility of pedestrians and bicyclists, and facilitating safer crossing. Neighborhood School Slow Zones can reduce speeds to 15 miles per hour in an area up to 500 feet from the school and 25 miles per hour up to 1,000 feet from the school. While Crossing Assistance Aides and Student Patrols will provide a new source of crossing capabilities at select schools,

Affecting traffic calming along the network of streets close to schools and increasing assistance at key crossings with collision history has the potential to reduce collisions while encouraging greater numbers of students to walk and bicycle to school. As part of conducting assessments and developing plans the feasibility and level of anticipated impact of these enforcement activities will be considered for inclusion in travel plans, particularly for Top 50 school areas with a high incidences of speeding, non-compliant drivers, and or students who would benefit from a stronger understanding and knowledge of safe pedestrian behavior and responsibilities.

A multi-agency task force of LAUSD, the Los Angeles Schools Police Department (LASPD),



LADOT and LAPD will partner with an enforcement working group of the Citywide SRTS task force to formulate a location safety “danger” index potentially using indicators such as police citations, observations and engineering speed surveys to justify the targeted enforcement activities. The Department of Transportation Enforcement Division that manages the traditional law enforcement crossing guards will collaborate with the LASPD to structure and implement these enforcement programs. They will oversee the development of training curriculums, recruitment and deployment of Crossing Assistance Aides and Student Safety Patrols and procurement of uniforms and safety gear.

Integrating both Slow Zones and Crossing Assistance into Safety Assessments and School Travel Plans will be increasingly important in light of the dwindling numbers of LADOT crossing guards in the City. Similar to the City, at the state level, California -- relative its peer high population states -- proportionally employs the lowest number of crossing guards. The City has faced and will continue to face increasing shortages. As of January 2014, there were 388 law-enforcement crossing guards deployed at 307 schools (180,418 students) and 492 locations. With an attrition rate of approx. 1.1 per month and a hiring freeze for the past 5 years, guard shortages have caused approximately 140 locations to be uncovered and crosswalk exposure continues to rise.

Crossing Assistance Aides and Student Safety Patrols will enhance the confidence and comfort of student and adult pedestrians, while improving both drivers and pedestrian’s visual understanding of locations where people can actively cross. Key findings from the “The Effectiveness of Road-Safety Crossing Guards” report found that child pedestrians of a crossing supervision pilot achieved significantly higher scores than children pedestrians without the program. Children in the program could better define what is “safe” and what is “dangerous” crossing behavior, better understand the meaning of speed, were more knowledgeable on road-safety rules and the importance of being visible. Even with pathway improvements, students' parents are hesitant to allow their children to walk or bicycle to school if they must cross a busy street. Crossing assistance programs have helped to reduce reluctance (improves attitude) parents may have in allowing their children to walk or bicycle to school.



Research, precedents from other schools' experiences and LADOT walk audits for previous SRTS projects general safety hazard themes. Participants in audits have frequently cited concerns relating to traffic circulation, parking issues during drop-off and dismissal times, associated congestion, intersections with particularly high incidence of drivers failing to yield to pedestrians, speeding vehicles and the lack of crossing guards. Recommendations for improvements included designated drop-off/pick-up zones, parking enforcement, increased enforcement efforts, and additional crossing assistance.

The presence and visibility of additional crossing assistance capacity and student patrols, coupled with rigorous speed enforcement in the Slow Zones will improve student and driver compliance with local traffic rules, eliminate behavior that leads to collisions, and bolster the safety of inadequate crosswalks.

Investing in safe walking and bicycling enforcement and education for students, and engaging them in fun and healthy active transportation has the potential to motivate and sustain their interest in walking and bicycling. Their interest also has the potential to influence their parents. Similarly as students who enjoy walking and bicycling, they are more predisposed to active transportation as adults. School district and school-centric walking and bicycling enforcement, education and encouragement activities can be a significant component of more infrastructure and non-infrastructure balanced School Travel Plans that can nurture the future generations of walkers and bicyclers in the City of Los Angeles.

### **3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

*A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.*

Leveraging ongoing Safe Routes to School Strategic Plan efforts at the citywide level, focused stakeholder outreach was conducted throughout project development. Focused stakeholder outreach was conducted at 9 project school sites [targeted for Cycle 1 ATP SRTS



Infrastructure applications] with school administrators, educators, parent volunteers, LAUSD and LASPD staff, as well as city staff and City Council office representatives. Public meetings to reach out to the general neighborhood surrounding the focus schools were also conducted. LADOT staff also presented project development to the local LAPD C-PAB (Community-Police Advisory Board) at their regular meetings.

Exhibit E summarizes feedback and input collected from walk audit participants and highlights their concerns and challenges to walking and bicycling to and from school. Feedback was integrated into conceptual and schematic design plans. Plan review meetings were conducted to review the countermeasure recommendations and discuss education and encouragement activity needs to complement and amplify the physical infrastructural improvements. Exhibit F provides a sample map that supported school and community stakeholder and City staff discussion and vetting of both proposed countermeasures and activities. Exhibit G provides the letters of support in from these entities as well as senior school district and enforcement agency management in support of this project's proposals.

A key goal of the City SRTS Plan is align, dedicate and organize City workforce to increase efficiency and effectiveness is developing, funding and implementing SRTS project. This project will identify the impactful and successful education and encouragement activities that will inform a menu of non-infrastructure opportunities to support more robust and holistic SRTS project development and implementation.

Investing now in safe walking and bicycling education for students, and engaging them in fun and healthy active transportation has the potential to motivate and sustain their interest in walking and bicycling. Their interest also has the potential to influence their parents. Similarly as students who enjoy and are safe walking and bicycling, they are more predisposed to active transportation as adults. School district and school-centric walking and bicycling education and encouragement activities can be pivotal in nurturing the future generations of walkers and bicyclers in the City of Los Angeles.

*B. Describe the local participation process that resulted in the identification and prioritization of*



*the project:*

Exhibit Q, as stated above, reflects input and guidance for proposed infrastructure and non-infrastructure measures and programs, respectively. The predominance of parent, staff and community concerns about seeming lack of driver understanding of road and traffic measures regulation, lack of driver compliance to traffic measures in close proximity of schools, limited crossing supervision substantiated the scope for this project's Citywide Traffic Safety Campaign, Neighborhood Slow Zones and enhanced Crossing Supervision pilots.

C. *Is the project cost over \$1 Million?*      **Y**

D. *The project is prioritized in an adopted an ongoing city safe routes to school plan* **Y**  
See discussion under Section II, No. 3 above regarding relevant plans.

#### **4. COST EFFECTIVENESS (0-10 POINTS)**

A. *Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.*

SRTS Safety Assessments and Travel Plans are a singular tool with a set of processes for analyzing existing conditions of the school travel environment and supporting the development of proposed safety improvement measures. Because of the nascent level of a citywide SRTS program, assessments and travel plans have not been completed for the Top 50 schools. Assessments and plans are the requisite, non-alternative mechanism for developing multiple infrastructure countermeasures recommendations common to corridor-only projects and a portfolio of education and enforcement activities to address the safety and connectivity issues identified through focused stakeholder outreach and reconnaissance on the part of City of Los Angeles staff.

B. *Calculate the ratio of the benefits of the project relative to both the cost and the project funds requested.*

The Benefit/Total Program Ratio = **3.71**

The Benefit/Program Funds Requested = **3.71** (SRTS does not require a local match)



Because this project is a holistic program with multiple facets and activities, these ratios were calculated in a generalized fashion as opposed to calculating a cost/benefit for the each element. Increased person miles and reduced vehicle miles were factored together with pedestrian- and bicycle-related collision history within ¼ mile of the schools as well as collision severity to calculate project benefit. This was then weighed against project implementation costs, including annual program operations (Exhibit H).

## **5. IMPROVED PUBLIC HEALTH (0-10 points)**

*A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.*

Students in the low-income Top 50 project schools have a high risk factor for obesity, physical inactivity and other related health issues. Almost 60% of students in the Top 50 schools are not in the Healthy Fitness Zone, per 2012-2013 FitnessGram test body composition measures data collected from the California Department of Education. This indicates that half of students are obese or overweight, complicating other health outcomes.

Neighborhoods of the Top 50 schools shows risk for undesirable health outcomes. For most measures including obesity, being overweight, incidence of obesity, prevalence of asthma, physical inactivity and food insecurity, Top 50 schools area data are close to or above Area and County averages. Notably, Top 50 schools are within Health Districts with above average rates of obesity and overweight as compared to LA County.

Specifically, over 85% of the Top 50 schools are located in Community Plan Areas with a prevalence of childhood obesity ranging from 24% to 30% (Figure D).

A 2004 analysis of development patterns, travel behaviors, and health in the Atlanta region found that greater connectivity and higher land use densities resulted in reduced rates of obesity. Each additional hour spent in a car per day was associated with a six percent increase in the likelihood of obesity (SCAG 2012 RTPSCS, p. 30). And as noted in the Centers for Disease Control and Prevention's Guide to Community Preventive Services publication, "Promoting Active Transportation: An Opportunity for Public Health," education to sustain and



encourage walking and bicycling, enforcement to reduce speed and enhance traffic compliance coupled with street-scale improvements have been shown in a number of studies to result in an increase in some aspects of physical activity of 35%. The CDC also notes “more bicycling and walking can also mean less air pollution in the community to aggravate and trigger respiratory illness, as well as more opportunities for social interaction and community cohesion that have positive impacts for mental health.” Another national study measured the percentage of land area within 0.5 miles of public schools in 4 U.S. Census-defined categories to assess how many people would benefit from improved active transportation as part of the Safe Routes to School Program. The study found that 65.5 million people could benefit from SRTS projects, and not all were school children (Watson and Dannenberg, 2008). Recent findings from a non-motorized transportation pilot program conducted by the Federal Highway Administration (FHWA) to investigate mode share shifts show that Safe Routes to School infrastructure improvements coupled with safety education and encouragement activities were associated with an increase in physical activity in children by 20 to 200 percent, and that the safety benefit afforded up to a 49 percent decrease in childhood bicycle and pedestrian collision rates.

A lack of adequate walking and bicycling is a known to contribute to public health issues. Improved safety environments, through enforcement, and more thorough understanding and knowledge of safer pedestrian and bicycling behavior and responsibilities will foster perceptions, attitudes and interests conducive to increasing and sustaining walking and bicycling to school, and contributing to physical activity and better health.

## **6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

A. I. *Is the project located in a disadvantaged community? Y*

II. *Does the project significantly benefit a disadvantaged community? Y*

i. *Which criteria does the project meet? (Answer all that apply)*

- Median household income for the community benefited by the project: \$48,617, relative to state median of \$58,931
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 32.28



- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 80%

B. *Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.*

All of the project funding will benefit the disadvantaged communities of the Top 50 schools this project's education and enforcement elements will support safer walking and bicycling that benefit not just school-age children but the community at large. Top 50 schools show higher than average numbers of students eligible for free and reduced price meals (FRPM) and above average incidence of obesity and overweight, an indication of socioeconomic and other barriers to healthy living. Recent US Census analysis of American Community Survey data show that low-income people bicycle and walk at higher rates than those with higher incomes. The per capita income for the Top 50 school community areas averages less than \$24,000.

People who earn less commute more by walking and bicycling than affluent Americans. Members of disadvantaged communities typically show lower rates of vehicle ownership and rely instead on walking, bicycling and taking transit for mobility. Figure J reflects that 80% of the Top 50 schools are located in Community Plan Areas in which 20 to 34% of households do not own a vehicle. Travel tallies conducted by LADOT in spring 2014 indicate that on average for the Top 50 schools over 60% of students already travel to and from school by walking, bicycling and a lower percentage by public transit. As well the general population of people already walks and bicycle for the day-to-day journeys to work, shopping, recreation, grocery, and other activities.

Research on pedestrian safety has shown that low-income communities with high percentages of Latino and/or African American residents are at a very high risk of being involved in a pedestrian fatality. A Los Angeles Times Study conducted in 2002 found that fatal accidents within the City of Los Angeles are concentrated in densely populated urban neighborhoods, and that fatal pedestrian accidents are heaviest in communities with large African American



and Latino populations. According to the study, Latinos and African Americans make up 55% of LA County's population, but represent 59% of the victims of fatal pedestrian accidents and 70% of the victims of fatal hit and run accidents. The demographic characteristics of Latino and African American communities are a primary reason for this high incidence of pedestrian fatalities. African Americans and Latinos typically have less access to a car, and therefore have a greater tendency to walk and use public transit, which increases their risk of being hit by a car.

**7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)**

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. **Y**
- a. Name, e-mail, and phone # of person contacted and the date the information was submitted to them: Virginia Clark, Virginia.clark@ccc.ca.gov, 916-341-3147  
Date contacted: 05/07/2014
- B. The applicant has coordinated with representative from California Association of Local Conservation Corps (CALCC) to identify how certified community conservation corps can be a partner of the project. **Y**
- a. Name, e-mail, and phone # of person contacted and the date the information was submitted to them: Cynthia Vitale, callocalcorps@gmail.com, 916-558-1516  
Date contacted: 05/07/2014
- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? **Y**

*I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on: Conducting multi-lingual outreach, building program awareness as part of the Travel Plan process.*

*I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on: Tapping the CALCC's women and men, age 18 to 25, to provide peer-relevant context and outreach for the Travel Plan process.*



**8. APPLICANT'S PERFORMANCE ON PAST GRANTS ( 0 to -10 points)**

*A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.*

The City of Los Angeles has been the successful recipient of millions of dollars in ATP -type grants over the past several years. We have received and successfully managed and delivered State and Federal Safe Routes to School grants, Highway Safety Improvement Program (HSIP) grants, and federal/state grants programmed by Los Angeles County Metro through their bi-annual Call for Projects. We have not been delinquent in any such grants and have the experience and in-house expertise to meet the stringent CTC guideline. Additionally, the City of Los Angeles has been recently recognized by Caltrans' as a model agency in the delivery of HSIP projects.



Project name: City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans

## **V. PROJECT PROGRAMMING REQUEST**

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at [http://www.dot.ca.gov/hq/transprog/allocation/ppr\\_new\\_projects\\_9-12-13.xls](http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls)

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

**Notes:**

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		1,900						1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>1,900</b>						<b>1,900</b>	

Fund No. 1:	ATP Cycle 1								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		1,900						1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>1,900</b>						<b>1,900</b>	

Fund No. 2:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 3:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans						

<b>Fund No. 4:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 6:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 7:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans						

<b>Fund No. 8:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 9:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 10:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Project name: City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans

### VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

#### FUNDING SUMMARY

##### ATP Funds being requested by Phase (to the nearest \$1000)

##### Amount

PE Phase (includes PA&ED and PS&E)	\$	1,900,000
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	
Construction Phase-Non-infrastructure	\$	
<b>Total for ALL Phases</b>	<b>\$</b>	<b>1,900,000</b>

##### All Non-ATP fund types on this project\* (to the nearest \$1000)

##### Amount

	\$	
	\$	
	\$	
	\$	
	\$	
	\$	

\*Must indicate which funds are matching

Total Project Cost	\$	1,900,000
Project is Fully Funded	Yes	

##### ATP Work Specific Funding Breakdown (to the nearest \$1000)

##### Amount

Request for funding a Plan	\$	1,900,000
Request for Safe Routes to Schools Infrastructure work	\$	
Request for Safe Routes to Schools Non-Infrastructure work	\$	
Request for other Non-Infrastructure work (non-SRTS)	\$	
Request for Recreational Trails work	\$	

#### ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E	01/01/2015	02/01/2015
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.



## **VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION**

**2014 Safe Routes to School Planning Application  
City of Los Angeles Top 50 SRTS School Safety Assessments & Travel Plans  
Funds Requested: 1,900,000**

### **Implementation Schedule**

<b>Start Date</b>	<b>End Date</b>	<b>Tasks/Deliverables</b>
Mar 2015	Dec 2019	Project Administration, Management and Coordination <ul style="list-style-type: none"><li>- Existing program and document review</li><li>- Safe Routes to School task force and committees</li><li>- Community/School outreach</li><li>- Reporting</li></ul>
Aug 2015		Assessment / Travel Plan activities (1.5 schools per month)
		- Outreach activities
		- Pedestrian and bicycle walk audits
		- Engineering and countermeasure analysis, including counts
		- Conceptual plan, mapping and visuals development
		- Plan reviews
	June 2018	- Completed plans
June 2018	Dec 2019	SRTS Funding Source Analysis
March 2018	Dec 2019	Completed Funding Applications



**VIII. APPLICATION SIGNATURES**

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: *MJD*  
 Name: Margaret O'Connell  
 Title: Education Coordinator

Date: 5/12/14  
 Phone: (213) 928-8777  
 e-mail: Margaret.O'Connell@lacity.org

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: *J. M. Mikes*  
 Name: John Kirk Mikes  
 Title: General Manager

Date: 5-15-14  
 Phone: (213) 502-2103  
 e-mail: jenmikes@genrickmikes@lacity.org

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: *E.R. Perkins*  
 Name: E.R. Perkins  
 Title: Assistant Superintendent

Date: 5/13/14  
 Phone: 213-241-5337  
 e-mail: earl.perkins@lausd.net

**Person to contact for questions:**

Name: Mydria Ramos  
 Title: Special Asst, Superintendent

Phone: (213) 241-7000  
 e-mail: Mydria.Ramos@lacity.net

**Caltrans District Traffic Operations Office Approval\***

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ( ) or the signature of the traffic personnel be secured below.

Signature: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_

Date: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 e-mail: \_\_\_\_\_

\*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:

## **VIII. ADDITIONAL APPLICATION ATTACHMENTS**

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale
  
- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo size 3 x 5 inches
  - Optional video and/or time-lapse
  
- Preliminary Plans- **REQUIRED for Construction phase only**
  - Must include a north arrow
  - Label the scale of the drawing
  - Typical Cross sections where applicable with property or right-of-way lines
  - Label street names, highway route numbers and easements
  
- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - Must identify all items that ATP will be funding
  - Contingency is limited to 10% of funds being requested
  - Evaluation required under the ATP guidelines is not a reimbursable item
  
- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
  
- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
  
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
  
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
  
- Documentation of the public participation process (required)
  
- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
  
- Additional documentation, letters of support, etc (optional)

# IX: Additional Attachments: Exhibits and Figures



**Exhibit A:  
City of Los Angeles SRTS Strategic Plan Fact Sheet**

(see next pages)



# Safe Routes to School (SRTS) Strategic Plan City of Los Angeles • Fact Sheet



## Principles and Goals

- No child shall be injured or killed by a vehicle when walking or bicycling to/from school.
- Increase the number of students walking and bicycling to school to improve public health and student achievement and relieve traffic congestion.
- Maximize City's competitiveness in funding applications and increase City's share of SRTS-related funds.

## Objectives

- Use a data-driven approach to rank order nearly 500 LAUSD schools within the City of LA to identify those with the most need.
- Formalize a kit-of-parts for infrastructure and non-infrastructure strategies to improve the walking and bicycling environment.
- Enhance collaboration and communication between City and LAUSD.

*Safe Routes to School is an international initiative to safely increase the number of children who walk or bike to school by providing funding for pedestrian-friendly street engineering, education and encouragement programs directed towards students, parents and our communities.*



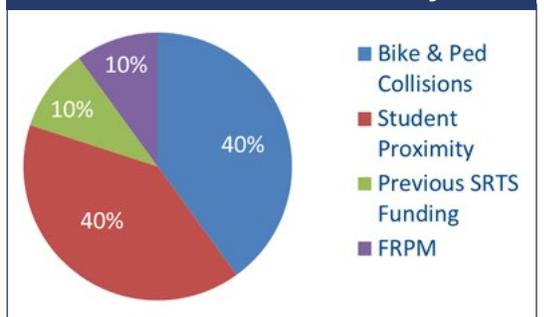
## Background

- In LA County, 33% of school-aged children walk/bike to school.
- In the City of LA, school age children (ages 5-17) account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrians.
- To date, the City of LA has received only 6% of the Statewide total SRTS (State/Federal) funding, while comprising 10% of the total State population.

## Prioritization Methodology

- To make the most of City resources, the SRTS Strategic Plan will initially focus on the Top 50 LAUSD schools with the highest need, prioritized by: (A) # of vehicle-pedestrian/bike collisions; (B) # of students who live within 1/4 mile from school; (C) # of students eligible for Free-Reduced Price Meals; and (D) lack of prior state/federal SRTS funding.
- Templates developed through this Plan will offer a suite of infrastructure (engineering) and non-infrastructure (education, encouragement, enforcement, evaluation) countermeasures and resources schools and communities city-wide can apply within their own neighborhoods.

### Prioritization Methodology for LAUSD Schools within the City of LA



## Next Steps

- Create and complete individualized School Travel Plans for LAUSD schools within the City of LA, starting with the Top 50, to source funding
- Develop infrastructure and non-infrastructure countermeasures toolbox
- Create GIS-based data and project management tools



2013/05/09

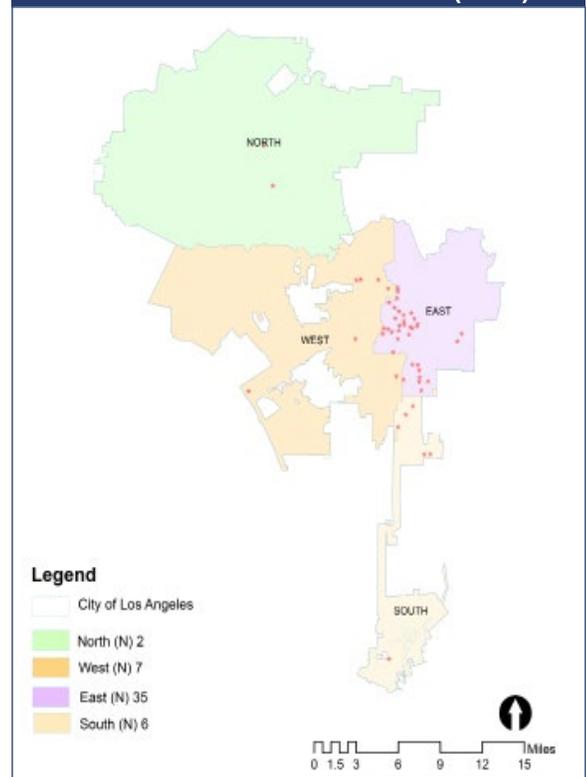
100 S. Main Street, Los Angeles, CA 90012  
(213) 972-8406  
www.ladot.lacity.org

## Prioritization Phase One: Top 50 LAUSD Schools with the Most Need

RANK	SCHOOL	SCHOOL TYPE*	COUNCIL DIST.
1	HOLLYWOOD HIGH	HS	13
2	ESPERANZA	ES	1
3	SELMA AVE	ES	13
4	MACARTHUR PARK VIS & PERF ARTS	ES	1
5	BERENDO MIDDLE	MS	1
6	HOBART BLVD	ES	10
7	MAGNOLIA AVE	ES	1
8	HOOVER ST	ES	1
9	LIECHTY MIDDLE	MS	1
10	LOCKWOOD AVE	ES	13
11	POLITI	ES	1
12	75TH ST	ES	9
13	MARIPOSA-NABI PC	ES	10
14	WHITE	ES	1
15	WEST VERNON AVE	ES	9
16	10TH ST	ES	1
17	CARVER MIDDLE	MS	9
18	LEXINGTON AVE PC	ES	13
19	GRANT	ES	13
20	YOUNG OAK KIM ACAD	MS	10
21	DAYTON HEIGHTS	ES	13
22	MANCHESTER AVE	ES	8
23	ASCOT AVE	ES	9
24	GRATTS	ES	1
25	WESTMINSTER AVE	ES	11
26	SHERIDAN ST	ES	14
27	HUERTA	ES	9
28	MENLO AVE	ES	9
29	ALEXANDRIA AVE	ES	13
30	AURORA	ES	9
31	CABRILLO AVE	ES	15
32	66TH ST	ES	9
33	JONES	ES	9
34	HARMONY	ES	9
35	COMMONWEALTH AVE	ES	13
36	UNION AVE	ES	13
37	BREED ST	ES	14
38	VERMONT AVE	ES	8
39	LOS ANGELES	ES	1
40	LAKE ST PS	ES	13
41	PANORAMA CITY	ES	7
42	28TH ST	ES	9
43	LAFAYETTE PARK PC	ES	1
44	ALTA LOMA	ES	10
45	RAMONA	ES	13
46	FLOURNOY	ES	15
47	PARA LOS NINOS GRATTS	CCAES	1
48	DEL OLMO	ES	13
49	VAN NUYS	ES	6
50	112TH ST	ES	15

\*ES = ELEMENTARY SCHOOL; MS = MIDDLE SCHOOL; HS= HIGH SCHOOL; CCAES = CHARTER

## Map of the Top 50 by LAUSD Educational Service Center (ESC)



### Student Proximity to Enrolled School

School Level	# Students in Top 50 (% of All LAUSD)	# Students in Top 50 living within 1/4 mi. (% of All LAUSD)
ES	29,649 (14%)	19,799 (22%)
MS	4,268 (6%)	879 (12%)
HS	1,032 (1%)	80 (1%)

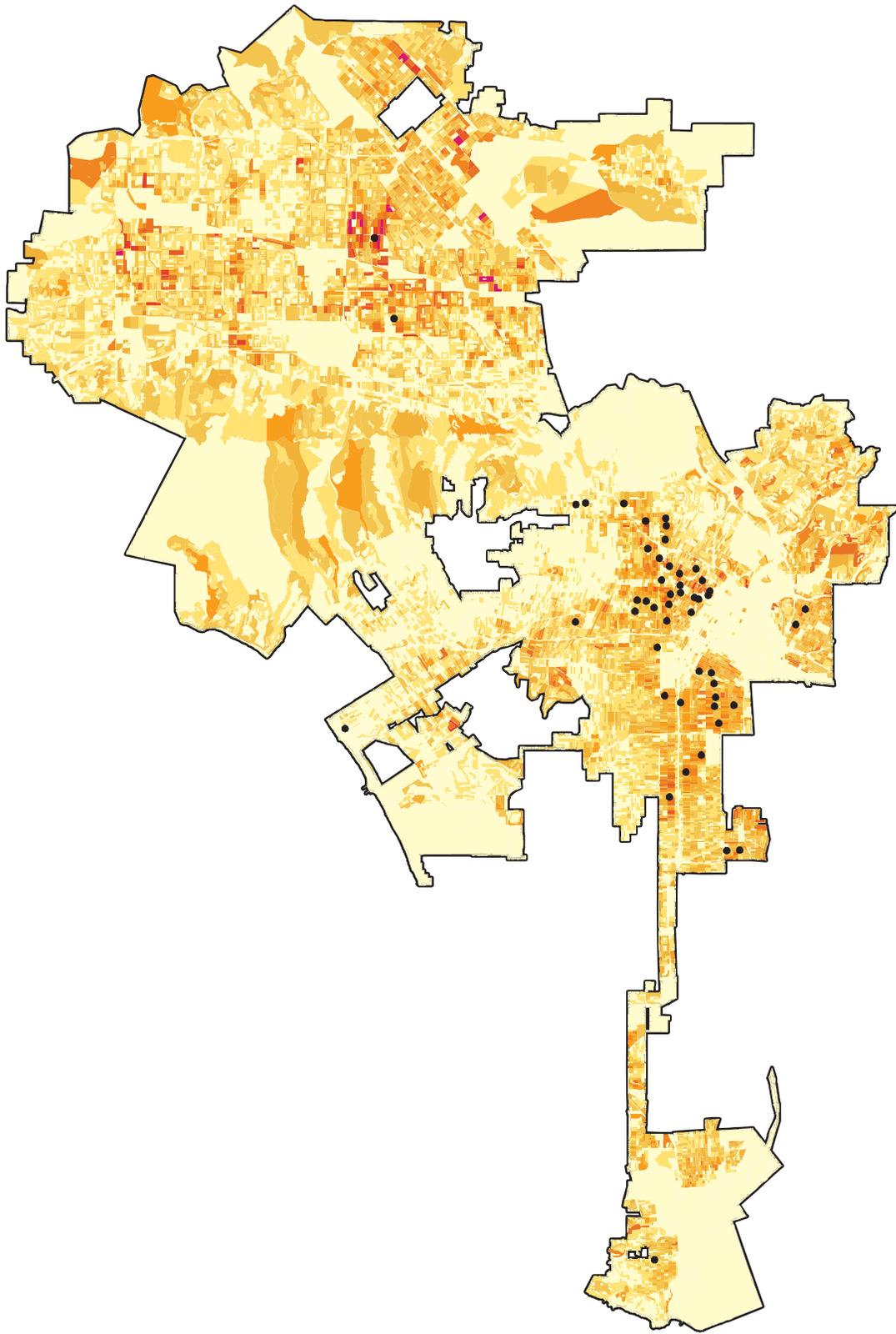
**35% of the total number of LAUSD students living within 1/4 mile of the school in which they are enrolled are represented by the Top 50 Prioritized Schools**

**The SRTS Kit of Parts and School Travel Plan resources, developed as part of the SRTS Strategic Plan and applied to the rank ordered schools, will be available to school administration and key stakeholders.**



**Exhibit B:  
City of Los Angeles Population Distribution Relative  
to the Top 50 schools.**

(see next pages)



● SRTS Strategic Plan - Top 50 Schools with the Most Need

Student Proximity to Enrolled School

■ Highest Density

■ Medium Density

■ Lowest Density

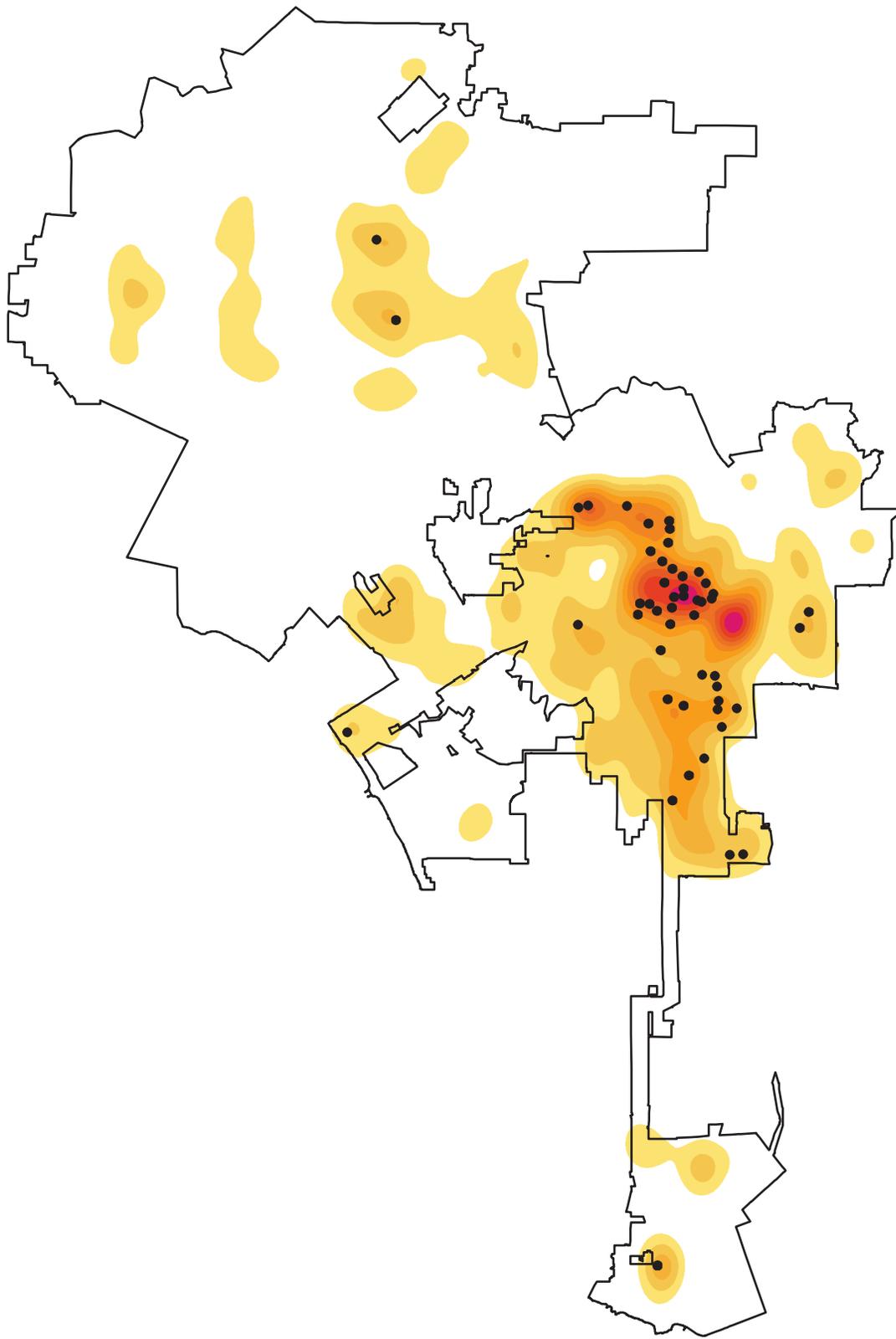
Number of Students

0	8-	22-	43-	70-	105-	150-	207-	282-	381-
-7	21	42	69	104	149	206	281	380	672



# **Exhibit C: Los Angeles SRTS Top 50 Schools and Pedestrian Collisions**

(see graphic next page)



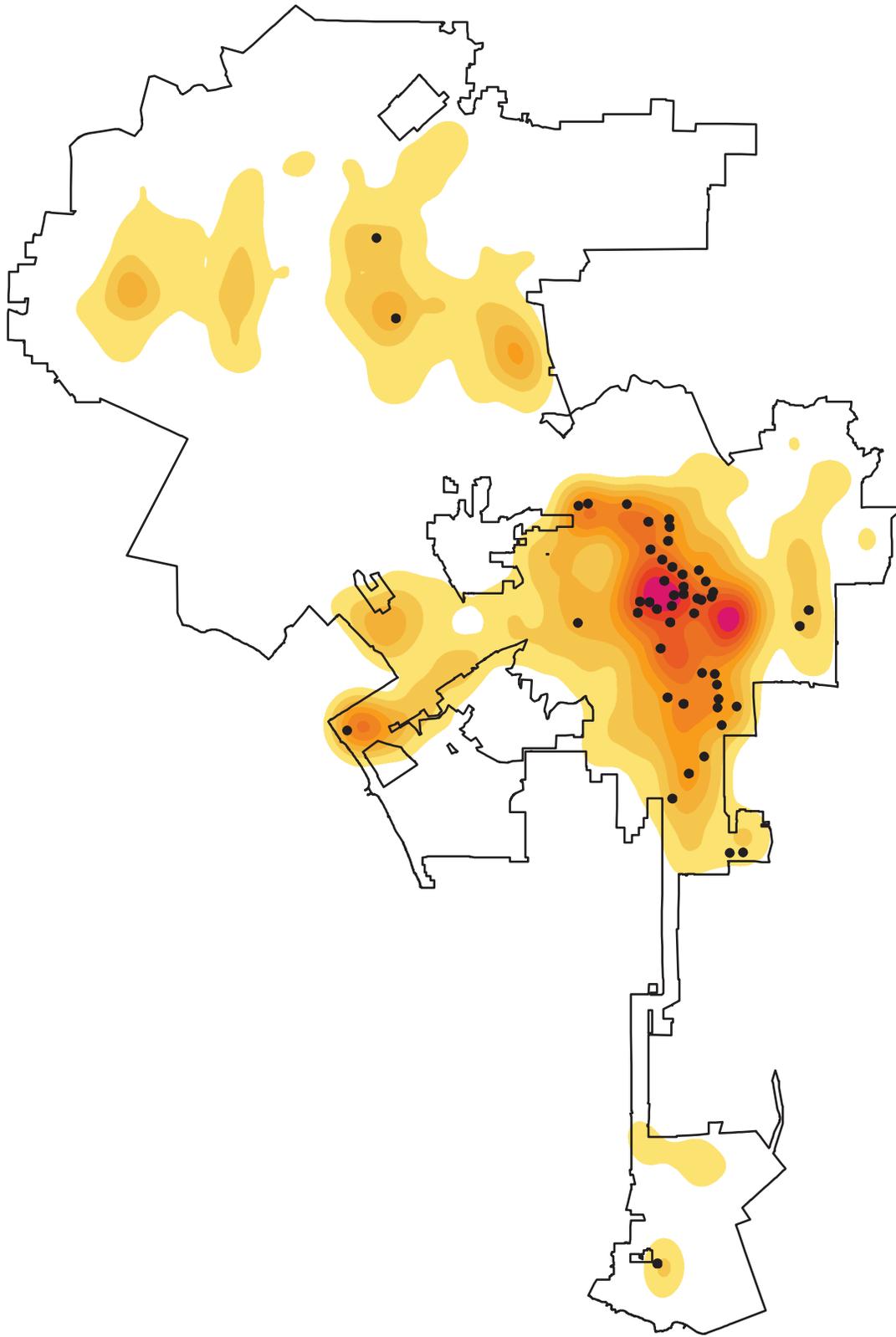
● SRTS Strategic Plan - Top 50 Schools with the Most Need

Pedestrian Collisions - Source: SWITRS, 2007-2011



# **Exhibit D: Los Angeles SRTS Top 50 Schools and Bicycle Collisions**

(see graphic next page)



● SRTS Strategic Plan - Top 50 Schools with the Most Need

Bicycle Collisions - Source: SWITRS, 2007-2011



# **Exhibit E: Sample of Site Visit Feedback to Inform Travel Plan Development**

(see next pages)



## Memorandum

To: Margot Ocanas, Los Angeles Department of Transportation  
 From: Drusilla van Hengel, Derek Abe, *Alta Planning + Design*  
 Date: May 13, 2014

**Re: March LAUSD School Walk Audits - Hollywood High School**

### 1 Background

School area walk audits at eight local K-12 schools from Tuesday, March 25<sup>th</sup>, through Thursday, March 27<sup>th</sup> were designed to evaluate walking and bicycling conditions in and around school zones and to discover potential areas of improvement to increase student safety and convenience. Table 1 below lists the audit events and the recorded attendance at each.



**Table 1. LAUSD Walk Audit Attendance**

Plan	Date	Attendance
Jones Elementary School	Tuesday, 3/25 Thursday, 4/24	6, 9
Breed Street Elementary School	Tuesday, 3/25	12
Menlo Avenue Elementary School	Tuesday, 3/25	10
West Vernon Elementary School	Wednesday, 3/26	14
Sheridan Elementary School	Thursday, 3/27	11
28 <sup>th</sup> Street Elementary School	Thursday, 3/27	7
Huerta Elementary School	Thursday, 3/27	18
Hollywood Elementary School	Thursday, 3/27	10

## 2 Method

After introductions, Los Angeles' citywide school prioritization process and safe routes to school were introduced in general. To frame the goals of the meeting, the Active Transportation Program grant application process was described.

Audit forms were distributed to members of the community, parents, school staff, city staff and law enforcement in attendance. The walk audit forms included maps where participants were able to identify specific concerns and recommendations at locations around each school.

Participants used them to document local facility characteristics, traffic or pedestrian behavior, and other concerns/issues related to students walking and bicycling within a ¼ mile of the school campus.

## 3 Overall Findings

Concerns and recommendations were compiled and documented on individual maps for each school. These maps are attached as a separate document.

Most of the location-specific comments referenced safety concerns or improvements involving transportation issues. Participants frequently cited concerns relating to traffic circulation. These included parking issues during drop-off and dismissal times, the associated congestion, intersections with particularly high incidence of drivers failing to yield to pedestrians, and speeding vehicles. Participants were able to identify several high priority intersection improvements around each of the schools. Recommendations for improvements included designated drop-off/pick-up zones, parking enforcement, reconfiguring vehicle travel directions and turning movements, and increased enforcement efforts. Some community members expressed concern about bicyclists and bicycle facilities and the perceived effect they have on traffic and safety. Some expressed a negative perception of bicyclists and bike facilities related to their visibility, personal safety, and narrower travel lanes. Others remarked on the potential for bicycle lanes to reduce traffic volumes.

Another related concern was the lack of adequate pedestrian crossing facilities and crossing guards. Recommendations for improvements included adding traffic calming and crossing improvements such as curb extensions, high visibility crosswalks, installation of stop signs and traffic signals, pedestrian signal timing adjustments at signalized intersections, and requests for additional crossing guards.

In addition to the transportation concerns and recommendations, many concerns centered about personal safety issues. This included loitering near campus, gang activity, the homeless population and residents of nearby shelters, persons under the influence of drugs/alcohol, liquor store patrons, registered sex-offenders, and even pet control. Street lighting was another common concern around certain school entrances bus stops, and neighborhood parks.

Lastly, participants cited a number of concerns and ideas relating to neighborhood livability including graffiti, street litter, access to transit, access to parks, air pollution levels and construction impacts.

## 4 Specific Concerns and Recommendations

At Hollywood High School, three intersections along Highland Avenue were identified as challenging for pedestrians. School staff pointed out the intersection of Highland Avenue and Selma Avenue as highly congested and the location of many pedestrian and vehicle conflicts. This congestion was attributed to traffic diversion from Hollywood Avenue, and parents using the faculty gate for drop-offs. Another main concern involved poor lighting near the bus stop at Sunset Boulevard, the faculty gate, and at the corner of Hawthorn Avenue and Highland Avenue.

Recommendations for improvements included relocating the designated bus-drop off areas and parent loading/drop-off areas to Orange Drive, and adding or improving lighting at locations with poor lighting. At the intersection of Selma Avenue and Highland Avenue, staff suggested reconfiguring the driveway and adding a left-turn signal phase to help relieve congestion.

Table 2 below lists the general comments and notes left by participants about the concerns and recommendations they had that did not necessarily correspond to a single location.

**Table 2. General Concerns and Comments**

School	General Concerns/Comments
Hollywood	Skateboards are a problem
Hollywood	Afterschool Programs - no one's watching anything with no control of the gate, people are invited onto campus with no one to watch
Hollywood	More frequent transit access is needed
Hollywood	More and more faculty and students using Metro
Hollywood	Metro bus is too full and passes people waiting
Hollywood	Construction impact stopped drop-offs on Hawthorne
Hollywood	Not enough staff to staff multiple gates
Hollywood	Enforcement proposal underway

# **Exhibit F: Sample of Walk Audit Maps to Inform Travel Plan Development**

(see next pages)

# **Exhibit G: Letters of Support**

(see next pages)

# LOS ANGELES POLICE DEPARTMENT



**CHARLIE BECK**  
Chief of Police

P. O. Box 30158  
Los Angeles, Calif. 90030  
Telephone: (323) 846-6524  
TDD: (877) 275-5273  
Ref #: 4.3

**ERIC GARCETTI**  
Mayor

May 12, 2014

Mr. Jon Kirk Mukri  
General Manager  
Department of Transportation  
100 South Main Street, 10<sup>th</sup> Floor  
Los Angeles, California 90012

Re: 2014 ATP SAFE ROUTES TO SCHOOL GRANT APPLICATION - *SRTS*  
*NON-INFRASTRUCTURE APPLICATION AND SCHOOL SAFETY ASSESSMENT PLAN*

Dear Mr. Mukri:

As the President of the Community-Police Advisory Board (CPAB), Newton Community Police Station, Los Angeles Police Department, I am writing to offer support for the Los Angeles Department of Transportation (LADOT) and its efforts to apply for the 2014 Active Transportation Program (ATP) funding for a Safe Routes to School non-infrastructure project, which proposes to improve safety and increase walking and biking for schools within and proximate to the Newton Community policing areas, through education, enforcement, encouragement, enhancement, and evaluation.

The Newton C-PAB hosted LADOT staff at our regular monthly meeting on Thursday, May 1, 2014. We appreciate the efforts that LADOT staff took in making this an objective, data-driven process to identify the schools with the most need citywide, and the inclusive process by which they engaged police, community and school stakeholders. We understand the importance of involving community, use of public awareness and education, officer training, and review and follow-up to ensure effective enforcement of pedestrian laws. We recognize that increased police presence coupled with education and public awareness around areas with high pedestrian activity is useful in enhancing the effectiveness of pedestrian and vehicular safety campaigns. We wholeheartedly support the efforts of LADOT and City officials in obtaining this grant to assist and enhance pedestrian, bicycle, and automobile traffic education and enforcement in school proximate streets within our community. Such programs would greatly help increase the safety of school-aged children as well as all of the people who walk, bike, take transit and drive within our community as a whole.

Thank you for your consideration and attention to the safety of our community. If you have any questions regarding this matter, please contact me at (310) 895-4850 or Captain Prokop at (323) 846-6524.

Very truly yours,

**CHARLIE BECK**  
Chief of Police

Handwritten signature of Charlie Beck in black ink.

GILBERT RADILLO, President  
Community-Police Advisory Board  
Newton Community Police Station

APPROVED:

Handwritten signature of Edward J. Prokop in black ink.

EDWARD J. PROKOP, Captain  
Commanding Officer  
Newton Community Police Station

5/6/2014

Mr. Jon Kirk Mukri  
General Manager  
Department of Transportation  
100 S. Main St., 10<sup>th</sup> Floor  
Los Angeles, CA 90012



2830 South Central Avenue  
Los Angeles, CA 90011  
Phone: (323)232-7653 | Fax: (323)232-0139  
[www.apch.org](http://www.apch.org)

Dear Mr. Mukri:

**Re: 2014 ATP SAFE ROUTES TO SCHOOL GRANT APPLICATION - SRTS NON-  
INFRASTRUCTURE APPLICATION AND SCHOOL SAFETY ASSESSMENT PLAN**

As the Associated Director of Community Initiatives for an LA base non-profit A PLACE CALLED HOME, I am writing to offer support for the Los Angeles Department of Transportation (LADOT) and its efforts to apply for the 2014 Active Transportation Program (ATP) funding for a Safe Routes to School non-infrastructure project, which proposes to improve safety and increase walking and biking for schools within and proximate to A PLACE CALLED HOME in which some of our members will benefit from this grant, through education, enforcement, encouragement, enhancement, and evaluation. The Newton Community Police Advisory Board (CPAB) hosted LADOT staff at our regular monthly meeting on Thursday, May 1, 2014.

We appreciate the efforts that LADOT staff took in making this an objective, data-driven process to identify the schools with the most need citywide, and the inclusive process by which they engaged police, community and school stakeholders. We understand the importance of involving community, use of public awareness and education, officer training, and review and follow up to ensure effective enforcement of pedestrian laws. We recognize that increased police presence coupled with education and public awareness around areas with high pedestrian activity is useful in enhancing the effectiveness of pedestrian and vehicular safety campaigns.

We wholeheartedly support the efforts of LADOT and city officials in obtaining this grant to assist and enhance pedestrian, bicycle, and automobile traffic education and enforcement in school proximate streets within our community. Such programs would greatly help increase the safety of school-aged children as well as all of the people who walk, bike, take transit and drive within our community as a whole.

Thank you for your consideration and attention to the safety of our community.

Respectfully,

**Gilbert Radillo** | Associate Director of Community Initiatives

**A PLACE CALLED HOME** | 2830 S. Central Avenue | Los Angeles | CA | 90011

p. [323-238-2416](tel:323-238-2416) | f. [323-232-0139](tel:323-232-0139)

[www.apch.org](http://www.apch.org) | [gilbert@apch.org](mailto:gilbert@apch.org)

Changing Lives in South Central

# LOS ANGELES POLICE DEPARTMENT



CHARLIE BECK  
Chief of Police

P.O. Box 30158  
Los Angeles, Calif 90030  
Telephone: (213) 972-2900  
LAPD TDD (877) 275-5273  
Hollywood TDD (213) 485-9899  
Ref #: 6.1

ERIC GARCETTI  
Mayor

May 8, 2014

Mr. Jon Kirk Mukri  
General Manager  
Department of Transportation  
100 S. Main Street, 10<sup>th</sup> Floor  
Los Angeles, California 90012

**Re: 2014 ATP SAFE ROUTES TO SCHOOL GRANT APPLICATION - *SRTS NON-  
INFRASTRUCTURE APPLICATION AND SCHOOL SAFETY ASSESSMENT PLAN***

Dear Mr. Mukri:

As the Commanding Officer for the Hollywood Community Police Station, I am writing to offer support for the Los Angeles Department of Transportation (LADOT) and its efforts to apply for the 2014 Active Transportation Program (ATP) funding for a Safe Routes to School non-infrastructure project, which proposes to improve safety and increase walking and biking for Hollywood High School and Selma Avenue Elementary School, through education, enforcement, encouragement, enhancement, and evaluation. The Hollywood Community Police Advisory Board (CPAB) hosted LADOT staff at our regular monthly meeting on Tuesday, April 29, 2014.

We appreciate the efforts that LADOT staff took in making this an objective, data-driven process to identify the schools with the most need Citywide, and the inclusive process by which they engaged police, community and school stakeholders. We understand the importance of involving community, use of public awareness and education, officer training, and review and follow up to ensure effective enforcement of pedestrian laws. We recognize that increased police presence coupled with education and public awareness around areas with high pedestrian activity is useful in enhancing the effectiveness of pedestrian and vehicular safety campaigns.

We wholeheartedly support the efforts of LADOT and City officials in obtaining this grant to assist and enhance pedestrian, bicycle, and automobile traffic education and enforcement in school proximate streets within our community. Such programs would greatly help increase the safety of school-aged children as well as all of the people who walk, bike, take transit and drive within our community as a whole. Thank you for your consideration and attention to the safety of our community.

Very truly yours,

CHARLIE BECK  
Chief of Police

A handwritten signature in black ink, appearing to read "Peter A. Zarccone".

PETER A. ZARCONE, Captain  
Area Commanding Officer  
Hollywood Community Police Station



**Metro**

May 12, 2014

Malcolm Dougherty  
Director  
California Department of Transportation  
P.O. Box 942873  
Sacramento, CA 94273-0001

**RE: Letter of Support for Safe Routes to School Assessment Plans Active  
Transportation Program (ATP) Application**

Dear Director Dougherty:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Safe Routes to School Assessment Plans in the City of Los Angeles. Metro is committed to promoting sustainability through direct actions to implement policies, programs and projects as well as through collaboration with local jurisdictions and agencies to meet the mandate to reduce greenhouse gas emissions as well as to increase mobility, safety and the social and economic vitality of our communities.

Active transportation is a key planning priority within Metro and aligns with regional mobility strategies and plans. The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies(RTP/SCS) adopted by the Southern California Association of Governments(SCAG) identifies active transportation as a key component. In furthering regional goals, Metro has developed multiple initiatives and programs to systematically address the challenges associated with bicycling and walking trips, including the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot program and through financial commitments as Part of the Long Range Transportation Plan (LRTP) and the bi-annual Call for Projects process which funds local bicycle and pedestrian projects that are consistent with both local and regional plans.

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the City of Los Angeles's efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Safe Routes to School Assessment Plans for the ATP grant.

Sincerely,

Arthur T. Leahy  
Chief Executive Officer

# Exhibit H: Cost/Benefit Analysis



# Top 50 Safe Route to School (SRTS) Safety Assessments and School Travel Plans

## PROJECT DESCRIPTION

Please note that only yellow cells should be modified

Name of Project

Project Location

Type of Project  Current Year

## TRAVEL CHARACTERISTICS

	Annual Person Miles		Increased Person Miles	Reduced Vehicle Miles
	No Build	Build		
Existing Demand (Daily Person Trips)	<input type="text" value="21131"/>	<input type="text" value="21977"/>	<input type="text" value="77,130"/>	<input type="text" value="231,389"/>
Forecast Demand (Daily Person Trips)	<input type="text" value="21131"/>	<input type="text" value="21977"/>	<input type="text" value="77,130"/>	<input type="text" value="231,389"/>
Length (miles)	<input type="text" value="0.25"/>		<input type="text" value="1"/>	<input type="text" value="3"/>

IPM:RVM ratio

## PED/BIKE CRASH HISTORY

Crash Severity	Number of B/P Crashes		Crash Countermeasures (Safety Improvements)	Project Includes?
	Existing Year	Forecast Year		
Fatal Crashes	<input type="text" value="81"/>	<input type="text" value="0"/>	pedestrian countdown signal heads	<input type="text" value="N"/>
Injury Crashes (Total)	<input type="text" value="3560"/>	<input type="text" value="3641"/>	pedestrian crossing	<input type="text" value="N"/>
Injury Type A (severe)	<input type="text" value="2719"/>	<input type="text" value="841"/>	advance stop bar before crosswalk (bicycle box)	<input type="text" value="N"/>
Injury Type B (moderate)	<input type="text" value="841"/>	<input type="text" value="0"/>	pedestrian overpass/ underpass	<input type="text" value="N"/>
Injury C (minor)	<input type="text" value="0"/>	<input type="text" value="0"/>	raised medians/ refuge islands	<input type="text" value="N"/>
Property Damage Only (PDO)	<input type="text" value="0"/>	<input type="text" value="0"/>	pedestrian crossing (new signs and markings only)	<input type="text" value="N"/>
<b>Total</b>	<b>3641</b>	<b>3641</b>	pedestrian crossing (enhanced safety features/ curb extensions)	<input type="text" value="N"/>
Crash Analysis Period (Minimum 5 years)	<input type="text" value="5"/>	<input type="text" value="5"/>	pedestrian crossing (enhanced safety features/ curb extensions) bike lanes	<input type="text" value="N"/>
			sidewalk/ pathway (to avoid walking along roadway)	<input type="text" value="N"/>
			pedestrian crossing (with enhanced safety features)	<input type="text" value="N"/>
			raised pedestrian crossing	<input type="text" value="N"/>
			OTHER REDUCTION FACTOR (MANUAL ENTRY)	<input type="text" value="Y"/>

## PROJECT COSTS

Capital Investment

Annual Development Cost

Estimated Year of Project Starts

Estimated Year of Project Ends

Discount Rate Used to calculate Net Present Value

# Top 50 Safe Route to School (SRTS) Safety Assessments and School Travel Plans ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION

Year	Actual Year	Increased Person Miles (IPM)	Increased Vehicle Miles (RVM)	Increased Active Travel Activity		Land Use Impacts		Reduced Automobile Travel						Pollution reductions	Combined Benefits	Net Present Value
				Fitness and health – walking	Fitness and health – cycling	Reduced pavement	Increased accessibility	Vehicle cost savings	Avoided chauffeuring driver's time	Congestion reduction	Reduced barrier effect	Roadway cost savings	Parking cost savings			
				0.500	0.200	0.002	0.051	RVM	RVM	RVM	RVM	RVM	RVM	RVM	RVM	RVM
<b>PLAN DEVELOPMENT</b>																
1	2015															
2	2016															
3	2017															
4	2018															
5	0															
<b>EXTENSION AFTER END OF PROJECT</b>																
1	2019	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$282,933
2	2020	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$272,051
3	2021	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$261,587
4	2022	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$251,526
5	2023	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$241,852
6	2024	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$232,550
7	2025	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$223,606
8	2026	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$215,006
9	2027	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$206,736
10	2028	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$198,785
11	2029	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$191,139
12	2030	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$183,788
13	2031	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$176,719
14	2032	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$169,922
15	2033	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$163,387
16	2034	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$157,103
17	2035	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$151,060
18	2036	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$145,250
19	2037	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$139,664
20	2038	77,130	231,390	\$0	\$0	\$6,942	\$52,063	\$134,206	\$13,883	\$2,314	\$9,718	\$83,300	\$6,942	\$10,181	\$344,231	\$134,292

Source: "Evaluating Active Transport Benefits and Costs" by Todd Litman  
<http://vtptpi.org/nmt-tdm.pdf>

Discount Rate 4.0%

$$\text{Present Value} = \text{Future Value} \cdot (\text{in Constant Dollars}) / (1 + \text{Real Discount Rate})^{\wedge} \text{Year}$$

## Top 50 Safe Route to School (SRTS) Safety Assessments and School Travel Plans ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION

Year	Actual Year	ADT	SIGNALIZED INTERSECTION COUNTERMEASURES			UNSIGNALIZED INTERSECTION COUNTERMEASURES			ROADWAY COUNTERMEASURES					OTHER REDUCTION FACTOR	Maximum Benefit from Single Counter- measure	Net Present Value
			Install pedestrian countdown signal heads 25%	Install pedestrian crossing 25%	Install pedestrian crosswalk (Bicycle Box)	Install advance stop bar before crosswalk (Bicycle Box)	Install pedestrian overpass/ underpass	Install raised medians/ refuge islands	Install pedestrian crossing (new signs and markings only)	Install pedestrian crossing (with enhanced safety features/ curb extensions)	Install pedestrian signal	Install bike lanes along roadway)	Install sidewalk/ pathway (to avoid walking along roadway)			
<b>PLAN DEVELOPMENT</b>																
1	2015															
2	2016															
3	2017															
4	2018															
5	0															
<b>EXTENSION AFTER END OF PROJECT</b>																
1	2019	1,666,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,956,928	\$1,608,452
2	2020	1,669,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,803	\$1,549,651
3	2021	1,673,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,964,678	\$1,492,994
4	2022	1,676,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,968,553	\$1,438,402
5	2023	1,679,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,972,428	\$1,385,802
6	2024	1,683,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,976,303	\$1,335,120
7	2025	1,686,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,980,178	\$1,286,286
8	2026	1,689,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,054	\$1,239,234
9	2027	1,692,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,987,929	\$1,193,898
10	2028	1,696,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,991,804	\$1,150,217
11	2029	1,699,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,995,679	\$1,108,130
12	2030	1,702,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,999,554	\$1,067,578
13	2031	1,706,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,003,429	\$1,028,507
14	2032	1,709,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,007,304	\$990,862
15	2033	1,712,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,011,179	\$954,591
16	2034	1,716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,015,054	\$919,645
17	2035	1,719,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,018,929	\$885,974
18	2036	1,722,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,022,805	\$853,533
19	2037	1,725,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,026,680	\$822,277
20	2038	1,729,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,030,555	\$792,163

	Fatal	Injury	Injury A	Injury B	Injury C	PDO	Total	Years
Frequency	81		2719	841	0	0	3641	5
Cost/Crash	\$4,008,900	\$80,000	\$216,000	\$79,000	\$44,900	\$7,400	\$195,692,780	
Annual Cost	\$64,944,180		\$117,460,800	\$13,287,800	\$0	\$0	\$195,692,780	

Discount Rate 4.0%

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans  
[http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA\\_SM41ROV1.1.pdf](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM41ROV1.1.pdf)

**Top 50 Safe Route to School (SRTS) Safety Assessments and School Travel Plans**

**ESTIMATED COSTS FOR PROJECT**

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs	Combined Costs	Net Present Value
				0.080		
				IPM		
<b>PLAN DEVELOPMENT</b>						
1	2015		\$475,000		\$475,000	\$456,731
2	2016		\$475,000		\$475,000	\$439,164
3	2017		\$475,000		\$475,000	\$422,273
4	2018		\$475,000		\$475,000	\$406,032
5	0		\$0		\$0	\$0
<b>EXTENSION AFTER END OF PROJECT</b>						
1	2019	77,130	\$475,000	\$6,170	\$481,170	\$395,487
2	2020	77,130	\$475,000	\$6,170	\$481,170	\$380,276
3	2021	77,130	\$475,000	\$6,170	\$481,170	\$365,650
4	2022	77,130	\$475,000	\$6,170	\$481,170	\$351,586
5	2023	77,130	\$475,000	\$6,170	\$481,170	\$338,064
6	2024	77,130	\$475,000	\$6,170	\$481,170	\$325,061
7	2025	77,130	\$475,000	\$6,170	\$481,170	\$312,559
8	2026	77,130	\$475,000	\$6,170	\$481,170	\$300,538
9	2027	77,130	\$475,000	\$6,170	\$481,170	\$288,978
10	2028	77,130	\$475,000	\$6,170	\$481,170	\$277,864
11	2029	77,130	\$475,000	\$6,170	\$481,170	\$267,177
12	2030	77,130	\$475,000	\$6,170	\$481,170	\$256,901
13	2031	77,130	\$475,000	\$6,170	\$481,170	\$247,020
14	2032	77,130	\$475,000	\$6,170	\$481,170	\$237,519
15	2033	77,130	\$475,000	\$6,170	\$481,170	\$228,384
16	2034	77,130	\$475,000	\$6,170	\$481,170	\$219,600
17	2035	77,130	\$475,000	\$6,170	\$481,170	\$211,154
18	2036	77,130	\$475,000	\$6,170	\$481,170	\$203,032
19	2037	77,130	\$475,000	\$6,170	\$481,170	\$195,224
20	2038	77,130	\$475,000	\$6,170	\$481,170	\$187,715

Discount Rate 

4.0%
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## Appendix of Figures and Tables

**Figure A: City of Los Angeles Pedestrian and Bicycle Collisions by Population Segment**

<b>Population by Segments, 2007 - 2011</b>				
	Citywide	Student Age (5 – 18)	LAUSD Enrollment	Top 50 Schools Enrollment
Total	3.79 million	623,428	347,852	35,219
Within a ¼ mile radius*			105,110	20,758
Source: 2010 Census Data, LAUSD				
*Number of enrolled students living within a quarter mile of their enrolled LAUSD school				

**Figure B: City of Los Angeles Pedestrian and Bicycle Collisions by Population Segment**

<b>Pedestrian and Bicycle Collisions and KSI*, 2007 - 2011</b>				
	Citywide	Student Age (5 – 18)	LAUSD within ¼ mile radius	Top 50 within ¼ mile radius
Total	19237	4316	10827	3641
% of Citywide		25% of City		
KSI	5106	482	1270	306
	X% of City	X% of City	X% of LAUSD	X% of LAUSD
Source: SWTERS				
*KSI = Killed and Severely Injured				

**Figure C: Share of the Population below the Poverty Level and Per Capita Income, 2010**

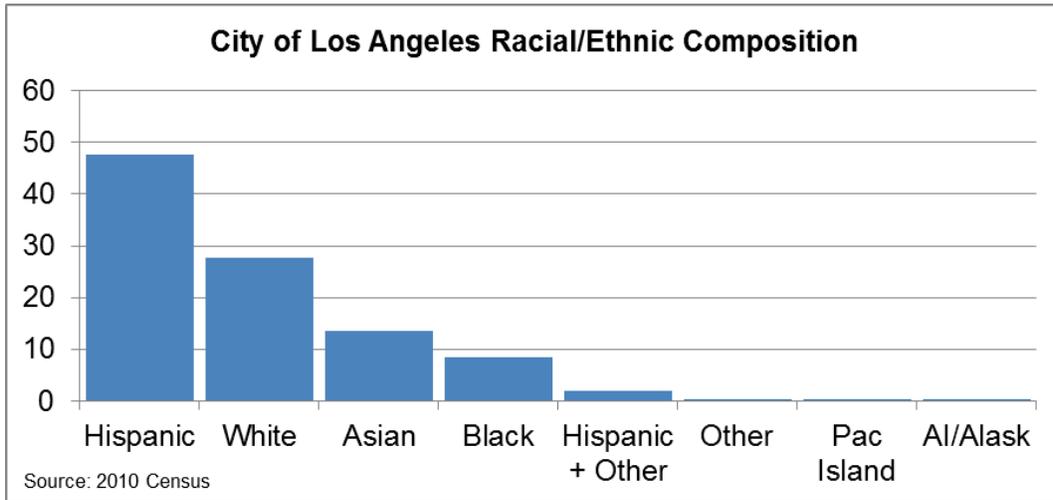
CPA	% of Top 50	% Below the Poverty Line	Per Capita Income (\$)
Southeast LA	24%	38%	10,029
Wilshire	22%	20%	30,133
Westlake	20%	40%	13,095
Hollywood	12%	21%	38,764
South LA	8%	30%	13,243
Boyle Heights	4%	30%	11,709
West Adams	2%	22%	19,348
Mission Hills	2%	12%	17,395
Van Nuys	2%	12%	22,495
San Pedro	2%	18%	28,531
Venice	2%	21%	63,117
CPA Average	9%	19%	69,213

Source: Los Angeles Department of Health, Health Atlas 2013

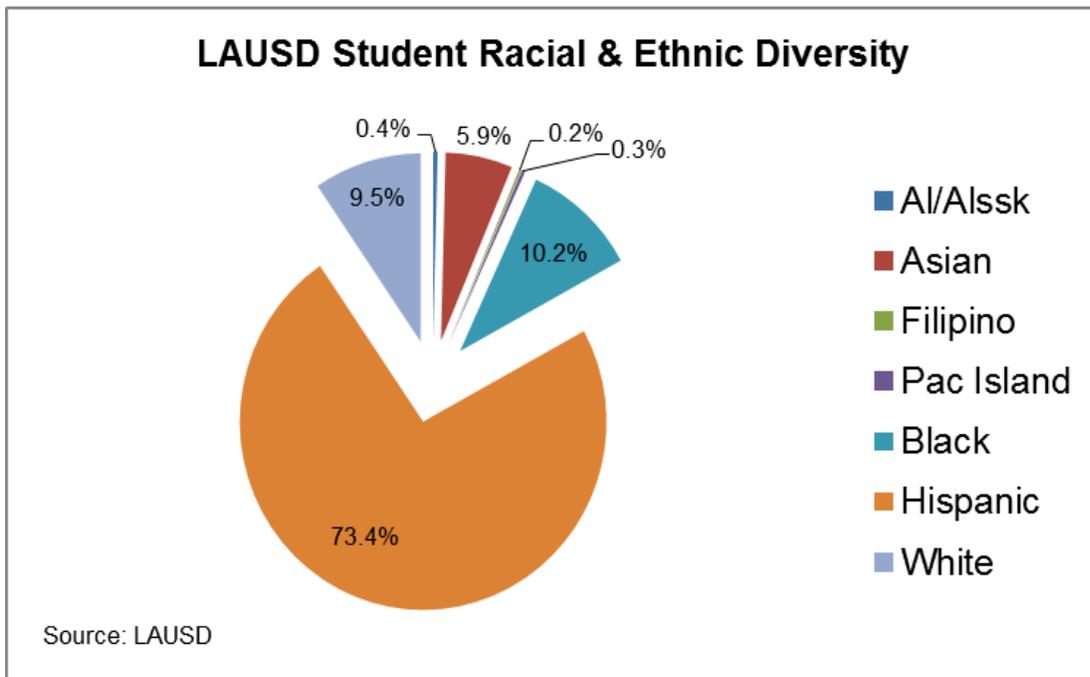
**Figure D: Prevalence of Childhood Obesity by Community Plan Areas**

CPA	% of Top 50	Obesity
Southeast LA	24%	30%
Wilshire	22%	26%
Westlake	20%	28%
Hollywood	12%	24%
South LA	8%	30%
Boyle Heights	4%	30%
West Adams	2%	28%
Mission Hills	2%	28%
Van Nuys	2%	22%
San Pedro	2%	22%
Venice	2%	22%
CPA Average	9%	19%

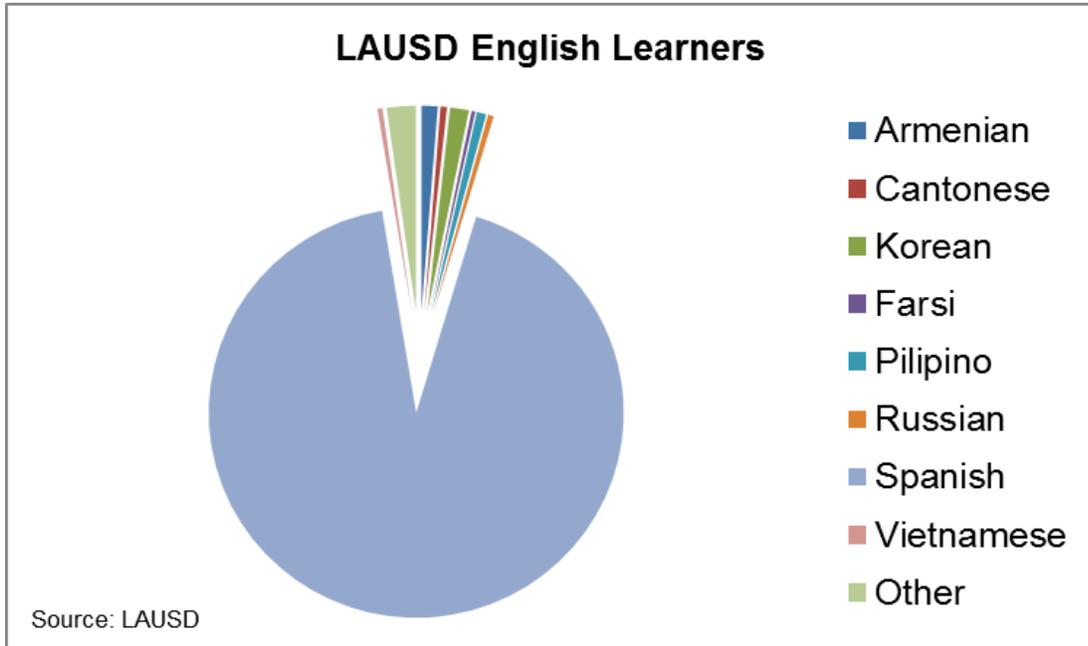
**Figure E: City of Los Angeles Racial & Ethnic Percentage Composition, 2010**



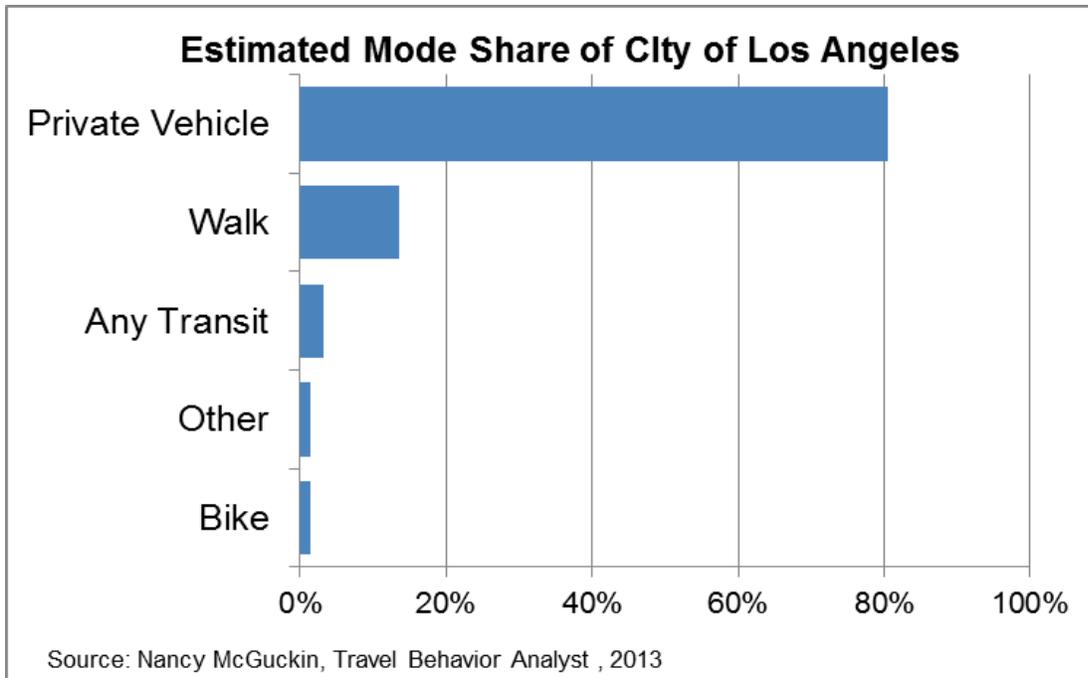
**Figure F: Distribution of Racial/Ethnic Diversity of LAUSD Students, 2010**



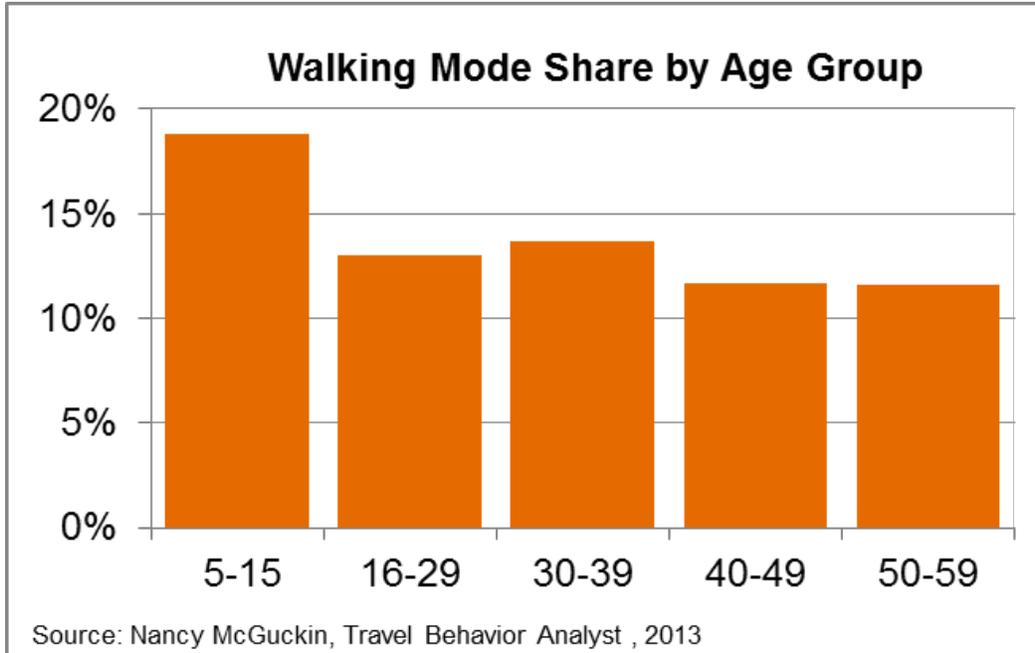
**Figure G: Racial/Ethnic Diversity of LAUSD English Learning Students, 2010**



**Figure H: Mode Share of Daily Travel in California, All Days and All Purposes**



**Figure I: Mode Share by Age Group, California**



**Figure J: Non-Vehicle Households**

CPA	% of Top 50	% Households	Per Capita Income
Southeast LA	24%	11%	10,029
Wilshire	22%	14%	30,133
Westlake	20%	34%	13,095
Hollywood	12%	10%	38,764
South LA	8%	11%	13,243
Boyle Heights	4%	13%	11,709
West Adams	2%	7%	19,348
Mission Hills	2%	5%	17,395
Van Nuys	2%	6%	22,495
San Pedro	2%	4%	28,531
Venice	2%	5%	63,117
CPA Average	9%	11%	69,213

Source: Los Angeles Department of Health, Health Atlas 2013

**Figure K: Share of LAUSD Students within ¼ Mile of School**

Student Proximity: Enrollment of Students Living within ¼ Mile				
	District Wide		Top 50 School	
School Level	Number of Students	Share of Students	Number of Students	Share of Students
Elementary	90446	41.47%	19799	9.07%
Middle	7628	11.11%	879	1.28%
High	7036	8.87%	80	.10%
Note: Data provided by the Los Angeles Unified School District (LAUSD).				

Figure L: Distribution of Travel Mode Share for the Top 50 Schools

Student Travel Tally Survey at Top 50 Prioritized Schools								
School Name	# of Students Talled	# Walk (%)	# Bike (%)	# Transit (%)	# School Bus (%)	# Private Vehicle (%)	# of Carpool	# Other (%)
Breed	320	66%	1%	0%	4%	28%	2%	0%
Sheridan	916	62%	1%	1%	0%	34%	2%	0%
28th	729	55%	1%	1%	0%	41%	2%	1%
Quincy Jones	344	63%	3%	0%	1%	32%	2%	0%
Huerta	429	63%	0%	0%	0%	35%	2%	0%
Menlo Ave	438	65%	0%	1%	10%	22%	1%	0%
West Vernon	744	51%	2%	0%	1%	43%	2%	0%
<b>Average</b>	<b>560</b>	<b>60.71%</b>	<b>1.14%</b>	<b>0.43%</b>	<b>2.29%</b>	<b>33.57%</b>	<b>1.86%</b>	<b>0.14%</b>

**Figure M: of Los Angeles Severe and Fatal Collisions by Population Segment**

<b>Severe and Fatal Collisions by Population Segment, 2010</b>				
	Ped Fatal	Ped Severe	Bike Fatal	Bike Severe
City Total	75	266	9	102
City, Student Age	9	55	3	27
City LAUSD, All Schools	45	156	6	50
City LAUSD, Top 50 (as # and % of All LAUSD Schools)	17 / 38%	41 / 26%	1 / 16%	12 / 24%
Source: SWITRS				