SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

Active Transportation Program
Cycle 1

City of Los Angeles
May 2014

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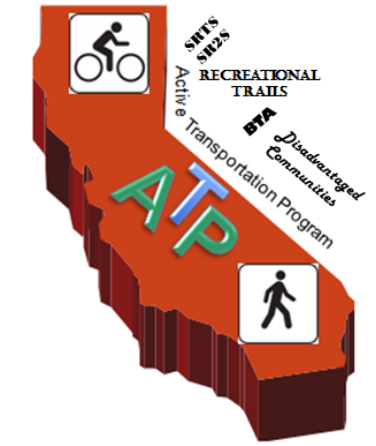


ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

For Caltrans use only: ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING	
LADOT - 100 S. Main St., 9th Fl., Los Angeles, CA 90012	ATP funds Requested	$ 4,741,987.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	Matching Funds (If Applicable)	$ 0.00
Valerie Watson, LADOT Asst. Pedestrian Coordinator, valerie.watson@lacity.org, 213-928-9706	Other Project funds	$ 0.00
	TOTAL PROJECT COST	$ 4,741,987.00
4. APPLICANT CONTACT (Address & zip code)	5. PROJECT COUNTY(IES):	
100 S. Main St., 9th Fl., Los Angeles, CA 90012	Los Angeles County	
6. CALTRANS DISTRICT #- Click Drop down menu below	7. Application # 6 of 26 (in order of agency priority)	
District 7		

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. 07-5006R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00152S

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*:	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:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

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

26. SCHOOL NAME & ADDRESS:
Menlo Avenue Elementary School - 4156 Menlo Ave, Los Angeles, CA 90037 West Vernon Elementary School - 4312 S Grand Ave, Los Angeles, CA 90037
27. SCHOOL DISTRICT NAME & ADDRESS:
Los Angeles Unified School District - 333 S Beaudry Ave., Los Angeles, CA 90017

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
19647336018139; 19647336019889	1,406	95.85
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
59%	970	1/4 mile-1/2 mile

**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

I. GENERAL INFORMATION

26. School Name & Address:
Menlo Avenue Elementary School:
4156 Menlo Ave, Los Angeles, CA 90037

West Vernon Avenue Elementary School:
4312 S Grand Ave, Los Angeles, CA 90037

27. School District Name & Address
Los Angeles Unified School District (LAUSD)
333 S Beaudry Ave., Los Angeles, CA 90017

28. County-District-School Code (CDS)

Menlo Avenue Elementary School: 19647336018139
West Vernon Avenue Elementary School: 19647336019889

29. Total Student Enrollment

Menlo Avenue Elementary School: 644
West Vernon Avenue Elementary School: 762
TOTAL: 1,406

30. % Eligible for FRPM

Menlo Avenue Elementary School: 93.53%
West Vernon Avenue Elementary School: 98.17%

31. % of Students that currently walk or bike to school

Menlo Avenue Elementary School: 65%
West Vernon Avenue Elementary School: 53%

32. # Students living along school route(s) proposed for improvement

Reported as # of enrolled students living within ¼ mi. of the school
Menlo Avenue Elementary School: 527
West Vernon Avenue Elementary School: 443
TOTAL: 970

II. PROJECT INFORMATION

1. **Project Location**

This SRTS project will create low-stress, neighborhood-friendly pedestrian and bicycle linkages along several streets serving **Menlo Avenue Elementary School and West Vernon Elementary School** in the South LA community within the City of Los Angeles (Exhibits A-C). Network-level improvements will be focused w/in ¼ mi. of each school on the following 2010 Bike Plan streets designated as "Bicycle Friendly Streets (BFS)": W 42nd St and S Hoover St. Additional project focus includes locations where project priority streets cross or "jog" major arterials including: S Vermont Ave; S Figueroa St; and S Broadway. Additional attention is given to school frontages along: Menlo Ave and S Grand Ave.

2. **Project Coordinates** Latitude **34.008067** (Decimal degrees) Longitude **-118.289347** (Decimal degrees)

3. **Project Description**

Purpose: This SRTS project will provide continuous north-south and east-west "neighborhood friendly street" linkages to:

- enhance safety for walking and bicycling to school;
- promote a traffic-calmed environment that increases safety for all modes;
- flesh out a low-stress network of streets as an alternative to major arterials to serve people of all ages and abilities;
- facilitate crossings over busy and wide arterials; and
- improve overall citywide bicycle and pedestrian network connectivity.

Scope of Work: Countermeasures included as part of this project (Exhibits D-F) include physical design elements such as: shared lane pavement markings (sharrows) (standard throughout); continental crosswalks with limit lines (standard upgrades to existing marked crosswalks throughout); curb extensions; speed humps; street trees for empty tree wells along Menlo ES's frontage; a new signal; parking edge line treatment; bicycle boxes and loop detectors; two-stage left turn bicycle queue boxes at an offset intersection; installation of curb ramps where missing; rectangular rapid flashing beacon (RRFB) crossings (with and without median refuge islands); and raised medians to create safer crossings at complex intersections.

Need: Collision frequency, student population within walking distance, and free and reduced meal eligibility are the key elements used for prioritizing Safe Route to School investments in the City of Los Angeles. Menlo Avenue ES and West Vernon ES demonstrate both a high degree of need and readiness to benefit from infrastructure changes that support safer walking

and bicycling. (Numbers 28 and 50 of the 495 LAUSD schools within the city – Exhibit G.) The schools are served by common streets, so the project limits were chosen to generate cost effective and high impact improvements that benefit both.

Through implementation of focused, strategic pedestrian and bicycle infrastructure improvements that encourage and facilitate increased walking and bicycling to school, this project will support the Active Transportation Program goals of increasing the proportion of walking and bicycling trips, increasing the safety and mobility of non-motorized users, and enhance public health by reducing childhood obesity. The project will also reduce greenhouse gas emissions through anticipated mode shift, provide program benefits to a disadvantaged community, and provide benefits to not just school-age children but many types of active transportation users in the project vicinity.

Relevant City Plans and Policies:

2010 Bicycle Plan and Mobility Plan 2035. This project builds from existing citywide policy and goals for expanding bicycle network connectivity as per the adopted City of Los Angeles 2010 Bicycle Plan, and couples pedestrian improvements along with the focus on bicycle connectivity to holistically address active transportation linkages in the project area. Per the 2010 Bicycle Plan, this project will concentrate improvements along designated Class III "Bicycle Friendly Streets" (BFS), or bicycle boulevards: W 42nd St and S Hoover St. These streets are also pending further designation in an ongoing update to the mobility element of the City's general plan, the Mobility Plan 2035, which designates these same streets as "Neighborhood Friendly Streets" – local, low-stress streets that have been identified as conducive to pedestrian and bicycle improvements similar to the "Bicycle Boulevards" or "Neighborhood Greenways" implemented by cities like Santa Monica and Portland, OR.

This application also seeks to fund and install Class II bicycle lanes along Soto Street from Wabash to 8th, a segment prioritized in LADOT's "2-Year Environmental Study" and 5-Year Implementation Plan, enabling some of the innovative, capital-intensive physical protection in the countermeasures proposed along this street.

> **2010 Bicycle Plan** http://clkrep.lacity.org/onlinedocs/2010/10-2385-S2_MISC_07-11-2011.pdf
>
> ***Bicycle Friendly Streets (New nomenclature for Bicycle Friendly Streets)***
> *"A Bicycle Friendly Street uses a holistic engineering approach to render a neighborhood street extremely inviting to bicyclists (and pedestrians). By introducing signage, pavement markings, bulb-outs or even traffic diverters, a BFS creates a pleasant and safe environment for relaxed riding, especially for bicyclists*

more sensitive to motor vehicle traffic. The creation of BFSs will restore an environment where parents will, for the first time in decades, encourage their children to ride in Los Angeles."

Mobility Plan 2035 (anticipated adoption 2015) http://la2b.org/

Neighborhood Friendly Streets

"A street that is friendly for kids, dog walkers, the elderly, and anyone else who wants to take a stroll through their neighborhood while feeling safe. This street typology brings in many traffic calming elements to local streets."

Safe Routes to School Safety First Policies

"1.3 Safe Routes to Schools: Consider the safety of school children as a priority over vehicular movement on all streets regardless of street classifications, especially near schools."

Safe Routes to School Strategic Plan (ongoing). This project also builds from ongoing efforts led by LADOT to develop a Safe Routes to School Strategic Plan (SRTS Strategic Plan). See Exhibit G for an overview of the City's SRTS Strategic Plan prioritization methodology which was the first step in this process. Menlo Avenue ES and West Vernon ES are #28 and #15 on the Top 50 Schools List, respectively. More info on the City of Los Angeles Safe Routes to School Strategic Plan can be found online at http://saferoutes.lacity.org

4. Project Status

Leveraging ongoing SRTS Strategic Plan efforts at the citywide level, focused stakeholder outreach for Menlo Avenue ES and West Vernon ES has included school administration, educators, parent volunteers, representatives from LAUSD, LAPD Community Policing Boards, and people from the surrounding community. (See Exhibits O and P for documentation of outreach to date.) Conceptual and schematic design was developed and vetted with these stakeholders and City staff. These vetted schematic designs are ready move into the design development phase. Prior to commencing final design on any of these elements, the City will prepare the necessary Preliminary Environmental Studies (PES) forms seeking a categorical exclusion from Caltrans to satisfy the National Environmental Policy Act (NEPA). Once a NEPA determination has been granted, the City will proceed with final design development and construction documentation in preparation for the bid and award for construction phase.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant
Describe the need for the project and/or funding

This project satisfies a need for collision and speed reduction in an area where high traffic volumes conflict with school access. Menlo Avenue ES and West Vernon ES are situated within an area highly affected by pedestrian- and bicycle-related killed or severely injured (KSI)

collisions. In the last five years, 9 pedestrian- and bicycle-related KSI collisions occurred within ¼ mile of these two schools, 34 within ½ mile and 125 within 1 mile. Vehicle speeds along project-related streets are above posted speed limits, increasing collision likelihood and severity. (The 85th percentile speed on W 42nd St was 34mph, with a posted speed limit of 25 mph.) The area is highly impacted by through traffic along major nearby arterials (W Martin Luther King Jr Blvd; W Vernon Ave; S Vermont Ave; S Figueroa St; and S Broadway). High numbers of students live within ¼ mile of each school demonstrating propensity for walking and bicycling as viable modes for journeys to school, other neighborhood destinations, and transit. Spring 2014 travel tallies conducted at Menlo Avenue ES and West Vernon ES show healthy numbers of students walking to school (65%; 51%), but few bicycling (0%; 2%). Despite over 50% of students taking active transportation journeys to school, California FitnessGram data reveal that 57-68% of students are obese or overweight.

In general, students at Menlo Avenue ES and West Vernon ES are either shown to already be walking to school or have high likelihood of walking due to living within close proximity to their enrolled school. Considering the stark collision landscape around these schools, the need for infrastructure improvements cannot be overstated in terms of both desired safety *and* health outcomes.

This project will improve multi-modal access, connectivity, and mobility choice for this target student population as well as the surrounding neighborhood users through the installation of physical infrastructure that provides: safer, more organized crossings; a traffic calmed environment; and clear, alternative routes to major arterials highly impacted by collisions.

The following connectivity and safety issues pose the most immediate need for improvement and are addressed in the proposed project countermeasures:

- Infrequent crossings east-west and north-south over major arterials
- Long crossing distance over major arterials
- Complex “jogged” intersections where project focus streets cross chaotic arterials
- Long blocks without stop or signal control that entice vehicular speeding

See Exhibit D for location of countermeasures employed to address the above conditions, as well as Exhibits O and P for issues most commonly identified in focused stakeholder outreach.

2. Consistency with Regional Transportation Plan (100 words or less)
Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

This project is consistent with the 2012 SCAG Regional Transportation Plan (RTP) pursuant to Government Code Section 65080, as well as other mobility plans of regional significance

(Exhibit H). By providing mobility options for walking and bicycling, and increasing safe movement of people walking and bicycling with a focus on school-age children, this project meets the goals of the RTP to create efficient transportation systems, healthier communities, a thriving economy, and meet environmental goals relating to emission-free transportation and greenhouse gas reduction.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, 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 students.

The project will encourage increased walking and bicycling by students by 1) improving connectivity; 2) increasing safety. Overall community benefits are also expected.

Improving Connectivity: The physical conditions within the project limits can best be described as high traffic volumes, complex street crossings, poor lighting, and ambiguity of traffic control (Exhibits I-K). The resulting improvements in legibility and connectivity will promote use of transit, walking, and bicycling.

Increasing Safety: This project will reduce the frequency and severity of collisions and promote use of the active transportation network.

Currently, students at Menlo Avenue ES and West Vernon ES navigate a complex street network with high vehicular volumes, speeds, and rates of pedestrian and bicycle-related collisions (See Exhibits I-K). Arterials in the vicinity of these schools are particularly impacted by pedestrian and bicycle-related collisions. Identified as the Priority #15 and #28 schools within the City of Los Angeles with the most need via ongoing SRTS Strategic Plan efforts (see Exhibit G: SRTS Strategic Plan Prioritization Fact Sheet), these schools reside in one of the areas of the City with the highest rates of collisions, but also with significant numbers of students living within walking (1/4 mi.) and bicycling (1 mi.) distance of enrolled school.

The goal of this project is to provide safe and comfortable “neighborhood friendly” streets to directly serve schools, connect to surrounding active transportation infrastructure, and offer alternative routes to collision-impacted arterials. Infrastructure improvements along these “neighborhood friendly” streets to reduce vehicle speeds, increase visibility of students walking and bicycling, and that facilitate continuous linkages through the neighborhood and across

major arterials are strategically scoped to increase the number of students walking and bicycling to school.

Community benefits: The improvements are expected to increase use of the active transportation network by other community members as well. By locating improvements along the low-stress, neighborhood-friendly streets parallel to higher speed and volume arterials and concentrating improvements within ¼ mile of each school, this project will offer preferred routes to school that benefit students and neighborhood users of all ages and abilities.

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

The ¼-½ mile focus area around the schools is a very dense, urban community with a concentration of locally and regionally significant destinations (Exhibits A-C). In addition to the student populations attending the project focus schools, a number of other regionally significant destinations are within close proximity of the project focus streets, including Exposition Park, the Roy A Anderson Recreation Center, the busy Soboroff Sports Fields, the Los Angeles Memorial Coliseum, and the University of Southern California Campus. A number of public and neighborhood-serving facilities are also situated within ¼ mile of the project focus streets, including several neighborhood parks, the Vermont Square Branch Public Library, an informal jogging circuit that local residents have traversed for decades in an Exposition Park parking lot (well known to locals), and numerous restaurants and shops. Also worth noting are the three other LAUSD public schools within ¼ to ½ mile.

Population Density. Over 33,181 residents live in the census block groups within ¼ mile of Menlo Avenue ES and West Vernon ES (Source: 2010 Census).

Student Proximity to School. As of 2013, 82% of the total number of students enrolled in Menlo ES live within ¼ mile of their school. For West Vernon ES enrolled students, 58% of the total number of students enrolled live within ¼ mile of their school (Table 1). These proximity numbers relate to the Travel Tallies (Table 2), where 65% of Menlo ES students and 51% of West Vernon ES students are currently walking to school. Thus, the high density of students living with ¼ mile of these schools indicates a high propensity for active transportation reliance and/or mode choice.

Existing Student Walking and Bicycling Behavior. Field observations conducted in April 2014 show that there are high numbers of students walking to and from Menlo ES and West Vernon ES. No student bicycling was observed, however, there were many students using non-motorized scooters and skateboards.

Student Travel Tallies and Mode Split. Spring 2014 Student Travel Tallies at Menlo Avenue ES and West Vernon ES show generous numbers of students walking to school (65%; 51%), and few bicycling (0%; 2%).

Compared to LA County data from the 2009 National Household Travel Survey (NHTS), which show 32% of students walking, 4% taking transit, and 1% bicycling, on average, an opportunity exists to increase the mode share of students bicycling to school, especially those 22% and 43% of students currently being driven in private vehicles to Menlo Avenue and West Vernon schools and who may also live within walking or bicycling distance to campus.

Anticipated User Increase. Per the existing literature on the efficacy of Safe Routes to School infrastructure, it can be assumed that this project will result in a measurable increase of 4-17% in active transportation behavior post project (FHWA Nonmotorized Transportation Pilot Program Report, 2012). Based on the baseline travel tally data reported above, and applying the mode split to the current enrollment data for these two schools, we can estimate the anticipated school-aged user increase upon project completion. Setting a conservative target of combined walking and bicycling at 70% for each school, a total increase of 4% (17 students) walking and bicycling at Menlo Avenue ES and 17% (42 students) at West Vernon ES can be anticipated as a result of this project (Table 3). *Analogous travel tallies will be conducted beginning/end of school year (1 year after project) to compare pre/post changes in student travel behavior, complemented with speed/volume and collision analysis.*

As the focus of this application is the student-age population, our anticipated user increase focuses on data collected via 2014 Travel Tallies. However, it should not be understated that the high-density, urban neighborhood within which these schools are situated will also benefit from these improvements, not to mention visitors to the regional educational, institutional and job center destinations within close proximity.

With approximately 33,181 residents living within ¼ mile of these schools, we can expect an increase of 13,079 more people walking and 5,282 more people bicycling as a result of this project. Applying a trip generation rate of 3.79 daily person trips per resident (2009 National Household Travel Survey) gives the overall trip generation of the area, which is multiplied by the national rate of 10.4 percent of all trips taken on foot and 4.2 percent of all trips taken by bicycle (2009 NHTS) to arrive at the overall daily pedestrian and bicycle trip volume for the area. Due to the high concentration of destinations in close proximity, it is likely that these numbers underestimate the potential increase in walking and bicycling trips in the area.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

Menlo Avenue ES and West Vernon ES are situated on a common street network and co-benefit from the infrastructure improvements proposed as part of this project. Project design elements are concentrated along local "neighborhood-friendly" streets designated as planned "Bicycle Friendly Streets" (BFS) by the City's 2010 Bicycle Plan, and are labeled as "Project Focus Streets" shown as solid, dark blue lines (Exhibit D). Although not a part of this project, existing and proposed bicycle infrastructure per the 2010 Bicycle Plan is also shown (Exhibit D) for reference and to illustrate connectivity to the future, planned citywide bicycle network. By focusing countermeasures along these 2010 Bicycle Plan BFS, this project will begin to create a low-stress network directly serving the access points for the school campuses. Student journeys will be facilitated to and from school or other neighborhood walking and bicycling trips through implementing traffic control devices, speed-reducing traffic calming measures, crosswalk enhancements, as well as innovative bicycle treatments for BFS streets where they cross arterials at jogged intersections. These connections will complete critically needed "backbones" for walking and bicycling connectivity in an area of the City lacking existing Class II bicycle facilities and pedestrian improvements along major arterials. As discussed previously, the east-west and north-south connections as a part of this project will serve not just the school campuses directly, but also a wide range of neighborhood serving uses like parks, libraries, community centers, and other facilities (Exhibit B).

D. **Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.**

Importantly this project constructs improvements and strategies highlighted in previous planning efforts, engaging not only the schools but the larger community. This project provides connectivity for bicycling and walking in a community highly impacted by collisions, traffic volume and speed, as well as a lack of designated bicycle facilities. The resulting connectivity doesn't just benefit the immediate school environment, but impacts overall citywide bicycle connectivity as a whole by beginning to develop the network of low-stress, neighborhood friendly streets connecting to future bikeways. The immediate benefits to the neighborhood combined with the increased, continuous citywide network connectivity to existing and planned infrastructure pays exponential accessibility dividends.

Beyond the bicyclist intra- and inter-neighborhood connectivity provided, the project provides a traffic calmed environment with crossing enhancements for people walking, hence the strong emphasis on these streets as "neighborhood friendly" streets serving all modes and people of

all ages and abilities. Specific attention is paid to enhancing crossings to ensure the most vulnerable populations can safely navigate complex intersections and crossings, thereby reducing and/or addressing the physical barriers that currently exist.

IV. NARRATIVE QUESTIONS- continued

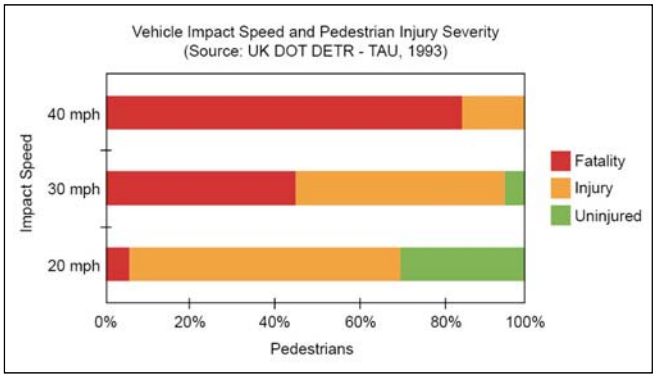
2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. *(0-25 POINTS)*

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

Potential to Reduce KSI Collisions: The countermeasures proposed for implementation within ¼ mile of these two schools are proven methods for reducing vehicle speeds, increasing visibility of pedestrians and bicyclists, and facilitating continuous connectivity. By effecting traffic calming along with improved facilities, as well as locating countermeasures at key intersections with collision history, this project seeks to strategically and cost-efficiently reduce the rate of Killed and Severe Injury (KSI) collisions over time. For example, curb extensions will reduce pedestrian crossing distance and make people waiting to cross more visible to drivers. Bicycle boxes and new opposed phasing will provide bicyclists a head start through problematic "jogged" intersections where project focus "neighborhood friendly streets" cross major arterials. A stable of other countermeasures are shown in Exhibit D and detailed schematic designs (preliminary plans) of complex intersections are found in Exhibits E-F.

Overall, by providing low-stress, neighborhood-friendly streets to connect students on their home to school journeys, and offering alternative routes to the adjacent high-speed and high-volume arterials, this project has the potential to not only reduce KSI incidence, but also encourage greater numbers of students walking and bicycling to school.

Speed and KSI Incidence: The relationship between vehicle speed and pedestrian injury severity is well documented in transportation research literature. A foundational study (Pasanen, 1992) cites the probability of pedestrian death at 5 percent when struck by a vehicle traveling 20 mph, rising to about 40 percent for vehicles traveling 30 mph, 80 percent for vehicles traveling 40 mph, and nearly 100 percent for speeds over 50 mph. Similar findings were also reported by the UK Department of Transport in their 1993



Traffic Advisory Leaflet.

Snapshot of Proposed Countermeasures and Crash Reduction Value

Curb Extensions. Studies have found that vehicles are more likely to yield to crossing pedestrians due to their increased visibility (Randal, “Pedestrian Safety Impacts of Curb Extensions” NACTO, 2005). Further, FHWA reports that curb extensions have a crash reduction factor of 35%. Overall, strategically placed curb extensions reduce the speed of motor vehicles, improve sight distance and visibility (of pedestrians), and eliminate behaviors that lead to collisions (as vehicles yield more often).

Speed Humps. A 1999 FHWA study found that speed humps led to a 22% decrease in 85th percentile speeds. One Portland Bureau of Transportation study found that speed humps led to a 39% reduction in crashes. A discussion on trafficcalming.org suggests that a 12-foot speed hump led to an 11% decrease in accidents on average. Speed humps therefore reduce the speed of motor vehicles, improve compliance with local traffic laws (speed limits), and eliminate behaviors that lead to collisions (unsafe speeds).

Shared Lane Pavement Markings (Sharrows). A Cambridge, Massachusetts study found that 94% of cyclists rode over the markings, there was an increase in motorist yielding, and the percentage of cyclists riding within the door zone decreased. A Chapel Hill, North Carolina study found that 91% of cyclists rode over the markings, there was a decrease in sidewalk riding, and motorists moved away from the sharrows markers. Sharrows are shown to improve sight distance and visibility (by raising the awareness of cyclists), eliminate behaviors that lead to collisions (dooring, sidewalk riding, wrong-way riding, etc.), and address inadequate bicycle facilities (as sharrows can be placed in places where bike lanes are infeasible) (FHWA, 2010). A 2011 City of Los Angeles study of installed sharrows found that sharrows improved the interactions between drivers and bicyclists in a number of ways: drivers passed bicyclists at greater distances; and drivers allowed a greater tailing distance when following behind a bicyclist, tailgated a bicyclist far less often, took fewer aggressive actions, and were less abusive towards bicyclists.

RRFB (Rectangular Rapid Flashing Beacons). Installation of RRFBs at unsignalized intersections or mid-block crossings increase driver yielding up to 88 percent (FHWA).

Continental Crosswalks with Limit Line. San Francisco experienced a 26% reduction in collisions at controlled locations with continental markings, compared with transverse

markings. The FHWA has found that continental markings are more visible to drivers than other markings; one FHWA study of uncontrolled, marked intersections revealed that drivers see continental crosswalks 8 seconds sooner. Limit lines and advance stop bars also reduce conflicts with pedestrians at intersection crosswalks and are shown to reduce the occurrence of motorists stopping in the crosswalk from 25% down to 7%, and reduce the occurrence of right-turn-on-red violations. (ITE, 2000; Zeeger and Cynecki, 1986).

FHWA Crash Reduction Factors for other countermeasures proposed as part of this project are detailed in Table 4.

B. Describe if/how your project will achieve any or all of the following:

- **Reduces speed or volume of motor vehicles**

Several traffic calming countermeasures are proposed for the project on streets with significant vehicular speed. Speed and volume studies were prepared by LADOT as a part of this funding effort to warrant countermeasures. Current speeds on W 42nd St are 10 miles above posted speed limit of 25 mph (34 mph 85th percentile). Speed humps will reduce block-to-block travel speeds, parking lane edge lines visually reduce the effective travel lane width to slow speeds, and strategically placed curb extensions also will reduce speeds.

- **Improves sight distance and visibility**

Curb extensions will increase the visibility of pedestrians crossing. Placement of traffic control devices like stop signs are also better positioned for vehicular visibility when relocated as part of curb extension construction. Bike boxes will increase visibility of bicyclists crossing at and through jogged intersections. Continental crosswalks will be installed as standard improvements throughout the project area, which are shown to increase visibility of crossings and better define pedestrian-priority space within the intersection, increasing vehicular yield compliance (FHWA 2010).

- **Improves compliance with local traffic laws**

A new signal at S Figueroa St and W 43rd St will reduce observed erratic driver behavior at this currently unsignalized intersection. Three new RRFBs installed at existing marked, uncontrolled crosswalks will increase driver yielding compliance to pedestrians attempting to navigate east-west corridors in the neighborhood. Sharrows will indicate the correct, legal position of bicycles along the BFS streets, improving driver yielding and compliance with our state's 3-foot passing law.

- **Eliminates behaviors that lead to collisions**

Field observations showed that drivers encroach on school contiguous crosswalks during dismissal at both schools. Volume and speed reduction have the potential to decrease the

severity of collisions between vehicles and people walking and bicycling. Increased visibility of pedestrians and tighter turning radii at intersections with curb extensions helps to prevent the number of crosswalk and intersection-related collisions through slowing vehicular turning movements and encouraging greater vehicular yield compliance. A new RRFB will be installed at W 43rd Pl and S Hoover St where 2 pedestrian-related severe injury collisions have occurred in the last 5 years, increasing driver yielding to crossing pedestrians.

Two-stage left turn queue box and raised median crosswalk protection at project focus intersection of 42nd St and Hoover St, before (top) and after project (bottom).

- **Addresses inadequate traffic control devices**

Although MUTCD-compliant traffic control devices exist throughout the project area, the major arterials are designed to move vehicles as efficiently as possible, prioritizing vehicular movement over the travel needs of people walking and bicycling. A new signal at W 43rd St and S Figueroa St will address circulation issues at a key location, and a number of strategically placed curb extensions along the BFS streets will help to slow speeds and simplify crossings on key project connections.

- **Addresses inadequate bicycle facilities, crosswalks or sidewalks**

There is currently a lack of bikeways throughout the project area. Bicyclists are relegated to sidewalks or circuitous paths to circumvent high-speed and volume arterials. This project will implement the “Bicycle Friendly Street” (BFS) network as part of the 2010 Bike Plan, offering the only bicycle connections directly serving the schools in the area. Project focus streets will

connect to planned bikeways on surrounding arterials, increasing the future utility of the City's bicycle network. Although not a part of this application, a previously funded road diet with bicycle lanes through HSIP funding will be installed on Hoover Summer 2014, enabling some of the innovative, capital-intensive physical protection in the countermeasures proposed along this street. The proposed project focus streets will also connect these two schools with the treasured recreational facilities in the Exposition Park campus, the only public open space and activity center within walking and bicycling distance in this park-poor community.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Menlo Avenue ES and West Vernon ES have been identified as among the Top 50 Schools with the Most Need for SRTS Improvements, per ongoing City of Los Angeles SRTS Strategic Planning efforts. See Exhibits L-N for a citywide view of pedestrian- and bicycle related collisions and geospatial alignment with areas of the City in which the highest proportions of students live within ¼ mile of the school in which they are enrolled. In the City of LA, elementary school enrollment boundaries are tightly drawn around school campuses due to high population density. In this era of shrinking local government capacity and budgets and need for resource efficiency, data analysis as part of an ongoing SRTS Strategic Plan process recognizes these unique urban morphological trends and seeks to prioritize schools within these "hotspots" for funding applications and holistic SRTS interventions, including the two schools that are the focus of this application.

Current incidence of pedestrian and bicycle severe injuries or fatalities (KSI), based on collision data from the California Statewide Integrated Traffic Records System (SWITRS) and refined via the City of Los Angeles "Crossroads" database, is shown in Table 5. Three different distance ranges were used for a complete, detailed investigation (1/4 mile, 1/2 mile, and 1 mile) for data reported from 2007 to 2011, the latest data available. See Exhibits I-K for a visual mapping of collision intensity within and around the ¼ mile school focus areas.

As these schools are located in close proximity, there is some possible data overlap at the ½ and 1 mile level. Collision rates indicate that there is a high likelihood of severe and/or fatal injury among students within the project area as a function of overall collision data for all age groups. There were a total of 100 pedestrian- and bicycle-related collisions within ¼ mile the project area. In total for all age groups, there were 78 KSI collisions in the 1-mile area surrounding Menlo Avenue ES, and 90 total KSI collisions in the 1-mile area surrounding West Vernon ES (Table 5).

Parsing out KSI collisions involving student-age victims (less than 18 years of age), there is a demonstrated history of collisions impacting school-age children in the project vicinity (Table 6). For school-age children walking and bicycling, there was 1 KSI collision (ped severe injury) at the ¼ mile level, 11 KSI collisions at the ½ mile, and 45 KSI collisions at the 1 mile level.

Specifically focusing on pedestrian and bicycle KSI collisions in the ¼ mile area around Menlo Avenue ES, there were 2 pedestrian fatalities, and 2 severe injuries suffered by pedestrians. Of these KSI collisions, 50% of severe injuries suffered by pedestrians within 1 mile of Menlo Ave ES involved a victim under the age of 18. In the ¼-mile area surrounding West Vernon ES, there were 4 severe injuries suffered by pedestrians, and 1 severe injury suffered by cyclists. Although none of these collisions were suffered by victims under the age of 18, there were relatively high numbers of school-age children affected by pedestrian- and bicycle-related fatal and severe injury collisions at the ½ mile and 1 mile range around West Vernon ES.

The top three causes of collisions (Table 7) indicate a lack of adequate pedestrian and bicycle facilities, with a prevalence of pedestrian violations and wrong-way bicycle riding, behaviors often associated with insufficient facilities that can be reduced with the proposed countermeasures for this project. However, vehicular fault and unsafe speed violations are close behind indicating low yield compliance and other roadway design issues that prioritize vehicular movement over the travel needs of pedestrians and bicyclists. This project includes elements that increase legibility of the street networks and are expected to result in more predictable and legal behavior by all users.

IV. NARRATIVE QUESTIONS- continued

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 at each of the project school sites with school administrators, educators, parent volunteers, LAUSD and LASPD staff, as well as City staff and City Council office representatives throughout project development. See Exhibit O for a detailed overview of outreach conducted to date, and Exhibit P for feedback and input collected. 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 meeting. Conceptual and

schematic design was developed and vetted with these stakeholders and City staff. See attached letters of support (Exhibit U).

Describe the local participation process that resulted in the identification and prioritization of the project: The project prioritization is a function of the SRTS Strategic Plan prioritization process. Although there are opportunities to refine the process over time, LAUSD and LADOT as well as the Los Angeles City Council have supported this method as a way to carefully and considerately respond proactively to school safety concerns, giving voice to schools that have serious safety issues, but may not have been actively engaged in requesting relief previously.

B. Is the project cost over $1 Million? Y/N **Y**
If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N **Y**
Project streets are prioritized as "Bicycle Friendly Streets" as part of the City's 2010 Bicycle Plan. See discussion under Section II, No. 3 above regarding relevant plans.

IV. NARRATIVE QUESTIONS- continued

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.

Alternatives Considered. Although the project development did not follow a typical "alternatives to preferred alternative" process common to corridor-only projects, multiple countermeasures were considered across the project area to address safety and connectivity issues identified by focused stakeholder outreach and engineering reconnaissance on the part of City of Los Angeles staff.

Road Reconfiguration/Road Diet – The high traffic volumes on project area arterials make a road reconfiguration to repurpose travel lanes for protected bicycle lanes currently infeasible from both traffic and political standpoints. Instead, project focus streets were identified on the 2010 Bicycle Plan "Bicycle Friendly Streets," the low-stress, neighborhood-friendly streets parallel to major arterials, as discussed previously. A forthcoming road diet with bicycle lanes coming to Hoover St also presented an opportunity to add additional features, of which several were considered.

Intersection "Jogs" for Bicyclists – Throughout design development, the challenge for how to accommodate the BFS project focus street crossings over major arterials warranted an iterative process through which several design options were considered. Factors considered: current vs no signal; roadway space; sidewalk space; and cost-efficiency. Options considered

and feasibility considerations are listed in Table 8. Fortunately, both project "jogs" are currently fully signalized. For all design problems investigated for bicycle connectivity, special attention was given to incorporating *pedestrian* connectivity improvements like curb extensions and median refuge islands wherever feasible.

Mini-Roundabouts vs Curb Extensions. As a policy, LADOT seeks to prioritize mini-roundabouts at locations where two BFS streets intersect to facilitate the safe and expedited travel of bicyclists along these streets. Although there is such an intersection at Hoover St and W 42nd St, the fact that Hoover St is slated for a road diet with bicycle lanes made a mini-roundabout infeasible at this location.

Signals vs RRFB – At locations where long blocks without marked crosswalks or signal-controlled intersections prohibited safe pedestrian crossing opportunities, new signals were investigated, and RRFB-enhanced marked crosswalks considered as an alternative if new signals were not warranted per LADOT policies and procedures, consistent with CA-MUTCD.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

The Benefit/Total Project Cost Ratio = **8.11**

The Benefit/Program Funds Requested = **8.11** *(SRTS do not require local match)*

Because the proposed SRTS project is a holistic, neighborhood network level project with multiple countermeasures in succession and strategically located, these ratios were calculated in a generalized fashion for the project as a whole as opposed to calculating a cost/benefit ratio for each individual countermeasure location. Increased person miles and reduced vehicle miles were factored together with pedestrian- and bicycle-related collision history as well as KSI severity to calculate project benefit. This was then weighed against project lifecycle costs, including annual operations and maintenance. (Exhibits Q-R).

IV. NARRATIVE QUESTIONS- continued

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 project target schools have a high risk factor for obesity, physical inactivity and other related health issues. Almost three-quarters of Menlo Avenue ES (67.70%) and over half of West Vernon ES (57.10%) students are *not* in the Healthy Fitness Zone, per 2011-2012 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 (Table 9).

For the neighborhood in general, this community shows risk for undesirable health outcomes across several factors (Table 10). For most of these measures, the project area data are close to or above Area and County averages. Although located within ¼ mile together, the two school campuses are situated within adjacent LA County Public Health Department "Health Districts," which allows for a broader understanding of chronic illness prevalence within the larger community. Notably, both schools are within Health Districts with above average rates of obesity and overweight as compared to LA County as a whole.

The Intersection of Public Health and Mobility. 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 RTP-SCS, 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," street-scale improvements such as those proposed in this project 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 that "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 corridors 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 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.

How the Project Will Improve Health. Overall, this project will improve physical conditions for walking and bicycling not just for the student-age population but for the neighborhood as a

whole. A lack of adequate and inviting physical infrastructure for walking and bicycling is a known contributing factor to public health issues. Improved connectivity will foster a built environment that is more conducive to increased physical activity and access healthy food and recreational opportunities, not to mention reduce likelihood of collision as a result of safety improvements.

Based on the above snapshot of the growing literature on the efficacy of pedestrian and bicycle infrastructure in improving health outcomes, we can expect an increase of at least 35% in physical activity among the school children in the neighborhood, and up to a 50% reduction in collision rates in the project area (CDC, FHWA).

IV. NARRATIVE QUESTIONS- continued

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** *(0-10 points*)
   I. Is the project located in a disadvantaged community? Y/N **Y**
   II. Does the project significantly benefit a disadvantaged community? Y/N **Y**
      a. Which criteria does the project meet? (Answer all that apply)
         - Median household income for the community benefited by the project:
           Menlo Ave ES: $26,663; West Vernon ES: $21,684

           This community is located in a census tract with a median household income less than $49,120 (80% of the current statewide median of $61,400).

           (Source: 5-year American Community Survey)

           California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:

           This community is located in an area with a score in the 91-100th percentile (Top 10 %). CalEnviroScreen scores for both schools: 42.57 (Source: CalEnviroScreen mapping tool)

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

           The number of Menlo Ave ES students eligible for FRPM is 93.53%, and the number of eligible students at West Vernon ES is 98.17%. These two schools greatly exceed the 75% threshold. (Source: TIMS SRTS)

      b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.
         N/A, project meets all three criteria above.

A. 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 this disadvantaged community as all project elements falls within the geographical area defined in Section A, above, and all project elements will provide a safer, more legible environment for walking and bicycling that benefit not just school-age

children but the community at large. These two schools show significantly high 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, low-income people bike and walk at higher rates than those with higher incomes. Based on the national rates, we can expect 4% of members of this community to walk to work and around 1% to bicycle.

Since members of disadvantaged communities typically show lower rates of vehicle ownership and rely instead on walking, bicycling and taking transit for mobility, the improvements in this project will specifically address current deficiencies and issues that affect students already walking to school. In addition the general population of people already walking and bicycling to move about for the day-to-day journeys to work, shopping, recreation, grocery, and other activities will benefit. As a neighborhood just south of a regional park and recreation center (Exposition Park) and a regional educational institution (University of Southern California), the project streets will facilitate alternative, low-stress streets to navigate around congested and chaotic arterials flowing east to west and north to south through the project area.

Travel tallies conducted by LADOT in Spring 2014 (see Table 2) at Menlo Avenue ES reveal that only around 33% of students travel to and from school in a non-active transportation mode (private vehicle or school bus). With almost 66% of students currently walking, bicycling or taking transit to and from school at Menlo Avenue ES –indicating reliance on active transportation modes – there is an immediate need and opportunity to address the traffic safety concerns and connectivity constraints in this disadvantaged community.

For student journeys to West Vernon ES, an opportunity exists for mode shift away from family vehicle, with 43% of parents or caregivers ferrying students to school. Although safety is always of paramount concern, better connectivity and new infrastructure may turn the dial on increasing student walking and bicycling to school with parent comfort that routes to school accommodate all ages and abilities. Still, over half (53%) of West Vernon ES students are currently walking and bicycling, and the increased safety as a part of this project can significantly improve conditions for and continue to encourage healthy mobility behavior and choices.

Overall, this project will benefit students of this disadvantaged community and their families not just from the perspective of increased safety but also by improving connectivity within the neighborhood to many day-to-day destinations, possibly encouraging more walking and

bicycling to other healthy destinations like surrounding neighborhood parks and other social services.

IV. NARRATIVE QUESTIONS- continued

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/N **Y**

a. Name, e-mail, and phone # of person contacted and the date the information was submitted

Virginia Clark, Virginia.clark@ccc.ca.gov, 916-341-3147

Date contacted: 05/07/2014

B. The applicant has coordinated with a representative from California Association of Local Conservation Corps (CALCC) to identify how certified community conservation corps can be a partner of the project. Y/N **Y**

a. Name, e-mail, and phone # of person contacted and the date information submitted

Cynthia Vitale, calocalcorps@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/N **N/A**

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

N/A – Bo Savage of Los Angeles Conservation Corps responded 2014-05-15; not interested in participating.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

N/A – Bo Savage of Los Angeles Conservation Corps responded 2014-05-15; not interested in participating.

IV. NARRATIVE QUESTIONS- continued

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. The City has 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. The City has not been delinquent in any such grants and has the experience and in-house expertise to meet the stringent CTC guidelines. Additionally, the City of Los Angeles has been recently recognized by Caltrans as a model agency in the delivery of HSIP projects.

Project name:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

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

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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013) *General Instructions*

☑ New Project				Date:	5/15/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
07					

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
LA				City of Los Angeles, Dept of Transportation	
				MPO	**Element**
				SCAG	

Project Manager/Contact	**Phone**	**E-mail Address**
atson/Asst. Pedestrian Coordinat	213-928-9706	valerie.watson@lacity.org

Project Title

SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

Location, Project Limits, Description, Scope of Work ☐ See page 2

This SRTS project will create low-stress, neighborhood-friendly pedestrian and bicycle linkages along several streets serving Menlo Avenue ES and West Vernon ES in the South LA community within the City of Los Angeles. Network-level improvements will be focused w/in ¼ mi. of each school on the following 2010 Bike Plan streets designated as "Bicycle Friendly Streets (BFS)": 42nd St and Hoover Ave. Additional project focus includes locations where project priority streets cross or "jog" major arterials including: S Vermont Ave; S Figueroa St; and S Broadway. Additional attention is given to school frontages along: Menlo Ave and S Grand

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	
PS&E	City of Los Angeles
Right of Way	
Construction	Contractor/City of Los Angeles

Purpose and Need ☐ See page 2

These schools are situated within an area highly affected by pedestrian- and bicycle-related killed or severely injured (KSI) collisions. 100 ped/bike collisions occured in the last 5 years within ¼ mi of these two schools. Within 1/2 mi, 11 KSI collisions involve school-aged children. Vehicle speeds along project-related streets are above safe thresholds, increasing collision likelihood and severity. High numbers of students live within ¼ mile of each school, demonstrating propensity for walking and bicycling. Spring 2014 travel tallies show high numbers of students walking to school, but few bicycling. On average, 63% of students show significant incidence of obesity and overweight.

Project Benefits ☐ See page 2

This project will: improve conditions for walking and bicycling to school; promote a traffic calmed environment, thereby reducing KSI collisions; provide continuous north-south and east-west linkages along the low-stress, neighborhood-friendly street network, improving citywide bicycle network connectivity; and improve public health and educational outcomes.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone			**Proposed**
Project Study Report Approved			**N/A**
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	**Document Type**	CE	08/01/14
Draft Project Report			N/A
End Environmental Phase (PA&ED Milestone)			01/31/15
Begin Design (PS&E) Phase			02/01/15
End Design Phase (Ready to List for Advertisement Milestone)			03/31/16
Begin Right of Way Phase			01/31/16
End Right of Way Phase (Right of Way Certification Milestone)			03/31/16
Begin Construction Phase (Contract Award Milestone)			12/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			12/01/18
Begin Closeout Phase			01/01/19
End Closeout Phase (Closeout Report)			05/31/19

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

☑ New Project				**Date:**	5/15/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
07					

Project Title

SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

Additional Information

See Exhibit H: Regional Policies and Plans for information on how this project meets the Sustainable Communities Strategy Goals.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES					

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		948						948	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,794					3,794	
TOTAL		948	3,794					4,742	

Fund No. 1:	**ATP Cycle 1**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E		948						948	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,794					3,794	
TOTAL		948	3,794					4,742	

Fund No. 2:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

Fund No. 3:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES					

Fund No. 4:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

Fund No. 5:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

Fund No. 6:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

Fund No. 7:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES					

Fund No. 8:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

Fund No. 9:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

Fund No. 10:									**Program Code**
Proposed Funding ($1,000s)									
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									
TOTAL									

Project name:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

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)	$ 948,397
Right-of-Way Phase	$
Construction Phase-Infrastructure	$ 3,793,590
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 4,741,987

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
	$ 0
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 4,741,987
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$ 4,741,987
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	06/01/2016	07/01/2016

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.

Project name:	SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
		N/A

Project name: SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

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: Valerie Watson
Name: Valerie Watson
Title: Asst. Pedestrian Coordinator

Date: 5/15/2014
Phone: 213-928-9706
e-mail: valerie.watson@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:
Name: Jon Kirk Mukri
Title: LADOT General Manager

Date: 5/15/2014
Phone: 213-202-2633
e-mail: jonKirk.mukri@lacity.org

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

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

Date: 5/16/14
Phone: 213-241-5337
e-mail: earl.perkins@lausd.net

Person to contact for questions:

Name: Lydia Ramos
Title: Special Assistant - LAUSD Office of the Superintendent

Phone: 213-241-7000
e-mail: lydia.ramos@lausd.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:
SRTS Infrastructure Improvements for Menlo Avenue ES and West Vernon ES

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- [x] Vicinity/Location Map- **REQUIRED for all IF Projects**
  - [x] North Arrow
  - [x] Label street names and highway route numbers
  - [x] Scale
- [x] Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - [x] Minimum of one labeled color photo of the existing project location
  - [x] Minimum photo size 3 x 5 inches
  - [ ] Optional video and/or time-lapse
- [x] Preliminary Plans- **REQUIRED for Construction phase only**
  - [x] Must include a north arrow
  - [x] Label the scale of the drawing
  - [ ] Typical Cross sections where applicable with property or right-of-way lines
  - [x] Label street names, highway route numbers and easements
- [x] Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - [x] Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - [x] Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - [x] Must identify all items that ATP will be funding
  - [x] Contingency is limited to 10% of funds being requested
  - [x] 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))
- [x] 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.
- [x] Documentation of the public participation process (required)
- [x] Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- [x] Additional documentation, letters of support, etc (optional)

IX. Additional Attachments

List of Tables

List of Exhibits

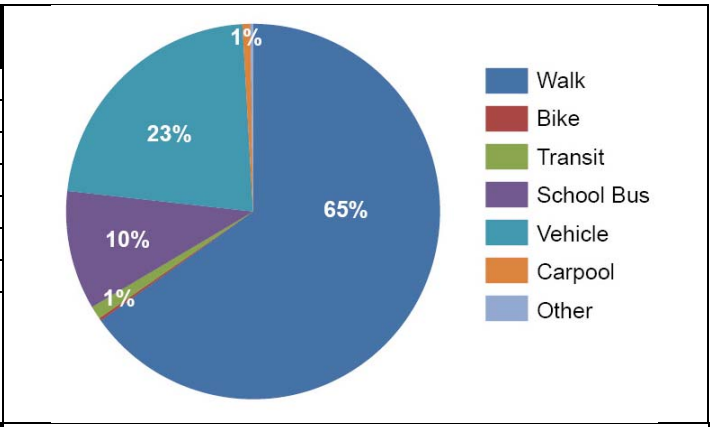
Application Tables

Table 1: Student Proximity to Enrolled School

School	Total Student Enrollment	Number of Enrolled Students Living within ¼ mile	Percentage of Enrolled Students Living within ¼ mile
Menlo ES	762	527	81.83%
West Vernon ES	644	443	58.14%
Note: 2013 Data provided by the Los Angeles Unified School District (LAUSD).			

Table 2: Student Travel Tallies at Menlo Avenue ES and West Vernon ES

Menlo Avenue ES Total # Students Tallied	**438**
% Walk	65%
% Bike	0%
% Transit	1%
% School Bus	10%
% Private Vehicle	23%
% Carpool	1%
% Other	0%
Note: Travel tallies were conducted in April 2014 by LADOT per National Center for Safe Routes to School methodology: http://www.saferoutesinfo.org/data-central/data-collection-forms	



West Vernon ES Total # Students Tallied	**744**
% Walk	51%
% Bike	2%
% Transit	0%
% School Bus	1%
% Private Vehicle	43%
% Carpool	2%
% Other	0%
Note: Travel tallies were conducted in April 2014 by LADOT per National Center for Safe Routes to School methodology: http://www.saferoutesinfo.org/data-central/data-collection-forms	

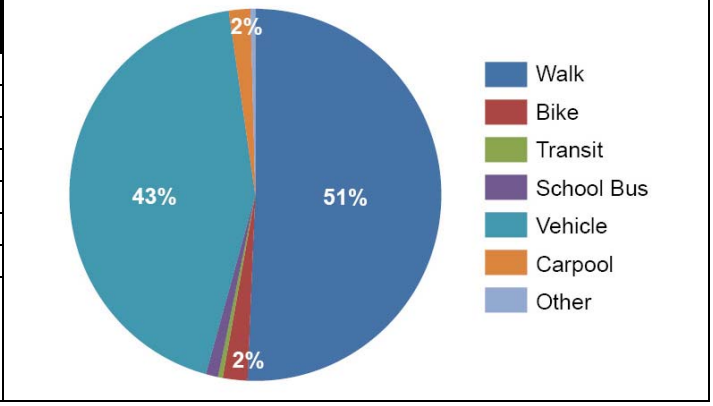


Table 3: Anticipated Increase in Walking and Bicycling

	Student Population		**2014 Travel Tallies**					**After Project**	
	Enrollment (2014 LAUSD)	5% Absentee*	% Walk	% Bike	# Walk	# Bike	Total # Walk/Bike	**Total # Walk/Bike**	**% Increase ****
Menlo ES	615	584	65%	0%	381	1	383	**400**	**4%**
West Vernon ES	725	689	51%	2%	349	15	384	**426**	**17%**
* Assumes a 5% reduction in daily student population due to absenteeism rates reported by LAUSD ** Based on conservative target of 70% total walk/bike mode share after project.									

Table 4: Crash Reduction Factors of Selected Proposed Countermeasures

Curb Extensions	37%
Installing New Crossing	25-60%
Advance Stop Bar before Crosswalk/Bike Box	35%
Raised Median Crossing/Refuge Island	46-56%
New Signal	20-70%
Bike Boxes	35%
Edgeline Treatment	45%
Source: FHWA Desktop Reference for Crash Reduction Factors, 2008	

Table 5: Pedestrian and Bicycle-Related Collisions (2007-2011)

	Ped Fatal			Ped Severe			Bike Fatal			Bike Severe			All Ped/Bike Collisions		
mile range	*1/4*	*1/2*	*1*	*1/4*	*1/2*	*1*	*1/4*	*1/2*	*1*	*1/4*	*1/2*	*1*	*1/4*	*1/2*	*1*
Menlo Ave ES	2	4	12	2	11	33	0	0	1	0	0	13	37	158	483
West Vernon ES	0	3	13	4	13	42	0	0	2	1	3	9	63	189	536
TOTAL	**2**	**7**	**25**	**6**	**24**	**75**	**0**	**0**	**3**	**1**	**3**	**22**	**100**	**347**	**1,019**

Table 6: KSI Collisions for School-Age Children 2007-2011

	Ped Fatal			Ped Severe			Bike Fatal			Bike Severe		
mile range	*1/4*	*1/2*	*1*	*1/4*	*1/2*	*1*	*1/4*	*1/2*	*1*	*1/4*	*1/2*	*1*
Menlo Ave ES	0	0	4	1	3	10	0	0	1	0	0	5
West Vernon ES	0	2	6	0	6	13	0	0	1	0	0	5
TOTAL	**0**	**2**	**10**	**1**	**9**	**23**	**0**	**0**	**2**	**0**	**0**	**10**

Table 7: Top 3 Cause of Collisions

	Menlo Avenue ES		West Vernon ES	
	Pedestrian	Bicycle	Pedestrian	Bicycle
1	Pedestrian Violation (28)	Traffic Signals and Signs (5)	Pedestrian Violation (30)	Wrong Side of Road (4)
2	Pedestrian Right of Way (11)	Wrong Side of Road (4)	Pedestrian Right of Way (14)	Traffic Signals and Signs (3)
3	Unsafe Speed (3)	Automobile Right of Way (3)	Unsafe Speed (5)	Automobile Right of Way (2)

Table 8: Design Options Considered

Design Problem	Options Considered	Feasibility Issues/Constraints/Considerations	Relative Costs	Preferred Design	Exhibit
W 42nd St/S Hoover St					
"Right then Left" jog for bicyclists	Center Turn Lane Protected Two-Way Left Turn for Bicyclists	Unnecessary with bicycle lanes planned for Hoover St.	Med		
	Two-Stage Left Turn Queue Box	Feasible with the addition of bicycle lanes on Hoover St. Requires additional bicycle signal head.	Low	X	See Exhibit E: Detail "A"
W 42nd St/S Figueroa St					
"Left then Right" jog for bicyclists	Bicycle Boxes	Relatively long jog distance considering signal length	Low	X	See Exhibit F: Detail "B"
	Bicycle Boxes with Leading Bicycle Internal	Delay anticipated as a result of increasing overall signal cycle infeasible due to volumes on S. Figueroa St	Low		

Table 9: California FitnessGram Data for Hollywood HS and Selma ES

	Not in HFZ Grade 5
Menlo Avenue ES	67.70%
West Vernon ES	57.10%
Top 50 Schools w/ Most Need in LA City (SRTS Strategic Plan) Average for Grade 5	56.65%
Note: HFZ = Healthy Fitness Zone; Not in HFZ = obese or overweight	
Source: California Department of Education Physical Fitness Report 2011-2012	

Table 10: Comparative Health Indices for the Project Area

	Menlo Ave ES Project Area *Southwest Health District*	West Vernon ES Project Area *Southeast Health District*	Service Planning Area *South*	Los Angeles County
Adult Obesity	27.6%	30.6%	32.7%	23.6%
Adult Overweight	39.4%	45.9%	37.3%	37.1%
Ever Diagnosed with Diabetes	9.2%	6.0%	10.1%	9.5%
Childhood Asthma Prevalence	7.0%	5.0%	9.4%	9.0%
Physical Activity (# days in past 30 activity limited due to poor health)	2.4	2.7	2.5	2.1
Food Insecure Households	29.8%	27.9%	29.9%	30.6%
Source: 2011 Los Angeles County Health Survey				

LEGEND

Target Schools
1 - Menlo Elementary School
2 - West Vernon Elementary School

Metro Rail
Crenshaw Line (Future)
Expo Line
Blue Line

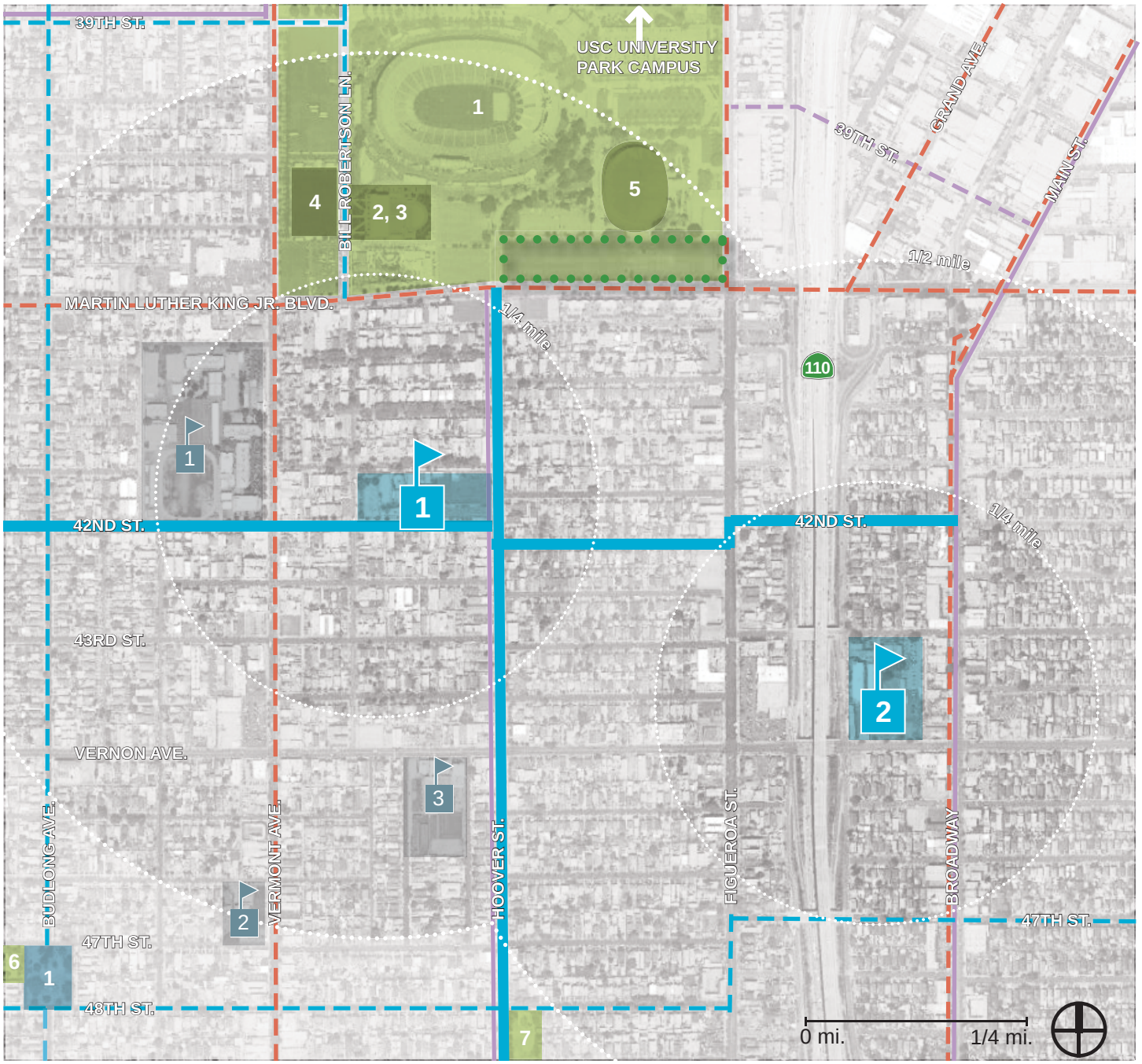
Highway

Regional Park
1 - Exposition Park
2 - Vermont Square Park

Major Attractions
1 - University of Southern California

MENLO AVENUE ES &
WEST VERNON ES
South Los Angeles

2014 ATP SRTS
Infrastructure Improvements
Exhibit A: Project Location



LEGEND

Target Schools
1 - Menlo Avenue Elementary School
2 - West Vernon Elementary School

Other Schools
1 - Manual Arts Senior High School
2 - Edward James Jones Primary School
3 - South Region Elementary School

Park
1 - Exposition Park
2 - John C. Argue Swim Stadium
3 - Roy A. Anderson Recreation Center
4 - Soboroff Sports Field
5 - Los Angeles Memorial Sports Arena
6 - Vermont Square Park
7 - Julian C. Dixon Park

ATP Project Proposed Bicycle Friendly Streets

Proposed Bicycle Friendly Streets (Other)

Proposed Bicycle Lane (Class II)

Proposed Bicycle Route (Class III)

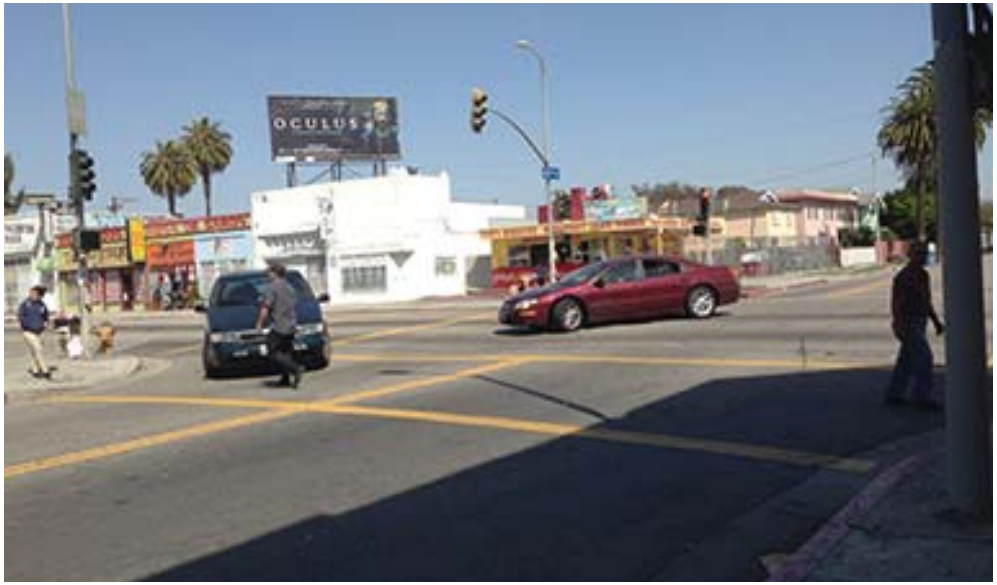
Existing Bicycle Route (Class III)

Library
1 - Vermont Square Branch Library

Informal Jogging Circuit (Parking Lot)

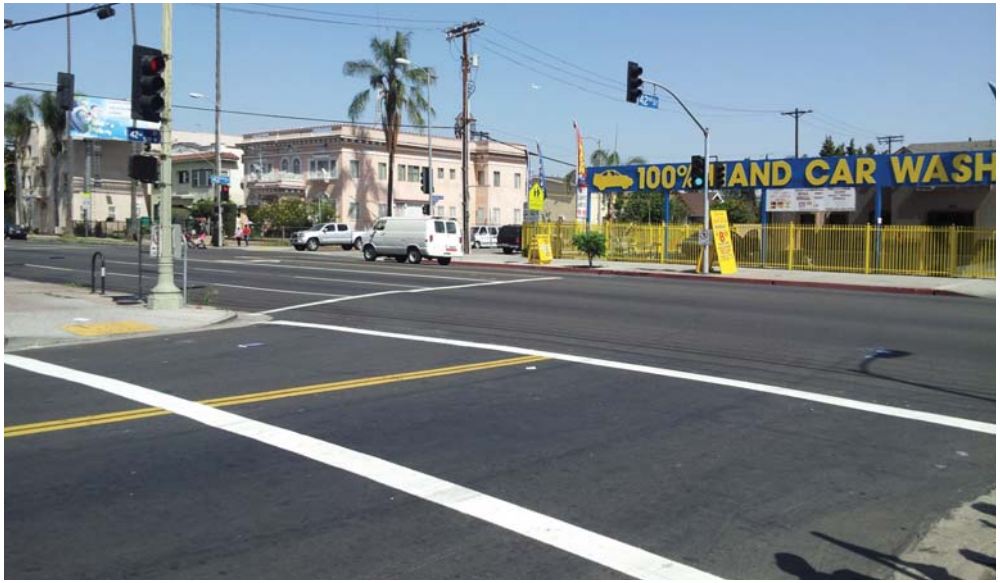
MENLO AVENUE ES &
WEST VERNON ES
South Los Angeles

2014 ATP SRTS
Infrastructure Improvements
Exhibit B: Project Vicinity



W. 42nd Street & S. Hoover Street

W. 42nd Street & S. Hoover Street



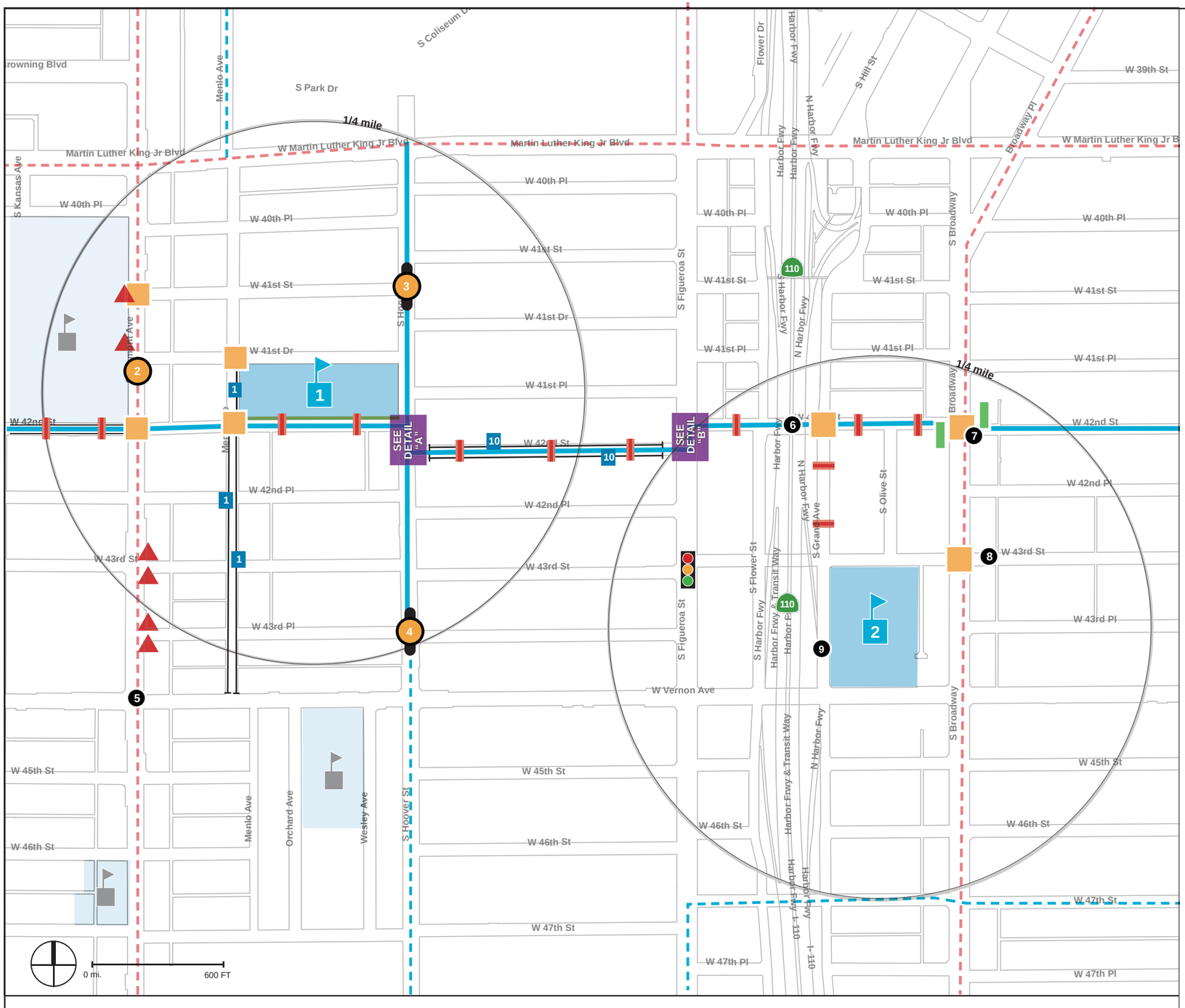
W. 42nd Street & S. Figueroa Street

W. 41st Street & Menlo Avenue

MENLO AVENUE ES &
WEST VERNON ES
South Los Angeles

2014 ATP SRTS
Infrastructure Improvements

Exhibit C: Existing Conditions Photos



MENLO ES &
WEST VERNON ES
South Los Angeles

2014 ATP SRTS
Infrastructure Improvements
Exhibit D: Countermeasures Map

COUNTERMEASURES

- Curb Extensions
- Speed Humps
- Street Trees
- Curb Ramp Repair/Installation
- RRFB
- RRFB w/ Raised Median Noses
- New Signal
- Bike Boxes
- Edgeline Treatment
- See Detail

OTHER NOTES

1 - Edgeline Treatment
2 - RRFB with curb extensions
3 - RRFB with curb extensions
4 - RRFB with curb extensions
5 - Add Left Turn Phasing
6 - Stripe bike lanes w/ buffer and add center line (over bridge only)
7 - Add opposed phasing
8 - Relocate ex. crossing guard to here (school administration suggestion)
9 - Add lane striping and paint 110 FWY symbol onto pavement to differentiate between NB through lane and 110 FWY access
10- Edgeline Treatment

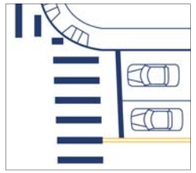
STANDARD TREATMENTS for PROJECT AREA

(Not shown on map. Refer to detailed cost estimate.)

Continental Crosswalk w/ Limit Line

- upgrade all crosswalks designated as "school" crossings per MUTCD to new city standard

- upgrade all existing marked crosswalks along the Project Focus BFS to new city std



Sharrows

- install sharrow markings per city standard along lengths of Bicycle Friendly Street network within project area and connecting to nearest existing or planned bicycle facility

Embedded Bicycle Loop Detectors

- install where Project Focus BFS intersects with arterial

ATP PROJECT FOCUS

Project Focus Bicycle Friendly Street (BFS)

Target Schools
1 - Menlo ES
2 - West Vernon ES

FOR REFERENCE ONLY

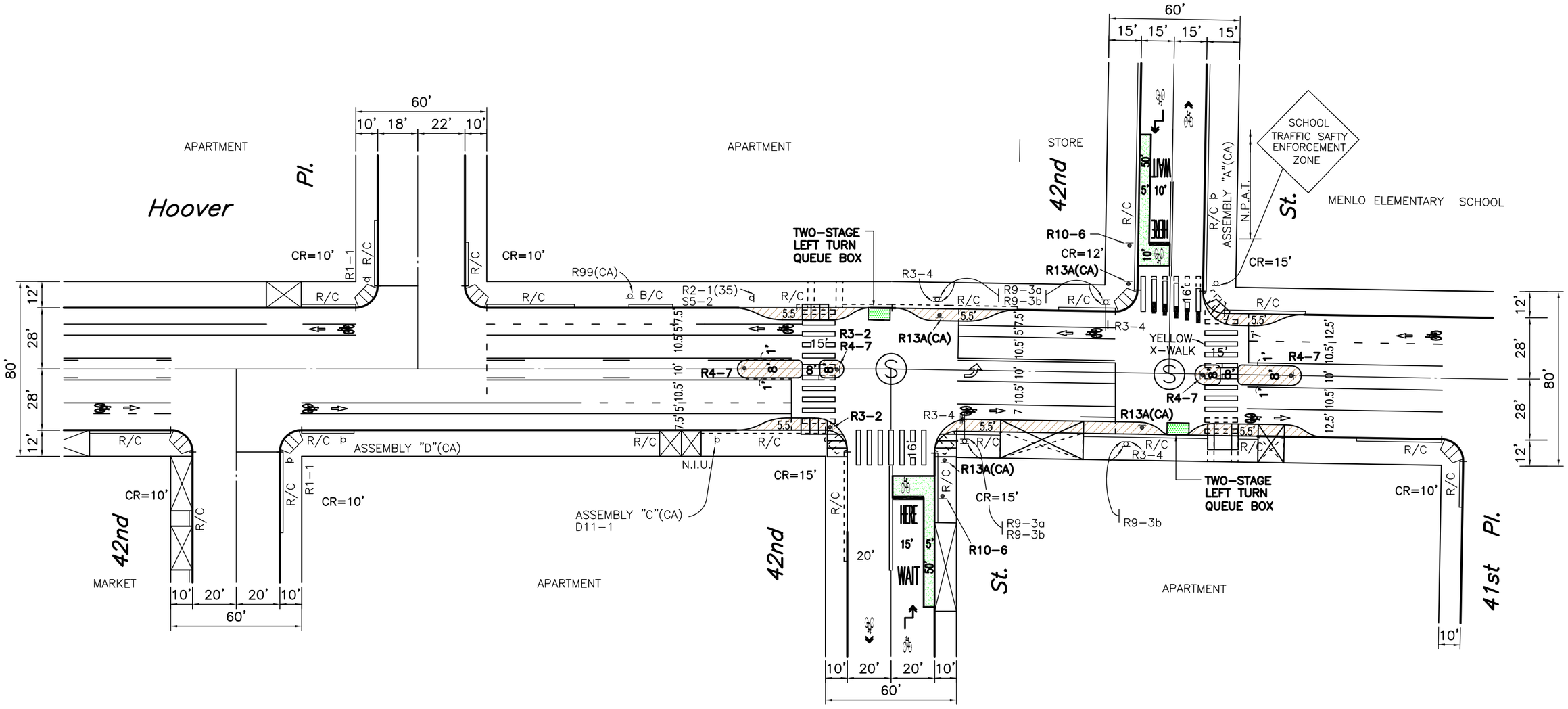
- Other Area Schools
- Public Park or Open Space
- Freeways

2010 Bicycle Plan

- Existing Bicycle Friendly Street
- Proposed Bicycle Friendly Street
- Existing Class II (Lanes)
- Proposed Class II (Lanes)

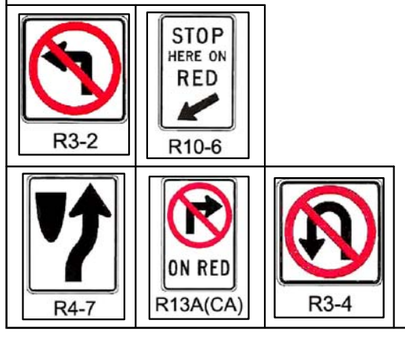
Exhibit E: Detail “A” – W 42nd St/S Hoover St

(see graphic next page)



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. ⊳ EXISTING SIGNS • PROPOSED SIGNS
3. Ⓢ SIGNALIZED INTERSECTION
4. R/C EXISTING RED CURB
   R/C PROPOSED RED CURB



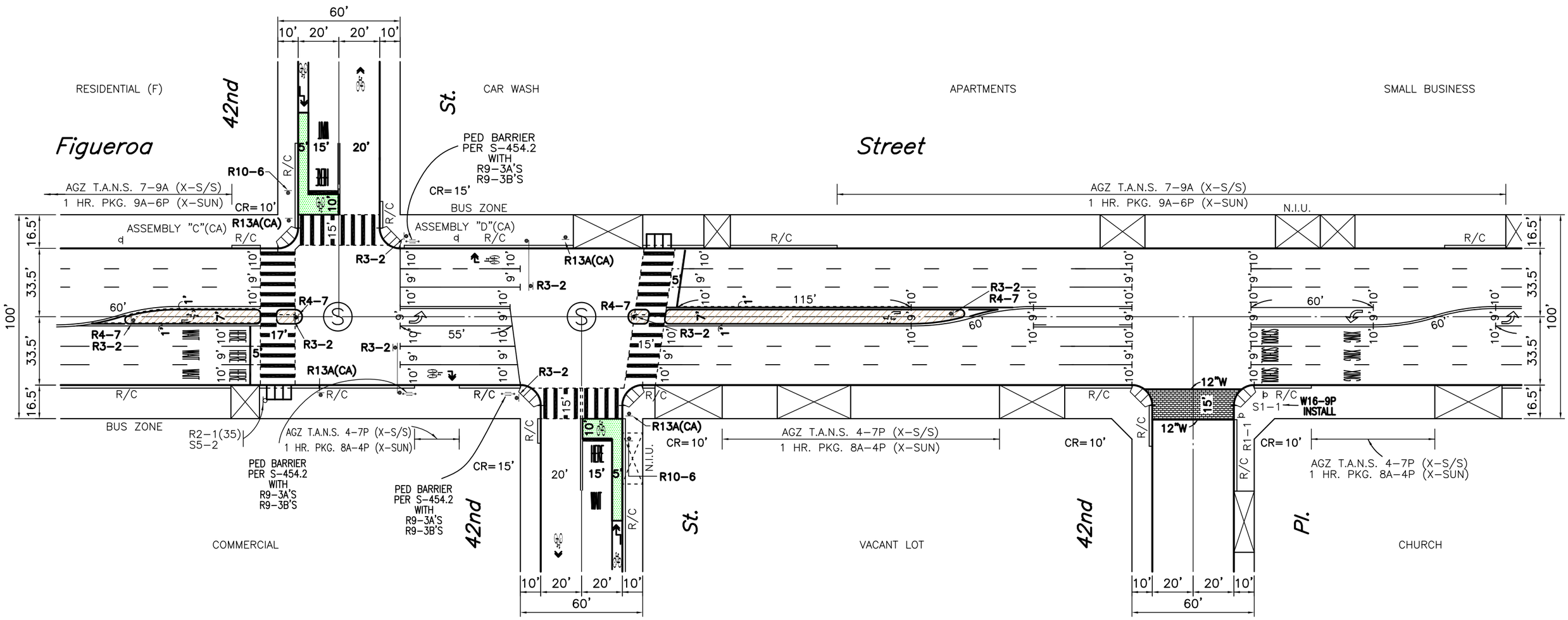
SCALE: 1"=50'

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, GENERAL MANAGER

HOOVER AVENUE
BETWEEN 42ND ST. AND 41ST ST.

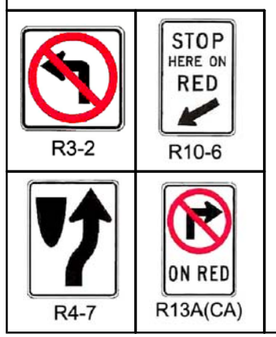
Exhibit F: Detail “B” – W 42nd St/S Figueroa St

(see graphic next page)



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB



SCALE: 1"=50'

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, GENERAL MANAGER

FIGUEROA STREET
BETWEEN 42ND ST. AND 42ND PL.

Exhibit G: Safe Routes to School Strategic Plan Fact Sheet

(see next 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.

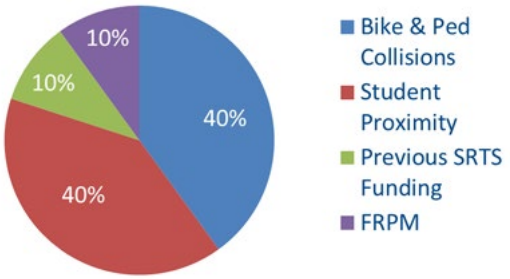
Background

- 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

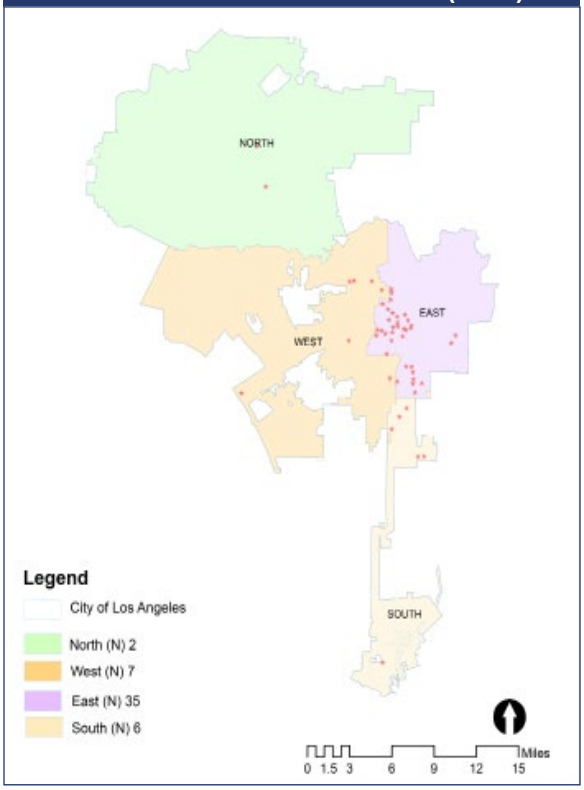
Moving Los Angeles Forward

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 H: REGIONAL POLICIES AND PLANS

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future, statewide, integrated, multimodal transportation system. The CTP is prepared in response to Federal and State requirements and is updated every five years.

Southern California Association of Governments (SCAG) Regional Transportation Plan (2012) and Non-Motorized Transportation Report (2008)

The 2012 Regional Transportation Plan (RTP) is a $524.7 billion plan that provides a regional investment framework to address the region's transportation and related challenges. SCAG's vision for the region focuses on three interrelated principles (mobility, economy, and sustainability), all of which aim create efficient transportation systems, healthier communities, and a thriving economy. The RTP outlines a plan to meet state and federal environmental goals, implement emission-free transportation technologies, develop investment strategies for sustainable economic growth, amongst other things.

The Non-Motorized Transportation Report of the RTP is a technical and policy document that guides, supports and encourages the development of county and city bicycle and pedestrian networks, facilities and other non-motorized programs for the SCAG region. Particular emphasis is placed on increasing bicycling and walking as a commute option and improving safety for all forms of non-motorized transportation.

Link to RTP:
http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf

This project is consistent with following policies in the RTP (page numbers where policies can be found are in parenthesis).

RTP - MAIN DOCUMENT

1. Reduce greenhouse gas (GHG) emissions from passenger vehicles by 8 percent per capita by 2020 and 13 percent per capita by 2035 compared to 2005, as set by the California Air Resources Board (ARB) (p.3)
2. Increase our bikeways from 4,315 miles to 10,122 miles, bring significant amount of sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies / $6.7 billion (p.5)
3. Maximize mobility and accessibility for all people and goods in the region (p.13)
4. Ensure travel safety and reliability for all people and goods in the region (p.13)
5. Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) (p.13)

5.1 Safe Routes to School (p.55)

"enable and encourage primary and secondary school children to walk and bicycle to school" and to support infrastructure-related and behavioral projects that are "geared toward providing a safe, appealing environment for walking and bicycling that will improve the quality of our children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools."

5.2 Complete Streets (p.55)

5.3 Beyond 2035

5.3.1 Bikeways (p.210)

"an expanded regional bikeway network, city wide bikeways in each city, and neighborhood bikeways."

5.3.2 Pedestrians (p.211)

"Pedestrian accessibility and mobility may be addressed through increased safety and security and land use."

RTP- SUSTAINABLE COMMUNITY STRATEGIES GOALS AND BENEFITS

1. Better Placemaking: "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure." (112)
2. Benefits to Public Health and the Environment (112)
3. Improved Access and Mobility: "help the region confront congestion and mobility issues in a variety of ways, including improvements to bicycle and pedestrian facilities"; "focus on "the most bang for the buck" solutions by improving critical road connections in the region and increasing public transit capacity"; "improve mobility and access by placing destinations closer together and decreasing the time and cost of traveling between them". (113)

RTP - ACTIVE TRANSPORTATION APPENDIX

1. Increase dedicated funding for bicycle and pedestrian infrastructure (p.1)
    - Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
    - Estimate the benefits of current investments to analyze future funding needs.

2. Increase accommodation and planning for bicyclists and pedestrians. (p.1)
    - Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
    - Estimate project costs associated with this vision.
    - Estimate the benefits of these investments.
    - Support local jurisdictions with the development of their local plans.

3. Increase transportation options, particularly for trips less than three miles. (p.1)
    - Increase linkages between bicycling and walking with transit
    - Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g. Safe Routes to School)
    - Significantly decrease bicycle and pedestrian fatalities and injuries (p.1) Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

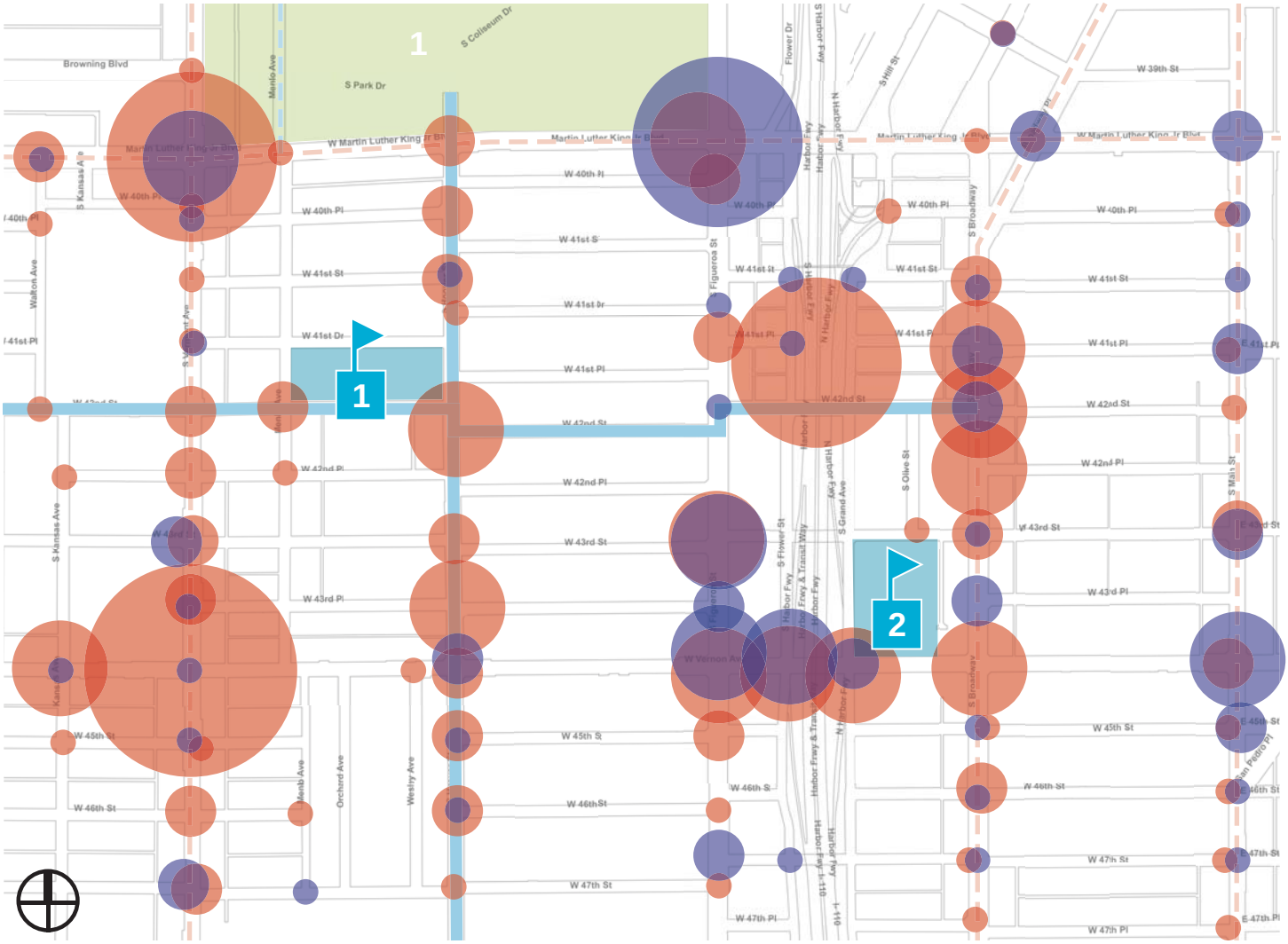
Metro Long Range Transportation Plan (2009)

Metro's 2009 Long Range Transportation Plan provides a 30-year vision for Los Angeles County's transportation system to the year 2040. The Plan identifies public transportation and highway projects, funding forecasts over a 30-year timeframe, multi-modal funding availability, sub-regional needs, and project performance measures.

Link to the Long Range Transportation Plan:
http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf

Metro Bicycle Transportation Strategic Plan (2006)

Metro's 2006 Bicycle Transportation Strategic Plan (BTSP) aims to help municipalities and agencies in the region plan for bicycling in their jurisdictions as a viable mode of transportation.



LEGEND

Target Schools
1 - Menlo Avenue Elementary School
2 - West Vernon Elementary School

ATP Project Proposed Bicycle Friendly Streets

Proposed Bicycle Friendly Streets (Other)

Proposed Bicycle Lane (Class II)

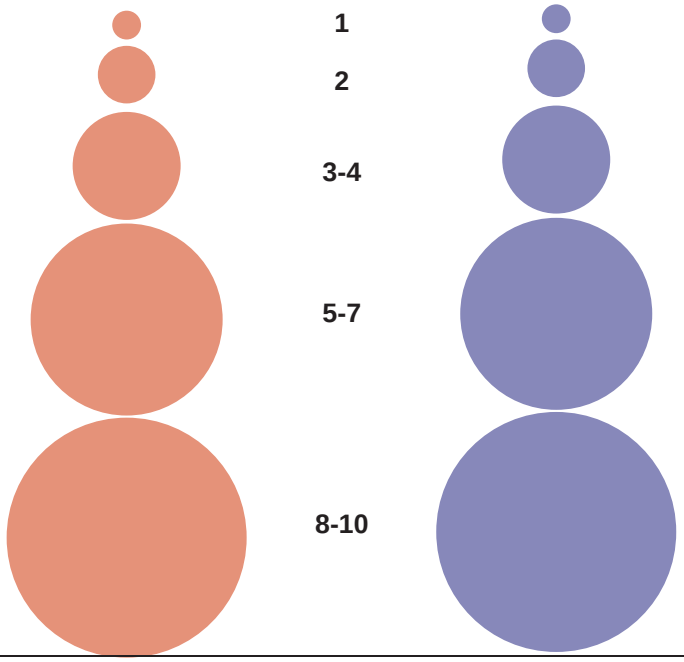
Existing Bicycle Lane (Class II)

Existing Sharrowed Bicycle Route (Class III)

Park
1 - Exposition Park

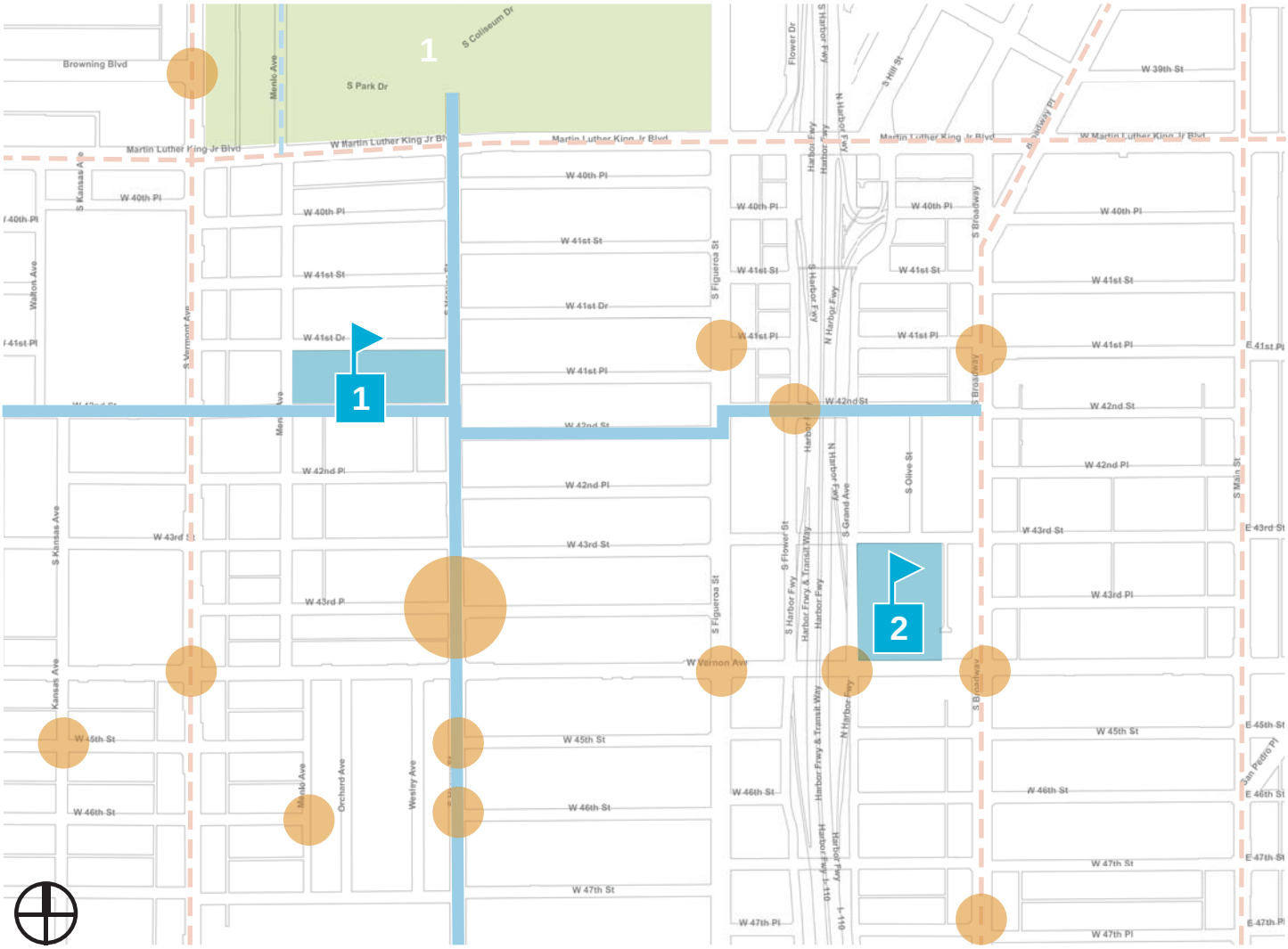
Pedestrian Collisions

Bicycle Collisions



MENLO ES & WEST VERNON ES
South Los Angeles

2014 ATP SRTS
Infrastructure Improvements
Exhibit I: Pedestrian- and Bicycle-Related Collisions (All Severity)



LEGEND

Target Schools
1 - Menlo Avenue Elementary School
2 - West Vernon Elementary School

ATP Project Proposed Bicycle Friendly Streets

Proposed Bicycle Friendly Streets (Other)

Proposed Bicycle Lane (Class II)

Existing Bicycle Lane (Class II)

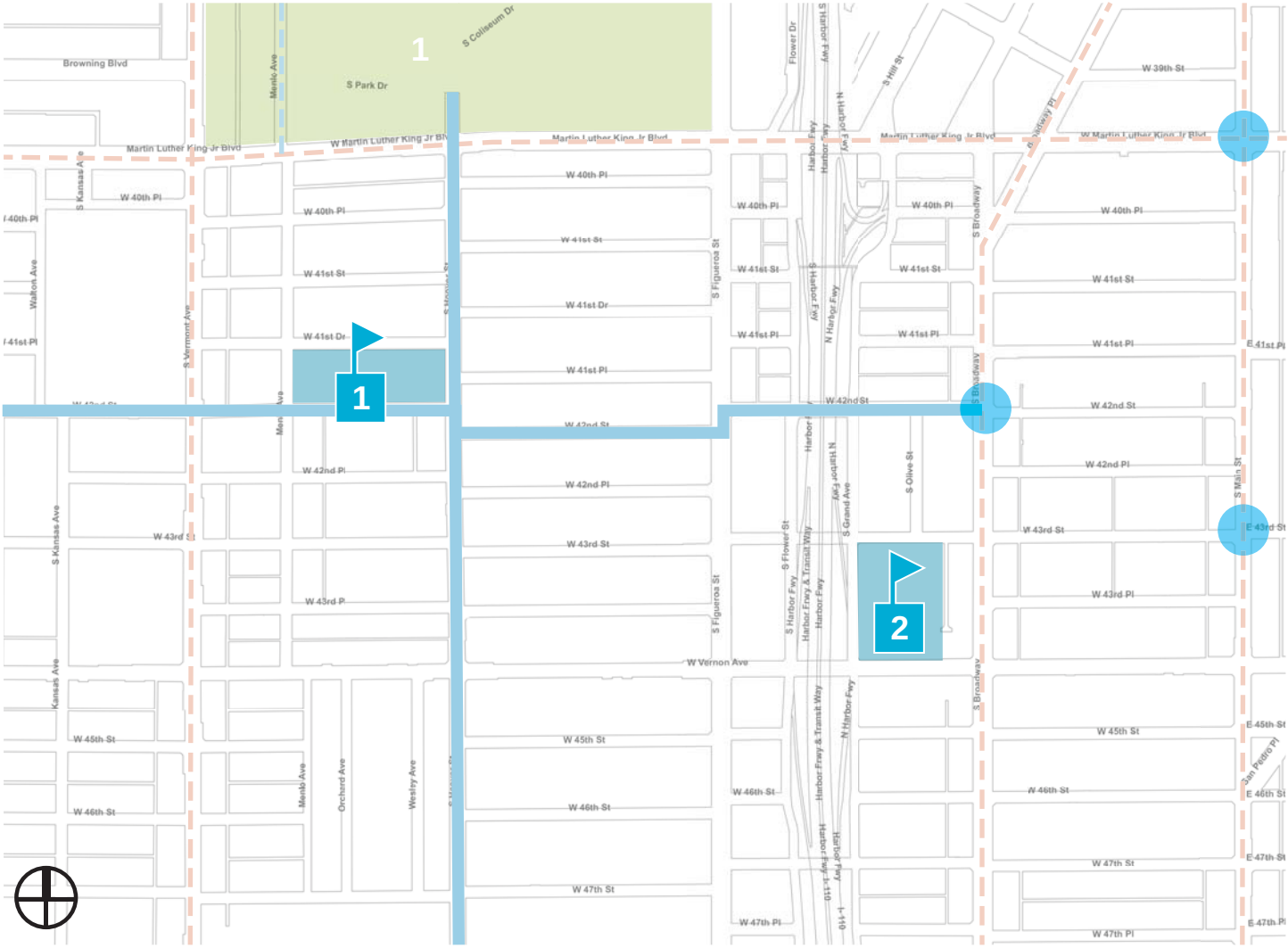
Existing Sharrowed Bicycle Route (Class III)

Park
1 - Exposition Park

	Severe Collisions	Fatal Collisions
1		
2		
3		

MENLO ES & WEST VERNON ES
South Los Angeles

2014 ATP SRTS
Infrastructure Improvements
Exhibit J: Pedestrian-Related KSI Collisions



LEGEND

Target Schools
1 - Menlo Avenue Elementary School
2 - West Vernon Elementary School

ATP Project Proposed Bicycle Friendly Streets

Proposed Bicycle Friendly Streets (Other)

Proposed Bicycle Lane (Class II)

Existing Bicycle Lane (Class II)

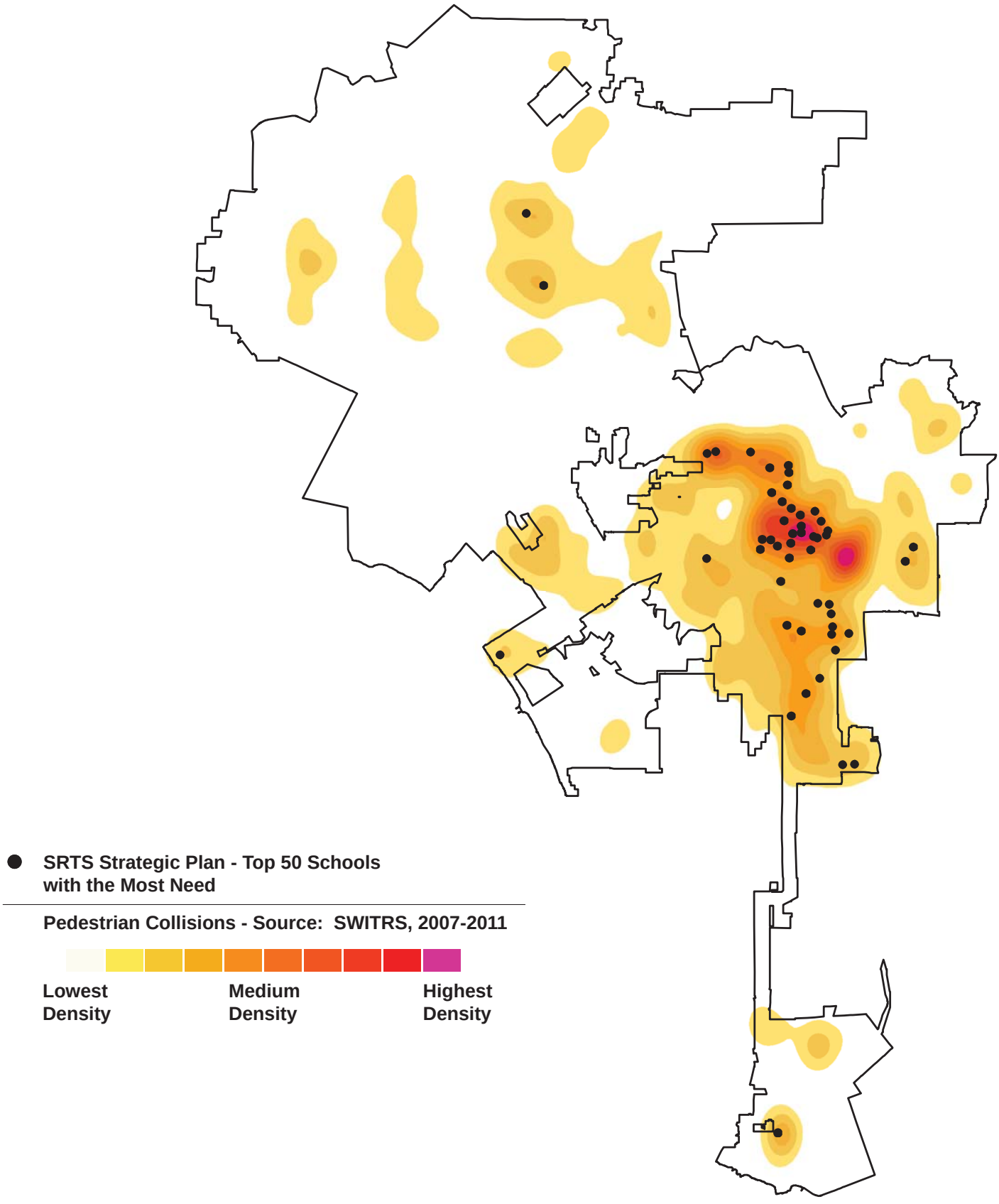
Existing Sharrowed Bicycle Route (Class III)

Park
1 - Exposition Park

	Severe Collisions	Fatal Collisions
1		
2		
3		

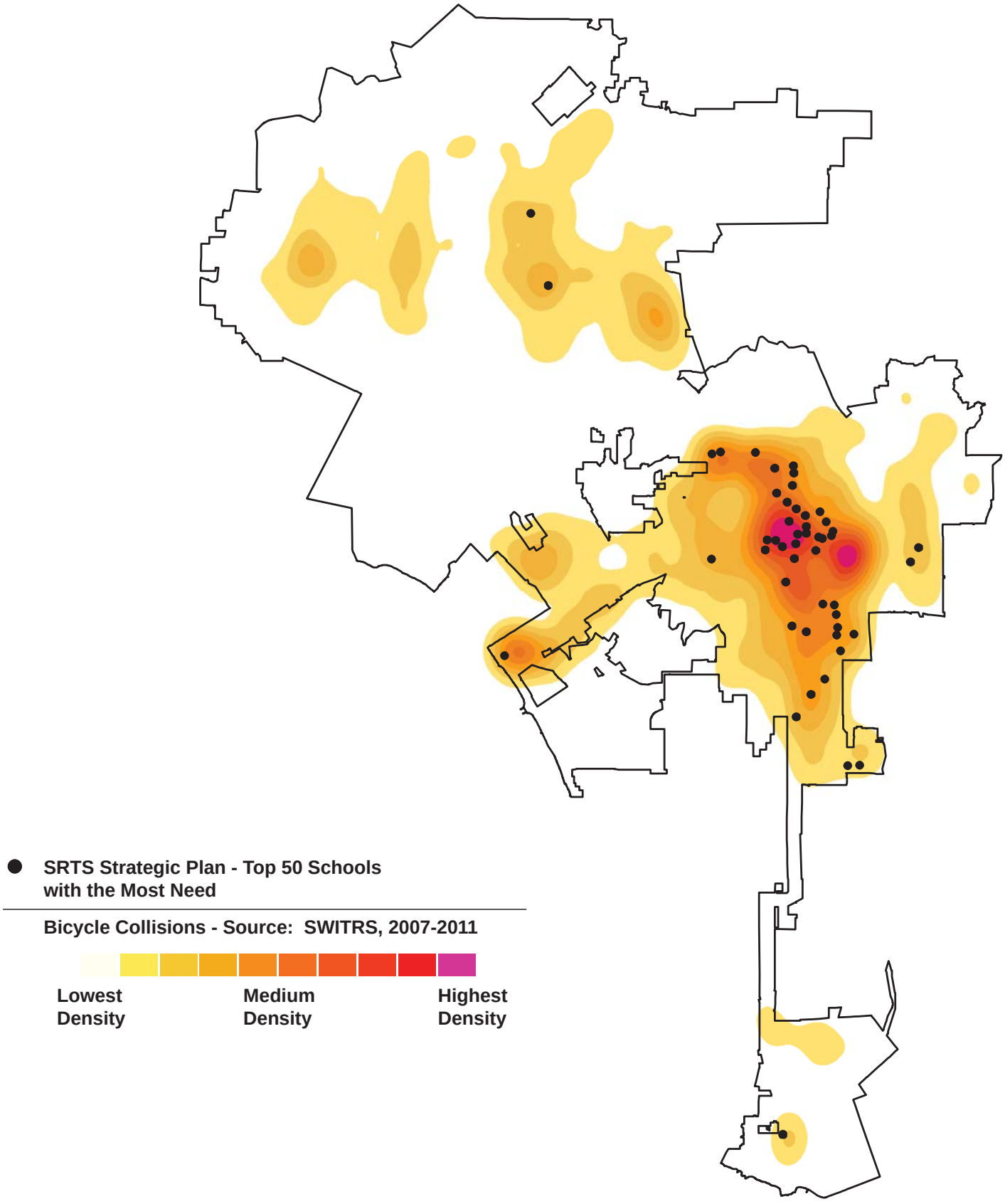
MENLO ES & WEST
VERNON ES
South Los Angeles

2014 ATP SRTS
Infrastructure Improvements
Exhibit K: Bicycle-Related KSI Collisions



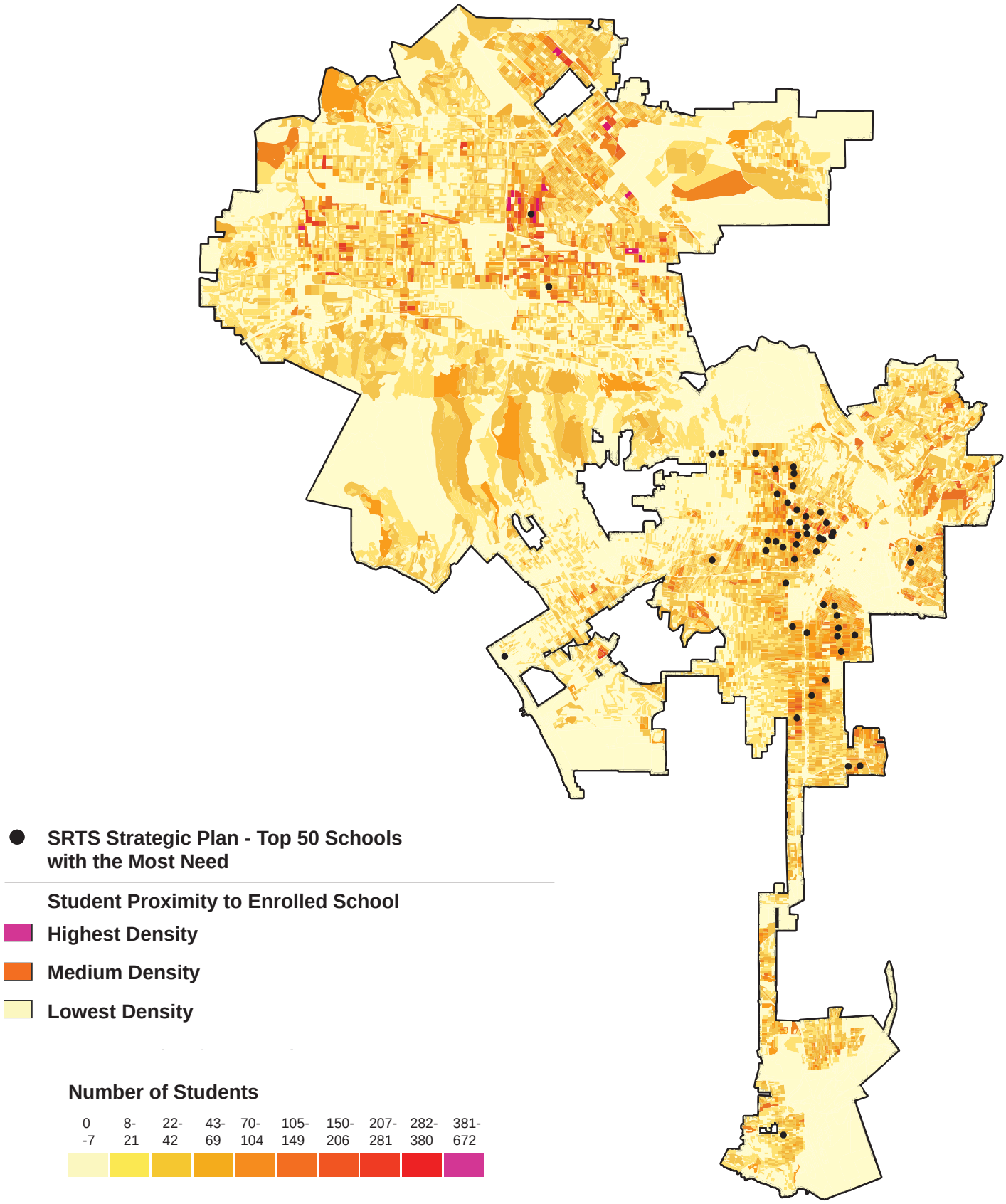
2014 ATP SRTS
Infrastructure Improvements

Exhibit L: Citywide Pedestrian-Related Collisions



2014 ATP SRTS
Infrastructure Improvements

Exhibit M: Citywide Bicycle-Related Collisions



2014 ATP SRTS
Infrastructure Improvements

Exhibit N: Citywide Student Proximity to Enrolled School

Exhibit O: Project Focused Stakeholder Outreach

(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 - Menlo Avenue Elementary School and West Vernon Avenue Elementary School

---

1 Background

School area walk audits at eight local K-12 schools from Tuesday, March 25th, through Thursday, March 27th 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
28th 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

Menlo Elementary faculty and staff concerns included poor pavement conditions on 41st Street, a lack of crossing guard at the intersection of Menlo Avenue and 42nd Street, students biking and skateboarding in the roadway on 42nd Street, a lack of bike parking on campus, and litter along Hoover Street. Recommendations for improvements included adding high visibility crosswalks, a crossing guard, and other traffic calming measures such as curb extensions or chicanes, installing bike parking, designated drop–off and pick-up locations on each block by grade level, and improvements such as bike turn boxes at the offset intersection of Hoover Street and 42nd Street.

At West Vernon Elementary the most common concerns involved speeding vehicles on Broadway and Grand Avenue, and motorists' failing to yield to pedestrians at major crossings along, W Vernon Avenue, Broadway, Grand Avenue, and 42nd Street. The intersections of Grand Avenue and 42nd Street, Grand Avenue and Vernon Avenue, Broadway and Vernon Avenue, Broadway and 43rd Street, Broadway and 42nd Street, and San Pedro Street/Place and 41st Place were all identified as very dangerous intersections. Heavy congestion along Grand Avenue and 43rd Street was attributed to double parking and traffic signal timing issues. The intersection of 43rd Street and Main Street was identified as a problem intersection with a history of pedestrian collisions, gang activity, graffiti and other illicit behavior.

Recommendations for improvements around West Vernon Elementary School included adding Rectangular Rapid Flash Beacons (RRFB) at dangerous crossings, adding crossing guards, stop signs, and other traffic calming improvements such as speed humps. Improved lighting and reducing the length of the bus loading zone on 43rd Street were also suggested by school staff.

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
Menlo	No valet program - used to exist
Menlo	"Major Movers" - Police uses this guidance
Menlo	No assigned officers (SRO) at elementary schools
Menlo	1-2 bikes at most, probably no written policy about bicycling to school
Menlo	Poor pavement quality on streets
Menlo	Stop sign compliance not good
Menlo	Congestion from kids constantly crossing - need a guard to let masses of kids cross
West Vernon	Homeless - Parents avoid, enforcement is ineffective, homeless is a serious situation
West Vernon	Address AM/PM circulation around school
West Vernon	Focus on driving/parking issues would help - parking(more), bulb-outs ok, patrol intersections

School	General Concerns/Comments
West Vernon	42nd Street parking situation is complicated, no parking but have to go fast because of fear of ticket. Ticketing makes double parking and running! If parking were allowed there would be less unsafe movements
West Vernon	Have street sweeping not at peak school time.
West Vernon	Alley behind parking lot - gathering/smoking - exposure to things they shouldn't
West Vernon	12 hour day: Parents work requires drop off and car use, single + 2 jobs + desire to be here reduces ability to walk

BICYCLE FRIENDLY STREETS//SAFE ROUTES TO SCHOOL COUNTERMEASURES

Traffic Circle

High-Visibility Crosswalk

Traffic circles help to minimize through-bicycle and cross-vehicle conflicts. When designed correctly, they can also help to calm traffic and reduce vehicle speeds in residential neighborhoods.

High-visibility crosswalks are enhanced crosswalks that clearly define the pedestrian space and help to deter vehicle encroachment. Several crosswalk configurations exist, but the new standard in the City of Los Angeles is the "Continental" crosswalk shown here.

Curb Extension/Bulb-out

Rectangular Rapid Flash Beacon (RRFB)

Curb extensions or Bulb-outs can provide several important traffic calming and safety benefits. They effectively shorten the crossing distance for pedestrians, provide improved visibility at intersection corners, allow space for plantings, stormwater catchment, or other street furnishings. They can be installed at intersections or mid-block and typically occupy space in the parking lane.

Rectangular Rapid Flash Beacons (RRFB) are a very effective user-activated enhanced crossing beacon used at unsignalized intersections or mid-block crossings on multi-lane, high volume roadways.

Speed humps provide traffic calming via vertical deflection. They are typically placed in a series and across the entire width of the roadway. They are most useful along Bicycle Friendly Streets and Class III Bicycle Routes.

Speed Hump

Bike Box

Bike boxes are a designated area located at the head of a traffic lane at a signalized intersection that provides bicyclists with a safer more visible space to get in front of queuing motorized traffic during the red signal phase. Motor vehicles must queue behind the white stop line at the rear of the bike box. No right turns on red, and a separate signal phase should be incorporated into the intersection design.

Loop Detectors are installed within the roadway to allow the presence of a bicycle to trigger a change in the traffic signal. This allows the bicyclist to stay within the lane of travel without having to maneuver to the side of the road to trigger a push button. At intersections, loop detectors should have a pavement marking that indicates how or where cyclists must position themselves to be detected.

Loop Detector

Pedestrian-scale Lighting

Pedestrian-scale lighting improves visibility for both pedestrians and motorists - particularly at intersections. Pedestrian-scale lighting can provide a vertical buffer between the sidewalk and the street, defining pedestrian areas. Pedestrian-scale lighting should be used in areas of high pedestrian activity.

Raised Medians

Shared-Lane Marking or "Sharrow"

Raised Median Refuge Islands are located at the mid-point of a marked crossing and help improve pedestrian and bicyclist safety by allowing crossings at one direction of traffic at a time. Raised refuge islands minimize pedestrian and bicyclist exposure by shortening crossing distances and increasing the number of available gaps for crossing. Raised medians can also serve as de facto traffic diverters.

Shared-lane Markings (SLM) or "Sharrows" are used to encourage bicycle travel and proper positioning within the lane on low speed, low volume Bicycle Friendly Streets. In constrained conditions, the SLMs are placed in the middle of the lane. On a wide outside lane, the SLMs can be used to promote bicycle travel to the right of motor vehicles. In all conditions, SLMs should be placed outside of the door zone of parked cars.

Bicycle Signal Head

Bi-directional Curb Ramps

Bicycle Signal Heads are an electrically powered traffic control device that should only be used in combination with an existing traffic signal. Bicycle signals are typically used to improve identified safety or operational problems involving bicycle facilities. Bicycle signal heads may be installed at signalized intersections to indicate bicycle signal phases and other bicycle-specific timing strategies. Bicycle signals can be actuated with bicycle sensitive loop detectors, video detection, or push buttons.

Bi-directional Curb Ramps are the design elements that allow all users to make a smooth transition from the street to the sidewalk. Bi-directional curb ramps ensure that the sidewalk is accessible from both crossing directions, and thereby minimizes exposure in the roadway.

No Right-Turn on Red

Designated School Loading Zone

No Right-turn on Red signage helps to ensure that vehicles are not encroaching on pedestrian crosswalks or the bicycle travel space. They are especially necessary where bike boxes are installed.

Designated School Loading Zones are organized drop-off and pick-up locations that improve safety and help to reduce some of the common challenges associated with the high pedestrian volumes at these times, including speeding, double parking, u-turns, mid-block crossings, and congestion.

Offset Intersection

Center Left-turn Lane

Offset-intersections can be challenging for pedestrians and bicyclists who are required to briefly travel along the busier cross street in order to continue along their route. This photo illustrates one such solution for bicyclists; a two-way cycle track connection. Such treatments should include wayfinding and pavement markings to direct pedestrians and bicyclists.

Center Left-turn Lanes can be used on BFS connectors with sufficient traffic gaps. Bicyclists cross one direction of traffic and wait in a protected space for a gap in the other direction.

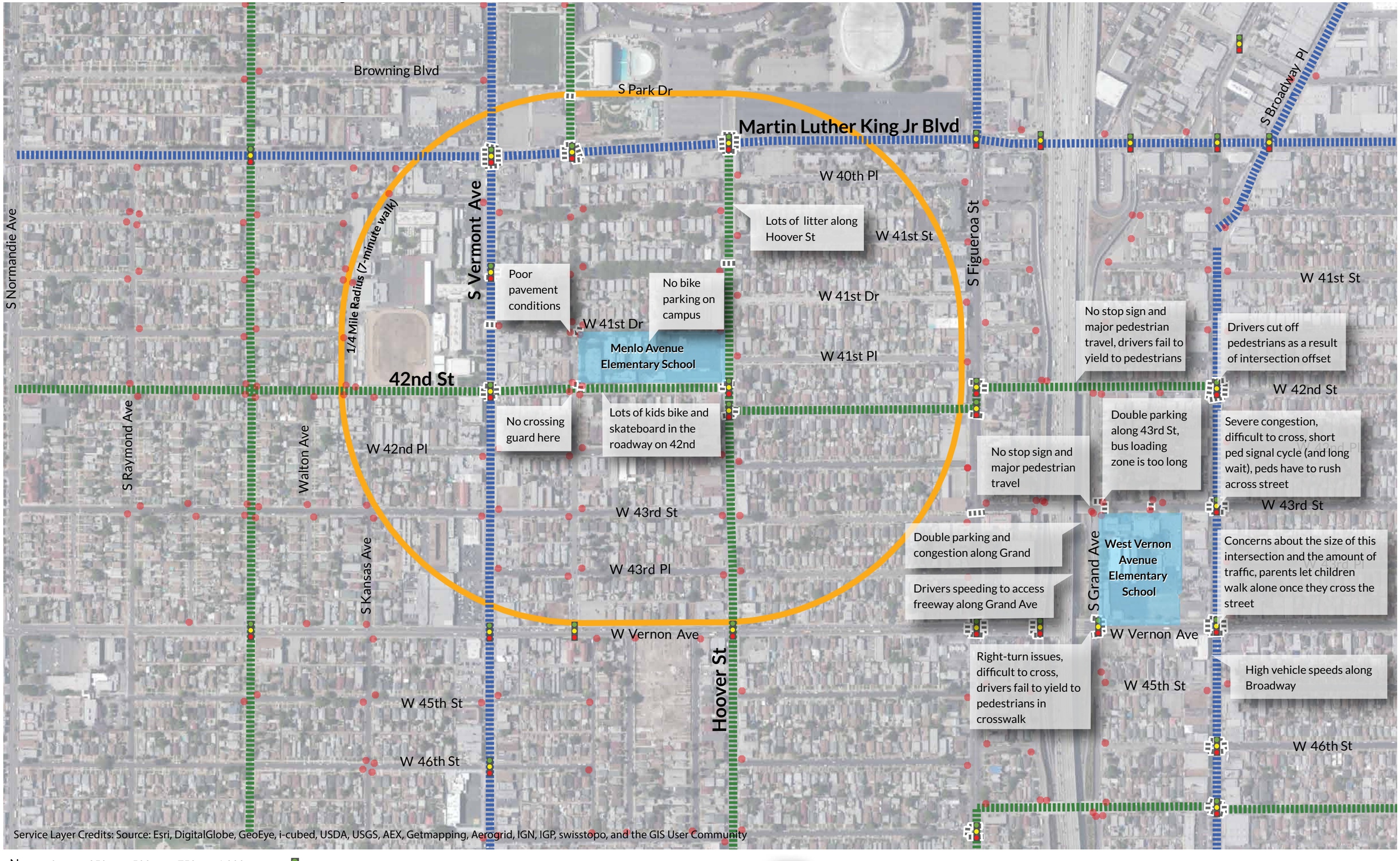
Exhibit P: Community Concerns and Comments

(see next pages)

May 2014 LAUSD School Walk Audit Maps

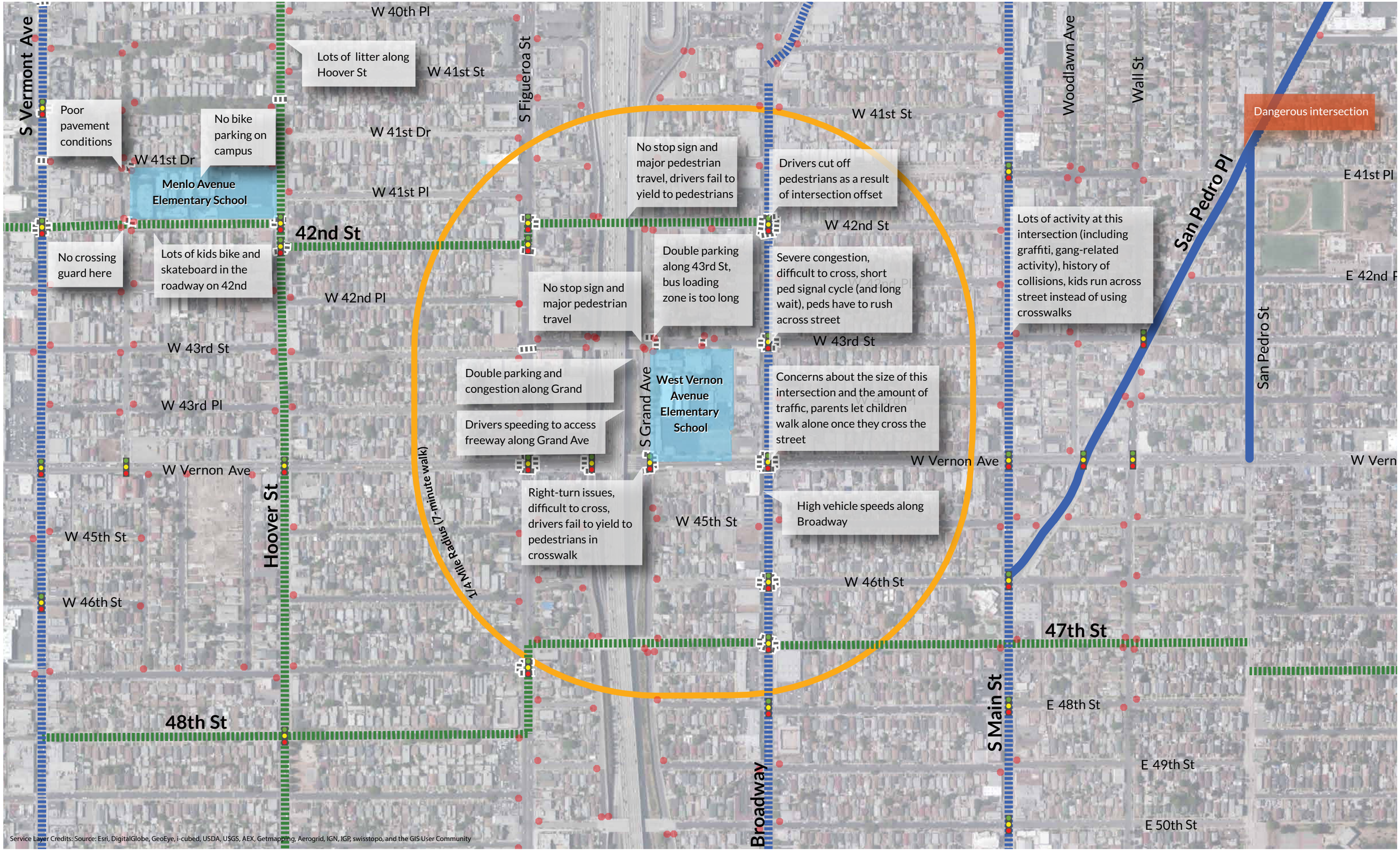
Menlo Avenue Elementary School and West Vernon Avenue Elementary School

alta PLANNING + DESIGN



Menlo Avenue Elementary School
Community Concerns and Comments

Menlo Avenue Elementary School - Community Recommendations



West Vernon Avenue Elementary School
Community Concerns and Comments

Add speed humps and RRFB

Add RRFB?

Add stop sign, RRFB, and/or crossing guard

Improve lighting on 43rd to support kids after school activities in neighborhood

Reduce length of bus loading zone

Crossing guards at all intersections around campus

Remove/relocate crossing guard on Figueroa St? Add RRFB?

Add speed humps to grand near valet drop-off zone

Menlo Ave Elementary School

West Vernon Avenue Elementary School

W 41st St
W 41st Dr
W 41st Pl
W 42nd St
W 42nd St
W 42nd Pl
W 43rd St
W 43rd Pl
W Vernon Ave
W Vernon Ave
W 45th St
W 46th St
W 47th St
W 47th Pl
E 41st Pl
E 42nd Pl
E 43rd St
E 43rd Pl
E 45th St
E 46th St
E 47th St
E 47th Pl
S Hoover St
S Main St
Woodlawn Ave
Wall St
San Pedro Pl
S Grand Ave
S Figueroa St
S Broadway
S Flower St
Hoover St
Orchard Ave
Wesley Ave
1/4 Mile Radius (7-minute walk)

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

N

0 125 250 500 Feet

Traffic Signal
Stop Signs
Crosswalks
Existing Bike Lanes
Proposed Bike Lanes
Proposed Bike Friendly Street

West Vernon Avenue Ele mentary School - Community Recommendations

Exhibit Q: Detailed Engineer's Estimate

(see next page)

Detailed Engineer's Estimate
For Construction Items Only

Agency: LADOT

Project Name: Menlo ES and West Vernon ES

Location: South Los Angeles

Date of Estimate: May 1, 2014

Item No.	Description	Quantity	Units	Unit Cost	Total
1	**Mobilization**	**1**	**LS**	**$40,000**	$40,000
2	**Traffic control**	**1**	**LS**	**$10,000**	$10,000
3	**Corner Curb Extension**	**26**	**EA**	**$50,000**	$1,300,000
4	**Curb Extensions and/or Median Islands**				
	Detail A	**1**	**LS**	**$473,800**	$473,800
	Detail B	**1**	**LS**	**$162,785**	$162,785
	Project notes 3 & 4 (ref islands)	**1**	**LS**	**$80,000**	$80,000
6	**Access Ramps**	**8**	**EA**	**$3,500**	$28,000
7	**Speed Hump**	**12**	**EA**	**$5,000**	$60,000
8	**Continental Crosswalk (per leg)**	**45**	**EA**	**$2,500**	$112,500
9	**Traffic Striping, Signs, & Curb Markings**	**1**	**LS**	**$75,000**	$75,000
10	**Rectangular Rapid Flashing Beacon**	**3**	**EA**	**$25,000**	$75,000
11	**New Traffic Signal**	**1**	**EA**	**$200,000**	$200,000
12	**Signal Modification**	**7**	**EA**	**$50,000**	$350,000
13	**Modify Signal Timing**	**1**	**EA**	**$15,000**	$15,000
14	**Bicycle Loops**	**8**	**EA**	**$750**	$6,000
15	**Bicycle Pavement Markings**	**20**	**EA**	**$200**	$4,000
16	**New Trees**	**10**	**EA**	**$500**	$5,000
17	**Tree Wells**	**10**	**EA**	**$180**	$1,800
				Subtotal:	$2,998,885
				***Contingency:**	$299,889
	Construction Management/Construction Inspection				$494,816
				TOTAL CONSTRUCTION COST (TCC):	**$3,793,590**
	* Up to 10% Contingency may be included in Engineer's Estimate				
	PE/Final Design				$806,590
	ROW Cert (Utility Impact Analysis)				$10,000
	NEPA (Prelim Env. Ass. Form)				$3,000
	BID and Award				$15,000
	Project Management				$113,808
				TOTAL DESIGN:	**$948,397**
				TOTAL PROJECT COST (TPC):	**$4,741,987**

Exhibit R: Benefit/Cost Calculator

(see next page)

PROJECT DESCRIPTION

Please note that only yellow cells should be modified

Name of Project	SRTS Infrastructure Improvements
Project Location	Menlo ES and West Vernon ES
Type of Project	SRTS/Walk/Bike — *Enter Walking (for Sidewalks or Multi-Use Path) or Cycling*
Current Year	2014

TRAVEL CHARACTERISTICS

	No Build	Build		Annual Person Miles: No Build	Annual Person Miles: Build	Increased Person Miles	Reduced Vehicle Miles
Existing Demand (Daily Person Trips)	747	826	*Year* 2014	777,067	859,247	82,180	246,539
Forecast Demand (Daily Person Trips)	747	826	*Year* 2035	777,067	859,247	82,180	246,539
Length (miles)	2.85				IPM:RVM ratio	1	3

PED/BIKE CRASH HISTORY

Crash Severity	Number of B/P Crashes
Fatal Crashes	2
Injury Crashes (Total)	65
Injury Type A (severe)	
Injury Type B (moderate)	72
Injury C (minor)	
Property Damage Only (PDO)	
Total	67
Crash Analysis Period (Minimum 5 years)	5

Can be left blank if unknown

Existing Year Vehicular ADT

ADT	91,440
Year	2014

Forcast Year Vehicular ADT

ADT	95,500
Year	2035

Crash Countermeasures (Safety Improvements)		Project Includes?
pedestrian countdown signal heads	*Signalized Intersection*	Y
pedestrian crossing		Y
advance stop bar before crosswalk (bicycle box)		Y
pedestrian overpass/ underpass		N
raised medians/ refuge islands	*Unsignalized Intersection*	Y
pedestrian crossing (new signs and markings only)		Y
pedestrian crossing (enhanced safety features/ curb extensions)		Y
pedestrian signal		Y
bike lanes	*Roadway*	Y
sidewalk/ pathway (to avoid walking along roadway)		Y
pedestrian crossing (with enhanced safety features)		Y
raised pedestrian crossing		N

PROJECT COSTS

Capital Investment	$3,793,590.00	*Estimated Year Construction Begins*	2017	*Discount Rate Used to calculate Net Present Value*	4.0%
Annual Operations/ Maintenance Costs	$19,000.00	*Estimated Opening Year*	2019		

BENEFIT/COST SUMMARY

		NET PRESENT VALUE		
Year	Actual Year	ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION	ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION	ESTIMATED COSTS FOR PROJECT
CONSTRUCTION				
1	2017	$0	$0	$1,686,244
2	2018	$0	$0	$1,621,388
3	0	$0	$0	$0
4	0	$0	$0	$0
5	0	$0	$0	$0
OPENING YEAR				
1	2019	$301,458	$1,738,251	$21,020
2	2020	$289,863	$1,674,889	$20,212
3	2021	$278,715	$1,613,829	$19,434
4	2022	$267,995	$1,554,989	$18,687
5	2023	$257,687	$1,498,287	$17,968
6	2024	$247,776	$1,443,647	$17,277
7	2025	$238,246	$1,390,994	$16,613
8	2026	$229,083	$1,340,255	$15,974
9	2027	$220,272	$1,291,362	$15,359
10	2028	$211,800	$1,244,247	$14,769
11	2029	$203,654	$1,198,846	$14,201
12	2030	$195,821	$1,155,096	$13,654
13	2031	$188,290	$1,112,939	$13,129
14	2032	$181,048	$1,072,316	$12,624
15	2033	$174,084	$1,033,171	$12,139
16	2034	$167,389	$995,451	$11,672
17	2035	$160,951	$959,104	$11,223
18	2036	$154,760	$924,081	$10,791
19	2037	$148,808	$890,333	$10,376
20	2038	$143,085	$857,814	$9,977
TOTAL		$4,260,784	$24,989,899	$3,604,732

B/C RATIO	**8.11**

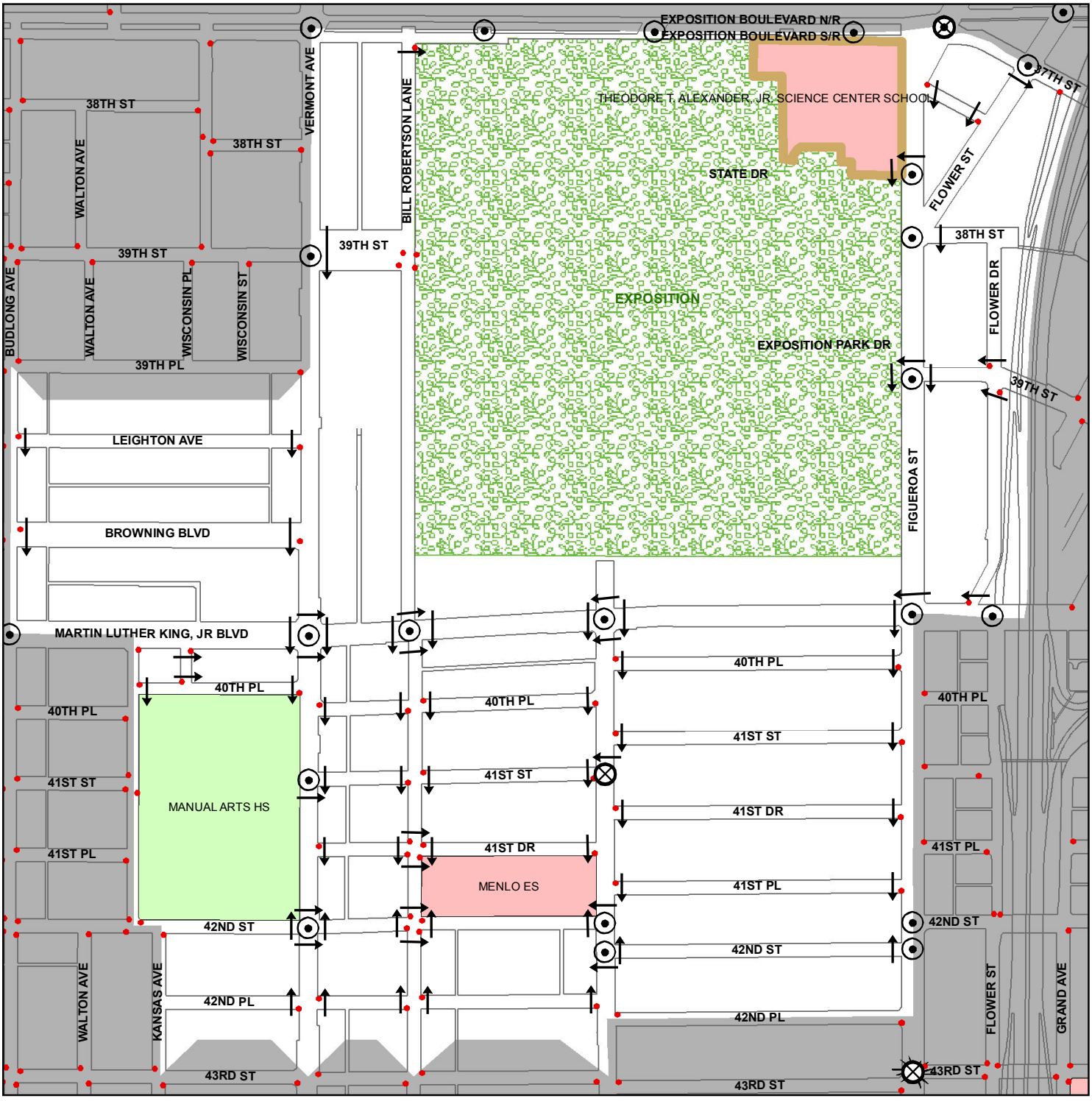
Exhibit S: Pedestrian Routes to School Map for Menlo Avenue ES

(see next page)

CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

August 2012

PEDESTRIAN ROUTES FOR MENLO AVENUE ELEMENTARY SCHOOL



Legend

- Recommended Crossing
- Stop Sign
- Traffic Signal
- Crossing Guard
- Flashing Warning Light
- Stairs or Walkway
- Pedestrian Bridge
- Pedestrian Tunnel
- Parks

N W E S

0 250 500

Feet

Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, selecione la ruta mas segura de su casa a la Escuela y marquelo con un lapis o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarce con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

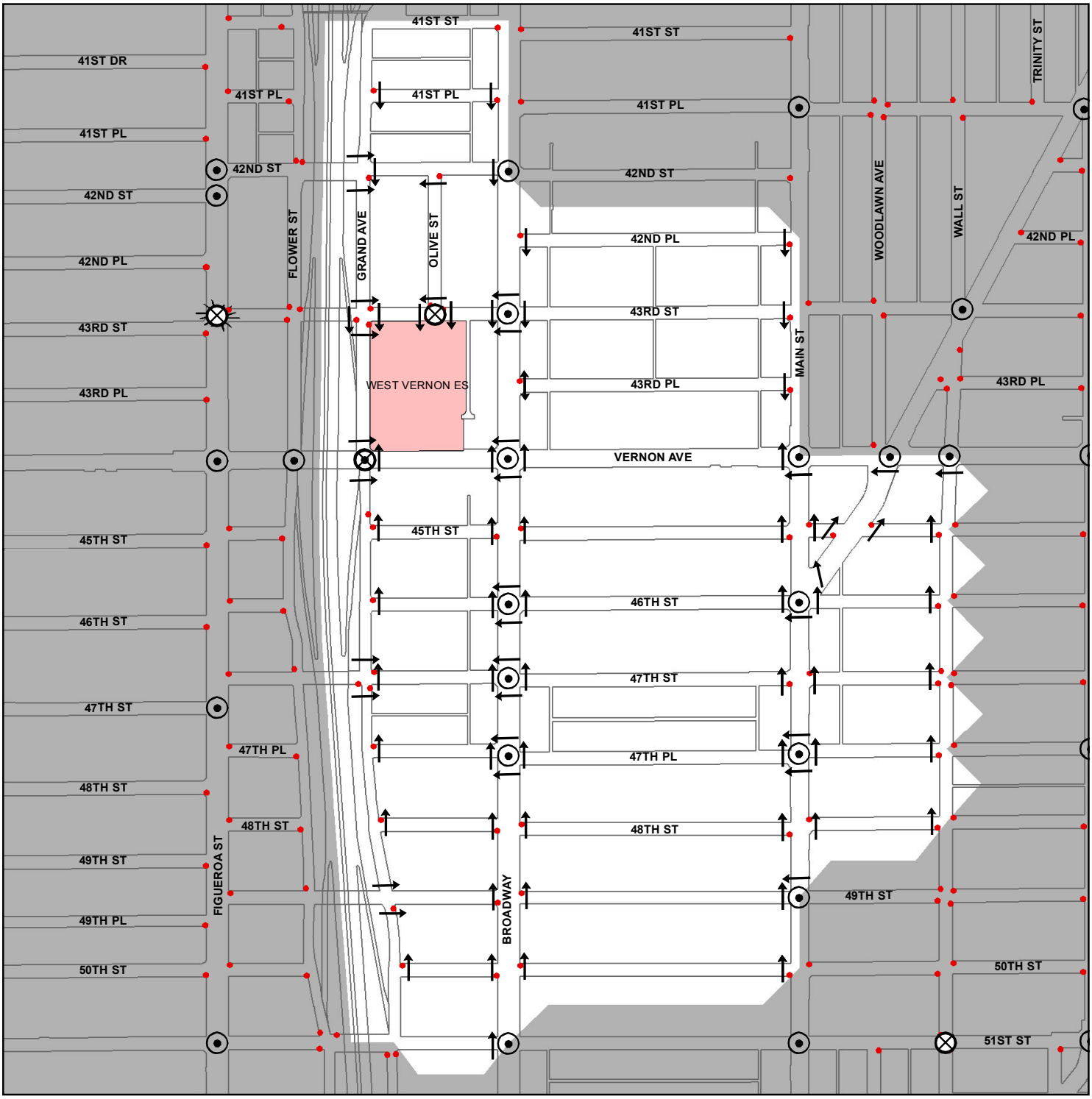
Exhibit T: Pedestrian Routes to School Map for West Vernon ES

(see next page)

CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

August 2012

PEDESTRIAN ROUTES FOR WEST VERNON ELEMENTARY SCHOOL



Legend

- Recommended Crossing
- Stop Sign
- Traffic Signal
- Crossing Guard
- Flashing Warning Light
- Stairs or Walkway
- Pedestrian Bridge
- Pedestrian Tunnel
- Parks

N W E S

0 250 500

Feet

Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, selecione la ruta mas segura de su casa a la Escuela y marquelo con un lapis o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarce con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

Exhibit U: Letters of Support

(see next page)

LOS ANGELES UNIFIED SCHOOL DISTRICT
Office of School Operations

Michelle King
Senior Deputy Superintendent, School Operations

John E. Deasy, Ph.D.
Superintendent of Schools

Earl R. Perkins
Assistant Superintendent

May 9, 2014

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

Re: 2014 Active Transportation Program, Safe Routes to School Infrastructure Grant Application for Breed, 28th Street, Huerta, Menlo, Selma, Sheridan, West Vernon, Quincy Jones Elementary Schools and Hollywood High School

Dear Mr. Mukri:

I am writing this letter in support of the City of Los Angeles' Department of Transportation (LADOT) application for funding from the 2014 Active Transportation Program (ATP), Safe Routes to School infrastructure projects, which will improve safety in the communities surrounding the schools listed above and increase student walking and bicycling to and from school.

The schools listed above were identified in an objective and data-driven process. The improvement objectives for each community surrounding these schools were developed by various stakeholders, who included: central office staff, school administrators, school staff, parent volunteers, and community members.

We wholeheartedly support the efforts of city officials and LADOT in applying for this grant as it will increase the safety of community members near our schools and in particular, school-aged youth as they commute to school on a daily basis.

Sincerely,

Earl R. Perkins, Assistant Superintendent
Office of School Operations

Los Angeles Unified School District
Menlo Avenue Elementary School
4156 Menlo Avenue ❖ Los Angeles, CA 90037
(323) 232-4291 Fax (323) 232-0696

John E. Deasy, Ph.D
Superintendent of Schools

Cheryl Hildreth
Instructional Area Superintendent

Jan Davis
Administrator of Operations

Vive J. Jones
Principal

May 14, 2014

To Whom It May Concern:

Menlo Avenue Elementary School supports the City of Los Angeles grant application for street improvements around our school. The Los Angeles Department of Transportation staff has met with school staff and parents to hear our personal and traffic safety concerns, and explained the process for developing and applying for funds. We are hopeful that the plans will be funded, as they are responsive to our needs for safer crossings, slower speeds, and more orderly loading. Should the improvements in the neighborhood around our school be constructed, we would expect to see more families walking and bicycling safely to school.

Because a large number of our students walk from surrounding homes to our school, the City of Los Angeles' funding application will serve most of our students. The identified speed reduction improvements to nearby low volume streets, coupled with crossing enhancements at higher volume streets will improve safety, a major concern for our campus. The proposed intersection and street improvements will also provide health, safety and mobility benefits to the community as a whole.

We also support the Non-infrastructure grant application for citywide Education, Encouragement, and Enforcement, and Enforcement Programs that will engage our community with a Traffic Safety Education Campaign and Toolkit, School Slow Zones, and a Crossing Supervision Action Plan. The pilot of these projects will enhance our understanding of effective ways to walk, bike and drive more safely in Los Angeles.

We enthusiastically support the consideration of the city of Los Angeles' Safe Routes to School projects for Active Transportation Program funding, and appreciate being a part of the collaborative planning process underway between the Los Angeles Unified School District, high priority LAUSD schools, and the LADOT.

Sincerely,

Vive Janice Jones
Principal

LOS ANGELES UNIFIED SCHOOL DISTRICT
West Vernon Avenue Elementary School
4312 SOUTH GRAND AVENUE, LOS ANGELES, CALIFORNIA 90037
TELEPHONE (323) 232-4218 FAX (323) 232-7801

JOHN E. DEASY, PH.D
Superintendent of Schools

ROBERTO A. MARTINEZ
Instructional Area Superintendent - East

LUPE BUENROSTRO
Principal

May 12, 2014

California Department of Transportation (Caltrans)
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for City of Los Angeles Active Transportation Program Grant Application

To Whom It May Concern:

West Vernon Elementary supports the City of Los Angeles' grant application for street improvements around our school. The Los Angeles Department of Transportation staff has met with school staff and parents to hear our personal and traffic safety concerns, and explained the process for developing and applying for funds. We are hopeful that the plans will be funded, as they are responsive to our needs for safer crossings, slower speeds, and more orderly loading. Should the improvements in the neighborhood around our school be constructed, we would expect to see more families walking and bicycling safely to school.

Because a large number of our students walk from surrounding homes to our school, the City of Los Angeles' funding application will serve most of our students. The identified speed reduction improvements to nearby low volume streets, coupled with crossing enhancements at higher volume streets will improve safety, a major concern for our campus. The proposed intersection and street improvements will also provide health, safety and mobility benefits to the community as a whole.

We also support the Non-Infrastructure grant application for citywide Education, Encouragement, and Enforcement programs that will engage our community with a Traffic Safety Education Campaign and Toolkit, School Slow Zones, and a Crossing Supervision Action Plan. The pilot of these projects will enhance our understanding of effective ways to walk, bike and drive more safely in Los Angeles.

We enthusiastically support the consideration of the city of Los Angeles' Safe Routes to School projects for Active Transportation Program funding, and appreciate being a part of the collaborative planning process underway between the Los Angeles Unified School District, high priority LAUSD schools, and the LADOT.

Sincerely,

Lupe Buenrostro
Principal

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6888 Tel
213.922.7447 Fax
metro.net

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 Schools Infrastructure Improvements for Menlo Avenue Elementary School and West Vernon Avenue Elementary School 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 Schools Infrastructure Improvements for Menlo Avenue Elementary School and West Vernon Avenue Elementary School 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 bicyling 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 Schools Infrastructure Improvements for Menlo Avenue Elementary School and West Vernon Avenue Elementary School for the ATP grant.

Sincerely,

Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

COUNTY OF LOS ANGELES
Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

CYNTHIA A. HARDING, M.P.H.
Chief Deputy Director

Division of Chronic Disease and Injury Prevention
Paul Simon, M.D., M.P.H.
Director

PLACE Program
Jean Armbruster, MA
Director
695 Vermont Avenue, 14th Floor
Los Angeles, California 90005
TEL (213) 351-1907 • FAX (213) 637-4879

www.publichealth.lacounty.gov

May 8, 2014

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

Re: 2014 ATP SAFE ROUTES TO SCHOOL GRANT APPLICATION –
INFRASTRUCTURE APPLICATION FOR WEST VERNON AND MENLO AVENUE ES

Dear Mr. Mukri:

The Los Angeles County Department of Public Health Policies for Livable Active Communities and Environments (PLACE) program would like to offer its support to the City of Los Angeles in its application for the 2014 Active Transportation Program (ATP) funding for Safe Routes to School Infrastructure projects which propose to improve safety and increase walking and biking for the West Vernon and Menlo Avenue Elementary Schools.

SRTS programs that provide education, encouragement and enforcement activities can improve health and safety. Studies have demonstrated that cities with existing SRTS program have experienced increases in the proportion of biking and walking trips and the safety and mobility of non-motorized users. 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 district and candidate school administrators, educators, parent volunteers, and community members to inform their application.

We support the efforts of LADOT and city officials in obtaining this grant to assist and enhance pedestrian, bicycle, and automobile traffic mitigation along the neighborhood streets within our community. The installation of proposed elements 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.

Respectfully,

Jean Armbruster, MA
Director, PLACE Program

THE NEW 9th
COUNCILMEMBER
CURREN D. PRICE, JR.

May 12, 2014

California Department of Transportation (Caltrans)
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for City of Los Angeles Active Transportation Program Grant Application

To Whom It May Concern:

As the representative for Council District 9 I am supportive of the City of Los Angeles' application for safety improvements around Menlo & West Vernon Elementary. The Los Angeles Department of Transportation has diligently documented the pedestrian and vehicle patterns around these schools and taken the time to not only meet with parents but the community at large as well. They have been clear and consistent in their approach to gathering support, and we are happy to be a collaborative partner in this process.

The City's application supports our most needy schools – those with a large number of collisions within close proximity, a high percentage of free and reduced mean subscription, and importantly, a large number of students living within walking distance. We are hopeful that the plans will be funded, as they are responsive to our needs for safer crossings, slower speeds, and more orderly loading. The method for developing the application was a straightforward and rigorous process that set the stage for an ongoing collaborative and proactive relationship between our administration, police, school leaders, parents, and community members.

In addition to the infrastructure grant I am also supportive of the Non-Infrastructure grant application for citywide Education, Encouragement, and Enforcement programs that will engage our community with a Traffic Safety Education Campaign and Toolkit, School Slow Zones, and a Crossing Supervision Action Plan. The pilot of these projects will enhance our understanding of effective ways to walk, bike and drive more safely in Los Angeles.

The Council District was active in organizing and promoting community workshops. The proposed intersection and street improvements will also provide health, safety and mobility benefits to the community as a whole.

Sincerely,

CURREN D. PRICE
Councilmember, 9th District

Valerie Watson <valerie.watson@lacity.org>

* Google Drive Link* 2014 ATP SRTS Applications - City of Los Angeles

Bo Savage <bsavage@lacorps.org> Thu, May 15, 2014 at 7:04 AM
To: Calcc Calcc <calocalcorps@gmail.com>, Dan Knapp <dknapp@lacorps.org>, "valerie.watson@lacity.org" <valerie.watson@lacity.org>

Hi Cynthia,

The LA Corp would like to be part of the school safety application. We believe our young people could be a great help in the outreach and education campaigns.

As for the rest of the applications, we are not interested in working on them.

Thanks

Bo

Bo Savage

Division Director of Conservation Programs

Los Angeles Conservation Corps

P.O. Box 15868

Los Angeles, CA 90015

p:213-362-9000 ext 238

c:213-210-7619

www.lacorps.org

The primary mission of the LA Conservation Corps is to provide at-risk young adults and school-aged youth with opportunities for success by providing them with job skills training, education and work experience with an emphasis on conservation and service projects that benefit the community.

From: Calcc Calcc [mailto:calocalcorps@gmail.com]
Sent: Wednesday, May 14, 2014 6:35 PM
To: Bo Savage; Dan Knapp; valerie.watson@lacity.org
Subject: Fwd: * Google Drive Link* 2014 ATP SRTS Applications - City of Los Angeles

Good afternoon,

Please review the attached ATP Application. Please respond and let me and the applicant (Valerie, copied here) know if LACC would like to participate, and if so, what parts of the project you can contribute to.

Thanks,
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

---------- Forwarded message ----------
From: **Valerie Watson** <valerie.watson@lacity.org>
Date: Tue, May 6, 2014 at 8:26 PM
Subject: * Google Drive Link* 2014 ATP SRTS Applications - City of Los Angeles
To: Virginia.Clark@ccc.ca.gov, calocalcorps@gmail.com
Cc: Margot Ocanas <Margot.Ocanas@lacity.org>, Pauline Chan <pauline.chan@lacity.org>

** Duplicate email with google drive link to download files in case our attachments were too large in other email. **

https://drive.google.com/a/lacity.org/folderview?id=0B9hq6UOd3R_Zc3hvNEF5ZW5DOW8&usp=sharing

Hello Virginia and Cynthia,

Attached please find documentation of our City of Los Angeles applications for Safe Routes to School funding to the 2014 ATP Call for Projects for your assessment on partnering suitability.

The following 6 applications are covered:

1. Infrastructure: SRTS Infrastructure Improvements for Hollywood HS and Selma ES
2. Infrastructure: SRTS Infrastructure Improvements for Breed ES and Sheridan ES
3. Infrastructure: SRTS Infrastructure Improvements for Huerta ES, 28th St ES, and Jones ES
4. Infrastructure: SRTS Infrastructure Improvements for Menlo ES and West Vernon ES
5. Non-Infrastructure: Education, Encouragement and Enforcement Activities
6. Non-Infrastructure: Comprehensive School Assessment Studies and Travel Plans

If you have any questions please do not hesitate to contact us.

Best,

Valerie

Valerie Watson
Assistant Pedestrian Coordinator
City of Los Angeles Department of Transportation
Active Transportation Division

100 S. Main Street, 9th Floor
Los Angeles, CA 90012
e-mail: valerie.watson@lacity.org
phone: (213) 928-9706