

ACTIVE TRANSPORTATION PROGRAM CYCLE 1 APPLICATION

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

Project name:

For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA
___DAC ___Non-DAC ___Plan

TABLE OF CONTENTS

Sections

I.	General Information.....	1
II.	Project Information.....	8
III.	Screening Criteria.....	10
IV.	Narrative Questions Q1-Q8.....	12
V.	Project Programming Request.....	See Attachment A
VI.	Additional Information.....	4
VII.	Non-Infrastructure Schedule Information.....	N/A
VIII.	Application Signatures.....	6
IX.	Additional Attachments:	

Attachments

Attachment A Project Programming Request (PPR).....	27
Attachment B Project Location Map(s).....	31
Attachment C Project Plan(s).....	32
Attachment D Detailed Engineer’s Estimate.....	42
Attachment E Regional Plan Excerpts.....	44
Attachment F Forecast.....	54
Attachment G Collision Data.....	59
Attachment H Public Participation Documents.....	61
Attachment I Benefit Cost Tables.....	67
Attachment J Disadvantaged Communities Map.....	71
Attachment K Color Photos.....	72
Attachment L Letters of Support.....	82

I. GENERAL INFORMATION

Project name:

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested \$ _____ Matching Funds (If Applicable) \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # _____ of _____ (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
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>	

Master Agreements (MAs):

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

Partner Information:

14. Partner Name*:	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:

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:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
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

**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

Project name:

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.

Project name:

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)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$

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

Amount

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

*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

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

Amount

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

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

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

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

Project name: County of Los Angeles DPW - Vermont Avenue Bike Lanes

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: 
Name: Allan Abramson
Title: Senior Civil Engineer

Date: 5/14/14
Phone: (626) 458-3950
e-mail: aabrams@dpw.lacounty.gov

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: Patrick V. DeChellis
Title: Deputy Director

Date: 5/14/14
Phone: (626) 458-4004
e-mail: pdechellis@dpw.lacounty.gov

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Project name:

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

The Vermont Avenue Bike Lane project is located in the unincorporated West Athens community of unincorporated Los Angeles County, South of downtown Los Angeles and East of the Los Angeles International Airport. The project limits are from Manchester Boulevard to El Segundo Boulevard, as shown on the vicinity map in Attachment B. This is a north-south corridor of travel. The proposed bikeway will be installed along the west side of Vermont Avenue in County of Los Angeles' road right-of-way.

2. Project Coordinates

Latitude	33°56'18.2472" N
Longitude	118°17'29.7492" W

3. Project Description

The Vermont Avenue Bike Lane project consists of construction of 3 miles of Class II bike lanes along the County of Los Angeles' road right-of-way. The project is being installed on southbound Vermont Avenue only. The City of Los Angeles completed the majority of Class II northbound bikeway in 2012. Once the County project is implemented and the City of Los Angeles completes the gaps between 79th and 88th Streets and I-105 to 120th Street, there will be continuous bike lanes for 4.6 miles from Gage Ave. in the North to El Segundo Blvd. in the South. In addition to the bicycle lane, the County will install up to 14 short-term bicycle parking racks in key locations near shopping, parks, transit facilities, and other major destinations within the project limits using staple-type racks.

This project completes the missing transit- bike linkages and provides much needed alternative mobility options not only to the transit patrons of the Vermont Green Line light rail station in Southern California but also to this disadvantaged highly transit dependent community. This project is among many Transit Oriented Districts along the Green Line that are underway and will compliment future high density residential developments with bikeway connections to the transit lines.

A small 800-foot portion of the roadway between 117th and 119th Street will require a 6 foot median reduction and associated pavement work on the west side to allow for the proposed striping of the continuous Class II bicycle facility and proposed lane configuration. The acquisition of the small portion of property from Union Pacific Railroad (UPRR) is needed in order to provide enough roadway width to accommodate the bike lane without disrupting the current parking configuration. UPRR has already agreed to this acquisition and Right of Way ID Map and other documentation has been prepared. New sign postings will be installed along the project limits and twenty short-term bicycle parking racks will be provided using staple type bicycle racks in key locations near shopping, parks, transit facilities, and other major destinations within the project limits. The existing traffic signals at West 92nd Street, Colden Avenue, Century Boulevard, 108th Street, Imperial Highway and 120th Street will be modified to accommodate bicycles.

4. Project Status

The project has received its environmental clearance under California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The project will not require any street widening or major pavement work and is Categorical Exempt under both CEQA and NEPA.

The implementation schedule has been developed based on the proposed scope of work and preliminary investigations. The project is being installed on southbound Vermont Avenue only. The City of Los Angeles completed the majority of Class II northbound bikeway in 2012. Existing accommodations for pedestrians include curb ramps, pedestrian crossing markings, and signage. UPRR has agreed for the small parcel acquisition and all preliminary right-of-way engineering has been completed. The County has performed preliminary engineering and identified restriping reconfiguration of the 3 mile stretch. The project final design funds are being secured through California Transportation Commission at their June 2014 meeting. After allocation of design funds, the County will complete the final design. The County of Los Angeles Department of Public Works has full time environmental experts, surveyors, traffic engineers, road and structural design civil engineers, landscape architects, mapping and right-of-way engineer and appraisers, geotechnical staff and laboratories, construction inspectors and contract management, and road maintenance personnel that have demonstrated over decades to deliver such project in a very timely and cost-effective manner.

III. SCREENING CRITERIA

1. **Demonstrate the Needs of the Applicant**

Describe the need for this project and/or funding

The project is needed to complete the bicycle access to the Metro Green Line. Currently only a northbound facility is available. This project will close a gap in the bicycle network by making a complete set of bikeways available to cyclists needing to access and egress the Metro Green Line Vermont Station. The Project will provide bike safety improvements by linking Vermont Avenue to the Vermont Green Line Station in

the heavily transit-dependent disadvantaged community.

The residents of the area and bikeway communities have demanded the bike lanes on Vermont Avenue to close the gap in the bikeway network and have access to the transit line. Presently there are unsafe conditions for cyclists to travel through this corridor. Vermont Green Line Station is a designated Transit Oriented District and several plans exist for future high density residential developments which will be complimented with bikeway connection to the transit line and help reduce congestion and improve air quality and mobility. The project will provide safe biking facility with high visibility.

The project will directly connect with the Metro Green Line, which provides service to the Los Angeles International Airport and associated employment opportunities, and links up with the Blue Line at the Wilmington Station. It will provide a direct connection to the Vermont bike-transit hub and will improve accessibility to other transit hubs/stations along the Green Line such as Harbor Freeway, Avalon, and Crenshaw.

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.

The Project supports regional transportation goals, including those of SCAG and Metro. The 2012 SCAG Regional Transportation Plan has the following goals: 1: Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2: Develop an Active Transportation Friendly Environment throughout the SCAG Region, and 3: Increase Active Transportation Usage in the SCAG Region. The 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system. Finally, this Project directly supports Metro's First/Last Mile Strategic Plan (2014).

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 among students.

A complete project current counts and forecast is included in the attachment F.

Currently we estimate net increase in bicycle ridership at 65,237 bike trips which is over 11 percent net increase in bikeway usage for the project location .

Under the current conditions, there is limited bicycle facility in the vicinity of the project. While the project area has a well-connected sidewalk network for pedestrians, it lacks designated bicycle routes which in turn creates an uninviting, dangerous environment for bicyclists. Because of this, many residents that may have otherwise utilized bicycles as a mode of transportation to work and other destinations instead may rely on vehicles. The development of these bicycle facilities will promote increased bicycle ridership by providing a safer, more accessible, and more visible bike lane that directly connects to the Vermont Avenue Green Line Station.

The project is going to fulfill Metro's strategy shift toward developing local bikeways to enhance/facilitate more public transit usage by improving accessibility to public transportation rather than just building longer bikeways.

The major regional goals as outlined in the BTSP include integrating the use of bicycles in all transit modes and TOD development, promoting bicycling as a viable transportation mode, and improving air quality and health for the population.

The Vermont bikeway project would help fulfill these goals by offering better

bicycle access and parking to an important TOD area within the bikeway network. It would also enhance bicycle usage in Los Angeles County in general and the County of Los Angeles unincorporated community of West Athens in particular.

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

The net increase in bicycle ridership is estimated at 11% (half the standard increase for a bicycle lane because the lane will be in one direction only). The estimating methodology was provided by Metro and is described below and in Attachment F.

In order to estimate the potential new users of the facility, we first estimated the existing users. This process involved estimating the trips in the travel shed based on population of census tracts within 1 mile of the project, the average daily trips of the street or parallel corridor, and actual bike counts mentioned above. The percent of trips made by bicycle was estimated based on 2010 census commute mode share and the mode share for all trips in the 2012 Caltrans Household Travel Survey.

To be more specific, 2010 Census data were downloaded at the Census Tract level from US Bureau of Census. These tabular data were combined with Census Tract Boundary GIS file, also from the US Bureau of Census, using ArcGIS 10.0 so that the Census information could be referenced by geographic locations. Also, a project location GIS file was created based on US Street Centerline file. The project location was then used to create a 1 mile travel shed using the "Buffer" technique. Once the travel shed was identified, socioeconomic information, such as population, income, commute mode share, and age, was extracted for the travel

shed.

Other primary data sources include SCAG identified, socioeconomic information, such as population, income, commute mode share, and age, was extracted for the travel sources provided existing pedestrian counts, bicycle trip counts, and Average Daily Traffic (ADT) along parallel streets in the project area, which were used to estimate existing pedestrian and bicycle trips within the travel shed.

The model is described in more detail and shown in Attachment F.

- 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.

The project provides enhanced access and connects to several major activity centers. Schools include the University of Southern California and Cal State University Dominguez Hills, Inglewood High School, Compton High School, and several other elementary, adult, and technical schools and training centers. Major employment centers include several hospitals and medical centers, post offices, various county agencies, and retail, commercial, entertainment, and recreation centers.

The project will directly connect with the Metro Green Line, which links up with the Blue Line at the Wilmington Station. It will provide a direct connection to the Vermont bike-transit hub identified in the BTSP and will improve accessibility to other transit hubs/stations along the Green Line such as Harbor Freeway, Avalon, and Crenshaw.

- 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.

The project is essentially a bike gap closure project that will bridge the gap between the existing bike route on W. 98th Street and the bike lane in the southern portion of

Vermont Avenue. Additionally, it will provide a southbound bike lane, where currently only a northbound facility is in place. The project will also increase access to other bike lanes and routes in the City of Gardena and routes that join with the 98th Street bike route as shown in the Metro Bike Map. ⁱ

The County is working cooperatively with the City of Los Angeles, as the City is working on a separate project that will connect and extend our County's proposed project north to Gage Avenue. Lastly, the project will provide connectivity between the local networks and the regional bike trails and routes in Los Angeles County. Once the County project is implemented and the City of Los Angeles completes the remaining gaps between 79th and 88th Streets and between Interstate 105 to 120th Street, there will be continuous bike lanes for 4.6 miles from Gage Ave. in the North to El Segundo Blvd. in the South.

The project will provide connectivity between the local networks and the regional bike trails and routes in Los Angeles County. Additionally, it will bridge the gap between the existing bike route on W. 98th Street and the bike lane in the southern portion of Vermont Avenue. Finally, the project will increase access to other bike lanes and routes in the City of Gardena and routes that join with the 98th Street bike route as shown in the Metro Bike Map. ⁱⁱ

In terms of a barrier to mobility, currently the southbound direction of Vermont Ave. is not a hospitable environment for bicyclists, with heavy auto traffic and including commercial trucks and transit buses. The bicycle lane will improve mobility by making the environment more safe and hospitable for bicyclists.

West Athens community within the project location is highly oriented towards walking and public transit for daily transportation. Local residents and workers

walk, bike, and take transit in numbers that far exceed other communities in Southern California.

Biking activity in general is motivated by both need and choice. Because West Athens is a very low-income community, many households do not have access to an automobile. The vast majority of households have no car or only one car. Accordingly, many household trips - to work, to do the shopping, to take the kids to school, are completed by walking or biking or by transit.

In addition, several Metro-owned and other properties near the Vermont Green Line Station are currently planned for dense, mixed-use transit-oriented developments that will add many hundreds of new residential units and thousands of daily trips to the area. As we add population to this already densely built community, it is essential that we provide biking infrastructure that will replace trips that could otherwise be made in automobiles.

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.

Bike and Pedestrian collision data is collected and included in Attachment G. The collision data shows numerous injuries and fatalities for pedestrians and cyclists. The proposed Class II bike lane has the potential to reduce fatalities and injuries by addressing inadequate bicycle facilities. The project will improve safety by closing a gap in the bicycle lane network, providing a southbound bike lane in the Vermont Avenue corridor where currently only a northbound bike lane is in place. The bike lane will help to separate bicyclists from motor vehicles, slow vehicle speeds, and

increase motorist awareness of the presence of bicyclists in the street.

Finally, biker safety is a serious concern in low-income and minority communities such, where residents are at a very high risk of involvement in traffic fatalities. A 2002 study by the *Los Angeles Times* found that fatal accidents are concentrated in densely populated urban neighborhoods, and that fatal accidents are heaviest in communities with large populations of Latinos and African Americans. Research by the Surface Transportation Policy Project demonstrates that bike accidents are a significant public health problem in California, particularly in Los Angeles County. According to the study, pedestrians killed as a percentage of total traffic fatalities is as high as 30% in Los Angeles County, compared to the state rate of 20%, and the majority of victims tend to be in low-income communities. Bike and Pedestrian injuries and deaths are correlated to income and other socioeconomic factors such as access to a car, unemployment, and low levels of education.

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

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

The Caltrans Local Roadway Manual assigns a crash reduction factor for bike and pedestrian collisions of 35 for bike lanes.ⁱⁱⁱ Based on the collisions described below, we estimate that this project could prevent close to 6 bike and pedestrian collisions per year. Of all the bike collisions in the reported period, over 53% of the collisions resulted from a bicyclist on the wrong side of the road or other “automobile right-of-way” situations. Providing a dedicated lane for bicyclists will help prevent bicyclists from riding on the wrong side of the road and from situations

where the right-of-way is in question.

- 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.

According to the California Statewide Integrated Traffic Record Systems (SWITRS), between 2003 and 2011 there were 37 collisions that involved pedestrians and 19 collisions that involved bicyclists in the project area. Of these collisions, 1 resulted in a fatality and 9 resulted in severe injuries (See Attachment G).^{iv} Additionally, motor vehicles operate on the streets on which the bike lanes are proposed. While our analysis does not include these collisions in our benefit cost ratio, studies have shown that installing bike lanes provides benefits to vehicles by narrowing lane widths and slowing speeds.^v

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.

The project was considered after numerous residents and bike groups request to close the bike gap in the system. The proposed Class II bikeway on Vermont Avenues is part of the County's Bicycle Master Plan, and the County conducted a series of outreach meetings to solicit community input for the Plan in February – March 2010, June 2010 and March 2011.

The proposed project also falls in line with Metro's goal from the 2006 Bicycle Transportation Strategic Plan (BTSP) of using a combination of transit modes and use of bicycles to alleviate congestion.

A series of public outreach meetings were conducted for the County's Bikeway Master Plan. Multi-lingual brochures, handouts, visual displays with detailed

information were presented to public. Public Input was logged and carefully incorporated in to the proposed project lists that were developed as a result of these meetings. The County revised the project scope as a result of these outreaches efforts. A copy of draft comments received and other public participation material is attached to this application as reference. The project is supported by numerous local groups, communities and City of Los Angeles. Letters of Support are included in the Attachment L.

Additional details including public notices and draft comments can be accessed at the County of Los Angeles Bikeway Master Plan webpage:

<http://dpw.lacounty.gov/pdd/bike/masterplan.cfm>

- B. Describe the local participation process that resulted in the identification and prioritization of the project:

The project was re-scoped as a result of public participation. There were several other routes considered for implementation of bikeways and then the final routes were chosen based on technical feasibility and public input. The project prioritization in the County's Bikeway Master Plan was based on several technical factors including community needs and public access to transit facilities.

Specifically, the following meetings were conducted where this project and several other County Bikeways currently included in the County's Bikeway Master Plan:

County Bicycle Master Plan Community Meetings 2/22/2010 – 3/25/2010

County Bicycle Master Plan Community Meetings 6/2/2010 – 6/30/2010

County Bicycle Master Plan Community Meetings 3/2011

The project is part of the effort, based on the Vermont Green Line Station TOD study, to revitalize the West Athens community area and its purpose is to create a distinct community identity in order to attract private investments and stimulate local

economic development that would benefit the residents. There is no known opposition to the proposed bike lane at the time when this application was being prepared. There have been meetings with the City of Los Angeles, the Second Supervisor District, the Los Angeles and San Gabriel River Watershed Council, Rivers and Mountains Conservancy, and Heal The Bay to determine what improvements should be implemented along the Vermont corridor, which includes the proposal to install a Class II bike lane along Vermont Avenue. Several bikeway groups are interested in the implementation of this bikeway facility and continually check the project development status with our department.

The County will conduct additional outreach meetings after expected allocation by California Transportation Commission in June 2014. These meeting agenda will be to introduce the project specific details to the community, and obtain input from local residents and other interested stakeholders and incorporate their suggestion and comments to the detailed design plans.

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

Yes

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?

The project can be found in the City of Los Angeles 2010 Bikeway Master Plan. It is also included in the County of Los Angeles Bikeway Master Plan.

The project fits into many of the policy objectives outlined in Metro's Strategic Plan such as enhancing bicycle and public transit relationships, bike to work programs, and funding commitments for proposed bikeway projects.

Overall, the project will become part of Metro's effort to reduce carbon dioxide

emissions and traffic congestion through bikeway improvement projects, as part of the 30-year planning look ahead.

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.

The first alternative considered was adding a bike route on Vermont Avenue due to its low cost and ease of construction. The west side of Vermont Avenue is under the jurisdiction of the County, whereas the eastern portion is under the City of Los Angeles. The city has proposed bike lanes be installed its side of the street; however, there is insufficient width on the west side to accommodate bike lanes with the current width. Vermont Avenue is also an arterial highway with high traffic volumes and parking is in high demand along Vermont Avenue. Thus a bike route was not a preferred alternative.

Another alternative was to place the bike lane in the existing median as there appears to be sufficient space. However, there are numerous safety issues in of crossing major intersections as well as existing left-turn pockets, not to mention such an approach is discouraged by the Caltrans Design Manual.

Based on the above, the installation of a bike lane was chosen as the preferred alternative. As Vermont Avenue is a designated truck and transit route, a bike lane would enhance the safety of the riders. Adding the bike lane would also enhance the TOD area around the Green Line Station as the bike lane would be more suitable to induce increased cycling than a bike route would.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds

The benefit estimation is derived based on information from three data sources; (1)

Bike/Pedestrian demand forecasts, (2) detailed cost estimates, and (3) the Benefit Factor developed by Victoria Transport Policy Institute (VTPI). The demand forecasting results provide increased bicycle and pedestrian miles as well as reduced vehicle traveled miles. These input values are then multiplied by economic benefits factors from VTPI which account for three main benefits by ATP type projects, including (1) changes in human health effects associated with increased active travel behaviors (i.e., walking and bicycling) and reduced driving as well as improved air quality (reduced CO2), (2) land use impacts created by more walkable and bikeable communities around the project area, and (3) other economic benefits associated with reduced travel miles, including parking cost savings, congestion reduction, and energy conservation. After the benefits are calculated, they are compared to direct project costs to calculate the lifetime Benefits Cost Ratio (BC ratio). The figure below illustrates the Cost-Benefit Model structure.

The estimated ratio of the benefits of the project relative to both the total project cost and funds requested are summarized in the table below. It should be noted that the BC ratio assumes a 20-year useful life and the costs and benefits have been adjusted to 2014 dollars.

BC Ratio Summary	Based on Total Project Cost	Based on Funds Requested
Benefits*	\$3,040,777	\$3,040,777
Direct Cost*	\$1,361,064	\$756,571
Benefits/Cost	2.23	4.02

* Cost and benefits have been adjusted to year 2014 dollars

*Benefits must directly relate to the goals of the Active Transportation Program.

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.

The proposed project's bike facilities and intersection improvements will improve public health by providing residents safer and more desirable conditions for biking and walking, encouraging increased active transportation in the surrounding community for commuting, utilitarian, and recreational purposes. Public health is a major concern in Los Angeles County; three of the six leading causes of death in L.A. County are heart disease (#1), stroke (#2), and diabetes (#6).^{vi} This project is located in area with obesity rate of 34.1%. The childhood asthma rate is 7.24% and the Type II Diabetes rate is 9.7%. By creating more opportunities for bicycle and pedestrian-friendly access to this transit-rich environment, the project will encourage the public to switch from driving to bicycling and using transit. The reduction in motor vehicle trips will help decrease harmful pollution and the increase in cycling will help reduce obesity, diabetes, and related heart diseases. While we have long known that exercise can address the high prevalence of obesity, recent research has established an even stronger relationship between transportation choices and public health. Finally, researchers have estimated anywhere from \$0.18 to \$8.00 of financial benefit to the health care system per mile bicycled or walked.^{vii} Our cost effectiveness analysis uses a very conservative estimate (for fitness only) of \$0.20 for biking and \$0.50 for walking.^{viii}

In summary, the proposed project will promote increased active transportation in a neighborhood of critical need by providing more safe and accessible bicycle and pedestrian facilities and by remedying the current conditions that discourage

walking and biking. Increased active transportation as a result of the Florence Blue Line Access project will result in tangible public health benefits to the community.

6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 POINTS)

- A. I. Is the project located in a disadvantaged community?
- II. Does the project significantly benefit a disadvantaged community?

Yes	No
x	
x	

- a. Which criteria does this project meet? (Answer all that apply)

- Median household income for the community benefited by the project:
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:

\$31,670

- b. Should the community benefitting from the project be considered to be 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.

With a population of 69,000, 31% are below the poverty line, the unemployment rate is 13.51%, 16.36% are without a car, and 18.7% receive food stamps.

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

The area surrounding most of the proposed project qualifies as a disadvantaged community under all three of the ATP criteria as shown in Attachment J. The proposed project will provide local and regional circulation benefits to residents, facilitating access to activity centers such as neighborhood schools, regional universities, and a variety of employers, museums, and entertainment venues in the area. By providing a connection to the Metro Green Line light rail line, with nearby connections to the Metro Blue Line light rail line, Harbor Freeway Transitway (busway), and future Crenshaw/LAX Light Rail Line, the project will provide residents access to a large variety of regional activity centers.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

The corps agencies can be contacted at:

California Conservation Corps: www.ccc.ca.gov
 Community Conservation Corps: <http://callocalcorps.org>

	Yes	No
A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner in the project.	Y	
B. The applicant has coordinated with the California Association of Local Conservation Corps (CALCC) to identify how a state conservation corps can be a partner in the project.	Y	
C. The applicant intends to use the CCC or a certified community conservation corps on all items where participation is indicated?	Y	
D. Name, email, and phone number of the corps contact person contacted that the date the project information was submitted.		

Date of Submittal: May 8, 2014	
CCC 1719 24 th St. Sacramento, CA 95816 Attn: Virginia Clark 916-341-3147 Virginia.Clark@ccc.ca.gov www.ccc.ca.gov	CALCC 1100 11 th St. Sacramento, CA 95816 Attn: Paige Brokaw 916-558-1516 callocalcorps@gmail.com Callocalcorps.org

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

Bike rack installation

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

Bike rack installation

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

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

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

Not Applicable. The County of Los Angeles Department of Public Works has been participating in Los Angeles County Metro's biennial Call For Project program since its inception in 1991. The County of Los Angeles Department of Public Works has delivered numerous active transportation (bikeways and pedestrian) projects with no failures. The County of Los Angeles Department of Public Works has also delivered numerous bikeway and pedestrian project under State's Bicycle Transportation Account (BTA) grants and State and Federal Safe Route to School grant programs meeting the project scope, goal and grant guidelines.

ⁱ http://media.metro.net/riding_metro/bikes/images/la_bike_map.pdf

ⁱⁱ Metro Bike Map: http://media.metro.net/riding_metro/bikes/images/la_bike_map.pdf

ⁱⁱⁱ "Local Roadway Safety, Version 1.1, April 2013" by Caltrans

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

^{iv} California Statewide Integrated Traffic Record Systems. Downloaded from tims.berkeley.edu

^v 2012. Measuring the Street: New Metrics for 21st Century Streets. New York City Department of Transportation.

^{vi} Obesity and Related Mortality in Los Angeles County. Office of Health Assessment and Epidemiology. County of Los Angeles Public Health. 2011

^{vii} 2013. Metro Bicycle Investment Scenario Analysis Model – Methodology Technical Memo. Cambridge Systematics.

^{viii} 2014. Litman, Todd. Evaluating Active Transport Benefits and Costs. Victoria Transport Policy Institute.

<http://www.vtpi.org/nmt-tdm.pdf>

ATTACHMENT A

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/13/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07				LAF5514		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				County of Los Angeles		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Allan Abramson		(626) 458-3950		aabrams@dpw.lacounty.gov		
Project Title						
Vermont Avenue Bike Lane Project - Manchester Blvd to El Segundo Blvd						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
The project proposes construction of a Class II bike lane and bike racks along southbound Vermont Avenue in the unincorporated West Athens Community from Manchester Boulevard to El Segundo Boulevard.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	County of Los Angeles					
PS&E	County of Los Angeles					
Right of Way	County of Los Angeles					
Construction	County of Los Angeles					
Purpose and Need						<input type="checkbox"/> See page 2
The project will fill one of the existing bikeway gaps to increase the connectivity of the existing bikeway networks that is in the County of Los Angeles Bikeway Master Plan. The project also is one of the proposed components of the Transit Oriented Development (TOD) plan for the area around the MTA's Vermont Green Line Station that call for the construction of a bike lane on Vermont Avenue.						
Project Benefits						<input type="checkbox"/> See page 2
This project will help to increase the number of cyclists in the area and will contribute to reducing local vehicle trips and miles traveled. It will also improve transit access to the MTA's Vermont Green Line Station and other MTA transit facilities along the corridor of the proposed project. In addition, the project will increase the usage of non-vehicular modes of transportation for the area.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone						Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						12/14/15
Circulate Draft Environmental Document				Document Type	CE	06/22/15
Draft Project Report						12/01/14
End Environmental Phase (PA&ED Milestone)						08/08/15
Begin Design (PS&E) Phase						07/01/14
End Design Phase (Ready to List for Advertisement Milestone)						02/25/16
Begin Right of Way Phase						05/14/15
End Right of Way Phase (Right of Way Certification Milestone)						01/28/16
Begin Construction Phase (Contract Award Milestone)						09/22/16
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/17
Begin Closeout Phase						10/01/17
End Closeout Phase (Closeout Report)						02/01/18

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/18/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title: Vermont Avenue Bike Lane Project - Manchester Blvd to El Segundo Blvd						

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		473						473	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			844					844	
TOTAL		473	844					1,317	

Fund No. 1:	ATP								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State of California
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			676					676	
TOTAL			676					676	

Fund No. 2:	County of Los Angeles Local Funds								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)									County of Los Angeles
PS&E		473						473	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			168					168	
TOTAL		473	168					641	

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									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title: Vermont Avenue Bike Lane Project - Manchester Blvd to El Segundo Blvd						

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									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title: Vermont Avenue Bike Lane Project - Manchester Blvd to El Segundo Blvd						

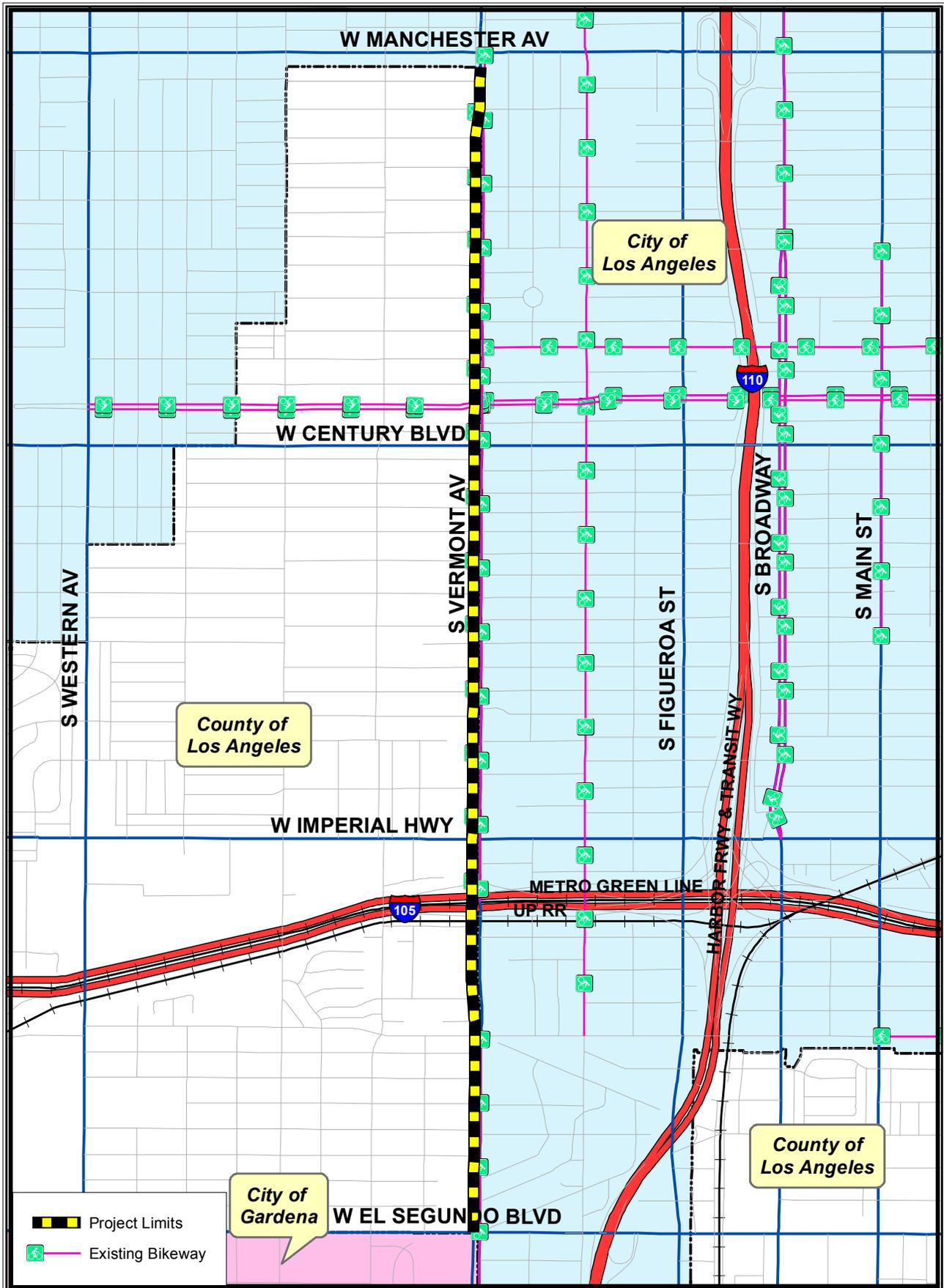
Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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									

ATTACHMENT B

**VERMONT AVE BIKE LANE
FROM 150' S/O MANCHESTER AVE TO EL SEGUNDO BLVD**



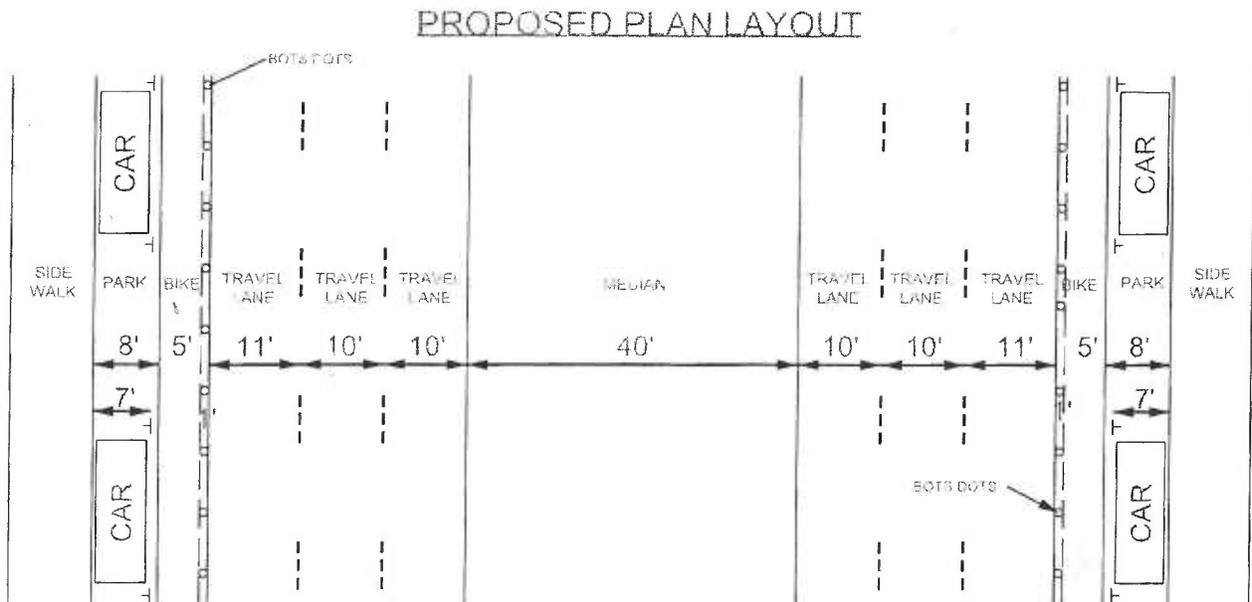
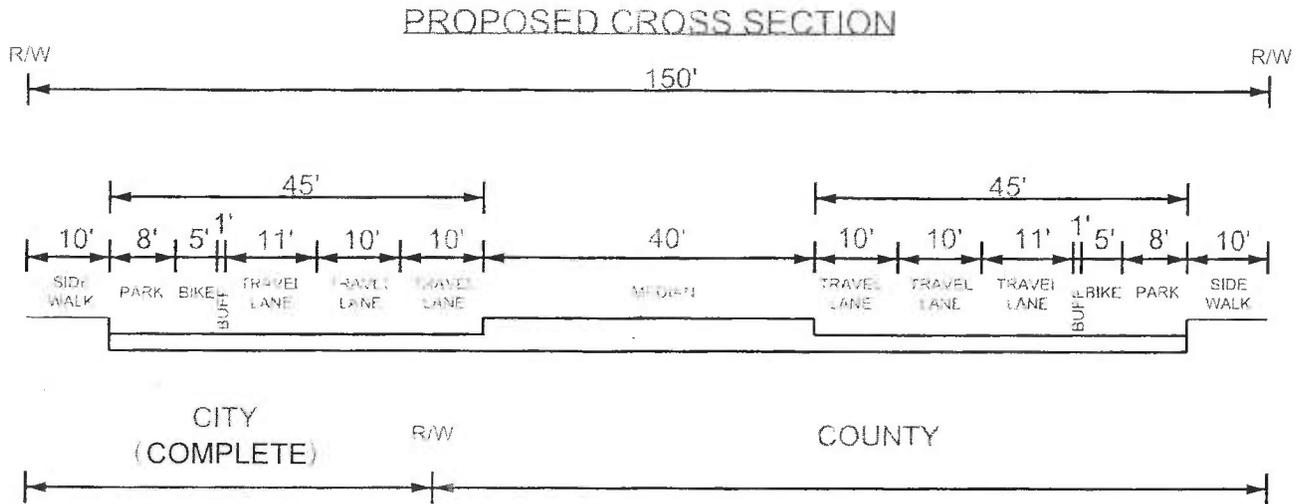
Data contained in this map is produced in whole or part from the Thomas Bros. Map (c) digital database. This map is copyrighted and reproduced with permission granted by Thomas Bros. Maps (c). All rights reserved. Los Angeles County DPW - Vermont Avenue Bike Lane

ATTACHMENT C

VERMONT AVENUE BIKE LANE PROJECT

VERMONT AVENUE - BIKE FACILITIES

119TH STREET TO EL SEGUNDO BOULEVARD



VERMONT AVENUE BIKE LANE PROJECT

1.G. 704 A3-AT, 734 A1

DATE: 3/1/2014
 DRAWN BY: A. SHERMAN



SUBMITTED BY: _____ RECOMMENDED BY: _____ DATE: _____	ONE INCHER NO. C70502 EXIST. LAYOUT DATE: _____
APPROVED BY: _____ DATE: _____	LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS TRAFFIC AND LIGHTING DIVISION SIGNING AND STRIPING PLAN VERMONT AVE MANCHESTER AVE TO EL SEGUNDO BLVD SHEET 1 OF 5 (SCALE) 1" = 40'

PLAN SP

VERMONT AVENUE BIKE LANE PROJECT

1.G. 704 A3-A7, 734 A1

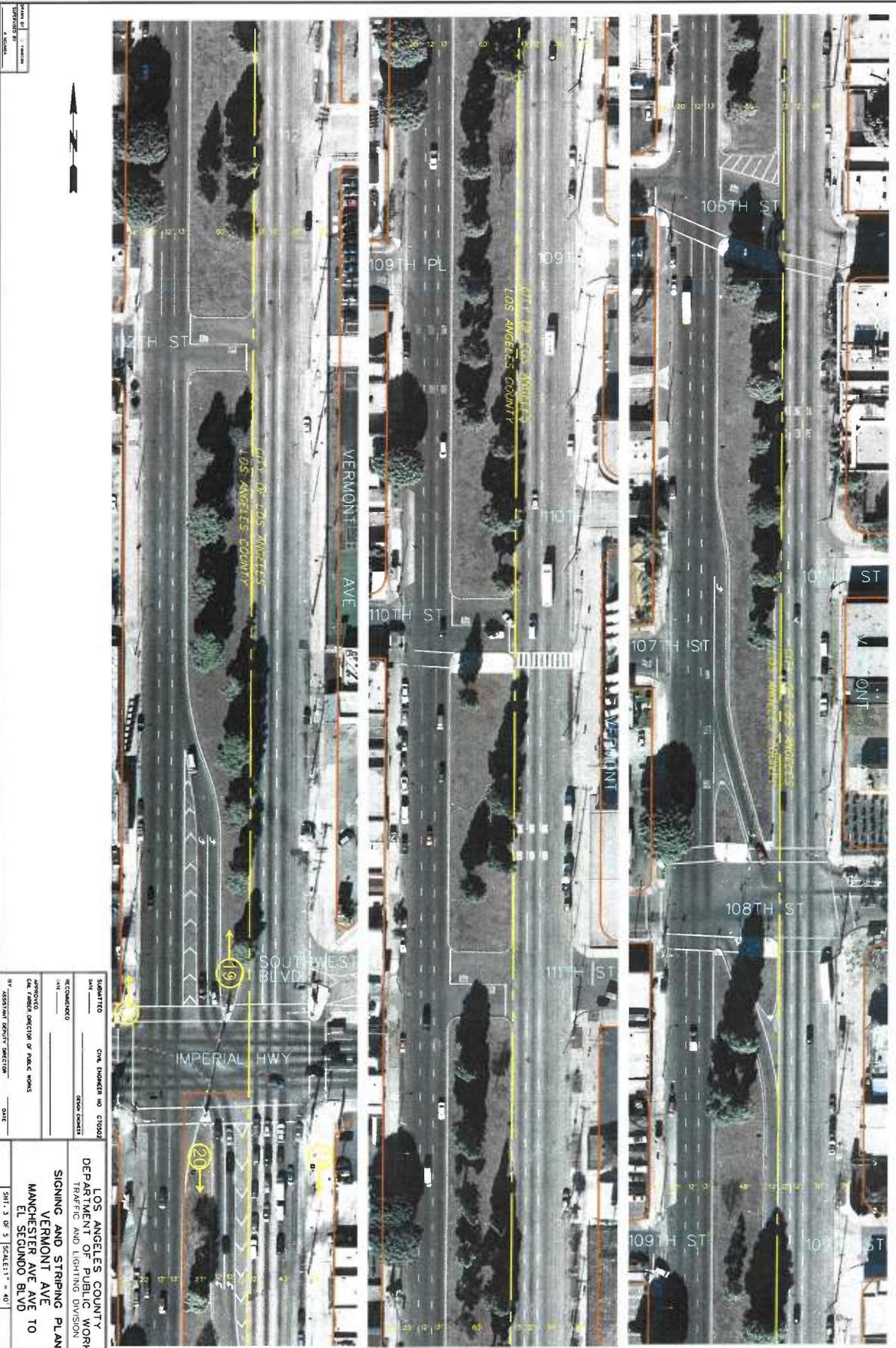
Project No. 0700000
 Section of Avenue



SUBMITTED BY: _____ DATE: _____ DRAWN BY: _____ DATE: _____ CHECKED BY: _____ DATE: _____ PROJECT: _____ DESIGNED BY: _____ DATE: _____	CIVIL ENGINEER NO. 070001 TRAFFIC AND LIGHTING DIVISION LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS SIGNING AND STRIPING PLAN VERMONT AVE MANCHESTER AVE AVE TO EL SEGUNDO BLVD SHT. 2 OF 5 SCALE: 1" = 40'
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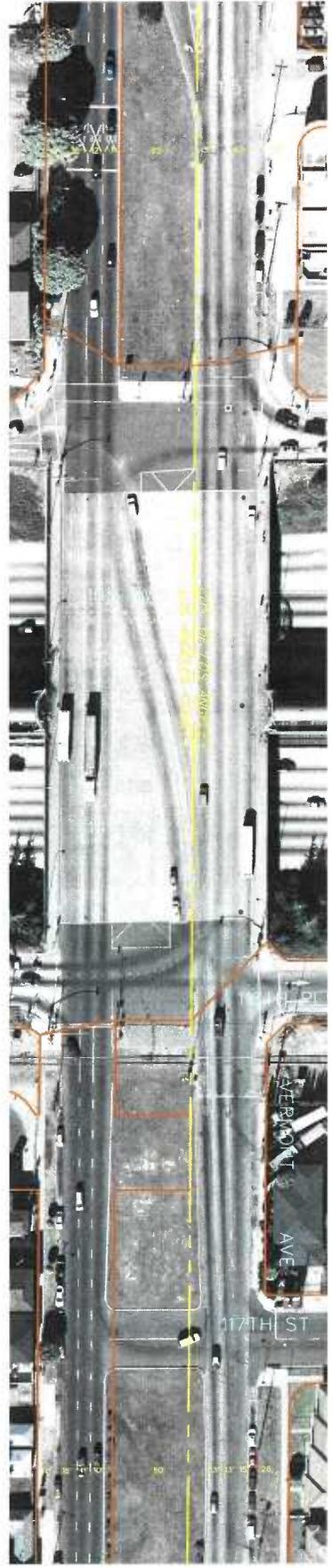
VERMONT AVENUE BIKE LANE PROJECT

1-G. 704 A3-A7, 734 A1



SUBMITTED BY: _____ DATE: _____ ONE ENGINEER NO. C70000 CIVIL ENGINEER	LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS TRAFFIC AND LIGHTING DIVISION SIGNING AND STRIPING PLAN VERMONT AVE MANCHESTER AVE AVE TO EL SEGUNDO BLVD
APPROVED BY: _____ DISTRICT ENGINEER	SHEET 3 OF 5 SCALE: 1" = 40'

VERMONT AVENUE BIKE LANE PROJECT



DATE: 11/15/10
 DRAWN BY: J. WILSON
 CHECKED BY: A. WILSON
 T.G. 704 A3-A7 + 734 A1

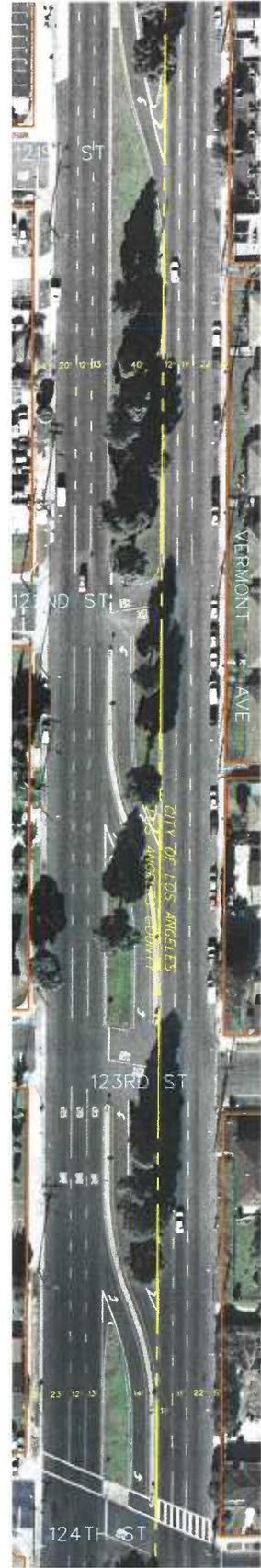
SUBMITTED BY: CIVIL ENGINEERING CROSSING DATE: 11/15/10 RECOMMENDED BY: TRAFFIC AND LIGHTING DIVISION DATE: 11/15/10 APPROVED BY: DAN FROEN, DIRECTOR OF PUBLIC WORKS DATE: 11/15/10 BY: ASSISTANT COUNTY ENGINEER	CIVIL ENGINEERING CROSSING TRAFFIC AND LIGHTING DIVISION	LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS TRAFFIC AND LIGHTING DIVISION SIGNING AND STRIPING PLAN VERMONT AVE MANCHESTER AVE AVE TO EL SEGUNDO BLVD SHEET 4 OF 5 SCALE: 1" = 40'
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PLAN SP

VERMONT AVENUE BIKE LANE PROJECT

T.G. 704 A3-A7, 734 A1

DATE: 11/11/11
 DRAWN BY: J. BROWN
 CHECKED BY: J. BROWN

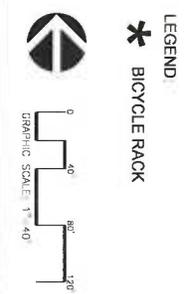
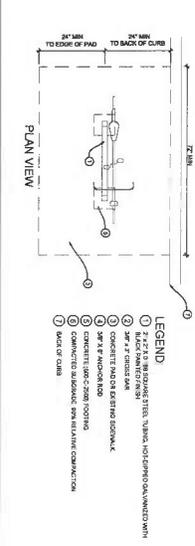
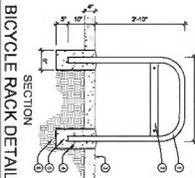


SUBMITTED: _____ DATE: _____
 ONE ENGINEER NO. C70000
 DEPARTMENT OF PUBLIC WORKS
 RECOMMENDED: _____ DATE: _____
 CIVIL ENGINEER
 APPROVED: _____ DATE: _____
 LOS ANGELES COUNTY DIRECTOR OF PUBLIC WORKS
 BY: ASSISTANT COUNTY DIRECTOR

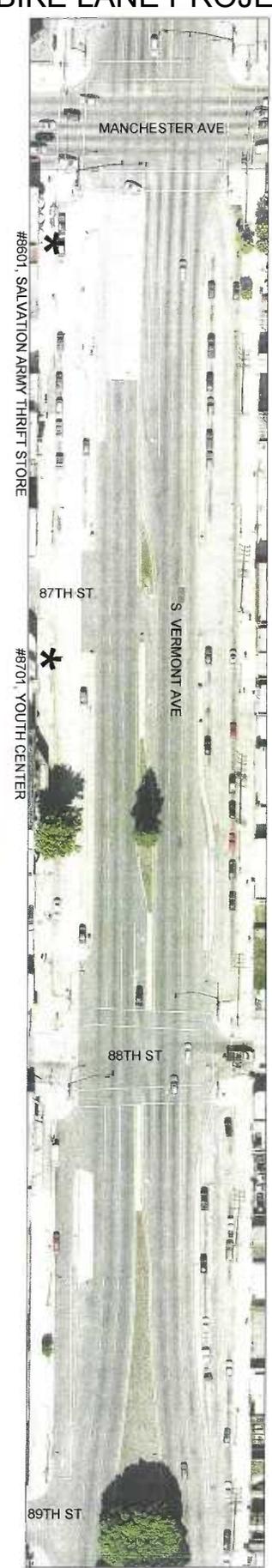
LOS ANGELES COUNTY
 DEPARTMENT OF PUBLIC WORKS
 TRAFFIC AND LIGHTING DIVISION
 SIGNING AND STRIPING PLAN
 VERMONT AVE
 MANCHESTER AVE AVE TO
 EL SEGUNDO BLVD
 SHEET 5 OF 5 SCALE: 1" = 40'

PLAN SP

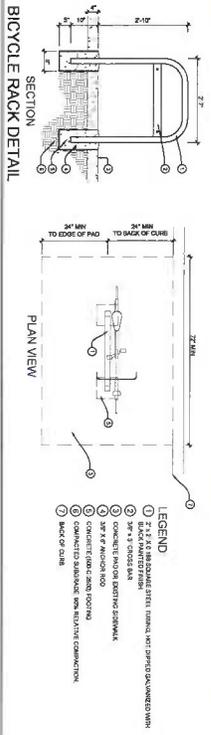
VERMONT AVENUE BIKE LANE PROJECT



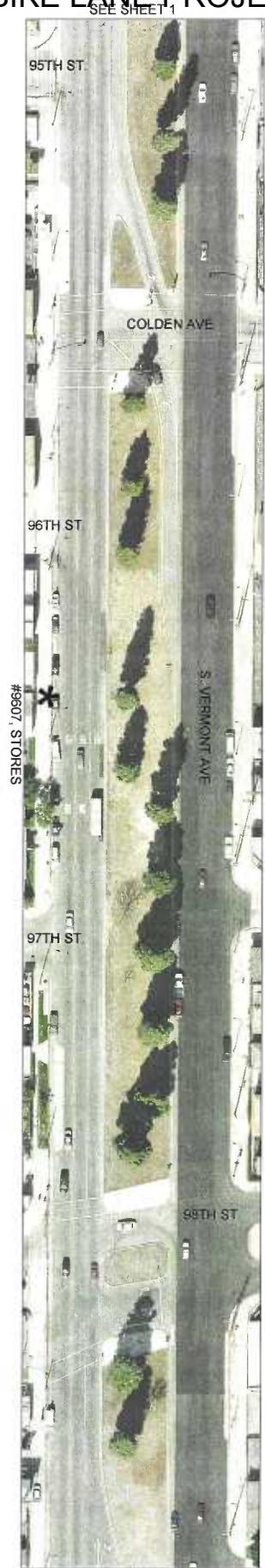
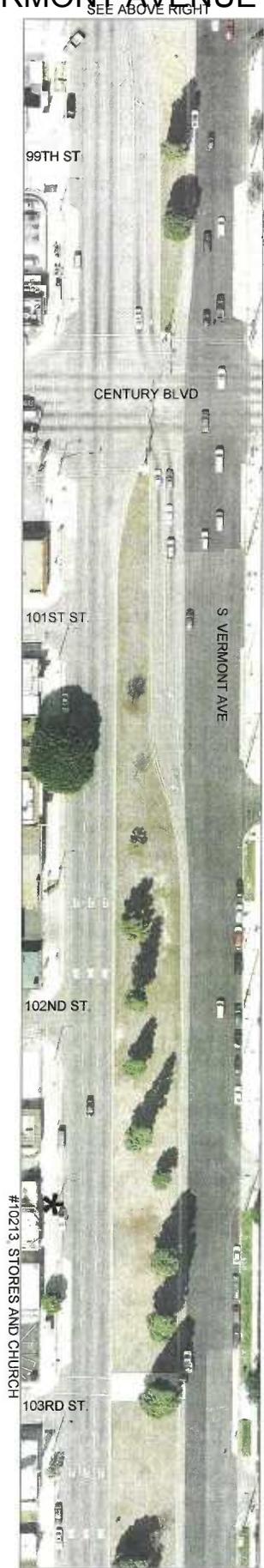
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
**VERMONT AVENUE
 BICYCLE FACILITIES
 PROPOSED LOCATIONS**
 SHEET 1 OF 2



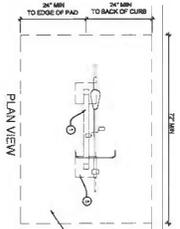
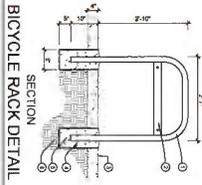
VERMONT AVENUE BIKE LANE PROJECT



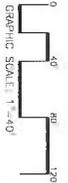
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
**VERMONT AVENUE
 BICYCLE FACILITIES
 PROPOSED LOCATIONS**
 SHEET 2 OF 3



VERMONT AVENUE BIKE LANE PROJECT



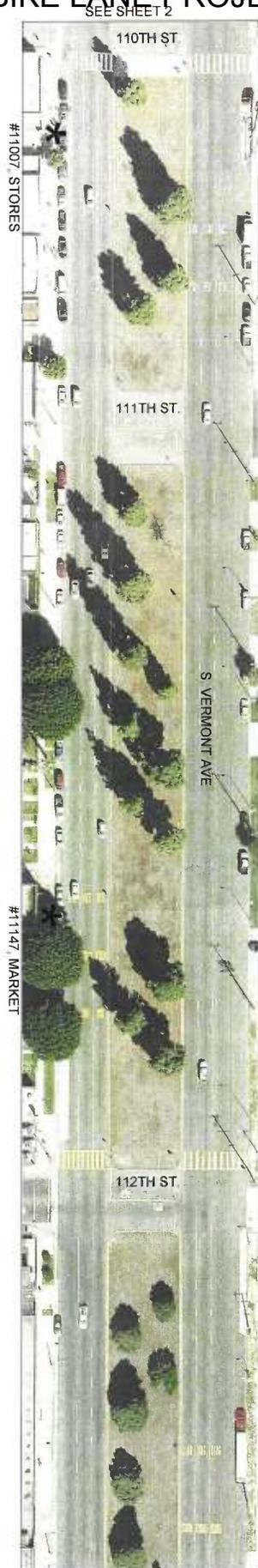
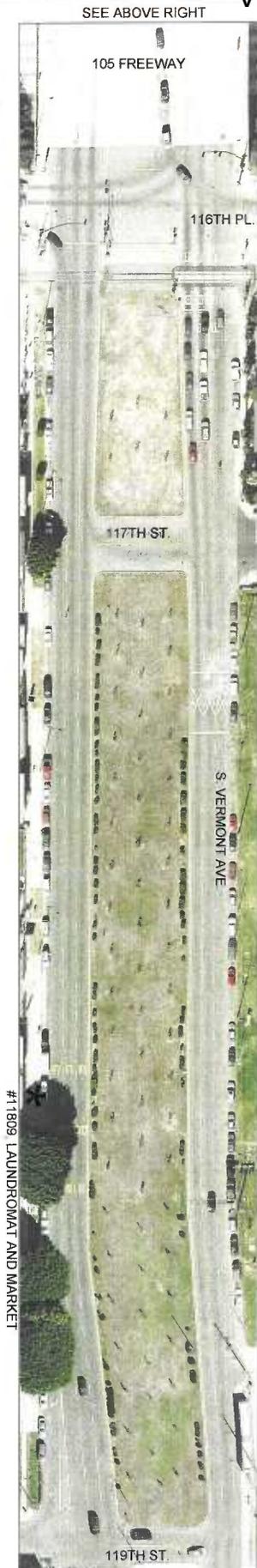
- LEGEND**
- ① 1/2\"/>



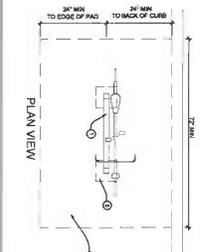
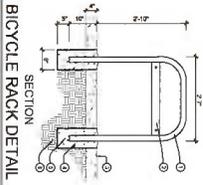
- LEGEND**
- * BICYCLE RACK

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
**VERMONT AVENUE
 BICYCLE FACILITIES
 PROPOSED LOCATIONS**

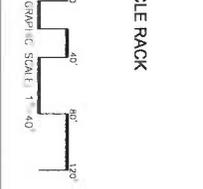
SHEET 3 OF 5



VERMONT AVENUE BIKE LANE PROJECT

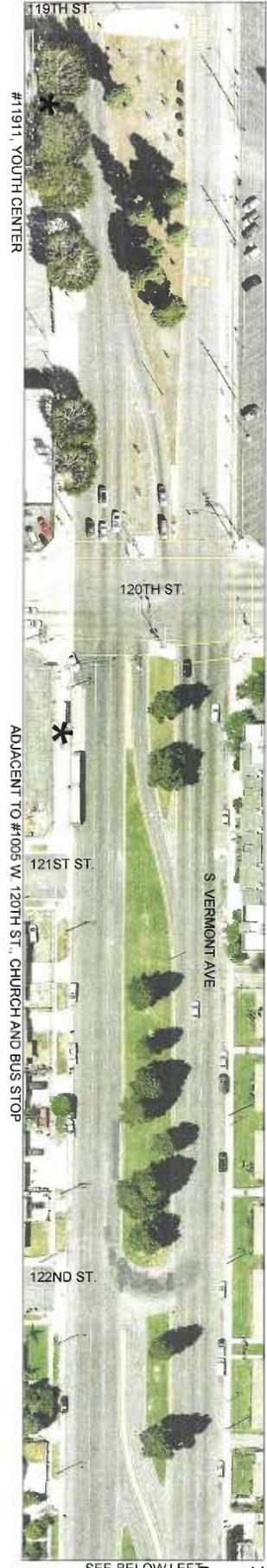
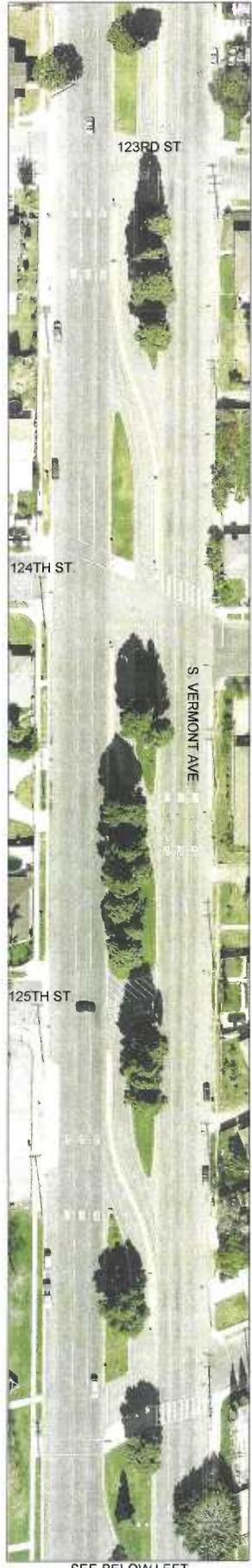


- LEGEND**
- ① 1/2" x 3/4" GALV. STEEL, 3/16" DIA. AND CONTOUR W/ 1/8" DIA. PIN
 - ② 1/2" x 3/4" GALV. STEEL, 3/16" DIA. AND CONTOUR W/ 1/8" DIA. PIN
 - ③ 1/2" x 3/4" GALV. STEEL, 3/16" DIA. AND CONTOUR W/ 1/8" DIA. PIN
 - ④ 1/2" x 3/4" GALV. STEEL, 3/16" DIA. AND CONTOUR W/ 1/8" DIA. PIN
 - ⑤ 1/2" x 3/4" GALV. STEEL, 3/16" DIA. AND CONTOUR W/ 1/8" DIA. PIN
 - ⑥ 1/2" x 3/4" GALV. STEEL, 3/16" DIA. AND CONTOUR W/ 1/8" DIA. PIN
 - ⑦ 1/2" x 3/4" GALV. STEEL, 3/16" DIA. AND CONTOUR W/ 1/8" DIA. PIN



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
 VERMONT AVENUE
 BICYCLE FACILITIES
 PROPOSED LOCATIONS

SHEET 4 OF 8



ATTACHMENT D

Vermont Avenue Bike Lane
Engineer's Estimate

Project Funding			
	ATP Grant Funds	\$ 676,000	(ATP Funds)
	LA County	\$ 168,000	(County Funds)
	Total	\$ 844,000	
	Design Funds	\$ 472,500	

ESTIMATED PROJECT COSTS:

Item #	Item Description	Quantity	Unit	Unit Cost	Total Cost
1.	Environmental documentation	n/a	n/a	n/a	\$
2.	Conduct "Before Study" Counts	n/a	n/a	n/a	\$
3.	Preliminary Design	n/a	n/a	n/a	\$250,500
4.	Detailed Design, Bid Package	n/a	n/a	n/a	\$222,000
5.	Total Design Cost				\$472,500

Note: Quantities & unit costs below are preliminary estimates only, and may change according to final design plans.

6. Construction					
6.1.	Earthwork (Grading and Compaction)	1	LS	\$18,840	\$18,900
6.2.	Implementation of BMPs	1	LS	\$20,000	\$20,000
6.3.	Demolition	1	LS	\$3,200	\$3,200
6.4.	Bike Racks	14	EA	\$750	\$10,500
6.5.	Striping				
	Detail 9	25,406	LF	\$2	\$50,812
	Detail 27B	9,349	LF	\$3	\$23,372
	Detail 29	321	LF	\$4	\$1,284
	Detail 21, 38, 39, 39A	18,133	LF	\$3	\$54,399
	4" Yellow Striping	12,525	LF	\$2.5	\$31,312
	12" White Striping	5,435	LF	\$5	\$27,175
6.6.	Pavement Markings	2,691	SF	\$7	\$18,837
6.7.	Signage	34	EA	\$300	\$10,200
6.8.	Loop Restoration	6,135	LF	\$10	\$61,350
6.9.	Traffic Signal Upgrades	1	LS	\$10,000	\$10,000
6.10	Mobilization	1	LS	\$10,000	\$10,000
6.11	Traffic Detour	1	LS	\$50,000	\$50,000
6.12	Curb and Gutter	861	LF	\$30	\$25,830
6.13	Sidewalk, driveway and curb ramps 4"	600	SF	\$7	\$4,200
6.14	Asphalt Pavement (bike lanes only)	2210	TON	\$90	\$198,900
6.15	Asphalt Pavement (median reconstruction)	162	TON	\$130	\$21,060
6.16	Crushed Miscellaneous Base	235	CY	\$65	\$15,275
6.17	Detectable Warning Surface	45	SF	\$50	\$2,250
	Grand Total				\$668,900

6.18 Construction Contingency			@10%	\$66,900
6.19 Construction Mgmt.			@15%	\$108,200
Total Construction	n/a	n/a	n/a	\$844,000
7. Marketing	n/a	n/a	n/a	\$0
Total Project Cost	n/a	n/a	n/a	\$1,316,500

ATTACHMENT E

ACTIVE TRANSPORTATION APPENDIX



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future



Southern California Association of Governments
ADOPTED APRIL 2012

Policy Recommendations

While SCAG is not an implementing agency SCAG may work with local jurisdictions to assist them with developing policies and projects that may improve active transportation.

Agencies, Groups and Individuals in Bicycle and Walking Planning

Federal and state regulations require SCAG to plan and accommodate for bicycle and walking transportation. As the region's MPO, SCAG develops regional planning strategies and encourages local jurisdictions to think about transportation at the regional level, since individual travel decisions are not bound by political boundaries and often transverse multiple jurisdictions. A regional approach towards transportation planning will provide increased connectivity and accessibility. The 2012 RTP has been developed in cooperation and collaboration with federal, state and local stakeholders. Each stakeholder plays a different role in the development and final adoption of the RTP.

FEDERAL GOVERNMENT

Federal statutes have mandated Metropolitan Planning Organizations (MPOs) to include pedestrian and bicycle facility strategies as part of their overall systematic approach in addressing current and future transportation demands.

STATE OF CALIFORNIA

The State of California and Caltrans has long supported active transportation planning, design policies and practices.

COUNTIES

Each county within the SCAG region has developed and maintained a bicycle and walking master plan to guide their active transportation development.

CITIES

Many of the cities within the SCAG region have developed and maintained a bicycle and/or walking plan as part of their circulation element or as a separate document. These

plans are used to guide their transportation development and assist them with the implementation of their active transportation policies.

Performance Measures

In addition to the established goals and objectives the following performance measures have been identified in an effort to maximize the benefits of active transportation modes:

1. Change in Active Transportation mode share: Increase bicycling and walking in the SCAG region by creating and maintaining an active transportation system that includes well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security.
2. Change in the amount of Active Transportation facilities: Increase accommodation and planning for bicyclists and pedestrians (including persons with disabilities) for all transportation planning projects.
3. Change in the number of accidents involving Active Transportation users: Decrease bicyclist and pedestrian fatalities and injuries by increasing transportation safety.
4. Change in land use patterns and Active Transportation: Support local jurisdictions comply with the Complete Streets Act and the development of local active transportation plans. SCAG will also work with local jurisdictions in developing a regional active transportation plan.

Proposed Policies

The goals, objectives and policies in this report were derived from information gathered over the course of the planning process, including public input, review of bicycle and pedestrian master plans from local jurisdictions throughout the region.

GOAL 1: DECREASE BICYCLIST AND PEDESTRIAN FATALITIES AND INJURIES

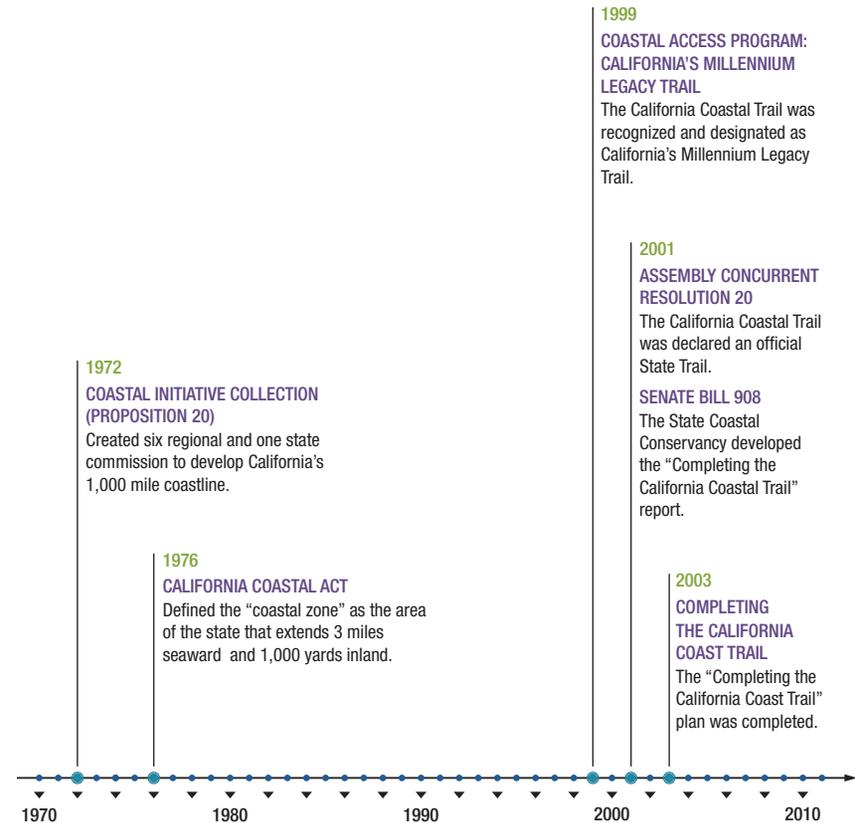
- **Objective 1.1:** SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.
 - Policy 1.1.1: SCAG will work with local jurisdictions to provide comprehensive education for all road users.

- Policy 1.1.2: SCAG will work with local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multi-modal conflicts.
- Policy 1.1.3: SCAG will partner with local advocacy groups and bicycle related businesses to provide bicycle-safety curricula to the general public.

The 2006 Strategic Highway Safety Plan (SHSP) established goals to make walking and street crossing safer; and improve bicycle safety. The SHSP intended on achieving these goals by 2010, reducing the number of pedestrian fatalities attributed to vehicle collisions and the number of bicycle roadway fatalities by 25 percent from their 2000 level. These goals were established by the Legislature in the 2002 California Blueprint for Bicycling and Walking, and assumed that the Legislature’s mobility goal of a 50 percent increase in bicycling and pedestrian trips by 2010 would also be achieved.

Improved data collection regarding pedestrian and bicycle trip characteristics, facility conditions and injuries and fatalities would provide local jurisdictions with a clearer understanding of the active transportation conditions within their jurisdictions. Analysis generated from this data would also provide decision makers with a better understanding of the deficiencies and needs within the existing active transportation system.

FIGURE 14 California Coastal Trail Timeline



GOAL 2: DEVELOP AN ACTIVE TRANSPORTATION FRIENDLY ENVIRONMENT THROUGHOUT THE SCAG REGION

- **Objective 2.1:** Produce a comprehensive regional active transportation plan
 - Policy 2.1.1: SCAG will work with local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network
 - Policy 2.1.2: SCAG will work with local jurisdictions to connect all cities in the SCAG region via bicycle facilities
 - Policy 2.1.3: SCAG will work with local jurisdictions to complete the California Coastal Trail

The need for active transportation needs to be fully considered for all transportation planning projects. Increased accommodation for bicyclists and pedestrians requires increased funding, multi-modal planning, programming, and design. As planners increase accommodation for active transportation users, an increase in bicyclist and pedestrian safety should also occur.

Research by Dr. Jennifer Dill, Portland State University Associate Professor, and anecdotal evidence from New York City (NYC) indicate that increases in dedicated bicycle facilities (bicycle lanes and bicycle paths) in those cities have resulted in greater bicycle usage. In addition, in NYC, while bicycling use has doubled along with the number of bicycle facilities, bicycle fatalities have not grown, and injuries have actually declined in total. Collaborative efforts that are capable of integrating the needs of all commuters are essential to developing a safe and accessible transportation system for all users.

Adoption of the SCAG Regional Bikeway Network would increase bicycle facilities by 827.5 miles beyond existing local plans, and may further promote ridership in the SCAG region. In addition, SCAG may partner with local jurisdictions on grant opportunities such as the Caltrans Bicycle Transportation Account (BTA) or Safe Routes to School (SRTS) projects. SCAG may also provide local jurisdictions with assistance in the development of their local active transportation plans and by providing them with Pedestrian Safety Action Plan (PSAP) workshops. The SCAG Compass Blueprint program may further assist local jurisdictions with the development of innovative transportation and land-use planning projects.

Adoption of a Complete Streets Policy that would ensure that all streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability—motorists, pedestrians, bicyclists, and public transportation riders.

GOAL 3: INCREASE ACTIVE TRANSPORTATION USAGE IN THE SCAG REGION

- **Objective 3.1:** Adoption of a Safe Routes to School Policy
 - Policy 3.1.1: Enable and encourage children, including those with disabilities to walk and bicycle to school
 - Policy 3.1.2: Make bicycling and walking to school a safer and more appealing transportation method, thereby encouraging a healthy and active lifestyle from an early age
 - Policy 3.1.3: Facilitate the planning, development, and implementation of project and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grade K-8)
- **Objective 3.2:** Adoption of a Complete Streets Policy
 - Policy 3.2.1: Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements
 - Policy 3.2.2: Encourage local jurisdictions to develop and implement Complete Streets Policies.

Increasing bicycling and walking requires well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security. While pedestrian sidewalks are fairly well established in most areas, it is estimated that there are only 4,315 miles of dedicated bicycle facilities in the region, with an additional 7,154 miles planned.

Reliable data for planning is also needed to increase active transportation and investments. Active transportation data needs include, but are not limited to, comprehensive user statistics, user demographics, bicycle travel patterns/corridors, accident mapping, bikeway system characteristics, and sub-regional improvement projects and funding needs.

GOAL 4: ENCOURAGE THE DEVELOPMENT OF LOCAL ACTIVE TRANSPORTATION PLANS

- **Objective 4.1:** SCAG will assist local jurisdictions with the development and maintenance of their local active transportation plans
 - Policy 4.1.1: SCAG will work with local jurisdictions in the development of bicycle/pedestrian plans for all cities in the region
- **Objective 4.2:** Develop Pedestrian Safety Action Plans
 - Policy 4.2.1: SCAG will work with local jurisdictions in the development of PSAPs by conducting workshops
- **Objective 4.3:** Encourage the use of Intelligent Traffic Strategies
 - Policy 4.3.1: Encourage the use of Intelligent Traffic Signals that are able to detect slower pedestrians in signalized crosswalks and extend the signal time appropriately

SCAG will work with all member counties and cities to develop bicycle and walking plans and policies. Active transportation plans have been created or updated within the previous four years are eligible for BTA funds.

Air Quality Improvements

In addition to increased mobility for all users throughout the SCAG region, implementation of the 2012–2035 RTP/SCS will further improve the environment and congestion of the region through the reduction of vehicle miles traveled (VMT).

Potential VMT Reduction

As described previously, active transportation has grown dramatically in recent years. This trend is expected to continue into the foreseeable future aided by several factors. First, dramatic increase in the bicycle network, as demonstrated earlier, will result in improved access to bicycle network for the Region’s residents by more than 50 percent. Second, more compact mixed use urban forms in the future will be much more conducive to biking and walking. Third, better coordination with other modes, primarily transit, will become an incentive for some to switch to biking or walking. Most importantly, a significant change in the culture that values a healthy lifestyle, bikeability and walkability

will become a greater impetus in promoting active transportation as a viable means of accessing opportunities. Given this context and survey data that supports dramatic increase in bicycling and walking mode shares in recent years, it is reasonable to assume this trend will continue into the future. For example, according to the NHTS data, bicycle mode share increased for all trips from 0.8 percent in 2000 to over 1.7 percent in 2009. This is an increase of almost 9 percent on an annualized basis. The share of walk trips for all trip purposes increased by approximately 6 percent on an annualized basis during the same period.

So, if we assumed annualized increase of 9 percent in mode share of bicycle trips for all trips, the potential bicycle mode share could be as high as 4.4 percent in 2020 and as high as 16 percent in 2035. However, it is somewhat unrealistic to assume that 9 percent growth rate could be sustained over such a long period of time. On the other hand, given the significant investments proposed for active transportation and the current trends, it is reasonable to assume that at least 2/3 of all trips shorter than 3 miles or half of all trips that are 5 miles or less could be converted to active transportation by 2035.

As indicated earlier, based on NHTS-CA Survey for all trips, bicycling and walking mode share for all trips are approximately 1.7 percent and 19.24 percent respectively for 2009. This represents a little over 50 percent of all trips less than 3 miles. Assuming 2/3 of all trips under 3 miles or half of all trips under 5 miles as the upper limit of Active Transportation mode share in 2035, relative increase (from the base year of 2008) in bicycling and walking mode shares can be estimated as 1.7 percent and 3.1 percent in 2020, and 3.9 percent and 6.3 percent in 2035. Relative reduction in VMT resulting from these mode shifts are estimated at approximately 7.8 million miles and 20.4 million miles for 2020 and 2035 respectively.



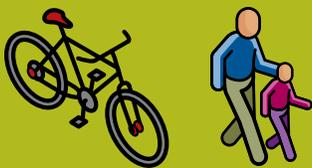
I want a mobile future.

2009 Long Range Transportation Plan





Bicycles and Pedestrians



- > There are more than 1,250 miles of bikeways in Los Angeles County.
- > The Metro Call for Projects will fund an expansion of the bicycle network.
- > Metro will focus on improving bicycle safety and bicycle access on buses and trains, and at transit hubs.
- > Coordinating pedestrian links between transit and the user's final destination is critical to an effective transportation system.
- > Metro will improve pedestrian linkages to bus centers and rail stations.

This 2009 Long Range Plan promotes the development of bicycle facilities and pedestrian improvements throughout Los Angeles County.

Bicycle and pedestrian programs are critical components of a successful transit system, as transit riders should be able to access buses and trains without having to drive a vehicle to and from transit stations. The sustainability of our transportation system depends upon the interface between modes.

According to SCAG's Year 2000 Post-Census Travel Survey, nearly 12 percent of all trips in the SCAG region are bicycling and walking trips. According to the 2001 National Household Travel Survey, many trips in metropolitan areas are three miles or shorter. These trips are targets for bicycling and walking, if facilities are available and safe.

Bicycling and walking produce zero emissions as no fossil fuels are used. These trips can eliminate the "cold start" of a vehicle engine and reduce GHGe, VMT, and energy consumption.

Bicycle Programs

This 2009 Plan will help implement the 2006 Metro Board-adopted Bicycle Transportation Strategic Plan (BTSP). It describes a vision for Los Angeles County to improve bicycling as a viable transportation mode. The BTSP outlines a bicycle infrastructure that improves overall mobility, air quality and access to opportunities. It also shifts the focus in countywide bicycle planning from long arterial bikeways to improvements for bicycle access to 167 bike-transit hubs throughout the County. Focusing improvements at bike-transit hubs is a relatively simple way to link bikes with transit and extend the reach of transit without the use of a car. It increases the viability of public transportation and facilitates ridership without a huge investment in infrastructure and right-of-way.

In 2006, the inventory of existing bicycle facilities in the County totaled 1,252 miles, including facilities such as the Metro Orange Line Bike Path, San Gabriel and Los Angeles River Bike Paths, Whittier Greenway Bike Path, Ballona Creek Bike Path, Santa Monica and Venice Boulevard bicycle lanes and hundreds more miles of bicycle lanes and routes. Another 1,145 miles of bikeway projects have been proposed in local agency bicycle plans that would nearly double the current bikeway system. Further, Metro identified 53 gaps in the inter-jurisdictional bikeway system that can be filled by on-street or off-street bicycle facilities.

Bicycle parking at transit stations is essential to encourage the use of bicycles with transit. Bicycle parking at employment centers and local destinations also help reduce the expanding need for costly automobile parking,

particularly in dense urban areas where space is limited. As many as 36 bicycles can be parked in the space of one automobile.

Local governments will continue to build bicycle facilities using their Transportation Development Act (TDA) Article 3 and Proposition C local return funding, while Metro will provide regional funds through the Call for Projects. Eligible projects include on- and off-street bicycle improvements, bicycle parking, safety education, bicycle racks on buses, bicycle stations and other bicycle access improvements. Other sources of funds are Safe Routes to School and State BTA (Bicycle Transportation Account) Grant funds. While acknowledging its role in coordinating bicycle facility planning in the region, Metro recognizes the importance of local bicycle planning and strongly encourages cities to develop their own plans. Metro provides technical assistance to develop those plans and qualify them for BTA funding.

Pedestrian Priority Improvement Program

Nearly all trips within Los Angeles County, regardless of purpose, include a non-motorized component. Although almost nine percent of all the trips within Los Angeles County are exclusively pedestrian trips and about half of these are walking trips to and from home to work, the pedestrian system can be improved further. All non-motorized transport modes should connect to an efficient, aesthetically pleasing and safe pedestrian system that enables a person to successfully complete a trip. Motorized transport modes should seamlessly link to the pedestrian system in a way that efficiently allows people to access primary and secondary destinations as well as to make connections to the public transit system.

Several factors combine to create a pedestrian-friendly environment. Examples include: a wayfinding signage system, ease of access to destinations from the sidewalk network, appropriate street-crossing safety features, and easy connection to public transport modes. Physically attractive features and amenities facilitate the flow of pedestrian movement and encourage people to walk.

The primary challenge to improving the quality of the pedestrian environment is retrofitting the existing built form to make walking a more viable option for more people, more often. Since much of the built form is orientated to access by automobiles and the set of development standards and regulations governing land development are primarily focused on maintaining auto accessibility, significantly increasing the share of non-motorized trips will require time, coordinated policy and program development, and a sustained funding approach. Many cities in Los Angeles County have begun to initiate activities to improve the livability of their neighborhoods, including reducing traffic congestion and improving

Call for Projects

FIGURE BB

Bicycle Program

	\$ IN MILLIONS
	<small>ESCALATED TO YEAR OF EXPENDITURE</small>
Constrained Plan	
\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	
\$12.5 m/yr in 2009 dollars	\$ 302

FIGURE CC

Pedestrian Program

	\$ IN MILLIONS
	<small>ESCALATED TO YEAR OF EXPENDITURE</small>
Constrained Plan	
\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	
\$10.0 m/yr in 2009 dollars	\$ 242

FIGURE DD

Transportation Enhancements Program

	\$ IN MILLIONS
	<small>ESCALATED TO YEAR OF EXPENDITURE</small>
Constrained Plan	
\$2.3 m/yr in 2009 dollars	\$ 72

THE **SUSTAINABILITY**
OF OUR TRANSPORTATION
SYSTEM DEPENDS
UPON THE **INTERFACE**
BETWEEN **MODES**.

overall mobility. The linkages between development and transportation modes are a critical factor in improving overall mobility while maintaining the economic and social viability and attractiveness of these communities.

Metro’s Pedestrian Priority Improvement Program is designed to achieve a qualitative improvement in the pedestrian environment in Los Angeles County. The approach focuses on the development of public policy and adoption of appropriate regulatory standards and targeted funding to develop more safe, connected and walkable pedestrian environments that promote non-motorized transport as a viable alternative for an increasing share of trips made by residents and visitors of Los Angeles County.

2010 BICYCLE PLAN

A COMPONENT OF THE CITY OF LOS ANGELES TRANSPORTATION ELEMENT

Adopted March 1, 2011
Council File No. 10-2385-S2
CPC-2009-871-GPA



ATTACHMENT E REGIONAL PLAN EXCERPTS-VERMONT AVE. BIKE LANE PROJECT

City of Los Angeles 2010 Bicycle Plan Existing and Future Facilities by Networks

CPC-2009-871-GPA
CF 10-2385-S2

Street Name	From	To	Miles	Network	Status	Area
Venice Bl	Figueroa St	Main St	0.50	Backbone	Lane: Future	Central/South
Venice Bl	Ocean Front Walk	Venice Wy	0.40	Backbone	Route: Existing	West/Central
Venice Bl	Venice Wy	Crenshaw Bl (E/B)/La Fayette Rd (W/B)	9.07	Backbone	Lane: Existing	West/Central
Ventura Bl	Leonara Dr	Cahuenga Bl	16.20	Backbone	Lane: Future	Valley
Vermont Av	79th St	76th St	0.21	Backbone	Route: Existing	Central/South
Vermont Av	Anaheim St	Normandie Av	0.19	Backbone	Route: Existing	Central/South
Vermont Av	Jefferson Bl	39th St	0.68	Backbone	Route: Existing	Central/South
Vermont Av	Los Feliz Bl	.04 mi s/o Manchester Av	10.39	Backbone	Lane: Future	Central/South
Vermont Av	88th St	170th St	5.62	Backbone	Lane: Future	Central/South
Vermont Av	Artesia Bl	190th St	0.97	Backbone	Lane: Future	Central/South
Vermont Av	Knox	Del Amo Bl	0.55	Backbone	Lane: Future	Central/South
Vermont Av	Normandie Av	Anaheim St/Gaffey St	0.19	Backbone	Lane: Future	Harbor
Vermont Av	Lomita	Normandie	1.01	Backbone	Lane: Future	Harbor
Via Marina	Marquesas	Via Dolce	0.43	Backbone	Lane: Future	West/Central
Via Marina	Ocean Front Walk	330' ne/o Via Donte	0.20	Backbone	Lane: Future	West/Central
Vicksburg	96th St	Century Blvd	0.23	Backbone	Lane: Future	West LA
Victory Bl	Lankershim Bl	Clybourn Av	1.61	Backbone	Lane: Future	Valley
Victory Bl	Valley Circle Bl	Fallbrook Av	1.88	Backbone	Lane: Existing	Valley
Vincent Thomas Bridge	SR-47 S Exit 1C	Seaside Av	0.99	Backbone	Lane: Future	Harbor
Vine St	Melrose Av	Hollywood Bl	1.25	Backbone	Route: Existing	Central/South
Vine St	Yucca St	Melrose Av	1.40	Backbone	Lane: Future	Central/South
Virgil Av	Sunset Bl	Wilshire Bl	2.59	Backbone	Lane: Future	Central/South

ATTACHMENT F

Metro Bicycle and Pedestrian Activity Forecast Methodology

The following method was used to estimate increases in bicycle and pedestrian activity. The goal of the forecast is to estimate an increase in bicycle and pedestrian trips, and bicycle and pedestrian miles traveled. There are three primary processes:

Process 1: Data Collection and Travel Shed Identification

Process 2: Establishment of Existing Pedestrian and/or Bike Travel Demand within the Travel Shed

Process 3: Estimation of Increased Pedestrian and/or Bike Travel Demand within the travel shed

Process 1: Data Collection and Travel Shed Identification

This method utilizes Geographic Information Systems (GIS) technology to combine information collected from three main data sources to identify travel sheds and extract socio-demographic and travel related data within the travel sheds. The three main data sources are:

- 1) Existing bicycle and pedestrian counts
- 2) Population and commute mode share from the 2010 Census
- 3) Average daily trips (ADT) in the corridor and all-purpose trip mode share from the California Air Resources Board

To be more specific, 2010 Census data was downloaded at the Census Tract level from the US Bureau of Census. This tabular data was combined with a Census Tract Boundary GIS file, also from the US Bureau of Census, using ArcGIS 10.0 so that the Census information could be referenced by geographic locations. A project location GIS layer was created based on the US Street Centerline file. The project locations were then used to create a 0.25 mile travel shed for pedestrian projects and a 1 mile travel shed for bicycle projects using the “buffer” technique. Once the travel shed was identified, socioeconomic information, such as population, income, commute mode share, and age, was extracted for the travel shed. Other data sources include SCAG’s Bike Count Clearinghouse, California Air Resources Board, and Metro’s First Last Mile Strategic Guidelines. These data sources provided existing pedestrian counts, bicycle trip counts, and/or Average Daily Traffic (ADT) along parallel streets in the project areas.

Process 2: Establishing Existing Pedestrian/Bicycle Travel Demand

Socio-demographic information and trip count data collected in Process 1 were used to estimate existing pedestrian and bicycle trips within the travel shed.

Step 1: Trips in Corridor or Travel Shed

The model averages the ADT for the corridor and the adult population of the census tracts within 0.25 mile for pedestrian projects and 1 mile for bicycle projects. These are frequently-used proxies for how many adults are likely to be travelling in the travel shed on a given day.

The Caltrans Household Travel Survey found that 24% of all trips occur on the weekends,ⁱ or 12% of all trips on a given Saturday or Sunday. Comparing this 12% to 15% of all trips on a given weekday, there are 79% as many trips on weekend days compared to weekday trips. This factor was used to adjust for weekend trips.

Step 2: Bicycle/Pedestrian Trips

Once the trips in the travel shed were estimated, census tract commute mode share data from the 2010 Census commute mode share was used to calculate the percent of work trips made by bike or walking. However, commute mode share ignores utilitarian trips, child trips, and linked trips (i.e., to transit). Therefore, the Caltrans Household Travel Survey (2012) was used to convert from commute mode share to all trips mode share. For students, we used a baseline commute mode share was used, based on the 2009 National Household Travel Survey (ACS), which said that 1.2% of students K-12 biked to school and 12.6% walked.ⁱⁱ

The table below shows the differences in statewide mode shares between the ACS and the Caltrans survey. The percent difference was used to convert the project-specific census tract level commute mode share to a census tract level “all trips” mode share. For bike mode share, all commute mode share percentages were increased by 44% (the multiplier). However, for pedestrian mode share the difference is 486% (2.76% vs. 16.20%). For low commute mode shares, this 486% increase was assumed to be the maximum percent difference in all trips versus commute mode share. Therefore, for census tracts under 2.76% pedestrian commute mode-share, that upper limit was used as the all-trips multiplier. However, for census tracts with already high commute mode shares, a diminished marginal increase was assumed in the all-trips multiplier. As the commute mode share approached 16.2%, the multiplier decreased from 486% to 100% (28.76 percentage points per 1% increase in commute mode share). These calculations resulted in the Estimated All Trips Mode Share.

Trip Mode Share	Bike	Walk
2010 Census Mode Share	1.04%	2.76%
Caltrans Statewide All Trips Mode share	1.50%	16.20%
Percent Difference (multiplier)	44%	486%
Percentage Point Decrease Per 1% Increase Mode Share	28.76	

Process 3: Estimate Increased Pedestrian/Bicycle Travel Demand

Step 1: Percent Increase in Activity

The number of new trips generated by a new facility is dependent on many factors, including but not limited to: land use patterns, connectivity, activity centers, length of facility, and existing demand.

Assumptions:

- Class I Bike Paths and Class II Bike lanes have been shown to provide similar percent increases in ridership and were thus treated equivalently.ⁱⁱⁱ The same increase was assumed for Bicycle Boulevards.
- Class III Bike Routes were given no credit for increasing bicycle ridership

Percent Increases for Bicycle facilities:

% Increase	Source
61%	Metro Call for Projects Bicycle Demand Model. Citing “Technical Working Paper: Long Range Transportation Plan: Off-Model Analysis Methodology: Bikeway Category” (2000).
65%	California Air Resources Board Model. Citing U.S. DOT’s “A Compendium of Available Bicycle and Pedestrian Trip Generation Data in the United States.”
50%	Average increase for various studies of bike lanes. Cited in Transit Cooperative Research Program (TCRP) Report 95 - Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 16, Pedestrian and Bicycle Facilities. Transportation Research Board. 2012
43%	For Bike Paths in Minneapolis. Cited in Transit Cooperative Research Program (TCRP) Report 95 - Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 16, Pedestrian and Bicycle Facilities. Transportation Research Board. 2012.

Percent Increases for Pedestrians improvements:

% Increase	Source
35%	2006. Heath, Gregory. The Effectiveness of Urban Design and Land Use and Transport Policies and Practices to Increase Physical Activity: A Systematic Review.
3%	2014. Metro First Last Mile Strategic Plan ^{iv}

For a more conservative estimate, **30%** was used as a percent increase for the bicycle forecast and **10%** for the pedestrian forecast. These factors multiplied by the Estimated Annual Bike Trips resulted in the Forecasted Annual Bike Trips and the Net Increase in Annual Bike Trips.

Step 2: Refinement

A) Activity Center Credit:

The presence of activity centers increases the likelihood of trips to a given project area. The California Air Resources Board’s (CARB’s) factors were used to adjust the trips generated based on the number of activity centers in the project area.

Number of Activity Centers	Credit (C)	Credit (C)
----------------------------	------------	------------

	Within 1/2 mile	Within 1/4 mile
Three (3)	0.0005	0.001
More than 3 but less than 7	0.001	0.002
7 or more	0.0015	0.003

Source: CARB Cost Effectiveness Analysis Tools^v

B) Metro Draft Bicycle Sketch Plan Model:

Developed by Cambridge Systematics, this draft tool estimates the number of trips generated in 2035 based on density of bike facilities, length and type of facility, roadway lanes, land use, and demographics. For bicycle trips only, the bicycle trips generated from the model output were averaged with the value generated by the Bicycle Sketch Plan Model.

ⁱ 2012 Caltrans Household Travel Survey:

http://dot.ca.gov/hq/tsip/otfa/tab/documents/chts_finalreport/FinalReport.pdf

ⁱⁱ NHTS 2009: <http://nhts.ornl.gov/>

ⁱⁱⁱ Pucher 2013. Cycling to work in 90 large American cities: new evidence on the role of bike paths and lanes

^{iv} Metro First Last Mile Strategic Plan http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

^v CARB. <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>

Bicycle Existing Conditions

Adults										TOTAL
Adult Population of Census Tracts within 1/4 Mi	Daily Adult Trips Generated	Corridor Capture Rate	Daily Person Trips in Corridor	2012 Bicycle Commute Modeshare in selected tracts	Estimated All Trips Bicycle Modeshare*	Bike Count Implied Mode Share (Observed or Average)***	Estimated Project Area Modeshare***	Estimated Daily Weekday Bicycle Trips**	Estimated Daily Weekend Bicycle trips**	
50,706	151,611	25%	37,902.74	4.57%	5.60%	0.52%	3.90%	1,479	1,168	
Children										
Population below age 16 of Census Tracts within 1/4 Mi	Daily Person Trips Generated	Corridor Capture Rate	Daily Person Trips in Corridor	Percent of Students who Commute by Bike	Estimated All Trips Bicycle Modeshare*	Estimated Daily Weekday Bicycle Trips	Estimated Daily Weekend Bicycle Trips			
18,695	55,898	25%	13,975	1.7%	1.40%	196	155	Total Annual Bike Trips		
										574,415

*Commute mode share ignores students, linked trips, and all other trips made on bicycle. This estimate is based on the percent difference (22%) between the LA County commute mode share (0.98%) and all trips mode share (1.2%) based on data from the California Household Travel Survey.

**24% of all trips occur over the weekends - or 12% of all trips on a given Saturday or Sunday compared to 15% of all trips on a given weekday. There are 79% as many trips on weekend days compared to weekday trips.

***Implied mode share uses actual bike count data to estimate an existing all-trips mode share, based on the assumed daily trips in corridor. If there were no counts available, the average implied mode share is used

Projected Increases

Existing		Forecasted Increase				Adjustment - Other Models			Final Forecast	
Estimated Current Annual Bike Trips	Existing Annual Bike Miles Traveled*	Credit for Activity Centers	Percent Increase in Bicycling	Forecasted Annual Bicycle Trips	Forecasted net increase in annual bike trips	New Annual Bike Trips based on Sketch Plan Model**	Average Daily Trips (Auto) on Parallel Streets	New Annual Bike Trips Based on CARB Model	Average New Annual Bike Trips	New Annual Bicycle Miles Traveled*
574,415	861,623	0.00%	30.00%	746,740	172,325	9,621	26,940	13,767	65,237	97,856

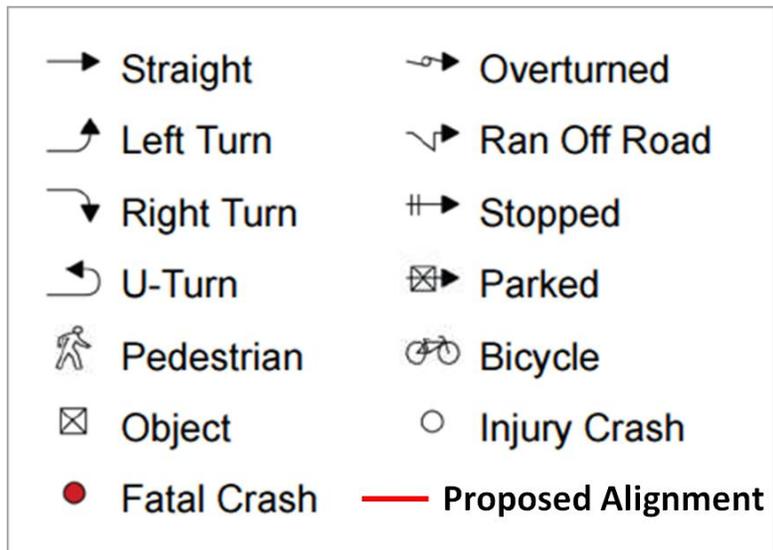
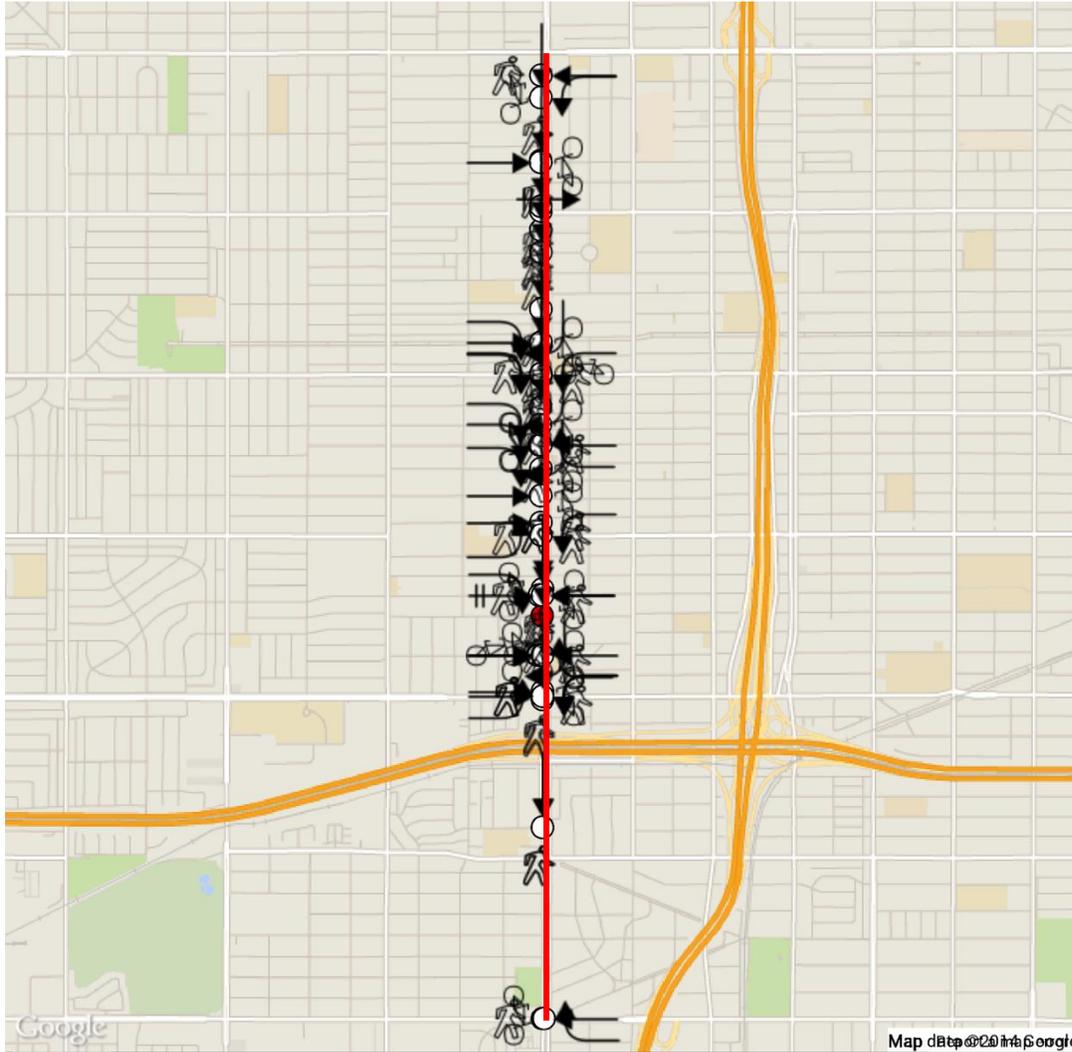
*2012 Caltrans Household Travel Survey found that average trip length for bicycle trips is 1.5 miles. This is a conservative estimate based on findings of other reports.

http://dot.ca.gov/hq/tsip/otfa/tab/documents/chts_finalreport/FinalReport.pdf

**Bike Sketch Plan Model projects future trips in 2035. To estimate the 2015 trips, the 2035 forecast was discounted by 1% per year to account for population growth over 20 years.

ATTACHMENT G

Bicycle and Pedestrian Collisions On Alignment



State of California Active Transportation Program

Attachment G

Collision Data (SWITRS 2003 - 2011)

Project: Vermont Avenue Bike Lane, Manchester-El Segundo

Sponsor: County of Los Angeles Department of Public Works

Case ID	Year	Date		Time	Primary RD	Secondary RD	Distance	Direction	Crash Type	Viol. Cat.	Involved W/	Severity	Parties	Killed	Injured	Ped Action
1307314	2004	1/31/2004	Sat	1840	VERMONT AV	88TH ST	5	S	Veh/Ped	Ped Violation	Ped	Severe	2	0	1	Xing not in X-walk
1310511	2004	1/29/2004	Thu	1859	VERMONT AV	119TH ST	12	S	Veh/Ped	Ped ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk
1542424	2004	5/23/2004	Sun	2101	VERMONT AV	98TH ST	60	S	Veh/Ped	Ped Violation	Ped	Severe	2	0	1	Xing not in X-walk
1552295	2004	7/28/2004	Wed	1754	W 104TH ST	VERMONT AV	0		Broadside	Auto ROW	Bike	Complained of Pain	2	0	1	No Ped
1601116	2004	8/7/2004	Sat	2042	110TH ST	VERMONT AV	2	W	Broadside	Traffic Signs/Signals	Bike	Visible Injury	2	0	1	No Ped
1759353	2004	10/22/2004	Fri	1740	104TH ST	VERMONT AV	14	W	Broadside	Ped ROW	Bike	Visible Injury	2	0	1	No Ped
1771964	2004	11/4/2004	Thu	1450	VERMONT AV	112TH ST	0		Broadside	Auto ROW	Bike	Complained of Pain	2	0	1	No Ped
1809358	2004	12/10/2004	Fri	900	VERMONT AV	CENTURY BL	19	S	Veh/Ped	Ped Violation	Ped	Visible Injury	2	0	1	Xing not in X-walk
1987153	2005	4/20/2005	Wed	1335	VERMONT AV	CENTURY BL	0		Veh/Ped	Ped Violation	Ped	Visible Injury	2	0	1	Xing in X-walk
2028859	2005	4/27/2005	Wed	1950	VERMONT AV	96TH ST	100	S	Veh/Ped	Ped Violation	Ped	Complained of Pain	2	0	1	Xing not in X-walk
2223712	2005	8/23/2005	Tue	1525	VERMONT AV	IMPERIAL HWY	60	N	Broadside	Auto ROW	Bike	Complained of Pain	2	0	1	No Ped
2288065	2005	9/30/2005	Fri	1945	VERMONT AV	110TH ST	8	S	Veh/Ped	Ped ROW	Ped	Severe	2	0	1	Xing in X-walk
2330288	2005	10/29/2005	Sat	245	VERMONT AV	IMPERIAL HWY	61	S	Veh/Ped	Ped Violation	Ped	Visible Injury	2	0	1	Xing not in X-walk
2375227	2005	12/3/2005	Sat	1915	IMPERIAL HWY	VERMONT AV	0		Veh/Ped	Ped ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk
2409824	2005	12/19/2005	Mon	745	112TH ST	VERMONT AV	10	W	Veh/Ped	Ped ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk
2760083	2006	7/23/2006	Sun	212	VERMONT AV	111TH ST	450	N	Veh/Ped	Ped Violation	Ped	Severe	2	0	1	Xing not in X-walk
2933277	2006	11/25/2006	Sat	1635	IMPERIAL HWY	VERMONT AV	0		Veh/Ped	Ped Violation	Ped	Visible Injury	2	0	1	Xing in X-walk
3095891	2007	3/14/2007	Wed	1645	87TH ST	VERMONT AV	18	W	Veh/Ped	Ped ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk
3149429	2007	4/6/2007	Fri	2027	VERMONT AV	CENTURY BL	0		Other	Improp Turn	Bike	Visible Injury	2	0	1	No Ped
3149433	2007	4/17/2007	Tue	1345	VERMONT AV	90TH ST	25	N	Veh/Ped	Ped ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk
3337824	2007	8/18/2007	Sat	1430	108TH ST	VERMONT AV	5	W	Veh/Ped	Auto ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk - mid-block
3369494	2007	8/27/2007	Mon	1444	98TH ST	VERMONT AV	6	W	Other	Auto ROW	Bike	Severe	2	0	1	No Ped
3509380	2007	11/12/2007	Mon	815	VERMONT AV	106TH ST	5	S	Veh/Ped	Ped ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk
3587835	2008	1/10/2008	Thu	750	VERMONT AV	104TH ST	5	S	Veh/Ped	Ped ROW	Ped	Visible Injury	2	0	1	Xing in X-walk
3591328	2008	1/8/2008	Tue	620	VERMONT AV	88TH ST	150	N	Veh/Ped	Unsafe Speed	Ped	Visible Injury	3	0	2	In Road
3603093	2008	1/11/2008	Fri	1930	VERMONT AV	110TH ST	6	S	Veh/Ped	Ped ROW	Ped	Complained of Pain	3	0	2	Xing in X-walk
3673078	2008	3/4/2008	Tue	1640	IMPERIAL HWY	VERMONT AV	5	W	Veh/Ped	Unknown	Ped	Complained of Pain	2	0	1	Xing in X-walk
3788671	2008	6/10/2008	Tue	2255	EL SEGUNDO BL	VERMONT AV	15	W	Veh/Ped	Ped Violation	Ped	Visible Injury	2	0	1	Xing not in X-walk
3935046	2008	9/30/2008	Tue	2020	VERMONT AV	94TH ST	10	N	Veh/Ped	Ped ROW	Ped	Severe	3	0	2	Xing in X-walk
3971353	2008	10/16/2008	Thu	1800	VERMONT AV	106TH ST	10	S	Veh/Ped	Ped ROW	Ped	Visible Injury	2	0	1	Xing in X-walk - mid-block
4099429	2009	2/12/2009	Thu	1100	107TH ST	VERMONT AV	0		Veh/Ped	Ped ROW	Ped	Complained of Pain	2	0	1	Xing in X-walk - mid-block
4110449	2009	1/26/2009	Mon	825	110TH ST	VERMONT AV	45	W	Veh/Ped	Ped Violation	Ped	Complained of Pain	2	0	1	Xing not in X-walk
4245085	2009	3/3/2009	Tue	1823	VERMONT AV	111TH ST	0		Veh/Ped	Ped Violation	Ped	Fatal	2	1	0	Xing not in X-walk
4310475	2009	6/5/2009	Fri	1915	110TH ST EAST	VERMONT AV	40	W	Broadside	Auto ROW	Bike	Complained of Pain	2	0	1	No Ped
4321902	2009	6/28/2009	Sun	1830	VERMONT AV	102ND ST	50	S	Other	Ped Violation	Ped	Severe	2	0	1	Xing not in X-walk
4411547	2009	8/14/2009	Fri	1230	IMPERIAL HWY	VERMONT AV	0		Other	Traffic Signs/Signals	Bike	Visible Injury	2	0	1	No Ped
4508419	2009	11/18/2009	Wed	1830	CENTURY BL	VERMONT AV	0		Veh/Ped	Ped ROW	Ped	Visible Injury	2	0	1	Xing in X-walk
4548691	2009	12/16/2009	Wed	1005	104TH ST	VERMONT AV	5	W	Veh/Ped	Traffic Signs/Signals	Ped	Complained of Pain	2	0	1	Xing not in X-walk
4549552	2009	11/13/2009	Fri	1937	VERMONT AV	94TH ST	0		Veh/Ped	Unsafe Speed	Ped	Visible Injury	2	0	1	Xing in X-walk
4566418	2010	1/30/2010	Sat	2330	VERMONT AV	119TH ST	5	S	Veh/Ped	Ped ROW	Ped	Visible Injury	2	0	1	Xing in X-walk
4732891	2010	5/14/2010	Fri	2040	VERMONT AV	93RD ST	69	S	Veh/Ped	Ped Violation	Ped	Severe	2	0	1	Xing not in X-walk
4732953	2010	5/18/2010	Tue	1630	106TH ST	VERMONT AV	0		Broadside	Traffic Signs/Signals	Bike	Visible Injury	2	0	1	No Ped
4861231	2010	7/2/2010	Fri	1250	92ND ST	VERMONT AV	8	W	Broadside	Wrong side of Road	Bike	Complained of Pain	2	0	1	No Ped
4876376	2010	8/3/2010	Tue	910	VERMONT AV	105TH ST	5	S	Broadside	Improp Turn	Bike	Visible Injury	2	0	1	No Ped
4966704	2010	10/18/2010	Mon	1330	110TH ST EAST	VERMONT AV	0		Veh/Ped	Unknown	Ped	Complained of Pain	2	0	1	Xing not in X-walk
4972449	2010	12/8/2010	Wed	1525	VERMONT AV	108TH ST	0		Veh/Ped	Ped ROW	Ped	Visible Injury	2	0	1	Xing in X-walk
4979344	2010	10/9/2010	Sat	30	VERMONT AV	92ND ST	100	N	Sideswipe	Ped Violation	Ped	Visible Injury	2	0	1	Xing not in X-walk
5018140	2010	11/10/2010	Wed	655	VERMONT AV	EL SEGUNDO BL	0		Broadside	Ped ROW	Bike	Complained of Pain	2	0	1	No Ped
5040254	2010	12/12/2010	Sun	1050	VERMONT AV	90TH ST	0		Broadside	Wrong side of Road	Ped	Severe	2	0	1	No Ped
5164794	2011	1/28/2011	Fri	1410	112TH ST	VERMONT AV	62	W	Head-On	Wrong side of Road	Bike	Complained of Pain	2	0	1	No Ped
5267280	2011	6/15/2011	Wed	1810	VERMONT AV	CENTURY BL	0		Head-On	Wrong side of Road	Bike	Visible Injury	2	0	1	No Ped
5309051	2011	8/17/2011	Wed	1625	VERMONT AV	112TH ST	0		Broadside	Wrong side of Road	Bike	Complained of Pain	2	0	1	No Ped
5322009	2011	9/17/2011	Sat	2310	VERMONT AV	IMPERIAL HWY	0		Veh/Ped	DUI	Ped	Visible Injury	2	0	1	Xing in X-walk
5322045	2011	9/12/2011	Mon	1820	88TH ST	VERMONT AV	0		Broadside	Auto ROW	Bike	Visible Injury	2	0	1	No Ped
5442030	2011	10/25/2011	Tue	1850	VERMONT AV	103RD ST	1	W	Broadside	Wrong side of Road	Bike	Visible Injury	2	0	1	No Ped
5515122	2011	12/13/2011	Tue	1855	98TH ST	VERMONT AV	3	W	Broadside	Auto ROW	Bike	Visible Injury	2	0	1	No Ped

ATTACHMENT H



ATTACHMENT H PUBLIC PARTICIPATION DOCUMENTS-VERMONT AVE. BIKE LANE PROJECT

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
1	General Comments	Adam Kliszewski	1	AS a decades long bicycle commuter I enthusiastically support all efforts to make our streets safer for pedallers. Many people would like to leave their car at home for short trips, but are afraid of traffic. Physical separation modeled after Scandinavia would be great. I applaud LAPD's tolerance of bikes on sidewalks, when these are not used by pedestrians.	Physical seperation of on-road bikeways added to the Plan in Chapter 2 and Appendix F.
2	Be added to Distribution List	ADRIANA DE SANTIAGO	1	THIS IS A GREAT PLAN I AM CURRENTLY A STUDENT AT CSULA AND I RIDE MY BICYCLE TO SCHOOL. AT SOME INSTANCES CARS DO NOT RESPECT THE BIKER AND IT BECOMES EXTREMELY UNSAFE. I WOULD APPRECIATE A BIKE ROUTE IN THIS AREA. FOR THE SAKE OF BIKERS SAFETY, AND FOR THE PLANET. MY AREA IS IN CITY TERRACE LOS ANGELES CA 90063.. THIS WOULD MAKE MY TRAVELS THRU BIKE MORE ENJOYABLE.	Bike lanes have been added to the Plan in this area
3	General Comments	Alex Braunstein	1	In idea, the plan is good. However, there are a few major flaws with it that need to be worked out. The biggest flaw is the simple fact that it doesn't seem to be very safe. With class two and three bike paths, there seems to be very little protection against cars, making it only a very slight upgrade from just biking on a road. The white stripes currently planed to be used are not enough. there should be something greater, like in Long Beach a and London, where there the entire bike lane is painted a color, like blue or green. This makes a significantly bigger visual impact on a car-diver, which will lessen the chances that the lane is driven in to. There is one lane is particular that should be turned into a class one bike path. PCH is a notoriously deadly road, and should be as safe as possible. Bikers are quite often killed on it, and as it is planned it is simply not enough. I know I would not feel safe biking on it using the plan now. On a slightly separate note, I think the streets are way to wide. Who does this city belong to? The cars, or the people? This plan has the city belonging to the cars. Make it belong to the people. Lastly, London is implementing an innovative new feature on their bike path plan. Every mile, they have a map of popular destinations in the area. You should implement something similar, as it encourages pedestrian activity.	Innovative treatments such as colored bike lanes and cycle tracks have been added to the design toolbox in the Plan. PCH is a State Highway and the bike route along is not within the County's jurisdiction. The Plan includes encouragement programs, such as the distribution of bicycling maps that help bicyclists in wayfinding around the County.
4	General Comments	Alvaro Najera	1	Hello my name is Alvaro Najera. I'm president of the Biking Vikings at Mountain View High School. We are right next to the San Gaberial Valley Trail. I believe this is a great idea! for more information contact our website bikingvikings.weebly.com	
5	General Comments	anglina	1	excellent plan is generated for the people of los angles... they would be benefited... http://www.albertam.com	
6	Bike Facilities (e.g. Bike parking)	aqoPTpuZDoE CIQFFsut	1	VQBD9I wxxxwhgygaow, [url= http://vutbhlzdxvch.com/][vutbhlzdxvch/[url], [link= http://tluixnozghun.com/][link], http://hipsdkhenmd.com/	
7	Bike Facilities (e.g. Bike parking)	Armando Moreno Jr	1	Yes I am for more bike lanes the proposed from east la to Santa Monica would be a great asset to our community, please consider other bike lane options as well, thank you for your time.	
8	General Comments	Bob Gregorich	1	Hi! It is so good to see more bike paths are planned and implemented! A tremendous vision and legacy! Try to put aside dedicated bike paths for bikes only. Car drivers sometimes do not share the road well with bikes. Please keep up the excellent work!	
9	Facilities	Carlos	1	It would be great if a bike lane was made from Maywood to Calstatela. It would make students commutes more variable and accessible.	Several bikeway facilities are proposed throughout the unincorporated East LA area, which will connect to this location . Planning of on-road bikeway facilities in the Cities of Maywood and Commerce are under the purview of the Cities.

Page 1 of 61 Pages of Comments

Full Document Available Upon Request

that the development of the County of Los Angeles Bicycle Master Plan is coordinated with any concurrent municipal planning efforts. Relevant Planning Studies

The planning documents described in this section remain unadopted by the agency or agencies responsible for implementing their recommendations, but provide valuable analysis to assist the development of the County of Los Angeles Bicycle Master Plan. The use of these plans as guidance does not reflect County endorsement of specific proposals.

C.3.14 Enhanced Public Outreach Project (2004)

The Enhanced Public Outreach Project (EPOP) had two goals: (1) to significantly increase the level of public participation in the development of the LACMTABTSP; and (2) gain a better understanding of the needs, perceptions and travel behavior of all bicyclists, focusing on those in communities with low income and high transit use. Public input was collected through two surveys: a more general Countywide Bicycle Survey followed by an Origin and Destination Survey. Over 3,000 surveys were completed and analyzed. Many of the targeted communities included unincorporated areas such as Altadena, East Los Angeles, Florence-Firestone, Willowbrook, and Lennox. The findings of this report will be considered in the development of the County of Los Angeles Bicycle Master Plan, with specific attention to the data collected in or near unincorporated areas of the County. Figure C-10 shows bicyclists origins and destinations collected through EPOP surveys.

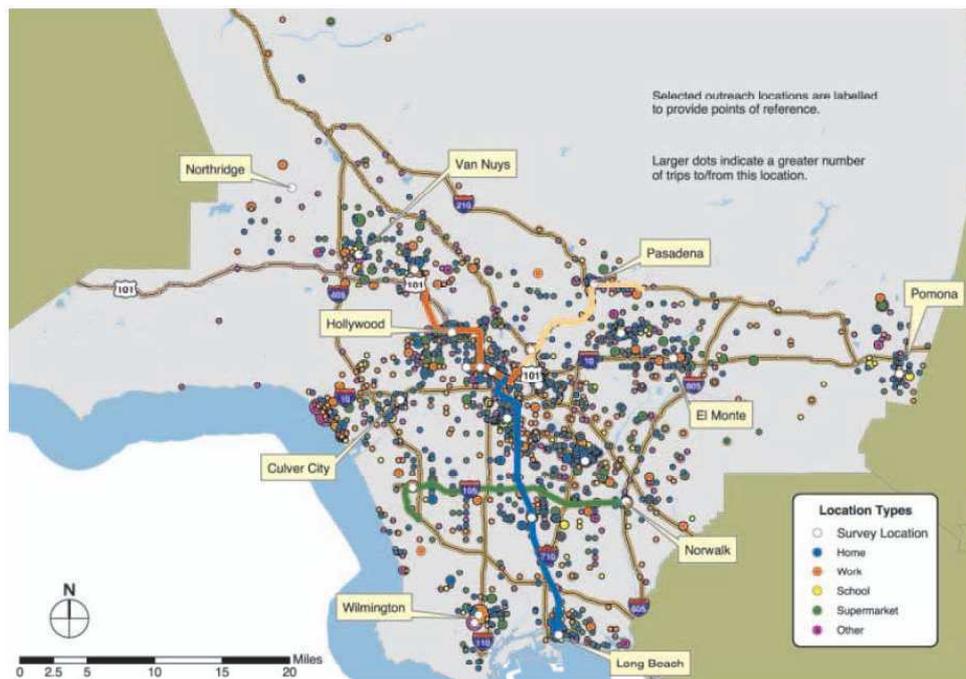


Figure C-10: Bicyclist Origins and Destinations (EPOP Surveys)

On a community scale, bicycle infrastructure projects are generally far less expensive than automobile-related infrastructure. Further, shifting a greater share of daily trips to bike trips reduces the impact on the region's transportation system, thus reducing the need for improvements and expansion projects.

1.3.4 Community/Quality of Life Benefits

Fostering conditions where bicycling is accepted and encouraged increases a community's livability from a number of different perspectives that are often difficult to measure but nevertheless important. The design, land use patterns, and transportation systems that comprise the built environment have a profound impact on quality of life issues. Studies have found that people living in communities with built environments that promote bicycling and walking tend to be more socially active, civically engaged, and are more likely to know their neighbors, whereas urban sprawl has been correlated with social and mental health problems, including stress.^{8,9} The aesthetic quality of a community improves when visual and noise pollution caused by automobiles is reduced and when green space is reserved for facilities that enable people of all ages to recreate and commute in pleasant settings.

1.3.5 Safety Benefits

Conflicts between bicyclists and motorists result from poor riding and/or driving behavior as well as insufficient or ineffective facility design. Encouraging development and redevelopment in which bicycle travel is fostered improves the overall safety of the roadway environment for all users. Well-designed bicycle facilities improve security for current cyclists and also encourage more people to bike, which in turn can further improve bicycling safety. Studies have shown that the frequency of bicycle collisions has an inverse relationship to bicycling rates, which means more bicyclists on the road equates to lower crash rates.¹⁰ Providing information and educational opportunities about safe and lawful interactions between bicyclists and other roadway users also improves safety.

1.4 Public Participation

Community involvement was vital to the development of the Plan. The Plan team held three rounds of public workshops to present to the public the Plan's findings and recommendations and to receive public feedback.

The **first round** of workshops introduced the Plan to the public and provided opportunities for public input. The Plan team performed extensive outreach to inform County residents of these workshops, including sending electronic mail blasts to stakeholders, including all 88 cities in Los Angeles County, posting notices on the project website, producing a meeting flyer in English and Spanish, creating and distributing a press release, and mailing comment cards to local bike shops, libraries, and parks and recreation facilities. There were a total of ten first round workshops held between February and March 2010. Meeting attendance was an average of ten people.

The **second round** of workshops, held in June 2010, served as a mid-project update for the public. These workshops focused on specific study corridors being evaluated by the project engineering team; education, encouragement and enforcement program recommendations; and project prioritization methodology. There

⁸ Frumkin, H. 2002. *Urban Sprawl and Public Health*. *Public Health Reports*, 117: 201-17.

⁹ Leyden, K. 2003. *Social Capital and the Built Environment: The Importance of Walkable Neighborhoods*. *American Journal of Public Health* 93: 1546-51.

¹⁰ Jacobsen, P. *Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling*. *Injury Prevention*, 9: 205-209. 2003.

County of Los Angeles | Bicycle Master Plan

were a total of 11 public workshops during the second round, which also attracted an average of ten people per workshop. In addition to the outreach efforts used for the first round of workshops, the outreach for the second round of workshops included discussion of the Plan at Town Council meetings in unincorporated areas and at meetings held by Regional Planning for community specific plans, distribution of postcards at “Bike To Work Week” events throughout the County sponsored by LACMTA, and posting public service announcements on County websites, Bus Shelters in unincorporated areas, and on buses and shuttles that operate within or near unincorporated areas.

The **third round** of public workshops included a presentation of the draft Plan and provided opportunities for the public to provide input on the draft Plan. In addition to the outreach efforts used for the first and second round of workshops, the County retained the Angeles County Bicycle Coalition (LACBC) to assist with the outreach and to encourage attendance at the workshops. LACBC issued a press release to news media, radio and television; they worked with various entities to coordinate the posting of our workshop information on these entities’ websites; and sent electronic mail blasts to their members/subscribers. There were a total of 11 public workshops held between March and April 2011, with an average attendance of ten people per workshop.

The public comment period for the draft Plan was from March 31st to June 3rd, which was extended to target participants on the Los Angeles Bike to Work Week. The County again enlisted LACMTA’s assistance to distribute quarter page flyers at the Bike to Work Day pit stops, encouraging interested parties to comment on the draft Plan.

To improve connectivity between the Plan’s recommendations and the existing and planned bikeways in other jurisdictions, the County kept the cities throughout Los Angeles County aware of the status of the Plan via electronic mail blasts. The cities were invited to review and comment on the Plan, as well as to attend the public workshops. Although not every city responded, representatives from numerous cities attended the public workshops and submitted comments on the Plan.

1.5 Updates and Amendments to the Plan

This Plan provides direction for developing a comprehensive bicycle network, support facilities, and programs for the County. Although this is a 20 year planning document, the County recognizes that in order to achieve the desired results of increasing bicycling throughout Los Angeles County, the County needs to remain flexible to updating and amending the recommendations and proposals contained in this Plan.

The County will consult the community stakeholder group, the affected communities, and other stakeholders throughout implementation of this Plan. Over time, additional facilities may be identified for which bikeway facilities are desirable, or it may be desirable to change a bikeway designation from one classification to another based on community input and/or engineering considerations.

As indicated in Policy 1.5, the County will complete regular updates of the Bicycle Master Plan every five years. In addition, the Plan may be amended more frequently if necessary. Updates and amendments to this Plan would be subject to approval by the County Regional Planning Commission and the County Board of Supervisors. Class II bikeways shall be deemed consistent with the Plan wherever either a Class II or Class III Bike Route is mapped. Accordingly, no plan amendment shall be required when a mapped Class III Bike Route is replaced with a Class II Bike Route.



LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
COMMUNITY PEDESTRIAN AND
ACTIVE TRANSPORTATION
PLANNING



F. Public/Community Participation

Community involvement is vital to the development of the County General Plan update and will remain so during its implementation and in a collaborative environment of Community Pedestrian and Active Transportation Planning.

As implementation of the General Plan and Community Pedestrian and Active Transportation Planning progress, the following strategies can be employed to reach out to and receive input from the public.

- Proactive engagement of community members and stakeholders in the planning of active transportation facilities in conjunction with other non-transportation community improvements.
- Electronic mail blasts to stakeholders, including adjacent cities and communities.
- Posting meeting flyers and notices on project websites.
- Distributing press releases.
- Mailing comment cards to local libraries, community centers, and parks and recreation facilities.
- Presentations at unincorporated Town Council meetings and at meetings held by the Department of Regional Planning for community specific plans.
- Posting public service announcements on County websites, Bus Shelters in unincorporated areas, and on buses and shuttles that operate within or near unincorporated areas.
- Enlisting the assistance of the Department of Public Health to promote the planning efforts through its various public health outreach channels.
- Retaining advocacy groups to assist with the outreach and to encourage attendance at the workshops.

G. Department of Public Works Sidewalk/Pedestrian Planning and Construction

Community Sidewalk Planning

Many older neighborhoods in unincorporated areas were constructed without sidewalk. The Department of Public Works has historically programmed sidewalk construction where recommended to improve safety, to facilitate walking paths to schools and parks, and where property owners specifically request it. A program of wholesale construction

ATTACHMENT I

BENEFIT/COST SUMMARY

Year	Actual Year	NET PRESENT VALUE			
		Estimated Benefits from Biking	Estimated Benefits from Walking	ESTIMATED COSTS FOR PROJECT - TOTAL COST	ESTIMATED COSTS FOR PROJECT - ATP COST
CONSTRUCTION					
1	2015	\$0	\$0	\$633,173	\$325,000
2	2016	\$0	\$0	\$608,820	\$312,500
3	0	\$0	\$0	\$0	\$0
4	0	\$0	\$0	\$0	\$0
5	0	\$0	\$0	\$0	\$0
OPENING YEAR					
1	2017	\$177,808	\$0	\$6,963	\$6,963
2	2018	\$175,342	\$0	\$6,866	\$6,866
3	2019	\$172,803	\$0	\$6,767	\$6,767
4	2020	\$170,199	\$0	\$6,665	\$6,665
5	2021	\$167,540	\$0	\$6,561	\$6,561
6	2022	\$164,834	\$0	\$6,455	\$6,455
7	2023	\$162,089	\$0	\$6,347	\$6,347
8	2024	\$159,310	\$0	\$6,238	\$6,238
9	2025	\$156,506	\$0	\$6,128	\$6,128
10	2026	\$153,682	\$0	\$6,018	\$6,018
11	2027	\$150,843	\$0	\$5,907	\$5,907
12	2028	\$147,995	\$0	\$5,795	\$5,795
13	2029	\$145,144	\$0	\$5,684	\$5,684
14	2030	\$142,292	\$0	\$5,572	\$5,572
15	2031	\$139,446	\$0	\$5,460	\$5,460
16	2032	\$136,608	\$0	\$5,349	\$5,349
17	2033	\$133,781	\$0	\$5,239	\$5,239
18	2034	\$130,971	\$0	\$5,129	\$5,129
19	2035	\$128,178	\$0	\$5,019	\$5,019
20	2036	\$125,407	\$0	\$4,911	\$4,911
TOTAL		\$3,040,777	\$0	\$1,361,064	\$756,571

Lifetime Discounted B/C Ratio	2.23	4.02
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ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION

Year	Actual Year	Increased Person Miles (IPM)	Reduced Vehicle Miles (RVM)	Improved Active Travel Conditions	Increased Active Travel Activity		Land Use Impacts	Reduced Automobile Travel							Combined Benefits	Net Present Value
				User benefits	Fitness and health – walking	Fitness and health – cycling	Increased accessibility	Vehicle cost savings	Congestion reduction	Reduced barrier effect	Roadway cost savings	Parking cost savings	Energy conservation	Pollution reductions		
				0.250 IPM		0.200 IPM	0.051 IPM	0.225 RVM	0.060 RVM	0.010 RVM	0.042 RVM	0.360 RVM	0.030 RVM	0.044 RVM		
CONSTRUCTION																
1	2015															
2	2016															
3	0															
4	0															
5	0															
OPENING YEAR																
1	2017	97,900	195,800	\$24,475	\$0	\$19,580	\$4,993	\$44,055	\$11,748	\$1,958	\$8,224	\$70,488	\$5,874	\$8,615	\$200,010	\$177,808
2	2018	100,404	200,808	\$25,101	\$0	\$20,081	\$5,121	\$45,182	\$12,048	\$2,008	\$8,434	\$72,291	\$6,024	\$8,836	\$205,125	\$175,342
3	2019	102,908	205,816	\$25,727	\$0	\$20,582	\$5,248	\$46,309	\$12,349	\$2,058	\$8,644	\$74,094	\$6,174	\$9,056	\$210,241	\$172,803
4	2020	105,412	210,823	\$26,353	\$0	\$21,082	\$5,376	\$47,435	\$12,649	\$2,108	\$8,855	\$75,896	\$6,325	\$9,276	\$215,356	\$170,199
5	2021	107,916	215,831	\$26,979	\$0	\$21,583	\$5,504	\$48,562	\$12,950	\$2,158	\$9,065	\$77,699	\$6,475	\$9,497	\$220,472	\$167,540
6	2022	110,420	220,839	\$27,605	\$0	\$22,084	\$5,631	\$49,689	\$13,250	\$2,208	\$9,275	\$79,502	\$6,625	\$9,717	\$225,587	\$164,834
7	2023	112,923	225,847	\$28,231	\$0	\$22,585	\$5,759	\$50,816	\$13,551	\$2,258	\$9,486	\$81,305	\$6,775	\$9,937	\$230,703	\$162,089
8	2024	115,427	230,855	\$28,857	\$0	\$23,085	\$5,887	\$51,942	\$13,851	\$2,309	\$9,696	\$83,108	\$6,926	\$10,158	\$235,818	\$159,310
9	2025	117,931	235,863	\$29,483	\$0	\$23,586	\$6,014	\$53,069	\$14,152	\$2,359	\$9,906	\$84,911	\$7,076	\$10,378	\$240,934	\$156,506
10	2026	120,435	240,870	\$30,109	\$0	\$24,087	\$6,142	\$54,196	\$14,452	\$2,409	\$10,117	\$86,713	\$7,226	\$10,598	\$246,049	\$153,682
11	2027	122,939	245,878	\$30,735	\$0	\$24,588	\$6,270	\$55,323	\$14,753	\$2,459	\$10,327	\$88,516	\$7,376	\$10,819	\$251,165	\$150,843
12	2028	125,443	250,886	\$31,361	\$0	\$25,089	\$6,398	\$56,449	\$15,053	\$2,509	\$10,537	\$90,319	\$7,527	\$11,039	\$256,280	\$147,995
13	2029	127,947	255,894	\$31,987	\$0	\$25,589	\$6,525	\$57,576	\$15,354	\$2,559	\$10,748	\$92,122	\$7,677	\$11,259	\$261,396	\$145,144
14	2030	130,451	260,902	\$32,613	\$0	\$26,090	\$6,653	\$58,703	\$15,654	\$2,609	\$10,958	\$93,925	\$7,827	\$11,480	\$266,511	\$142,292
15	2031	132,955	265,909	\$33,239	\$0	\$26,591	\$6,781	\$59,830	\$15,955	\$2,659	\$11,168	\$95,727	\$7,977	\$11,700	\$271,626	\$139,446
16	2032	135,459	270,917	\$33,865	\$0	\$27,092	\$6,908	\$60,956	\$16,255	\$2,709	\$11,379	\$97,530	\$8,128	\$11,920	\$276,742	\$136,608
17	2033	137,963	275,925	\$34,491	\$0	\$27,593	\$7,036	\$62,083	\$16,556	\$2,759	\$11,589	\$99,333	\$8,278	\$12,141	\$281,857	\$133,781
18	2034	140,466	280,933	\$35,117	\$0	\$28,093	\$7,164	\$63,210	\$16,856	\$2,809	\$11,799	\$101,136	\$8,428	\$12,361	\$286,973	\$130,971
19	2035	142,970	285,941	\$35,743	\$0	\$28,594	\$7,291	\$64,337	\$17,156	\$2,859	\$12,010	\$102,939	\$8,578	\$12,581	\$292,088	\$128,178
20	2036	145,474	290,949	\$36,369	\$0	\$29,095	\$7,419	\$65,463	\$17,457	\$2,909	\$12,220	\$104,741	\$8,728	\$12,802	\$297,204	\$125,407

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

Discount Rate 4.0%

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

ESTIMATED COSTS FOR PROJECT - TOTAL COST

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs	Combined Costs	Net Present Value
				0.080 IPM		
CONSTRUCTION						
1	2015		\$658,500		\$658,500	\$633,173
2	2016		\$658,500		\$658,500	\$608,820
3	0		\$0		\$0	\$0
4	0		\$0		\$0	\$0
5	0		\$0		\$0	\$0
OPENING YEAR						
1	2017	97,900	\$0	\$7,832	\$7,832	\$6,963
2	2018	100,404	\$0	\$8,032	\$8,032	\$6,866
3	2019	102,908	\$0	\$8,233	\$8,233	\$6,767
4	2020	105,412	\$0	\$8,433	\$8,433	\$6,665
5	2021	107,916	\$0	\$8,633	\$8,633	\$6,561
6	2022	110,420	\$0	\$8,834	\$8,834	\$6,455
7	2023	112,923	\$0	\$9,034	\$9,034	\$6,347
8	2024	115,427	\$0	\$9,234	\$9,234	\$6,238
9	2025	117,931	\$0	\$9,435	\$9,435	\$6,128
10	2026	120,435	\$0	\$9,635	\$9,635	\$6,018
11	2027	122,939	\$0	\$9,835	\$9,835	\$5,907
12	2028	125,443	\$0	\$10,035	\$10,035	\$5,795
13	2029	127,947	\$0	\$10,236	\$10,236	\$5,684
14	2030	130,451	\$0	\$10,436	\$10,436	\$5,572
15	2031	132,955	\$0	\$10,636	\$10,636	\$5,460
16	2032	135,459	\$0	\$10,837	\$10,837	\$5,349
17	2033	137,963	\$0	\$11,037	\$11,037	\$5,239
18	2034	140,466	\$0	\$11,237	\$11,237	\$5,129
19	2035	142,970	\$0	\$11,438	\$11,438	\$5,019
20	2036	145,474	\$0	\$11,638	\$11,638	\$4,911

Discount Rate 4.0%

ESTIMATED COSTS FOR PROJECT - ATP COST

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs	Combined Costs	Net Present Value
				0.080 IPM		
CONSTRUCTION						
1	2015		\$338,000		\$338,000	\$325,000
2	2016		\$338,000		\$338,000	\$312,500
3	0		\$0		\$0	\$0
4	0		\$0		\$0	\$0
5	0		\$0		\$0	\$0
OPENING YEAR						
1	2017	97,900	\$0	\$7,832	\$7,832	\$6,963
2	2018	100,404	\$0	\$8,032	\$8,032	\$6,866
3	2019	102,908	\$0	\$8,233	\$8,233	\$6,767
4	2020	105,412	\$0	\$8,433	\$8,433	\$6,665
5	2021	107,916	\$0	\$8,633	\$8,633	\$6,561
6	2022	110,420	\$0	\$8,834	\$8,834	\$6,455
7	2023	112,923	\$0	\$9,034	\$9,034	\$6,347
8	2024	115,427	\$0	\$9,234	\$9,234	\$6,238
9	2025	117,931	\$0	\$9,435	\$9,435	\$6,128
10	2026	120,435	\$0	\$9,635	\$9,635	\$6,018
11	2027	122,939	\$0	\$9,835	\$9,835	\$5,907
12	2028	125,443	\$0	\$10,035	\$10,035	\$5,795
13	2029	127,947	\$0	\$10,236	\$10,236	\$5,684
14	2030	130,451	\$0	\$10,436	\$10,436	\$5,572
15	2031	132,955	\$0	\$10,636	\$10,636	\$5,460
16	2032	135,459	\$0	\$10,837	\$10,837	\$5,349
17	2033	137,963	\$0	\$11,037	\$11,037	\$5,239
18	2034	140,466	\$0	\$11,237	\$11,237	\$5,129
19	2035	142,970	\$0	\$11,438	\$11,438	\$5,019
20	2036	145,474	\$0	\$11,638	\$11,638	\$4,911

Discount Rate 4.0%

Active Transportation – Benefits and Costs

Impact Category	Urban Peak	Urban Off-Peak	Rural	Overall Average	Comments
BENEFITS					
Improved Active Travel Conditions - Table 16 Improving Walking and Cycling Conditions (Per Person Mile)					
User benefits	\$0.250	\$0.250	\$0.250	\$0.250	The greater the improvement, the greater this value.
Option value	\$0.035	\$0.035	\$0.035	\$0.035	Half of diversity value*.
Equity objectives	\$0.035	\$0.035	\$0.035	\$0.035	Half of diversity value*. Higher if a project significantly benefits disadvantaged people.
Increased Active Travel Activity - Table 17 Improving Walking and Cycling Conditions (Per Person Mile)					
Fitness and health – walking	\$0.500	\$0.500	\$0.500	\$0.500	Benefits are larger if pedestrian facilities attract at-risk users.
Fitness and health – cycling	\$0.200	\$0.200	\$0.200	\$0.200	Benefits are larger if cycling facilities attract at-risk users.
Reduced Automobile Travel - Table 18 Typical Values – Reduced Motor Vehicle Travel (Per Reduced Vehicle Mile)					
Vehicle cost savings	\$0.250	\$0.225	\$0.200	\$0.225	This reflects vehicle operating cost savings. Larger savings result if some households can reduce vehicle ownership costs.
Avoided chauffeuring driver's time	\$0.700	\$0.600	\$0.500	\$0.580	Based on \$9.00 per hour driver's time value.
Congestion reduction	\$0.200	\$0.050	\$0.010	\$0.060	
Reduced barrier effect	\$0.010	\$0.010	\$0.010	\$0.010	
Roadway cost savings	\$0.050	\$0.050	\$0.030	\$0.042	
Parking cost savings	\$0.600	\$0.400	\$0.200	\$0.360	Parking costs are particularly high for commuting and lower for errands which require less parking per trip.
Energy conservation	\$0.030	\$0.030	\$0.030	\$0.030	
Pollution reductions	\$0.100	\$0.050	\$0.010	\$0.044	
Land Use Impacts - Table 19 More Walkable and Bikeable Community (Measure Unknown)					
Reduced pavement	\$0.010	\$0.005	\$0.001	\$0.002	Specific studies should be used when possible.
Increased accessibility	\$0.080	\$0.060	\$0.030	\$0.051	Specific studies should be used when possible.
COSTS					
Active Transport Costs - Table 20 Typical Values – Walking and Cycling Costs (Per Person Mile)					
Facilities and programs					Highly variable.
Vehicle traffic impacts					Highly variable.
Equipment	\$0.080	\$0.070	\$0.060		Depends on assumption, such as whether food consumption is a benefit or cost.
Travel time					Highly variable depending on conditions and user preferences.
Accident risk					

* The "Transport Diversity Value" chapter of *Transportation Cost and Benefit Analysis* (Litman 2009) estimates that improvements in affordable alternative modes can be valued at 7¢ per passenger-mile, although this value can vary significantly depending on conditions and assumptions.

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

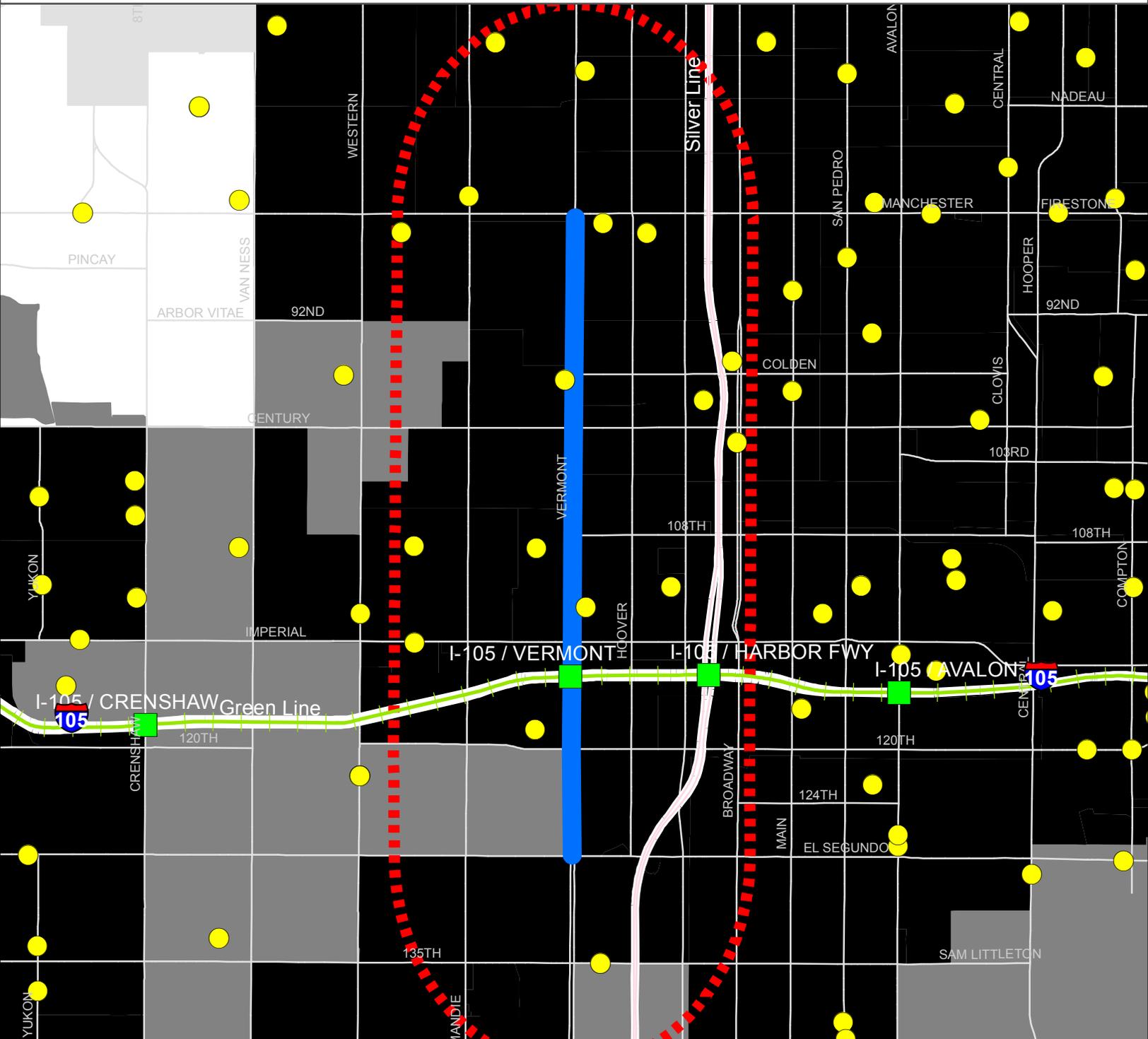
ATTACHMENT J



Metro

County of Los Angeles

Vermont Avenue Bike Lane, Manchester-El Segundo



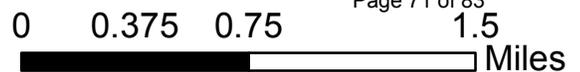
Legend

Disadvantaged Communities (by ATP guideline)

- (1) Census tract with median income below 80% of CA avg.
- (2) Zipcode that in the 90th percentile on CA EPA's EnviroScreen (CES)
- (3) Public schools with at least 75% of students eligible for free lunch
- (4) Areas where both (1) & (2) apply

Proposed Bike Project Location

1 mile Project Area

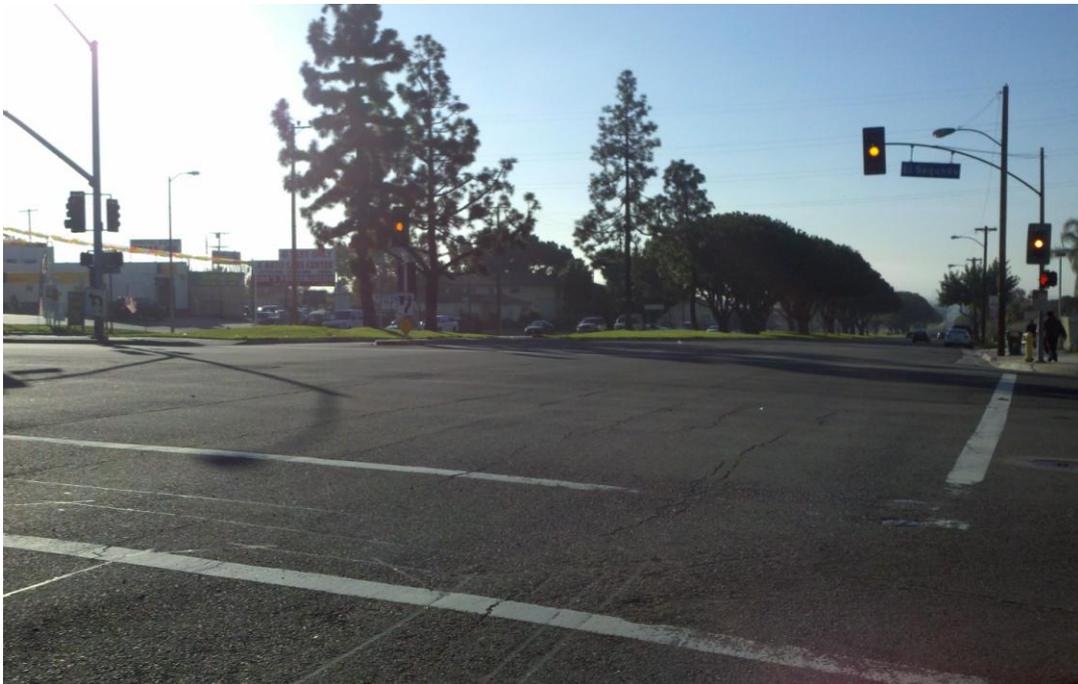


ATTACHMENT K

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Westside at El Segundo Blvd looking north



Westside at El Segundo Blvd looking south

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Westside at 126th St looking north



Westside at 120th St looking north

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



On median at 120th St looking south

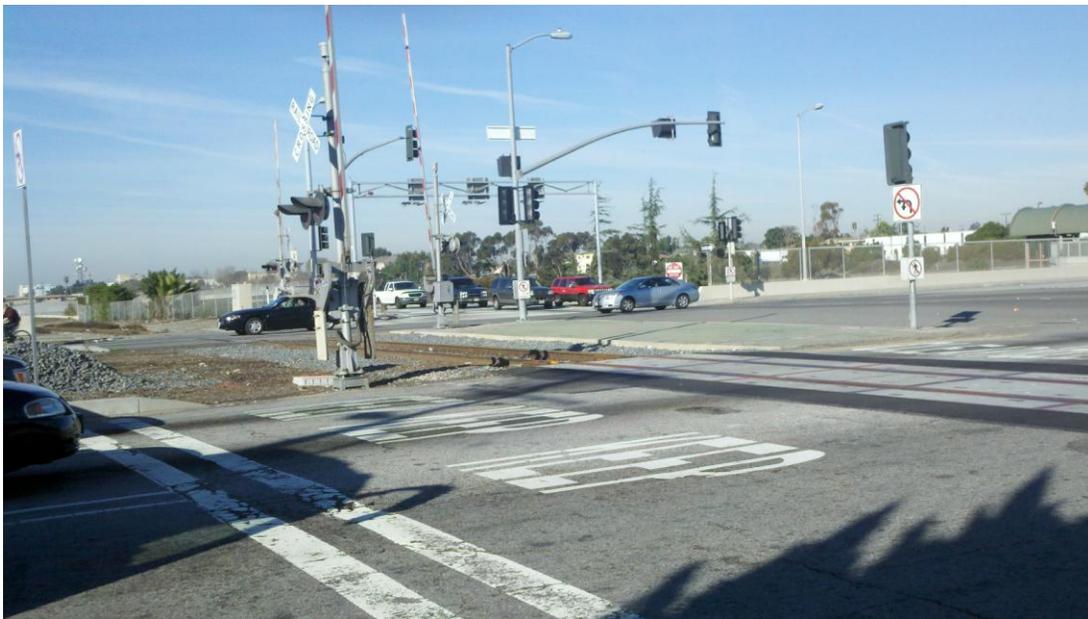


Eastside at 117th St looking south

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Eastside at 117th St looking north



Eastside at 116th looking west

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Eastside at 105 Freeway looking south



Eastside at 105 Freeway looking west

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Eastside at Imperial Hwy looking south



Eastside at 108th looking north

ATTACHMENT K COLOR PHOTOS VERMONT AVENUE BIKE LANE PROJECT



Eastside at Century Blvd looking north



Eastside at Century Blvd looking south

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Eastside at Colden looking north



Westside at Manchester Blvd looking south

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Westside at Century Blvd looking south



Westside at Imperial Hwy looking north

ATTACHMENT K COLOR PHOTOS
VERMONT AVENUE BIKE LANE PROJECT



Westside at 116th St looking north



Westside at 116th looking south

ATTACHMENT L



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 13, 2014

Ms. Teresa McWilliams
State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Dear Ms. McWilliams:

VERMONT AVENUE BIKE LANE PROJECT ACTIVE TRANSPORTATION PROGRAM CYCLE 1 - GRANT APPLICATION

The Los Angeles County Department of Public Health would like to support the Los Angeles County Department of Public Works' application under the State of California Active Transportation Program.

The proposed bike lane project, which includes constructing a 3 mile long Class II bike lane and bike racks along southbound Vermont Avenue from Manchester Boulevard to El Segundo Boulevard. This will enhance the mobility and sustainability of the area through improving bicycle and transit access along the Vermont Avenue Corridor and further increase the connectivity of the existing bikeway network. This project will also enhance the bikeway network with the potential to encourage more cycling in the project area and provide more options for existing riders. This will help to establish cycling as a more viable mode of transportation in Los Angeles County.

This project will also enhance the ability of local residents to get regular physical activity, which is essential for maintaining a healthy body weight and can provide major protective effects against heart disease, diabetes, and some forms of cancer. Studies have shown that infrastructure designed for pedestrians and bicyclists can encourage greater physical activity and lead to healthier communities.

Therefore, we would like to affirm our support for the County's application for grant funds for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "JEAN", written over a vertical line.

Jean Armbruster, MA
Director of the County Department of Public Health
695 Vermont Avenue Bike Lane



BOARD OF SUPERVISORS

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First District

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Don Knabe
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Michael D. Antonovich
Fifth District



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 Vermont Avenue Bike Lane, Manchester-El Segundo 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 Vermont Avenue Bike Lane, Manchester-El Segundo in the County of Los Angeles. Metro is committed to promoting sustainability through direct actions to implement policies, programs and projects as well as through collaboration with local jurisdictions and agencies to meet the mandate to reduce greenhouse gas emissions as well as to increase mobility, safety and the social and economic vitality of our communities.

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

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the County of Los Angeles' efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Vermont Avenue Bike Lane, Manchester-El Segundo for the ATP grant.

Sincerely,

Arthur T. Leahy
Chief Executive Officer



Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

May 16, 2014

Ms. Teresa McWilliam
Caltrans, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

**Support for Vermont Bike Lane, County of Los Angeles
Active Transportation Program**

Dear Ms. McWilliam:

The Los Angeles County Bicycle Coalition (LACBC) supports the Los Angeles County Department of Public Works' application to the Active Transportation Program to construct a bike lane on Vermont Avenue in unincorporated South Los Angeles. LACBC bike counts recently demonstrated that existing bicycling rates are highest in low-income communities like along this corridor and that adding bike lanes as proposed on average doubles bicycle ridership. We appreciate the County's focus on implementing the 2012 Bicycle Master Plan in low-income communities and believe this priority aligns well with the State's.

If you have any questions about this support, I can be reached at (213) 629-2142, ext. 127.

Sincerely,

Eric Bruins
Planning and Policy Director