

ACTIVE TRANSPORTATION PROGRAM CYCLE 1

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

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

Project name:

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

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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

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

According to the 2010 United States Census, Florence-Firestone had a median household income is \$36,841 with 29.1% of the population living below the federal poverty line [ref: http://en.wikipedia.org/wiki/Florence-Graham,_California]. The project proposes intersection improvements that will improve pedestrian safety and mobility around Edison and Drew Middle Schools and Parmelee, Miramonte, Russell and Graham Elementary Schools. More than 82% of students attending these schools are eligible for the Free or Reduced Price Meals Program, and a majority of the students, especially those attending elementary schools, walk or bike to school based on LAUSD staff observations. The intersection improvements include installation of curb extensions, curb cuts and truncated domes for wheel chair access, enhanced continental style cross walks, and pedestrian countdown and audio signals at signalized intersections along Compton Avenue, Nadeau Street, and Firestone Boulevard. The three candidate corridors have some of the highest levels of bicycle and pedestrian crash concentrations in the County. The proposed intersection improvements will reduce vehicular speeds, highlight pedestrian crossings, improve wheel chair access, and reduce vehicle/pedestrian conflicts within pedestrian right of way. The improvements will complement currently funded class II bike lanes along these corridors, and help transform them into “complete streets”.

The bicycle and pedestrian safety education and encouragement program will focus on students attending all the public schools in the community. This program will complement local community based encouragement and empowerment programs, such as those being sponsored by the LAUSD Healthy Start Program and Los Angeles Education Partnership (laep.org).

2. Consistency with Regional Transportation Plan (100 words or less)

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

This project supports regional transportation goals 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. See Attachment D for excerpts from regional and local plans that support the project.

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.

The Project includes a two year Safe Routes to Schools (SRTS) bicycle and pedestrian education and encouragement program to complement the proposed infrastructure improvements. A program manager (PM) will be hired through a competitive bid process to run the SRTS program. The PM will be tasked with conducting safety education classes for students attending public schools in the community. The PM will also create training programs in Spanish and English to educate area volunteers and school district staff to set up walking school buses, bicycle trains and other encouragement programs for the students. Incentives will be provided to the students and volunteers to encourage their participation in the program. This program will leverage currently funded efforts in the community, such as LAUSDs Healthy Start Program and the County's federally funded safety education and encouragement program for

students attending Parmelee, Miramonte, Russell and Graham Elementary Schools. The previous grant targeted 30 elementary schools throughout Los Angeles County, and did not consider the sustainability of the program upon grant completion. Based on lessons learnt from the currently funded SRTS project, the County is narrowing the focus of this pilot project to schools located in one community, and training community volunteers and school district staff on ways to continue the program after grant completion. The PM will also utilize bicycle and pedestrian related public service announcements created by past County efforts as well as by advocacy groups such as bestreetsmart.net, to avoid duplication of effort and minimize project costs.

The "Growing Demand for Safe Walking and Bicycling" on this topic published by the Pedestrian and Bicycle Information Center (PBIC), shows that these types of programs greatly encourage students to use non-motorized transportation modes, and also to identify existing infrastructure and social obstacles in the area that inhibit walking and biking to schools. [Ref: <http://www.pedbikeinfo.org/pdf/fouryearreport.pdf>]

- 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.

Community	Total Pop	% Youth (0-17)	% Adults (18 - 64)	% Seniors (65+)	Walk to work %	Transit to work %	% Motor vehicle collisions involving pedestrians	% Households with one or no vehicle
LA County	9,818,605	24%	65%	11%	2.9%	7.1%	9%	28%
Florence-Firestone	63,387	35%	59%	5%	2.2%	14.2%	17.5%	34.5%

Sources: 2010 Census, American Community Survey (5 year estimates), SWITRS (2003 – 2011)

The table above summarizes relevant population characteristics and accident information for the Florence-Firestone community. The modal share for people walking, bicycling and taking transit is higher than average in Florence-Firestone due to the lack of vehicle ownership and easy access to the Metro Blue Line Light Rail and bus service in the community. The community

also has a higher than average share of youth population who are 17 years or younger, and vehicular collisions involving pedestrians. The Project will focus on improving the safety and mobility of bicyclists and pedestrians within the 5-17 age group with a safety education and encouragement program for local students in the community, as well as the installation of intersection improvements near the six schools mentioned earlier.

The proposed intersection improvements and safety education and encouragement program will complement the currently funded infrastructure and non-infrastructure projects being sponsored by LAUSD and the County, such as the proposed class II bicycle lanes along Compton Avenue, Nadeau Street, and Firestone Boulevard. The combined effects from the safety improvements and encouragement programs are expected to reduce the number of collisions in the local roadways, and raise the modal share of students walking and bicycling to school by **a minimum of 2.2 percent within the next three years**. The decrease in collision numbers resulting from improved signage and traffic calming improvements such as the proposed bulbouts, pedestrian count down signals with audible push buttons and advanced stop bars are based on the crash reduction factors from Caltrans' Local Roadway Safety Manual. The estimate for the increase in modal share of bicyclists and pedestrians was based on data from the Federal Non-motorized Transportation Pilot Program (NTPP) to estimate the anticipated percentage increase in users based on the increase in walking in the NTPP communities after the implementation of infrastructure improvements, education and encouragement programs. The NTPP research looked at four different communities and found that the average bicycling mode share increased 0.4%, walking mode share increased 1.8%, and driving mode share decreased 2.2% between 2007 and 2010 [Ref: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/2012_report/page05.cfm]. As

mentioned previously, Florence-Firestone residents have easy access to the three Metro Blue Line Light Rail stations in the community. Based on a 2003 California Transit Oriented Development (TOD) travel characteristics study, the statewide average transit share for residents in TODs within ½ mile of the station was 27% compared to 7% for residences between 1/2 mile and 3 miles of the station. A majority of the commuters connecting to the Blue Line likely walk or take the bus to and from the station. The proposed improvements will likely have a greater impact on the modal share for walking and bicycling in the community than the above estimate.

The PM for the education and encouragement program will conduct before and after studies to gauge the effectiveness of the program. As part of this effort, in-class and take home surveys will be conducted with assistance from school staff. The in-class surveys will count the number of students walking and bicycling to school before and after the walk and bike to school program is initiated. The take home survey will need to be filled in by the parents, who will be requested specific information on the current obstacles to walking and bicycling, and ways to encourage more people to walk, bike and use public transit in the community. The PM will also conduct walking and bicycling audits with community volunteers and students as part of the walk and bike to school program, to identify future improvements that can encourage more walking and bicycling in the community.

The County established a pedestrian and bicycle count program using automated technology in 2013, and County staff will utilize these counters with assistance from community members to conduct both automatic and manual pedestrian and bicycle counts to assist with the warrant studies for traffic safety improvements needed in the community. The County of Los Angeles Department of Public Health (DPH) is also proposing to administer attitudinal and quantitative

surveys to key user groups such as transit riders, seniors, commuters, and school-aged population. The counts and surveys mentioned above will help us better understand the needs of the community, and measure changes over time as infrastructure improvements and encouragement programs are implemented.

- 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 proposed intersection improvements will enhance the safety of students and other pedestrians in the community. The three streets near the proposed Project locations are designated as suggested routes to schools for Miramonte, Parmalee, Russell, and Graham Elementary Schools and Edison and Drew Middle Schools. These streets have some of the **highest levels of bicycle and pedestrian crash concentrations** in Los Angeles County based on SWITRS data. The proposed scope of work includes installation of bulb-outs, curb cuts and truncated domes at curb ramps, enhanced continental style cross walks, and pedestrian countdown and audio signals at signalized intersections. These improvements will help reduce vehicular speeds, reduce street crossing widths and crossing times, highlight pedestrian crossings to better channelize pedestrians crossing the street and improve motorist awareness of the crossings, improve wheel chair access and reduce vehicle/pedestrian conflicts within pedestrian right of way. The improvements will complement currently funded class II bike lanes along these corridors, and help transform them into “complete streets”. The installation of bike lanes along Compton Avenue and Nadeau Street will include an additional traffic calming measure of four to three lane road-diets.

- 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.

Based on SWITRS accident data, the primary cause for the bicycle and pedestrian accidents in the Florence-Firestone community is wrong way riding and motorist violations within pedestrian right of way and pedestrian violations within the motorists' right of way. The SRTS program will educate local school children on how to walk and bicycle in a safe manner, avoid wrong way riding, and cross the road only when it is safe to do so. The proposed bulb-outs, crosswalk enhancements, and other striping and signage improvements will reduce the crossing widths and increase motorist awareness of these crossing locations. Installation of curb cuts and truncated dome pads at the curb ramps will enable wheel chair access and compliance with current ADA guidelines. The installation of pedestrian countdown and audio signals at the existing signalized intersections will aid visually challenged people at the impacted crossings.

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.

The Project includes infrastructure improvements and non-infrastructure programs as a holistic solution to reduce the high number of pedestrian and bicycle related accidents in the Florence-Firestone community. The infrastructure improvements include curb extensions, median refuges, enhanced cross walks with advanced stop bars, pedestrian count down signal heads with audio signal, and curb cuts and truncated dome pads at curb ramps. According to Caltrans' Local Road Safety Manual the installation of countdown pedestrian signal heads (S19) have a crash reduction factor (CRF) of 25, advanced stop bars (S21) have a CRF of 15, and installation of pedestrian crossings with curb extensions (NS18) at non-signalized intersections have a CRF of 35. Curb extensions help reduce vehicular speed, which also minimizes the level of injury when accidents occur. The non-infrastructure programs will complement the infrastructure component and

reinforce safe walking and bicycling habits amongst students attending the public schools in the community.

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 Project will **achieve all of the items listed above**. Bulbouts are a traffic calming tool that improves visibility of pedestrian waiting to cross by bringing them closer to the center of the drivers' cone of vision, reduces the crossing width for pedestrians, and can provide required pedestrian space for curb ramps installation. Enhanced crosswalks increase both pedestrian and driver awareness of the street crossing locations. Advanced stop bars provide an extra safety buffer between the vehicle and crossing pedestrians, can provide a dedicated space for cyclists to stop at signalized intersections and can be effective in reducing the "multiple-threat" danger to pedestrians at non signalized intersections, where cars in one lane stop for pedestrians but the cars in the next lane fail to see the pedestrians and stop in time. Pedestrian countdown signal heads with audio signals help reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. Countdown signals begin counting down either when the "WALK" or when the flashing "DON'T WALK" interval appears and stop at the beginning of the steady "DON'T WALK" interval. These signals also have been shown to encourage more pedestrians to use the push button rather than jaywalk.

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.

Based on SWITRS accident data from 2003 to 2011, the primary cause for the pedestrian related accidents in the Florence-Firestone community were motorist violations within pedestrian right of

way and pedestrian violations within the motorists' right of way. These corridors are major thoroughfares in the community that are also designated as the suggested route to school for nearby elementary and middle schools. The narrowing of the road using bulbouts and the other intersection improvements at the major intersections used by students at Edison and Drew Middle Schools and Parmelee, Miramonte, Russell and Graham Elementary Schools will help reduce the number of accidents at these locations. See Attachment E for the collision history around the affected schools.

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 County has a **long history of proactive involvement with stakeholders** for the betterment of the Florence-Firestone community. One such example is the Florence-Firestone Community Enhancement Team (Team) that was made of staff from different County Departments, including the Sherriff, and Departments of Parks and Recreation, Regional Planning, Public Health and Public Works. The Team has been working with local schools and community stakeholders such as the Florence-Firestone Community Leaders (FFCL) to address quality of life issues such as code enforcement, economic development, and traffic safety in the community. Other examples of public outreach were the community meetings held by the County's Department of Regional Planning for the Metro Blue Line Transit Oriented District Plans and the 2012 Draft Florence-Firestone Visioning Plan, and by the Department of Public Works for the 2012 Bicycle Master Plan. These discussions with the FFCL and other community stakeholders highlighted the need for pedestrian and bicycle infrastructure improvements along major neighborhood corridors such as Compton Avenue, Nadeau Street and Firestone Boulevard. The County has obtained funding for installing bicycle lanes along these three streets and will

leverage the currently funded projects to help transform these streets to “complete streets” that enhance the safety and encourage smart growth with the Florence-Firestone TODs. County staff met with the FFCL on April 9th, 2014 to discuss and obtain community input on the pedestrian improvements proposed in the Project. One of the major recommendations received at the meeting was to supplement the infrastructure improvements with an education and encouragement program, which resulted in the addition of the non-infrastructure component in the Project scope.

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

One of the most innovative partnerships that has been established in the last two years and has contributed to the development of this proposal is the County's Healthy Design Workgroup (HDW). The HDW brings together DPH, DPR, Public Works (DPW), Regional Planning (DRP), Community Development, Beaches and Harbors, Fire, and other County Departments for a "Health in All Policies" approach to interdepartmental collaboration and coordination. Understanding the role each Department plays in protecting and promoting the public's health has been transformative in how the County assists its residents. The HDW Community Based Transportation Planning and Grants subcommittee (Subcommittee) identified this project along with another Safe Routes to School project in the East Los Angeles community and for developing pedestrian master plans in the Walnut Park, West Athens-Westmont, West Whittier-Los Nietos and Lake Los Angeles communities that is being submitted by DPH. These projects were selected based on the needs identified through other County planning and outreach processes as detailed above. The close working relationships between County Departments creates excellent efficiencies for implementation of healthy design projects in our disadvantaged communities.

Community input received during the development of the 2012 Bicycle Master Plan (BMP) and the Draft Florence-Firestone Visioning Plan TOD were instrumental in identifying candidate corridors for further analysis. The analysis for the BMP included a prioritization matrix that was also developed based on community input, and which ranked the class II bike lanes along Compton Avenue, Nadeau Street, and Firestone Boulevard as high priority bikeways based on their proximity to schools, transit hubs, and other destinations, as well as the number of bicycle related accidents along these corridors. The same rationale also applies for the pedestrian improvements along these corridors, which helped prioritize the proposed pedestrian improvements. The TOD access studies prepared for the Blue Line stations in the community also included selection and prioritization of many of the proposed improvements based on the planners' observations and input received from the community. See Attachment D for excerpts from the TOD access studies.

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

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

The 2012 BMP prioritized the installation of bikeways along Compton Avenue, Nadeau Street and Florence Boulevard due to their proximity to local destinations and transit hubs. The TOD access studies also prioritized intersection improvements along these major thoroughfares based exclusive on their ability to improve access to the three Metro Blue Line stations in the community. The proposed improvements will improve the safety and mobility of commuters accessing the Blue Line stations, and students attending the local schools.

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.

A majority of the proposed infrastructure improvements were identified in the County's TOD access studies (Study) for the three Blue Line Light Rail stations in the Florence-Firestone community. One project alternative is to include all the intersection improvements recommended in the Study. This alternative would greatly improve pedestrian mobility and enhance pedestrian safety in the community, but it would also be cost prohibitive, with a total estimated cost over \$17 million. The Study also focused on improving access to the stations, and the scope of this project was to improve access to the local schools as well as complement the proposed bikeways along Compton Avenue, Nadeau Street, and Firestone Boulevard.

County staff identified and reviewed 22 intersections around the schools that were previously identified in the Study. They reviewed the feasibility of installing the curb extensions, enhanced cross walks, new pedestrian heads, and other typical improvements recommended in the Study and reduced the list to 9 intersections. The candidate intersections were selected based on collision history, proximity to the schools, the presence of crossing guards at non-signalized intersections, and where the cost for utility relocations and other extraneous costs could be minimized. The selected intersections had the highest potential to benefit students as they travel to and from school.

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

The total benefit from the proposed intersection improvements was estimated at \$6,281,129.

This was calculated with the Benefit/Cost (BCR) calculator from the State's Transportation Injury Mapping System using SWITRS collision data from 2003 till 2011. See Attachment E for the collision data, and Attachment G for the BCR calculation details.

Total Project Cost: \$1,092,000

Program Funds Requested: \$960,000

Project benefits: \$6,281,129

Benefit / Cost Ratios:

$$\frac{\text{Benefit*}}{\text{Total Project Cost}} = \frac{\$6,281,129}{\$1,092,000} = 5.75 \quad \frac{\text{Benefit*}}{\text{Program Funds Requested}} = \frac{\$6,281,129}{\$960,000} = 6.54$$

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 will **promote walkable environments and alternative transportation** within the Florence-Firestone community, and will create more opportunities for an active lifestyle and improve safety and accessibility for area residents, especially students.

The Florence-Firestone community is located in the economically disadvantaged South Los Angeles area. The community is exposed to high concentrations of Ozone, Particulate Matter 2.5, and Diesel Particulate Matter emissions according to CalEnviroScreen (CES) data. This is primarily due to the proximity of several major freeways and high traffic density in and around these communities. The CES data also shows a prevalence for asthma related hospital visits in the area, which can be attributed to traffic pollution. The Florence-Firestone Community has an adult obesity rate of 38.7% and a **childhood obesity rate of 31%** based on 2008 data compiled by the County's Department of Public Health (DPH). The prevalence of childhood obesity is determined by using body mass index (BMI) measurements of 5th, 7th, and 9th grade public school children from the annual California Physical Fitness Testing Program. Based on the Centers for Disease Control and Prevention growth charts, children were considered obese if their BMI exceeded the 95 percentile of their age and gender group's BMI.

The combination of the infrastructure and encouragement programs targeting local students will help improve mobility for pedestrians and bicyclists and reduce obesity levels by encouraging a more active lifestyle in the community. The Blue Line Light Rail Stations that were installed by Metro in the Florence-Firestone community have raised the number of transit users and reduced the use of single occupancy vehicles and the related greenhouse gas emissions in the community. The existing and proposed active transportation improvements are expected to encourage more people to walk and bike to these transit hubs. The increase in walking, bicycling and transit usage in the community is expected to further reduce the vehicle miles travelled by residents, and reduce their exposure to particulate matter levels and various other toxins tied to motor vehicle usage.

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

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

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

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

- o Median household income for the community benefited by the project: \$ \$36,841 (2010 dollars) [source: http://en.wikipedia.org/wiki/Florence-Firestone,_California]
- o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 96-100% zip code (90001)
- o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 90.01% – Thomas Edison Middle School % [source: 2012-13 California Longitudinal Pupil Achievement Data System (CALPADS) Fall 1]

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

The Florence-Firestone community meets the disadvantaged community criteria specified in the program guidelines.

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

The Project is focused **entirely on the disadvantaged community of Florence-Firestone and 100% of Project funding will benefit this community**, which has a significant obesity rate and a low

median household income. The proposed infrastructure improvements are located along Compton Avenue, Nadeau Street, and Firestone Boulevard, which are major thoroughfares within the Florence-Firestone community. The County has published suggested route to school maps for elementary schools in unincorporated areas based on observing the pedestrian flow, as well as cataloging existing signalized and un-signalized street crossings and other pedestrian accommodations around the schools. The three candidate corridors were designated as suggested routes to schools for Miramonte, Parmalee, Russell, and Graham Elementary Schools. See Attachment B for the suggested route to school (SRTS) maps for the affected elementary schools. The County has initiated crossing guard programs at many of the intersections along these corridors, and these have been identified in the SRTS maps. The proposed improvements at the signalized and un-signalized street crossings will help calm traffic and reduce traffic accidents related to jay walking and collisions within pedestrian and vehicular right of way. The safety education and enhancement program will help educate school children in the community safe ways to walk and bike to local destinations and help train volunteers on how to continue the program after grant completion. These programs will help complement the existing and currently funded future bikeways, traffic safety improvements and encouragement programs in the community.

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 Project Map	Detailed Estimate Preliminary Plan	Project Schedule
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The corps agencies can be contacted at:
 California Conservation Corps at: www.ccc.ca.gov
 Community Conservation Corps at: <http://calocalcorps.org>

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Y

Virginia Clark, Virginia.clark@ccc.ca.gov, 916-341-3147, information submitted on 5/12/14;
Follow up with Edgar Lino on 5/16/14.

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

Cynthia Vitale, calocalcorps@gmail.com, 916-558-1516, information submitted on 5/12/14.

- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Y

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

CCC is interested in the installation of the bicycle racks.

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

CALCCC is interested in the installation of bicycle racks.

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 to -10 points)

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

Not Applicable. The County of Los Angeles Department of Public Works has been participating in Metro's biennial Call for Projects program since its inception in 1991. The County has delivered numerous active transportation (bikeways and pedestrian) projects with no failures. The County 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.

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: Florence-Firestone Community Safe Routes To School Program

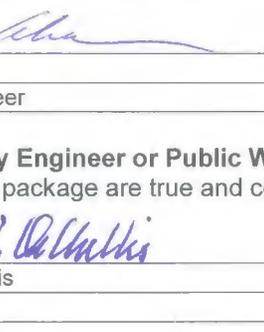
VIII. APPLICATION SIGNATURES

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: 05/13/2014
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: Florence-Firestone Community Safe Routes To School Program

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: [Signature]
Name: Allan Abramson
Title: Senior Civil Engineer

Date: 05/13/2014
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: _____
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: [Signature]
Name: Pedro Garcia
Title: Principal

Date: 5/14/14
Phone: 323-826-2501
e-mail: pag0011@lausd.net

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.

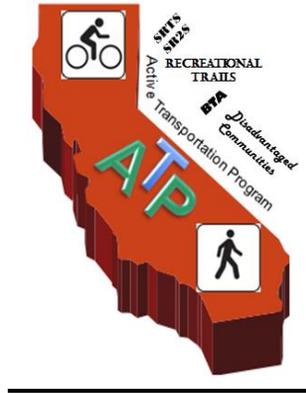
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- 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)



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

County of Los Angeles DPW
Florence-Firestone Community
Suggested Route To School Program

Section IX - Additional Attachments

Attachment A

Project Programming Request Form

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/19/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				Los Angeles County		
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Allan Abramson		(626)458-3950		aabramson@dpw.lacounty.gov		
Project Title						
Florence-Firestone Community Suggested Route to School Program						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>Improve ten signalized and non-signalized intersections along Compton Avenue, Nadeau Street and Firestone Boulevard in the Florence-Firestone community to enhance pedestrian safety and mobility, and comply with ADA requirements. Conduct a bicycle and pedestrian safety education and encouragement program for all public schools in the Florence-Firestone community, to reinforce safe bicycling and walking habits amongst the students and train volunteers to continue the program after grant completion.</p>						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	Los Angeles County					
PS&E	Los Angeles County					
Right of Way	Los Angeles County					
Construction	Los Angeles County					
Purpose and Need						<input type="checkbox"/> See page 2
<p>The Florence-Firestone community has one of the highest rates of pedestrian and bicycle related collisions within the unincorporated areas in Los Angeles County. The proposed infrastructure along with the education and encouragement program are expected to enhance pedestrian safety and mobility, and reduce pedestrian and bicycle related collisions by educating students on safe ways to walk and bike to school. The coordinator hired for the education program will also focus on its future sustainability by training community and school district volunteers to continue the walking and biking to school program after completion of the grant.</p>						
Project Benefits						<input checked="" type="checkbox"/> See page 2
<p>The infrastructure improvements will calm traffic, provide a buffer between pedestrians and vehicles, reduce street crossing widths and highlight pedestrian rights of way to improve motorist awareness and reduce jaywalking. The education and encouragement programs will teach student how to safely walk or bike to school and ensure future sustainability by training volunteers on ways to continue the program.</p>						
<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						N/A
Begin Environmental (PA&ED) Phase						02/02/15
Circulate Draft Environmental Document				Document Type	03/30/15	
Draft Project Report						06/18/15
End Environmental Phase (PA&ED Milestone)						06/30/15
Begin Design (PS&E) Phase						09/01/15
End Design Phase (Ready to List for Advertisement Milestone)						05/05/16
Begin Right of Way Phase						03/21/16
End Right of Way Phase (Right of Way Certification Milestone)						05/26/16
Begin Construction Phase (Contract Award Milestone)						12/20/16
End Construction Phase (Construction Contract Acceptance Milestone)						04/28/17
Begin Closeout Phase						05/01/17
End Closeout Phase (Closeout Report)						08/31/17

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/19/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07						
Project Title						
Florence-Firestone Community Suggested Route to School Program						
Additional Information						
<p>A program manager (PM) will be hired through a competitive bid process to coordinate the safety education and encouragement program. The PM will work with the LA Unified School District's Healthy Start Program and the non-profit Los Angeles Education Partnership, who run community based programs that aim to improve the health, safety and wellbeing of the students in the Florence-Firestone community.</p>						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title: Florence-Firestone Community Suggested Route to School Program						

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)		20						20	
PS&E			130					130	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			932					932	
TOTAL		20	1,072					1,092	

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			110					110	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			850					850	
TOTAL			960					960	

Fund No. 2:	County Funds (Local Match)								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)		20						20	County of Los Angeles
PS&E			20					20	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			92					92	
TOTAL		20	112					132	

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									

Attachment B

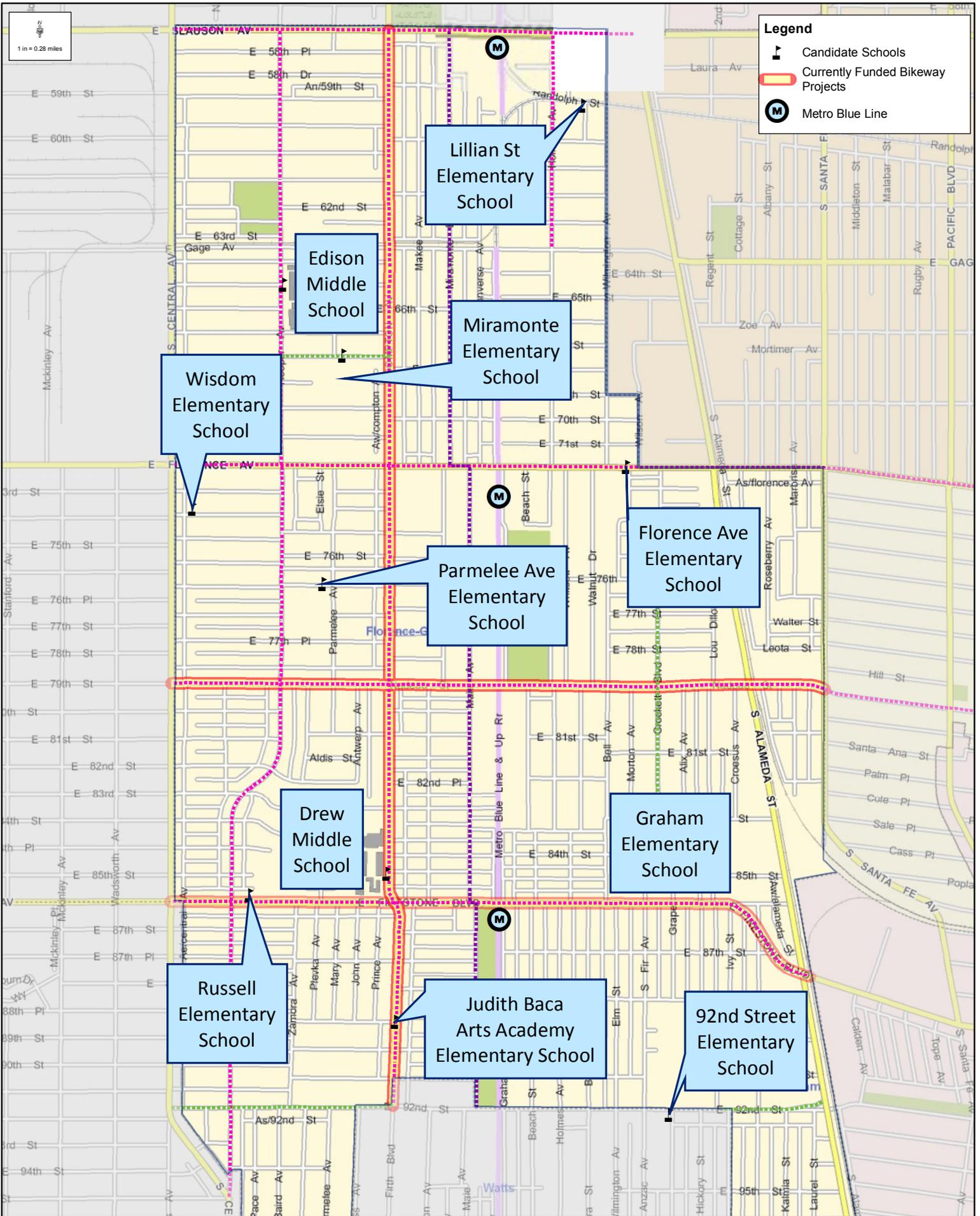
Maps



Active Transportation Program - Cycle 1

Florence - Firestone Community Suggested Route To School Program

Non-Infrastructure Component

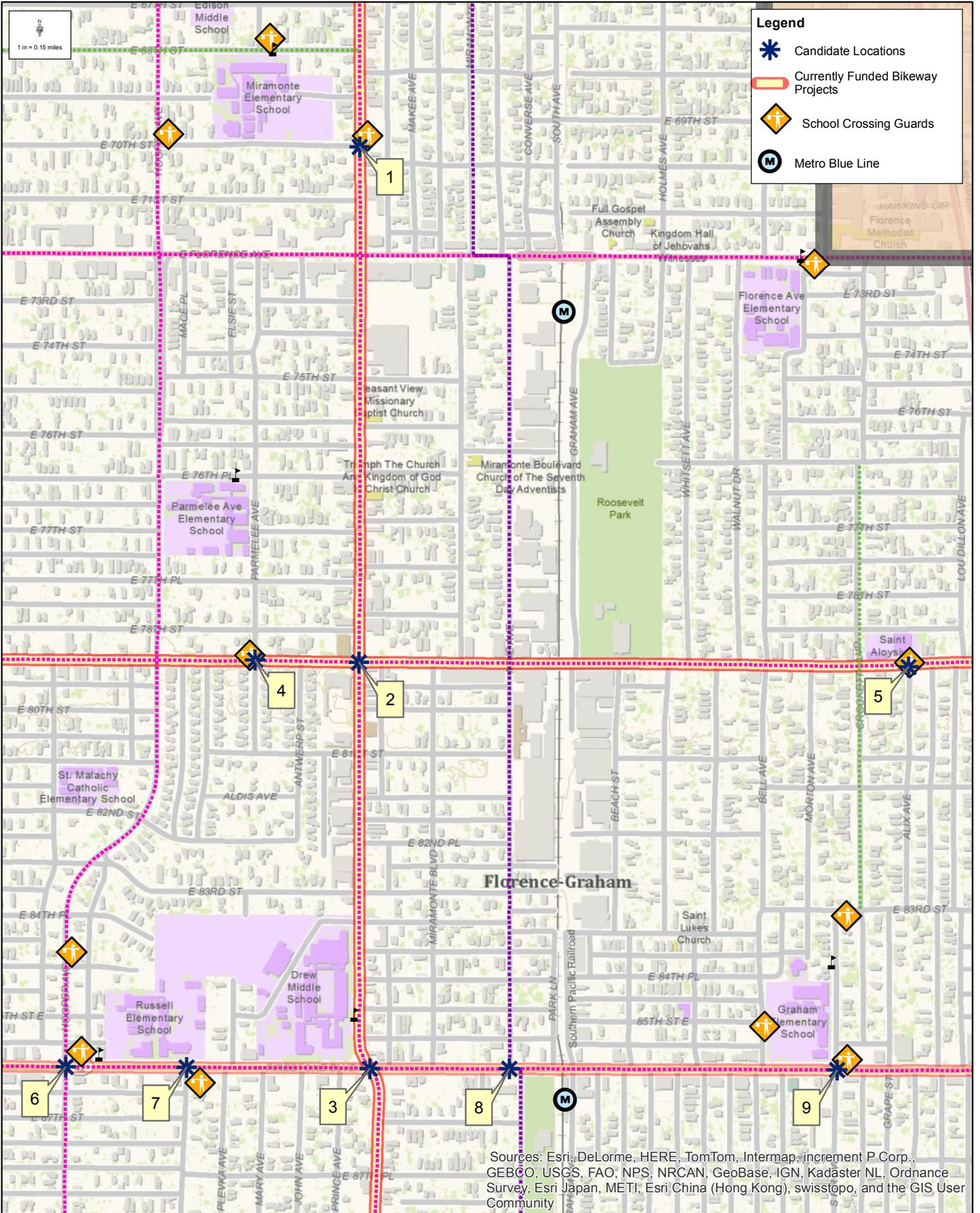




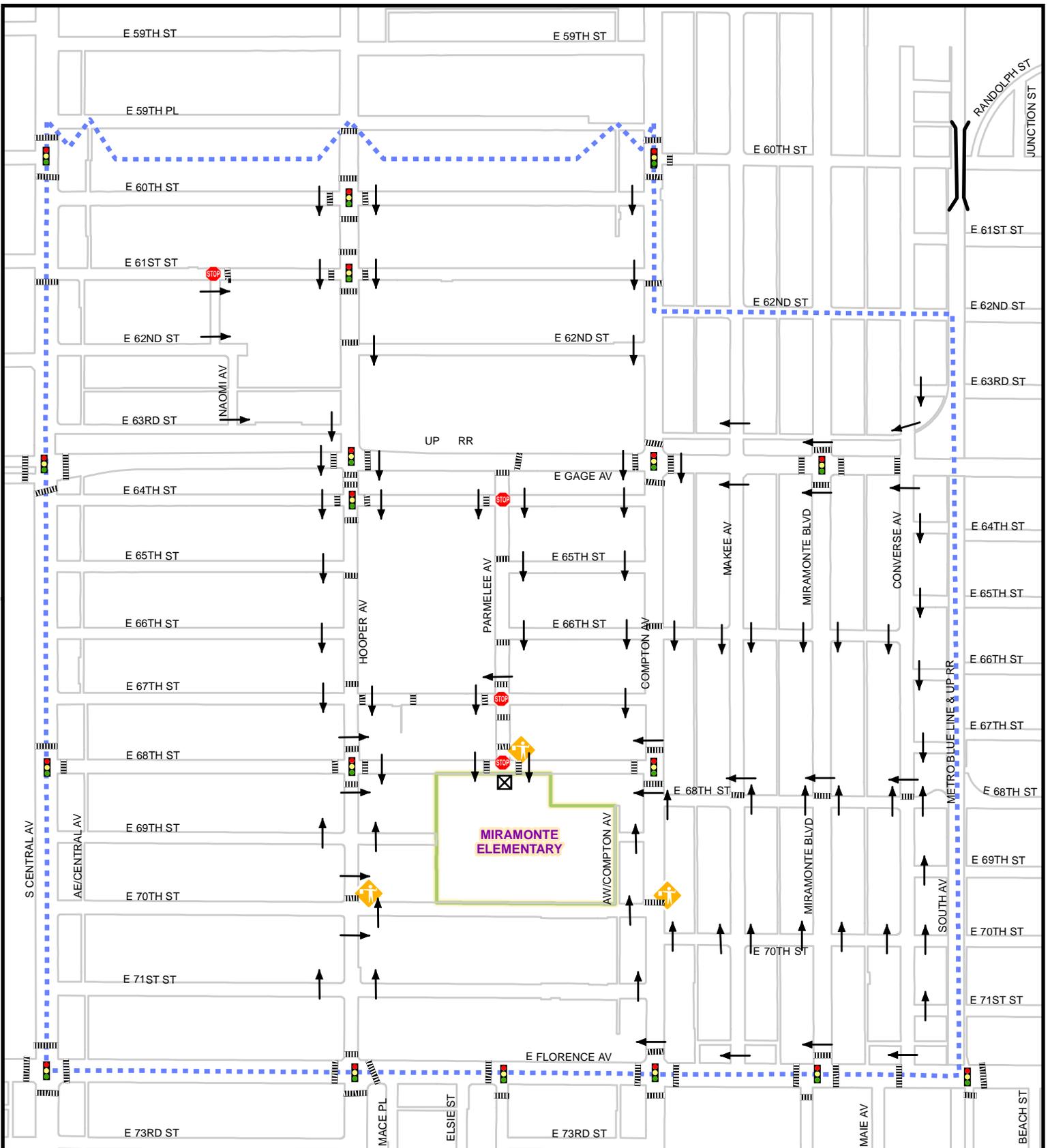
Active Transportation Program - Cycle 1

Florence - Firestone Community Suggested Route To School Program

Infrastructure Component



Sources: Esri, DeLorme, HERE, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community



Note: In areas without sidewalks, it is recommended that students walk facing oncoming traffic. When crossing the street, cross at an intersection, and where practical to do so. Always use caution when crossing the street.

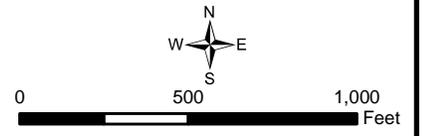
Note: En áreas sin banqueta, se recomienda que los estudiantes caminen en sentido opuesto al tráfico. Al cruzar la calle, use la intersección más cercana y en donde sea más práctico. Siempre use precaución cuando cruce la calle.



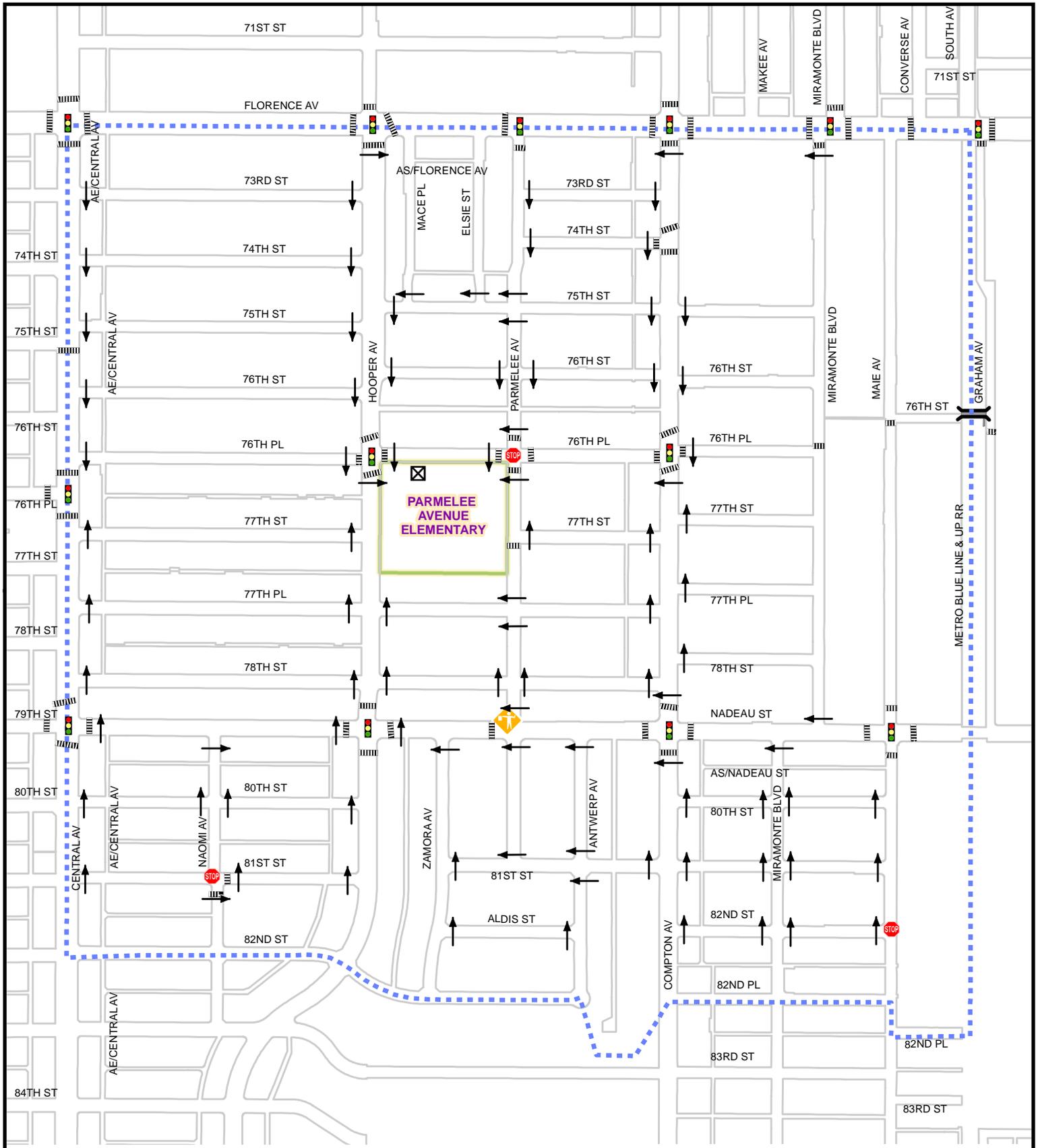
Suggested Route to School Map

MIRAMONTE ELEMENTARY

County of Los Angeles



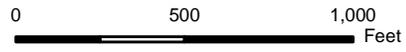
	All Way Stop		Crosswalk		Suggested Route		School Entrance
	Crossing Guard		Signal Lights		Pedestrian Bridge		School Attendance Boundary



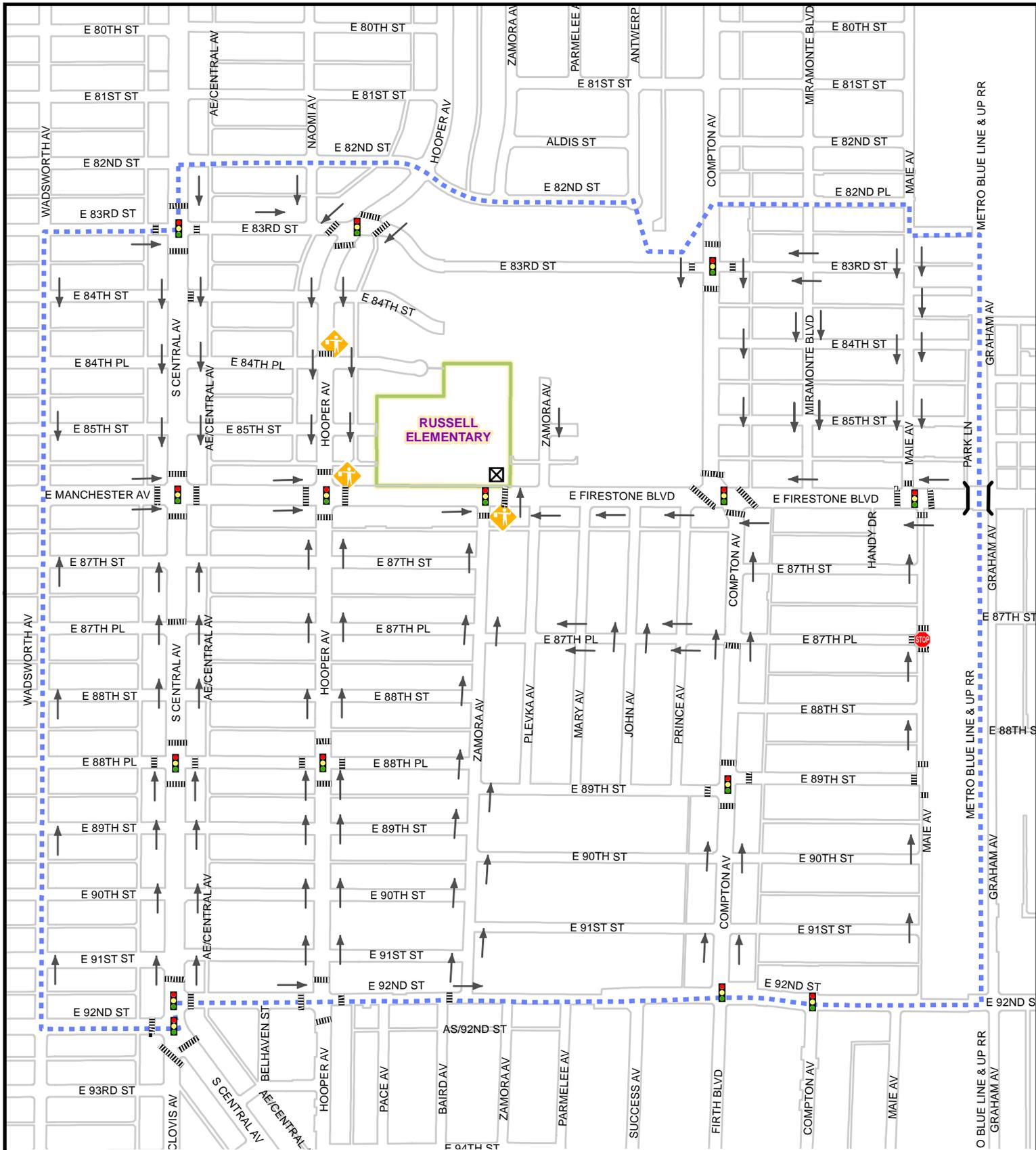
Note: In areas without sidewalks, it is recommended that students walk facing oncoming traffic. When crossing the street, cross at an intersection, and where practical to do so. Always use caution when crossing the street. Nota: En áreas sin banqueta, se recomienda que los estudiantes caminen en sentido opuesto al tráfico. Al cruzar la calle, use la intersección más cercana y en donde sea más práctico. Siempre use precaución cuando cruce la calle.



Suggested Route to School Map PARMELEE AVE ELEMENTARY SCHOOL County of Los Angeles



	All Way Stop		Crosswalk		Suggested Route		School Entrance
	Crossing Guard		Signal Lights		Pedestrian Bridge		School Attendance Boundary



Note: In areas without sidewalks, it is recommended that students walk facing oncoming traffic. When crossing the street, cross at an intersection, and where practical to do so. Always use caution when crossing the street. Nota: En áreas sin banquetas, se recomienda que los estudiantes caminen en sentido opuesto al tráfico. Al cruzar la calle, use la intersección más cercana y en donde sea más práctico. Siempre use precaución cuando cruce la calle.



Suggested Route to School Map

RUSSELL ELEMENTARY SCHOOL

County of Los Angeles



0 500 1,000 Feet

	All Way Stop		Crosswalk		Suggested Route		School Entrance
	Crossing Guard		Signal Lights		Pedestrian Bridge		School Attendance Boundary

Attachment C

Engineer's Cost Estimate

Florence-Firestone Community Safe Routes To School Program
Attachment C1 - Project Cost

Infrastructure	
Environmental Clearance	\$ 20,000
Design Phase	\$ 110,750
Contract	\$ 685,000
Contingency (@10% of contract)	\$ 68,500
Construction Engineering (@15% of contract)	\$ 102,750
Subtotal	\$ 987,000
Non Infrastructure	
Design/RFP	\$ 20,000
Contract	\$ 85,000
Subtotal	\$ 105,000
Total	\$ 1,092,000

	Total	ATP	County
PAED	\$ 20,000		\$ 20,000
PSE	\$ 130,750	\$ 110,000	\$ 20,750
CON	\$ 941,250	\$ 850,000	\$ 91,250
	\$ 1,092,000	\$ 960,000	\$ 132,000
		88%	12%

Florence-Firestone Community Safe Routes To School Program
Attachment C2 - Detailed Estimate

Item	Description	Quantity	Units	Unit Price	Amount
1	Mobilization	1.00	EA	\$24,800.00	\$24,800.00
2	Implementation of BMPs	1.00	EA	\$10,060.00	\$10,060.00
3	Traffic Control	1.00	EA	\$30,000.00	\$30,000.00
4	Changeable Message Sign	4.00	EA	\$4,000.00	\$16,000.00
5	Concrete Removal (Non-reinforced)	80.00	CY	\$150.00	\$12,000.00
6	Unclassified Excavation	470.00	EA	\$80.00	\$37,600.00
7	Crushed Miscellaneous Base	430.00	CY	\$80.00	\$34,400.00
8	AC Pavement	260.00	TON	\$120.00	\$31,200.00
9	Reconstruct Manhole	2.00	EA	\$3,000.00	\$6,000.00
10	PCC Curb & Gutter	3,400.00	LF	\$30.00	\$102,000.00
11	PCC Walk & Curb Ramps, 4" Thick	18,000.00	SF	\$6.00	\$108,000.00
12	Detectable Warning Surface	300.00	SF	\$40.00	\$12,000.00
13	Cross Gutter	40.00	CY	\$300.00	\$12,000.00
14	Install New Sign	20.00	EA	\$400.00	\$8,000.00
15	Yield Line pavement markings	480.00	SF	\$8.00	\$3,840.00
16	12 Limit Line Thermoplastic	2,020.00	LF	\$4.00	\$8,080.00
17	24" Thermoplastic Striping for Ladder Type Crosswalks	7,200.00	LF	\$7.50	\$54,000.00
18	Inductive Loop Detector and Leads Saw Cut	4,200.00	LF	\$8.00	\$33,600.00
19	Reconfig Video Detection Zone - 1 Camera	4.00	EA	\$1,360.00	\$5,440.00
20	Remove Pedestrian Head (Complete)	54.00	EA	\$200.00	\$10,800.00
21	Remove Pedestrian Push Button	54.00	EA	\$100.00	\$5,400.00
22	Pedestrian Push Button Plate	54.00	EA	\$100.00	\$5,400.00
23	APS PPB With Special Voice Message	54.00	EA	\$670.00	\$36,180.00
24	Central Controller Unit APS	14.00	EA	\$3,500.00	\$49,000.00
25	LED Countdown Pedestrian Head Complete	48.00	EA	\$525.00	\$25,200.00
26	Installation of Bike Racks	10.00	EA	\$400.00	\$4,000.00

Total Infrastructure Contract Cost

\$685,000.00

Education & Encouragement Program

Item	Description	Quantity	Units	Unit Price	Amount
NI1	Program Coordinator Contract	1.00	EA	\$60,000.00	\$60,000.00
NI2	Project Outreach	1.00	EA	\$10,000.00	\$10,000.00
NI3	Contract Administration	1.00	EA	\$10,000.00	\$10,000.00
NI4	Direct Costs (Printing & miscellaneous items)	1.00	EA	\$5,000.00	\$5,000.00

Total Non-Infrastructure Contract Cost

\$85,000.00

Florence-Firestone Community Safe Routes To School Program
Attachment C3 - Scope of Work

ID	Corridor	Intersecting Street	Existing Conditions		Proposed Work							
			Intersection	Crossing Guard	Bulbouts	Countdown Pedestrian Head	Audible Push Button	Enhanced Crosswalk	Advanced Limit Line	Yield Line	ADA Compliant Curb Ramps	
1	Compton	70th	ped pushbutton with flasher	Yes	Yes			Yes			Yes	Yes
2	Compton	Nadeau	Signalized			Yes		Yes	Yes	Yes		
3	Compton	Firestone	Signalized			Yes		Yes	Yes	Yes		Yes
4	Nadeau	Parmalee	No Controls	Yes	Yes						Yes	Yes
5	Nadeau	Alix	ped pushbutton with flasher	Yes	Yes						Yes	Yes
6	Firestone	Hooper	Signalized	Yes		Yes		Yes	Yes	Yes		Yes
7	Firestone	Zamora	Signalized	Yes		Yes		Yes	Yes	Yes		
8	Firestone	Maie	Signalized offset			Yes		Yes	Yes	Yes		
9	Firestone	Fir	Signalized	Yes		Yes		Yes	Yes	Yes		

Note:

10 bicycle racks will be placed along the three corridors. Their locations will be determined based upon discussions with the schools and community members.

Enhanced high visibility crosswalks were recently installed at intersections 1, 4 and 5. The crosswalks will be repainted by County Forces if needed after project construction.

Attachment D

Regional and Local Plan Excerpts



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



Southern California Association of Governments
ADOPTED APRIL 2012

TABLE 1 Transportation Investments (Nominal Dollars, Billions)

Component	Description	Cost
Transit		\$55.0 billion
Bus Rapid Transit (BRT)	New BRT routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$4.6 billion
Light Rail Transit (LRT)	New Light Rail routes/extensions in Los Angeles and San Bernardino Counties	\$16.9 billion
Heavy Rail Transit (HRT)	Heavy Rail extension in Los Angeles County	\$11.8 billion
Bus	New and expanded bus service in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$21.7 billion
Passenger and High-Speed Rail		\$51.8 billion
Commuter Rail	Metrolink extensions in Riverside County and Metrolink systemwide improvements to provide higher speeds	\$4.1 billion
High-Speed Rail	Improvements to the Los Angeles to San Diego (LOSSAN) Rail Corridor with an ultimate goal of providing San Diego-Los Angeles express service in under two hours Phase I of the California High-Speed Train (HST) project that would provide high-speed service from Los Angeles to the Antelope Valley	\$47.7 billion
Active Transportation		\$6.7 billion
Various Active Transportation Strategies	Increase our bikeways from 4,315 miles to 10,122 miles, bring significant amount of sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies	\$6.7 billion
Transportation Demand Management (TDM)		\$4.5 billion
Various TDM Strategies	Strategies to incentivize drivers to reduce solo driving: <ul style="list-style-type: none"> ▪ Increase carpooling and vanpooling ▪ Increase the use of transit, bicycling, and walking ▪ Redistribute vehicle trips from peak periods to non-peak periods by shifting work times/days/locations ▪ Encourage greater use of telecommuting ▪ Other “first mile/last mile” strategies to allow travelers to easily connect to and from transit service at their origin and destination. These strategies include the development of mobility hubs around major transit stations, the integration of bicycling and transit through folding-bikes-on-buses programs, triple bike racks on buses, and dedicated racks on light and heavy rail vehicles 	\$4.5 billion



Realizing the Vision – Goals and Objectives

Developing the RTP/SCS is no simple task, particularly given the economic struggles we are facing today. Transportation funds are limited for sustaining our existing system, and the regional initiatives that reduce pollution and congestion while increasing mobility and economic development require more money. Cities, businesses, and taxpayers are coping with an acute economic struggle. We are also a large region with a diversity of views and a diffuse decision-making structure. Nevertheless, the RTP/SCS provides an opportunity to set a course for 2035 that not only accomplishes what we are required to do, but also delivers a future that benefits residents, cities, and businesses.

In crafting a plan to address these challenges, SCAG and the region have several advantages. These include local commitments to dramatically increase the reach of transit, ongoing progress in creating new voluntary templates for growth and development, and our existing rich and vibrant neighborhoods. Our ability to succeed will also be the result of layering projects, programs, and strategies that leverage each other to achieve better results.

To guide the development of these projects, programs, and strategies, the Regional Council adopted specific goals and objectives that help carry out the RTP/SCS vision for improved mobility, economy, and sustainability.

REGIONAL GOALS

The regional goals reflect the wide-ranging challenges facing transportation planners and decision-makers in achieving the RTP/SCS vision. The goals demonstrate the need to balance many priorities in the most cost-effective manner. These goals and overarching policies were discussed and approved by the RTP Subcommittee and the Transportation Committee. They will be adopted by the Regional Council as part of the 2012–2035 RTP/SCS.

TABLE 1.1 RTP/SCS Goals

RTP/SCS Goals
<ul style="list-style-type: none"> Align the plan investments and policies with improving regional economic development and competitiveness
<ul style="list-style-type: none"> Maximize mobility and accessibility for all people and goods in the region
<ul style="list-style-type: none"> Ensure travel safety and reliability for all people and goods in the region
<ul style="list-style-type: none"> Preserve and ensure a sustainable regional transportation system
<ul style="list-style-type: none"> Maximize the productivity of our transportation system
<ul style="list-style-type: none"> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)
<ul style="list-style-type: none"> Actively encourage and create incentives for energy efficiency, where possible
<ul style="list-style-type: none"> Encourage land use and growth patterns that facilitate transit and non-motorized transportation
<ul style="list-style-type: none"> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

RTP/SCS GUIDING POLICIES

The 2012–2035 RTP/SCS guiding policies help to focus future investments on the best-performing projects and strategies that seek to preserve, maintain, and optimize the performance of the existing system (TABLE 1.2).

TABLE 1.2 RTP/SCS Policies

RTP/SCS Policies	
1	Transportation investments shall be based on SCAG’s adopted regional Performance Indicators
2	Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region
3	RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives
4	Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1
5	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1
6	Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan

PERFORMANCE MEASURES

In accordance with RTP/SCS Policy 1, the 2012–2035 RTP/SCS is a performance-based plan. Performance measures allow us to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time. The performance indicators for the RTP/SCS represent a continuing evolution that builds upon earlier successes and adds refinements to meet expanded policy objectives. TABLE 1.3 describes the relationship between the RTP/SCS goals and performance measures.

TABLE 1.3 RTP/SCS Goals and Related Performance Outcomes

RTP/SCS Goals	Mobility/Accessibility	Reliability	Location Efficiency	Productivity	Safety and Health	Economic Well-Being	Cost Effectiveness	System Sustainability	Environmental Quality
Align the plan investments and policies with improving regional economic development and competitiveness						✓			
Maximize mobility and accessibility for all people and goods in the region	✓						✓		
Ensure travel safety and reliability for all people and goods in the region		✓			✓				
Preserve and ensure a sustainable regional transportation system								✓	✓
Maximize the productivity of our transportation system	✓			✓					
Protect the environment and health of our residents by improving air quality and encouraging <u>active transportation</u>					✓				✓
Actively encourage and create incentives for energy efficiency, where possible			✓						
Encourage land use and growth patterns that facilitate transit and non-motorized transportation			✓						
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*									

* SCAG does not yet have an agreed-upon security performance measure; therefore it is not included in the table.

PASSENGER AND HIGH-SPEED RAIL

The SCAG region is served by a network of intercity passenger and commuter rail services which operate on the region's rail network, often sharing facilities with freight rail. They operate at higher speeds and have less frequent station stops than traditional transit services, and are more likely to serve intercity and interregional trips.

Amtrak operates interregional and intercity passenger rail service. Four of Amtrak's fifteen long-distance routes serve our region, and of these, only two offer daily service. Amtrak provides much more frequent intercity passenger rail service via the Pacific Surfliner. This 351-mile-long service traverses the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor. Amtrak's Pacific Surfliner is the second-most-used service in Amtrak's national fleet, moving nearly 9 percent of the system's total national ridership. Pacific Surfliner ridership is growing at a rate of over 8 percent a year.

The Southern California Regional Rail Authority (Metrolink) is the sole operator of the Metrolink system, which serves primarily as a commuter rail service in our region. Metrolink provides service on 512 track miles along seven routes in Ventura, Orange, Los Angeles, San Bernardino, Riverside, and San Diego Counties. Five routes (i.e., the Ventura County Line, the Orange County Line, the Antelope Valley Line, the Inland Empire/Orange County Line, and the SR-91 Line) share portions of the LOSSAN Corridor with the Pacific Surfliner.

Metrolink has recently been pursuing innovative marketing, ticket pricing, and operations strategies to increase ridership and reduce costs. In May 2011, Metrolink started express service demonstration programs on its San Bernardino and Antelope Valley lines. This service shaves a large amount of time off conventional trips. By skipping most stops, travel time is reduced by 33 percent to just one hour on the San Bernardino Line, and by 25 percent to an hour-and-a-half on the Antelope Valley Line. Metrolink has also implemented specific train service for sporting, as well as other special events.

Despite these services, fast and efficient interregional and intercity ground transportation remains an issue within our region. One potential solution is high-speed rail. In November of 2008, California voters passed Proposition 1A, authorizing nearly \$9 billion in bonds to build a statewide high-speed train (HST) system and an additional \$950 million to upgrade connectivity of current rail services to the proposed HST. Subsequently, the federal government committed \$3.6 billion through the American Recovery and Reinvestment

Act (ARRA) of 2009. Phase I of the HST program will connect San Francisco with Los Angeles and Anaheim and include several intermediate stops. Phase I is expected to be implemented during the RTP/SCS timeframe. Phase II will add connections to Sacramento, Ontario, Riverside, and San Diego.

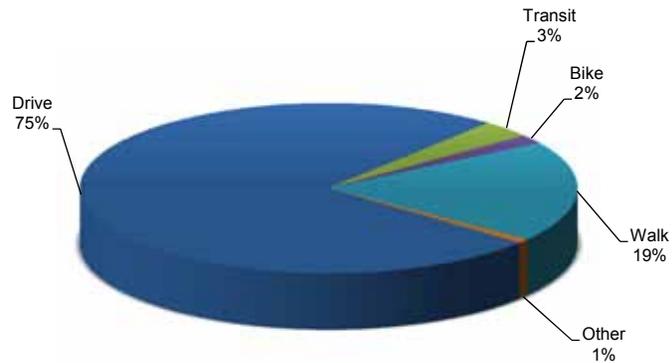
The HST program presents an enormous opportunity for the state and the region, but faces significant challenges. The latest total costs for Phase I are estimated at \$98.5 billion, and the state has secured only \$12.6 billion in funds for Phase I to date. The California High-Speed Rail Authority, in partnership with the Federal Railroad Administration (FRA), has chosen to begin construction in the San Joaquin Valley, using federal High-Speed and Intercity Passenger Rail funds.

Due to the federal mandate of building the initial operating segment in the San Joaquin Valley, local stakeholders are seeking to divert a portion of unallocated Proposition 1A revenues to fund and construct speed improvements to the LOSSAN and Metrolink corridors. This would provide faster speeds and better service to our region sooner and act as a phased high-speed rail implementation. Once the high-speed train is built, three different rail passenger markets will be served through complementary systems.

ACTIVE TRANSPORTATION

Active transportation modes (e.g., bicycling and walking) are essential and increasingly important modes of transportation. These non-motorized modes are low-cost, do not emit greenhouse gases, help reduce roadway congestion, and increase health and the quality of life. As the region works toward reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of our residents.

National Household Travel Survey (NHTS) data indicate that approximately 21 percent of all trips in the region in 2009 were conducted by walking (19 percent) or bicycling (2 percent), representing an approximately 75 percent increase from the 12 percent active transportation mode share in 2000 (FIGURE 1.3). The 2009 NHTS data also showed that there was an 11 percent decrease in driving, from 84 percent to 75 percent. More active transportation has placed a greater focus on the preservation, maintenance, and expansion of active transportation infrastructure. As the population in the SCAG region grows and matures, and as parts of the region move toward denser, mixed-use, and transit-oriented development, the demand for and use of active transportation will increase.

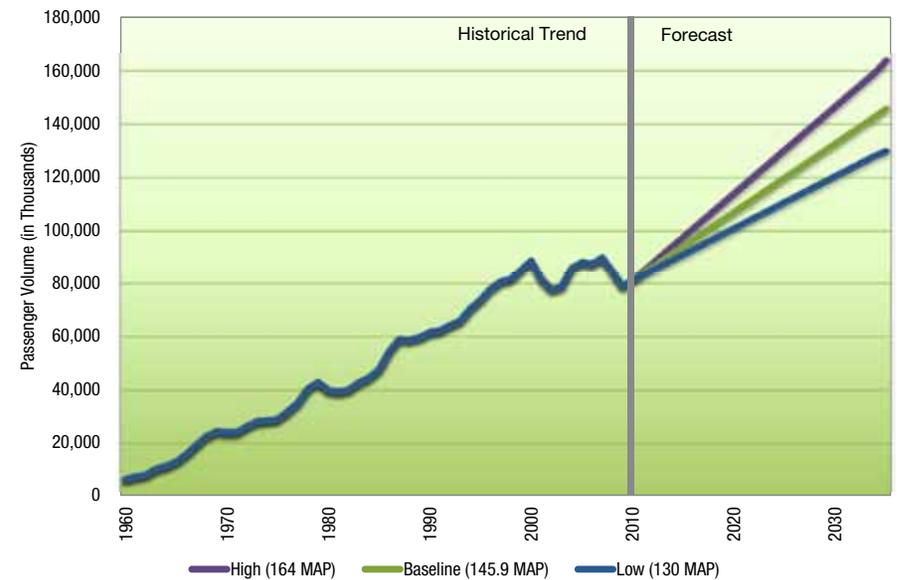
FIGURE 1.3 Mode of Travel for Total Trips (2009)

Source: National Household Travel Survey, 2009

Aviation and Ground Access

The SCAG region supports the nation's largest regional airport system with the most airports and aircraft operations, operating in a very complex airspace environment. The system has six air carrier airports, including Los Angeles International (LAX), Bob Hope (formerly Burbank), John Wayne, Long Beach, Ontario, and Palm Springs. There are also four new and emerging air carrier airports in the Inland Empire and North Los Angeles County, as well as 44 general aviation airports and two commuter airports, for a total of 56 public-use airports.

The events of September 11, 2001, and the Great Recession have significantly impacted regional air passenger demand. **FIGURE 1.4** shows historical growth in regional air passenger activity since 1960 and the marked slowdown in regional air passenger demand growth over the last decade. The exhibit also illustrates three potential scenarios for growth: High Growth, Medium Growth/Baseline, and Low Growth Scenarios. The Medium Growth/Baseline scenario is the aviation demand forecast adopted for this plan. At 145.9 million annual air passengers (MAP) in 2035, the adopted forecast is much more conservative than the 165.3 MAP 2035 forecast adopted for SCAG's last (2008) RTP and the 170 MAP 2030 forecast adopted for SCAG's 2004 RTP. The adopted forecast reflects recent trends in the region and in the airline industry, and its 2.5 percent annual air passenger growth rate to 2035 is lower than growth rates in recent passenger forecasts published by the Federal Aviation Administration, Boeing, and Airbus.

FIGURE 1.4 Historical Trend and Forecasts of Air Passenger Activity (1960–2035)

Source: SCAG

Despite the slowdown in aviation demand growth, meeting the future airport capacity needs of Southern California is still challenging. Even with a much more conservative regional air passenger forecast, an Aviation Decentralization Strategy is needed to meet forecasted air passenger demand. All four urban air carrier airports in Los Angeles and Orange Counties—LAX, Bob Hope, Long Beach, and John Wayne—are highly constrained. Their collective acreage amounts to 5,540 acres, which is less than 17 percent of the 34,000 acres of Denver International and less than the 7,700 acres of Chicago O'Hare. Despite being the third-busiest airport in the country and fifth-busiest in the world in terms of passengers served, LAX is a very small international airport, with only 3,500 acres. The urban airports in the SCAG region have little room to expand because of severe encroachment by surrounding communities. In addition, two of these airports—Long Beach and John Wayne—have strict limits on allowable flights. These limits (one is a city ordinance and the other is a court settlement agreement) are legally enforceable

COASTAL TRAILS

In addition to bikeways, local trails have played an important role in increasing accessibility and providing opportunities for active transportation. Trails along the coast of California have been utilized as long as people have inhabited the region. In an effort to develop a “continuous public right-of-way along the California coastline, a trail designed to foster appreciation and stewardship of the scenic and natural resources of coastal trekking through hiking and other complementary modes of non-motorized transportation,” the California Coastal Trail (CCT) was established. SCAG proposes the completion of the CCT to increase active transportation access to the coast. Completion of the CCT would provide 183 miles of multipurpose trails.

SAFE ROUTES TO SCHOOL

SAFETEA-LU established the Safe Routes to School (SRTS) program to “enable and encourage primary and secondary school children to walk and bicycle to school” and to support infrastructure-related and behavioral projects that are “geared toward providing a safe, appealing environment for walking and bicycling that will improve the quality of our children’s lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools.” Safe Route to School programs can play a critical role in eliminating some of the vehicle trips that occur during peak periods to drop off or pick up students by ensuring safe routes to bike or walk to school.

COMPLETE STREETS

The Complete Streets Act of 2008 (AB 1358) requires cities and counties to incorporate the concept of Complete Streets in their General Plan updates to ensure that transportation plans meet the needs of all users of our roadway system. SCAG supports and encourages implementation of Complete Streets policies in the 2012–2035 RTP/SCS. SCAG will work with the local jurisdictions as they implement Complete Streets strategies within their jurisdictions by providing information and resources to support local planning activities. SCAG also supports the following policies and actions related to active transportation:

- Encourage and support local jurisdictions to develop “Active Transportation Plans” for their jurisdictions if they do not already have one,

- Encourage and support local jurisdictions to develop comprehensive educational programs for all road users,
- Encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts,
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public,
- Encourage children, including those with disabilities, to walk and bicycle to school,
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network,
- Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities,
- Encourage local jurisdictions to complete the California Coastal Trail,
- Encourage the use of intelligent traffic signals and other technologies that detect slower pedestrians in signalized crosswalks and extend signal time as appropriate,
- Support the facilitation, planning, development, and implementation of projects and activities that will improve safety and reduce traffic and air pollution in the vicinity of primary and middle schools, and
- Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements.

TABLE 4.3 Land Use Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Coordinate ongoing visioning efforts to build consensus on growth issues among local governments and stakeholders.	SCAG
Provide incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region	SCAG
Collaborate with local jurisdictions and agencies to acquire a regional fair share housing allocation that reflects existing and future needs.	SCAG, Local Jurisdictions, HCD
Expand Compass Blueprint program to support member cities in the development of bicycle, pedestrian, Safe Routes to Schools, Safe Routes to Transit, and ADA Transition plans.	SCAG, State
Continue to support, through Compass Blueprint, local jurisdictions and sub-regional COGs adopting neighborhood-oriented development, suburban villages, and revitalized main streets as livability strategies in areas not served by high-quality transit.	SCAG, State, Local Jurisdictions, COGs
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions, COGs, SCAG, CTCs
Continue to support, through Compass Blueprint, planning for new mobility modes such as range- limited Neighborhood Electric Vehicles (NEVs) and other alternative fueled vehicles.	SCAG, State
Collaborate with the region’s public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State, Local Jurisdictions
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions, SCAG
Seek partnerships with state, regional, and local agencies to acquire funding sources for innovative planning projects.	Local Jurisdictions, SCAG, State
Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the 2012–2035 RTP/SCS Plan Alternative, or that have been formally adopted by any sub-regional COG that is consistent with regional goals.	Local Jurisdictions
Update local zoning codes, General Plans, and other regulatory policies to promote a more balanced mix of residential, commercial, industrial, recreational and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.	Local Jurisdictions
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions, SCAG
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.	Local Jurisdictions, CTCs
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	SCAG, Local Jurisdictions
Consider developing healthy community or active design guidelines that promote physical activity and improved health.	Local Jurisdictions

Proposed Action/Strategy	Responsible Party(ies)
Work with state lenders to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG, State
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services and an enhanced bikeway network, such as on river trails.	SCAG, State
Encourage the development of new, short haul, cost-effective transit services such as DASH and demand responsive transit (DRT) in order to both serve and encourage development of compact neighborhood centers.	CTCs, Municipal Transit Operators
Work with the state legislature to seek funding for Complete Streets planning and implementation in support of reaching SB 375 goals.	SCAG, State
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	SCAG, State

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.	SCAG
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.	SCAG, CTCs, Local Jurisdictions
Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.	Local Jurisdictions, COGs, SCAG, CTCs
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School initiatives, which may already have components of such educational programs in place.	Local Jurisdictions
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State, SCAG, Local Jurisdictions

PREPARED BY:
Alta Planning + Design
PREPARED FOR:
County of Los Angeles Public Works



County of Los Angeles

Bicycle Master Plan

Final Plan - March 2012



Goal 3 - Education

Develop education programs that promote safe bicycling

Policy 3.1 Provide bicycle education for all road users, children and adults

Lead Department: DPW, DPH

Timeframe: 2012-2032

DPW and DPH will continue to seek funding for non-infrastructure projects to provide safety education for bicyclists of all of age groups and skill levels. DPW will continue to encourage partnership programs with County agencies such as DPH and/or non-County agencies to provide safety education that benefits the residents in unincorporated County areas.

IA 3.1.1 Offer bicycle skills, bicycle safety classes, and bicycle repair workshops.

Lead Department: DPH, LACOE, and DPW

Timeframe: 2012-2032

DPW will dedicate staff time, work with community advocates and/or solicit volunteer support to set up bicycle repair seminars at major community events in unincorporated County areas, or for bike rides along County maintained Class I bike paths.

IA 3.1.2 Develop communication materials aimed to improve safety for bicyclists and motorists.

Lead Department: DPW

Timeframe: 2012-2032

Policy 3.2 Create safety education campaigns aimed at bicyclists and motorists (e.g., public service announcements, brochures, etc.).

Lead Department: DPW

Timeframe: 2012-2032

DPW will regularly distribute brochures with safety instructions and updated suggested route to school maps tailored for local elementary schools in unincorporated County areas to encourage cycling. DPW will continue to seek grant funding to expand the safety education campaigns to target all age groups.

Policy 3.3 Train county staff working on street design, construction, and maintenance projects to consider the safety of bicyclists in their work.

IA 3.3.1 Educate all key personnel on the needs of bicyclists.

Lead Department: DPW, DRP

Timeframe: Ongoing

Provide bicycle education to County staff involved in decisions regarding transportation facilities. This would include, but would not be limited to, traffic engineers, planners, civil engineers, landscape architects, field inspectors and street maintenance personnel.

Goal 3 - Education (continued)

Develop education programs that promote safe bicycling

IA 3.3.2 Educate maintenance personnel on the importance of bicycling related maintenance.

Lead Department: DPW

Timeframe: Ongoing

IA 3.3.3 Explore development of an education program to educate County employees who use a County vehicle on how to safely share the road with bicycles

Lead Department: County of Los Angeles Department of Human Resources (DHR)

Timeframe: 2015

Policy 3.4 Support training for the California Highway Patrol (CHP).

IA 3.4.1 Work with the CHP to provide training regarding bicyclists' rights and responsibilities pursuant to the California Vehicle Code and the County Code.

Lead Department: DPW

Timeframe: 2012-2032

Goal 4 - Encouragement Programs

County residents that are encouraged to walk or ride a bike for transportation and recreation.

Policy 4.1 Support organized rides or cycling events, including those that may include periodic street closures in the unincorporated areas.

Lead Department: DPW

Timeframe: Ongoing

DPW will work with other County agencies such as the Department of Parks and Recreation as well as non-County agencies to support bicycle rides along County roadways as well as the County maintained Class I bike paths.

Policy 4.2 Encourage non-automobile commuting.

IA 4.2.1 Promote Bike to Work Day/Bike to Work Month among County employees.

Lead Department: County of Los Angeles Chief Executive Office (CEO), DHR

Timeframe: Annually (May)

IA 4.2.2 Investigate options for incentivizing County employees to use bicycles and other non-auto modes of transportation to commute to work.

Lead Department: CEO, DHR

Timeframe: By 2015

IA 4.2.3 Expand the County fleet to include alternate modes of transportation, e.g. bicycles.

Lead Department: ISD, DPW

Timeframe: By 2015

Florence Blue Line Station

Existing Conditions & Recommendations

Intersection Improvement #12

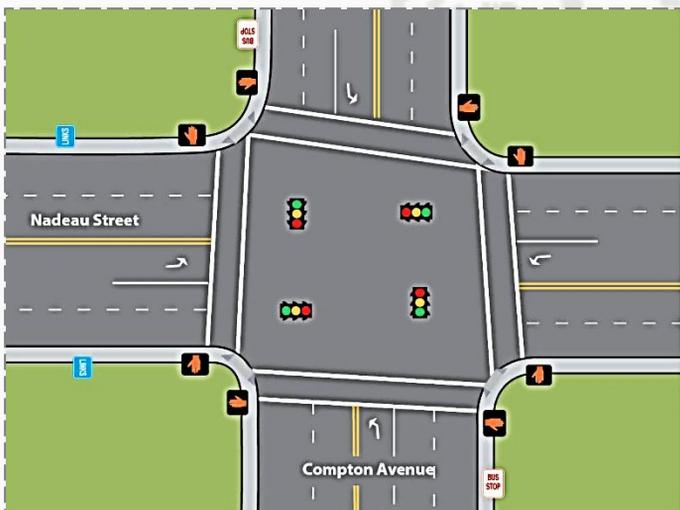
Nadeau Street & Compton Avenue

EXISTING

- Nadeau St. has 4 lanes, center turn lane, and parking
- Compton Ave. has 4 lanes, center turn lane, and parking
- Signalized intersection
- Bus stops on Compton Ave. (southbound, near side; northbound, near side)
- Link stops on Nadeau St. (westbound, far side; eastbound, near side)

RECOMMENDED

- Add zebra-stripe crosswalks to all crossings (4)
- Add pedestrian countdown signals to all crossings (8)
- Add audio signals to all crossings (8)
- Add advanced stop bars to all crossings (4)
- Add passive pedestrian detection to all crossings (8)
- Add bulb-outs on the northwest corner to cross Nadeau St., on both faces of the northeast corner to cross Nadeau St., and on both faces of the southwest corner to cross Nadeau St. (6)
- Add bus bulbs on the northwest and southeast corners to cross Compton Ave. (2)



Firestone Blue Line Station

Existing Conditions & Recommendations

Intersection Improvement #1

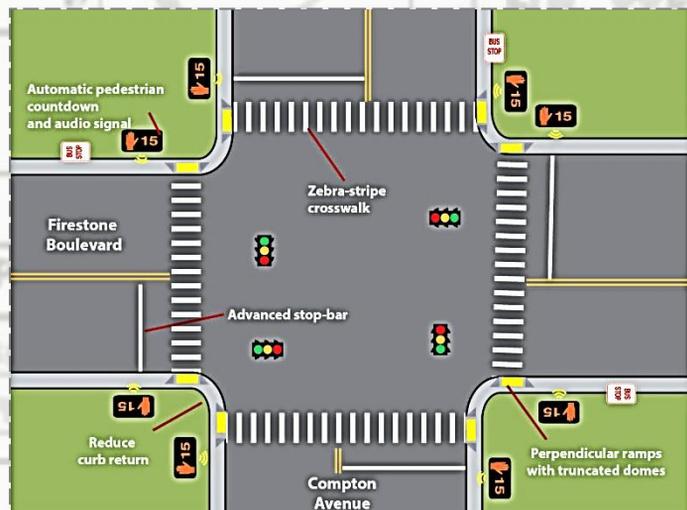
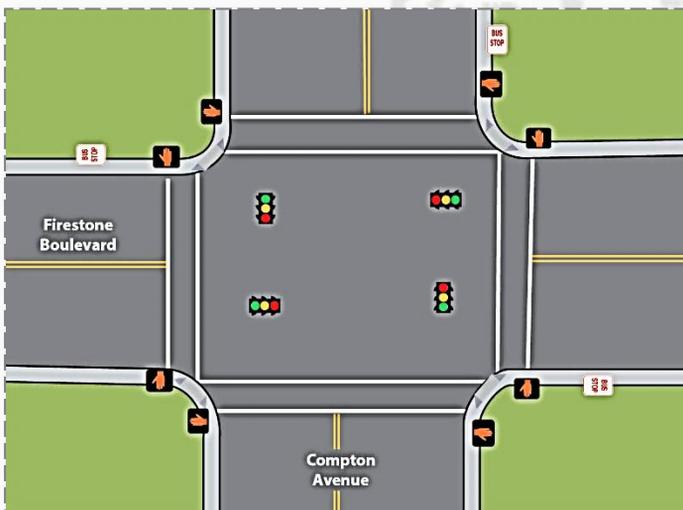
Firestone Boulevard & Compton Avenue

EXISTING

- Firestone Blvd. has 4 lanes, center turn lane, and peak hour lanes in which on-street parking is allowed during the off-peak hours
- Compton Ave. has 4 lanes with on-street parking, and right turn lanes at the intersection
- Signalized intersection
- Bus stops on Firestone Blvd. (eastbound, far side; westbound, far side), and Compton Ave. (northbound, far side)
- Compton Avenue alignment is offset at intersection

RECOMMENDED

- Add zebra-stripe crosswalks to all crossings (4)
- Add advanced stop bars to all crossings (4)
- Add pedestrian countdown signals to all crossings (8)
- Add audio signals to all crossings (8)
- Reduce curb return on all corners
- Remove pushbuttons and set walk phase to automatic
- Add leading pedestrian interval for all crossings



Firestone Blue Line Station

Existing Conditions & Recommendations

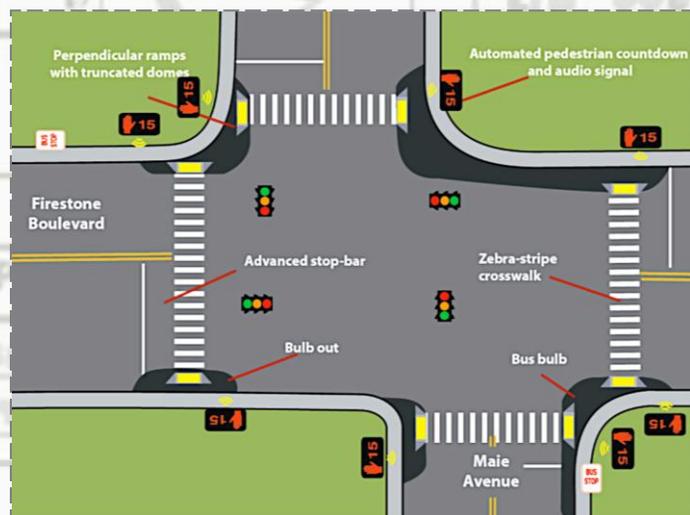
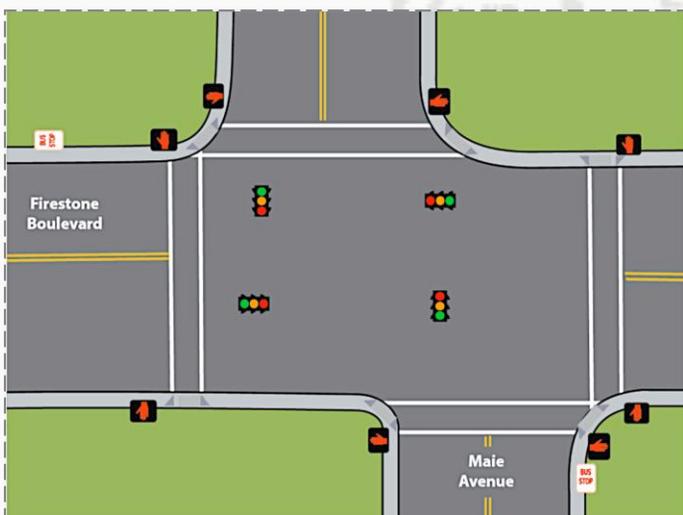
Intersection Improvement #2 Firestone Boulevard & Maie Avenue

EXISTING

- Firestone Blvd. has 4 lanes, center turn lane, and peak hour lanes in which on-street parking is allowed during the off-peak hours
- Maie Ave. has 2 lanes with on-street parking
- Signalized intersection with protected left turns from Maie Ave.
- Bus stops on Firestone Blvd. (westbound, far side) and Maie Ave. (northbound, near side)
- Maie Avenue alignment is offset at intersection

RECOMMENDED

- Add zebra-stripe crosswalks to all crossings (4)
- Add advanced stop bars to all crossings (4)
- Add pedestrian countdown signals to all crossings (8)
- Add audio signals to all crossings (8)
- Add bus bulb on southeast corner to cross Maie Ave. (1)
- Add bulb-outs to all faces of all remaining crossings (7)
- Bulb-out on north side of Firestone Blvd. on the east leg of the intersection will continue to the corner at Maie Ave.
- Remove pushbuttons and set walk phase to automatic
- Add leading pedestrian interval for all crossings



Firestone Blue Line Station

Existing Conditions & Recommendations

Intersection Improvement #5

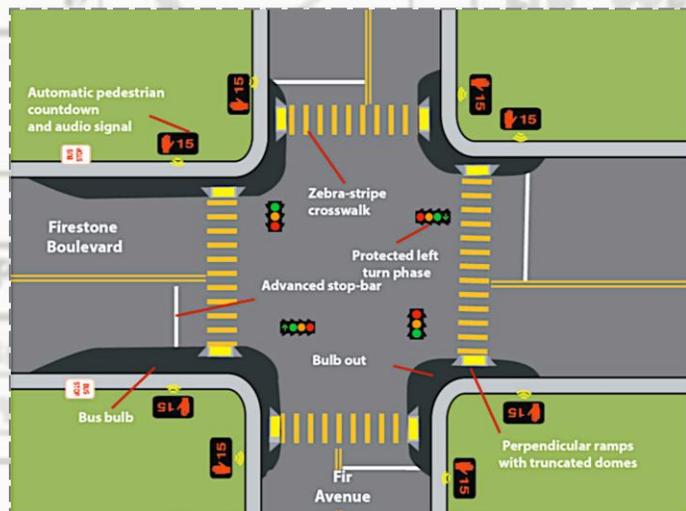
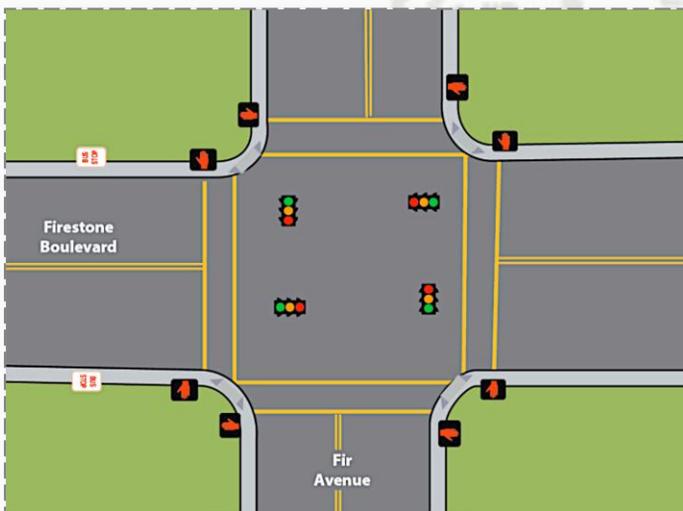
Firestone Boulevard & Fir Avenue

EXISTING

- Firestone Blvd. has 4 lanes, center turn lane, and peak hour lanes in which on-street parking is allowed during the off-peak hours
- Fir Ave. has 2 lanes with on-street parking
- Signalized intersection with permissive left turns
- Bus stops on Firestone Blvd. (eastbound, near side; westbound, far side)
- Yellow lateral-line crosswalks indicate this is a school route

RECOMMENDED

- Add zebra-stripe crosswalks to all crossings (4)
- Add pedestrian countdown signals to all crossings (8)
- Add audio signals to all crossings (8)
- Add advanced stop bars to all crossings (4)
- Add bulb-outs on the northeast and southeast corners to cross Firestone Blvd., and on all faces to cross Fir Ave. (6)
- Add bus bulbs on the northwest and southwest corners to cross Firestone Blvd. (2)
- Remove pushbuttons and set walk phase to automatic
- Add leading pedestrian interval for all crossings
- Add protected left turn phases off Firestone Blvd.



Attachment E

Collision Data

Florence-Firestone Community Safe Routes To School Program
Attachment E - Collision Details

a) Collisions at signalized intersections

CASEID	POINT_X	POINT_Y	VIOLCAT	KILLED	INJURED	PEDCOL	BICCOL	PED	PRIMARYRD	SECONDRD	INTERSECT_	DATE_	PEDKILL	PEDINJ	BICKILL	BICINJ
1220626	-118.248	33.96746	10	0	2	Y		B	COMPTON AV	NADEAU ST	Y	12/17/2003	0	2	0	0
1307158	-118.245	33.96016	11	1	0	Y		B	FIRESTONE BL	MAIE AV	Y	2/25/2004	1	0	0	0
4622935	-118.248	33.96746	10	0	1	Y		B	NADEAU ST	COMPTON AV	Y	12/21/2009	0	1	0	0

b) Collisions at non-signalized intersections

CASEID	POINT_X	POINT_Y	VIOLCAT	KILLED	INJURED	PEDCOL	BICCOL	PED	PRIMARYRD	SECONDRD	INTERSECT_	DATE_	PEDKILL	PEDINJ	BICKILL	BICINJ
3421350	-118.25	33.96748	10	0	2	Y		B	NADEAU ST	PARMELEE AV	Y	9/13/2007	0	2	0	0
5337409	-118.25	33.96747	10	0	1	Y		B	NADEAU ST	PARMELEE AV	N	8/22/2011	0	1	0	0
4302450	-118.236	33.96745	1	1	0	Y		C	NADEAU ST	ALIX AV	N	4/30/2009	1	0	0	0

COLLISION DIAGRAM

Primary Street:
Nadeau Street

Secondary Street:
Parmallee & Compton

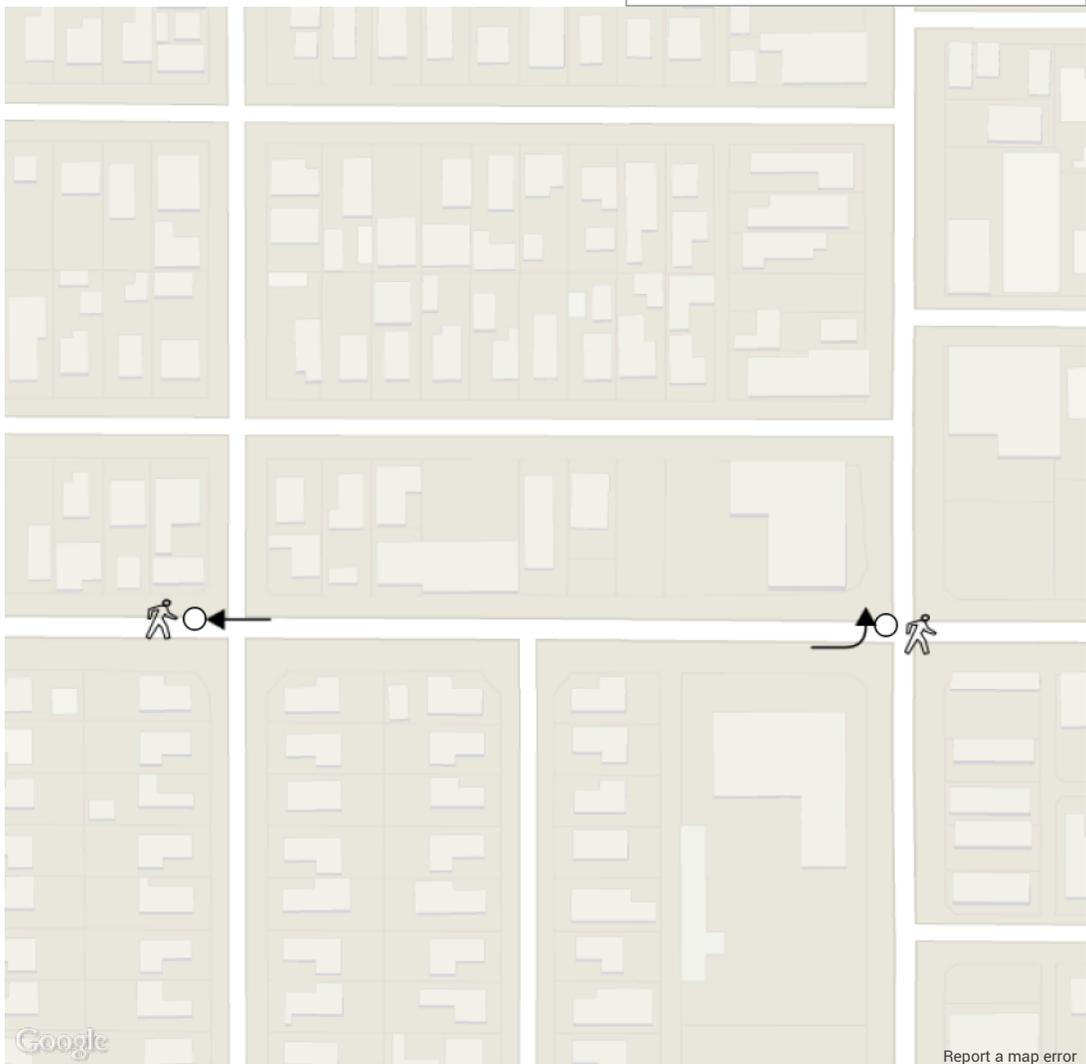
Time Period:
2003 to 2011

Agency Name:
LA County DPW

Mapping Summary

Fatal Collision	0
Injury Collision	2
<hr/>	
Mapped	2
Not Drawn	2
<hr/>	
Total	4

→ Straight	↪ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/19/2014
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COLLISION DIAGRAM

Primary Street:
NADEAU ST

Secondary Street:
ALIX AV

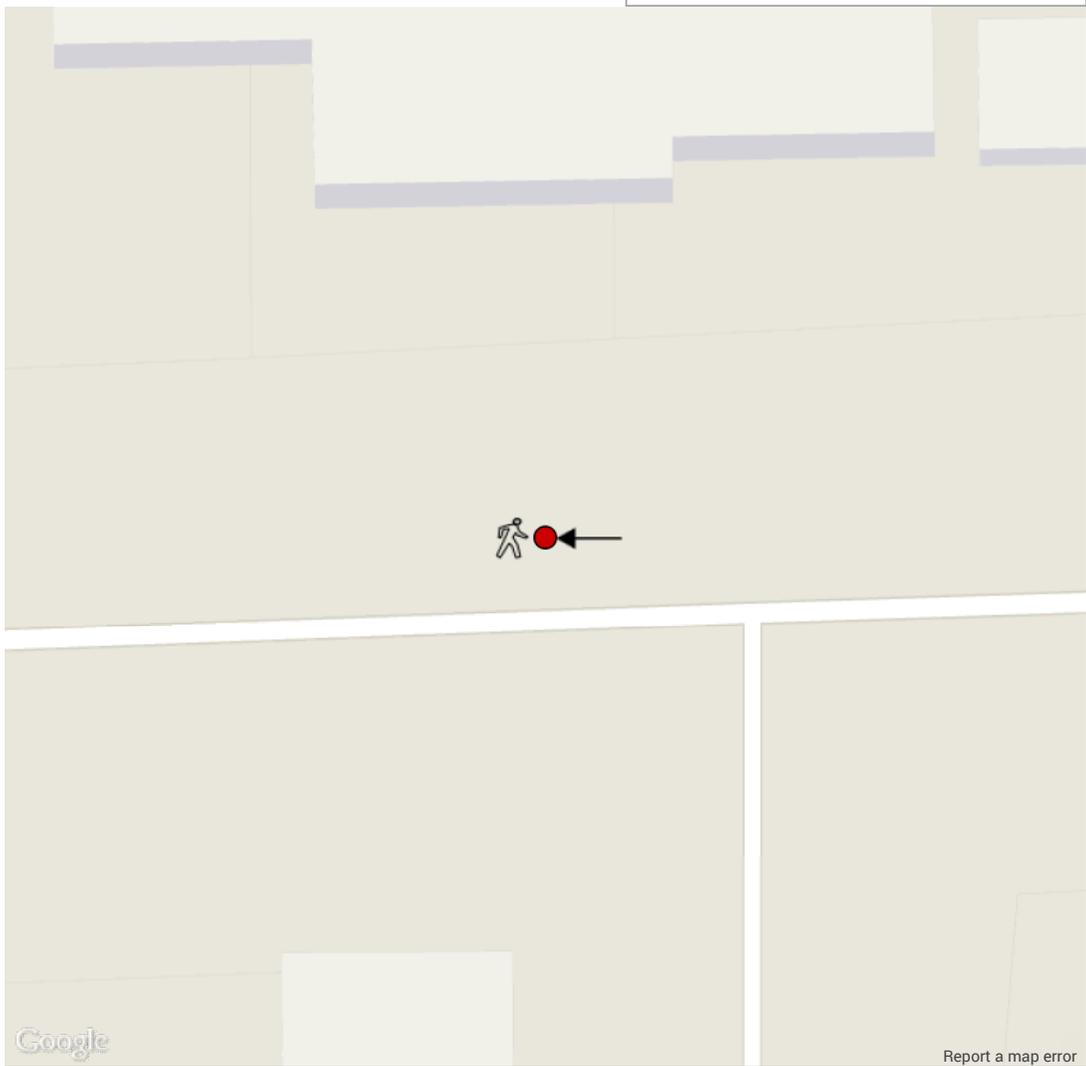
Time Period:
2009-04-30

Agency Name:

Mapping Summary

Fatal Collision	1
Injury Collision	0
<hr/>	
Mapped	1
Not Drawn	0
<hr/>	
Total	1

→ Straight	↪ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/19/2014
 Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2013

COLLISION DIAGRAM

Primary Street:
FIRESTONE BL

Secondary Street:
MAIE AV

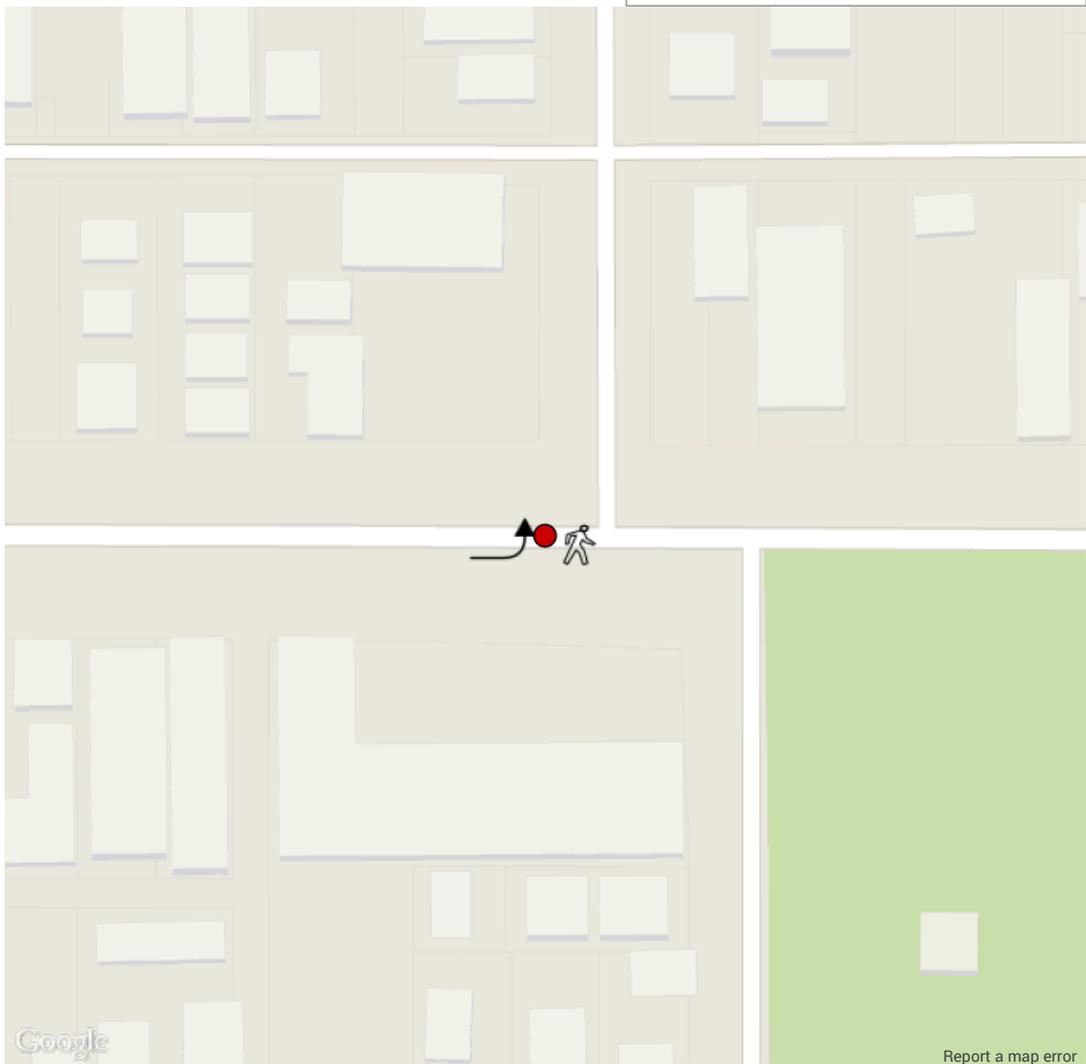
Time Period:
2004-02-25

Agency Name:
LA County DPW

Mapping Summary

Fatal Collision	1
Injury Collision	0
<hr/>	
Mapped	1
Not Drawn	0
<hr/>	
Total	1

→ Straight	↪ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/19/2014
 Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2013

Attachment F

Public Participation



Public Participation:

The project was discussed at the Florence-Firestone Community Leaders meeting held on 04/09/14. The proposed intersection improvements and public education program were well received by the meeting participants.

Attachment G

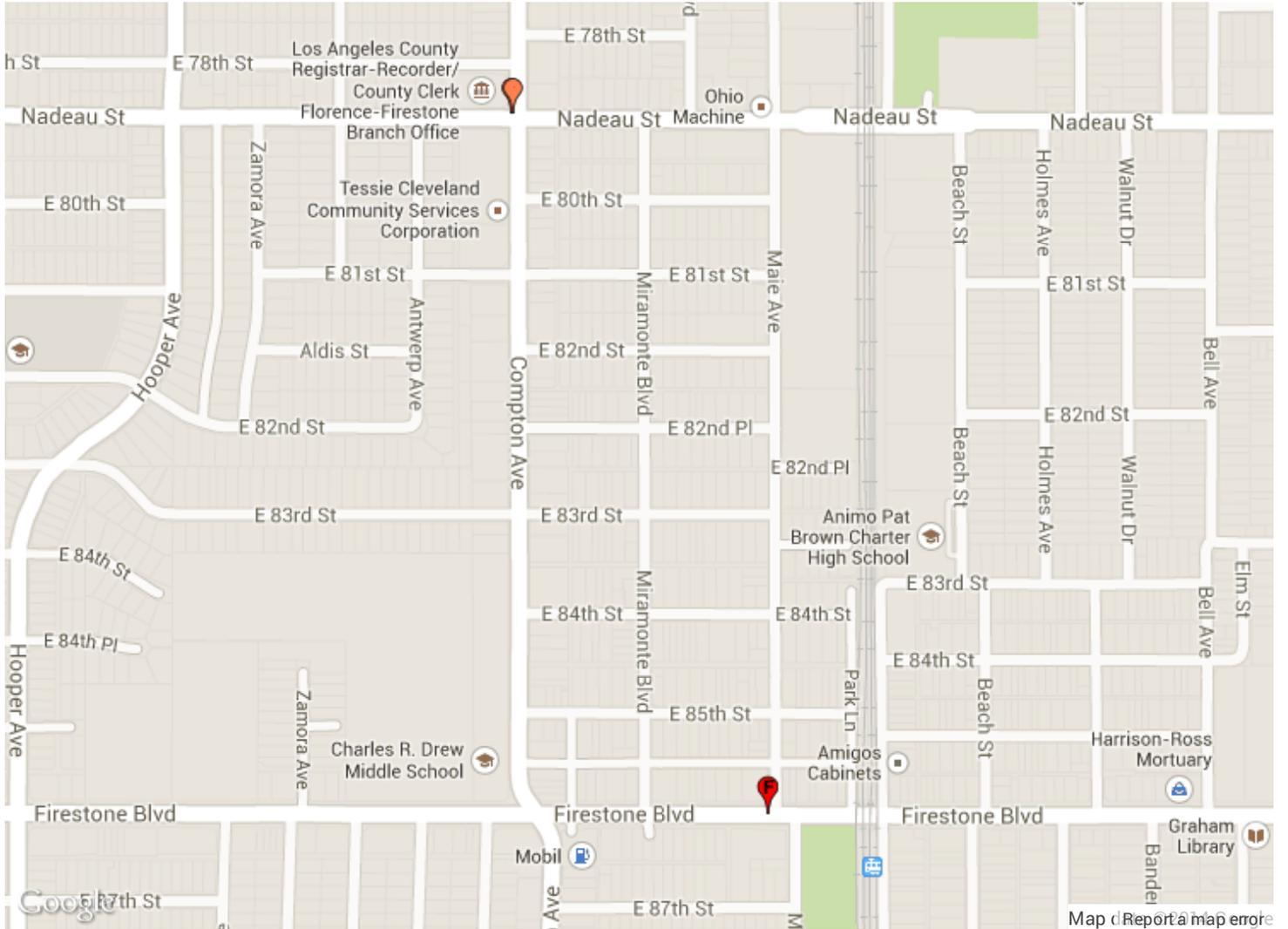
Benefit/Cost Ratio Analysis

Project Information
 Application ID:
 07-Los Angeles County-
 Florence/Firestone SRTS
 Program
 Crash Data:
 9 years
 From 01/01/2003
 To 12/31/2011

Countermeasure 2 Information
 CM Number: S19
 Mod: Ped and Bike
 Name: Install pedestrian countdown signal heads
 Crash Type: **Ped & Bike**
 CRF: 25
 Life: 20

Legend

-  Fatality - from File
-  Other - from File
-  Fatality - User Input
-  Other - User Input



Crash Summary in the map

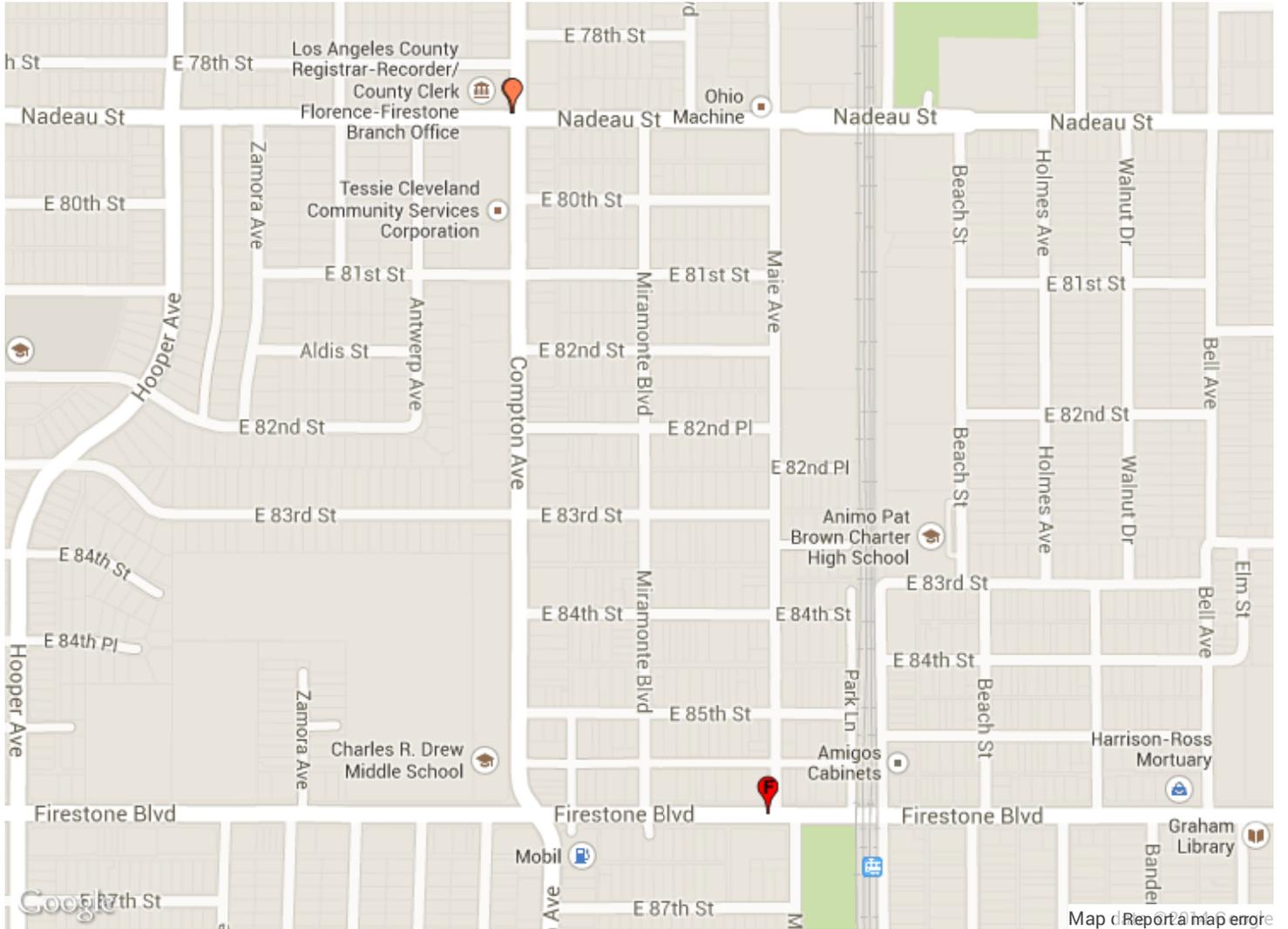
Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	0	2	0	3

Safety Practitioner / Engineer: abu yusuf

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

<p>Project Information</p> <p>Application ID: 07-Los Angeles County- Florence/Firestone SRTS Program</p> <p>Crash Data: 9 years From 01/01/2003 To 12/31/2011</p>	<p>Countermeasure 1 Information</p> <p>CM Number: S21 Mod: Ped and Bike Name: Install advance stop bar before crosswalk (bicycle box) Crash Type: Ped & Bike CRF: 15 Life: 10</p>	<p>Legend</p> <ul style="list-style-type: none">  Fatality - from File  Other - from File  Fatality - User Input  Other - User Input
--	---	---



Crash Summary in the map

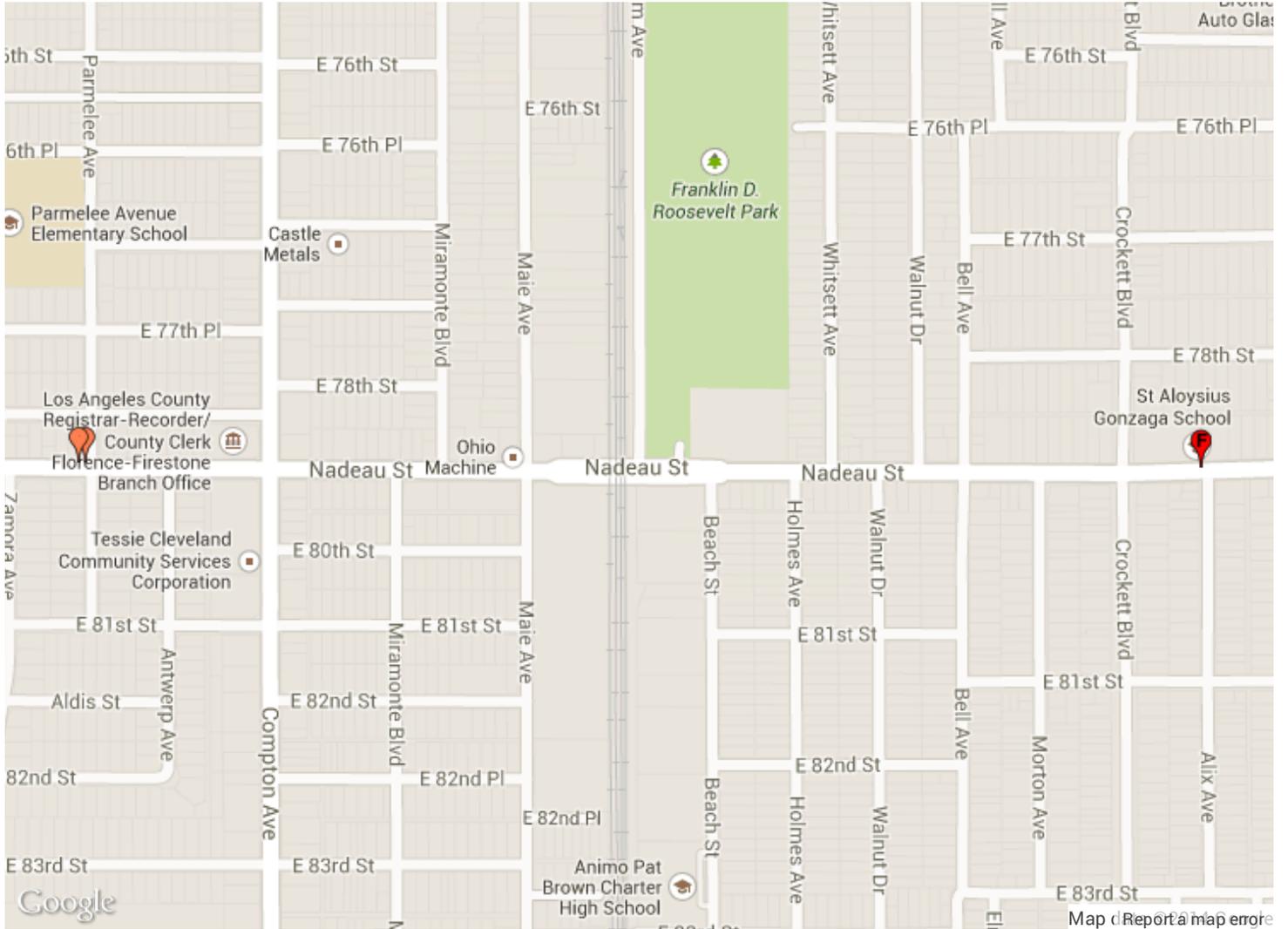
Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	0	2	0	3

Safety Practitioner / Engineer: abu yusuf

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

<p>Project Information</p> <p>Application ID: 07-Los Angeles County- Florence/Firestone SRTS Program</p> <p>Crash Data: 9 years From 01/01/2003 To 12/31/2011</p>	<p>Countermeasure 3 Information</p> <p>CM Number: NS18 Mod: Ped and Bike Name: Install pedestrian crossing (with enhanced safety features / curb-extensions) Crash Type: Ped & Bike CRF: 35 Life: 20</p>	<p>Legend</p> <ul style="list-style-type: none">  Fatality - from File  Other - from File  Fatality - User Input  Other - User Input
--	--	---



Crash Summary in the map

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	1	0	1	0	3

Safety Practitioner / Engineer: abu yusuf

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

Benefit / Cost Calculation Result

1. Project Information

Application ID	07-Los Angeles County-Florence/Firestone SRTS Program	Version	1
-----------------------	---	----------------	---

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2003	to	12/31/2011	Years	9
-------------------------------	------------	----	------------	--------------	---

- Install advance stop bar before crosswalk (bicycle box)

CM Number	Project Type	Crash Type	CRF	Life
S21	Ped and Bike	Ped & Bike	15	10

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	0	2	0	3

Annual Benefit	\$ 68,312	Cost	\$ 172,421
Life Benefit	\$ 683,117	B/C Ratio	3.96

- Install pedestrian countdown signal heads

CM Number	Project Type	Crash Type	CRF	Life
S19	Ped and Bike	Ped & Bike	25	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	0	2	0	3

Annual Benefit	\$ 113,853	Cost	\$ 344,842
Life Benefit	\$ 2,277,056	B/C Ratio	6.60

- Install pedestrian crossing (with enhanced safety features / curb-extensions)

CM Number	Project Type	Crash Type	CRF	Life
NS18	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	1	0	1	0	3

Annual Benefit	\$ 166,048	Cost	\$ 574,737
Life Benefit	\$ 3,320,956	B/C Ratio	5.78

3. Benefit Cost Result

Total Benefit	\$ 6,281,129
Total Cost	\$ 1,092,000
B/C Ratio	5.75

Safety Practitioner / Engineer: abu yusuf

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

Attachment H

Project Photos

Attachment G - Project Photos



1. Compton Ave @ 70th St facing south.



2. Compton Ave @ 70th St facing north.

Attachment G - Project Photos



3. Compton Ave @ 70th St facing west



4. Compton Ave @ 70th St facing east

Attachment G - Project Photos



5. Compton Ave @ Nadeau St facing south



6. Compton Ave @ Nadeau St facing east

Attachment G - Project Photos



7. Compton Ave @ Nadeau St facing west



8. Compton Ave @ Nadeau St facing north

Attachment G - Project Photos



9. Compton Ave @ Firestone Blvd facing south



10. Compton Ave @ Firestone Blvd facing east

Attachment G - Project Photos



11. Compton Ave @ Firestone Blvd facing north



12. Compton Ave @ Firestone Blvd facing west

Attachment G - Project Photos



13. Nadeau St @ Parmalee St facing east



14. Nadeau St @ Parmalee St facing north

Attachment G - Project Photos



15. Nadeau St @ Parmalee St facing west



16. Nadeau St @ Parmalee St facing south

Attachment G - Project Photos



17. Nadeau St @ Alix Ave facing east

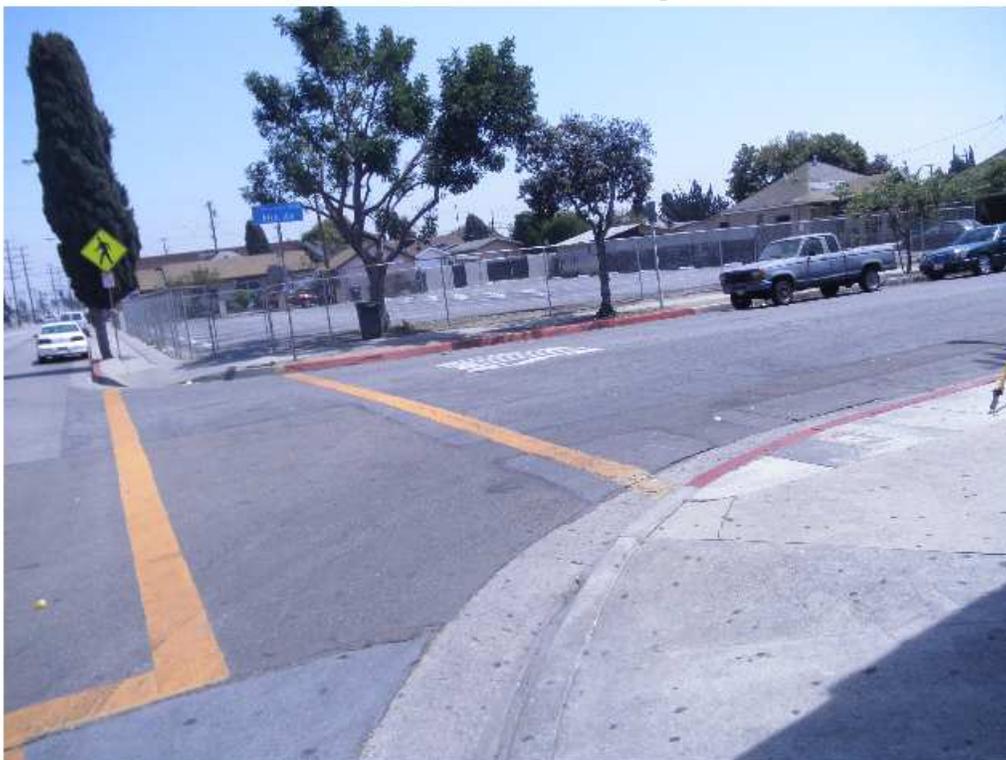


18. Nadeau St @ Alix Ave facing west

Attachment G - Project Photos



19. Nadeau St @ Alix Ave facing north



20. Nadeau St @ Alix Ave facing south

Attachment G - Project Photos



21. Firestone Blvd @ Fir Ave facing west



22. Firestone Blvd @ Fir Ave facing north

Attachment G - Project Photos



23. Firestone Blvd @ Fir Ave facing south



24. Firestone Blvd @ Fir Ave facing east

Attachment G - Project Photos



25. Firestone Blvd @ Maie Ave facing south



26. Firestone Blvd @ Maie Ave facing west

Attachment G - Project Photos



27. Firestone Blvd @ Maie Ave facing east



28. Firestone Blvd @ Zamora Ave facing west

Attachment G - Project Photos



29. Firestone Blvd @ Zamora Ave facing south



30. Firestone Blvd @ Zamora Ave facing east

Attachment G - Project Photos



31. Firestone Blvd @ Hooper Ave facing west

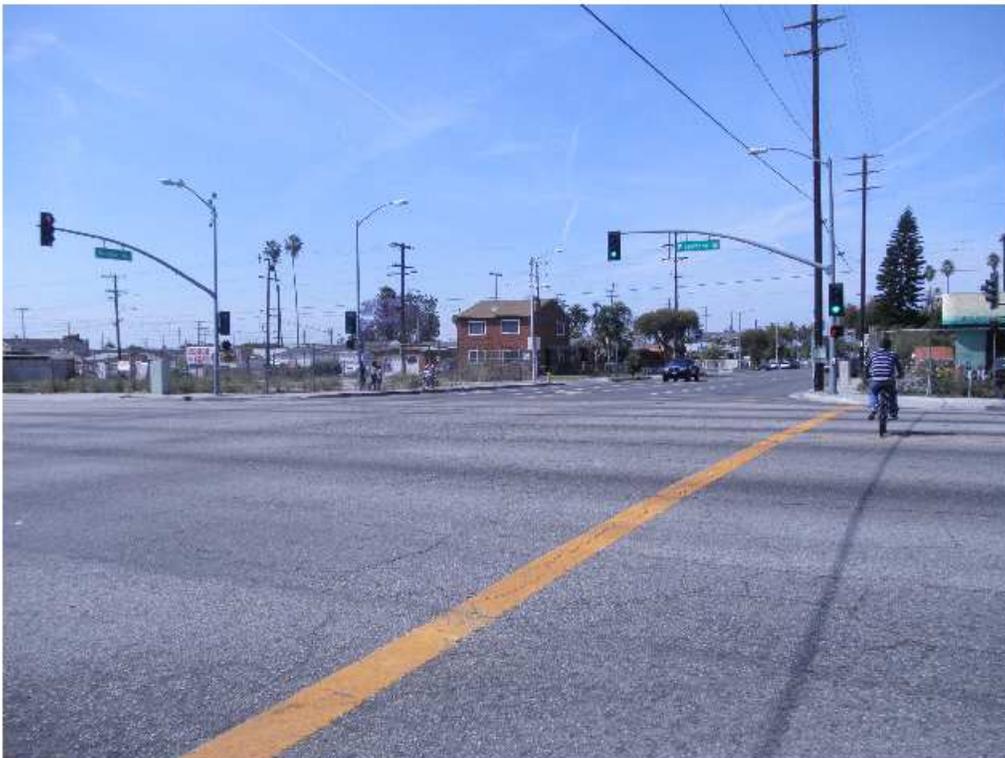


32. Firestone Blvd @ Hooper Ave facing south

Attachment G - Project Photos



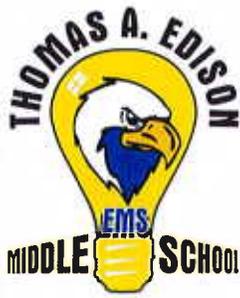
33. Firestone Blvd @ Hooper Ave facing east



34. Firestone Blvd @ Hooper Ave facing north

Attachment I

Letters of Support



LOS ANGELES UNIFIED SCHOOL DISTRICT

Thomas A. Edison Middle School

6500 HOOPER AVENUE, LOS ANGELES, CALIFORNIA 90001
TELEPHONE: (323) 826-2500 FAX (323) 581-8389
WWW.EDISONMS.ORG

JOHN DEASY PhD.
Superintendent of Schools

DR. ROBERT BRAVO
*Superintendent, Educational
Service Center - South*

PEDRO GARCIA
Principal

May 1, 2014

Our mission is to develop students who:

- a. understand the value of education, and the need for lifelong learning
- b. make connections across the disciplines
- c. apply their understandings to real-world contexts as practitioners and apprentices
- d. exhibit creative and critical thinking, make suppositions, question viewpoints, and search for patterns
- e. adapt to a changing technological world
- f. practice physical, mental, emotional, and social wellness
- g. demonstrate character through caring, honesty, trust, appreciation of differences, and family
- h. conduct themselves safely, respectfully, and responsibly
- i. set goals, explore professional directions, and demonstrate perseverance

The resulting vision is the empowerment of competent and confident visionaries, decision makers, and catalysts of positive change.

--Endorsed by SSC
February 25, 2008

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

RE: County of Los Angeles Department of Public Works' Active Transportation Program (Cycle 1) Application

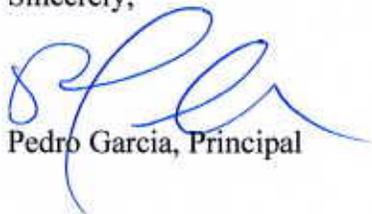
Dear Ms. McWilliam:

The Los Angeles Unified School District (LAUSD) is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for infrastructure improvements and encouragement programs to enhance pedestrian access around the elementary and middle schools in the Florence-Firestone community.

The LAUSD is dedicated to providing a safe learning environment that fosters growth and inspires excellence, and this includes ensuring that all students get to and from school safely each day. Our goals are in alignment with the County's application for obtaining a Safe Route to School (SRTS) coordinator to initiate pedestrian and bicycle education programs in our schools, along with the intersection improvements proposed along Compton Avenue, Nadeau Street and Firestone Boulevard.

The LAUSD is committed to improving the safety of our walking and biking children in and around the Florence-Firestone community. We appreciate your consideration of the County's Safe Routes to School application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require any additional information, please contact me.

Sincerely,



Pedro Garcia, Principal

Attachment J

Participating School Information

Florence-Firestone Community Safe Routes To School Program
Attachment J - Participating School Information

County Code	District Code	School Code	LEA Name	School Name	Low Grade	High Grade	CALPADS October 2012 Enrollment (K-12)	October 2012 Free Meal Count (K-12)	October 2012 Percent (%) Eligible Free (K-12)	October 2012 FRPM Total Unduplicated Count (K-12)	October 2012 Percent (%) Eligible FRPM (K-12)	CALPADS October 2012 Enrollment (Ages 5-17)	October 2012 Free Meal Count (Ages 5-17)	October 2012 Percent (%) Eligible Free (Ages 5-17)	October 2012 FRPM Total Unduplicated Count (Ages 5-17)	October 2012 Percent (%) Eligible FRPM (Ages 5-17)
19	64733	6017321	Los Angeles Unified	Graham Elementary	KK	06	789	NULL	90.34	NULL	94.35	771	NULL	90.34	NULL	94.35
19	64733	6018188	Los Angeles Unified	Miramonte Elementary	KK	06	917	NULL	85.2	NULL	89.07	891	NULL	85.2	NULL	89.07
19	64733	6018683	Los Angeles Unified	Parmelee Avenue Elementary	KK	06	938	NULL	85.27	NULL	89.25	916	NULL	85.27	NULL	89.25
19	64733	6019004	Los Angeles Unified	Russell Elementary	KK	06	947	NULL	89.39	NULL	93.94	928	NULL	89.39	NULL	93.94
19	64733	6057962	Los Angeles Unified	Charles Drew Middle	06	08	1098	NULL	82.75	NULL	85.98	1098	NULL	82.75	NULL	85.98
19	64733	6061444	Los Angeles Unified	Thomas A. Edison Middle	06	08	1179	NULL	90.01	NULL	94.44	1179	NULL	90.01	NULL	94.44