

ACTIVE TRANSPORTATION PROGRAM CYCLE 1 APPLICATION

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

Project name:

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

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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

Project name:

V. PROJECT PROGRAMMING REQUEST

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

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

Notes:

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

Project name:

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

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

Amount

PE Phase (includes PA&ED and PS&E)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$

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

Amount

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

*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

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

Amount

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

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

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

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

Project name: County of Los Angeles DPW- Florence Metro Blue Line Bikeway Access Impvnts

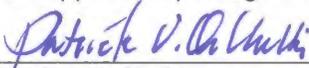
VIII. APPLICATION SIGNATURES

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

Signature: 
Name: Allan Abramson
Title: Senior Civil Engineer

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

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

Signature: 
Name: Patrick V. DeChellis
Title: Deputy Director

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

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Project name:

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

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

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

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

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

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

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

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

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

- Documentation of the public participation process (required)

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

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

II. PROJECT INFORMATION

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

1. Project Location

The Florence bikeway improvement project is located in the unincorporated Los Angeles County Florence-Firestone community south of Downtown Los Angeles. The proposed bikeways will be consistent with the Florence Metro Blue Light Line Rail Station Non-Motorized Access Plan.

This project will provide bike access to and from Metro Blue Line Station via following streets surrounding the Florence Metro Blue Line Station: Crockett Blvd., 68th St., Hooper Ave., Miramonte Blvd., and Maie Ave.

2. Project Coordinates

Latitude

33°58'29.3448" N

Longitude

118°14'40.3080" W

3. Project Description

The project consists of constructing approximately 6.25 miles of Class II and III bicycle routes and bicycle boulevards on the streets surrounding the Florence Blue Line Light Rail Station south of downtown Los Angeles.

This project completes the missing transit- bike linkages and provides much needed alternative mobility options not only to the transit patrons of second busiest transit line in Southern California but also to this disadvantaged highly transit dependent community.

Class II and III bicycle routes will involve installing signage and striping. Bicycle boulevards will additionally include construction of traffic circles and curb extensions.

All work will be within County’s existing road right-of-way and NO additional right-of-way will be needed to implement the project. Bicycle parking will be provided using up to 20 staple-type bicycle racks.

Project Location Map (Attachment B) provides an overview of all proposed improvements. Specifically,

- The project will include a Class II Bike Lane on Crockett Boulevard from Nadeau to 83rd St (0.29 miles). Implementation will include signage as well as pavement markings and lane lines.
- Class III Bike Routes will be developed on the following streets:
 1. 68th Street from Central Avenue to Compton Boulevard (0.5 miles)
 2. Crockett Boulevard from 76th Place to Nadeau (0.24 miles)
 3. Hooper Avenue from 94th Street to Slauson Avenue (2.7 miles)

Implementation will include signage as well as pavement marking, including shared lane markings (sharrows).
- A Bicycle Boulevard will be implemented on Miramonte Blvd from Slauson Ave to Florence Ave and along Maie Ave from Florence Ave to 92nd Street (2.5 miles total).

Implementation will include installation of traffic calming treatments such as bulb outs, and traffic circles along intersections as indicated in the following table:

<u>Traffic Calming Feature</u>	<u>Intersection</u>
Traffic Circles	Miramonte Blvd & 60 th St Miramonte Blvd & 66 th St Maie Ave & 85 th St
Bulb-outs	Miramonte Blvd & 58 th St Miramonte Blvd & 70 th St Maie Ave & 81 st St Maie Ave & 83 rd St Maie Ave & 87 th PI Maie Ave & 90 th St

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4. Project Status

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

The implementation schedule has been developed based on the proposed scope of work and preliminary investigations. The project final design funds are being secured through California Transportation Commission at their June 2014 meeting. After allocation of design funds, the County will complete the final design. The County of Los Angeles Department of Public Works has full time environmental experts, surveyors, traffic engineers, road and structural design civil engineers, landscape architects, mapping and right-of-way engineer and appraisers, geotechnical staff and laboratories, construction inspectors and contract management, and road maintenance personnel that have demonstrated over decades to deliver such project in a very timely and cost-effective manner. The bikeways will be constructed within the County's road rights-of-way and no additional rights of way will be required. There are no adjacent jurisdictions, agencies, or property owners who would be affected by the proposed project. Limit line loop detectors will be upgraded to include bicycle detection where required.

III. SCREENING CRITERIA

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

Describe the need for this project and/or funding

The Project will provide bike safety improvements by linking streets to the Florence Metro Blue Line Station in the heavily transit-dependent disadvantaged community.

Very poor and dangerous existing conditions on each of the five carefully selected streets that currently do not support the cycling activity in the community where more than 70% of households have 0-1 vehicles.

Typical streets in project area have: no bikeway facilities connecting to the transit lines; unsafe conditions for cyclists are challenged to ride safely down those same streets and choose instead to ride on the narrow busy broken sidewalks where pedestrians are trying to walk; and unsafe transit stops with a lack of lighting, shade and seating. The project will provide safe biking facilities with new curb extensions and high visibility.

Currently the Florence-Firestone area of the Unincorporated Los Angeles County surrounding the Florence light rail station lacks a bikeway system linking to the station and to the neighboring City of Los Angeles destinations and existing bicycle facilities. The completed project will provide bicycle access to transit facilities for a disadvantaged community (See Attachment J) with 22.7% unemployment and a transit dependency of 47.2%.

The project has been designed to improve access for bicyclists to the Florence, Firestone, and Slauson Metro Blue Line light rail stations. Within the service area there are over 35,000 daily boarding and alighting for light rail. In addition to the three Metro Blue Line light rail stations, the project will directly connect to 71 stops on the Metro bus system which account for another 15,000 boarding and alighting for the bus system.

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 & Metro. The 2012 SCAG Regional Transportation Plan has the following goals: 1- Decrease Bicyclist and

Pedestrian Fatalities and Injuries, 2- Develop an Active Transportation Friendly Environment throughout the SCAG Region, and 3- Increase Active Transportation Usage in the SCAG Region. The 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system. Finally, this project directly supports Metro's First/Last Mile Strategic Plan¹. Please see Attachment E and Attachment L 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.

A complete project current counts and forecast is included in the Attachment F. Currently we estimate net increase in bicycle ridership at 52,700 bike trips which is over 13 percent net increase in bikeway usage for the project location .

Under the current conditions, there is limited bicycle facility in the vicinity of the project. While the project area has a well-connected sidewalk network for pedestrians, it lacks designated bicycle routes which in turn creates an uninviting, dangerous environment for bicyclists. Because of this, many residents that may have otherwise utilized bicycles as a mode of transportation to work and other destinations instead may rely on vehicles. The development of these bicycle facilities will promote increased bicycle ridership by providing safer, more accessible, and more visible bike routes that directly connect to Florence Blue Line Station. The project will increase bicycle trips by providing connectivity to three bicycle transit hubs, local businesses and residences, and the Florence Metro Blue Line light rail station. Bicycle Boulevards are needed on streets

paralleling the Blue Line tracks to safely facilitate access to the Blue Line Station. The project will also improve access to several schools in the community. The population for the area is over 428,000, the unemployment rate for the project area is 22.7%, and the transit dependency is 47.42%.

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

The net increase in bicycle ridership is estimated at 13 % (less than the standard percentage increase for Class II facilities because some of the facilities are Class III). The estimating methodology was provided by Metro and is described below and in Attachment F.

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

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

Other primary data sources include SCAG's Bike Count Clearinghouse, California Air

Resources Board, and Metro’s First Last Mile Strategic Guidelines. These data sources provided existing pedestrian counts, bicycle trip counts, and Average Daily Traffic (ADT) along parallel streets in the project area, which were used to estimate existing pedestrian and bicycle trips within the travel shed. The model is shown in Attachment F.

This project connects to Transit Hubs numbers 306, 307, and 308, which are Metro Blue Line Stations. Connection to Metro’s Blue Line further provides access to Metro’s Red and Purple Line to the north and Metro’s Green Line to the south, which is also in biking distance of the proposed routes. This project will provide connectivity to the future Crenshaw Line via the City of Los Angeles’s existing bikeway on 79th Street/76th Street which ends only 0.5 miles from the station proposed at Florence Avenue and West Boulevard. Connectivity will also be provided to the future Expo line when phase 1 is completed via the existing blue line station at Pico Boulevard. Furthermore, this project will directly connect to the 71 bus stops listed below providing increased access to the Metro bus system in addition to the rail system.

Metro Rail Stations (3)

Florence Blue Line Station

Firestone Blue Line Station

Slauson Blue Line Station

Bus Stops (71)

Central Ave and Nadeau St	Nadeau St and Compton Ave (2)
Maie Ave and Nadeau St	Nadeau St and Crockett Blvd (2)
Nadeau St and Alameda St	Santa Fe Ave and Broadway
Pacific Blvd and Broadway (2)	Seville Ave and Broadway
State St and Broadway (2)	92nd St and Compton Ave
Compton Ave and 89th St (2)	Compton Ave and Firestone Blvd (3)

Compton Ave and 83rd St	Compton Ave and 81st Street (2)
Compton Ave and 76th St (2)	Compton Ave and 75th St (2)
Compton Ave and Florence Ave (4)	Compton Ave and 70th St (2)
Compton Ave and 68th St	Compton Ave and 66th St (2)
Compton Ave and Gage St (2)	Compton Ave and 59th St
Compton Ave and Slauson (2)	Miramonte Blvd and Firestone Blvd (2)
Maie Ave and Florence Ave	Maie Ave and 82nd St (2)
Maie Ave and Firestone Blvd (2)	Maie Ave and 88th St
Maie Ave and 92nd St	Hooper Ave and Slauson Ave (2)
Hooper Ave and 60th St (2)	Hooper Ave and Gage Ave
Hooper Ave and Florence Ave	Hooper Ave and Firestone Blvd (2)
Hooper Ave and Central Ave	Hooper Ave and 95th St

68th Street and Central (2)

This project will link to 2 existing bicycle facilities located in the City of Los Angeles. These are 92nd Street from Success Avenue to Croesus Avenue and 79th Street/76th Street from Crenshaw Boulevard to Central Avenue.

Listed below are employment centers, schools, colleges, retail/commercial, government facilities, entertainment, or major attractions within one to five miles of the proposed project:

Martin Luther King, Jr. Multi-Service Ambulatory Care Center	City of Los Angeles Department of Water and Power
City of Los Angeles Police Department Headquarters	Charles R Drew University of Medicine and Science
El Pueblo De Los Angeles State Historical Park	Natural History Museum of Los Angeles County
Earvin Magic Johnson Regional Park	King-Drew Medical Magnet High School
Los Angeles Memorial Coliseum	University of Southern California

Los Angeles Sports Arena	Los Angeles Civic County	
Los Angeles Trade Tech College	County Los Angeles Hall of Records	
Caltrans District 7 Headquarters	Los Angeles County Superior Court	
Dorothy Chandler Pavilion	Museum of Contemporary Art	
Los Angeles Southwest College	Hawthorne Municipal Airport	
Compton/Woodley Airport	Nokia Theater	
Staples Center	Walt Disney Concert Hall	
Union Station	Commerce Casino	
Los Angeles City Hall	Wilshire Grand Hotel	
China Town	Orpheum Theater	
Citadel Outlets	Los Angeles Times	
Ahmanson Theater	Los Angeles Forum	
L.A. Live	Hollywood Park	
Metro Headquarters	Olvera Street	
Our Lady of the Angels Cathedral	Los Angeles Convention Center	

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

The project also connects to Bicycle Transportation Strategic Plan (BTSP) Bicycle Transit Hubs numbers 306, 307, and 308 which are at the Slauson, Florence, and Firestone Metro Blue Line light rail stations respectively. These locations were identified in the BTSP as promising in for improving both bicycle and transit ridership by improving bicycle access to the stations.

- 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.

By providing sharrows on the Class III bike routes, a new Class II segment, and two new bicycle boulevards, the project will improve access to the Florence Blue Line light rail station which has over 6,000 boardings and alightings per average weekday and provides access to areas such as Long Beach via the Blue Line, Culver City (and Santa

Monica in the future) via the Expo Line, and East Los Angeles and Pasadena via the Gold Line. The project will also link to two existing bikeways located in the City of Los Angeles: 92nd Street from Success Avenue to Croesus Avenue and 79th Street/76th Street from Crenshaw Boulevard to Central Avenue. Florence-Firestone community is highly oriented towards walking and public transit for daily transportation. Local residents and workers walk, bike, and take transit in numbers that far exceed other communities in Southern California.

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

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

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

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

Bike and Pedestrian collision data is collected and included in Attachment G. The collision data shows numerous injuries and fatalities for pedestrian and bikers. The Caltrans Local Roadway Manual assigns the following crash reduction factors for the types of treatments this project proposes: 35 for bike lanes (bike and ped

collisions) and 50 for roundabouts (all collisions)ⁱⁱ. There is no specific CRF for bike boulevards, so we have assumed a CRF of 50 for all collisions resulting from the traffic calming achieved by the bike boulevard treatments. Based on these values we assume a crash reduction over 2.5 collisions per year.

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

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

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

The project is designed to improve safety in two important ways. First, motorist awareness and bicycle safety rule compliance will be improved by the use of signage and on-street sharrows. Second, motorist speeds will be reduced by the bulb-outs, traffic circles, and other traffic-calming elements of the two planned

bicycle boulevards. The project is designed to encourage bicyclist and motorist behaviors that are more conducive to safe travel and sharing of the roadways.

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

According to the California Statewide Integrated Traffic Record Systems (SWITRS), between 2003 and 2011 there were 39 collisions that resulted in an injury of bicyclist and 38 collisions involving a pedestrian injury.ⁱⁱⁱ Of these collisions, there was 1 fatality and 4 severe injuries. The bicycle boulevard is designed to reduce bicycle and pedestrian fatalities by placing restrictions and limiting sight lines to slow down traffic speeds. Motor vehicles that driven in the area will benefit from the bike boulevard treatments. We do not assume any increased safety benefit for the class III bike in our crash reduction calculations, but the signage, shared lane markings (sharrows), and additional cyclists using the route will provide safety benefits to the current users by providing visual cues to motorists that bicyclists are present, and additional vigilance is required.

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 proposed bikeways are a part of the County's Bicycle Master Plan, and the County conducted a series of outreach meetings to solicit community input for the Plan in February – March 2010, June 2010 and March 2011.

The proposed project also falls in line with Metro's goal from the 2006 Bicycle Transportation Strategic Plan (BTSP) of using a combination of transit modes and use of bicycles to alleviate congestion. A series of public outreach meetings were conducted for the County's Bikeway Master Plan. Multi-lingual brochures,

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

Additional details including public notices and draft comments can be accessed at the County of Los Angeles Bikeway Master Plan webpage: <http://dpw.lacounty.gov/pdd/bike/masterplan.cfm>

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

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

Specifically, the following meetings were conducted that discussed this project among other projects:

Florence Metro Blue Line Plan Round 1	7/2008
Florence Metro Blue Line Plan Round 2	10/2008
County Bicycle Master Plan Community Meetings	02/2010 – 03/2010 (10)
County Bicycle Master Plan Community Meetings	06/2010 (10)
County Bicycle Master Plan Community Meetings	02/2011 – 03/2011 (10)

At a recent community meeting on April 9, 2014 in the Florence-Firestone area a constituent requested traffic calming along Maie between Firestone and 92nd. The

County's Bikeway coordinator confirmed the constituent that our proposed bike boulevard project on Maie Street will include several traffic calming features. A picture of this community meeting is also included in this application package (Attachment K).

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

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

Yes

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

The project segments are listed as high priority Metro Planning Area Proposed Bicycle Facilities in the 2012 Los Angeles County Bicycle Master Plan.

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

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

Two alternatives were explored. The first was to install Class II bike lanes on Compton Ave. and Hooper Ave.; Class III Bikeways with sharrows on 68th Street, Nadeau Street/Broadway, and Crockett Blvd., and a Bike Boulevard on Maie Avenue/Miramonte Blvd.

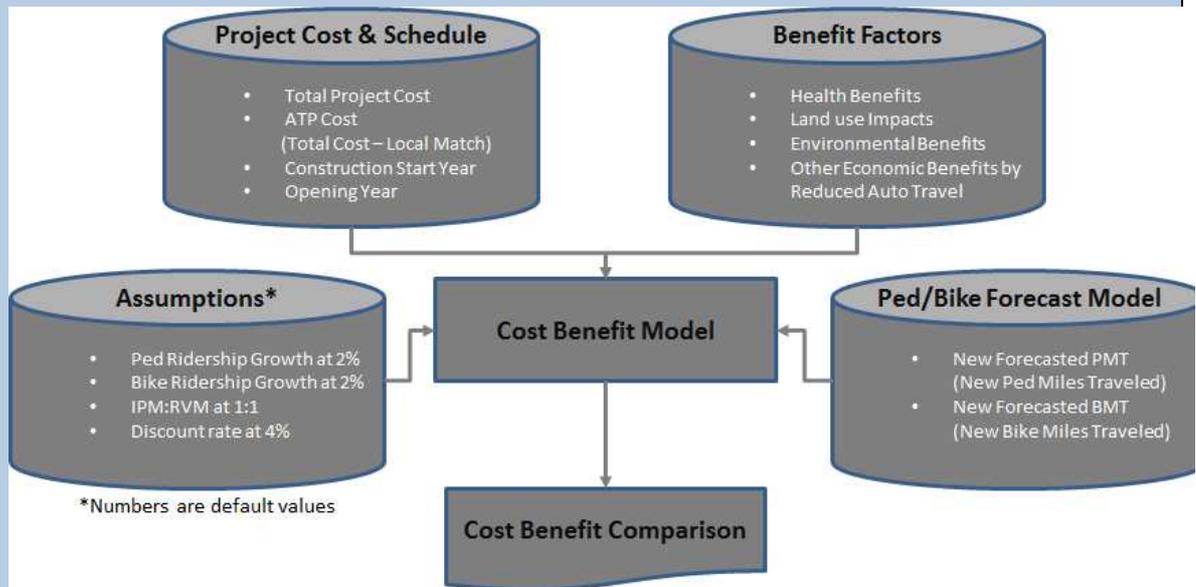
The second alternative was to construct Class III bikeways with sharrows on Maie Ave./Miramonte Blvd., 68th Street, Compton Ave., Hooper Ave., Nadeau

Street/Broadway, and Crockett Blvd. This is essentially the alternative that was chosen, with some modifications. In studying the public comments and the corridor conditions, it was determined that the connectivity provided, the presence of signals at almost every major crossing, and the residential nature of the street made Maie Avenue/Miramonte Blvd. an ideal candidate for a bike boulevard, therefore we recommended a higher level of treatment in this corridor. We also recommended Class II bike lanes on the segment of Crockett Blvd. from Nadeau to 83rd where sufficient ROW was available. We determined that installing Class II bike lanes on Hooper would require the removal of high-use street parking, and did not move forward with that element. We have obtained funding from another source for bikeways on Compton and Nadeau, so they are not included in this application.

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

The benefit estimation is derived based on information from three data sources; (1) Bike/Pedestrian demand forecasts, (2) detailed cost estimates, and (3) the Benefit Factor developed by Victoria Transport Policy Institute (VTPI). The demand forecasting results provide increased bicycle and pedestrian miles as well as reduced vehicle traveled miles. These input values are then multiplied by economic benefits factors from VTPI which account for three main benefits by ATP type projects, including (1) changes in human health effects associated with increased active travel behaviors (i.e., walking and bicycling) and reduced driving as well as improved air quality (reduced CO₂), (2) land use impacts created by more walkable and bikeable communities around the project area, and (3) other economic benefits associated with reduced travel miles, including parking cost savings, congestion reduction, and energy conservation. After the benefits are

calculated, they are compared to direct project costs to calculate the lifetime Benefits Cost Ratio (BC ratio). The figure below illustrates the Cost-Benefit Model structure.



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

BC Ratio Summary	Based on Total Project Cost	Based on Funds Requested
Benefits*	\$2,453,742	\$2,453,742
Direct Cost*	\$1,627,593	\$1,216,424
Benefits/Cost	1.51	2.02

* Cost and benefits have been adjusted to year 2014 dollars

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

5. IMPROVED PUBLIC HEALTH (0-10 points)

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

The proposed project's bike facilities and intersection improvements will improve public health by providing residents safer and more desirable conditions for biking and walking, encouraging increased active transportation in the surrounding community for commuting, utilitarian, and recreational purposes. Public health is a major concern in Los Angeles County; three of the six leading causes of death in L.A. County are heart disease (#1), stroke (#2), and diabetes (#6).^{iv} This project is located in the San Antonio Health District of Los Angeles County. Obesity is a serious problem here, with an obesity rate of 34.1%. The childhood asthma rate is 7.24% and the Type II Diabetes rate is 9.7%. By creating more opportunities for bicycle and pedestrian-friendly access to this transit-rich environment, the project will encourage the public to switch from driving to bicycling and using transit. The reduction in motor vehicle trips will help decrease harmful pollution and the increase in cycling will help reduce obesity, diabetes, and related heart diseases. While we have long known that exercise can address the high prevalence of obesity, recent research has established an even stronger relationship between transportation choices and public health. Chapter 16 of *TCRP Report 95* reviewed 34 national research studies and concluded there is 1) "strong evidence that links walkability factors involving transportation infrastructure and land use with more active transportation and less driving", and that 2) "active travel policies offer the potential for large public health benefits through physical activity increases, combined with smaller benefits accruing from transportation pollution reduction."^v Finally, researchers have estimated anywhere from \$0.18 to \$8.00 of financial benefit to the health care system per mile bicycled or walked.^{vi} Our cost

effectiveness analysis uses a very conservative estimate (for fitness only) of \$0.20 for biking and \$0.50 for walking.^{vii}

In summary, the proposed project will promote increased active transportation in a neighborhood of critical need by providing more safe and accessible bicycle and pedestrian facilities and by remedying the current conditions that discourage walking and biking. Increased active transportation as a result of the Florence Blue Line Access project will result in tangible public health benefits to the community.

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

		Yes	No
A.	I. Is the project located in a disadvantaged community?	X	
	II. Does the project significantly benefit a disadvantaged community?	X	

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

• Median household income for the community benefited by the project:	X (\$36,575)
• California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:	X
• For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:	X

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

Of the total population of over 142,000 in the area, the unemployment rate in the project area is 11.2% and the transit dependency is 15.6%. Within the service area there were 21,308 daily boarding and alighting for light rail (Blue and Green Lines), and 1,200 daily bus boarding and alighting.

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

The area to be served by the Florence Metro Blue Line Station Bikeway Access Improvements project qualifies as a disadvantaged community under all three of the ATP criteria (Attachment J). The project will provide local circulation benefits to residents, helping to facilitate access to activity centers such as the Florence-

Firestone Branch Office of the L.A. County Registrar-Recorder/County Clerk, the Tessie Cleveland Community Services Corporation, Castle Metals, Bell Screw Repair, and Franklin D. Roosevelt Park. By improving access to the Florence Blue Line light rail station, the project will connect residents to employment opportunities at the Los Angeles International Airport, aerospace firms in El Segundo, film processing in Culver City, and "Silicon Beach" in Santa Monica.

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

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

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

The corps agencies can be contacted at:

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

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

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

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

Bike rack installation

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

Bike rack installation

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

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

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

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

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

ⁱ Los Angeles County Metropolitan Transportation Authority First/Last Mile Strategic Plan, 2014
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf.

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

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

ⁱⁱⁱ California Statewide Integrated Traffic Record Systems. Downloaded from tims.berkeley.edu

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

^v 2012. Transit Cooperative Research Program (TCRP) Report 95 - Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 16, Pedestrian and Bicycle Facilities. Transportation Research Board.

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

^{vii} 2014. Litman, Todd. Evaluating Active Transport Benefits and Costs. Victoria Transport Policy Institute. <http://www.vtpi.org/nmt-tdm.pdf>

ATTACHMENT A

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/13/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				County of Los Angeles		
				MPO	Element	
				SCAG		
Project Manager/Contact		Phone		E-mail Address		
Allan Abramson		(626) 458-3950		aabrams@dpw.lacounty.gov		
Project Title						
Florence Metro Blue Line Station Bikeway Access Improvements						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>The purpose of this project is to improve bicycle access to the Florence Metro Blue Line Station. The project is located in the County of Los Angeles unincorporated community of Florence-Graham. The project consists of constructing Class II and III bicycle routes and bicycle boulevards. Class II and III bicycle routes will involve installing signage and striping. Bicycle boulevards will additionally include construction of traffic circles and curb extensions. All work will be within existing road right-of-way</p>						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	County of Los Angeles					
PS&E	County of Los Angeles					
Right of Way	County of Los Angeles					
Construction	County of Los Angeles					
Purpose and Need						<input type="checkbox"/> See page 2
<p>This project was identified by a study completed by the Los Angeles County Bicycle Coalition to improve bicycle connectivity to the Florence Metro Blue Line Station within the County unincorporated Florence-Firestone Community. The bicycle facilities are also identified in the LA County Bicycle Master Plan. The goal is to provide a bicycle network which links major destinations within the community to the community's three Metro Blue Line Stations.</p>						
Project Benefits						<input type="checkbox"/> See page 2
<p>This project will promote bicycling in the Florence-Firestone community and the surrounding cities of Los Angeles, and Huntington Park. The selected roads will be more appealing for the general public to ride their bicycles for their daily communte and utilitatrian trips. This will reduce the dependency on automobiles and improve the mobility, air quality, and access within the region.</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					02/01/14	
Circulate Draft Environmental Document				Document Type	03/30/14	
Draft Project Report					12/01/14	
End Environmental Phase (PA&ED Milestone)					4/31/2014	
Begin Design (PS&E) Phase					07/30/14	
End Design Phase (Ready to List for Advertisement Milestone)					09/01/15	
Begin Right of Way Phase					08/01/15	
End Right of Way Phase (Right of Way Certification Milestone)					10/01/15	
Begin Construction Phase (Contract Award Milestone)					09/13/16	
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/17	
Begin Closeout Phase					10/01/17	
End Closeout Phase (Closeout Report)					02/01/18	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title: Florence Metro Blue Line Station Bikeway Access Improvements						

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)		139						139	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,485					1,485	
TOTAL		139	1,485					1,624	

Fund No. 1:	ATP								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State of California
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,188					1,188	
TOTAL			1,188					1,188	

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)		139						139	County of Los Angeles
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			297					297	
TOTAL		139	297					436	

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title: Florence Metro Blue Line Station Bikeway Access Improvements						

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title: Florence Metro Blue Line Station Bikeway Access Improvements						

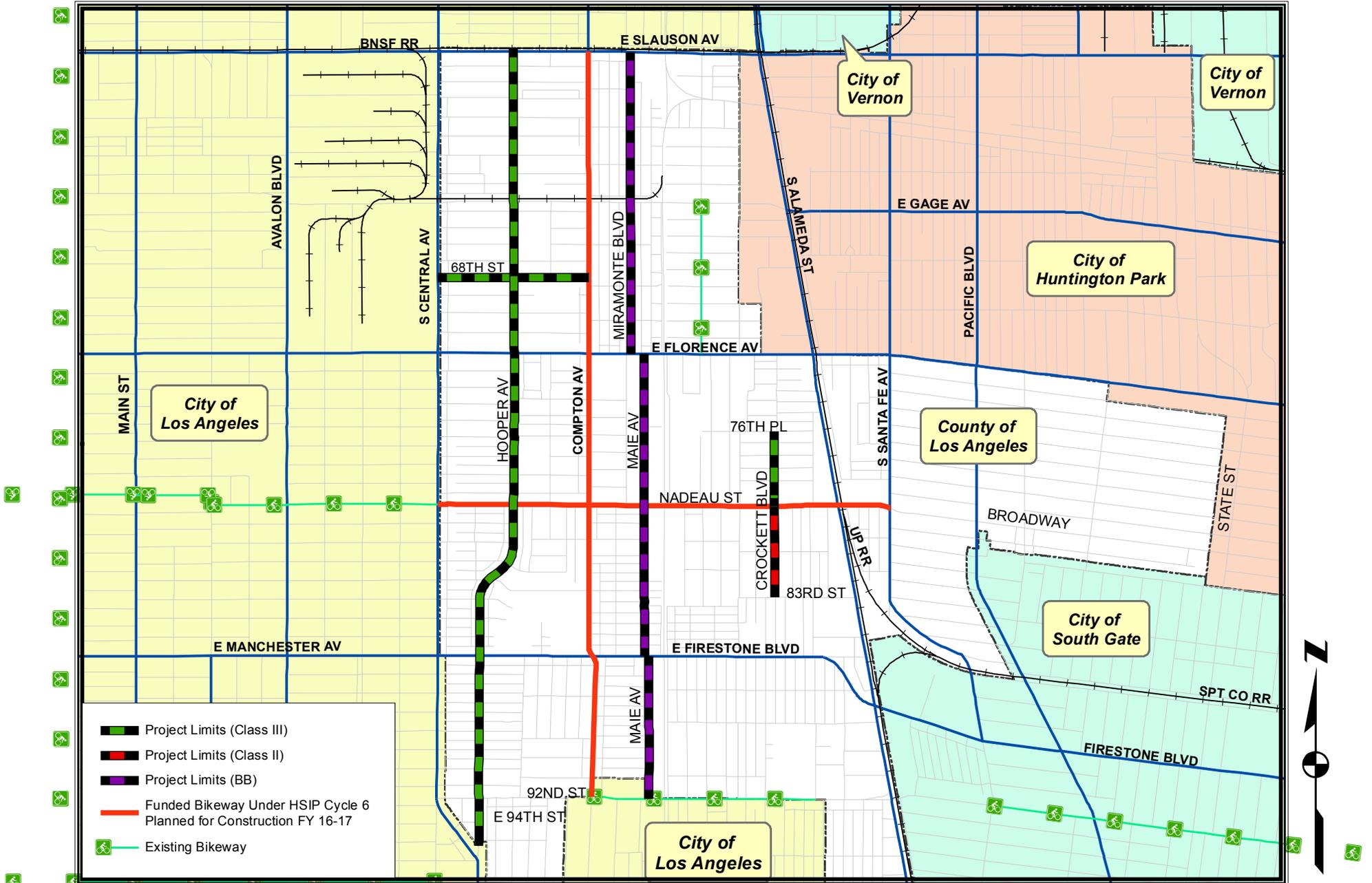
Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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

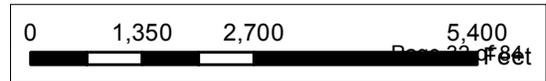
Fund No. 10:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

ATTACHMENT B

FLORENCE METRO BLUE LINE STATION
BIKEWAY ACCESS IMPROVEMENTS



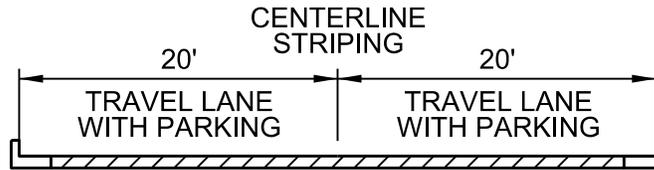
Data contained in this map is produced in whole or part from the Thomas Bros. Map (c) digital database. This map is copyrighted, and reproduced with permission granted, by Thomas Bros. Maps (c). All rights reserved. Los Angeles County DPW - Florence Metro Blue Line Station Bkwy Acc Impvmts



ATTACHMENT C

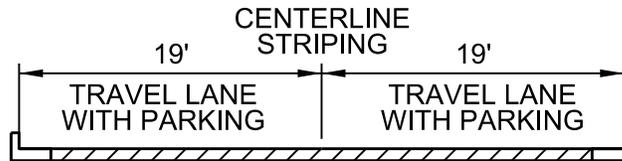
68TH STREET

Central Avenue to Compton Avenue



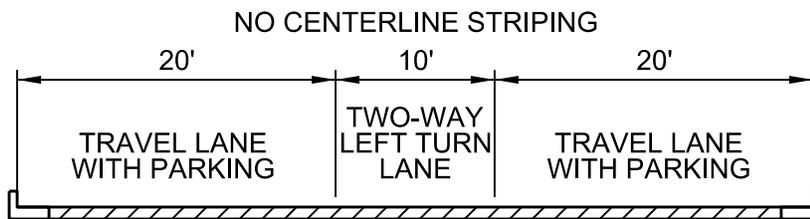
68TH STREET

Compton Avenue to Miramonte Boulevard



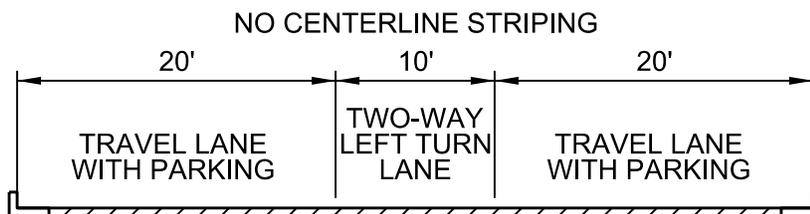
MIRAMONTE BOULEVARD

Slauson Avenue to Gage Avenue



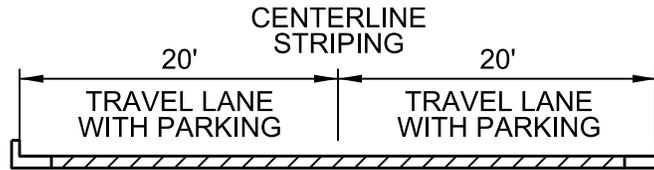
MIRAMONTE BOULEVARD

Gage Avenue to Florence Avenue



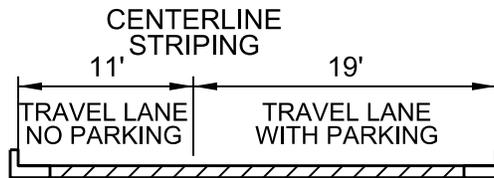
MAIE AVENUE

Florence Avenue to Nadeau Street



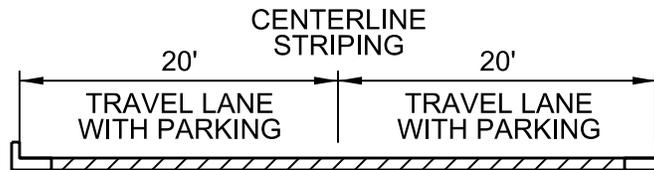
MAIE AVENUE

Nadeau Street to Firestone Boulevard



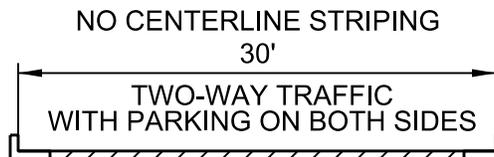
MAIE AVENUE

Florence Avenue to 92nd Street



CROCKETT BOULEVARD

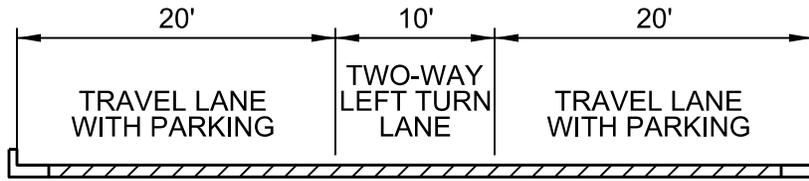
Florence Avenue to 76th Place



CROCKETT BOULEVARD

76th Place to Nadeau Street

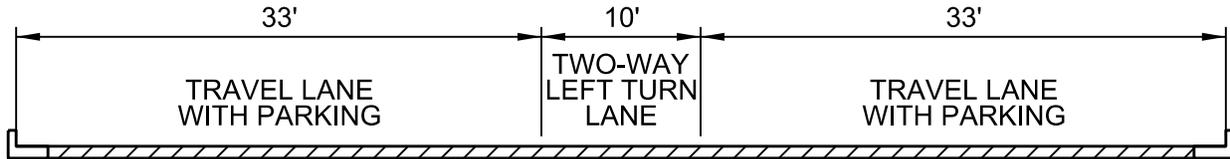
NO CENTERLINE STRIPING



CROCKETT BOULEVARD

Nadeau Street to 83rd Street

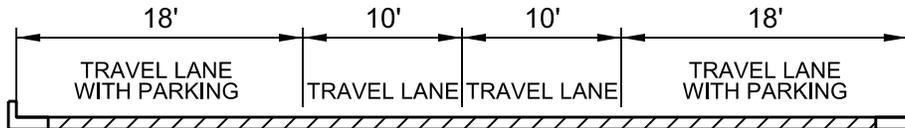
NO CENTERLINE STRIPING



HOOPER AVENUE

Slauson Avenue to Gage Avenue

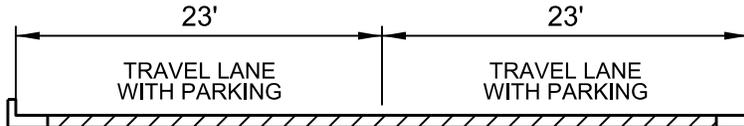
CENTERLINE STRIPING



HOOPER AVENUE

Gage Avenue to Florence Avenue

CENTERLINE STRIPING



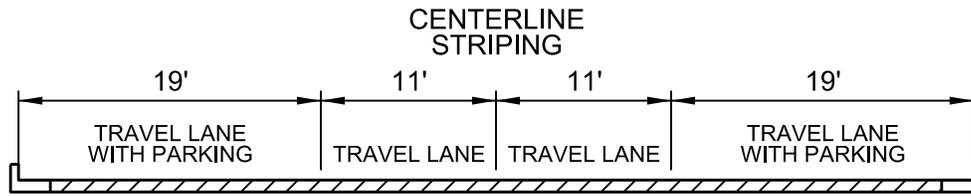
HOOPER AVENUE

Florence Avenue to 76th Street



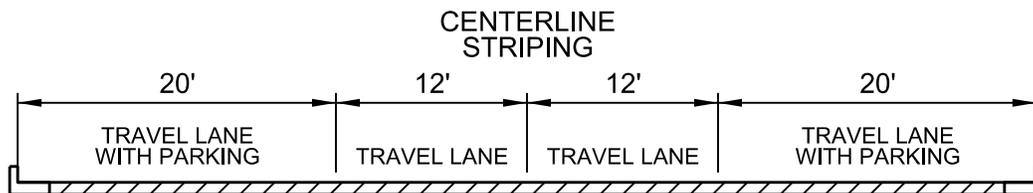
HOOPER AVENUE

76th Street to Nadeau Street



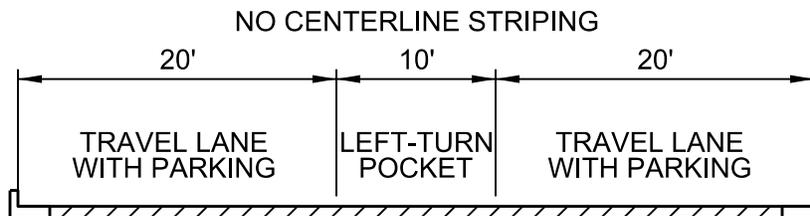
HOOPER AVENUE

Nadeau Street to Firestone Boulevard



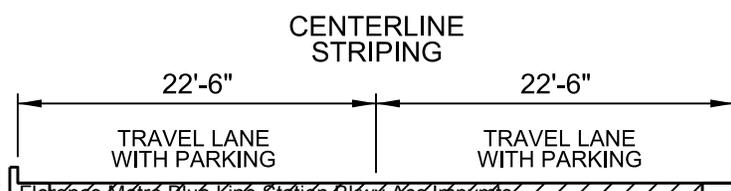
HOOPER AVENUE

Firestone Boulevard to 92nd Street



HOOPER AVENUE

92nd Street to 95th Street



ATTACHMENT D

ATTACHMENT D DETAILED ENGINEER'S ESTIMATE
FLORENCE METRO BLUE LINE BIKEWAY ACCESS IMPROVEMENTS

**Engineers Cost Estimate
Florence Metro Blue Line Station Access Improvements**

Project Funding	
Grant Funds	\$ 1,188,000 (ATP funds)
LA County	\$ 297,000 (TDA Article 3)
Total	\$ 1,485,000
Design Funds	\$ 139,000

ESTIMATED PROJECT COSTS:

Item #	Item Description	Quantity	Unit	Unit Cost	Total Cost
1.	Environmental documentation	n/a	n/a	n/a	\$
2.	Conduct "Before Study" Counts	n/a	n/a	n/a	\$
3.	Preliminary Design	n/a	n/a	n/a	\$80,670
4.	Detailed Design, Bid Package	n/a	n/a	n/a	\$58,330
5.	Total Design Cost				\$139,000
Note: Quantities & unit costs below are preliminary estimates only, and may change according to final design plans.					
6.	Construction				
6.1.	Install Bike Sensitive Loop Detectors	18	LS	\$1,000	\$18,000
6.2.	Traffic Items	n/a	n/a	n/a	n/a
6.3.	Signs	422	EA	\$300	\$126,600
6.4.	Pavement Markings	170	EA	\$200	\$34,000
6.5.	Striping	24,715	LF	\$2	\$49,430
6.6.	Traffic Calming Features				
	Traffic Circles	3	EA	\$120,000	\$360,000
	Curb Extensions (4 corners)	6	EA	\$100,000	\$600,000
	Grand Total				\$1,188,030
6.7.	Construction Contingency			@10%	\$118,788
6.8.	Construction Mgmt.			@15%	\$178,182
	Total Construction	n/a	n/a	n/a	\$1,485,000
7.	Marketing	n/a	n/a	n/a	\$0
	Grand Total	n/a	n/a	n/a	\$ 1,624,000

ATTACHMENT E

ACTIVE TRANSPORTATION APPENDIX



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



Southern California Association of Governments
ADOPTED APRIL 2012

Policy Recommendations

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

Agencies, Groups and Individuals in Bicycle and Walking Planning

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

FEDERAL GOVERNMENT

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

STATE OF CALIFORNIA

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

COUNTIES

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

CITIES

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

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

Performance Measures

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

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

Proposed Policies

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

GOAL 1: DECREASE BICYCLIST AND PEDESTRIAN FATALITIES AND INJURIES

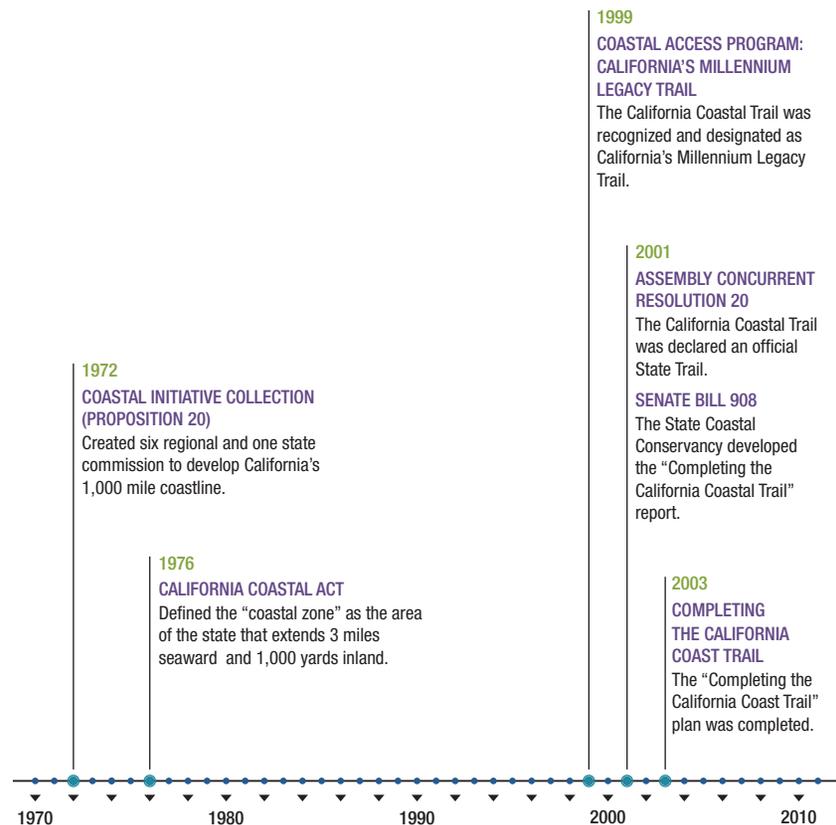
- **Objective 1.1:** SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.
 - Policy 1.1.1: SCAG will work with local jurisdictions to provide comprehensive education for all road users.

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

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

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

FIGURE 14 California Coastal Trail Timeline



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

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

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

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

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

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

GOAL 3: INCREASE ACTIVE TRANSPORTATION USAGE IN THE SCAG REGION

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

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

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

GOAL 4: ENCOURAGE THE DEVELOPMENT OF LOCAL ACTIVE TRANSPORTATION PLANS

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

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

Air Quality Improvements

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

Potential VMT Reduction

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

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

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

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



I want a mobile future.

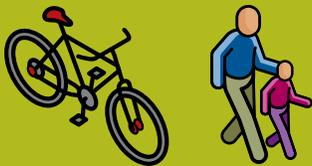
2009 Long Range Transportation Plan



Metro



Bicycles and Pedestrians



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

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

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

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

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

Bicycle Programs

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

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

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

ATTACHMENT E REGIONAL PLAN EXCERPTS FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS

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

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

Pedestrian Priority Improvement Program

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

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

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

Call for Projects

FIGURE BB

Bicycle Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

Constrained Plan	\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	\$12.5 m/yr in 2009 dollars	\$ 302

FIGURE CC

Pedestrian Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

Constrained Plan	\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	\$10.0 m/yr in 2009 dollars	\$ 242

FIGURE DD

Transportation Enhancements Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

Constrained Plan	\$2.3 m/yr in 2009 dollars	\$ 72
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THE SUSTAINABILITY OF OUR TRANSPORTATION SYSTEM DEPENDS UPON THE INTERFACE BETWEEN MODES.

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

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

FLORENCE METRO BLUE LINE RAIL STATION
NON-MOTORIZED ACCESS PLAN
COUNTY OF LOS ANGELES



Funded by Caltrans Community Based Transportation Planning
Environmental Justice Grant

April 2009



Other Bicycle Recommendations

- 8 Whittsett St., 76th St., and Lou Dillon St.: designate as a signed bike route
- 9 Crockett St.: designate as a signed bike route from Florence Ave. to 83rd St.
- 10 Nadeau St.: designate as a sharrowed bike route from Central Ave. to end of Florence Station study area boundary
 - Potentially can extend eastbound past Florence Station study area boundaries.
- 11 68th St.: designate as a signed bike route from Central Ave. to Miramonte Blvd.
 - Potentially can extend north and southbound past Florence Station study area boundaries.
- 12 Miramonte Blvd.: designate as a signed bike route entire length of study area boundary
- 13 Compton Ave.: designate as a sharrowed bike route entire length of study area boundary
 - Potential to be a 3-mile sharrowed bike route
 - Connects with proposed sharrowed bike route on Compton Ave. north and south of Florence Station in Vernon and Rosa Parks Station study areas, respectively
- 14 Hooper Ave.: designate as a signed bike route entire length of study area boundary
 - Connects with proposed bike route on Hooper Ave. north of Florence in Vernon Station study area boundary



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

ATTACHMENT E REGIONAL PLAN EXCERPTS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



County of Los Angeles

Bicycle Master Plan

Final Plan - March 2012



3.5 Metro Planning Area

The Metro Planning Area is located in a dense urban area of central County of Los Angeles. The planning area’s unincorporated communities include East Los Angeles, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. This planning area also contains a large portion of the incorporated City of Los Angeles, including Downtown Los Angeles and South Los Angeles.

The planning area is ethnically diverse and densely populated with an estimated 317,000 people living within the approximately 21 square miles combined of unincorporated communities alone.²⁶ The communities are also transit-rich, transected by light-rail lines. Figure D-4 in Appendix D displays the Metro Planning Area’s mix of primarily commercial, mixed use, multi-family, and single-family residential and industrial land uses.

3.5.1 Existing Bicycling Conditions

The Metro Planning Area unincorporated communities have 2.3 miles of existing bikeways. Table 3-14 presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-14: Metro Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
East Los Angeles	City Terrace Drive	Alma Avenue	Marengo Avenue	2	0.6
East Los Angeles	Gerhart Avenue	Via San Delarro	Via Campo	2	0.4
East Los Angeles	Herbert Avenue	Medford Street	Whiteside Street	2	0.2
Florence-Firestone	Holmes Avenue	Florence Avenue	Gage Avenue	2	0.5
West Athens-Westmont	98 th Street	Halldale Avenue	Vermont Avenue	2	0.6
				Total	2.3

**County-maintained bikeways only*

Figure 3-17 displays the existing bicycle network along with major transit stations and bicycle collision sites in the Metro Planning Area reported from 2004 through 2009.

Los Angeles County Metropolitan Authority (LACMTA) identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-15.

²⁶ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-15: MTA Identified Gaps in the Metro Planning Area Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
37	LA River	LA County / LA City	Los Angeles River through central LA, corridor being studied as part of Los Angeles River Revitalization	Active railroad and industrial uses

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

According to the California Highway Patrol SWITRS data, a total of 530 bicycle collisions were reported within the unincorporated parts of the Metro Planning Area between 2004 and 2009. Two hundred and twenty-eight of these collisions occurred within East Los Angeles. There were six collisions at the intersection of Eastern Avenue and Whittier Boulevard, the single greatest crash location within the unincorporated parts of the planning area between 2004 and 2009. Locations within the Metro Planning Area have some of the highest bicycle crash rates in unincorporated Los Angeles County. The high crash rates are attributed to the high ridership within the planning area and a corresponding urgent need for improved bicycle infrastructure. The Plan contains a policy that prioritizes improvements at locations with high crash rates, and certain state and federal programs provide funding opportunities for mitigating dangerous conditions.

Also shown in Figure 3-17, the Metro Planning Area is transit-rich, providing opportunities to support multimodal trips between the planning area and locations throughout the region. All of the unincorporated communities are served by Metro Rail Lines. East Los Angeles is served by four stations along the Gold Line. Florence-Firestone and Willowbrook combined have several stations along the Blue and Green Line. The southernmost unincorporated communities, West Athens-Westmont and West Rancho Dominguez-Victoria, are served by the Green Line.

3.5.2 Proposed Network

Table 3-16 summarizes the proposed bicycle network mileage by classification type within the Metro Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 88 miles of facility across the planning area to bolster its total of 2.3 existing miles of bicycle facility within the unincorporated parts of the planning area.

Table 3-16: Metro Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	0.7	0.8%
Class II – Bicycle Lane	48.1	54.6%
Class III – Bicycle Route	26.9	30.5%
Bicycle Boulevard	12.4	14.1%
Total	88.1	100%

Table 3-17 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-18 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Metro Planning Area. Figure 3-19 provides a more detailed view of the proposed bicycle network within the community of East Los Angeles. Figure 3-20 provides a more focused view of the proposed bicycle network within the communities comprising the central and southern portion of the planning area: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook.

Table 3-17: Metro Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Crocket Boulevard	76 th Place	83 rd Street	Florence-Firestone	3	0.6	2	145
2	Cesar Chavez Avenue	Indiana Street	Mednik Avenue	East Los Angeles	3	1.8	1	145
	Cesar Chavez Avenue	Mednik Avenue	Vancouver Avenue		2	0.3		
3	Woods Avenue ^A	1 st Avenue	Olympic Boulevard	East Los Angeles	BB	1.5	1	145
4	Normandie Avenue	98 th Street	El Segundo Boulevard	West Athens-Westmont	2	2.1	2	140
5	East 68 th Street	Central Avenue	Compton Avenue	Florence-Firestone	3	0.5	2	135
6	Maie Avenue/ Miramonte Boulevard	Slauson Avenue	92 nd Street	Florence-Firestone	BB	2.5	2	135
7	Redondo Beach Boulevard	South Figueroa Street	Avalon Boulevard	West Rancho Dominguez-Victoria	2	1.0	2	135

ATTACHMENT F

Metro Bicycle and Pedestrian Activity Forecast Methodology

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

Process 1: Data Collection and Travel Shed Identification

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

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

Process 1: Data Collection and Travel Shed Identification

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

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

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

Process 2: Establishing Existing Pedestrian/Bicycle Travel Demand

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

Step 1: Trips in Corridor or Travel Shed

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

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

Step 2: Bicycle/Pedestrian Trips

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

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

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

Process 3: Estimate Increased Pedestrian/Bicycle Travel Demand

Step 1: Percent Increase in Activity

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

Assumptions:

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

Percent Increases for Bicycle facilities:

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

Percent Increases for Pedestrians improvements:

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

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

Step 2: Refinement

A) Activity Center Credit:

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

Number of Activity Centers	Credit (C)	Credit (C)
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	Within 1/2 mile	Within 1/4 mile
Three (3)	0.0005	0.001
More than 3 but less than 7	0.001	0.002
7 or more	0.0015	0.003

Source: CARB Cost Effectiveness Analysis Tools^v

B) Metro Draft Bicycle Sketch Plan Model:

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

ⁱ 2012 Caltrans Household Travel Survey:

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

ⁱⁱ NHTS 2009: <http://nhts.ornl.gov/>

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

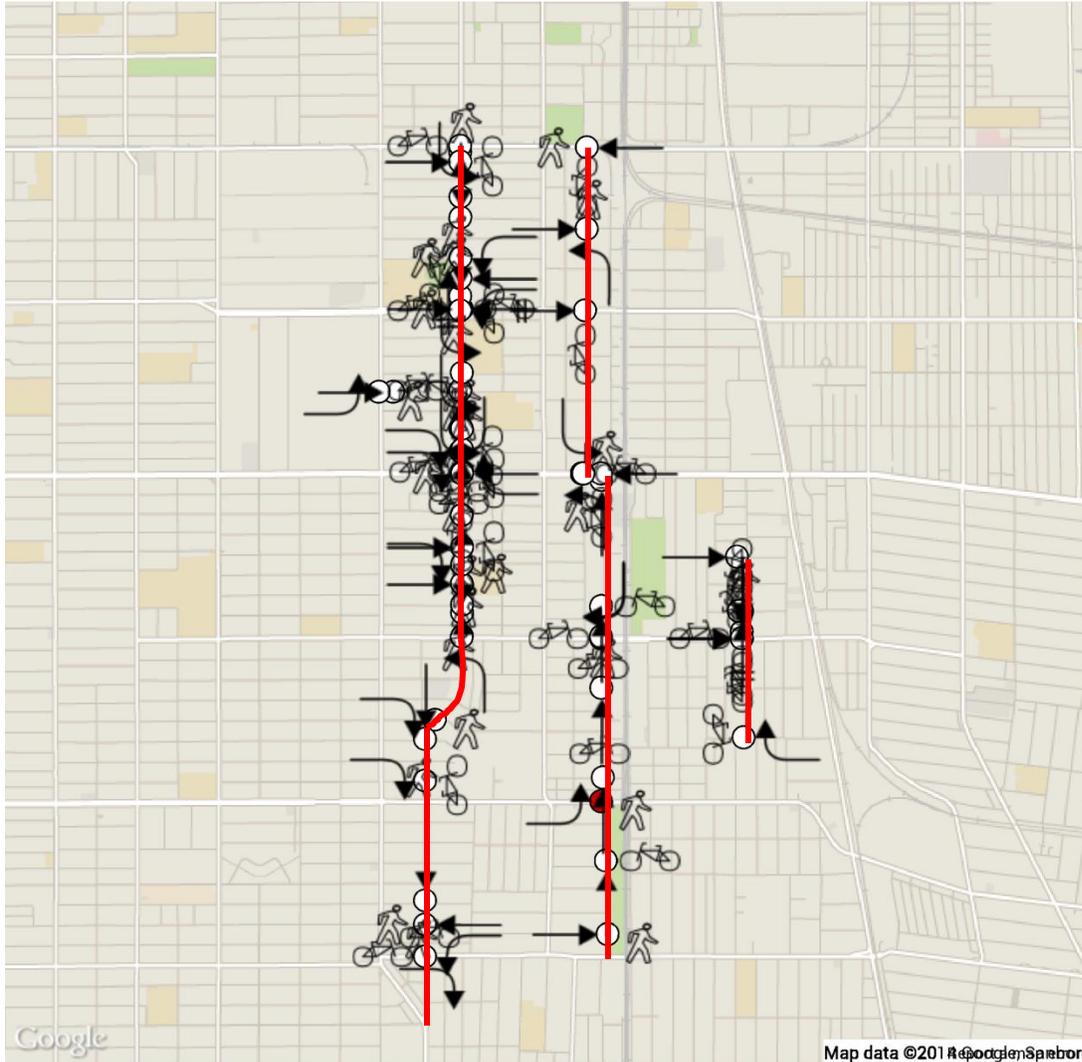
^{iv} Metro First Last Mile Strategic Plan http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

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

Bicycle Existing Conditions										
Adults										
Adult Population of Census Tracts within 1/4 Mi	Daily Adult Trips Generated	Corridor Capture Rate	Daily Person Trips in Corridor	2012 Bicycle Commute Modeshare in selected tracts	Estimated All Trips Bicycle Modeshare*	Bike Count Implied Mode Share (Observed or Average)***	Estimated Project Area Modeshare***	Estimated Daily Weekday Bicycle Trips**	Estimated Daily Weekend Bicycle trips**	
44,539	133,173	25%	33,293.15	3.01%	3.69%	1.12%	2.83%	942	744	
Children										
Population below age 16 of Census Tracts within 1/4 Mi	Daily Person Trips Generated	Corridor Capture Rate	Daily Person Trips in Corridor	Percent of Students who Commute by Bike	Estimated All Trips Bicycle Modeshare*	Estimated Daily Weekday Bicycle Trips	Estimated Daily Weekend Bicycle Trips			
19,153.71	57,270	25%	14,317	1.7%	1.40%	200	158			
										TOTAL
										Total Annual Bike Trips
										391,630
<p>*Commute mode share ignores students, linked trips, and all other trips made on bicycle. This estimate is based on the percent difference (22%) between the LA County commute mode share (0.98%) and all trips mode share (1.2%) based on data from the California Household Travel Survey.</p> <p>**24% of all trips occur over the weekends - or 12% of all trips on a given Saturday or Sunday compared to 15% of all trips on a given weekday. There are 79% as many trips on weekend days compared to weekday trips.</p> <p>***Implied mode share uses actual bike count data to estimate an existing all-trips mode share, based on the assumed daily trips in corridor. If there were no counts available, the average implied mode share is used</p>										
Projected Increases										
Existing		Forecasted Increase				Adjustment - Other Models			Final Forecast	
Estimated Current Annual Bike Trips	Existing Annual Bike Miles Traveled*	Credit for Activity Centers	Percent Increase in Bicycling	Forecasted Annual Bicycle Trips	Forecasted net increase in annual bike trips	New Annual Bike Trips based on Sketch Plan Model**	Average Daily Trips (Auto) on Parallel Streets	New Annual Bike Trips Based on CARB Model	Average New Annual Bike Trips	New Annual Bicycle Miles Traveled*
391,630	587,445	0.00%	30.00%	509,119	117,489	28,928	11,037	11,683	52,700	79,050
<p>*2012 Caltrans Household Travel Survey found that average trip length for bicycle trips is 1.5 miles. This is a conservative estimate based on findings of other reports. http://dot.ca.gov/hq/tsip/otfa/tab/documents/chts_finalreport/FinalReport.pdf</p> <p>**Bike Sketch Plan Model projects future trips in 2035. To estimate the 2015 trips, the 2035 forecast was discounted by 1% per year to account for population growth over 20 years.</p>										

ATTACHMENT G

Bicycle and Pedestrian Collisions On Alignment



State of California Active Transportation Program

Attachment G

Collision Data (SWITRS 2003 - 2011)

Project: Florence Blue Line Station Access Improvements

Sponsor: County of Los Angeles

Case ID	Year	Date	Day	Time	Primary RD	Secondary RD	Distance	Direction	Crash Type	Viol. Cat.	Involved W/	Severity	Parties	Killed	Injured	Ped Action
1968731	2005	3/20/2005	Sun	30	FLORENCE AV	HOOPER AV	6	E	Veh/Ped	Traffic Signal/Sign	Ped	Complained of Pain	2	0	1	Xing in Xwalk
3122173	2007	2/4/2007	Sun	2335	FLORENCE AV	MAIE AV	11	W	Other	Wrong side of Road	Bike	Severe	2	0	1	No Ped
3634025	2008	1/21/2008	Mon	1815	FLORENCE AV	MAIE AV	25	E	Veh/Ped	Auto ROW	Ped	Complained of Pain	3	0	2	Xing in Xwalk
4049533	2008	11/13/2008	Thu	744	FLORENCE AV	MIRAMONTE BL	8	E	Veh/Ped	Auto ROW	Ped	Severe	2	0	1	Xing in Xwalk
1365594	2004	3/15/2004	Mon	1710	FLORENCE BL	MIRAMONTE BL	10	E	Veh/Ped	Ped Violation	Ped	Visible Injury	3	0	2	Xing in Xwalk
1416948	2004	4/22/2004	Thu	1110	HOOPER AV	FLORENCE AV	15	S	Veh/Ped	Auto ROW	Ped	Complained of Pain	4	0	3	Xing in Xwalk
2337914	2005	11/14/2005	Mon	725	HOOPER AV	FLORENCE AV	0		Veh/Ped	Auto ROW	Ped	Visible Injury	3	0	2	Xing in Xwalk
4018081	2008	11/14/2008	Fri	655	HOOPER AV	FLORENCE AV	0		Veh/Ped	Auto ROW	Ped	Complained of Pain	2	0	1	Xing in Xwalk
4872189	2010	5/19/2010	Wed	1830	HOOPER AV	FLORENCE AV	6	N	Other	Wrong side of Road	Bike	Complained of Pain	2	0	1	No Ped
1788464	2004	12/15/2004	Wed	920	MAIE AV	FLORENCE AV	3	S	Veh/Ped	Not Stated	Ped	Complained of Pain	3	0	1	Xing in Xwalk

ATTACHMENT H

ATTACHMENT H PUBLIC PARTICIPATION DOCUMENTS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



ATTACHMENT H PUBLIC PARTICIPATION DOCUMENTS FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS

Los Angeles County Bicycle Master Plan -

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

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

Page 1 of 61 Pages of Comments

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

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

C.3.14 Enhanced Public Outreach Project (2004)

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

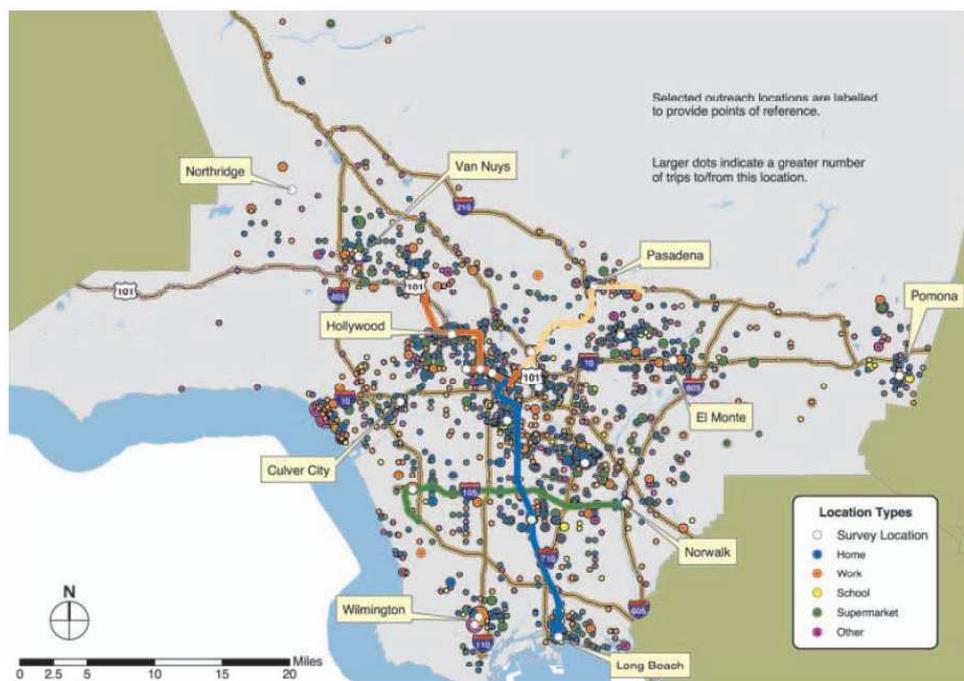


Figure C-10: Bicyclist Origins and Destinations (EPOP Surveys)

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

1.3.4 Community/Quality of Life Benefits

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

1.3.5 Safety Benefits

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

1.4 Public Participation

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

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

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

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

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

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

ATTACHMENT H PUBLIC PARTICIPATION DOCUMENTS FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS

County of Los Angeles | Bicycle Master Plan

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

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

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

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

1.5 Updates and Amendments to the Plan

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

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

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



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



F. Public/Community Participation

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

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

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

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

Community Sidewalk Planning

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

ATTACHMENT I

BENEFIT/COST SUMMARY

Year	Actual Year	NET PRESENT VALUE			
		Estimated Benefits from Biking	Estimated Benefits from Walking	ESTIMATED COSTS FOR PROJECT - TOTAL COST	ESTIMATED COSTS FOR PROJECT - ATP COST
CONSTRUCTION					
1	2015	\$0	\$0	\$780,769	\$571,154
2	2016	\$0	\$0	\$750,740	\$549,186
3	0	\$0	\$0	\$0	\$0
4	0	\$0	\$0	\$0	\$0
5	0	\$0	\$0	\$0	\$0
OPENING YEAR					
1	2017	\$143,481	\$0	\$5,618	\$5,618
2	2018	\$141,491	\$0	\$5,541	\$5,541
3	2019	\$139,442	\$0	\$5,460	\$5,460
4	2020	\$137,341	\$0	\$5,378	\$5,378
5	2021	\$135,196	\$0	\$5,294	\$5,294
6	2022	\$133,012	\$0	\$5,209	\$5,209
7	2023	\$130,797	\$0	\$5,122	\$5,122
8	2024	\$128,555	\$0	\$5,034	\$5,034
9	2025	\$126,292	\$0	\$4,945	\$4,945
10	2026	\$124,013	\$0	\$4,856	\$4,856
11	2027	\$121,722	\$0	\$4,766	\$4,766
12	2028	\$119,424	\$0	\$4,676	\$4,676
13	2029	\$117,123	\$0	\$4,586	\$4,586
14	2030	\$114,822	\$0	\$4,496	\$4,496
15	2031	\$112,525	\$0	\$4,406	\$4,406
16	2032	\$110,235	\$0	\$4,317	\$4,317
17	2033	\$107,954	\$0	\$4,227	\$4,227
18	2034	\$105,686	\$0	\$4,138	\$4,138
19	2035	\$103,433	\$0	\$4,050	\$4,050
20	2036	\$101,196	\$0	\$3,963	\$3,963
TOTAL		\$2,453,742	\$0	\$1,627,593	\$1,216,424

Lifetime Discounted B/C RATIO	1.51	2.02
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ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION

Year	Actual Year	Increased Person Miles (IPM)	Reduced Vehicle Miles (RVM)	Improved Active Travel Conditions	Increased Active Travel Activity		Land Use Impacts	Reduced Automobile Travel							Combined Benefits	Net Present Value
				User benefits	Fitness and health – walking	Fitness and health – cycling	Increased accessibility	Vehicle cost savings	Congestion reduction	Reduced barrier effect	Roadway cost savings	Parking cost savings	Energy conservation	Pollution reductions		
				0.250 IPM		0.200 IPM	0.051 IPM	0.225 RVM	0.060 RVM	0.010 RVM	0.042 RVM	0.360 RVM	0.030 RVM	0.044 RVM		
CONSTRUCTION																
1	2015															
2	2016															
3	0															
4	0															
5	0															
OPENING YEAR																
1	2017	79,000	158,000	\$19,750	\$0	\$15,800	\$4,029	\$35,550	\$9,480	\$1,580	\$6,636	\$56,880	\$4,740	\$6,952	\$161,397	\$143,481
2	2018	81,021	162,041	\$20,255	\$0	\$16,204	\$4,132	\$36,459	\$9,722	\$1,620	\$6,806	\$58,335	\$4,861	\$7,130	\$165,525	\$141,491
3	2019	83,041	166,082	\$20,760	\$0	\$16,608	\$4,235	\$37,368	\$9,965	\$1,661	\$6,975	\$59,790	\$4,982	\$7,308	\$169,653	\$139,442
4	2020	85,062	170,123	\$21,265	\$0	\$17,012	\$4,338	\$38,278	\$10,207	\$1,701	\$7,145	\$61,244	\$5,104	\$7,485	\$173,781	\$137,341
5	2021	87,082	174,164	\$21,771	\$0	\$17,416	\$4,441	\$39,187	\$10,450	\$1,742	\$7,315	\$62,699	\$5,225	\$7,663	\$177,909	\$135,196
6	2022	89,103	178,205	\$22,276	\$0	\$17,821	\$4,544	\$40,096	\$10,692	\$1,782	\$7,485	\$64,154	\$5,346	\$7,841	\$182,037	\$133,012
7	2023	91,123	182,246	\$22,781	\$0	\$18,225	\$4,647	\$41,005	\$10,935	\$1,822	\$7,654	\$65,609	\$5,467	\$8,019	\$186,165	\$130,797
8	2024	93,144	186,287	\$23,286	\$0	\$18,629	\$4,750	\$41,915	\$11,177	\$1,863	\$7,824	\$67,063	\$5,589	\$8,197	\$190,292	\$128,555
9	2025	95,164	190,328	\$23,791	\$0	\$19,033	\$4,853	\$42,824	\$11,420	\$1,903	\$7,994	\$68,518	\$5,710	\$8,374	\$194,420	\$126,292
10	2026	97,185	194,369	\$24,296	\$0	\$19,437	\$4,956	\$43,733	\$11,662	\$1,944	\$8,164	\$69,973	\$5,831	\$8,552	\$198,548	\$124,013
11	2027	99,205	198,410	\$24,801	\$0	\$19,841	\$5,059	\$44,642	\$11,905	\$1,984	\$8,333	\$71,428	\$5,952	\$8,730	\$202,676	\$121,722
12	2028	101,226	202,451	\$25,306	\$0	\$20,245	\$5,163	\$45,552	\$12,147	\$2,025	\$8,503	\$72,883	\$6,074	\$8,908	\$206,804	\$119,424
13	2029	103,246	206,492	\$25,812	\$0	\$20,649	\$5,266	\$46,461	\$12,390	\$2,065	\$8,673	\$74,337	\$6,195	\$9,086	\$210,932	\$117,123
14	2030	105,267	210,533	\$26,317	\$0	\$21,053	\$5,369	\$47,370	\$12,632	\$2,105	\$8,842	\$75,792	\$6,316	\$9,263	\$215,060	\$114,822
15	2031	107,287	214,575	\$26,822	\$0	\$21,457	\$5,472	\$48,279	\$12,874	\$2,146	\$9,012	\$77,247	\$6,437	\$9,441	\$219,188	\$112,525
16	2032	109,308	218,616	\$27,327	\$0	\$21,862	\$5,575	\$49,188	\$13,117	\$2,186	\$9,182	\$78,702	\$6,558	\$9,619	\$223,316	\$110,235
17	2033	111,328	222,657	\$27,832	\$0	\$22,266	\$5,678	\$50,098	\$13,359	\$2,227	\$9,352	\$80,156	\$6,680	\$9,797	\$227,444	\$107,954
18	2034	113,349	226,698	\$28,337	\$0	\$22,670	\$5,781	\$51,007	\$13,602	\$2,267	\$9,521	\$81,611	\$6,801	\$9,975	\$231,572	\$105,686
19	2035	115,369	230,739	\$28,842	\$0	\$23,074	\$5,884	\$51,916	\$13,844	\$2,307	\$9,691	\$83,066	\$6,922	\$10,153	\$235,700	\$103,433
20	2036	117,390	234,780	\$29,347	\$0	\$23,478	\$5,987	\$52,825	\$14,087	\$2,348	\$9,861	\$84,521	\$7,043	\$10,330	\$239,827	\$101,196

1.272

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

Discount Rate 4.0%

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

ESTIMATED COSTS FOR PROJECT - TOTAL COST

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs	Combined Costs	Net Present Value
				0.080 IPM		
CONSTRUCTION						
1	2015		\$812,000		\$812,000	\$780,769
2	2016		\$812,000		\$812,000	\$750,740
3	0		\$0		\$0	\$0
4	0		\$0		\$0	\$0
5	0		\$0		\$0	\$0
OPENING YEAR						
1	2017	79,000	\$0	\$6,320	\$6,320	\$5,618
2	2018	81,021	\$0	\$6,482	\$6,482	\$5,541
3	2019	83,041	\$0	\$6,643	\$6,643	\$5,460
4	2020	85,062	\$0	\$6,805	\$6,805	\$5,378
5	2021	87,082	\$0	\$6,967	\$6,967	\$5,294
6	2022	89,103	\$0	\$7,128	\$7,128	\$5,209
7	2023	91,123	\$0	\$7,290	\$7,290	\$5,122
8	2024	93,144	\$0	\$7,451	\$7,451	\$5,034
9	2025	95,164	\$0	\$7,613	\$7,613	\$4,945
10	2026	97,185	\$0	\$7,775	\$7,775	\$4,856
11	2027	99,205	\$0	\$7,936	\$7,936	\$4,766
12	2028	101,226	\$0	\$8,098	\$8,098	\$4,676
13	2029	103,246	\$0	\$8,260	\$8,260	\$4,586
14	2030	105,267	\$0	\$8,421	\$8,421	\$4,496
15	2031	107,287	\$0	\$8,583	\$8,583	\$4,406
16	2032	109,308	\$0	\$8,745	\$8,745	\$4,317
17	2033	111,328	\$0	\$8,906	\$8,906	\$4,227
18	2034	113,349	\$0	\$9,068	\$9,068	\$4,138
19	2035	115,369	\$0	\$9,230	\$9,230	\$4,050
20	2036	117,390	\$0	\$9,391	\$9,391	\$3,963

ESTIMATED COSTS FOR PROJECT - ATP COST

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs	Combined Costs	Net Present Value
				0.080 IPM		
CONSTRUCTION						
1	2015		\$594,000		\$594,000	\$571,154
2	2016		\$594,000		\$594,000	\$549,186
3	0		\$0		\$0	\$0
4	0		\$0		\$0	\$0
5	0		\$0		\$0	\$0
OPENING YEAR						
1	2017	79,000	\$0	\$6,320	\$6,320	\$5,618
2	2018	81,021	\$0	\$6,482	\$6,482	\$5,541
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19	2035	115,369	\$0	\$9,230	\$9,230	\$4,050
20	2036	117,390	\$0	\$9,391	\$9,391	\$3,963

Discount Rate

Active Transportation – Benefits and Costs

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

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

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

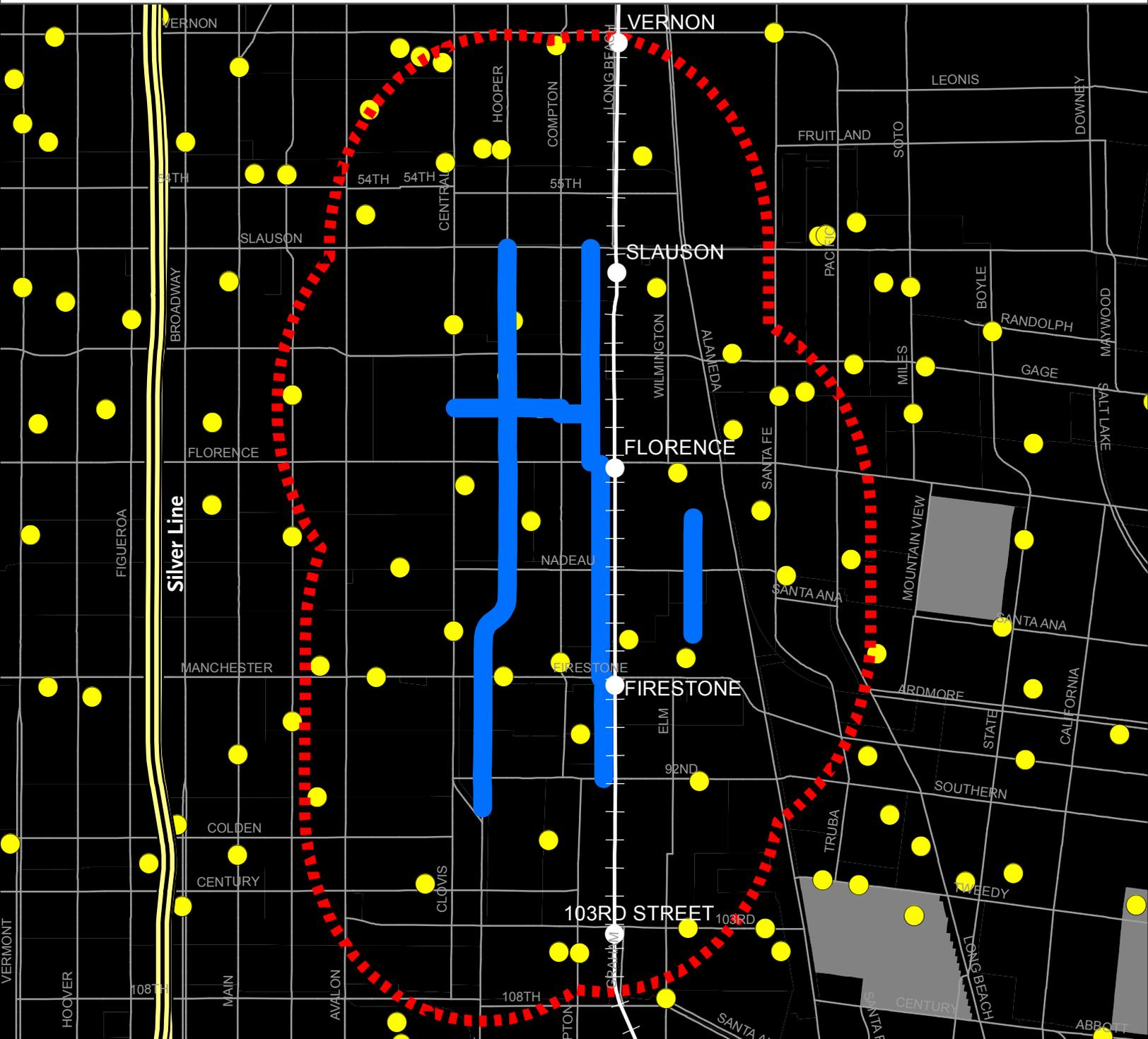
ATTACHMENT J



Metro

County of Los Angeles

Florence Blue Line Station Bike Access Improvements



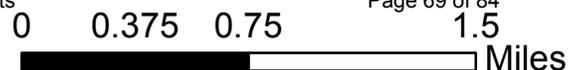
Legend

Disadvantaged Communities (by ATP guideline)

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

-  Proposed Bike Project Location
-  1 mile Project Area

Los Angeles County DPW - Florence Metro Blue Line Station Bkwy Acc Impvmts



ATTACHMENT K

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



th
68 Street Between Central Avenue and Compton Avenue



th
68 Street Between Compton Avenue and Miramonte Boulevard

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Compton Avenue between 92nd Street and Nadeau Street



Compton Avenue between Nadeau Street and Slauson Avenue

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Nadeau Street between Central Avenue and Santa Fe Avenue



Broadway Between Santa Fe Avenue and Seville Avenue

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Broadway between Seville Avenue and east County Border



Miramonte Boulevard between Slauson Avenue and Gage Avenue

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Miramonte Boulevard between Gage Avenue and Florence Avenue



Maie Avenue between Florence Avenue and Nadeau Street

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Maie Avenue between Nadeau Street and Firestone Boulevard



Maie Avenue between Firestone Boulevard and 92nd Street

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Crockett Boulevard between Florence Avenue to 76th Place



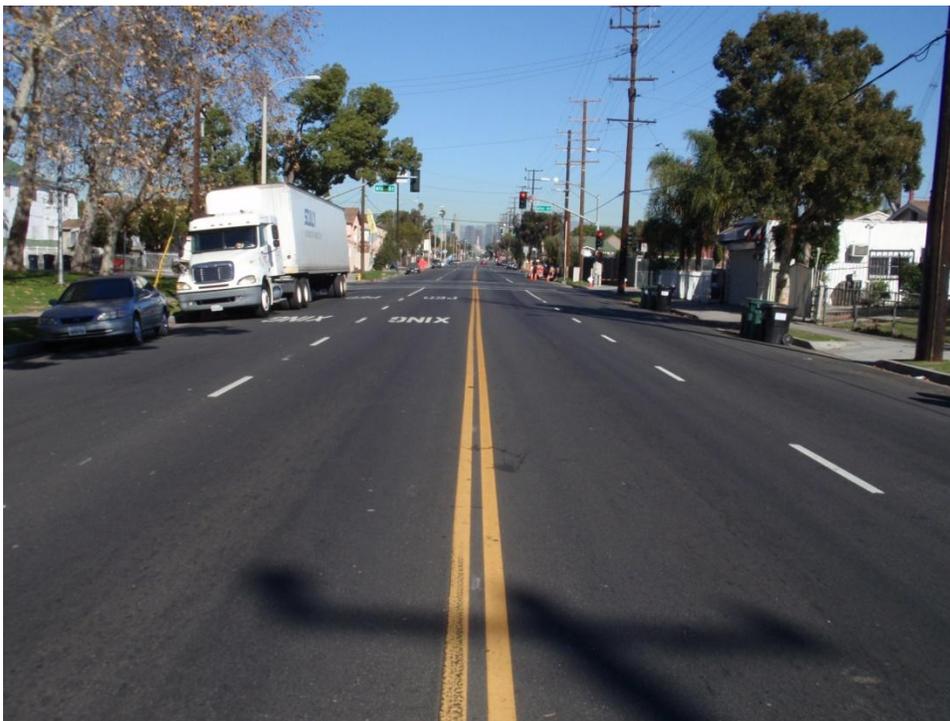
Crockett Boulevard between 76th Place and Nadeau Street

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



rd

Crockett Boulevard between Nadeau Street and 83 Street

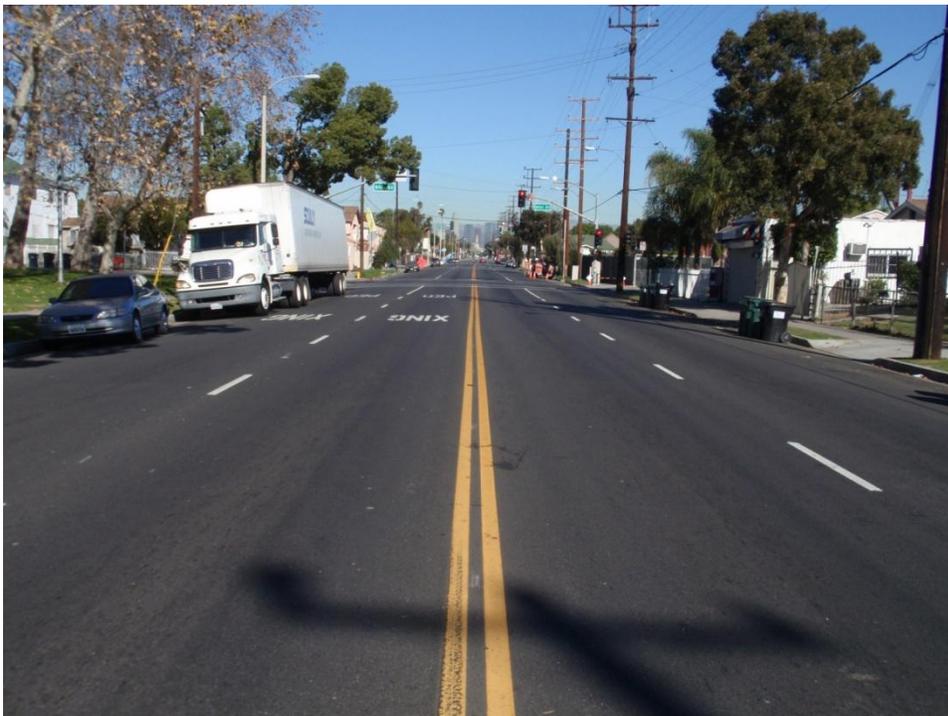


Hooper Avenue between Slauson Avenue and Gage Avenue

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Hooper Avenue between Slauson Avenue and Gage Avenue



Hooper Avenue between Slauson Avenue and Gage Avenue

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



Hooper Avenue between Gage Street and Florence Avenue



Hooper Avenue between Florence and 76th Street

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



th
Hooper Avenue between Florence and 76 Street



th
Hooper Avenue between Florence and 76 Street

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



th
Hooper Avenue between 76 Street and Nadeau Street



Hooper Avenue between Nadeau Street to Firestone Blvd

ATTACHMENT K COLOR PHOTOS
FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS



nd
Hooper Avenue between Firestone Boulevard and 92 Street



nd th
Hooper Avenue between 92 Street and 95 Street

ATTACHMENT L



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

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

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

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

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May 13, 2014

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

Dear Ms. McWilliams:

**FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS
ACTIVE TRANSPORTATION PROGRAM CYCLE 1 - GRANT APPLICATION**

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

This area has many transit options which include the Metro Blue Line, Metro Buses, Huntington Park Combi, and LA DOT Dash. The proposed project will provide connections for bicyclists accessing the bicycle hubs at the Florence, Firestone, and Slauson Blue Line Station, which will provide access to numerous activity and employment centers in the area and the greater Los Angeles Region. This project will also enhance the ability of bicyclists to utilize their bikes for utilitarian trips and improve the bikeway network with the potential to encourage more cycling in the project area. This will help to establish cycling as a more viable mode of transportation in Los Angeles County.

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

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

Sincerely,

Jean Armbruster, MA
Director, Los Angeles County Department of Public Health
Florence Metro Blue Line Station Bkwy Acc Impvmts



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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

Metro

May 12, 2014

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

**RE: Letter of Support for Florence Blue Line Station Bike Access
Improvements Active Transportation Program (ATP) Application**

Dear Director Dougherty:

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

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

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the County of Los Angeles' efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Florence Blue Line Station Bike Access Improvements for the ATP grant.

Sincerely,

Arthur T. Leahy
Chief Executive Officer



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

May 16, 2014

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

**Support for Florence Blue Line Access, County of Los Angeles
Active Transportation Program**

Dear Ms. McWilliam:

The Los Angeles County Bicycle Coalition (LACBC) supports the Los Angeles County Department of Public Works' application to the Active Transportation Program to improve First-Mile/Last-Mile connections to the Metro Blue Line Florence station. LACBC served on the Metro First/Last Mile Strategic Plan Technical Advisory Committee, a countywide effort to begin planning for bicycle and pedestrian access around Metro stations. More than 90 percent of Metro customers do not use a car to access transit, yet station design has only recently begun to regularly consider the access needs of bicyclists and pedestrians. LACBC seeks to identify good examples of station area planning and support the widespread implementation of best practices.

LACBC bike counts recently demonstrated that existing bicycling rates are highest in low-income communities and that adding bike lanes on average doubles bicycle ridership. We appreciate the County's focus on implementing the 2012 Bicycle Master Plan in low-income communities and believe this priority aligns well with the State's.

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

Sincerely,

Eric Bruins
Planning and Policy Director