ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

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

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

Project name:	County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

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

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I. GENERAL INFORMATION

Project name: County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) County of Los Angeles Department of Public Works, 900 South Fremont Avenue, 91803-1331	2. PROJECT FUNDING ATP funds Requested $ 1,546,198.58 Matching Funds (If Applicable) $ 200,326.42 Other Project funds $ 827,581.25 TOTAL PROJECT COST $ 2,574,106.25
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Allan Abramson, Senior Civil Engineer, aabrams@dpw.lacounty.gov, (626) 458-3950	
4. APPLICANT CONTACT (Address & zip code) 900 South Fremont Avenue, Alhambra, CA 91803	5. PROJECT COUNTY(IES): Los Angeles County
6. CALTRANS DISTRICT #- Click Drop down menu below District 7	7. Application # 5 of 9 (in order of agency priority)

Area Description:

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

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 07-5953R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00307S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

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

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

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

Project Type: (Select only one)

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

Project name: County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

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

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 proposed 0.6-mile long Class I Bikeway and multi-use trail facility improvement project is located in the unincorporated area of North EI Monte. This project will extend the existing Rio Hondo Class I bike trail from its current terminus at Peck Park to the Peck Road in the North. The trail is a key East-West gap closure project among cluster of projects to connect Rio Hondo Bike Trail to the San Gabriel River Regional Bike Trail. Project Location Map is included as Attachment B. The Emerald Necklace is a proposed 17-mile-long interconnected network loop of bikeways, multi-use trails, parks, and greenways along the Rio Hondo and the San Gabriel River in the heart of the San Gabriel Valley within Los Angeles County. Although the backbone elements of the Emerald Necklace are in place, consisting of Rio Hondo and San Gabriel River Bike Trails running north-south, several east-west gaps exist that significantly limit the route for bicycle commuters. As a result, bicycle commuters must rely on limited, congested and unaccommodating local streets.

2. Project Coordinates

Latitude	N 34° 6' 18.8315
Longitude	W 118° 0' 29.3674"

3. Project Description

The proposed project is the 0.6 mile Bikeway and Multiuse trail extension of Rio Hondo bike trail from its current terminus at Peck Park to Peck Road just south of Sawpit Wash. Bike Trail will be constructed along with a 8 feet walking path/multiuse trail. The Attachment B also includes overall Emerald Necklace bike trail improvements that connect two regional river Class I bikeways over 30 miles each running from San

Gabriel Mountains to the Pacific Ocean.

The project consists of constructing approximately 0.6 mile of Class I facility between Peck Road and Peck Park in North El Monte to close gap between the existing bikeway facilities and provide critical connections to the nearby schools and residential neighborhoods.

The Emerald Necklace is generally bound by the Rio Hondo on the west, the San Gabriel River/Interstate 605 Freeway (I-605 FWY) on the east, Live Oak Avenue (Peck Road Water Conservation Park) on the north, and Beverly Boulevard (south of Whittier Narrows Dam) on the south. The existing backbone elements of the Emerald Necklace include the Rio Hondo and San Gabriel River Bike Trails.

4. Project Status

The Project is entirely within the existing right-of-way. Per the Code of Federal Regulations Title 40: Protection of Environment, §1508.4 Categorical Exclusions, and Title 23: Highways, Part 771-Environmental Impact and Related Procedures, §771.117 FHWA Categorical Exclusions, the proposed Project is a Class II action which is Categorically Excluded. Per California Code of Regulations, Title 14 Natural Resources, Division 6 Resources Agency, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act, Article 19 Categorical Exemptions, the proposed Project is categorically exempt. The applicant agency will prepare preliminary plans and documentation of the National Environmental Policy Act Categorical Exclusion and California Environmental Quality Act Categorical Exemption and submit them to Caltrans.

Conceptual drawings with typical cross sections have been prepared for this project (see Attachment C).

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 Class I bikeway and multi-use path will be constructed within the County's 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.

III. SCREENING CRITERIA

1. **Demonstrate the Needs of the Applicant**
   Describe the need for this project and/or funding

Implementation of the this project will greatly increase mobility options by giving bicycle commuters the ability to travel from communities west of the Rio Hondo, such as the Cities of Arcadia and Temple City, to employment centers in the Cities of Baldwin Park, South El Monte, and Industry. The proposed connections will greatly improve mobility and provide access to the transit dependent communities to Metrolink's San Bernardino line stations at El Monte and Baldwin Park as well as the El Monte Bus Station. Accordingly, the reverse commute will also become accessible via this new connection.

The Project is supported by various federal, state, and local elected officials and agencies, municipalities, and non-profit organizations, including Congresswoman Grace Napolitano, member of the House

Committee on Transportation and Infrastructure.

Existing Conditions:

Within Peck Road Water Conservation Park, the Rio Hondo Bike Trail and Santa Anita Wash Bike Trail split behind the spillway of the dam. The Rio Hondo Bike Trail continues northeasterly and terminates 1,500 feet north. The northwesterly leg of the split is the start of the Santa Anita Wash Bike Trail, which begins behind spillway within the conservation pool basin. At times when water is retained by the dam, this segment of bike trail is inundated, sometimes for weeks at time. The Santa Anita Wash Bike Trail continues north to Live Oak Avenue, with an existing bicycle/pedestrian bridge at Daines Avenue. The existing Rio Hondo Bike Trail provides direct commuting access to the students of Arroyo School in El Monte.

Proposed Solution:

The Quarry Clasp Bike Trail project will involve construction of a new continuous Class I bikeway between the existing Rio Hondo Bike Trail and the San Gabriel River Bike Trail. This bike trail project begins at the Rio Hondo Bike Trail terminus within the Peck Road Water Conservation Park, and continues north/northeasterly along the eastern boundary of the spreading basin to Peck Road. At the intersection of Peck Road and the Foothill Transit maintenance facility entrance, traffic signal improvements will be needed to accommodate bicycle commuters crossing Peck Road. The proposed bike trail then proceeds easterly within the gravel quarry property adjacent to (and around) Foothill Transit's maintenance facility.

Future Quarry Clasp Improvements (Not part of this project)

The bike trail departs from the quarry property and enters Clark Street at the intersection with Kardashian Avenue. The bike trail will continue along the north side of

Clark Street to the intersection with Durfee Avenue where it re-enters the quarry property. The bike trail continues through the quarry property until it connects with the existing San Gabriel River Bike Trail.

Implementation of the Peck Park Bike Trail will eliminate the problem of periodic bike trail inundation behind the spillway. The future connection of Peck Park Bike Trail wo;; provide access to the north edge of the Park by installing a bridge over Sawpit Wash and following the northerly boundary of spreading basin easterly until it reconnects with Santa Anita Wash. This new Peck Park Bike Trail will utilize an existing bike/pedestrian bridge at Daines Drive in order to connect to the existing Santa Anita Wash Bike Trail and Live Oak Avenue.

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: Goal 1- Decrease Bicyclist and Pedestrian Fatalities and Injuries, Goal 2- Develop an Active Transportation Friendly Environment throughout the SCAG Region, and Goal 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 and Metro's 2006 Bicycle Transportation Strategic Plan reaffirms these goals. Please see Attachment E, Attachment L, and Attachment M 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 new 52,000 bike miles and 59,400 pedestrian miles which is over 15 percent net increase in bikeway and pedestrian usage for the project location.

The Quarry Clasp Peck Road to Peck Park Bike Trail will complete a bike trail loop by providing a more reliable connection for bicycle commuters wishing to travel North/South on existing Rio Hondo Bike Trail and to/from the existing Santa Anita Wash Bike Trail. Future proposed bridging of Sawpit Wash and creating a new Class I bikeway connection to the Santa Anita Wash Bike Trail avoids existing inundation issues and increases overall accessibility by creating a new bike trail loop connection.

Implementation of the this project will greatly increase mobility options by giving bicycle commuters the ability to travel from communities west of the Rio Hondo, such as the Cities of Arcadia and Temple City, to employment centers in the Cities of Baldwin Park, South El Monte, and Industry. The proposed connections will greatly improve mobility and provide access to the transit dependent communities to Metrolink's San Bernardino line stations at El Monte and Baldwin Park as well as the El Monte Bus Station. Accordingly, the reverse commute will also become accessible via this new connection.

The proposed project will encourage use of bicycle as a mode of transportation for residents and students to work and other destinations instead of relying on vehicles and adding to the already congested and worst air quality area of Los Angeles region. The project will also improve access to several schools in the community.

Arroyo High School is adjacent to the existing Rio Hondo Bike Path just south of the proposed project. The County has plans to reach out to the Arroyo School to provide direct access to the Rio Hondo Trail which will expect to result in many students biking on a Class I bikeway facility with no auto conflicts. The population for the accessible area for the Rio Hondo facility is over 500,000 residents, the unemployment rate for the project area is 13.2%, and 3 percent of population walk and 1.1 percent bike for transportation needs.

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 34,600 bike trips and new 52,000 Bike Miles Travelled. The net increase in pedestrians is estimated at 198,100 pedestrian trips and new 59,400 Pedestrian Miles Travelled. The estimating methodology was provided by Metro and included in the Attachment F. The estimates were developed using the current bike counts and projections based on several factors included and explained in the calculations.. The methodology includes estimating the reduction of VMT as well as the reduction in greenhouse gases. The project is directly accessible to over 500,000 people. Rio Hondo Bike Trail connects over dozen communities and cities from Pacific Ocean (City of Long Beach) to the current location parallel to San Gabriel River Bike Trail. These facilities cover over 32 miles each of Class I bikeways. These are the largest maintained Class I bikeway facilities in the Southern California maintained by the County of Los Angeles. These facilities provide seamless bikeway travel and connection to transit hubs and employment centers throughout the Southern California Region. The expansion of the Rio Hondo bikeway will add many users to

existing facilities and use will further increase after east west connections are improved.

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.

Heavily transit dependent communities surrounding the proposed Project areas will benefit by having access to El Monte Bus Station which is the second biggest transit hub west of Chicago, after Los Angeles Union Station. The I-10 Freeway is one of the nation's most heavy travelled and congested corridors. With implementation of recent toll lanes on I-10 Freeway, regional transit providers such as Metrolink and Los Angeles County Metropolitan Transportation Authority have increased the bus and rail services to provide other commuting options. The proposed Project will provide the important linkages to El Monte and Baldwin Stations.

The focus of this Project is to develop critical gaps Developing missing connectors gaps would not only allow bicycle commuters to safely and conveniently traverse to their destinations but also promote regional economic development (since it provides access to many commercial and industrial areas in City of Industry and South El Monte Industrial district); reduce dependence on the automobile; further integrate public transportation; improve quality of life by reducing traffic congestion and promoting an active and healthy lifestyle; and ultimately create a sustainable transportation infrastructure.

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.

Over 100 miles of Class I bikeway facilities in the Los Angeles region run north-south primarily as they are situated along the natural river levees from San Gabriel

mountains to the Pacific Ocean. Local governments are witnessing unprecedented demand and trend for bicycling in the Los Angeles region not only due to the known recreational and health benefits but for totalitarian trips. Bicycling is a preferred alternative transportation mode in the region which is unable to realize its full potential due to gaps or absence of facilities. This project extend an existinng 34 mile Class I facility (Rio Hondo/LA River Bike Trails) northerly to additional cities of Arcadia, Irwindale, North El Monte, and to Baldwin Park. Several disadvantage communities and students will be able to utilize the Class I bikeway facility that has no collision conflicts with other modes of transportation. This project will enable other projects within Emerald Necklace to proceed and provide critical East-West connections to complete the missing gaps in the bikeway facilities. The future extension of Class I bikeway project from Peck Park to San Gabriel River via Clark Street and towards west to Santa Anita Class I trail by bridging the sawpit wash and connecting to Santa Anita trail via existing bike bridge is under planning and this project will enable us to move other projects per schedule for East West connections.

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.

To determine the potential for reducing injuries or fatalities, crash reduction factors (CRF) were developed for each corridor utilizing the methodology as outlined in the "Local Roadway Safety Manual for California Local Road Owner's". The CRFs were developed based on proposed Class I Bikeway facilities.

Bike and Pedestrian collision data is collected and included in Attachment G. The collision data shows numerous injuries and fatalities for pedestrian and bikers in the

vicinity of the project area as follows:

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Total
Ped & Bike	6	16	78	69	169

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)[i]. The Class I proposed bikeway facility has a CRF of 80.

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.

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

Reduces speed or volume of motor vehicles

Based on the analysis completed for Narrative Question 1.B, the proposed Project will result in 445,600 reduction of vehicle volumes. The Class I bikeway facility and associated multi-use walking path will have no conflicts with traffic and will provide a dedicated uninterrupted right-of-way for bikers and pedestrians.

Improves sight distance and visibility

The proposed Class I Bikeway provides a facility with exclusive bicycle and/or pedestrian use, thus prohibiting moving or parked motor vehicles that potentially impair visibility and sight distance. Bikeway Class I facilities are designed per Highway Capacity Manual and AASHTO design standards that have excellent sight distances and visibility guidelines.

Improves compliance with local traffic laws

An exclusive facility for bicyclists creates more predictable bicyclist riding behavior – providing guidance as where it is most appropriate to ride a bicycle, walk, and drive.

Eliminates behaviors that lead to collisions

The proposed Class I Bikeway provides physical separation between motor vehicles and bicycles. A benefit with this type of facility is fewer motor vehicle-bicycle interactions. The separation provided by a Class I facility helps in situations where sudden maneuvers can intercept other vehicle trajectories in a shared space. If the vehicle cannot stop in time the maneuver will lead to crashes and serious injuries.

Addresses inadequate traffic control devices

Wayfinding signage will be installed at Peck Road.

Addresses inadequate bicycle facilities, crosswalks or sidewalks

By installing a Class I Bikeway, a distinct separated travel facility is created for bicyclists and for pedestrians. This provides a visual cue for motorists to expect bicyclists, and provides a clear lane of travel for the bicyclists.

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.

Crash data within 200-feet of each corridor was extracted from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). For this section of roadway, the crash data shows:

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Total
Ped & Bike	6	16	78	69	169

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 will be part of the County's Bicycle Master Plan future update as shown under Attachment M. The Project is supported by various federal, state, and local elected officials and agencies, municipalities, and non-profit organizations, including Congresswoman Grace Napolitano, member of the House Committee on Transportation and Infrastructure. Letters of Support are included in the Attachment L.

The Emerald Necklace was developed as a collaborative vision. In 2005, Amigos de los Rios, a California non-profit organization, in conjunction with various cities and stakeholders, developed the vision for the Emerald Necklace. The vision presented opportunities for the development of linear greenway projects and bikeway connections along the Rio Hondo and San Gabriel River, especially for the surrounding disadvantage communities (see Attachment N Emerald Necklace Maps). Also see http://watershedconservationauthority.org/plans/EmNeck.html for plans developed as a result of participation among all stakeholders (Attachment H)

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

In 2012, the Watershed Conservation Authority (a joint powers entity comprised of

the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy [RMC] and the Los Angeles County Flood Control District) completed a Feasibility Study that identified access improvements to the existing San Gabriel River and Rio Hondo Bike Trails through the development of 44 proposed projects. The Feasibility Study was presented to the Emerald Necklace Steering Committee (Steering Committee). The Steering Committee is composed of the Los Angeles County First Supervisorial District, RMC, County of Los Angeles Department of Parks and Recreation, County of Los Angeles Department of Public Works (Public Works), Los Angeles County Flood Control District, and Amigos de los Rios. As a result, the Steering Committee identified top priority projects and developed the following goals:

- Completing the "Quarry Clasp" at the northern portion of the loop;
- Connecting the bike trail at the southern portion of the loop;
- Providing access to the Emerald Necklace for surrounding communities; and,
- Providing access points, missing multi-use/equestrian trail elements, and other park elements.

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?

Yes. The project is prioritized by the steering committee and will be included in the County's Bikeway Master Plan next update.

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

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

The alternatives to make East-West connections and bikeway extension on existing streets with Class II and Class III bikeway facilities along with No Build alternative were explored. These alternatives required widening of roadways and several conflicts with vehicular travel especially at the intersections. Furthermore, dedicated Class I bikeways in Los Angeles County are primarily built along levees or otherwise uninhabitable land. Providing more bikeways on land that may not be used for any other purpose is a responsible alternative to widening local streets for increased vehicular traffic capacity. The Class I Bikeway option was selected since increasing access and closing gaps in the network of bike trails, the County is increasing the life-cycle of the roads and highways in the San Gabriel Valley while also improving the quality of life for nearly 10 million residents. The Project completes a network of sustainable transportation options that present many solutions to alleviate the growing congestion caused by population growth in what is already one of the most populous areas in the country.

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

To calculate the benefits of active transportation, we used factors from the Evaluating Active Transport Benefits and Costs chapter of a report from VTPI.[ii] The sum total of benefits, not including benefits from crash reductions and the potential economic benefits, were calculated to be BCA 5 (ATP cost) and 3.4 Project Cost. To calculate the benefits of active transportation, we used factors from the Evaluating Active Transport Benefits and Costs chapter of a report from VTPI.[iii] The lifetime benefit cost ratio (BC ratio) and net present value (NPV) assume a 20-year useful life, a 2% annual increase in ridership/walking, and a

discount rate of 4%. The year one costs and benefits are not discounted.

*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. Cities of El Monte and Baldwin Park have ranked third worse polluted areas in California by EPA after East Los Angeles and City of Vernon. This connection from Peck Road to the Rio Hondo Bike Trail will encourage increased active transportation in the Cities of El Monte, Arcadia, Irwindale, Duarte, Monrovia and unincorporated L.A. County areas. The proposed connection to the Rio Hondo Bike Trail can be used 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]. Several of these health concerns are common in the vicinity of this project and the San Gabriel Valley. This is particularly important in the San Gabriel Valley where 23.9% of adults are obese, 35% are overweight, and 41.6% do not meet physical activity guidelines[v]. Furthermore, according to the CalEnviroScreen the proposed bike trail is located in two Tracts that are in the top 10% of pollution burden. There are also several in the vicinity that are in the top 15% pollution burdened Census Tracts (See Attachment J). Three of the Census Tracts touching the project have Asthma rates near the 60th percentile and higher. By creating more opportunities for bicycle and pedestrian-friendly access to the San Gabriel Valley by establishing

connections to Rio Hondo, San Gabriel River Bike trails and the Foothill Transit stops, 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."[vi] Finally, researchers have estimated anywhere from $0.18 to $8.00 of financial benefit to the health care system per mile bicycled or walked.[vii]

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 by closing a gap in bicycle trails of the San Gabriel Valley. Increased active transportation as a result of the Quarry Clasp Peck Park 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(see note)	
	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:	$41,861
• California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:	15%
• For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:	81%

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.

The project is located in both North El Monte unincorporated CDP on the northern section of the project and the City of El Monte at the southern terminus of the project. North El Monte does not qualify as disadvantaged but the census tract level data does qualify.. The connection to Rio Honda Bike Trail is on the south terminus of the project which directly serves many areas of interest in El Monte including Arroyo High School which is only 0.5 miles south of the project. Arroyo High has over 2300 students and 81% qualify for free or reduced price lunches.

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.

100 percent of the project funding will benefit the disadvantage surrounding communities of El Monte, Baldwin Park, Arcadia, Irwindale, Duarte, Monrovia and unincorporated L.A. County areas. With a high a high percentage of school children on free and reduced lunch and such a relatively low median household income, the Project will necessarily benefit the disadvantaged community to the south of the project. The additional safety and accessibility provided by the proposed Class I bikeway connecting from Peck Road to the Rio Hondo Bike Trail will allow bicyclists, pedestrians, and transit users better conditions to access schools, bus stops, and many attractions near the Rio Hondo Bike Trail as far south as Long Beach and the Pacific Ocean.

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

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

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

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 24th St.
Sacramento, CA 95816
Attn: Virginia Clark
916-341-3147
Virginia.Clark@ccc.ca.gov
trish.simpson@ccc.ca.gov
www.ccc.ca.gov

CALCC
1100 11th St.
Sacramento, CA 95816
Attn: Cynthia Vitale
916-558-1516
calocalcorps@gmail.com
Calocalcorps.org

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

Landscape Items, Bike Racks.

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

CALCC showed special interest to this project as they have worked previously in Peck Park area. Landscape and earthwork

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.

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[i] "Local Roadway Safety, Version 1.1, April 2013" by Caltrans
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf
[ii] Litman, Todd. Evaluating Active Transport Benefits and Costs. 2014 http://vtpi.org/nmt-tdm.pdf
[iii] Litman, Todd. Evaluating Active Transport Benefits and Costs. 2014 http://vtpi.org/nmt-tdm.pdf
[iv] Obesity and Related Mortality in Los Angeles County. Office of Health Assessment and Epidemiology. County of Los Angeles Public Health. 2011
[v] 2011 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health.r

[vi] 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.
[vii] 2013. Metro Bicycle Investment Scenario Analysis Model – Methodology Technical Memo. Cambridge Systematics.

Project name:	County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

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:	County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

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	$ 1,546,000
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 1,546,000

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
Local Match for Construction	$ 200,000
Preliminary Engineering	$ 500,000
Construction funds for Non-Participating Improvments	$ 329,000
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 2,575,000
Project is Fully Funded	No

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	06/30/2016	09/30/2016

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

Project name: County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

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: _____ Date: 5/14/14
Name: Allan Abramson Phone: (626) 458-3950
Title: Senior Civil Engineer 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: _____ Date: 5/14/14
Name: Patrick V. DeChellis Phone: (626) 458-4004
Title: Deputy Director 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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: 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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ 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:
County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway

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)

ATTACHMENT A

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/18/14
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

Quarry Clasp Peck Road to Peck Park Bike Project

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

The proposed 0.6-mile long Class I bicycle facility improvement project is located in the unincorporated area of North El Monte. The trail is a key East-West gap closure to connect Rio Hondo Bike Trail to the San Gabriel River Regional Bike Trail

☐ Includes ADA Improvements ☑ 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 ☐ See page 2

Quarry Clasp Bike Trail is from Peck Road to Rio Hondo Bike Path is a proposed Class I Bike Path and multi use trail.

Project Benefits ☐ See page 2

This project will promote bicycling in the North El Monte community and the surrounding cities in the San Gabriel Valley of Los Angeles.

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

Project Milestone			Proposed
Project Study Report Approved			02/06/14
Begin Environmental (PA&ED) Phase			10/01/14
Circulate Draft Environmental Document	**Document Type**	CE	06/30/15
Draft Project Report			06/06/15
End Environmental Phase (PA&ED Milestone)			09/30/15
Begin Design (PS&E) Phase			09/30/14
End Design Phase (Ready to List for Advertisement Milestone)			12/01/15
Begin Right of Way Phase			01/01/16
End Right of Way Phase (Right of Way Certification Milestone)			02/01/16
Begin Construction Phase (Contract Award Milestone)			11/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			06/01/17
Begin Closeout Phase			07/01/17
End Closeout Phase (Closeout Report)			10/01/17

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/18/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Quarry Clasp Peck Road to Peck Park Bike Project					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		500						500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON								2,074	
TOTAL		500	2,074					2,574	

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			1,546					1,546	
TOTAL			1,546					1,546	

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)									County of Los Angeles
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			200					200	
TOTAL			200					200	

Fund No. 3:	County Funds Non- Participating								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		500						500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			328					328	
TOTAL		500	328					828	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/18/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Quarry Clasp Peck Road to Peck Park Bike Project					

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

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

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

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/18/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Quarry Clasp Peck Road to Peck Park Bike Project					

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

NORTH

Class I Bike Path with multi-use trail

Class 1 Bike Path

Existing Rio Hondo Bike Path

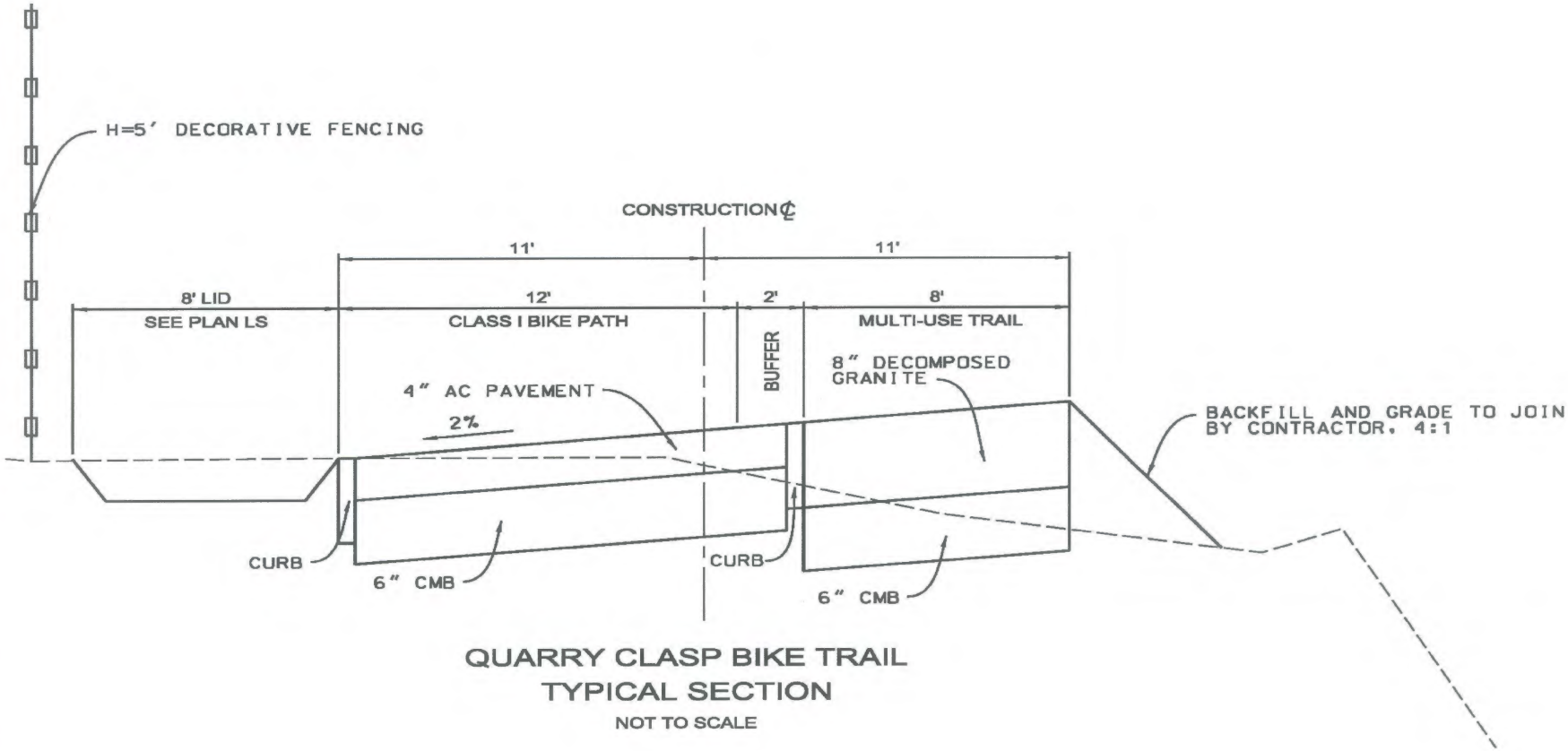
PECK PARK BIKE TRAIL

LOCATION MAP (TG 597 F3)

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

DATE:	PREPARED BY:	
Mar2014	EM	Attachment B

ATTACHMENT C



QUARRY CLASP BIKE TRAIL
TYPICAL SECTION
NOT TO SCALE

PUBLIC WORKS	QUARRY CLASP BIKE TRAIL TYPICAL SECTION	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
		DATE: Feb 2014	PREPARED BY: EM	Attachment II: 1 of 13

ATTACHMENT D

PECK PARK BIKE TRAIL
DETAILED PROJECT ENGINEER'S ESTIMATE AND FUNDING BREAKDOWN

TOTAL PROJECT COST	$	2,574,106.25
TOTAL ATP REQUEST	$	1,546,198.58
TOTAL COUNTY FUNDS	$	1,027,907.67
DESIGN COSTS (A)	$	500,000.00
ATP MATCH (B)	$	200,326.42
LANDSCAPE ITEMS (C)	$	327,581.25

Quarry Clasp Peck Park Bike Trail

NO	Description	Unit	Quantity	Unit Price	Total
1	IMPLEMENTATION OF THE SWPPP	LS	100%	$ 30,000.00	$ 30,000.00
2	PREPARATION OF THE SWPPP	LS	100%	$ 20,000.00	$ 20,000.00
3	OFFICE FACILITIES	LS	100%	$ 30,000.00	$ 30,000.00
4	MOBILIZATION	LS	100%	$ 50,000.00	$ 50,000.00
5	TREE REMOVALS	EA	7.00	$ 500.00	$ 3,500.00
6	UNCLASSIFIED FILL	CY	2000.00	$ 50.00	$ 100,000.00
7	REMOVE CHAIN LINK FENCE	LF	2500.00	$ 6.00	$ 15,000.00
8	UNCLASSIFIED EXCAVATION	CY	4000.00	$ 60.00	$ 240,000.00
9	AC PAVEMENT	TON	1000.00	$ 80.00	$ 80,000.00
10	CRUSHED MISC BASE	CY	1200.00	$ 50.00	$ 60,000.00
11	DECOMPOSED GRANITE, 8" THICK	SF	16800.00	$ 4.00	$ 67,200.00
12	PCC CURB (HEADERS)	LF	8500.00	$ 20.00	$ 170,000.00
13	DRAINAGE (BURIED HEADWALLS)	LS	100%	$ 20,000.00	$ 20,000.00
14	REINFORCED CONCRETE RETAINING WA	CY	15.00	$ 1,000.00	$ 15,000.00
15	IMPORTED TOPSOIL (LID)	CY	2000.00	$ 20.00	$ 40,000.00
17	12 FT GATE (6' HIGH)	EA	4	$ 1,000.00	$ 4,000.00
18	4 FT GATE (6' HIGH)	EA	1	$ 900.00	$ 900.00
19	PAVING @ 4FT GATE	SF	60	$ 10.00	$ 600.00
20	FENCE (6' HIGH)	LF	100	$ 140.00	$ 14,000.00
21	SIGNING AND STRIPPING	LF	100%	$ 60,000.00	$ 60,000.00
21	OMEGA TYPE FENCE (6' HIGH)	LF	2500.00	$ 100.00	$ 250,000.00
				SUBTOTAL BIKE	$ 1,270,200.00
				10% LANDSCAPE	$ 127,020.00
				SUBTOTAL BIKE AND LANDSCAPE	$ 1,397,220.00
				15% COSTRUCTION MANAGEMENT	$ 209,583.00
				10% CONTINGENCY	$ 139,722.00
				TOTAL CONSTRUCTION	$ 1,746,525.00
				ATP REQUEST	**$ 1,546,198.58**
				COUNTY LOCAL MATCH	**$ 200,326.42**

Landscape Items Cost Estimate

	LANDSCAPE ITEMS	QUANTITY	UNITS	UNIT COST	ITEM COST
1	SWALE SHRUBS/GRASSES	17960	SF	$1.50	$26,940.00
2	SWALE TREES 40' O.C	56	EACH	$250.00	$14,000.00
3	IRRIG P.O.C. (DPW) (ALL ITEMS)	1	EACH	$31,075.00	$31,075.00
4	IRRIG SPRAY (SHRUB)	29360	SF	$6.00	$176,160.00
5	TREE BUBBLERS SETS(2 PER)	73	EACH	$40.00	$2,920.00
6	SHRUBS AT ENTRANCE & PECK RD	3000	SF	$1.50	$4,500.00
7	UNGROUTED RIVER ROCK (LID)	16800	SF	$5.00	$4,500.00
8	TREES AT ENTRANCE & PECK RD	8	EACH	$250.00	$2,000.00
9	PARKING LOT LID SHRUBS	8400	SF	$15.00	$126,000.00
10	PARKING LOT LID TREES	9	EACH	$110.00	$990.00
				SUBTOTAL	$389,085.00
				LESS ATP COST	$127,020.00
				COUNTY LANDSCAPE	$262,065.00
				15% CONTINGENCY	$39,309.75
				10% CONTINGENCY	$26,206.50
				TOTAL COUNTY LANDSCAPE	$327,581.25

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 Processor, 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.

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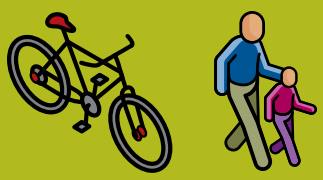
2009 Long Range Transportation Plan

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,

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 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.

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

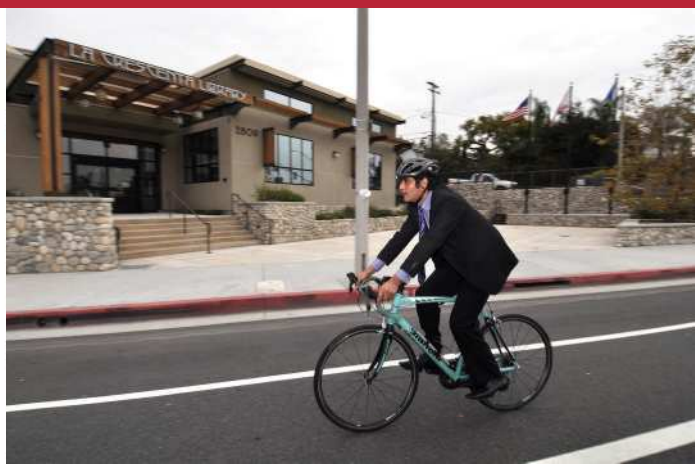
THE SUSTAINABILITY OF OUR TRANSPORTATION SYSTEM DEPENDS UPON THE INTERFACE BETWEEN MODES.

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

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	98th 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	76th Place	83rd 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]	1st Avenue	Olympic Boulevard	East Los Angeles	BB	1.5	1	145
4	Normandie Avenue	98th Street	El Segundo Boulevard	West Athens-Westmont	2	2.1	2	140
5	East 68th Street	Central Avenue	Compton Avenue	Florence-Firestone	3	0.5	2	135
6	Maie Avenue/ Miramonte Boulevard	Slauson Avenue	92nd 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)

	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

Existing Bike Trips	Existing Ped Trips	New Bike Trips	New Pedestrian Trips
191,600	1,952,000	34,600	198,100
Existing BMT	**Existing PMT**	**New Forecasted BMT**	**New Forecasted PMT**
287,500	585,600	52,000	59,400

Bicycle

Existing Conditions

Adult Population of Census Tracts within 1/4 Mi	Average Daily Trips on Parallel Streets	2012 Bicycle Commute Modeshare in selected tracts	Estimated All Trips Bicycle Modeshare*	Implied Mode Share (Observed vs Agerage)	Estimated Project Area Modeshare***	Estimated Adult Weekday Bicycle Trips**	Estimated Adult Weekend day trips**	Population below age 16	Percent of Students who Commute by Bike	Estimated All Trips Child Bicycle Modeshare*	Estimated Child Daily Commute Bicycle Trips	Estimated Child Daily Weekend Bicycle Trips	Total Annual Bike Trips
40,138	28,656	1.20%	1.73%	0.95%	1.47%	504	398	1,823	3.0%	4.31%	55	43	191,634

*Commute mode share ignores students, linked trips, and all other trips made on bicycle. This estimate is based on the percent difference (44%) between the ACS 2012 commute mode share for California (1.04%) and the Caltrans Household Travel Survey for all trips (1.5%).
**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.
***See Methodology Document

Projected Increases

Estimated Annual Bike Trips	Existing Ped Miles Traveled*	Credit for Activity Centers	Percent Increase	Forecasted Annual Bicycle Trips	Net Increase in annual bike trips	Annual Bike Trips in 2035 - Metro Model	Average New Bike Trips	New Bicycle Miles Traveled (Annual)*
191,634	287,451	0.15%	30.15%	249,412	57,778	11,520	34,649	51,973

*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

Pedestrian

Existing Conditions

Adult Population of Census Tracts within 1/4 Mi	Average Daily Trips on Parallel Streets	2012 Pedestrian Commute Modeshare in selected tracts	Estimated All Trips Pedestrian Modeshare*	Estimated Project Area Modeshare***	Estimated Adult Weekday Walking Trips**	Estimated Adult Weekend Walk Trips**	Population below age 16	Percent of Students who Walk to School	Estimated All Trips Child Pedestrian Modeshare*	Estimated Child Daily Walk Trips	Estimated Child Daily Walk Trips	Total Annual Walk Trips
40,138	28,656	3.00%	14.39%	9.91%	3,408	4571	2,317	12.6%	73.78%	1,709	1,349	1,952,020

*Commute mode share ignores students, linked trips, and all other walking trips. Our estimate is based on the percent difference (486%) between the ACS 2012 commute mode share for California (2.76%) and the Caltrans Household Travel Survey for all trips (16.2%).
**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.
***See Methodology Document

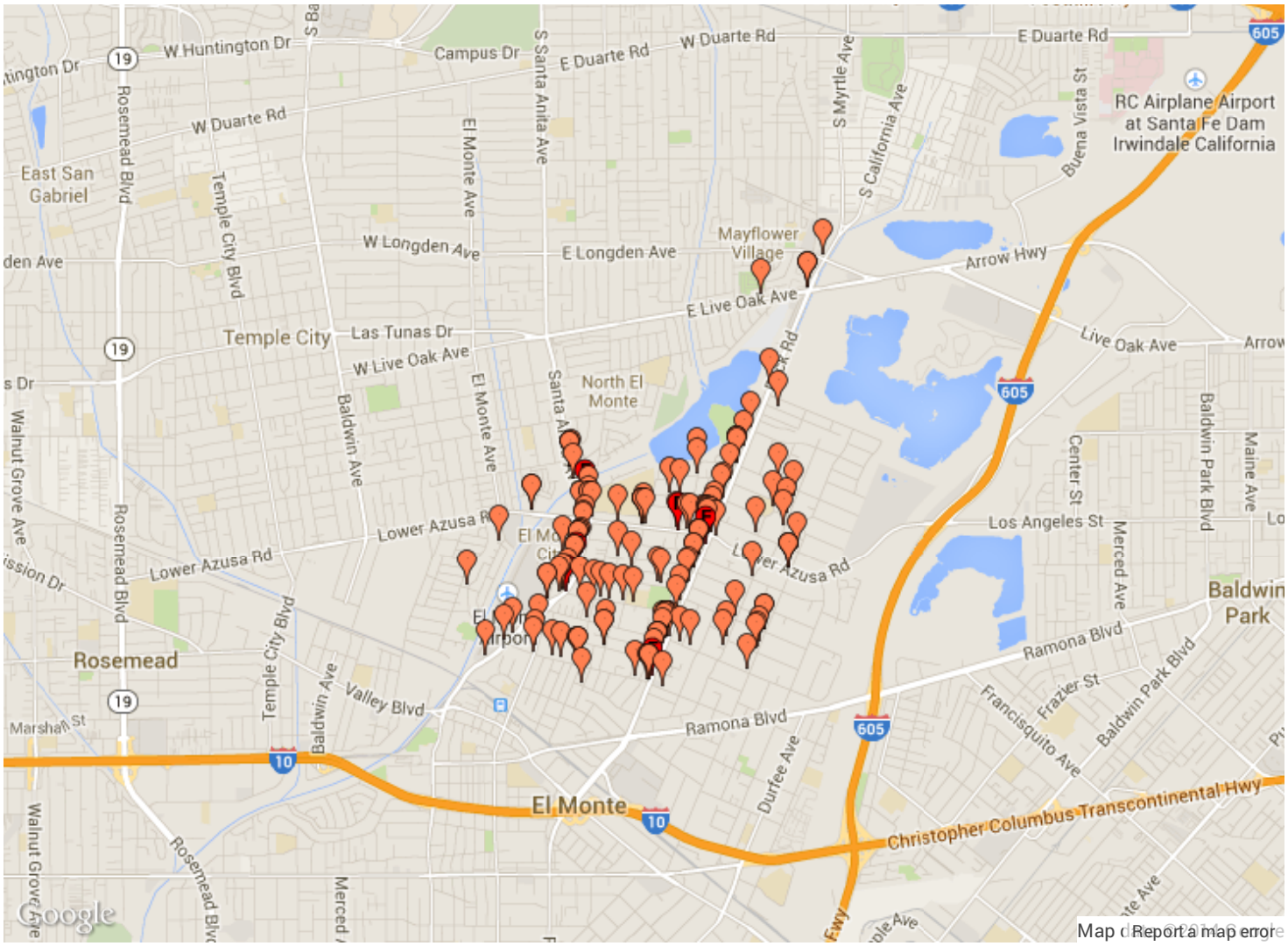
Projected Increases

Estimated Annual Ped Trips	Existing Ped Miles Traveled*	Credit for Activity Centers	Percent Increase	Forecasted Annual Walk Trips	Net Increase in annual Walk Trips	New Walk Miles*
1,952,020	585,606	0.15%	10.15%	2,150,150	198,130	59,439

*2012 Caltrans Household Travel Survey found that average trip length for pedestrian trips is 0.3 miles
http://dot.ca.gov/hq/tsip/otfa/tab/documents/chts_finalreport/FinalReport.pdf

ATTACHMENT G

Project Information	Countermeasure 1 Information	Legend
Application ID: PECK PARK TRAIL Crash Data: 10.01 years From 01/01/2003 To 12/31/2012	CM Number: R37 Mod: Ped and Bike Name: Install sidewalk / pathway (to avoid walking along roadway) Crash Type: **Ped & Bike** CRF: 80 Life: 20	Fatality - from File Other - from File Fatality - User Input Other - User Input



Crash Summary in the map

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	6	16	78	69	0	169

ATTACHMENT H

THE QUARRY CLASP:
Quarry Clasp Multi-Use Trail and Bike Paths

Project Description

The intent of this project is to connect both a multi-purpose trail and a combination of Class I and II bike path/lanes from Peck Road to the existing Class I bicycle path on the San Gabriel River. The trails would connect to the proposed extension of the Rio Hondo Class I bicycle path in the Peck Road Water Conservation Park at an existing traffic light at the Foothill Transit Driveway. Modifications to the entrance of the Foothill Transit parking lot landscaped areas and/or the existing driveway would allow the trails to cross the parking lot onto privately-owned property located in the Hanson Quarry.

The trail(s) would follow the southern edge of the quarry, turning south behind the Transit Center and then east to parallel Clark Street. Approximately mid-way towards the San Gabriel River, several industrial buildings block the trails from continuing along the quarry edge.

Fig. 1. Proposed trail alignments around the Foothill Transit Center and in Hanson Quarry.

A mid-block street crossing would allow bicyclists to continue east for two blocks along Clark St. on a Class II bike lane to Durfee Ave. Equestrians may also be able to continue using the proposed Class II bicycle lanes or on a 1,720-foot long soft surface trail constructed in the street right-of-way.

An existing equestrian trail, located in the abandoned Clark St. right-of-way, connects Durfee Ave. to the Quarry. Ownership of this approximate 14-foot wide passage is unclear at this time. This project assumes that continued use of the trail alignment is feasible and that bicyclists and equestrians will be able to connect to the quarry. With the purchase of the abandoned right-of-way and the adjacent property, currently for sale, there would be enough space for both a soft-surface multi-use trail and a new Class 1 bicycle path.

The eastern most segment of the 'Clasp' would accommodate both equestrian and bicycle trails, greening, and safety fencing on each side of the trail(s). The trails would follow the existing dirt road utilized by Hanson Quarry located between two separate quarry pits and referred to as the 'spine.' The road bed is approximately 30 feet wide and approximately 1,400 feet in length.

The multi-use trail utilized by riders and hikers will be designed to the specifications of the County of Los Angeles Trails Manual. The Class I bicycle path and the Class II bike lanes will be designed to CalTrans Highway Design Manual standards and AASHTO guidelines.

Wayfinding safety and regulatory signage will be included in the project to the specifications of the County of Los Angeles Trails Manual.

Fig. 2. Proposed trail alignments along the quarry, Clark Street, and quarry spine to San Gabriel River connection.

Project Site and Context

The linear project site runs along the northern and eastern edges of Foothill Transit, the southern edge of the Hanson Quarry and along Clarke Street. Private property owners within the Hanson Quarry area own land directly north and east of Foothill Transit. Potential development within this area of the quarry may begin after mining restoration commences in 2030. The potential for the development of both a Class I bicycle path and an equestrian trail is dependent on private land owner agreements with the Los Angeles County agencies and City of Arcadia approvals for street modifications.

Bordering the project at the west end, the Peck Road Water Conservation Park is located across Peck Road. The Rio Hondo Bike Path ends in the parking lot of the Peck Road Water Conservation Park. A spur of the Bike Path continues on the western side of the lake, ending at Live Oak Blvd. just north of the Park. To the east of the project area, the San Gabriel River Trail, a Class I bicycle path, touches the eastern end of the "clasp" project (*See figs. 1 & 2*). The San Gabriel River Trail continues beyond the project boundaries to the north and south..

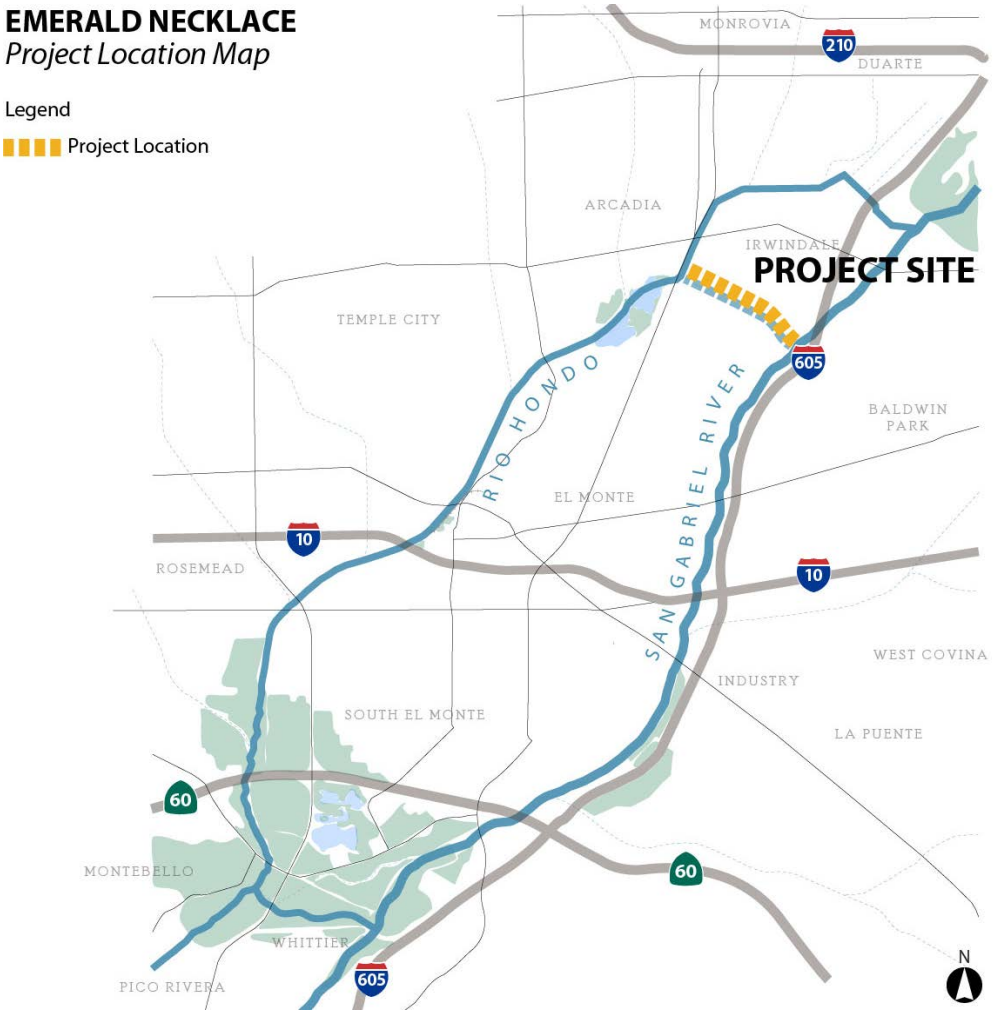


Fig. 3. The project would form the northern "clasp" of the Emerald Necklace, a recreation trail and park system on the San Gabriel and Rio Hondo Rivers.

The context for the project site is a combination of land-uses. Adjacent to the southern edge of the site are industrial properties with single family home residential neighborhoods within ¼ mile of the site further south.

Clark St. parallels the edge of the quarry to the south, ending in four blocks at Durfee Ave. In two areas developed private properties separate the quarry from the street. At Peck Road is the Foothill Transit Center with large parking lots adjacent to the quarry edge. Further west are several industrial buildings that block the potential trails from continuing along the quarry rim. One industrial building and five undeveloped parcels are currently for sale at the intersection of Clark St. and Durfee Ave. A horse crossing sign indicates an existing passage between these two properties to the edge of the quarry.

Fig. 4. Proposed trail location between Foothill Transit and Hanson Quarry, looking east.

Fig. 5. Proposed trail locations in Hanson Quarry, adjacent to Clark Street, looking east.

Fig. 6. Signed horse crossing and access trail at end of Clark Street.

Fig. 7. Proposed trail locations on Hanson Quarry spine, looking northeast to San Gabriel River Class I bicycle path.

Fig. 8. View over quarry operations looking northeast.

Jurisdiction

Quarry Clasp project site spans both LA County District 1 (Supervisor: Gloria Molina) and District 5 (Supervisor: Michael D. Antonovich). The project passes through the cities of Arcadia and Irwindale.

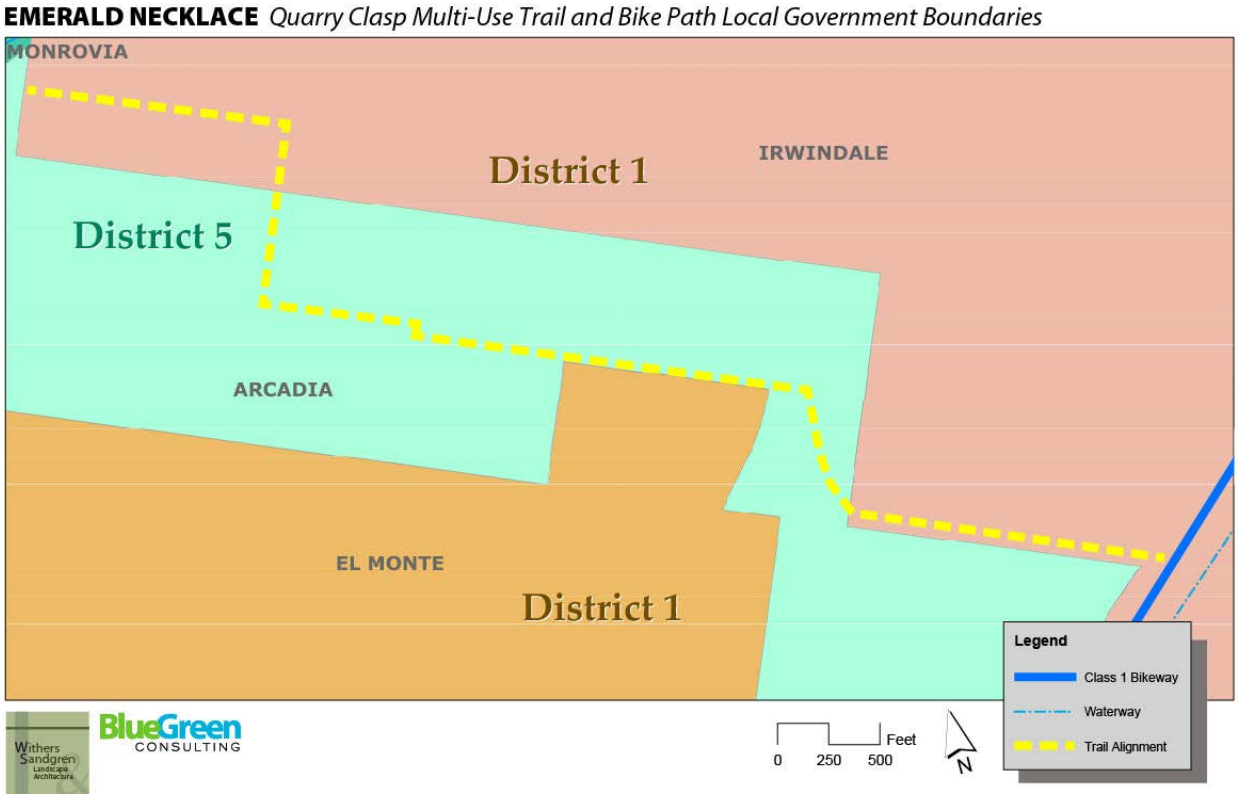


Fig. 9. County Supervisor District Boundaries Map.

Site Ownership & Easements

The project boundaries encompass 13 parcels plus the street right-of-way. This alignment intersects with 11 privately owned parcels.

Los Angeles County Assessor Identification Numbers (AIN):

AIN	Ownership
8532005907	Public – Foothill Transit
8532006004	Private – Hanson Quarry
8532008001	Private – Hanson Quarry
8532008002	Private – Hanson Quarry
8532016001	Private – Hanson Quarry
8532016003	Private – Hanson Quarry
	Public – City of Arcadia Street ROW
8532013026	Private
8532013027	Private
8532013029	Private
8532013030	Private – Hanson Quarry
8532014008	Private – Hanson Quarry
8532014005	Private – Hanson Quarry
8532014800	Public – Unknown

Emerald Necklace *Quarry Clasp Multi-Use Trail and Bike Path Ownership Map*

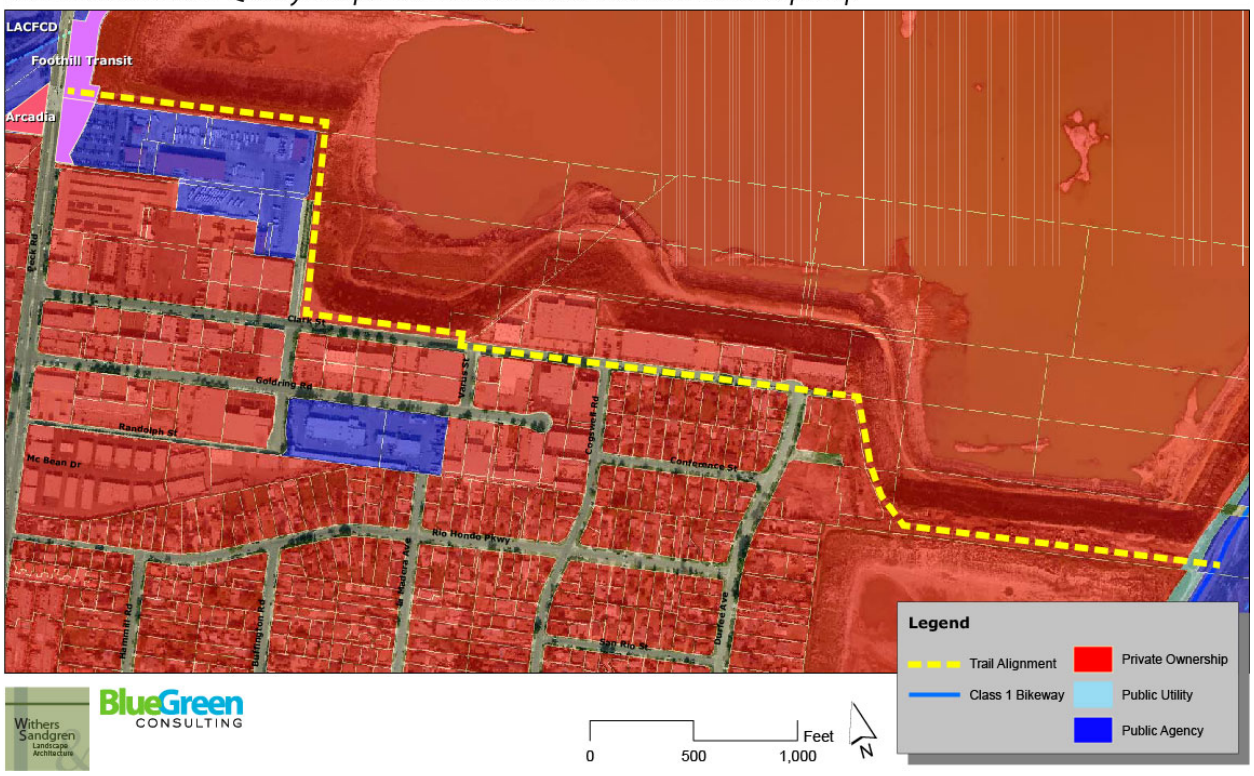


Fig. 10. Project Parcel Map.

Constraints

- Roadway alterations for trail crossing at Peck Road & Foothill Transit Driveway
- Private parcel approvals for trail easement or ownership.
- Land acquisition funding.
- Approval from residents.
- Site falls within two county districts: District 1 (Molina) and District 5 (Antonovich).
- Obtaining permission from Foothill Transit.
- Approval from City of Arcadia.
- Obtaining permission from public agency & utility.
- Impacts to habitat.
- Impacts to traffic.

Implementation Challenges

- Public Works is developing a pipeline from Peck Lake to the San Gabriel River. This pipeline is estimated to be built in 2014, pending funding from Water Agencies. Any easements obtained for this pipeline will not be for recreational trail purposes. Easement for trail use will require additional funding and a separate process.
- The City of Arcadia may have plans for recreational improvements in this area that may conflict with the proposed improvements. Thus, the proposed project(s) should be coordinated with the City of Arcadia.

Related Projects

The Quarry Clasp Multi-Use Trail would provide a direct trail connection from the Rio Hondo Bike Path to the San Gabriel River Trail, a Class I bicycle path, at the northern edge of the Emerald Necklace. This connection is often referred to as “The Clasp” because it would complete or close the system trail loop.

The following projects are part of the Quarry Clasp Projects, which complete the existing gap in the north portion of the Emerald Necklace.

- Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection in Peck Road Water Conservation Park: The trails extension (one multi-use and one bicycle trail) from the north end of the parking lot of the Peck Road Water Conservation Park to the existing Foothill Transit traffic light on Peck Road, near the southwest corner of Hanson Quarry.
- Peck Road Signalized Crossing: A signalized crossing at the Foothill Transit traffic light on Peck Road to allow safe crossing of the street by equestrians, pedestrians and bicyclists and connect the Rio Hondo Bike Path to the San Gabriel River Trail.

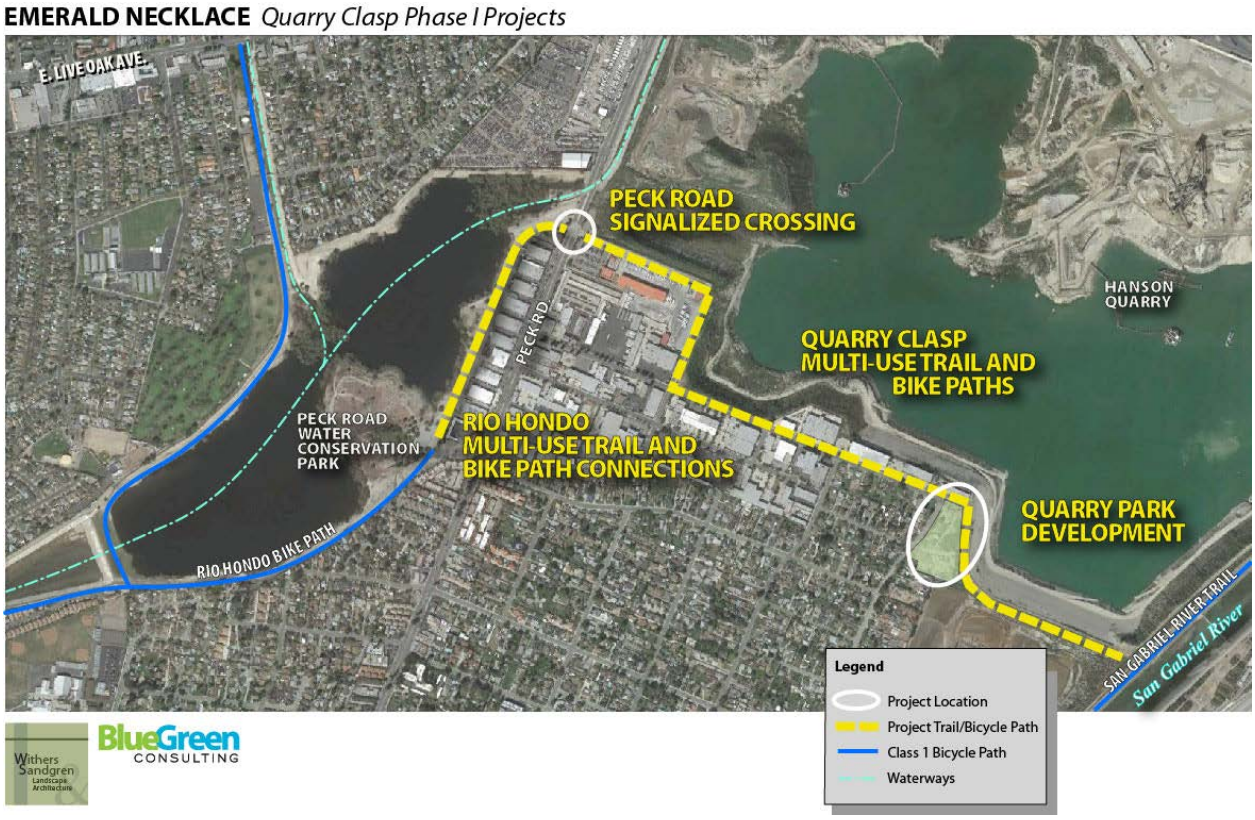


Fig. 11. Quarry Clasp Phase I Projects include two trail alignment projects, a street crossing and the development of a park and trailhead.

- Quarry Clasp Park: Land acquisition of one or more industrial sites currently for sale would allow a large green staging/parking area for equestrians, bicyclers, pedestrians and hikers.

The following projects have been identified for future consideration.

- Land acquisition would allow a land swap with a warehouse which is currently too close to the edge of the quarry to place the bicycle and equestrian trails where views are most spectacular.
- Park land donation and historic quarry interpretive facilities developed by private owners for public use.
- Peck Pit water line installation may provide opportunity for trail installation over the top of the water line on the "spine" between quarries and connection east to the San Gabriel River Class I bicycle trail.

THE QUARRY CLASP:
Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection in Peck Road Water Conservation Park

Project Description

The intent of the project is to connect the Peck Road Water Conservation Park as a regional recreation area to the historic Hanson Quarry as part of the Emerald Necklace recreational system. A 10 foot wide, decomposed granite soft surface multi-use trail and a Class I bicycle path will extend north from the existing parking area in the Peck Road Water Conservation Park with space for trees and greening for approximately a half mile to its terminus at Peck Road. The multi-use trail and Class I bicycle path alignments will be routed from the north end of the parking lot and along the eastern park boundary to an existing traffic light on Peck Road.

Fig. 1. Project location.

The multi-use path will be approximately 2,500 feet long, 10 feet wide with 4 inches of decomposed granite over compacted base. Double rail wooden fencing in lengths of approximately 100 feet with 25-foot long gaps will be placed between the trail and the lake bank to separate the trail from Los Angeles County Flood Control activities. New tree planting and native planting that are non-toxic to horses between the trail and the Foothill Transit service road

fencing will provide shade and buffering along the trail. Approximately 2,000 lineal feet of wood double rail fence will be constructed.

The proposed Class I bicycle path will be located adjacent to the multi-use trail and will be designed to CalTrans Highway design manual standards and AASHTO guidelines. The asphalted bike path will be approximately 2,500 feet long, 12 feet wide and striped to accommodate 2 way bicycle travel.

Approximately 30 feet of existing fencing located along the north boundary of the parking lot will be modified to accommodate the proposed trail entrances to both the Class I bicycle path and the soft surface multi-use trail. The double rail wood fence will provide an overlapping entry to deter horses from running out into the parking lot.

Fig. 2. Proposed standard for Class I bicycle path.

Fig. 3. Proposed standard for trail fencing.

Fig. 4. Public access from north side of parking lot.

Fig. 5. Proposed trail entrance from north parking lot.

Fig. 6. LACFCD fencing and access gates.

Fig. 7. Concrete drainage swale

Further to the north of the parking lot fencing, an additional barrier of chain link fencing controls LACFCD access. Approximately 60 feet of chain link fencing and two 10-foot wide chain link LACFCD access gates will be modified to accommodate the trails and still maintain the ability to close the area during an emergency or for maintenance purposes.

Along the proposed route at the northern end is a shallow concrete drainage swale 100 feet from the Peck Road intersection. The proposed trails will cross over this swale. The existing shallow concrete swale that drains a portion of Foothill Transit Road will remain as it is a walkable surface. The dip is minor and the approaching grade can be softened to create a smoother transition for riders and pedestrians. The trail will begin again on the north side of the drainage channel.

Fig. 8. Proposed trail location, looking south.

Fig. 9. View from proposed trail location, looking southwest.

Fig. 10. LACFCD access gates from Peck Road.

The multi-use trail and Class I bicycle path alignments will continue along the east park boundary fence until it meets the lighted signal on Peck Road. Double lockable 6 foot tall and 8 foot wide chain link gates will be located adjacent to the existing LACFCD entrance gates that are set back approximately 20 feet from Peck Road. These trail access gates will open inward and be secured with locking posts. The gates will be the entry and exit points from Peck Road into the park and can be locked according to park hours. An equestrian waiting area and signaled crossing will be developed across Peck Road as a separate project. Directional way-finding and regulatory signage will be installed in the parking area and near the northern end of the trails.

Fig. 11. Rio Hondo Bike Path south of the parking lot in Peck Road Water Conservation Park

Project Site and Context

The project site is located in the Peck Road Water Conservation Park on the eastern bank of the north lake. The context for the project site is a combination of land-uses. Adjacent to the eastern edge of the site are industrial properties with single family home residential neighborhoods and a number of school campuses within ¼ mile to the south. Across Peck Road to the northeast is the Hanson Quarry, an active gravel mining pit. South of the quarry is the Foothill Transit Center. The traffic light serves commercial traffic entering and exiting Foothill Transit access road. This road serves the adjacent industrial properties on the west side of Peck Road and dead ends into the Foothill Transit Center parking lot on the east side of Peck Road.

Peck Road Water Conservation Park was once a gravel mining quarry pit that was re-purposed for storm water control and then as public open green space. The Rio Hondo Bike Path splits at the southern end of the lake and runs north along both sides. On the western side, it follows the lake edge around the Arcadia Golf Course to the Santa Anita Wash and Live Oak Blvd. The eastern spur of the Bike Path ends at the peninsula picnic area parking lot.

Fig. 12. The project is part of the northern "Clasp" of the Emerald Necklace, a recreation trail and park system on the San Gabriel and Rio Hondo Rivers.

Jurisdiction

The Peck Road Water Conservation Park Multi-Use Trail Connection project site is located in District 5 (Supervisor: Michael D. Antonovich). The project site passes through the city of Arcadia.

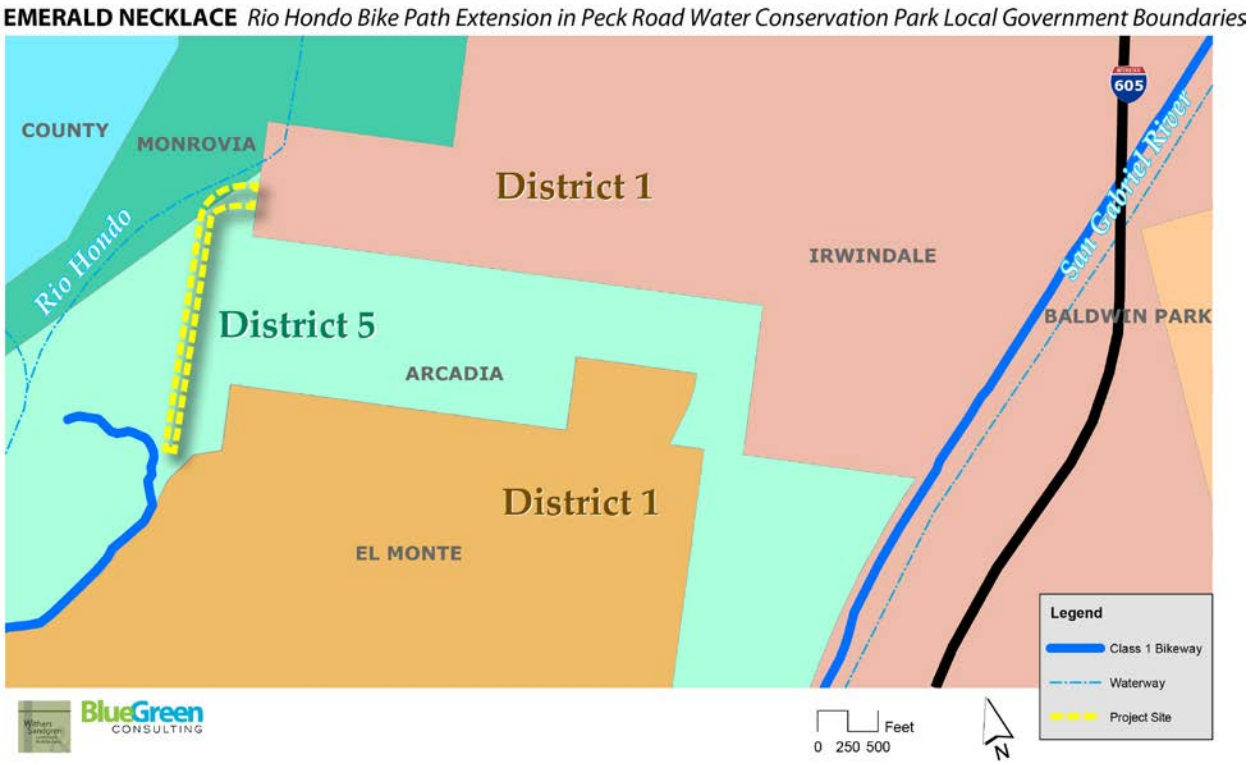


Fig. 13. County Supervisor District Boundaries Map

Site Ownership & Easements

The project boundaries encompass 3 parcels, all within the Park boundaries.

Los Angeles County Assessor Identification Numbers (AIN):

AIN	Ownership
8571009900	Public Agency
8571011906	Public Agency
8571011908	Public Agency

EMERALD NECKLACE *Rio Hondo Bike Path Extension in Peck Road Water Conservation Park Parcel Map*

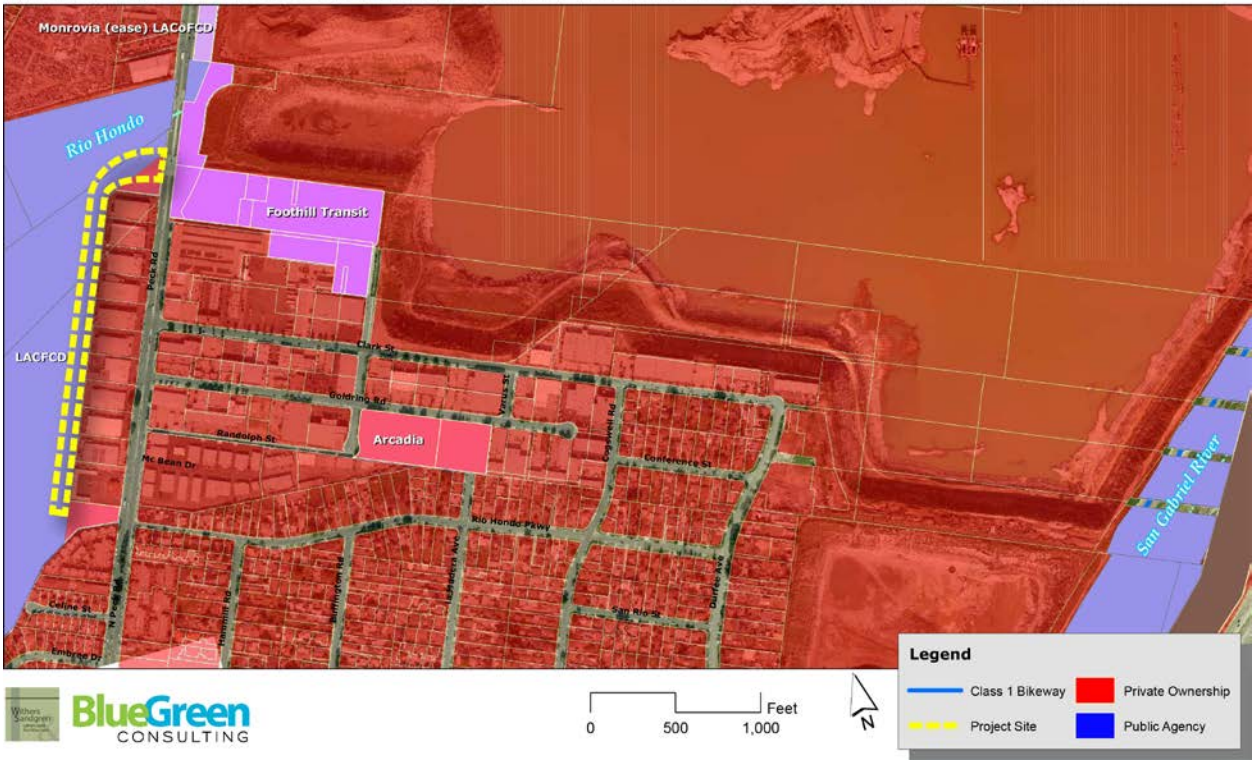


Fig. 14. Project land use.

Constraints

- Obtaining permission from Los Angeles County Flood Control District (LACFCD)
- Obtaining approval from 5th District
- Obtaining approval from City of Arcadia
- Impacts to existing recreation facilities
- Impacts to traffic

Implementation Challenges

- Public Works is developing a pipeline from Peck Lake to the San Gabriel River. This pipeline is estimated to be built in 2014, pending funding from Water Agencies. Any easements obtained for this pipeline will not be for recreational trail purposes. Easement for trail use will require additional funding and a separate process.
- The City of Arcadia may have plans for recreational improvements in this area that may conflict with the proposed improvements. Thus, the proposed project(s) should be coordinated with the City of Arcadia.

Related Projects

A trail connection from the north end of the Rio Hondo Bike Path to the San Gabriel River Trail, would complete the trail loop that forms the Emerald Necklace, a recreation trail and park system on the Rio Hondo and San Gabriel Rivers. This connection is referred to as "The Clasp". The alignment of this trail connection will follow the southern edge of the Hanson Quarry.

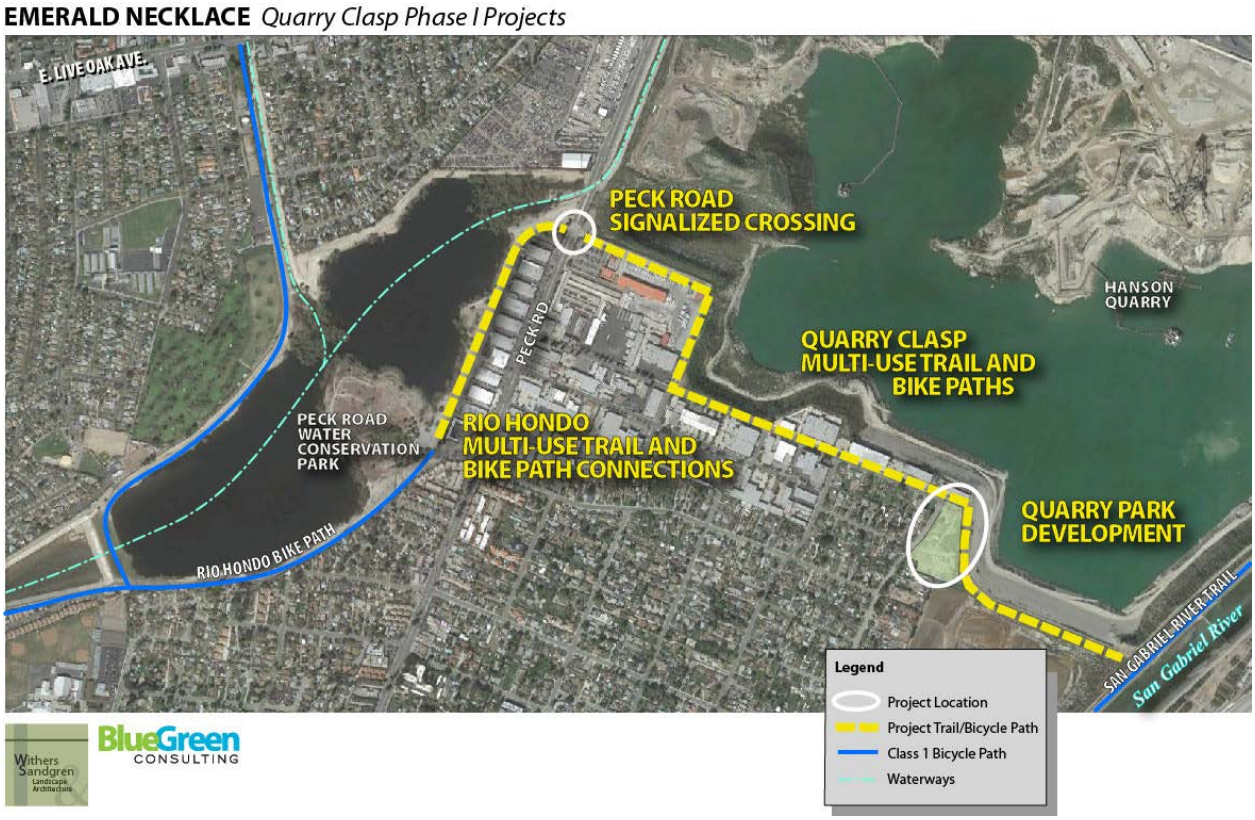


Fig. 15. The Quarry Clasp Phase I Projects.

The following related projects are part of the Quarry Clasp Projects.

- Peck Road Signalized Crossing: A signalized crossing at the Foothill Transit traffic light on Peck Road to allow safe crossing of the street by equestrians, pedestrians and bicyclists and connect the Rio Hondo Bike Path to the San Gabriel River Trail.
- Quarry Clasp Multi-Use Trail and Bike Paths: The creation of two trails (one multi-use and one bicycle trail) along the southern edge of the Hanson Quarry connecting the Rio Hondo Bike Path and the San Gabriel River Trail.
- Quarry Clasp Park: Land acquisition of one or more industrial sites currently for sale would allow a large green staging/parking area for equestrians, bicyclers, pedestrians and hikers.

THE QUARRY CLASP:
Quarry Clasp Park Development

Project Description

The project is the acquisition of land for the development of a public park at the intersection of Durfee Ave. and Clark St. within the City of Arcadia. This park will serve as a trailhead staging area for the Emerald Necklace recreation loop. Several parcels of vacant land are currently for sale, as well as one of the developed industrial sites. With the acquisition of land, a conceptual park design that features equestrian amenities such as trailer parking, potable water, trail maps, native plantings and interpretive signage will be developed. The park will be constructed per the County of Los Angeles Parks and Recreation Guidelines.

Fig. 1. Proposed two and three quarters-acre park/trailhead on the southern edge of Hanson Quarry.

An existing equestrian trail, located in the abandoned Clark St. right-of-way, connects Durfee Ave. to the Quarry. Ownership of this approximate 14-foot wide passage is unclear at this time. The proposed Quarry Clasp Multi-Use Trail and Bike Path project assumes that continued use of the trail alignment is feasible and with the purchase of the abandoned right-of-way and additional adjacent property. Land purchase is necessary for the proposed park which will also secure trail access for both a soft-surface multi-use trail and a new Class 1 bicycle path.

Fig. 2. Signed horse crossing and access trail to edge of Hanson Quarry, looking east from the intersection on Clark St. and Durfee Ave.

Demolition will involve the removal of approximately 1,200 square feet of concrete driveway aprons, miscellaneous weed vegetation, and re-grading of approximately 2.75 acres. Approximately 1,600 lineal feet of 6 foot chain link fencing and gating will be removed.

The new park elements will include a new concrete curb cut and drive entrance, parking space for approximately five horse trailers and five cars, bicycle racks, drinking fountain, a viewing and seating plaza approximately 100 feet by 100 feet in size, two interpretive signs, and approximately one acre of turf area. The remaining landscape would be planted with native trees and shrubs. Approximately 60 lineal feet of concrete curbing will be replaced. As this park will be utilized as a trailhead area, a restroom facility with an approximate building area of 600 square feet is recommended. Safety lighting will be associated with the building. Both dry and wet utilities will be brought into the site.

The northern most end of the park will feature both a 10-foot wide multi-use trail and a 12-foot wide, asphalted and striped Class I bicycle trail. The multi-use trail will be designed and constructed per the County of Los Angeles Trails Manual. The Class I bicycle path will be designed and constructed per the CalTrans Highway Design Manual standards and AASHTO guidelines.

Fencing will include approximately 1,600 lineal feet of 6 foot tubular steel with two 12-foot wide decorative gates to control park access. Wayfinding, regulatory, and new park entry name signage will be located adjacent to the entry parking lot.

Project Site and Context

The San Gabriel River is to the east of the project area and the Peck Road Water Conservation Park is located across Peck Road to the west. The San Gabriel River Trail, a Class I bicycle path, continues beyond the project area to the north and south, while the Rio Hondo Bike Path ends in the parking lot of the Peck Road Water Conservation Park. A western spur of the Bike Path ends at Live Oak Blvd. just north of the Park.

Fig. 3. The project is located in the northern portion of the Emerald Necklace, a recreation trail and park system on the San Gabriel and Rio Hondo Rivers.

The context for the project site is a combination of land-uses. Adjacent to the site are industrial properties with single family homes across the local streets. The southern edge of the Hanson Quarry extends from Peck Road to the San Gabriel River.

The potential for the development of both a Class I bicycle path and an equestrian trail in the Quarry area is dependent on private land owner agreements with the Los Angeles County agencies and/or land acquisition.

A horse crossing sign at the intersection of Durfee Ave. and Clark St., indicates an existing passage between two properties to the edge of the quarry. Most of Clark St., east of Durfee Ave. was vacated when residential parcels were reassembled for industrial use; the passage is the remaining remnant of the street right-of-way.

Fig. 4. Existing horse access and proposed park site from Clark Street looking southeast.

Fig.5. Proposed park site along Durfee Ave. looking southeast.

Fig.6. East edge of proposed park site adjacent to Hanson Quarry, looking north.

Fig. 7. View of the quarry operations looking northeast.

Jurisdiction

Quarry Clasp project sites span both LA County District 1 (Supervisor: Gloria Molina) and District 5 (Supervisor: Michael D. Antonovich). This specific project site is within District 5 and in the City of Arcadia.

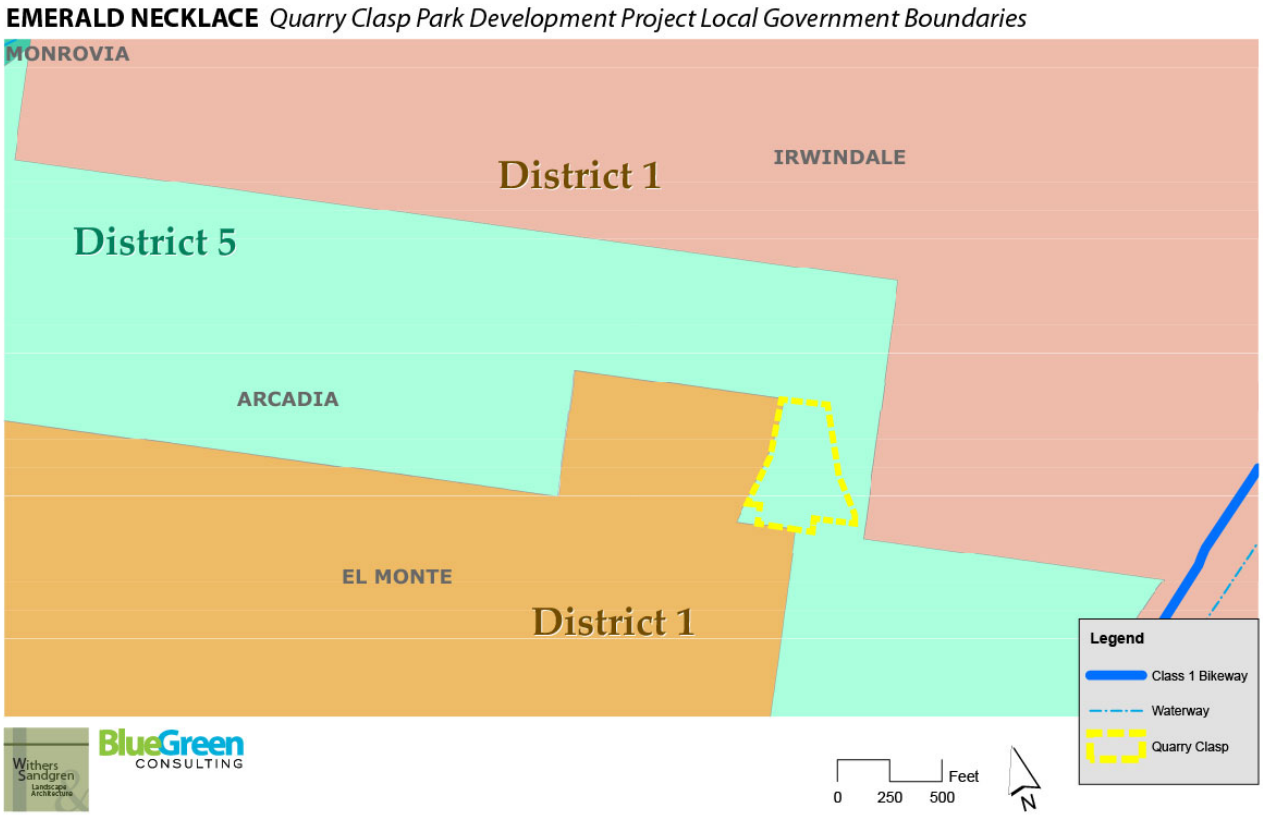


Fig. 8. County Supervisor District Boundaries Map.

Site Ownership & Easements

The project area potentially encompasses 5 parcels. All five are privately owned, are not developed and are currently for sale.

Los Angeles County Assessor Identification Numbers (AIN):

AIN	Ownership
8532013026	Private
8532013027	Private
8532013029	Private
8532014007	Private
8532014002	Private

EMERALD NECKLACE *Quarry Clasp Park Development Project Parcel Map*

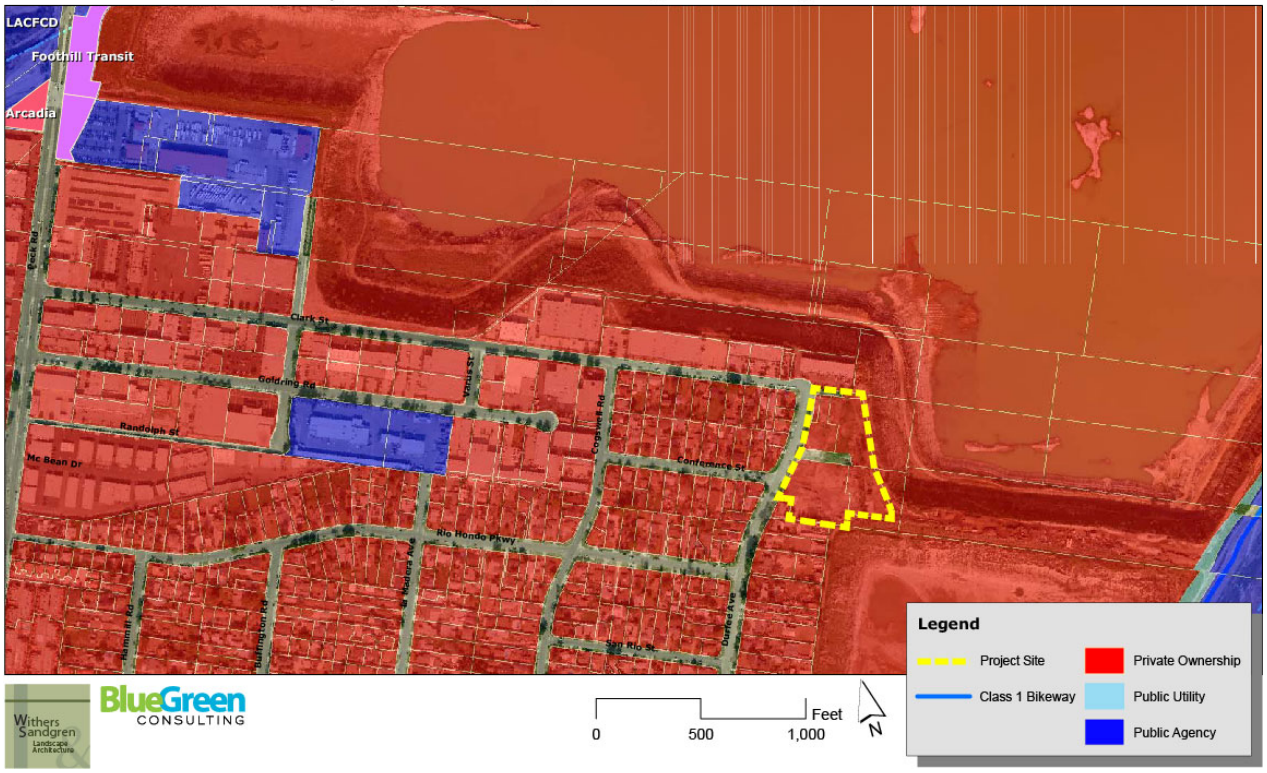


Fig. 9. Project Parcel Map.

Constraints

- Private parcel ownership: 5 in total.
- Cost of purchasing property.
- Source of funding.
- Obtaining approval from neighboring residents.
- Obtaining permission from public agencies & utilities.

- Obtaining approval from City of Arcadia.
- Obtaining approval from 5th District.
- Impacts to habitat.
- Impacts to traffic.

Implementation Challenges

- Public Works is developing a pipeline from Peck Road Water Conservation Park waters to the San Gabriel River. This pipeline is estimated to be built in 2014, pending funding from Water Agencies. Any easements obtained for this pipeline will not be for recreational trail purposes. Easement for trail use will require additional funding and a separate process.
- The City of Arcadia may have plans for recreational improvements in this area that may conflict with the proposed improvements. Thus, the proposed project(s) should be coordinated with the City of Arcadia.

Related Projects

The development of a public park and trailhead on the northern edge of the Emerald Necklace will provide access to the Emerald Necklace trail system and create a neighborhood amenity. By linking the existing Rio Hondo Bike Path and the San Gabriel River Trail, a Class I bicycle path, in the City of Arcadia, the Emerald Necklace will form a complete 17-mile loop of recreation trails, greenways and park open space.

The closure of the Emerald Necklace "clasp" and the completion of the recreational loop would be achieved through a series of projects located along the southern edge of the Hanson Quarry, an active gravel mining pit. Land acquisition of one or more industrial sites currently for sale would allow a large staging/parking area and green space for equestrians, bicyclers, pedestrians and hikers.

The following related projects are part of the Quarry Clasp Projects:

- Peck Road Signalized Crossing: A signalized crossing at the Foothill Transit traffic light on Peck Road to allow safe crossing of the street by equestrians, pedestrians and bicyclists and connect the Rio Hondo Bike Path to the San Gabriel River Trail.
- Quarry Clasp Multi-Use Trail and Bike Paths: The creation of two trails (one multi-use and one bicycle trail) along the southern edge of the Hanson Quarry connecting the Rio Hondo Bike Path and the San Gabriel River Trail.
- Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection in Peck Road Water Conservation Park: The trails extension (one multi-use and one bicycle trail) from the north end of the parking lot of the Peck Road Water Conservation Park to the existing Foothill Transit traffic light on Peck Road, near the southwest corner of Hanson Quarry.

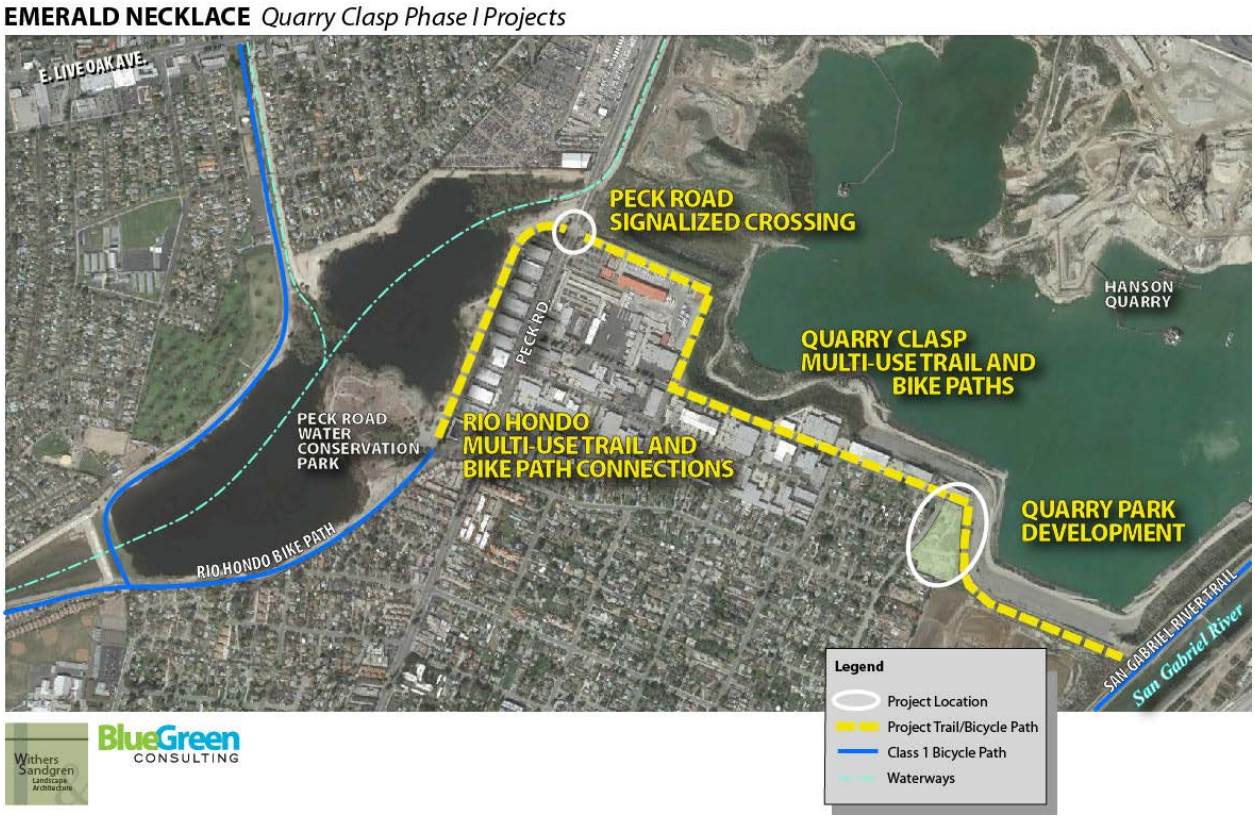


Fig. 10. Quarry Clasp Phase 1 Projects include two trail alignment projects, a street crossing and the development of a park and trailhead.

The following projects have been identified for future consideration.

- Land acquisition would allow a land swap with a warehouse which is currently too close to the edge of the quarry and currently prevent the placement of the bicycle and multi-use trails where views are most spectacular.
- Park land donation and historic quarry interpretive facilities developed by private owners for public use.
- Peck Pit water line installation may provide an opportunity for trail installation over the top of the water line on the "spine" between quarries and connection east to the San Gabriel River Class I bicycle trail.

THE QUARRY CLASP:
Peck Road Signalized Crossing

Project Description

The Peck Road Signalized Crossing project will serve to connect Peck Road Water Conservation Park, a regional recreation area on the Rio Hondo, to the proposed Emerald Necklace 'Clasp' multi-use trail and bike path through Hanson Quarry. This project will modify the northern side of an existing lighted intersection on Peck Road to accommodate a safe multi-use trail crossing. The signalized crosswalk will serve recreational users, who will need access across Peck Road between the park and the multi-use trails connecting to the San Gabriel River Trail to the east.

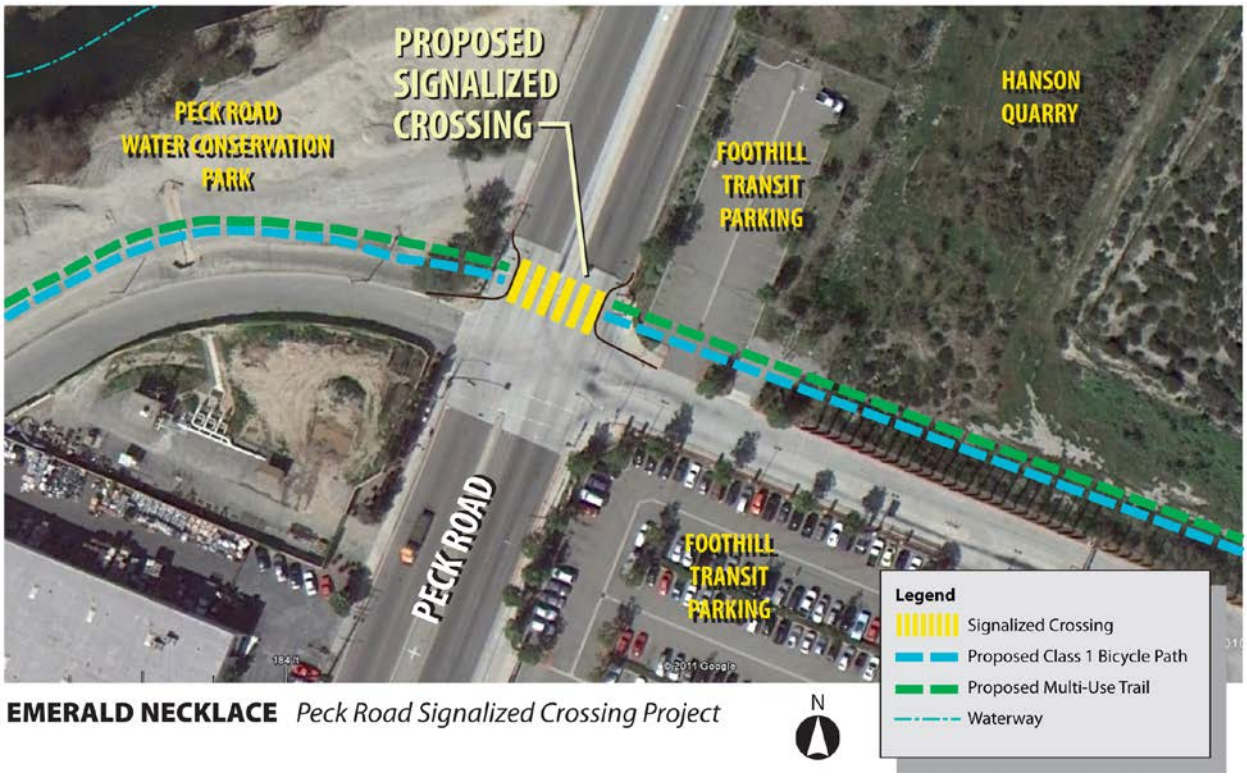


Fig. 1. Intersection at Peck Road.

Modifications to the intersection will follow the Manual on Uniform Traffic Control Devices and other applicable requirements including the Federal Highway Administration, US Department of Transportation, and US Forest Service specific recommendations for equestrian crossings. Crossing elements include safety bulbouts that will accommodate an equestrian waiting area, the installation of push button signal actuators for equestrians, bicyclists and pedestrians on each side of the Peck Road.

Additional details include the addition of standard traffic and regulatory signs, new warning signs indicating road narrowing at bulbouts, re-construction of the street curb and gutter,

installation of textured accessible ramps, median modification to accommodate a wider safe crossing for equestrians, and new roadway lane, shoulder and crossing striping.

Streetwork excavation, trenching, filling and patching will be necessary for new electrical signal activation, signal post relocation, and raised median nose reduction. Approximately 60 lineal feet of curbing and gutter will be removed to be replaced by bulbouts with ADA standard curb cuts for ramps. Approximately 800 square feet of new concrete will be required to form the two bulbouts on each side of the crossing with approximately 100 lineal feet of new curbing. It is anticipated that the existing wooden power pole located at the northwest corner will be protected in place. Approximately 200 square feet of existing landscape area will be impacted from the edge of curb to the Foothill Transit parking lot.

Fig. 2. Proposed crossing location at the Peck Rd. traffic light, looking east.

Street striping will include horse crossing warnings and will be painted on the street in each direction. Re-striping of Peck Road will indicate narrowing of the street to accommodate the bulbouts. The crosswalk striping will be widened to provide a safe crossing zone for equestrians. The widened crossing will require that the nose of the median be moved back approximately 10 feet requiring fill and concrete patching of approximately 60 square feet.

Signage will include but not be limited to 2 metal signs on 8 foot metal poles, one in each direction for horse, bicyclist and pedestrian crossing. In addition, 2 metal signs on 8 foot metal poles will indicate road narrowing due to bulbout crossing. Emerald Necklace wayfinding signage will be included.

Fig. 3. West side of Peck Road, looking south from existing pedestrian path.

Fig. 4. Intersection at Peck Road from the Foothill Transit parking lot.

Project Site and Context

Peck Road is a major north-south arterial that serves the industrial zones around the quarries. The existing traffic light is located at the intersection of Peck Road and a private access road to the industrial properties to the west and the Foothill Transit Center parking lot to the east. The south side of the intersection is striped for a pedestrian crosswalk.

The context for the project site is a combination of land-uses. To the north and south of the intersection are industrial properties with single family home residential neighborhoods within ¼ mile of the site further south. The open pits of the Hanson Quarry are located northeast of the intersection. The Rio Hondo Bike Path currently ends at the south side of the parking lot of the Peck Road Water Conservation Park. The San Gabriel River Trail, to the east of the project site on the far side of the Hanson Quarry, extends north and south of the project site

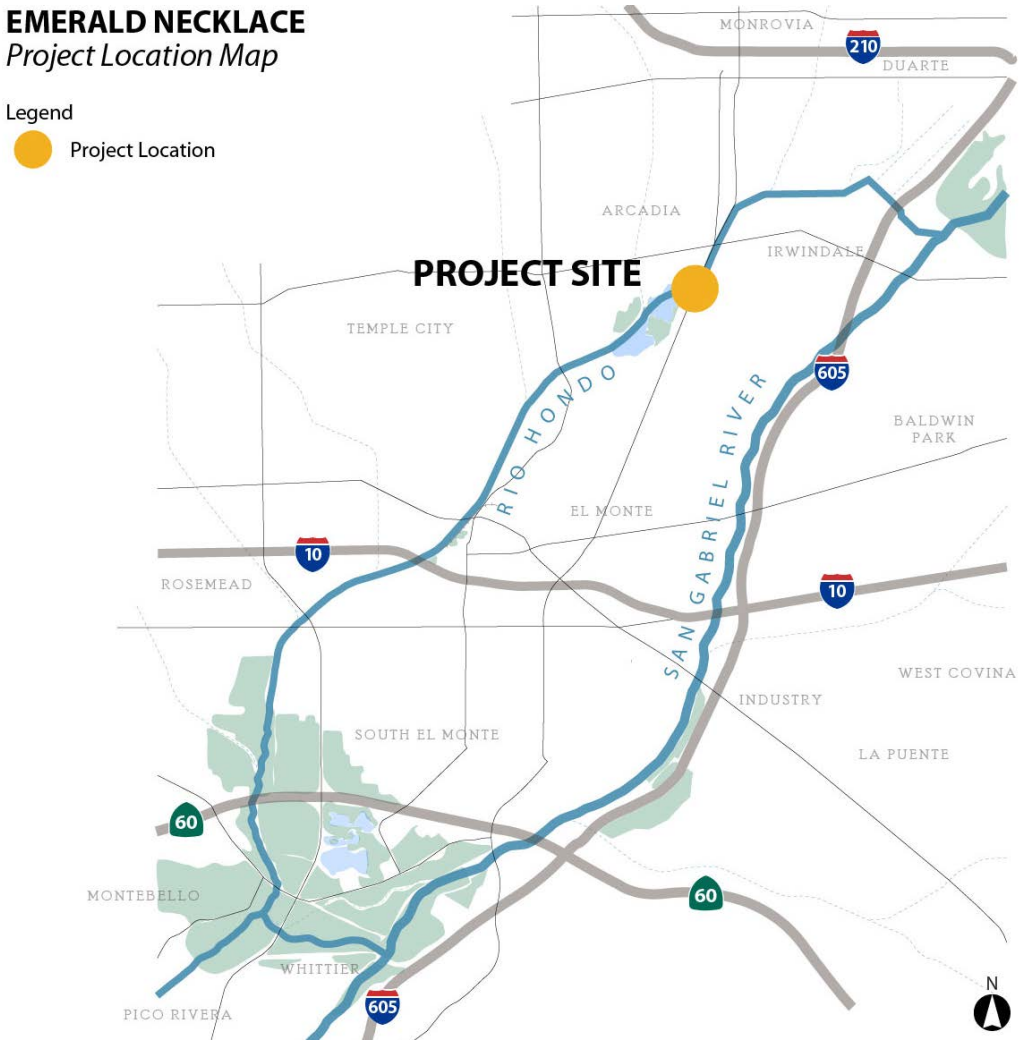


Fig. 5. The project would form the northern "clasp" of the Emerald Necklace, a recreation trail and park system on the San Gabriel and Rio Hondo Rivers.

Fig. 6. Proposed trail entry into Hanson Quarry and private property, looking east.

Jurisdiction

Quarry Clasp projects spans both LA County District 1 (Supervisor: Gloria Molina) and District 5 (Supervisor: Michael D. Antonovich). The project sites passes through the cities of Arcadia and Irwindale.

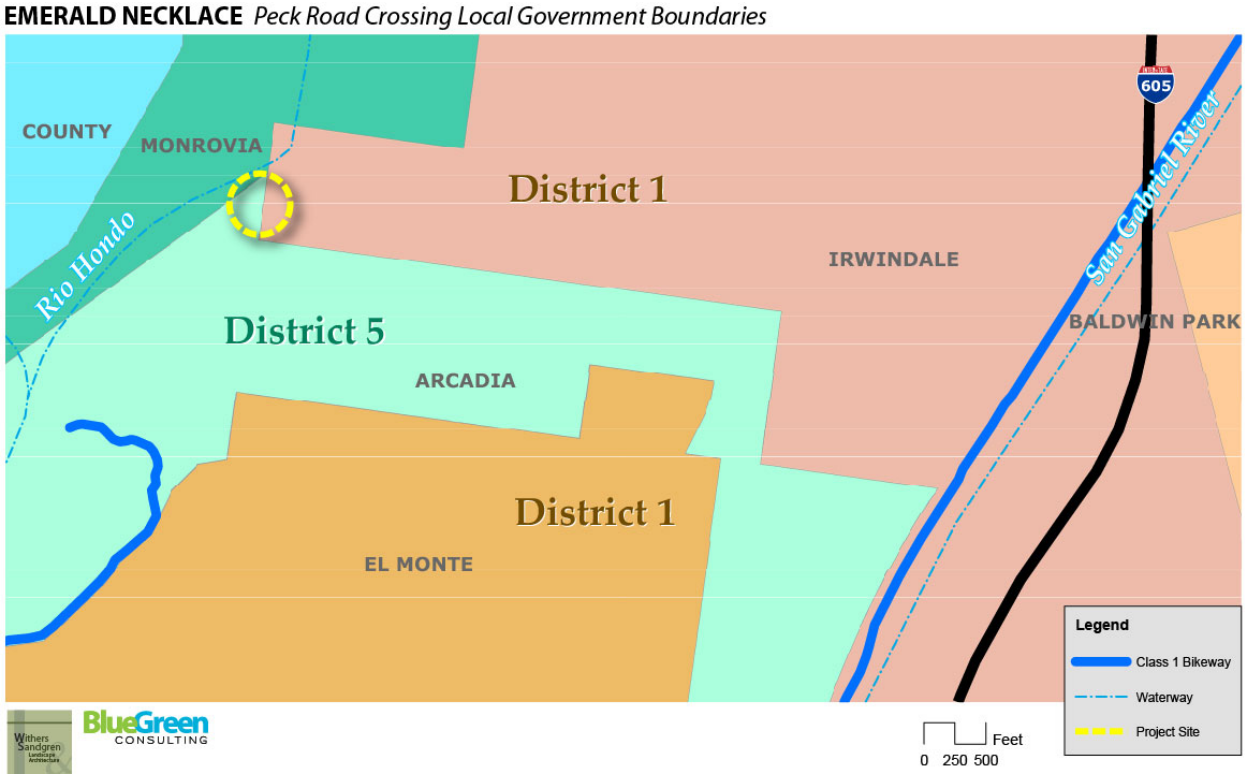


Fig. 7. County Supervisor District Boundaries Map.

Site Ownership & Easements

The project boundaries encompass the intersection of Peck Road and the parking lot entry to Foothill Transit.

Los Angeles County Assessor Identification Numbers (AIN):

AIN	Ownership
8532020003	Private
8532016023	Private

EMERALD NECKLACE *Peck Road Crossing Parcel Map*

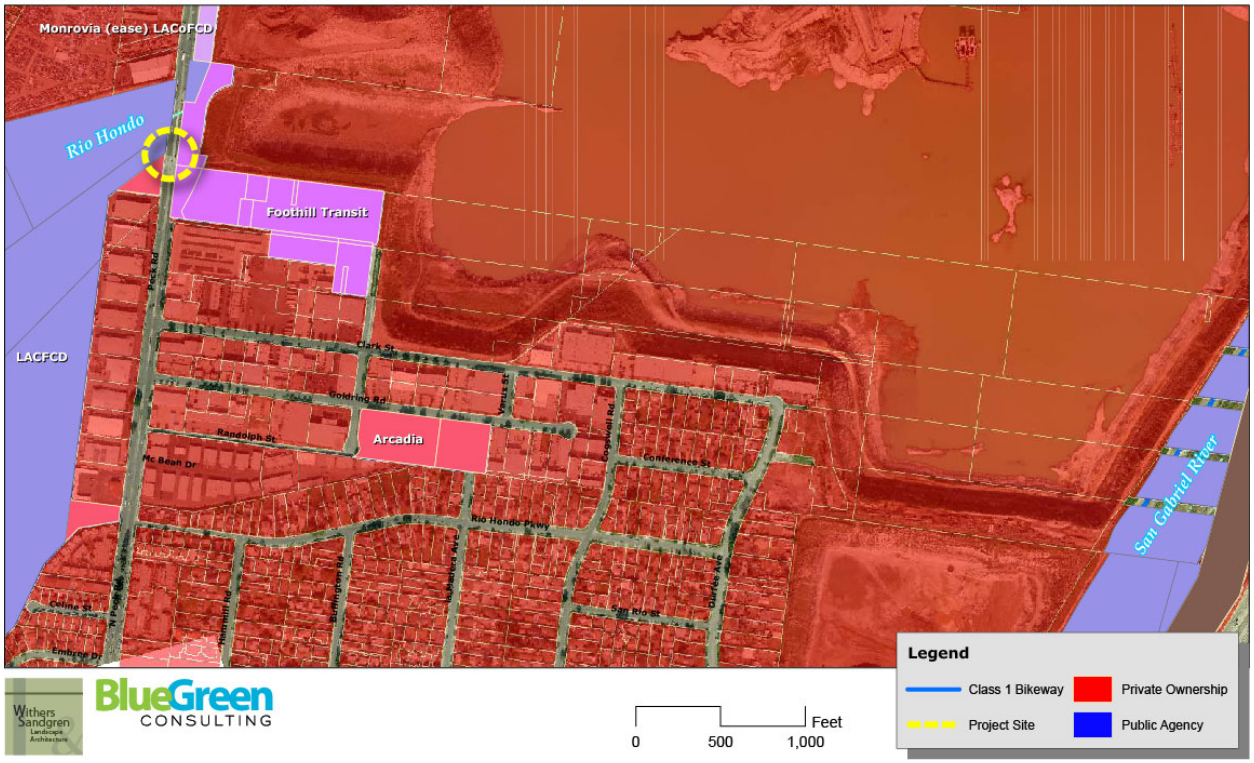


Fig. 8. Project Parcel Map.

Constraints

- Highway traffic standards
- Site falls within two county districts: District 1 (Molina) and District 5 (Antonovich)
- Obtaining permission from Foothill Transit
- Obtaining permission from public agency & utility
- Obtain approval from City of Irwindale
- Obtain approval from City of Arcadia
- Impacts to traffic

Implementation Challenges

- Public Works is developing a pipeline from Peck Lake to the San Gabriel River. This pipeline is estimated to be built in 2014, pending funding from Water Agencies. Any easements obtained for this pipeline will not be for recreational trail purposes. Easement for trail use will require additional funding and a separate process.
- The Cities of Arcadia and Irwindale may have plans for recreational improvements in this area that may conflict with the proposed improvements. Thus, the proposed project(s) should be coordinated with both cities.

Related Projects

This project would support the direct trail connection from the Rio Hondo Bike Path to the San Gabriel River Trail, a Class I bicycle path at the northern edge of the Emerald Necklace by providing a safe street crossing on Peck Road for pedestrians, bicyclists and equestrians. This trail connection is often referred to as "The Clasp" of the Emerald Necklace, as it would complete the 17-mile loop of trails on the Rio Hondo and San Gabriel Rivers.

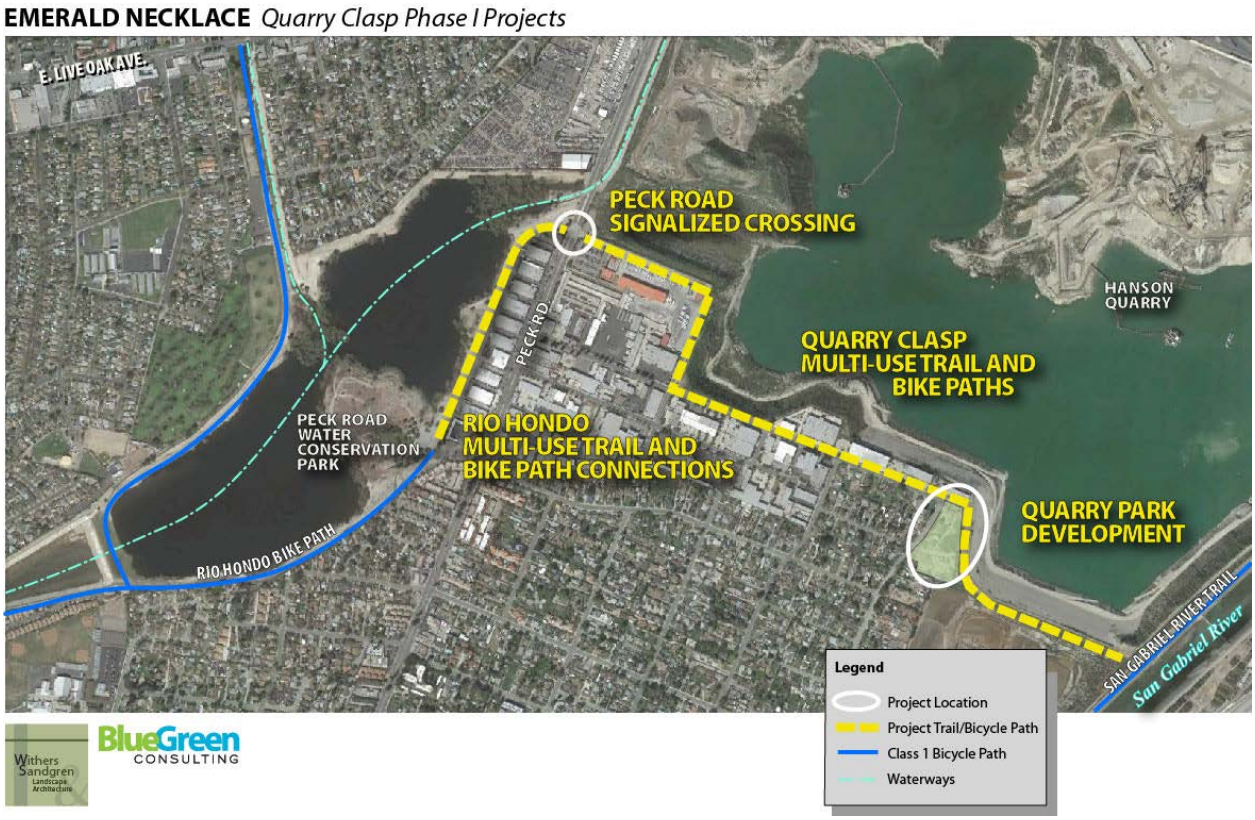


Fig. 9. Quarry Clasp Phase I Projects, including a trail alignment project, a street crossing and the development of a park and trailhead.

The following related projects are part of the Quarry Clasp Projects.

- Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection in Peck Road Water Conservation Park: The trails extension (one multi-use and one bicycle trail) from the north end of the parking lot of the Peck Road Water Conservation Park to the existing Foothill Transit traffic light on Peck Road, near the southwest corner of Hanson Quarry.
- Quarry Clasp Multi-Use Trail and Bike Paths: The creation of two trails (one multi-use and one bicycle trail) along the southern edge of the Hanson Quarry connecting the Rio Hondo Bike Path and the San Gabriel River Trail.
- Quarry Clasp Park: Land acquisition of one or more industrial sites currently for sale would allow a large green staging/parking area for equestrians, bicyclers, pedestrians and hikers.

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

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[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.*

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.

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

PROJECT DESCRIPTION

Please note that only yellow cells should be modified

Name of Project	County of Los Angeles DPW - Quarry Clasp Peck Road to Peck Park Bikeway
Project Location	Los Angeles County, CA
Type of Project	Bike/Ped
Current Year	2014

TRAVEL CHARACTERISTICS

	New Ped Miles		*New Bike Miles*		*Annual Person Miles*		*Reduced VMT*	*Reduced VMT*
					No Build	*Build*	*Ped*	*Bike*
Year	2017	59,400	*Year* 2017	52,000	0	52,000	237,600	208,000
Year	2036	88,265	*Year* 2036	77,269	0	77,269	353,061	309,077
	Length (miles)	0.6	*Length (miles)*	0.6				
Ridership Growth		2%	Ridership Growth	2%		IPM:RVM ratio	1	4

PROJECT COSTS

Total Project Cost	$2,500,000.00	*Estimated Year Construction Begins*	2015	*Discount Rate Used to calculate Net Present Value*	4.0%
ATP Project Cost	$1,775,000.00	*Estimated Opening Year*	2017		
Annual Operations/ Maintenance Costs	$1,200.00				

Benefits Summary			
New BMT	New WMT	Year 1 Benefits	Metric Tons C02 Reduced (Year 1)
52,000	59,400	$ 182,701.60	167.80

Cost Effectiveness Summary	Year 1					Lifetime	
	$/BMT	$/WMT	$/ Metric Ton CO2 reduced	Year 1 BC Ratio	$/mi	Lifetime BC Ratio	NPV
Total Project Cost	$48.08	$42.09	$ 14,900	0.07	$ 2,083,333	3.40	$5,840,564
ATP Funds	$34.13	$20.11	$ 10,600	0.10	$ 1,479,167	5.00	-

CO2 Calcuations		
VMT Reduced	445,600	
MPG	23.6	http://www.epa.gov/otaq/fetrends.htm
Annual Gal	18,881	
Metric Tons CO2/gal	0.008887	http://www.epa.gov/cleanenergy/energy-resources/refs.html
Metric Tons C02 Reduced	167.80	

ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION

				Improved Active Travel Conditions			Increased Active Travel Activity		Land Use Impacts		Reduced Automobile Travel									
Year	Actual Year	Increased Person Miles (IPM)	Reduced Vehicle Miles (RVM)	User benefits	Option value	Equity objectives	Fitness and health – walking	Fitness and health – cycling	Reduced pavement	Increased accessibility	Vehicle cost savings	Avoided chauffeuring driver's time	Congestion reduction	Reduced barrier effect	Roadway cost savings	Parking cost savings	Energy conservation	Pollution reductions	Combined Benefits	Net Present Value
				0.000	0.000	0.000		0.200	0.002	0.000	0.225	0.000	0.060	0.010	0.042	0.360	0.030	0.044		
				IPM	IPM	IPM		IPM	RVM	IPM	RVM	RVM	RVM	RVM	RVM	RVM	RVM	RVM		
CONSTRUCTION																				
1	2015																			
2	2016																			
3	0																			
4	0																			
5	0																			
OPENING YEAR																				
1	2017	52,000	208,000	$0	$0	$0	$0	$10,400	$416	$0	$46,800	$0	$12,480	$2,080	$8,736	$74,880	$6,240	$9,152	$171,184	$152,182
2	2018	53,330	213,320	$0	$0	$0	$0	$10,666	$427	$0	$47,997	$0	$12,799	$2,133	$8,959	$76,795	$6,400	$9,386	$175,562	$150,071
3	2019	54,660	218,640	$0	$0	$0	$0	$10,932	$437	$0	$49,194	$0	$13,118	$2,186	$9,183	$78,710	$6,559	$9,620	$179,940	$147,898
4	2020	55,990	223,960	$0	$0	$0	$0	$11,198	$448	$0	$50,391	$0	$13,438	$2,240	$9,406	$80,625	$6,719	$9,854	$184,319	$145,670
5	2021	57,320	229,279	$0	$0	$0	$0	$11,464	$459	$0	$51,588	$0	$13,757	$2,293	$9,630	$82,541	$6,878	$10,088	$188,697	$143,394
6	2022	58,650	234,599	$0	$0	$0	$0	$11,730	$469	$0	$52,785	$0	$14,076	$2,346	$9,853	$84,456	$7,038	$10,322	$193,075	$141,078
7	2023	59,980	239,919	$0	$0	$0	$0	$11,996	$480	$0	$53,982	$0	$14,395	$2,399	$10,077	$86,371	$7,198	$10,556	$197,453	$138,728
8	2024	61,310	245,239	$0	$0	$0	$0	$12,262	$490	$0	$55,179	$0	$14,714	$2,452	$10,300	$88,286	$7,357	$10,791	$201,832	$136,350
9	2025	62,640	250,559	$0	$0	$0	$0	$12,528	$501	$0	$56,376	$0	$15,034	$2,506	$10,523	$90,201	$7,517	$11,025	$206,210	$133,950
10	2026	63,970	255,879	$0	$0	$0	$0	$12,794	$512	$0	$57,573	$0	$15,353	$2,559	$10,747	$92,116	$7,676	$11,259	$210,588	$131,533
11	2027	65,300	261,198	$0	$0	$0	$0	$13,060	$522	$0	$58,770	$0	$15,672	$2,612	$10,970	$94,031	$7,836	$11,493	$214,966	$129,103
12	2028	66,630	266,518	$0	$0	$0	$0	$13,326	$533	$0	$59,967	$0	$15,991	$2,665	$11,194	$95,947	$7,996	$11,727	$219,345	$126,666
13	2029	67,960	271,838	$0	$0	$0	$0	$13,592	$544	$0	$61,164	$0	$16,310	$2,718	$11,417	$97,862	$8,155	$11,961	$223,723	$124,225
14	2030	69,289	277,158	$0	$0	$0	$0	$13,858	$554	$0	$62,361	$0	$16,629	$2,772	$11,641	$99,777	$8,315	$12,195	$228,101	$121,785
15	2031	70,619	282,478	$0	$0	$0	$0	$14,124	$565	$0	$63,558	$0	$16,949	$2,825	$11,864	$101,692	$8,474	$12,429	$232,479	$119,349
16	2032	71,949	287,798	$0	$0	$0	$0	$14,390	$576	$0	$64,754	$0	$17,268	$2,878	$12,088	$103,607	$8,634	$12,663	$236,857	$116,920
17	2033	73,279	293,118	$0	$0	$0	$0	$14,656	$586	$0	$65,951	$0	$17,587	$2,931	$12,311	$105,522	$8,794	$12,897	$241,236	$114,501
18	2034	74,609	298,437	$0	$0	$0	$0	$14,922	$597	$0	$67,148	$0	$17,906	$2,984	$12,534	$107,437	$8,953	$13,131	$245,614	$112,095
19	2035	75,939	303,757	$0	$0	$0	$0	$15,188	$608	$0	$68,345	$0	$18,225	$3,038	$12,758	$109,353	$9,113	$13,365	$249,992	$109,705
20	2036	77,269	309,077	$0	$0	$0	$0	$15,454	$618	$0	$69,542	$0	$18,545	$3,091	$12,981	$111,268	$9,272	$13,599	$254,370	$107,333

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

Discount Rate 4.0%

Present Value = Future Value (in Constant Dollars) / (1 + Real Discount Rate) ^ Year

ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION

				Improved Active Travel Conditions			Increased Active Travel Activity		Land Use Impacts		Reduced Automobile Travel									
Year	Actual Year	Increased Person Miles (IPM)	Reduced Vehicle Miles (RVM)	User benefits	Option value	Equity objectives	Fitness and health – walking	Fitness and health – cycling	Reduced pavement	Increased accessibility	Vehicle cost savings	Avoided chauffeuring driver's time	Congestion reduction	Reduced barrier effect	Roadway cost savings	Parking cost savings	Energy conservation	Pollution reductions	Combined Benefits	Net Present Value
				0.250	0.035	0.035	0.500		0.002	0.051	0.225	0.580	0.060	0.010	0.042	0.360	0.030	0.044		
				IPM	IPM	IPM	IPM		RVM	IPM	RVM	RVM	RVM	RVM	RVM	RVM	RVM	RVM		
CONSTRUCTION																				
1	2015																			
2	2016																			
3	0																			
4	0																			
5	0																			
OPENING YEAR																				
1	2017	59,400	237,600	$14,850	$2,079	$2,079	$29,700	$0	$475	$3,029	$53,460	$137,808	$14,256	$2,376	$9,979	$85,536	$7,128	$10,454	$373,210	$331,783
2	2018	60,919	243,677	$15,230	$2,132	$2,132	$30,460	$0	$487	$3,107	$54,827	$141,333	$14,621	$2,437	$10,234	$87,724	$7,310	$10,722	$382,755	$327,181
3	2019	62,438	249,754	$15,610	$2,185	$2,185	$31,219	$0	$500	$3,184	$56,195	$144,857	$14,985	$2,498	$10,490	$89,911	$7,493	$10,989	$392,301	$322,443
4	2020	63,958	255,831	$15,989	$2,239	$2,239	$31,979	$0	$512	$3,262	$57,562	$148,382	$15,350	$2,558	$10,745	$92,099	$7,675	$11,257	$401,846	$317,585
5	2021	65,477	261,908	$16,369	$2,292	$2,292	$32,738	$0	$524	$3,339	$58,929	$151,906	$15,714	$2,619	$11,000	$94,287	$7,857	$11,524	$411,391	$312,624
6	2022	66,996	267,985	$16,749	$2,345	$2,345	$33,498	$0	$536	$3,417	$60,297	$155,431	$16,079	$2,680	$11,255	$96,474	$8,040	$11,791	$420,937	$307,574
7	2023	68,515	274,061	$17,129	$2,398	$2,398	$34,258	$0	$548	$3,494	$61,664	$158,956	$16,444	$2,741	$11,511	$98,662	$8,222	$12,059	$430,482	$302,451
8	2024	70,035	280,138	$17,509	$2,451	$2,451	$35,017	$0	$560	$3,572	$63,031	$162,480	$16,808	$2,801	$11,766	$100,850	$8,404	$12,326	$440,027	$297,267
9	2025	71,554	286,215	$17,888	$2,504	$2,504	$35,777	$0	$572	$3,649	$64,398	$166,005	$17,173	$2,862	$12,021	$103,037	$8,586	$12,593	$449,573	$292,034
10	2026	73,073	292,292	$18,268	$2,558	$2,558	$36,537	$0	$585	$3,727	$65,766	$169,529	$17,538	$2,923	$12,276	$105,225	$8,769	$12,861	$459,118	$286,764
11	2027	74,592	298,369	$18,648	$2,611	$2,611	$37,296	$0	$597	$3,804	$67,133	$173,054	$17,902	$2,984	$12,531	$107,413	$8,951	$13,128	$468,663	$281,467
12	2028	76,111	304,446	$19,028	$2,664	$2,664	$38,056	$0	$609	$3,882	$68,500	$176,579	$18,267	$3,044	$12,787	$109,601	$9,133	$13,396	$478,208	$276,153
13	2029	77,631	310,523	$19,408	$2,717	$2,717	$38,815	$0	$621	$3,959	$69,868	$180,103	$18,631	$3,105	$13,042	$111,788	$9,316	$13,663	$487,754	$270,832
14	2030	79,150	316,600	$19,787	$2,770	$2,770	$39,575	$0	$633	$4,037	$71,235	$183,628	$18,996	$3,166	$13,297	$113,976	$9,498	$13,930	$497,299	$265,512
15	2031	80,669	322,677	$20,167	$2,823	$2,823	$40,335	$0	$645	$4,114	$72,602	$187,152	$19,361	$3,227	$13,552	$116,164	$9,680	$14,198	$506,844	$260,200
16	2032	82,188	328,754	$20,547	$2,877	$2,877	$41,094	$0	$658	$4,192	$73,970	$190,677	$19,725	$3,288	$13,808	$118,351	$9,863	$14,465	$516,390	$254,904
17	2033	83,708	334,830	$20,927	$2,930	$2,930	$41,854	$0	$670	$4,269	$75,337	$194,202	$20,090	$3,348	$14,063	$120,539	$10,045	$14,733	$525,935	$249,631
18	2034	85,227	340,907	$21,307	$2,983	$2,983	$42,613	$0	$682	$4,347	$76,704	$197,726	$20,454	$3,409	$14,318	$122,727	$10,227	$15,000	$535,480	$244,386
19	2035	86,746	346,984	$21,687	$3,036	$3,036	$43,373	$0	$694	$4,424	$78,071	$201,251	$20,819	$3,470	$14,573	$124,914	$10,410	$15,267	$545,025	$239,175
20	2036	88,265	353,061	$22,066	$3,089	$3,089	$44,133	$0	$706	$4,502	$79,439	$204,775	$21,184	$3,531	$14,829	$127,102	$10,592	$15,535	$554,571	$234,004

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

Discount Rate 4.0%

Present Value = Future Value (in Constant Dollars) / (1 + Real Discount Rate) ^ Year

ESTIMATED COSTS FOR PROJECT

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs 0.080 IPM	Combined Costs	Net Present Value
CONSTRUCTION						
1	2015		$1,250,000		$1,250,000	$1,201,923
2	2016		$1,250,000		$1,250,000	$1,155,695
3	0		$0		$0	$0
4	0		$0		$0	$0
5	0		$0		$0	$0
OPENING YEAR						
1	2017	52,000	$1,200	$4,160	$5,360	$4,765
2	2018	53,330	$1,200	$4,266	$5,466	$4,673
3	2019	54,660	$1,200	$4,373	$5,573	$4,580
4	2020	55,990	$1,200	$4,479	$5,679	$4,488
5	2021	57,320	$1,200	$4,586	$5,786	$4,397
6	2022	58,650	$1,200	$4,692	$5,892	$4,305
7	2023	59,980	$1,200	$4,798	$5,998	$4,214
8	2024	61,310	$1,200	$4,905	$6,105	$4,124
9	2025	62,640	$1,200	$5,011	$6,211	$4,035
10	2026	63,970	$1,200	$5,118	$6,318	$3,946
11	2027	65,300	$1,200	$5,224	$6,424	$3,858
12	2028	66,630	$1,200	$5,330	$6,530	$3,771
13	2029	67,960	$1,200	$5,437	$6,637	$3,685
14	2030	69,289	$1,200	$5,543	$6,743	$3,600
15	2031	70,619	$1,200	$5,650	$6,850	$3,516
16	2032	71,949	$1,200	$5,756	$6,956	$3,434
17	2033	73,279	$1,200	$5,862	$7,062	$3,352
18	2034	74,609	$1,200	$5,969	$7,169	$3,272
19	2035	75,939	$1,200	$6,075	$7,275	$3,193
20	2036	77,269	$1,200	$6,182	$7,382	$3,115

Discount Rate 4.0%

Active Tranportation – 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

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

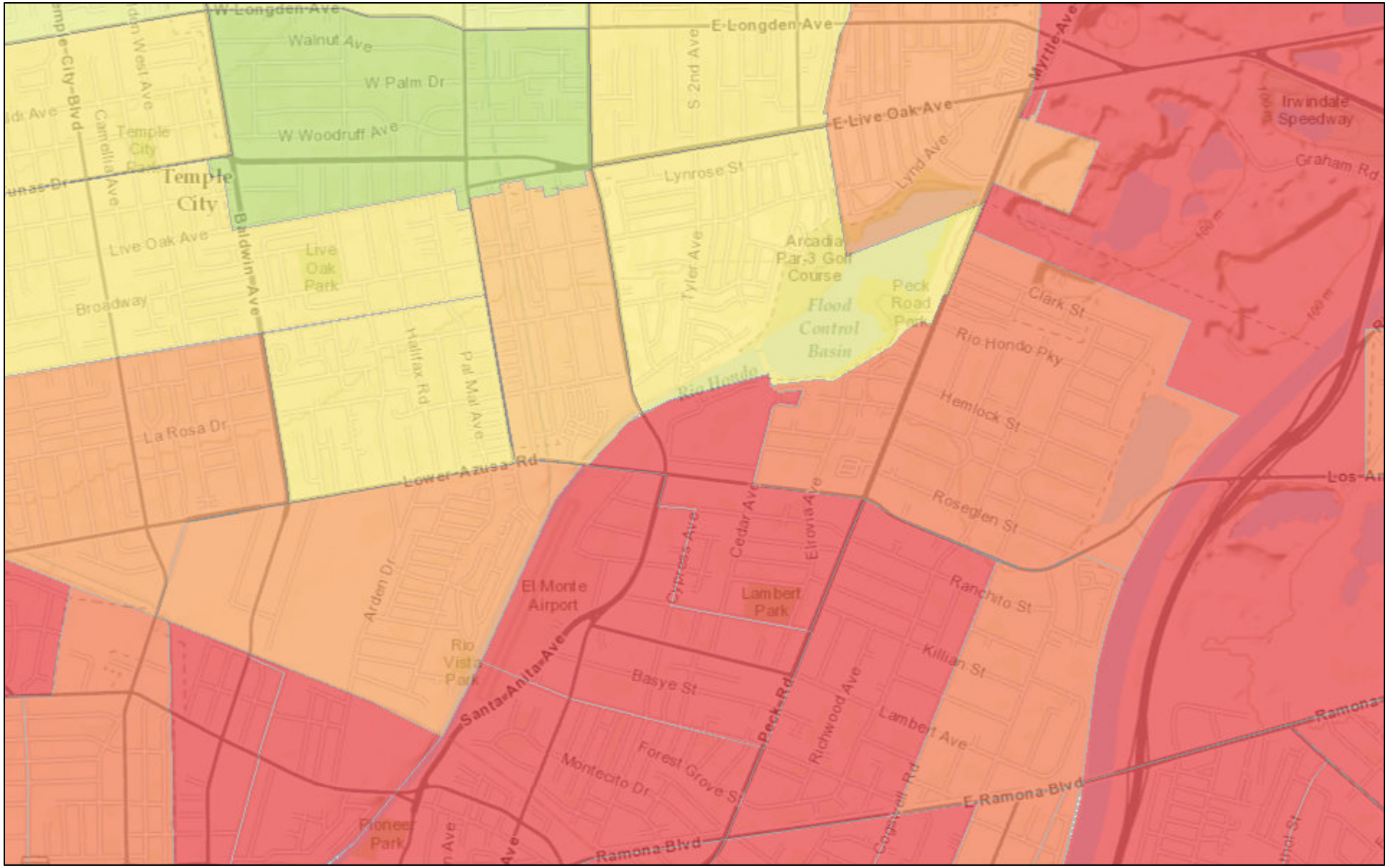
Countermeasures to Improve Bicycle and Pedestrian Safety

	Project Type	Countermeasure	Opportunity to Implement using a Systematic Approach	General Values for Agency's Internal Use		Values for Caltrans Statewide Programs		
				Primary Crash Types	Range of Crash Reduction Factors	Crash Type	CRF	Service Life
INTERSECTION COUNTERMEASURES								
SIGNALIZED								
S19	Ped and Bike	Install pedestrian countdown signal heads	Very High	Pedestrian, Bicycle	25%	P & B	25	20
S20	Ped and Bike	Install Pedestrian crossing (S.I.)	High	Pedestrian, Bicycle	25%	P & B	25	20
S21	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	Very High	Pedestrian, Bicycle	35%	P & B	15	10
S22	Ped and Bike	Install pedestrian overpass/underpass	Low	Pedestrian, Bicycle	5-100%	P & B	75	20
NON-SIGNALIZED								
NS16	Ped and Bike	Install raised medians/refuge islands (NS.I)	Medium	Pedestrian, Bicycle	30-56%	P & B	45	20
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	High	Pedestrian, Bicycle	0.25	P & B	25	10
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features/curb extensions)	Medium	Pedestrian, Bicycle	37%	P & B	35	20
NS19	Ped and Bike	Install pedestrian signal	Low	Pedestrian, Bicycle	15-69%	P & B	55	20
ROADWAY COUNTERMEASURES								
R36	Ped and Bike	Install bike lanes	High	Pedestrian, Bicycle	0-53%	P & B	35	20
R37	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	Medium	Pedestrian, Bicycle	65-89%	P & B	80	20
R38	Ped and Bike	Install pedestrian crossing (with enhanced safety features)	Medium	Pedestrian, Bicycle	8-56%	P & B	30	10
R 39	Ped and Bike	Install raised pedestrian crossing	Medium	Pedestrian, Bicycle	30-46%	P & B	35	10

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

ATTACHMENT J

CalEnviroScreen 2.0 (draft) All Results Map



May 14, 2014

CES2.0 draft results

CI10grps

- -
- -
- -
- -
- Highest Scores (11 - 20%)
- Highest Scores (Top 10%)

1:36,112

0 0.3 0.6 1.2 mi

0 0.5 1 2 km

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL,

County Code	District Code	School Code	Data Source for Provision 2 or 3 School	County Name	LEA Name	School Name	Low Grade	High Grade	October 2012 Percent (%) Eligible Free (Ages 5-17)	October 2012 FRPM Total Unduplicated Count (Ages 5-17)	October 2012 Percent (%) Eligible FRPM (Ages 5-17)
19	64501	6013296	CALPADS	Los Angeles	El Monte City	Wright Elementary	KK	08	81.12	914	91.31
19	64519	0000001	CALPADS	Los Angeles	El Monte Union High	Nonpublic, Nonsectarian Schools			13.89	5	13.89
19	64519	1930320	CALPADS	Los Angeles	El Monte Union High	Arroyo High	09	12	66.07	1878	81.48
19	64519	1932664	CALPADS	Los Angeles	El Monte Union High	El Monte High	09	12	85.64	1723	93.39
19	64519	1932680	CALPADS	Los Angeles	El Monte Union High	Mountain View High	09	12	83.64	1533	93.59
19	64519	1937481	CALPADS	Los Angeles	El Monte Union High	Rosemead High	09	12	65.06	1461	81.8
19	64519	1938919	NSD	Los Angeles	El Monte Union High	Fernando R. Ledesma Continuation High	10	12	79.52	NULL	86.75
19	64519	1995661	CALPADS	Los Angeles	El Monte Union High	South El Monte High	09	12	78.91	1312	89.56
19	64519	1996123	CALPADS	Los Angeles	El Monte Union High	El Monte Union High School Community Day	09	12	42.11	17	44.74
19	64527	0000000	CALPADS	Los Angeles	El Rancho Unified	District Office			26.09	6	26.09
19	64527	0000001	CALPADS	Los Angeles	El Rancho Unified	Nonpublic, Nonsectarian Schools			0	0	0
19	64527	0119644	CALPADS	Los Angeles	El Rancho Unified	Early Learning Program	PP	PP	0	0	0
19	64527	1932698	CALPADS	Los Angeles	El Rancho Unified	Ruben Salazar Continuation	09	12	60.58	94	68.61
19	64527	1932706	CALPADS	Los Angeles	El Rancho Unified	El Rancho High	09	12	52.51	1808	62.22
19	64527	6013304	CALPADS	Los Angeles	El Rancho Unified	Alice M. Birney Elementary	KK	05	60.63	349	72.71
19	64527	6013312	CALPADS	Los Angeles	El Rancho Unified	Durfee Elementary	KK	05	64.33	366	80.09
19	64527	6013338	CALPADS	Los Angeles	El Rancho Unified	Lawrence T. Magee Elementary	KK	05	72.82	397	82.37
19	64527	6013353	CALPADS	Los Angeles	El Rancho Unified	North Ranchito Elementary	KK	05	70.75	414	81.82
19	64527	6013379	CALPADS	Los Angeles	El Rancho Unified	Rio Vista Elementary	KK	05	64.4	331	75.06
19	64527	6013387	CALPADS	Los Angeles	El Rancho Unified	Rivera Elementary	KK	05	59.24	511	71.57
19	64527	6013403	CALPADS	Los Angeles	El Rancho Unified	South Ranchito Elementary	KK	05	78.07	529	86.58
19	64527	6013411	CALPADS	Los Angeles	El Rancho Unified	Valencia Elementary	KK	05	62.02	301	77.78
19	64527	6057681	CALPADS	Los Angeles	El Rancho Unified	Osburn Burke Middle	06	08	60.63	421	73.34
19	64527	6061287	CALPADS	Los Angeles	El Rancho Unified	North Park Middle	06	08	65.69	664	77.48
19	64527	6061295	CALPADS	Los Angeles	El Rancho Unified	Rivera Middle	06	08	55.75	554	67.73
19	64535	1930353	CALPADS	Los Angeles	El Segundo Unified	Arena High (Continuation)	09	12	31.25	5	31.25
19	64535	1932763	CALPADS	Los Angeles	El Segundo Unified	El Segundo High	09	12	7.3	133	10.67
19	64535	6013429	CALPADS	Los Angeles	El Segundo Unified	Center Street Elementary	KK	05	12.01	105	14.83
19	64535	6013452	CALPADS	Los Angeles	El Segundo Unified	El Segundo Middle	06	08	6.92	83	10.44
19	64535	6116248	CALPADS	Los Angeles	El Segundo Unified	Richmond Street Elementary	KK	05	8.91	67	11.26
19	64550	0000001	CALPADS	Los Angeles	Garvey Elementary	Nonpublic, Nonsectarian Schools			100	16	100
19	64550	6013510	CALPADS	Los Angeles	Garvey Elementary	Dewey Avenue Elementary	KK	06	76.5	297	81.15
19	64550	6013528	CALPADS	Los Angeles	Garvey Elementary	Rice (Eldridge) Elementary	KK	06	79.14	508	90.55
19	64550	6013536	CALPADS	Los Angeles	Garvey Elementary	Sanchez (George I.) Elementary	KK	08	85.56	428	90.87
19	64550	6013544	CALPADS	Los Angeles	Garvey Elementary	Willard (Frances E.) Elementary	KK	06	84.19	439	90.14
19	64550	6013551	CALPADS	Los Angeles	Garvey Elementary	Hillcrest Elementary	KK	06	46.83	275	62.22
19	64550	6013585	CALPADS	Los Angeles	Garvey Elementary	Monterey Vista Elementary	KK	06	69.51	352	78.92
19	64550	6013593	CALPADS	Los Angeles	Garvey Elementary	Emerson (Ralph Waldo) Elementary	KK	06	83.33	540	92.78
19	64550	6013601	CALPADS	Los Angeles	Garvey Elementary	Garvey (Richard) Intermediate	07	08	71.6	590	78.67
19	64550	6101497	CALPADS	Los Angeles	Garvey Elementary	Temple (Roger W.) Intermediate	07	08	78.18	404	85.59
19	64550	6105886	CALPADS	Los Angeles	Garvey Elementary	Bitely (Arlene) Elementary	KK	06	83.77	526	91.8
19	64568	0000001	CALPADS	Los Angeles	Glendale Unified	Nonpublic, Nonsectarian Schools			0	0	0
19	64568	0116145	CALPADS	Los Angeles	Glendale Unified	Pacific Avenue - Early Bird Preschool	PP	PP	0	0	0
19	64568	0116152	CALPADS	Los Angeles	Glendale Unified	Cloud Preschool	PP	PP	0	0	0

ATTACHMENT K

Looking north through Peck Park; proposed multi-use trail.

Looking north through Peck Park; proposed multi-use trail.

NORTH

	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
		DATE: Feb 2014	PREPARED BY: EM	**Attachment I**: 5 of 13

Looking north through Peck Park; proposed multi-use trail.

Looking north through Peck Park; proposed multi-use trail.

NORTH

QUARRY CLASP BIKE TRAIL	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
PHOTOS	DATE: Feb 2014	PREPARED BY: EM	**Attachment I**: 6 of 13

Looking north exiting Peck Park; proposed multi-use trail.

Looking north exiting Peck Park; proposed multi-use trail.

NORTH

PUBLIC WORKS	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
		DATE: Jan 2014	PREPARED BY: EM	**Attachment I**: 7 of 13

Looking south through parking lot; proposed Class I Bike Path.

Looking south through parking lot; proposed Class I Bike Path.

NORTH

PUBLIC WORKS	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
		DATE: Jan 2014	PREPARED BY: EM	**Attachment I**: 8 of 13

Looking east at Peck Park entrance.

Looking south through parking lot; proposed Class I Bike Path.

NORTH

PUBLIC WORKS	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
		DATE: Jan 2014	PREPARED BY: EM	**Attachment I**: 9 of 13

Looking south through parking lot; proposed Class I Bike Path.

Looking south at Rio Hondo Bike Path.

NORTH

	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
		DATE: Jan 2014	PREPARED BY: EM	**Attachment I**: 10 of 13

Looking north of Peck Park; proposed Class I Bike Path with multi-use trail.

Looking north of Peck Park; proposed Class I Bike Path with multi-use trail.

NORTH

PUBLIC WORKS	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
		DATE: Jan 2014	PREPARED BY: EM	**Attachment I**: 11 of 13

Looking north of Peck Park; proposed Class I Bike Path with multi-use trail.

Looking east towards Peck Road; proposed Class I Bike Path

NORTH

	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
		DATE: Jan 2014	PREPARED BY: EM	**Attachment I**: 12 of 13

Looking east towards Peck Road; proposed Class I Bike Path with multi-use trail.

Looking east towards Peck Road; proposed Class I Bike Path with multi-use trail entrance.

NORTH

PUBLIC WORKS	QUARRY CLASP BIKE TRAIL PHOTOS	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
		DATE: Jan 2014	PREPARED BY: EM	**Attachment II**: 13 of 13

ATTACHMENT L

CITY OF SOUTH EL MONTE

1415 N. SANTA ANITA AVENUE
SOUTH EL MONTE, CALIFORNIA 91733
(626) 579-540 * FAX (626) 579-2107

May 12, 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:

QUARRY CLASP PECK ROAD TO PECK PARK BIKEWAY PROJECT
ACTIVE TRANSPORTATION PROGRAM CYCLE 1 - GRANT APPLICATION

It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the first grant cycle of State of California Active Transportation Program.

The proposed project includes constructing a 0.6 mile long Class I bike facility and multiuse trails is part of over 17 mile long bike trail connections to close the gaps in the existing bikeway facilities. The proposed improvements are from Peck Park to Peck Road in North El Monte area of the Los Angeles County region. This will enhance the mobility and sustainability of the area through improving bicycle and transit access and further increase the connectivity of the existing bikeway network. We would like to affirm our support of the County's application for grant funds for the project.

This project will also enhance the bikeway network with the potential to encourage more cycling in the project area as well as provide more options for the existing riders. This will help to establish cycling as a more viable mode of transportation in Los Angeles County. If you have any questions, please contact Anthony R. Ybarra at 626-579-6540

Sincerely,

Mayor Louie Aguinaga

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 Quarry Clasp Peck Park Class I Bikeway Project 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 Quarry Clasp Peck Park Class I Bikeway Project 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 bicyling and walking trips, including the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot program and through financial commitments as Part of the Long Range Transportation Plan (LRTP) and the bi-annual Call for Projects process which funds local bicycle and pedestrian projects that are consistent with both local and regional plans.

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the County of Los Angeles Department of Public Works's efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Quarry Clasp Peck Park Class I Bikeway Project 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 Emerald Necklace Quarry Clasp, County of Los Angeles
Active Transportation Program

Dear Ms. McWilliam:

The Los Angeles County Bicycle Coalition (LACBC) supports the County of Los Angeles Department of Public Works' application to the California Active Transportation Program for the *Emerald Necklace Quarry Clasp Multi-Use Trails and Bike Paths Project*.

Over the past several years the Department of Public Works has been strategically investing in projects in the Emerald Necklace, a 17-mile interconnected network of existing bikeways, multi-use trails, parks and greenways along the San Gabriel River and Rio Hondo in historically underserved East Los Angeles County. The existing network provides much needed regional connectivity for non-vehicular transportation options for the 16 surrounding cities, and unincorporated Los Angeles County, via the San Gabriel River and Rio Hondo Trails and lynch pin trail connections to the north, south, east and west.

The Emerald Necklace Quarry Clasp Multi-Use Trails and Bike Paths Project proposes to implement new bike paths and trails in an around Peck Road Water Conservation Park to eliminate key network gaps, a critical phase in connecting the San Gabriel River and Rio Hondo trails along the northern-most portion of the Emerald Necklace and provide a continuous active transportation corridor. The proposed project will help link neighborhoods, including disadvantaged communities, to regional transit facilities, schools, recreational amenities and significant employment centers in the San Gabriel Valley. Further, this increasingly robust regional trail network (for which funding is also being requested by the San Gabriel Valley Council of Governments (SGVCOG) in the San Gabriel Valley Regional Greenway Network Initiative proposal), will continue to provide much needed healthy and safe transportation alternatives to area commuters and students, and help protect and encourage a healthy quality of life for the region's residents.

In a part of Los Angeles where communities are affected by poor air quality resulting from motor vehicle emissions, high rates of motor-vehicle crashes involving pedestrian and bicyclists, limited multi-modal alternatives to access major transit hubs and higher than State-average levels of obesity and asthma; the proposed project, and the Emerald Necklace and San Gabriel Valley Regional Greenway Networks as a whole, will serve as a regional, and even national, model for urban sustainability, while contributing to greater livability in one of the nation's largest urban

mega-regions. This project is based on extensive collaboration amongst public agencies, community-based organizations, and communities alike, and will use innovative design strategies to construct a greatly needed, regionally significant transportation infrastructure for Los Angeles County. Additionally, the project will result in the reduction of Vehicle Miles Travelled (VMT), Greenhouse Gas (GHG) emissions as residents use new alternative transportation infrastructure instead of automobiles. The proposed project will also carry significant public health and safety benefits along with support the environmental benefits of the San Gabriel Emerald Necklace Park Network: increased stormwater recharge, improved ecosystem services and improved access to health recreational opportunities for urban residents.

We support this proposal and look forward to seeing this project through; completion of the Emerald Necklace Network is a critical component of our region's long-term sustainability and urban quality of life. 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

CALIFORNIA ReLEAF

May 14, 2014

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

Re: Quarry Clasp Peck Road to Peck Park Bikeway Project Grant Application for Active Transportation Program Cycle 1 -- SUPPORT

California ReLeaf is pleased to support the County of Los Angeles Department of Public Works's application to the California Active Transportation Program for the *Emerald Necklace Quarry Clasp Multi-Use Trails and Bike Paths Project.*

Over the past several years the Department of Public Works has been strategically investing in projects in the Emerald Necklace, a 17-mile interconnected network of existing bikeways, multi-use trails, parks and greenways along the San Gabriel River and Rio Hondo in historically underserved East Los Angeles County. The existing network provides much needed regional connectivity for non-vehicular transportation options for the 16 surrounding cities, and unincorporated Los Angeles County, via the San Gabriel River and Rio Hondo Trails and lynch pin trail connections to the north, south, east and west.

The Emerald Necklace Quarry Clasp Multi-Use Trails and Bike Paths Project proposes to implement new bike paths and trails in an around Peck Road Water Conservation Park to eliminate key network gaps, a critical phase in connecting the San Gabriel River and Rio Hondo trails along the northern-most portion of the Emerald Necklace and provide a continuous active transportation corridor. The proposed project will help link neighborhoods, including disadvantaged communities, to regional transit facilities, schools, recreational amenities and significant employment centers in the San Gabriel Valley.

The proposed project, and the Emerald Necklace and San Gabriel Valley Regional Greenway Networks as a whole, will serve as a regional, and even national, model for urban sustainability, while contributing to greater livability in one of the nation's largest urban mega-regions. This project will use innovative design strategies to construct a greatly needed, regionally significant transportation infrastructure for Los Angeles County while resulting in the reduction of Vehicle Miles Travelled (VMT) and Greenhouse Gas (GHG) emissions as residents use new alternative transportation infrastructure instead of automobiles. The proposed project will also carry significant public health and safety benefits along with support the environmental benefits of the San Gabriel Emerald Necklace Park Network: increased stormwater recharge, improved ecosystem services and improved access to health recreational opportunities for urban residents.

We support this proposal and thank you in advance for your consideration of this important project.

Sincerely,

Chuck Mills
Program Manager

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
856 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-4111

GLORIA MOLINA
SUPERVISOR, FIRST DISTRICT

May 12, 2014

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

Dear Ms. McWilliams:

QUARRY CLASP PECK ROAD TO PECK PARK BIKEWAY PROJECT
ACTIVE TRANSPORTATION PROGRAM CYCLE 1 - GRANT APPLICATION

It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the first grant cycle of State of California Active Transportation Program.

The proposed project includes constructing a 0.6 mile long Class I bike facility and multiuse trails is part of over 17 mile long bike trail connections to close the gaps in the existing bikeway facilities. The proposed improvements are from Peck Park to Peck Road in North El Monte area of the Los Angeles County region. This will enhance the mobility and sustainability of the area through improving bicycle and transit access and further increase the connectivity of the existing bikeway network. We would like to affirm our support of the County's application for grant funds for the project.

This project will also enhance the bikeway network with the potential to encourage more cycling in the project area as well as provide more options for the existing riders. This will help to establish cycling as a more viable mode of transportation in Los Angeles County. If you have any questions, please contact my Senior Legislative Deputy Teresa Villegas at (213) 974-4111.

Sincerely,

GLORIA MOLINA
Supervisor, First District

GM/TV/sf

Chicago Wilderness

May 15, 2014

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

Re: QUARRY CLASP PECK ROAD TO PECK PARK BIKEWAY PROJECT ACTIVE TRANSPORTATION PROGRAM CYCLE 1 – GRANT APPLICATION

To Whom it May Concern:

On behalf of the Chicago Wilderness alliance. I am pleased to submit this letter in support of the County of Los Angeles Department of Public Works's application to the California Active Transportation Program for the Emerald Necklace Quarry Clasp Multi-Use Trails and Bike Paths Project. Chicago Wilderness is a regional alliance of more than 325 organizations working to restore local nature and protect the lands and waters on which we all depend. Chicago Wilderness is also a member of the Metropolitan Greenspaces Alliance (MGA), a national group of conservation coalitions working across the Chicago, Los Angeles, San Francisco, Houston, Portland, Cleveland, and Milwaukee areas. MGA members are collectively addressing critical issues facing U.S. metropolitan regions.

Over the past several years the Department of Public Works has been strategically investing in projects in the Emerald Necklace, a 17-mile interconnected network of existing bikeways, multi-use trails, parks and greenways along the San Gabriel River and Rio Hondo in historically underserved East Los Angeles County. The existing network provides connectivity for non-vehicular transportation options for the 16 surrounding cities, and unincorporated Los Angeles County.

The Emerald Necklace Quarry Clasp Multi-Use Trails and Bike Paths Project proposes to implement new bike paths and trails in an around Peck Road Water Conservation Park to eliminate key gaps. The proposed project will help link neighborhoods, including disadvantaged communities, to regional transit facilities, schools, recreational amenities and employment centers in the San Gabriel Valley. Further, this increasingly robust regional trail network, will continue to provide much needed healthy and safe transportation alternatives to area commuters and students, and help protect and encourage a healthy quality of life for the region's residents.

In a part of Los Angeles where communities are affected by poor air quality resulting from motor vehicle emissions, high rates of motor-vehicle crashes involving pedestrian and bicyclists, limited multi-modal alternatives to access major transit hubs and higher than State-average levels of obesity and asthma; the proposed project, and the Emerald Necklace and San Gabriel Valley Regional Greenway Networks as a whole, will serve as a regional, and even national, model for urban sustainability, while contributing to greater livability in one of the nation's largest urban mega-regions.

We support this proposal and look forward to seeing its development; completion of the Emerald Necklace Network is a critical component of our region's long-term sustainability and urban quality of life. Thank you in advance for your consideration.

Sincerely,

Suzanne Malec-McKenna
Executive Director

8 South Michigan Avenue, Suite 900 | Chicago, Illinois 60603
P 312.372.1392 | F 312.372.1398 | chicagowilderness.org

City of Arcadia

Development Services Department

Jason Kruckeberg
Assistant City Manager/ Development Services Director

May 15, 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:

QUARRY CLASP PECK ROAD TO PECK PARK BIKEWAY PROJECT ACTIVE TRANSPORTATION PROGRAM CYCLE 1 - GRANT APPLICATION

It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the first grant cycle of State of California Active Transportation Program.

The proposed project includes constructing a 0.6 mile long Class I bike facility and multiuse trails is part of over 17 mile long bike trail connections to close the gaps in the existing bikeway facilities. The proposed improvements are from Peck Park to Peck Road in North El Monte area of the Los Angeles County region. This will enhance the mobility and sustainability of the area through improving bicycle and transit access and further increase the connectivity of the existing bikeway network. In addition, this project would connect to plans the City of Arcadia has for bikeways through this region.

This project will enhance the bikeway network with the potential to encourage more cycling in the project area as well as provide more options for the existing riders. This will help to establish cycling as a more viable mode of transportation in Los Angeles County. We would like to affirm our support of the County's application for grant funds for the project. Please contact me with questions at (626) 574-5414.

Sincerely,

Jason Kruckeberg, AICP
Assistant City Manager/Development Services Director

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5415
(626) 447-3309 Fax
www.ci.arcadia.ca.us

C: Dominic Lazzaretto, City Manager
Linda Hui, Transportation Services Manager

BALDWIN
P · A · R · K

Manuel Carrillo Jr.
Director of Recreation and
Community Services

May 12, 2014

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

QUARRY CLASP PECK ROAD TO PECK PARK BIKEWAY PROJECT
ACTIVE TRANSPORTATION PROGRAM CYCLE 1 - GRANT APPLICATION

Dear Ms. McWilliams:

It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the first grant cycle of State of California Active Transportation Program.

The proposed project includes constructing a 0.6 mile long Class I bike facility and multiuse trails, which is part of a 17 mile bike trail connection to close gaps in the existing bikeway infrastructure. The proposed improvements are from Peck Park to Peck Road in the North El Monte area of the Los Angeles County region. This will enhance the mobility and sustainability of the area through improving bicycle and transit access and further increase the connectivity of the existing bikeway network. We would like to affirm our support of the County's application for grant funds for the project.

This project will also enhance the bikeway network with the potential to encourage more cycling in the project area as well as provide more options for the existing riders. This will help to establish cycling as a more viable mode of transportation in Los Angeles County. If you have any questions, please do not hesitate to contact me at (626) 813-5245 Ext. 314.

Sincerely,

Manuel Carrillo Jr.

CITY OF BALDWIN PARK · DEPARTMENT OF RECREATION AND COMMUNITY SERVICES
4100 BALDWIN PARK BOULEVARD · BALDWIN PARK · CA · 91706
(626) 813-5245 FAX (626) 814-2098 WWW.BALDWINPARK.COM

El Monte Union High School District

3537 Johnson Avenue • El Monte, California 91731
(626) 444-9005

May 13, 2014

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Esthela Torres de Siegrist
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Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: QUARRY CLASP PECK ROAD TO PECK PARK BIKEWAY PROJECT ACTIVE TRANSPORTATION PROGRAM CYCLE 1 – GRANT APPLICATION

On behalf of El Monte Union High School District, I am pleased to submit this letter in support of the County of Los Angeles Department of Public Works's application to the California Active Transportation Program for the *Emerald Necklace Quarry Clasp Multi-Use Trails and Bike Paths Project.*

Over the past several years the Department of Public Works has been strategically investing in projects in the Emerald Necklace, a 17-mile interconnected network of existing bikeways, multi-use trails, parks and greenways along the San Gabriel River and Rio Hondo in historically underserved East Los Angeles County. The existing network provides much needed regional connectivity for non-vehicular transportation options for the 16 surrounding cities, and unincorporated Los Angeles County, via the San Gabriel River and Rio Hondo Trails and lynch pin trail connections to the north, south, east and west.

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In a part of Los Angeles where communities are affected by poor air quality resulting from motor vehicle emissions, high rates of motor-vehicle crashes involving pedestrian and bicyclists, limited multi-modal alternatives to access major transit hubs and higher than State-average levels of obesity and asthma; the proposed project, and the Emerald

Necklace and San Gabriel Valley Regional Greenway Networks as a whole, will serve as a regional, and even national, model for urban sustainability, while contributing to greater livability in one of the nation's largest urban mega-regions. This project is based on extensive collaboration amongst public agencies, community-based organizations, and communities alike, and will use innovative design strategies to construct a greatly needed, regionally significant transportation infrastructure for Los Angeles County. Additionally, the project will result in the reduction of Vehicle Miles Travelled (VMT), Greenhouse Gas (GHG) emissions as residents use new alternative transportation infrastructure instead of automobiles. The proposed project will also carry significant public health and safety benefits along with support the environmental benefits of the San Gabriel Emerald Necklace Park Network: increased stormwater recharge, improved ecosystem services and improved access to health recreational opportunities for urban residents.

We support this proposal and look forward to working with you to seeing this project through; completion of the Emerald Necklace Network is a critical component of our region's long-term sustainability and urban quality of life. Please do not hesitate to contact me should you have any questions related to this proposal. Thank you in advance for your consideration.

Respectfully Submitted,

Nick J. Salerno

Nick J. Salerno
Superintendent
El Monte Union High School District

ATTACHMENT M

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

June 3, 2013

IN REPLY PLEASE REFER TO FILE: PD-5

TO: Richard J. Bruckner
Director of Regional Planning

FROM: Gail Farber
Director of Public Works

Gail Farber

COUNTY OF LOS ANGELES BICYCLE MASTER PLAN UPDATE

Public Works in accordance with the adopted 2012 Bicycle Master Plan, Section 1.5 Updates and Amendments to the Plan, has identified additional facilities for inclusion in the Plan. Some of these additional facilities are as follows:

- Rio Hondo Bike Trail – Extension through Peck Road Water Conservation Park with connection to the Santa Anita Wash Bike Trail.

- Quarry Clasp Bike Trail – Connection of proposed extension of Rio Hondo Bike Trail at Peck Road Water Conservation Park along quarry property and Clark Street to the San Gabriel River Bike Trail (a component of the Emerald Necklace Vision).

- Rio Hondo Bike Trail/Rush Street Connector – Connection to the Rio Hondo Bike Trail through Whittier Narrows Golf Course and bridging of Rio Hondo Channel.

This letter acknowledges that Public Works will include these additional facilities in a future update or amendment of the Plan as appropriate.

If you have any questions, please contact Mr. Allan Abramson, Programs Development Division, Federal Programs Section, at (626) 458-3950 or aabrams@dpw.lacounty.gov.

AA:yr
C130448
P:\pdpub\Grants\WIP\TIGER 2013\Bike Master Plan Update Rio Hondo Emerald Necklace.docx

ATTACHMENT N

Emerald Necklace Projects

Sierra Madre
Pasadena
Monrovia
Bradbury
Duarte
Arcadia
Unincorporated
Temple City
San Gabriel
Unincorp.
Irwindale
Quarry Clasp
Baldwin Park
El Monte
Rosemead
West Covina
South El Monte
Whittier Narrows Recreation Area
Legg Lake
Montebello
Whittier Narrows
Pico Rivera
Whittier
BASSETT
AVOCADO HEIGHTS
Industry
Santa Fe Dam Recreation Area
Peck Road Water Conservation Park

PROJECT 1
PROJECT 2
PROJECT 3

Legend
- Emerald Necklace
- River / Major Channel
- Existing Class I Bike Path
- Existing Class II Bike Path
- Proposed Bike Path/Trail Connection
- Proposed Bike Path/Trail Bridge
- City Boundary

Key Connector Projects:
1 The Quarry Clasp / Peck Park Trails
2 Rush Street / Rio Hondo Bike Trail Connector and Bridge
3 The San Gabriel Blvd / Rio Hondo Bike Trail Connector

0 0.5 1 Mile

This map is for planning purposes only. Los Angeles County expressly disclaims any liability for any inaccuracies which may be present in this map.

Data contained in this map is produced in whole or part from the Los Angeles County Department of Public Works' digital database.

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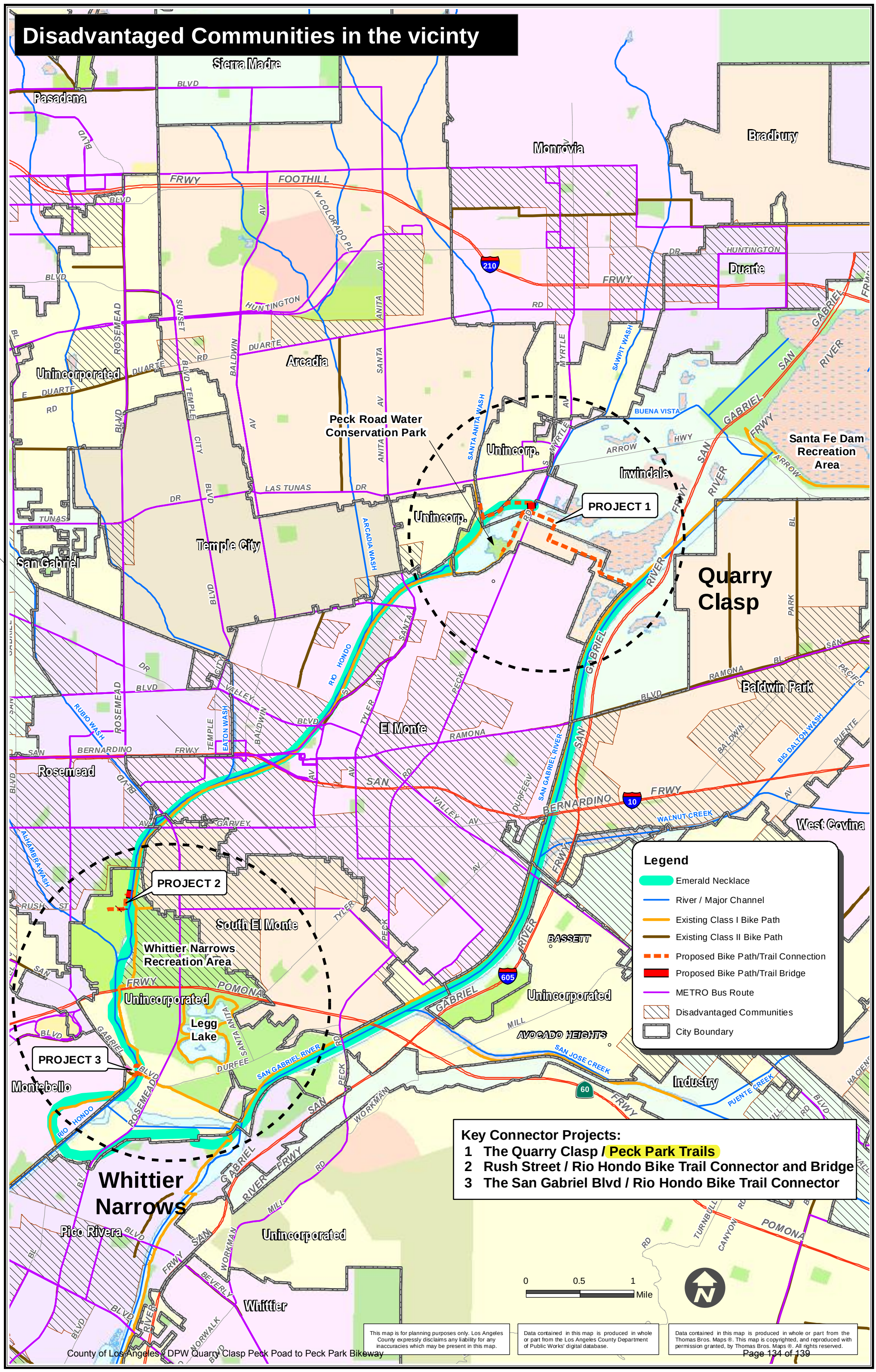
PATH: DATE: 5/28/2013
Survey/Mapping & Property Management Division, Mapping & GIS Services Section

Disadvantaged Communities in the vicinty



Quarry Clasp Project Detail

County of Los Angeles - DPW Quarry Clasp Peck Road to Peck Park Bikeway

PATH: \ DATE: 5/28/2013

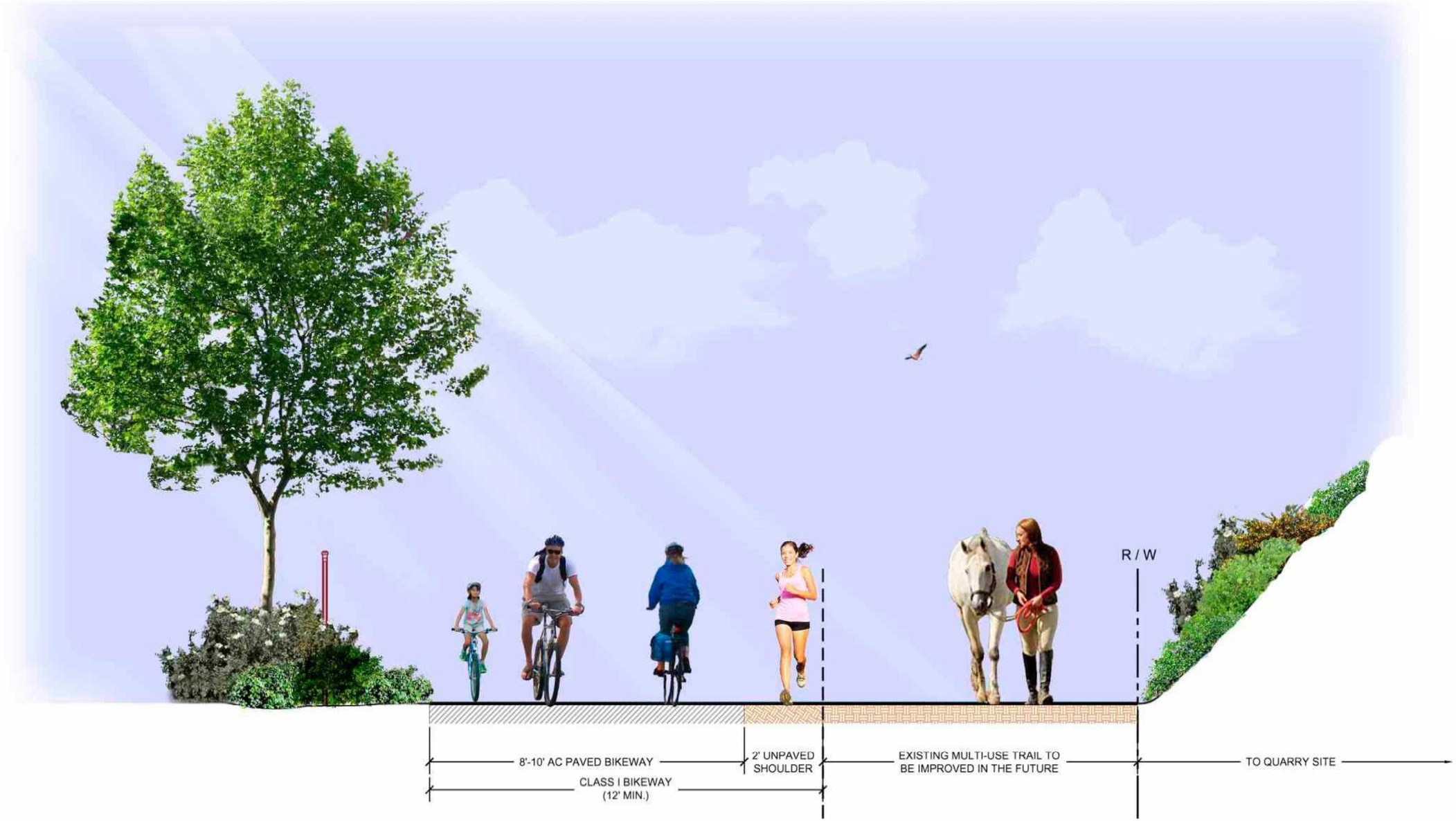
This map is for planning purposes only

Project 1

The Quarry Clasp Bike Trail

Project 1

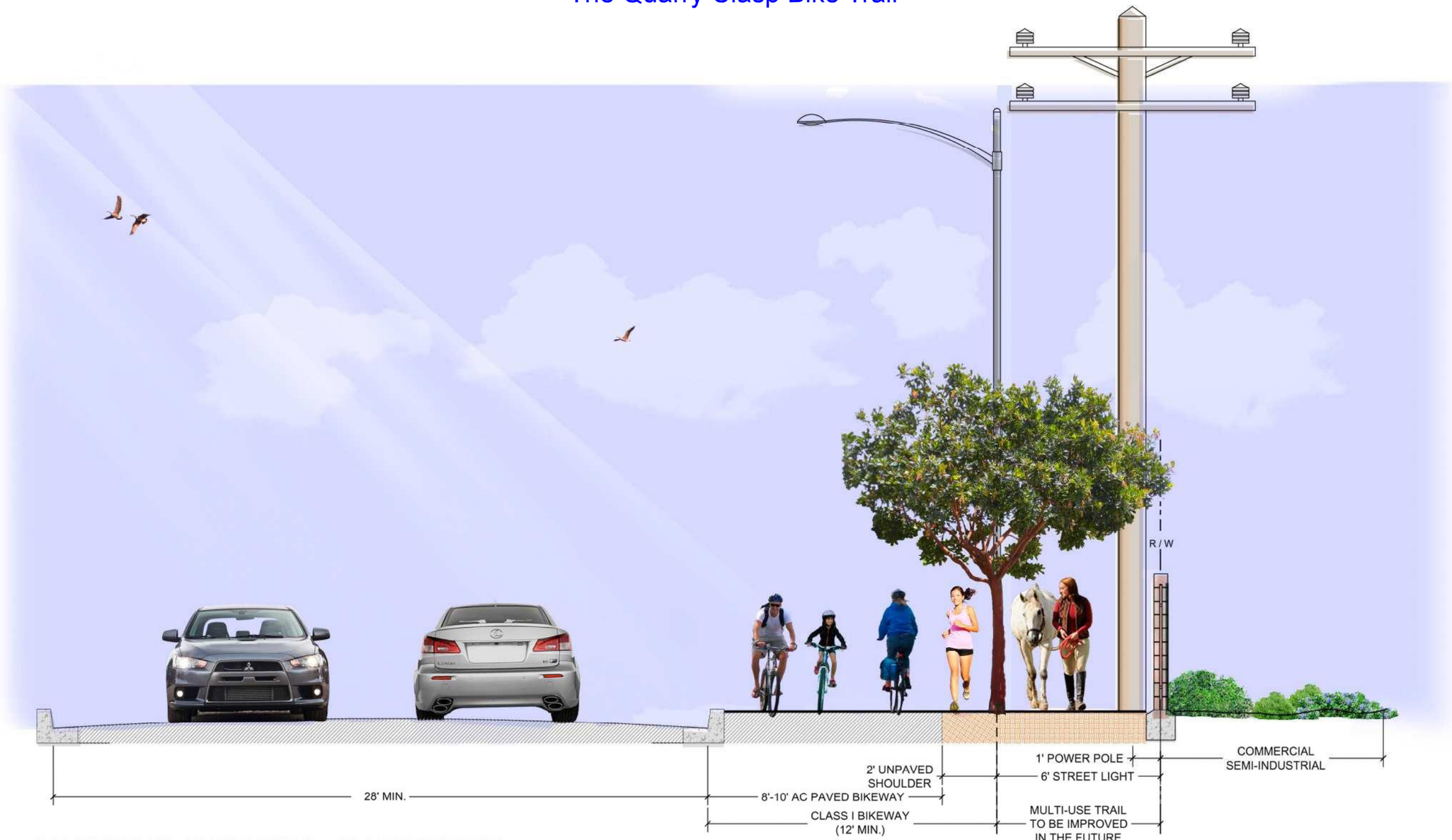
The Quarry Clasp Bike Trail



CONCEPTUAL RENDERING

SECTION A-3.1

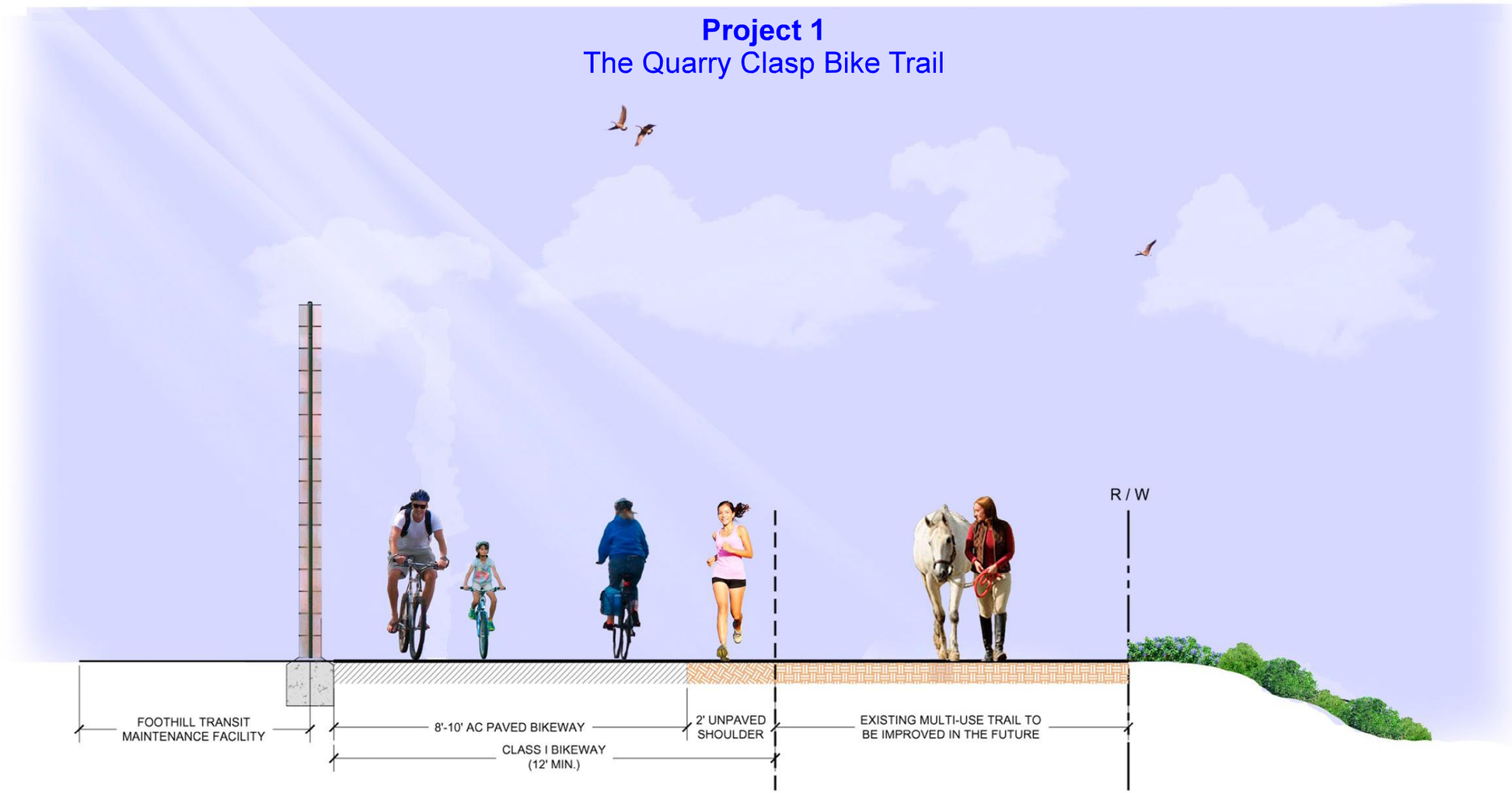
Project 1
The Quarry Clasp Bike Trail



CONCEPTUAL RENDERING - CLARK STREET

Section A-3.2

Project 1
The Quarry Clasp Bike Trail



CONCEPTUAL RENDERING

Section A-3.3