

ACTIVE TRANSPORTATION PROGRAM CYCLE 2 APPLICATION

Project name: Aviation/LAX Green Line Station Community Linkages

Project Unique Application No: 07-Los Angeles County-7

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ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

07-Los Angeles County-7

Auto populated

Total ATP Funds Requested:

\$ 1,941

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Los Angeles County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

900 S Fremont Ave

Alhambra

CA

91803

IMPLEMENTING AGENCY'S CONTACT PERSON:

Inez Yeung

CONTACT PERSON'S TITLE:

Senior Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

626-458-3950

CONTACT PERSON'S EMAIL ADDRESS :

iyung@dpw.lacounty.gov



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

[Empty text box for Project Partnering Agency's Name]

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for ZIP Code]
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person]

[Empty text box for Contact Person's Title]

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person's Phone Number]

[Empty text box for Contact Person's Email Address]

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

07-5953R

Implementing Agency's State Caltrans MA number

00307S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Aviation/LAX Green Line Station Community Linkages

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

The project includes improvements on corridors near the Metro Aviation/LAX Station including pedestrian and bicycle facilities, wayfinding signs, landscaping and traffic calming.

PROJECT LOCATION: (Max of 250 Characters)

This project is located in the unincorporated community of Del Aire in the vicinity of the Metro Green Line Aviation/LAX Station. The improvements will be on Judah Ave, Isis Ave, 120th St, and El Segundo Blvd.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.929075 /long. -118.378384

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>2,003</u>	Bicyclists	<u>233</u>
One Year Projection:	Pedestrians	<u>2,202</u>	Bicyclists	<u>288</u>
Five Year Projection:	Pedestrians	<u>2,360</u>	Bicyclists	<u>309</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project _____ % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project _____ %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ * ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/1/16
* CEQA Environmental Clearance:	_____		6/1/17
* NEPA Environmental Clearance:	_____		8/1/17
CTC - PS&E Allocation:	_____		12/1/17
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		3/1/19
Final/Stamped PS&E package:	_____		2/1/19
* CTC - Construction Allocation:			6/1/19
* Construction Complete:			12/1/20
* Submittal of “Final Report”			6/1/21



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$80	
ATP funds for PS&E:	\$240	
ATP funds for Right of Way:		
ATP funds for Construction:	\$1,621	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$1,941

Local funds leveraging or matching the ATP funds: \$484

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$152

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: \$2,577

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 07-Los Angeles County-7

Implementing Agency's Name: Los Angeles County

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Active Transportation Program (ATP) is now the only State competitive program providing funding for bicycle and pedestrian projects like this one. Regional and local funding sources for active transportation projects have decreased dramatically as the Transportation Enhancement Activities Program, much of which had been programmed by the regions, was discontinued and replaced by the Transportation Alternatives Program distributed through the ATP and the State Transportation Improvement Program. In addition, federal surface transportation dollars have not been keeping pace with increasing needs, and local subvention dollars are projected to decline 65 percent from FY 2014-15 to 2015-16. Furthermore, the County gas tax subventions are not eligible for off street Class I facilities.

County of Los Angeles will be receiving a little over \$3 million in Transportation Development Act Article 3 funds for FY 2016-17 through FY 2018-19. These revenues are barely adequate to operate and maintain the existing 100 miles of Class I bike trails along flood control channels and beaches, over 20 miles of Class II bike lanes and 24 miles of Class III bike lanes designated along the roadways in the unincorporated County areas. In this biennium, the County adopted the Bikeway Master Plan to encourage use of bicycling; enhance the safety of bicycle users; and provide guidelines for the development, expansion, and implementation of the County's bikeway system. The Plan will more than quadruple the amount of bikeways from 132 miles to over 800 miles within 20 years. In order for County of Los Angeles to make meaningful progress toward implementing its plans for bicycle and pedestrian improvements, ATP grant funds must be secured.

2. Consistency with Regional Plan.

This project is supported by regional planning goals established by the Southern California Association of Governments (SCAG), Metro, and Los Angeles County. Through enhanced bicycle and pedestrian mobility, developing stronger first-last mile connections to extend the catchment area of transit stations, and focusing development in unincorporated communities within Los Angeles County are all established planning objectives through these regional planning agencies. This project is strongly supported by Metro's Long Range Transportation Plan (LRTP), SCAG's Regional Transportation Plan (RTP), detailed below.

Los Angeles County Metropolitan Transportation Authority (Metro) Long Range Transportation Plan (LRTP)

The adopted 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system. The Metro LRTP emphasizes mobility elements including bicycle and pedestrian accessibility, and helps implement the 2006 Metro Bicycle Transportation Strategic Plan, which describes a vision for Los Angeles County to improve bicycling as a viable transportation mode (Metro LRTP, pg. 48). Finally, this project directly supports Metro's First/Last Mile Strategic Plan (2014).

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)

In 2012, the Metro Board and the SCAG Board adopted the Countywide Sustainability Planning Policy and Implementation Plan and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Joint Work Program, both of which direct the development of a First-Last Mile Strategic Plan. The goal of this plan is to better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership (SCAG RTP, pg. 39). The 2012 SCAG Regional Transportation Plan has the following goals: 1) Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation-Friendly Environment throughout the SCAG Region, and 3) Increase Active Transportation Usage in the SCAG Region. These plans and policies set the stage for the efforts by Los Angeles County to develop TOD and bicycle and pedestrian improvements in the unincorporated community of Del Aire.

Part B: Narrative Questions

QUESTION #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 current and projected types and numbers/rates of users. (12 points max.)

Located in unincorporated Los Angeles County southwest of the I-105/I-405 interchange, the Del Aire community is home to just over 10,000 residents and served by the Metro Green Line Aviation/LAX Station. The station area lacks adequate bicycle and pedestrian facilities to support first mile-last mile trips to nearby residential areas, community facilities, schools, shopping centers, and activity centers. At this rail station, unlike most, Metro maintains a Park and Ride Lot with 390 free parking spots. When originally built in the mid-1990s, the Aviation/LAX Station was designed less with the active transportation user than the auto-oriented suburban commuter in mind.

As summarized in the matrix below, the proposed Project will help to “retrofit” the existing streetscape design to make the user experience for pedestrians and bicyclists in this disadvantaged community safer, more enjoyable, and more efficient.

Matrix of Proposed Improvements

Corridor	Direction	Project Limits	Class II Bike Lanes	Class III Bike Route	Travel Lane Reduction	Landscaped Median*	Pedestrian Lighting	High-Visibility Crosswalks	Bulbouts/Curb Ramps	Parkway Trees	Wayfinding Signage
Judah Av	N-S	Cul-de-sac to 120 th St			●	●					●
Isis Av	N-S	116 th St to El Segundo Blvd	●				●	●	●	●	●
120 th St	E-W	Aviation Blvd to Felton Av		●				●	●		●
El Segundo Av	E-W	Isis Av to Inglewood Av	●		●						●
<i>*non-participating item</i>											

The primary users for this Project will be residents living in the local Del Aire community seeking safer alternatives to access the existing Green Line station and regional transit system, visitors from throughout the County en route to regionally significant activity centers, such as the County Courthouse, and transit commuters who take the Metro Green Line to major employment centers located in nearby El Segundo and at Los Angeles International Airport (LAX). During a field walk, a high percentage of students were also

observed walking along 120th Street. Most of the pedestrian flows and a significant portion of the bicyclist activity within the Project Area were associated with transit riders going to and from the Aviation/LAX station. In FY 2014, the Aviation/LAX Metro station recorded an average of 104 daily bike to rail boardings.

The various corridors included in the Project scope currently carry an estimated 2,003 pedestrian trips and 297 bicycle trips per day. Five years after project completion in 2025, there will be an 18% projected increase to 2,360 daily pedestrian trips, and a projected 38% increase to 309 daily bicycle trips, measured against estimated current levels in 2015. In Year 5, the number of daily trips in the Aviation/LAX Project area will be 10% higher for pedestrians and 24% higher for bicyclists than it would have otherwise been under a no-build scenario. Due to the inclusion of the new bike facilities along Isis Ave, 120th Street, and El Segundo Boulevard and other bike-friendly improvements, the Project will add 59 daily bicycle trips within the Project area.

Summary of Existing and Projected Users

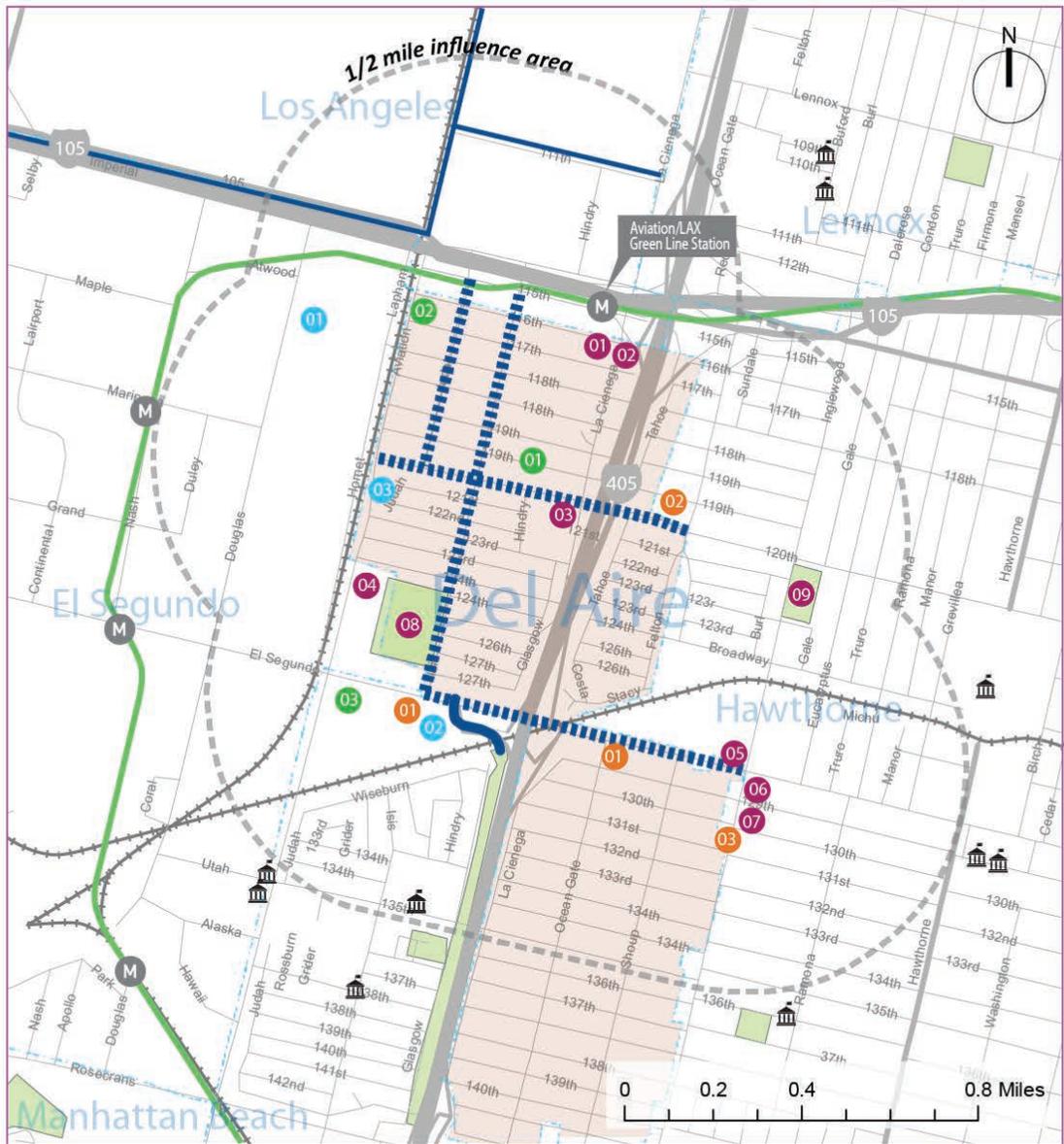
Mode	Existing	Daily Person Trips – 5 Year Projection		Difference in Year 5
		Without the Project	With the Project	With vs. Without Project
Pedestrian	2,003	2,146	2,360	+10%
Bicycle	233	250	309	+24%

The existing and projected number of daily pedestrian and bicycle trips was estimated using a 1/2 mi walkshed and 1 mi bikeshed from which potential users for the pedestrian improvements and Class II & III bike facilities would likely be drawn. The demand model incorporates key demographic and economic data from the American Community Survey 2009-2013 5-Year Summary File and the 2009 California add-on to the National Household Travel Survey (CA-NHTS) to estimate the total number of walk and bike trips in a given project area based on household trip generation rates, median income, commute to work mode shares, and land use characteristics. Further documentation on the model methodology is included in Attachment I-1.

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

- a. creation of new routes
- b. removal of barrier to mobility
- c. closure of gaps
- d. other improvements to routes
- e. educates or encourages use of existing routes

X
X
X



AVIATION/LAX GREEN LINE STATION COMMUNITY LINKAGES

Points of Interest

Community Facilities

- 01 Argosy University
- 02 Airport Courthouse
- 03 Juan de Anza Elementary
- 04 Da Vinci Design School
- 05 Hawthorne HS
- 06 Trinity Lutheran School
- 07 Acacia Baptist School
- 08 Del Aire Park

Employment Centers

- 01 Northrup Grumman
- 02 Ramada Plaza Hotel
- 03 Trident Dental Labs

Cultural & Popular Destinations

- 01 El Segundo Blvd Retail Dist
- 02 Del Aire Baptist Church
- 03 Trinity Lutheran Church

High Density Residential

- 01 Windsor Pacific Place Apts
- 02 11604 Aviation Blvd TOD (390 residential units planned)
- 03 Three Sixty at South Bay

Legend	
	Schools
	Project Limits
	Influence Area Buffer
	Class I
	Class II
	Class III
	Rail Stations
	Heavy Rail

Existing connectivity from the Aviation/LAX station entrance to surrounding destinations and activity centers is poor. Characterized by missing crosswalks at non-signalized intersections, a lack of pedestrian lighting, roadways with wide crossing distances, few shade trees and/or wayfinding, general site conditions in the

Project area encourage use of a car for local trips that could be easily made on foot or by bike. For example, the nearby Los Angeles Superior Courthouse, despite being located less than ¼ mile east of the Aviation/LAX station entrance, is separated from Aviation/LAX Station by a fence and requires significant out-of-direction travel along Imperial Highway and La Cienega Boulevard in order to be reached. Pedestrians have often been observed illegally crossing the fence as a shortcut.

This Project will facilitate pedestrian access by *creating a new route* between the Courthouse and the Metro Green Line Aviation/LAX Station on the east side of Isis Ave between 116th and 118th Streets. Adjacent to the Courthouse is a newly completed 180-unit residential complex; the creation of this new route will also *remove barriers to mobility* and transit access for the residents of this new development, who can presently enter only on La Cienega Boulevard to the east of the Aviation/LAX Station.

Another significant barrier to mobility in the Del Aire community is the juncture of the I-405/I-105 Freeways, which hem in the neighborhood to the north and to the east. To the west are various aviation-related facilities and the regional employment center for aeronautical firm Northrup Grumman. Many streets end in cul-de-sacs at their intersection with elevated freeway structures, constraining circulation patterns and effectively forcing those who wish to travel east of I-405 or west toward South Bay beaches onto busier arterials with higher safety risks to non-motorized users. The Class III bicycle route to be constructed along 120th Street will pass under the I-405 Freeway and continue east to Felton Avenue, improving connectivity between Del Aire and the City of Hawthorne located east of I-405. With approximately 9,300 ADT compared to over 36,000 ADT on El Segundo Boulevard, 120th Street offers more tranquil passage to bicyclists and an east-west connection that is closer to the Aviation/LAX Station.

The Project also seeks to increase the mode share for active transportation in the Del Aire community by rectifying the negative perception shared by many stakeholders that local streets and boulevards are desolate, unsafe, and uninviting. Shade trees, permeable paving, bioswales, and parkway medians (non-participating item) will be installed at select intersections and parkways to create a visually appealing walking environment and *encourage use of existing routes*.

As shown on the activity center map and summarized below, the proposed pedestrian and bicycle facility improvements will enhance connectivity to numerous other destinations of both regional and local significance, including major employment centers in nearby El Segundo and at LAX Airport, a local park cherished by residents, and five schools, two shopping centers/retail districts:

Transit Facilities

- ***Metro Green Line Aviation/LAX Station*** (Regionally Significant): With average daily rail boardings/alightings of 7,740, this intermodal hub provides bus, shuttle and express line services

connecting to other regions. The Crenshaw/LAX LRT line is currently under construction connecting at this station and heading north to LAX and the Expo Line, which will result in the Aviation/LAX Station becoming even more of a regional transit destination.

Employment Centers

- **Northrop Grumman Corporation** (Regionally Significant): Located just west of Aviation Boulevard, this branch office of Northrop Grumman Aerospace Systems houses approximately 23,000 employees.

Community Facilities

- **Los Angeles County Registrar-Recorder/County Clerk Office** (Regionally Significant): One of the seven Los Angeles County District Offices with an annual caseload of 130,000, this facility draws a significant number of visitors from different regions for its public services.
- **Los Angeles County Superior Court, Airport Courthouse** (Regionally Significant): One of the five superior courts in the West District of Los Angeles County with annual case load of approximately 320,000, this courthouse draws a large number of visitors from different parts of the County.
- **Del Aire Park** (Local): This is a seven-acre community park located on Isis Ave, which includes basketball facilities, baseball field, picnic and children's play area.

Schools

- Juan de Anza Elementary School (Local, 120th St): 500 students
- Da Vinci Design Charter School (Local, Isis Avenue): 400 students, Grades 9-12
- Hawthorne High School (Local, El Segundo Blvd): 2,100 students, Grades 9-12.
- Acacia Baptist Day School (Local, El Segundo/Inglewood Blvd): A private elementary school.
- Trinity Lutheran School (Local, Inglewood/130th St): 100 students, Private K-8 school.

High-Density Residential

- Windstar Pacific Place Apartments (Local): Newly completed 180-unit residential complex located adjacent to the Airport Courthouse.
- Three Sixty at South Bay (Local): A new 610-unit residential development (both single and multifamily) located south of El Segundo Blvd between Aviation Blvd and La Cienega Blvd.
- 11604 Aviation Blvd Mixed Use Development (Local): 390 multifamily units (apartments and condos) with groundfloor commercial space are under construction at Aviation Blvd and 117th Street, directly adjacent to the Aviation/LAX Metro Green Line station.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

When the Crenshaw/LAX Light Rail Transit line opens in 2018, Aviation/LAX will become a regionally significant rail station served by two LRT lines. The Metro Green Line is expected to carry an additional 2,800 daily passenger trips by 2030 due to the interlining of Green Line and Crenshaw/LAX LRT operations. This interlining will make possible a continuous ride from the Aviation/LAX Station to additional destinations both north and south along the 8.5 mile Crenshaw/LAX LRT line. Conversely, some of those additional Crenshaw/LAX LRT passengers will be alighting at the Aviation/LAX station to access County government

services and regional employment centers near LAX Airport. The integration of this station with the surrounding community via enhanced active transportation linkages will be critical to the regional success of this Project.

The County's March 2012 Bicycle Master Plan (BMP) also prioritizes a list of bicycle facility improvements for the South Bay Planning Area, in which the Del Aire community is located. The three corridors included in the Aviation/LAX Green Line Station Connectivity Project – Isis Avenue, El Segundo Boulevard, and 120th Street – are respectively ranked #15, #23, and #25 out of 30 proposed improvements. Per the BMP, these are among the highest unfunded active transportation priorities for the County. This Project will directly support and complement a number of the County's other plans and goals, including those identified in the Transit Oriented Districts (TODs) Program being undertaken as part of the County's General Plan Update (initiated in February 2013 and ongoing), the Healthy Design Ordinance (HDO, enacted in February 2013), and the County's *Public Health 2013-2017 Strategic Plan*. Relevant excerpts from these plans and ordinances are included in Attachment I-1C.

Increasing the mode share for active transportation is universally emphasized as one of the highest priorities of these plans and ordinances. Goal 1 of the TOD Program, for example, is to *"Increase walking, bicycling, and transit ridership and reduce vehicle miles traveled (VMTs)."* The objective statement of the HDO is *"promote physical activity"* through *"safe, convenient and pleasant places for pedestrians and bicyclists by minimizing hazards, increasing accessibility, and overall enhancing the look and feel of the built environment."* Objective 1.1a of the Public Health Strategic Plan is to *"Increase the number of local jurisdictions that implement transit-oriented districts and other land use planning policies that promote walkable, bikeable, and safe communities and use of mass transit while avoiding displacement of affordable housing."*

This Project reflects, in other words, not just an active transportation project, but an integrated, coordinated effort across the County Departments of Public Works, Regional Planning, and Public Health to improve the mobility, livability, and well-being of the Del Aire community. A February 2013 *TOD Access Study*, which analyzed existing conditions at station areas located within the County, specifically highlights the mobility challenges faced by residents and other stakeholders in the Del Aire community in relation to the Aviation/LAX Green Line station. This project will address many of these challenges and is thus one of the County's highest unfunded active transportation priorities.

Citation: *Metro Crenshaw/LAX LRT Final Environmental Impact Report*, Table 3-14, Daily Boardings Based on 2030 Forecast, http://media.metro.net/projects_studies/crenshaw/images/FEIS_FEIR/3.0_Transportation_Impacts.pdf

Part B: Narrative Questions

QUESTION #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)

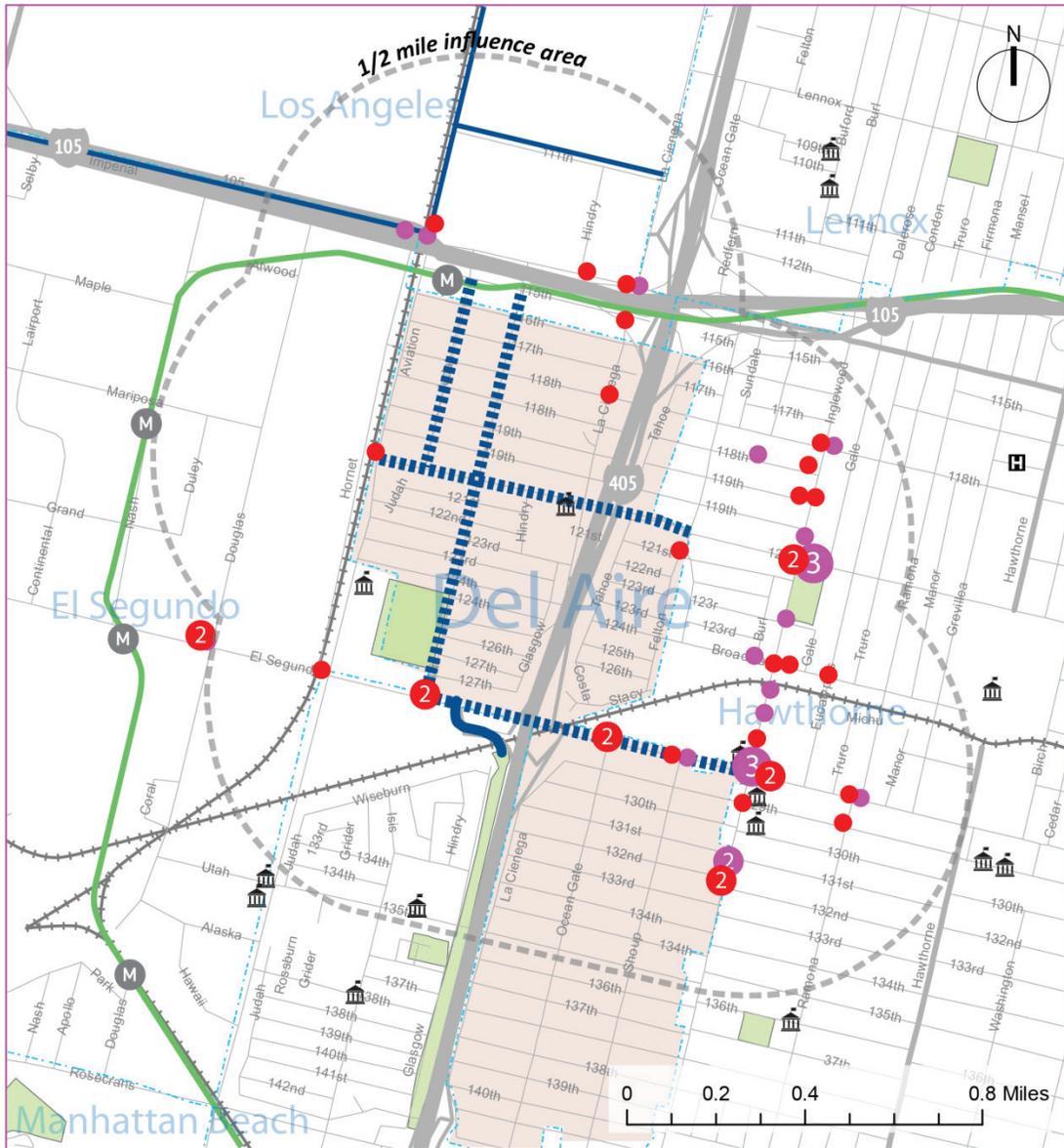
A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Crash data for the Project Area was extracted from the UC Berkeley Transportation Injury Mapping System (TIMS) database for the five-year period beginning 1/1/2008 and ending 12/31/2012 (collision data is currently incomplete for calendar year 2013). The project influence area for the Aviation/LAX Green Line Station Improvements (defined as a 1/4 mile buffer around project corridors) experienced a total of 56 separate collisions involving pedestrians or bicyclists, including zero fatalities, 33 injured pedestrians, 23 injured bicyclists. 44% of these incidents occurred directly along the project corridors proposed for improvement, including 1 pedestrian collision on Isis Avenue and 11 collisions on El Segundo Boulevard (7 ped, 4 bike). There were no collisions reported on 120th Street or Judah Av.

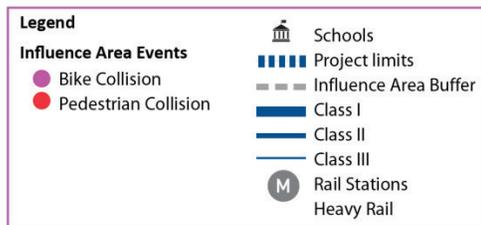
Motor Vehicle Collision With	Within Project Limits				Total
	Fatalities	Injuries			
<i>AIS Severity Level</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	
Pedestrian	0	1	4	3	8
Bicyclist	0	0	0	4	4
Subtotal by Severity	0	1	4	7	12

The preponderance of these collisions occurred at crosswalks, at both signalized and non-signalized intersections, pointing to a strong need for the curb extensions and high-visibility striping proposed in the Project scope. Vehicle code violations listed for each incident in the TIMS data were used to identify the most common types of violations deemed responsible for these injuries:

- 33% of collisions were caused by a failure of a motor vehicle to yield pedestrians within a crosswalk;
- 17% by vehicle failure to stop at a limit line before a red light or stop sign;
- 17% by improper pedestrian entry into a crosswalk;
- 8% by failure to obey a traffic control sign; and
- 8% by a bicycle riding in a direction contrary to the flow of traffic.



AVIATION/LAX GREEN LINE STATION COMMUNITY LINKAGES
Bicycle and Pedestrian Collision Events



Bicycle facility improvements in the vicinity of the Aviation/LAX Green Line Station are also urgently needed. More recently, 25-year old Richard “Ricky” Montoya of Lawndale was killed on the night of February 21, 2015 while riding on Aviation Boulevard. The collision occurred somewhere between 122nd and 124th Streets, just south of the station. A ghost bike and memorial mark the collision location. Cyclists use Aviation Boulevard despite the lack of a bike lane because there are no designated bike routes available to connect to the Aviation/LAX Green Line Station. Had an alternative route been available, it is possible that this tragedy could have been averted.

Citation: Bicyclist fatality on Aviation Boulevard : <http://bikinginla.com/2015/02/23/teenage-bike-rider-killed-on-aviation-blvd-in-el-segundo/>

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves local traffic law compliance for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

X
X
X
X
X
X

The proposed Project addresses many of the safety hazards that have led to the pattern of collisions documented in the response to Question 2A. There are no existing bike facilities within the Project area. The implementation of Class II bike facilities on El Segundo Boulevard and Isis Ave will provide a backbone network for bicyclists in the Del Aire community and offer an alternative path of travel to busier arterials such as Aviation Boulevard, where a bicyclist fatality tragically occurred in February 2015. A travel lane reduction on El Segundo Boulevard and Judah Avenue will *reduce the speed of motor vehicles in the vicinity of non-motorized users* and reduce crossing distances for pedestrians at key intersections. Residents have complained in particular about motorists traveling above the 25 mph speed limit on Judah Ave, leading many to avoid walking on this street altogether. The lack of collisions reported along this corridor over the five-year period extracted from the TIMS database (2008-2012) may be more reflective of this community perception than the safety of the facility.

Long signal cycles, which require pedestrians to wait long periods of time and increase the temptation to enter the roadway outside of designated crosswalks, will be reprogrammed to prioritize active transportation and *increase compliance* with traffic control devices.

The proposed improvements will also *address inadequate pedestrian facilities*:

- Missing sidewalks and pedestrian level lighting on the east side of Isis Ave from 116th St to 118th St will be added to enhance pedestrian access to the Airport Courthouse, thereby reducing or eliminating the dangerous tendency of alighting passengers at the Aviation/LAX station to cut through the fence separating the station from the Courthouse.
- Substandard sidewalks along the south side of El Segundo Blvd from Isis Ave to Inglewood Ave will be widened to the 5' feet minimum ADA requirement.
- Existing pedestrian signal heads at signalized intersections within the project limit lack countdown timers. Pedestrian signal heads will be upgraded to include countdown timers, which are recommended by Manual on Uniform Traffic Control Devices to *improve* pedestrian safety and *local traffic law compliance* for both motorized and non-motorized users.
- Curb extensions at intersections with high pedestrian travel, including Isis Avenue/Judah Street and along 120th Street, will *reduce crossing distances* and *improve the visibility of pedestrians* along a street that has been prone to many excessive speeding incidents.
- Of the 35 existing intersections within the project limits, only 15 intersections have existing crosswalks. High visibility crosswalks at key non-signalized intersections will be installed to provide safe crossing for pedestrians; decorative thermoplastic pattern will be placed in controlled intersections.
- The majority of the streetscape along Isis Ave from 116th St to El Segundo Blvd, 120th St from Isis Ave to La Cienega Blvd, and El Segundo Blvd from La Cienega Blvd to Inglewood Ave do not have shade trees, and portions of the sidewalks along these streets do not have landscaping. Landscaping will be added to create a buffer and *reduce points of conflict between motorized and non-motorized users*

Lastly, wayfinding signage will be installed to help visitors navigate through the community and access major facilities and attractions in the area, such as Metro Green Line Aviation/LAX Station, universities, Los Angeles County Superior Court, Los Angeles County Department of Registrar-Recorder/County Clerk, and Del Aire County Park. Bike route signs will be installed along Judah Ave, Isis Ave, 120th St and El Segundo Blvd to help users identify the safest routes for bike travel and connect to other bike facilities in the nearby areas.

Part B: Narrative Questions

QUESTION #3 PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The Class II and III facilities included in the Project scope were identified as part of the outreach for the development of the adopted 2012 County Bicycle Master Plan (BMP). Stakeholders engaged in the BMP included interested members of the public, the Los Angeles County Bicycle Coalition (LACBC), the County of Los Angeles Bicycle Advisory Committee, the Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans District 7, and a Technical Steering Committee, consisting of the County of Los Angeles Department of Public Works, Public Health, Regional Planning, Beaches & Harbors, Parks & Recreation, the Sheriff's Department, and the California Highway Patrol.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Three workshops were held in conjunction with development of the adopted March 2012 County Bicycle Master Plan (BMP) as part of a yearlong public participation process. Each successive workshop focused on more local Plan subareas and increasingly refined corridor options, allowing the program of projects included in the final scope to incorporate and reflect specific stakeholder feedback (discussed further in the response to Question 4C.)

Workshop 1 (February-March 2010).The workshop provided a broad overview of the BMP and general opportunities for public input. Approximately 100 members of the public were introduced to various strategies for retrofitting bike lanes within existing County collectors and arterials. The participants were asked to rate each strategy according to their level of support.

The Project team performed extensive outreach efforts to inform County residents of this initial workshop. This included sending electronic mail blasts to stakeholders in 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. Ten first round workshops were held between February and March 2010 covering various areas of the unincorporated County, including Del Aire. Meeting attendance averaged roughly 10 people.

Workshop 2 (June 2010). The second workshop, held at the Del Aire Community Room, focused on specific study corridors being evaluated by the project engineering team; education, encouragement and enforcement program recommendations; and an introduction to project prioritization methodology. Group discussions were held in which participants described their vision of their community. Participants were shown maps of the proposed intersection improvements, asked to comment on these improvements, and were surveyed as to possible improvements that could improve mobility, safety, and livability. Surveys were conducted in English and Spanish. Notifications for this and other neighborhood meetings was provided via distribution of postcards at “Bike to Work Week” events throughout the County, public service announcements on County websites, at the Aviation/LAX Green Line Station and bus shelters, on buses and shuttles that operate within the Del Aire community area.

Workshop 3 (February 2011). During the third 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. Approximately 10 participants attended the Del Aire workshop, which included a presentation of the draft Plan and provided opportunities for the public to provide input on the draft Plan.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project’s overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The County received feedback from bicycle advocacy groups requesting that the Class III bicycle routes proposed along Isis Avenue and El Segundo Boulevard be changed to Class II bike lanes. They expressed concern for bicyclists sharing the road along the proposed Class III facilities, given the high speed of vehicular traffic and ADT counts observed on these roadways. The County incorporated this feedback into the project design, and will coordinate with Caltrans and the nearby Cities of Hawthorne and El Segundo to implement a road diet to accommodate Class II bike lanes along these corridors and ensure a safe transition for users at City/County limits where the roadway configuration will widen and narrow. Consistent with the goals of the ATP, the input received from the public participation process will result in more targeted investments to improve the safety of the Lennox community for all users.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Stakeholders will continue to be engaged and involved in project design and implementation through traditional and online methods. Public outreach will be conducted as part of the CEQA/NEPA environmental clearance process, offering additional opportunities for stakeholder input. The County will continue to attend and hold meetings with key stakeholders previously identified and utilize the organized groups to encourage wider participation in the planning process. We will also consider hosting workshops at Del Aire schools to leverage existing school organization meetings where feedback from parents and school staff can be solicited. The County will also establish and maintain a project web site where project milestones and update will be posted. As part of this web site, the County may develop a mobile-friendly, online survey to engage younger participants who are less apt to fill out a paper survey or attend community meetings.

Part B: Narrative Questions

QUESTION #4 IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

The unincorporated Del Aire community suffers from high levels of exposure to jet plane noise and fuel emissions from the-adjacent Los Angeles International Airport (LAX) and the I-405/I-105 Interchange, with poor air quality resulting in serious respiratory and health concerns. According to a report by the South Coast Air Quality Management District (SCAQMD), emission from mobile sources, including cars, trucks, and planes, account for 90 percent of the cancer risk from toxic air pollutants. The highest cancer risk occurs along major freeways.

Consequently, Public Health Service Planning Area (SPA-8 – South Bay), in which the Del Aire community is located, reports the second highest rates of childhood asthma of 11.5% in the County, and a higher than average lung cancer death rate of 36.1 (per 100,000 residents). 40.9% of children with asthma in Los Angeles County had their physical activity limited due to their asthma, while children who are overweight or obese experience more asthma symptoms than normal weight children. In, SPA-8, only 30.1% of children ages 6-17 years of age obtain the recommended level of physical activity each week (>60 minute daily), and 21.3% of children in grades 5,7 and 9 are obese (Body Mass Index above the 95th percentile), with the adult rate at 32.2%. Diabetes is also prevalent, with an 18.3 death rate due to diabetes (per 100,000 residents).

Given the area's disproportionate share of aviation and vehicular transportation infrastructure, and inadequate pedestrian and bicycling facilities, it is not surprising that survey data from the California Health Interview Survey (CHIS) indicate that in the Project zip code of 90045, 39.3% of the residents describe themselves in fair or poor health, compared to 21.4 % for the County, and 17.9 % Statewide.

Citation: SCAQMD, *Air Quality Issues Regarding Land Use*, Page 2-3, <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/chapter-2---air-quality-issues-regarding-land-use.pdf?sfvrsn=2>; Childhood Asthma Rate: *Breathing Easy? Childhood Asthma in Los Angeles County*, http://publichealth.lacounty.gov/docs/HealthNews/Child_Asthma_2014.pdf; Childhood Obesity Rate in SPA 8: <http://publichealth.lacounty.gov/chs/SPA8/>; CHIS Neighborhood Edition: <http://askchisne.ucla.edu/>

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

To address the high rate of childhood obesity in the Del Aire community, the Project will add Class II and III bicycle paths along key corridors, creating an interconnected bike network, and allowing the local schoolchildren to bike to Juan de Anza Elementary School, Hawthorne High School, and other schools in and near the Project area. The addition of sidewalks on the east side of Isis Avenue from 116th Street to 118th Street, and widening of the existing sidewalks on the South side of El Segundo Blvd. from Isis Avenue to Inglewood Avenue will make the area safer and encourage more children who live within walking distance of Del Aire area schools to use active transportation modes for their commute, thereby integrating higher levels of physical activity into daily routines.

With the installation of high visibility crosswalks at key non-signalized intersections, residents will also benefit from enhanced access to recreational opportunities at the 7-acre Del Aire Park (located in the southern part of the Project Area), which offers a new gymnasium and community room, after school programming and meal programs.

To help combat the prevalence of asthma in the community, the Project will eliminate the hardscaping on a major portion of Isis Avenue, and replace it with street trees, permeable pavers, and bioswales. By creating a “green screen,” landscaping along linear pathways has been shown to provide measurable buffering effects against air pollutants, dispersing them before they reach sensitive populations such as young children, the elderly, and those with health conditions.

Citation: California Health Interview Survey (CHIS), UCLA Center for Health Policy Research,
<http://healthpolicy.ucla.edu/pages/login.aspx>

Part B: Narrative Questions

QUESTION #5 BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037602200	\$57,023	7,599	38.86	76-80%	X	X
6037980013	null	0	NA	NA	X	X
6037602103	\$33,828	6,769	44.30	86-90%		X
6037602105	\$41,161	4,295	44.65	86-90%		X
6037602403	\$45,745	5,466	35.87	71-75%		X

Is the project located in a disadvantaged community?

Does the project provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community?

	Yes	No
Is the project located in a disadvantaged community?	X	
Does the project provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community?	X	

Which criteria does this project meet?

- Option 1. Median household income by census tract for the community(ies) benefited by the project.
- Option 2. California Communities Environmental Health Screen Tool 2.0 (CalEnvironScreen) score for the community benefited by the project.
- Option 3. Percent of students eligible for the Free or Reduced Price Meals Programs
- Option 4. Alternative criteria for identifying disadvantaged communities.

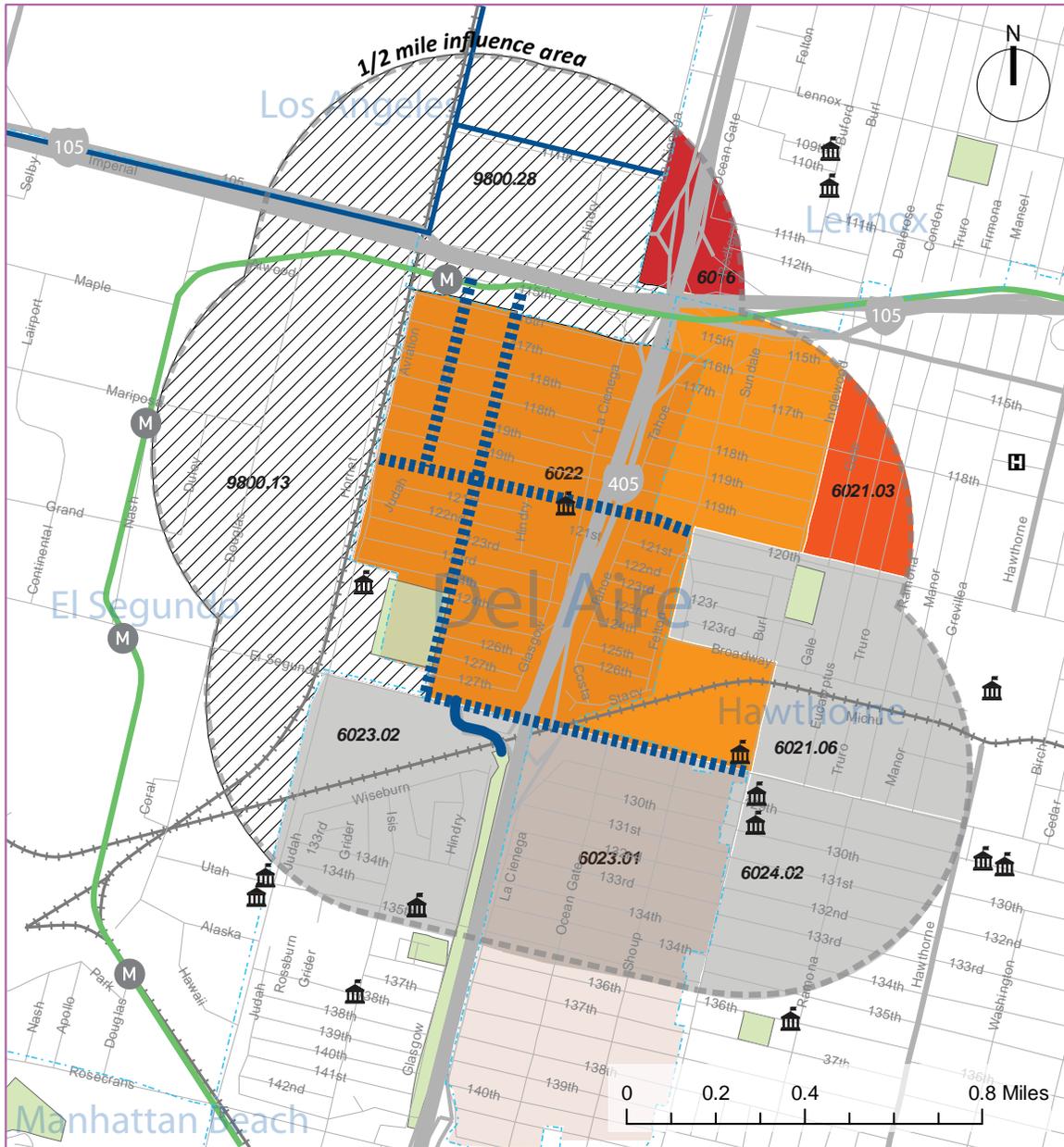
X

B. For proposals located within disadvantage community: (5 points max)

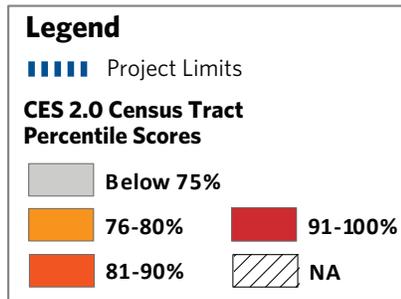
What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.

100%

The Aviation/LAX Green Line Station Connectivity Project traverses 2 Census tracts, 1 of which (6022.00) qualifies as disadvantaged communities (DAC) under the CES 2.0 percentile score. The other Census tract (9800.13) does not have either a CES 2.0 score or available 2013 ACS median household income data, due to its low population count. This tract covers the areas adjacent to Los Angeles International Airport. For the purposes of this calculation, this tract is considered part of a disadvantaged community because it shares boundaries with Census tracts qualified as DACs, and these adjacent communities suffer disproportionate



AVIATION/LAX GREEN LINE STATION COMMUNITY LINKAGES
Disadvantaged Community Mapping



health harms from their proximity to the mobile source emissions from the airport. Therefore, the City considers 100% of the Project as being located within a disadvantaged community.

In addition, over half of the nearly 44,000 residents located within a one-mile bikeshed of the Project live in Census tracts also considered among the top 25% most disadvantaged in the State, or in households with an income less than 80% of the statewide median. The mobility and safety benefits of the Project will extend to users drawn from those communities as well.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

Based on the outputs of the demand model utilized to develop user projections for this Project, approximately 70% of 2,000 existing daily pedestrian trips in the Del Aire Project area occur in conjunction with a transit trip. According to the Spring 2014 Metro Ridership Survey, the median income of Metro rail riders is \$21,980. 44% of riders are below the poverty level and 58% live in zero-vehicle households, compared to a rate of 9.7% countywide. 66% of Metro rail riders walked to reach their transit mode, and 3% biked. The Project is expected to provide a direct, meaningful, and assured benefit to these transit-dependent users in the Del Aire community who depend on adequate first-last mile connections to access regional employment centers and recreational opportunities on Metro's countywide transit network. For local residents and transit commuters alike, the Project will also provide enhanced linkages to County government offices, local schools, and other key community destinations located in the vicinity of the Aviation/LAX Green Line station, as outlined in the response to Question 1B.

Citation: **Spring 2014: Metro RAIL Customer Satisfaction Survey Results (July 9 – July 24, 2014)**,
http://media.metro.net/projects_studies/research/images/annual_survey_results/system_results_spring_2014.pdf

Part B: Narrative Questions

Detailed Instructions for: **Question #6**

QUESTION #6 COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

During the development of the County TOD Access Study, \$3.65 million (in 2013 dollars) in bicycle and pedestrian facility improvements were identified for the Aviation/LAX Green Line station area. By contrast, this Project achieves many of the safety and mobility objectives at a lower cost of just under \$2.6 million. The TOD Access Study recommended a number of potential intersection enhancements and street treatments for Aviation and La Cienega Boulevards, two major north-south thoroughfares with high ADT. These boulevards require significant “retrofitting” in order to create a safe and comfortable user experience, at a high cost per street mile. Instead, the proposed alternative makes targeted investments in the improvement of neighborhood streets more conducive to walking and biking trips for station access, and in wayfinding signage that directs users onto a low-stress network. Improvements considered to be particularly cost-effective were the installation of high-visibility crosswalks at the high-pedestrian intersection of 120th Street and Isis Avenue, as they benefit both pedestrians and bicyclists, increase driver awareness of non-motorized users, and remove obstacles that inhibit area residents from walking and biking.

To maximize cost-effectiveness, the County used a proven methodology and scoring process during the development of its Bicycle Master Plan to prioritize each proposed bikeway based on its importance to the community, existing number of users, utility (number of activity centers served), ease of implementation based on the roadway facility widths, and other site-based factors. This ranking process served to sharpen the focus on bikeways that result in higher levels of benefit relative to cost.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The benefit to total cost (B/C) ratio is estimated to be 7.99, and the benefit to funds requested ratio is 10.61. For every dollar invested in the project, the project will generate \$7.99 in benefits over the 20-year analysis period considered. With a net present value of \$17.33 million (discounted at 4 percent), and a positive B/C ratio, this Project will be a cost-effective way for the State to leverage its investment in active transportation.

Benefits of this project depend on the level of demand from pedestrians and cyclists, and hence the assumed household growth rate is important for calculating future benefits. The ATP Benefit/Cost Tool assumes a 2.0 percent population growth rate based on historic growth rates in California from 1955 to 2011. However, the Southern California Association of Governments (SCAG) estimates that many areas in the SCAG region will grow at a much lower rate between now and 2040 (approximately 0.5 percent). Therefore, a future iteration of the ATP Benefit/Cost Tool may wish to provide more localized assumptions for population growth. This will help take into account the difference between benefits in higher versus lower-growth areas of the State. Additional feedback on potential model enhancements for the next cycle of the ATP Benefit/Cost Tool is documented in Attachment I-6.

Part B: Narrative Questions

Detailed Instructions for: **Question #7**

QUESTION #7 LEVERAGING OF NON-ATP FUNDS (0-5 points)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The County has provided a local contribution of \$484,392 for participating items, against total eligible project costs of \$2,425,575, for a leveraging percentage of **20.0%**. The ATP Cycle 2 funding request is \$1,941,183. The County is providing an additional \$152,160 in funding for non-participating items, including some new landscaped medians.

Funding Source		Amount	%
County Road Funds – Participating Items	20.0%	484,392	18.8%
Active Transportation Program (ATP) Cycle 2 Request	80.0%	1,941,183	75.3%
<i>Subtotal - Leveraged Match Calculation</i>	<i>100.0%</i>	<i>2,425,575</i>	
County Road Funds – Non-Participating Items		152,160	5.9%
Total Sources		\$2,577,735	100%
Project Approvals & Environmental Documents		100,000	3.9%
Plans, Specifications & Estimates		300,000	11.6%
Construction		2,177,735	84.5%
Total Uses		\$2,577,735	100%

Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8 USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

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

Step 3: The applicant has coordinated with Wei Hsieh with the CCC AND Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below
 1. Concrete/AC Demo
 2. Curb and gutter
 3. Landscaping
 4. Irrigation
 5. New landscape medians
 6. PCC Sidewalk
- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9 APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS (0 to-10 points OR disqualification)

- A. Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The County of Los Angeles Department of Public Works has been participating in Los Angeles County Metro's biennial Call For Projects 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 projects under State Bicycle Transportation Account (BTA) grants and State and Federal Safe Route to Schools grant programs meeting the project scope, goal, and grant guidelines. Most of the above mentioned grant funded projects were assigned federal funds and were successfully completed per Caltrans Local Assistance Program Guidelines.

- B. Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer’s Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
 The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:	<u>Patrick V. DeChellis</u>	Date:	<u>5.26.2015</u>
Name:	<u>Patrick V. DeChellis</u>	Phone:	<u>(626) 458-4004</u>
Title:	<u>Deputy Director</u>	e-mail:	<u>pdechellis@dpw.lacounty.gov</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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:	_____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

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>

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: Aviation/LAX Green Line Station Community Linkages					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

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)				100				100	
PS&E					300			300	
R/W									
CON						2,178		2,178	
TOTAL				100	300	2,178		2,578	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				80				80	
PS&E					240			240	
R/W									
CON						1,621		1,621	
TOTAL				80	240	1,621		1,941	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: Aviation/LAX Green Line Station Community Linkages					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	County Road Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				20				20	County of Los Angeles
PS&E					60			60	Notes:
R/W									
CON						557		557	
TOTAL				20	60	557		637	

Fund No. 3:	County Road Funds								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:	County Road Funds								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:	County Road Funds								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:	County Road Funds								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:	County Road Funds								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Attachment C. Engineer's Checklist

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map**

Engineer's Initials: WAP

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must:

Engineer's Initials: WAP

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions.

Engineer's Initials: WAP

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate**

Engineer's Initials: WAP

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

Attachment C. Engineer's Checklist

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: WR
 a. Confirmation that crash data shown occurred within influence area of proposed improvements.
6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: WR
 a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
 b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
 c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
 d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.
7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: WR
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD
8. **Additional narration and documentation:** Engineer's Initials: WR
 a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
 b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): REHMAN, WAQAS

Title: ASSOCIATE CIVIL ENGINEER

Engineer License Number: 78116

Signature: *Waqas Rehman*

Date: 05-27-2015

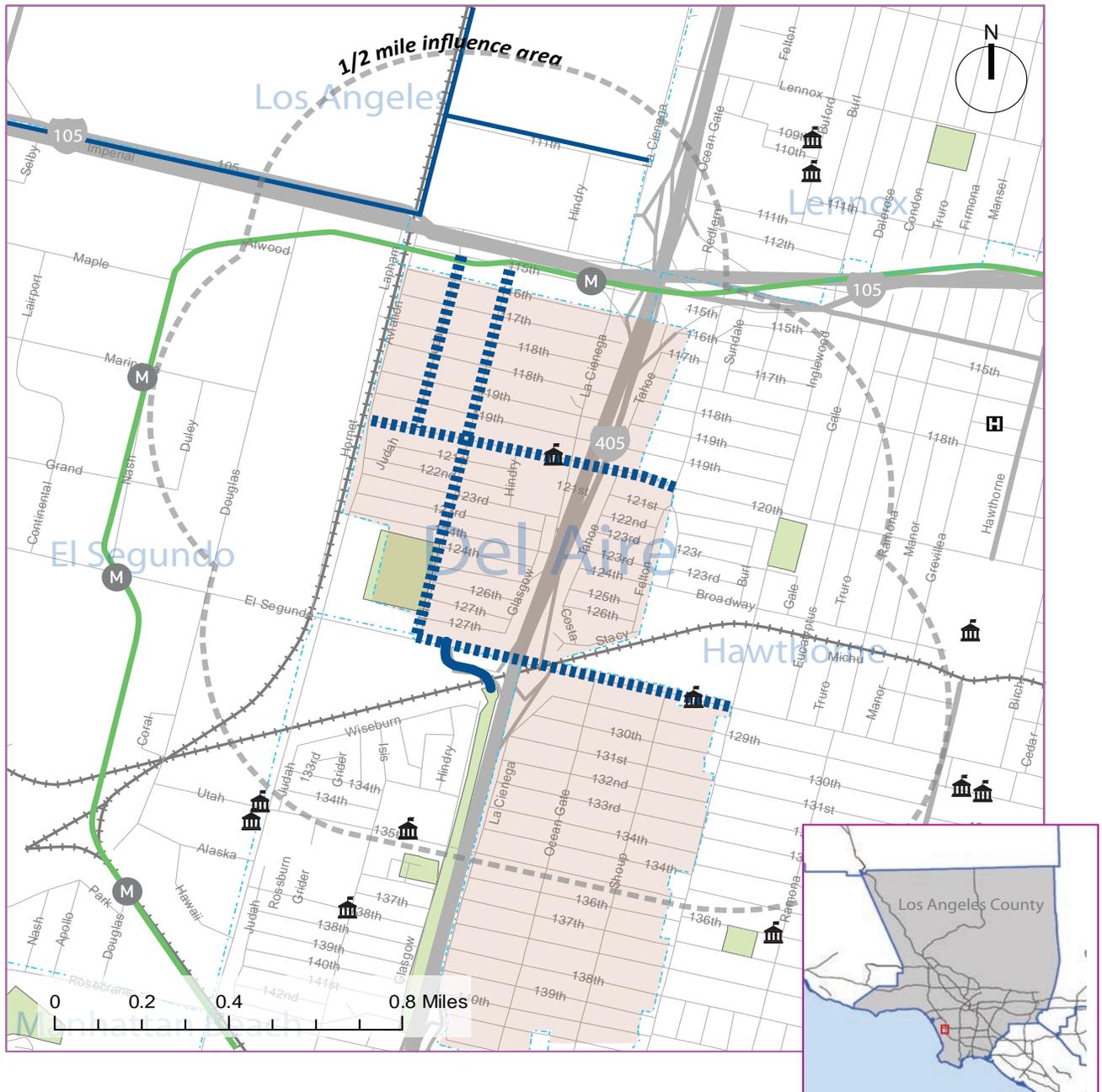
Email: wrehman@dpw.lacounty.gov

Phone: 626-458-5166

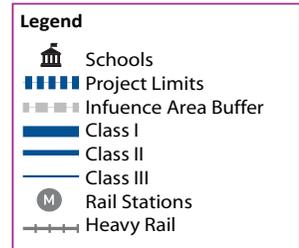
Engineer's Stamp:



Attachment D. Project Location Map



AVIATION/LAX GREEN LINE STATION COMMUNITY LINKAGES Location Map

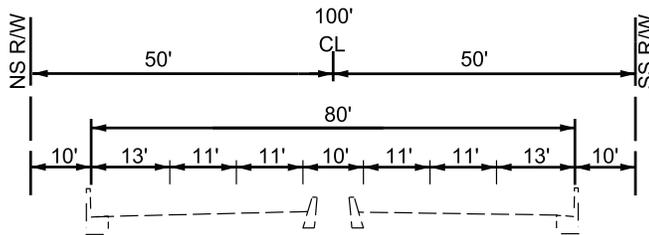


Attachment E. Project Plans/Cross Sections

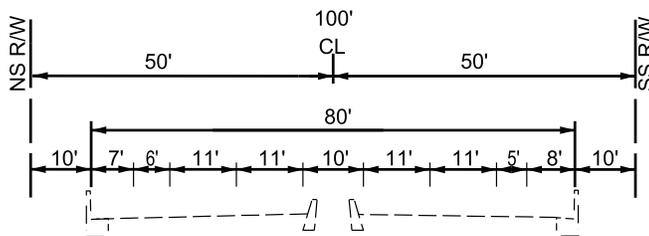
EL SEGUNDO BLVD

ON-RAMP TO INGLEWOOD AVE (0.4 MI)

EXISTING CROSS SECTION



PROPOSED CROSS SECTION CLASS II-BIKE ROUTE

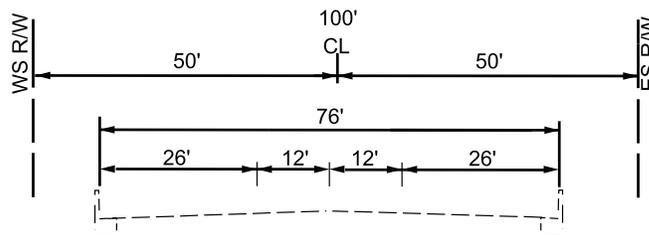


NORTH SIDE: 7' BIKE LANE, 6' BUFFER
SOUTH SIDE: 8' PEAK-HOUR PARKING RESTRICTION

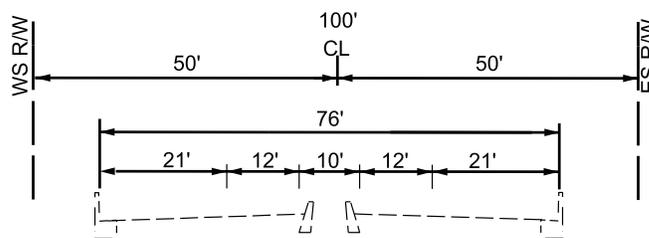
JUDAH AVE

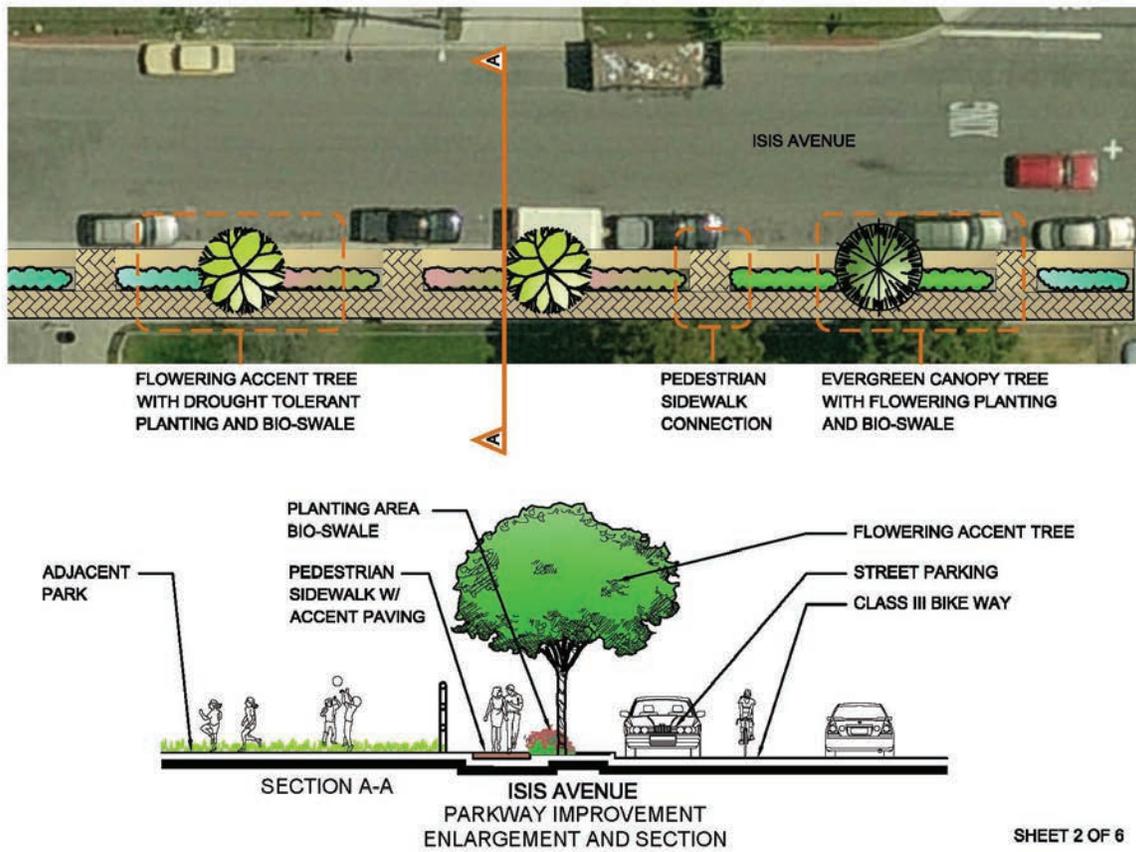
118TH ST TO 120TH ST (0.25 MI)

EXISTING CROSS SECTION



PROPOSED CROSS SECTION ROADWAY IMPROVEMENTS

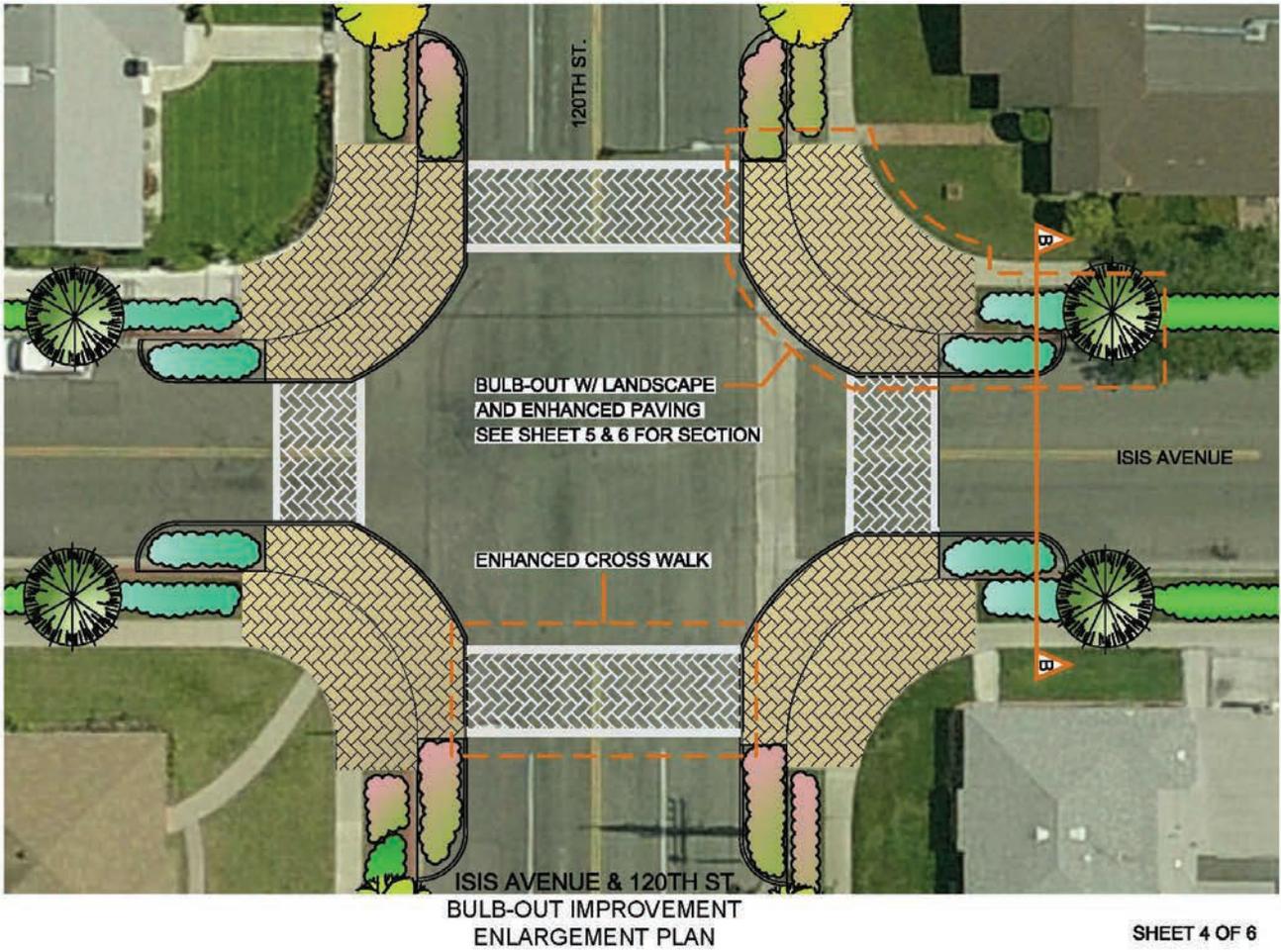


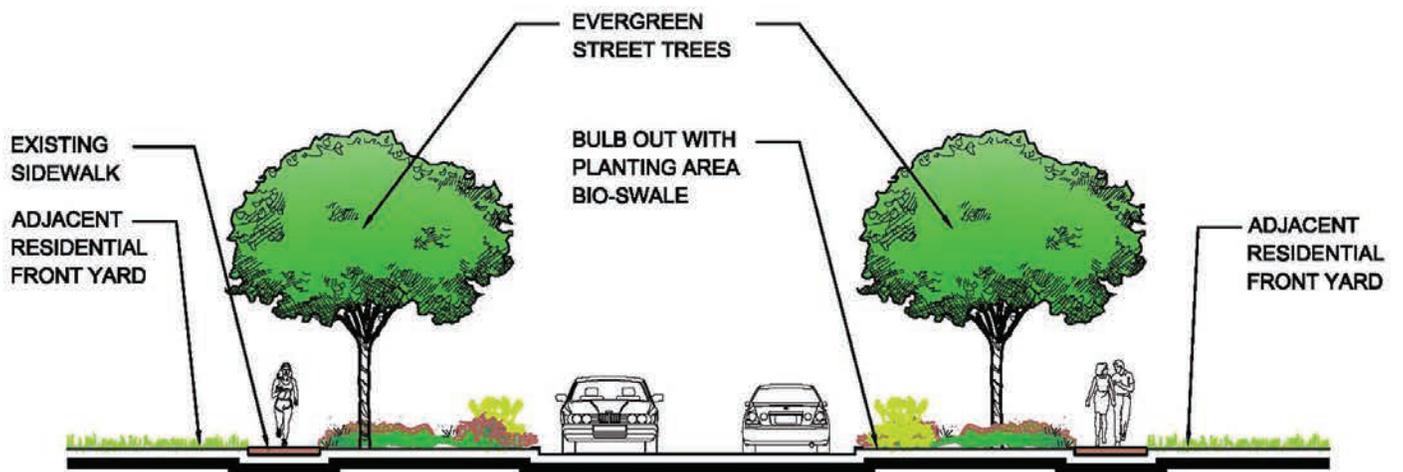




**ISIS AVENUE
PARKWAY IMPROVEMENT
PERSPECTIVE**

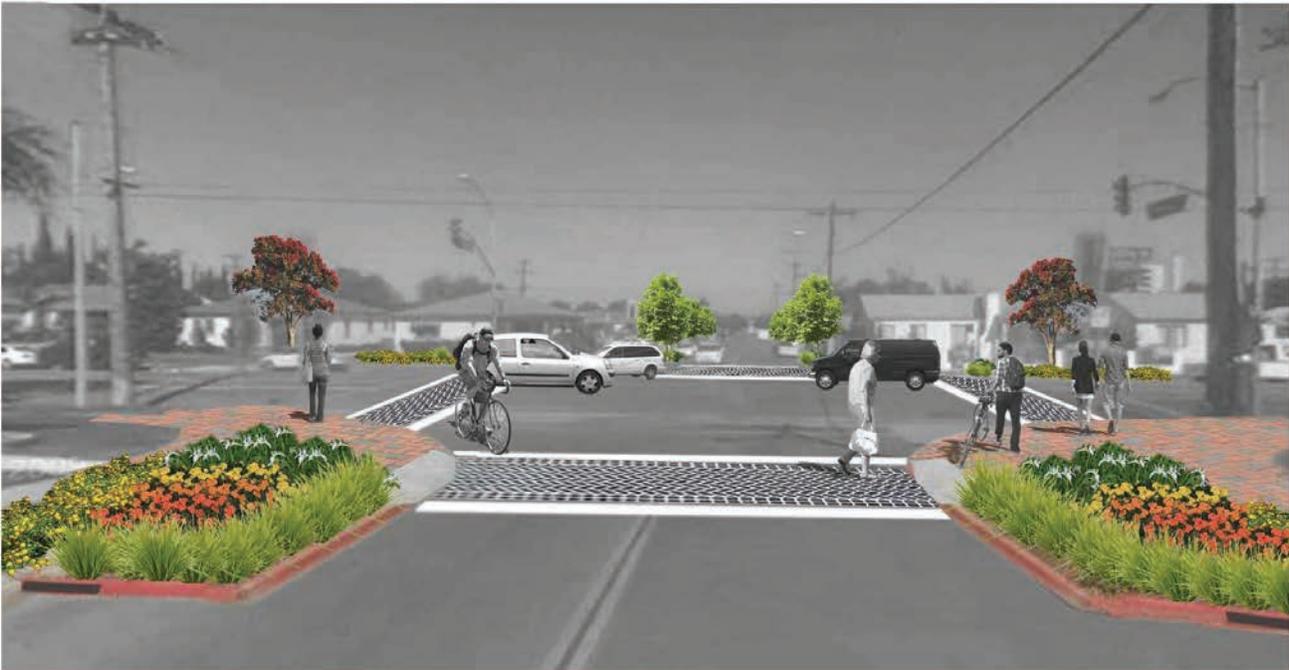
SHEET 3 OF 6





SECTION B-B

ISIS AVENUE & 120TH ST.
BULB-OUT IMPROVEMENT
SECTION



**ISIS AVENUE & 120TH ST.
BULB-OUT IMPROVEMENT
PERSPECTIVE**

SHEET 6 OF 6



PHOTO 1



PHOTO 2

1

Photo Caption. Judah Ave at 120th St (Facing North)

2

Photo Caption. Judah Ave at 119th Pl (Facing North)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 3



PHOTO 4

3 Photo Caption. Judah Ave at 118th St (Facing South)

4 Photo Caption. Judah Ave at 117th St (Facing North)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 5



PHOTO 6

5

Photo Caption. Judah Ave between 116th St and 117th St (Facing North)

6

Photo Caption. Metro Aviation/LAX Green Line Station

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 7



PHOTO 8

7

Photo Caption. Isis Ave at 116th St (Facing East)

8

Photo Caption. Isis Ave at 116th St (Facing South)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 9

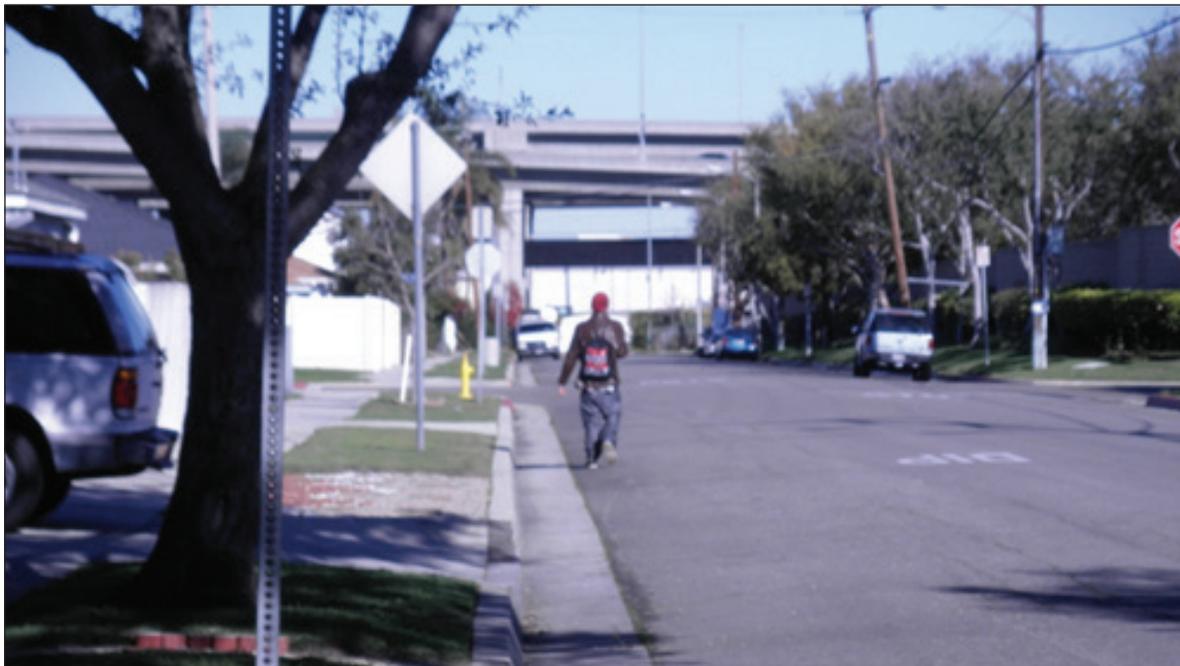


PHOTO 10

9

Photo Caption. Isis Ave between 117th St and 118th St (Facing South)

10

Photo Caption. Isis Ave between 118th Pl and 119th St (Facing North)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 11



PHOTO 12

11

Photo Caption. Isis Ave at 119th Pl (Facing West)

12

Photo Caption. 120th St at Isis Ave (Facing West)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 13



PHOTO 14

13

Photo Caption. 120th St at Isis Ave (Facing West)

14

Photo Caption. 120th St at Aviation Blvd (Facing North)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 15



PHOTO 16

15 Photo Caption. 120th St at Hindry Ave (Facing East)

16 Photo Caption. 120th St at Hindry Ave (Facing East)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 17



PHOTO 18

17 Photo Caption. Isis Ave at 124th St (Facing North-East)

18 Photo Caption. Isis Ave at 124th Pl (Facing South)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



19 Photo Caption. Isis Ave at 124th Pl (Facing North)

20 Photo Caption. Isis Ave in front of Da Vinci Design School (Facing West)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 21



PHOTO 22

21

Photo Caption. Isis Ave in front of Da Vinci Design School (Facing North)

22

Photo Caption. Isis Ave in front of Del Aire Park (Facing South)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 23



PHOTO 24

23

Photo Caption. Isis Ave in front of Del Aire Park (Facing South)

24

Photo Caption. Isis Ave at El Segundo Blvd (Facing East)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO
25



PHOTO
26

25

Photo Caption. El Segundo Blvd at La Cienega Blvd (Facing East)

26

Photo Caption. El Segundo Blvd at 405 Fwy Off-ramp (Facing East)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO
27



PHOTO
28

27

Photo Caption. El Segundo Blvd between 405 Fwy and Ocean Gate Ave (Facing East)

28

Photo Caption. El Segundo between 405 Fwy and Ocean Gate Ave (Facing West)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO
29



PHOTO
30

29

Photo Caption. El Segundo Blvd at Shoup Ave (Facing East)

30

Photo Caption. El Segundo Blvd at Shoup Ave (Facing North-East)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO
31



PHOTO
32

31

Photo Caption. El Segundo Blvd at Shoup Ave (Facing East)

32

Photo Caption. El Segundo Blvd between Ocean Gate Ave and Shoup Ave (Facing West)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



33

Photo Caption. El Segundo Blvd between Ocean Gate Ave and Shoup Ave (Facing West)

Aviation/LAX Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions

Attachment G. Detailed Cost Estimate

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
Application ID:	07-Los Angeles County-7	Prepared by:	MARTIN REYES
Date:	4/30/2015		
Project Description:	Pedestrian and bicycle connectivity improvements to the Aviation/LAX Metro Green Line Station		
Project Location:	Unincorporated Del-Aire Community in Los Angeles County		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Striping Removal	1	LS	\$27,405.00	\$27,405	100%	\$27,405					100%	\$27,405
2	Signing and Striping	1	LS	\$128,960.00	\$128,960	100%	\$128,960					100%	\$128,960
3	Bike loops and countdown heads	10	INT	\$13,000.00	\$130,000	100%	\$130,000						
4	Concrete/AC removal/demo	1	LS	\$125,000.00	\$125,000	100%	\$125,000					100%	\$125,000
5	Curb and gutter	1400	LF	\$30.00	\$42,000	100%	\$42,000						
6	Pervious pavers	11190	SF	\$15.00	\$167,850	100%	\$167,850						
7	Landscaping	5360	SF	\$6.00	\$32,160	100%	\$32,160	100%	\$32,160	100%	\$32,160	100%	\$32,160
8	Irrigation	5360	SF	\$6.00	\$32,160	100%	\$32,160					100%	\$32,160
9	AC pavement	8840	SF	\$7.00	\$61,880	100%	\$61,880						
10	Detectable warning strips	120	SF	\$60.00	\$7,200	100%	\$7,200						
11	Cross gutter reconstruction	1	EA	\$5,000.00	\$5,000	100%	\$5,000						
12	Low impact development filtration system	8	EA	\$10,000.00	\$80,000	100%	\$80,000						
13	New landscaped medians	10000	SF	\$30.00	\$300,000	100%	\$300,000	40%	\$120,000	40%	\$120,000		
14	PCC sidewalk	12000	LF	\$40.00	\$480,000	100%	\$480,000						
15	Wayfinding signage	72	EA	\$300.00	\$21,600	100%	\$21,600						
16	Asphalt replacement at crosswalks	4,620	SF	\$9.00	\$41,580	100%	\$41,580						
Subtotal of Construction Items:					\$1,682,795		\$1,682,795		\$152,160		\$152,160		\$345,685
Construction Item Contingencies (% of Construction Items):				10.00%	\$168,280								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$1,851,075								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$	100,000	
Plans, Specifications and Estimates (PS&E):	\$	300,000	
Total PE:	\$	400,000	21.61% 25% Max
Right of Way (RW)			
Right of Way Engineering:	\$	-	
Acquisitions and Utilities:	\$	-	
Total RW:	\$	-	
Construction (CON)			
Construction Engineering (CE):	\$	326,660	15.00% 15% Max
Total Construction Items & Contingencies:		\$1,851,075	
Total CON:	\$	2,177,735	
Total Project Cost Estimate:	\$	2,577,735	

Attachment H. Non-Infrastructure Work Plan

[Not Applicable. This page left intentionally blank]

Attachment I-1 Screening Criteria: Consistency with Regional Plans

ACTIVE TRANSPORTATION APPENDIX

Southern California Association of Governments
ADOPTED APRIL 2012

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

OWN WATER EXPRESS
DASHI

To North Hollywood
To Wilshire/Veneta

ACTIVE TRANSPORTATION

Existing Conditions			
Physical Setting	1	Deficiencies and Needs Analysis	14
Political Environment	1	Pedestrian Facility Deficiencies	14
Existing Plans	2	Bicycle Access to Transit	22
		Pedestrian Access to Transit	22
Bicycling and Walking Overview		Access to Bicycle Routes	25
Types of Bicyclists	4	California Coastal Trail	35
Riding Styles	5		
	7	Policy Recommendations	39
Types of Bicycle Facilities		Agencies, Groups and Individuals in Bicycle and Walking Planning	39
Class I Bikeways	7	Performance Measures	39
Class II Bikeways	7	Proposed Policies	39
Class III Bikeways	9		
Cycletracks	9	Air Quality Improvements	42
Bicycle Boulevards	9	Potential VMT Reduction	42
Bicycle Boulevards	9		
Bicycle Safety	9		
Pedestrian Oriented Design and Access Requirements	11		
Americans with Disabilities Act (ADA)	11		
Schools	11		
Transit	12		
Street Design and Access to Destinations	12		
Pedestrian Safety	12		

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO) representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. The 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health, and improving air quality. The RTP supports Active Transportation through the development of bicycle and pedestrian policies.

Active Transportation refers to transportation such as walking or using a bicycle, tri-cycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar electrical devices. For the purposes of this report, Active Transportation will generally refer to bicycling and walking, the two most common methods. Walking and bicycling are essential parts of the SCAG transportation system, are low cost, do not emit greenhouse gases, can help reduce roadway congestion, and increase health and the quality of life of residents. As the region works towards reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of Californians

The strategies established by the Active Transportation Chapter will adhere to the following goals and objectives:

- **Goal 1:** Increase dedicated funding for bicycle and pedestrian infrastructure.
 - **Objective 1.1:** Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
 - **Objective 1.2:** Estimate the benefits of current investments to analyze future funding needs.
- **Goal 2:** Increase accommodation and planning for bicyclists and pedestrians.
 - **Objective 2.1:** Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
 - **Objective 2.2:** Estimate project costs associated with this vision.
 - **Objective 2.3:** Estimate the benefits of these investments.
 - **Objective 2.4:** Support local jurisdictions with the development of their local plans.

- **Goal 3:** Increase transportation options, particularly for trips less than three miles.
 - **Objective 3.1:** Increase linkages between bicycling and walking with transit.
 - **Objective 3.2:** Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g., Safe Routes to School).
- **Goal 4:** Significantly decrease bicycle and pedestrian fatalities and injuries.
 - **Objective 4.1:** Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

The following sections will illustrate the existing conditions, identify potential opportunities and provide recommendations that may assist in achieving a more bicycle and pedestrian friendly region. The policies and recommendations established by this Active Transportation chapter can also assist local jurisdictions and agencies in the development of more comprehensive policies that improve public health, safety, and welfare.

Existing Conditions

Physical Setting

The climate in the SCAG region varies by location. The western Los Angeles Basin, Ventura County and western Orange County experience marine climates, cool ocean breezes and moderate average temperature variations. The inland areas within the region are comprised of more arid climates with more significant temperature variations throughout the day. Rainfall in the SCAG region typically averages only 30 days per year, which provides ideal conditions for walking and bicycling. The majority of the western portion of the region is highly developed with suburban areas, with some areas of dense urbanization. The inland areas of the region are becoming developed with significant suburbanization and pockets of urban development, but are primarily undeveloped or designated as national and state parkland.

Political Environment

Recent shifts in the political environment have increased support for Active Transportation (please see **FIGURE 1** Legislative Timeline). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) challenged officials to make “bicycles a more viable part of the transportation network.” The Transportation Equity Act for the 21st Century (TEA-21) provided additional Federal funds for surface transportation, such as pedestrian



Southern California Association of Governments
ADOPTED APRIL 2012

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

Our Vision

Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. This is especially critical for our goods movement system. The development of a world-class zero- or near-zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2012–2035 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction, and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012–2035 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive

advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. **Its emphasis on transit and active transportation will allow our residents to lead a healthier, more active lifestyle.** It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for its 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

ECONOMIC RECESSION

[800,000] jobs have been lost in the region due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

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

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

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



Our Vision for Active Transportation Beyond 2035

The 2012–2035 RTP/SCS Constrained Plan proposes investing over \$6.7 billion toward active transportation, including the development of over 5,700 miles of bikeways and improvements to significant amount of sidewalks in our region. In addition to these projects, SCAG hopes to substantially increase bicycling and walking in the 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 for all users. The active transportation vision for the strategic transportation system is one where bicycling or walking is simply the most logical and efficient choice for most short trips. To achieve that vision, SCAG and local jurisdictions must create the conditions by which active transportation is more attractive than driving for short trips (less than three miles for bicycles, one-half mile for walking). The goals are to develop and build a dense bicycle network so that all SCAG residents and visitors can easily find and access a route to their destination—incorporate Complete Streets policies in street design/redesign and Compass Blueprint strategies for land use—and ensure ADA compliance on all sidewalks.



BIKEWAYS

Further enhancements to the active transportation system should be considered to make bicycling and walking a more feasible and desirable transportation option. The strategic bikeway plan envisions a three-tiered system to achieve those goals: an expanded regional bikeway network, citywide bikeways in each city, and neighborhood bikeways.

- **The Regional Bikeway Network** is expanded over the constrained plan, developing a grid pattern where possible in urbanized areas. Each designated regional bikeway links to other regional bikeways and to city bikeways for commuters and recreational riders. Although not as free-flowing as freeways, the Regional Bicycle Network links the cities in the region in a similar manner. To the greatest extent possible, the regional bikeway network should be Class 1, Class 2 bikeways/cycle tracks, or even painted sharrows with appropriate signage and wayfinding.
- **Citywide bikeways** link neighborhood bikeways to regional bikeways and major city destinations, such as employment, retail, and entertainment centers. These will

often be on arterial and collector streets, which are already part of the grid system. Bikeways will likely need to be either Class 2 bikeways (painted or unpainted) or Cycle tracks. When going through large suburban areas, they can be designated bicycle boulevards. Citywide bikeways should be no farther than one-half mile apart.

- **Neighborhood bikeways** link neighborhoods to local amenities, such as schools, parks, grocery stores and local retail, eating, and entertainment. These facilities will be primarily on low-speed streets and be identified through sharrows, bicycle boulevards, and wayfinding signage. While every residential street should be considered a neighborhood bikeway, the focus should be on streets that connect across blocks and neighborhoods. In addition, neighborhood bikeways should link to other neighborhood bikeways, providing a low-speed, low-stress environment for families and youths to bicycle with minimal interaction with faster, busier streets.

Completion of this system will require coordination among cities as well as parallel improvements within each city and in unincorporated areas of counties. It will involve roughly a doubling of the bicycle network beyond the constrained plan to 24,000 miles, with a cost estimated at around \$12 billion.



PEDESTRIANS

Pedestrian accessibility and mobility may be addressed through increased safety and security and land use. Integration of Safe Routes to School strategies, Safe Routes to Parks programs, incorporating active transportation in SCAG's Compass Blueprint Projects, and developing active transportation best practices around transit stations may further enhance the walking environment. In addition, local jurisdictions can integrate active transportation and Complete Streets concepts with their land use decisions. Inclusions of bulb-outs, median sanctuaries, and traffic calming can increase pedestrian safety by reducing collisions, particularly at intersections. Other strategies include more prominent deployment of left-turn signals and no-right-turn-on-red signals in high-pedestrian environments. In addition, SCAG encourages and is prepared to work with appropriate implementation agencies to map, develop, and implement recreational trails throughout the region, including the SCAG portion of the California Coastal Trail, river trails, urban, and wilderness hiking areas/trails.

The cost for completion of this element varies widely, depending upon the level of improvements and methodologies used, and ranges from \$6 billion to \$35 billion.

Strategic Finance

Following the adoption of the 2008 RTP, SCAG initiated a comprehensive study of congestion pricing strategies, which has come to be known as the Express Travel Choices Study. The emerging regional congestion pricing strategy is structured to help the region meet its transportation demand management and air quality goals while providing a reliable and dedicated revenue source. The pricing strategy could allow users of the transportation system to know the true cost of their travel, resulting in informed decision-making and more efficient use of the transportation system. Pricing strategies evaluated through the Express Travel Choices Study include a regional high-occupancy toll (HOT or Express) lane network and a mileage-based user fee, both of which are incorporated into the 2012-2035 RTP/SCS. Nevertheless, these strategies still face a number of significant hurdles before their full benefits can be realized. A second phase of the Express Travel Choices Study will continue beyond the adoption of the 2012-2035 RTP/SCS and establish an implementation plan for the regional congestion pricing strategy. SCAG will also participate in state and national efforts to address the long-term transition of excise fuel taxes to mileage-based user fees.

Metro, 2009, Long Range Transportation Plan



Bicycles and Pedestrians



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

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

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

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

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

Bicycle Programs

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

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

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

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

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

Pedestrian Priority Improvement Program

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

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

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

Call for Projects

FIGURE BB

Bicycle Program

	\$ IN MILLIONS 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**.

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.

Attachment I-1A. Existing Counts & User Projections

STEP 1	\$54,044	Weighted Median Household Income for all census tracts within 1/2 mile Project Area
STEP 2	182,485	Annual resident walk trips within Project limits
STEP 3	1,430	Annual walk-transit linked trips within Project limits
	18,703	Annual employee midday walk trips within Project limits

202,618	Total annual walk trips within Project limits
2,003	Total daily walk trips within Project limits
5%	Percent increase in daily walk trips as a result of the Project
2,103	Total daily walk trips within Project limits post-implementation

STEP 1. Calculate Annual Resident Walk Trips Involving Path of Travel along Proposed Project

19,915	Calculate number of residents within 1/2 mi Project walkshed
1,375	Annual number of trips per capita
100%	Income adjustment factor
1,377	Income-adjusted annual number of trips per capita
27,428,237	Annual resident trips--all modes
16.8%	Percentage of all person trips under 1 mile
39.2%	Walk mode share for trips under 1 mile
51.9%	Income adjustment factor for walk mode share
20.3%	Income-adjusted walk mode share
59.0%	Percentage of walk trips under 1 mi that are home-based
552,984	Resident walk trips within 1/2 mi travel shed
33%	Percent of resident walk trips involving path of travel along the Proposed Project

CHECK FOR REASONABLENESS

500	Daily resident walk trips within Project limits
2.5%	% of residents within 1/2 mi using the proposed Project on a given day
182,485	Total annual resident walk trips within Project limits

7,966 22.90792932

STEP 2. Calculation of Annual Walk-Transit Linked Trips Involving Path of Travel along proposed Project

171,425	<i>If no information on transit boardings/alightings is available</i> Add 31 percent for walk-transit linked trips
OR	
1,005	Number of daily bus boardings/alightings within Project Area
5,942	Number of daily rail boardings/alightings within Project Area
4,766	Total daily walk-transit linked trips within 1/2 mi travel shed
30%	Percent of walk-transit linked trips involving path of travel along proposed Project
1,430	Total daily walk-transit linked trips involving path of travel within Project Area
438,941	Total annual walk-transit linked trips involving path of travel within Project Area

STEP 3. Calculation of Annual Employee Mid-Day Walk Trips* Involving Path of Travel within Project Area -- Non-Transit Related

1,300	Number of Employees Within 1/2 Mi Project Area
0.7	Daily Midday Trips Per Employee
80.6%	Percentage of Midday Trips that are Walk Trips
733	Daily Midday Walk Trips by Employees Within 1/2 Mi Project Area
10%	Percent of employee midday walk trips involving path of travel along proposed Project
73	Daily Midday Walk Trips by Employees along Proposed Project
187,032	Annual Midday Walk Trips by Employees Within 1/2 Mi Project Area
18,703	Annual employee midday walk trips within Project limits

*from office to other non-work and work locations during the workday

STEP 4. Calculation of Student Walk Trips

107	Number of students living along proposed route for improvement
0.32	Walk Bike to School Rate - Existing
1.6	Number of Trips Per School Day
54,784	Number of Existing Daily Student Walk Trips
20%	Percentage Increase in Student Walk Trips - With Project
65,7408	Number of Projected Daily Student Walk Trips - With Project

Attachment I-1C. Relevant Agency Plans Demonstrating Project Priority

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

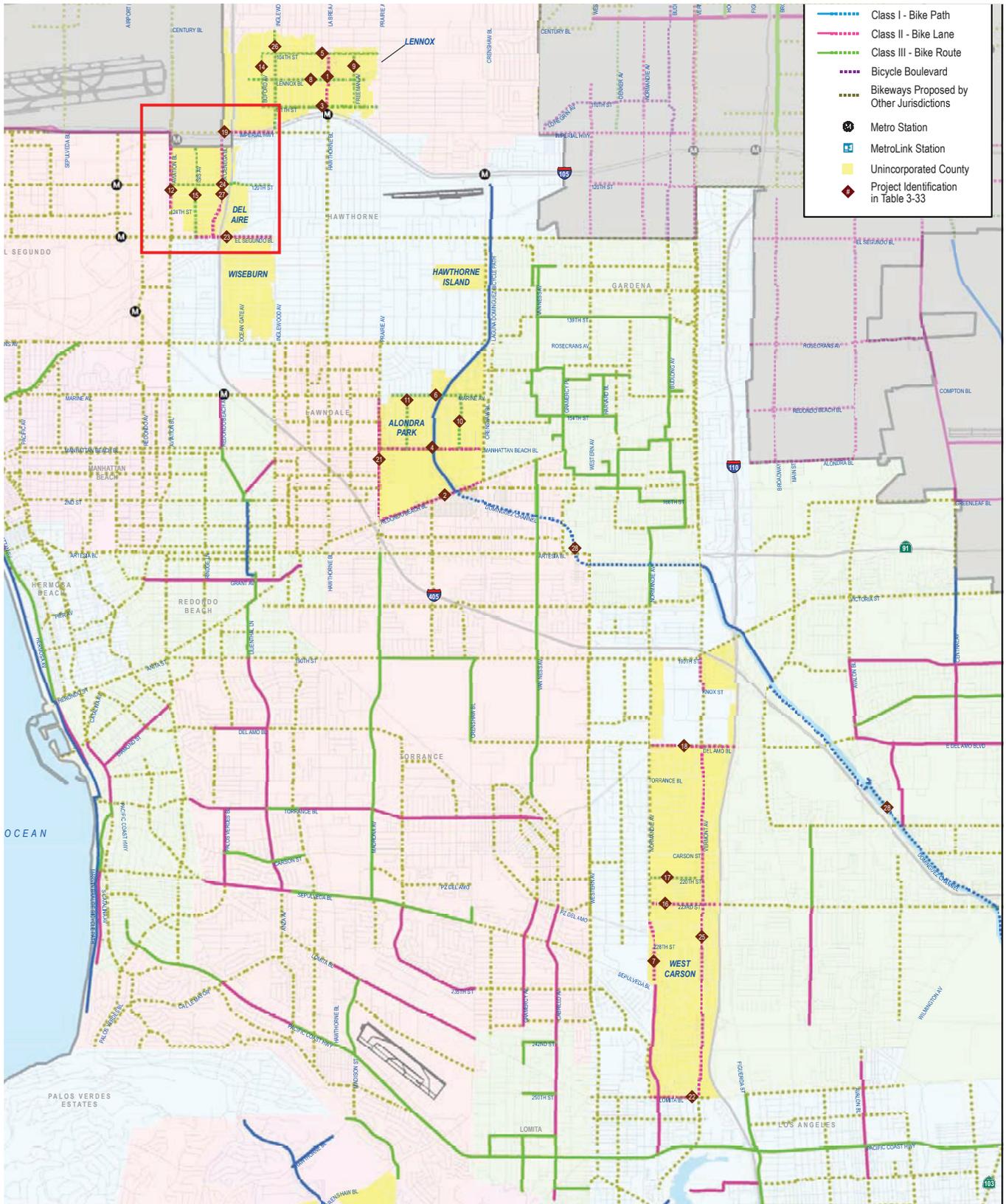
Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
7	Normandie Avenue	225 th Street	Sepulveda Boulevard	West Carson	2	0.6	2	115
8	Lennox Boulevard	Felton Avenue	Osage Avenue	Lennox	3	1.1	2	110
9	Freeman Avenue	104 th Street	111 th Street	Lennox	3	0.5	2	105
10	South Lemoli Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
11	Doty Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
12	Aviation Boulevard	Imperial Highway	154 th Street	Del Aire and City El Segundo ^A	2	0.7	2, 4	105
13	Dominguez Channel Proposed Bicycle Path	Redondo Beach Boulevard	Pacific Coast Highway	City of Torrance, City of Gardena	1	2.8	2, 4	105
14	Buford Avenue	104 th Street	111 th Street	Lennox	3	0.5	2	100
15	Isis Avenue	116 th Street	El Segundo Boulevard	Del Aire and City of El Segundo ^A	3	0.9	2,4	100
16	223 rd Street	Normandie Avenue	Interstate 110	West Carson	2	0.7	2	100
17	220 th Street	Normandie Avenue	Vermont Avenue	West Carson	3	0.5	2	90
18	Del Amo Boulevard	Normandie Avenue	Interstate 110	West Carson and City of Los Angeles ^A	2	0.8	2, 4	90
19	Imperial Highway	La Cienega Boulevard	Inglewood Avenue	Lennox and Cities of Hawthorne and Los Angeles ^A	2	0.5	2	90
20	Crenshaw Boulevard	Palos Verdes Drive	Indian Peak Road	Westfield and Cities of Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates ^A	2	1.6	4	90
21	Prairie Avenue	Redondo Beach Boulevard	South Marine Avenue	Alondra Park	2	1.2	2	85
22	Lomita Boulevard	Frampton Avenue	Vermont Avenue	West Carson and City of Los Angeles ^A	2	0.5	2	85
23	El Segundo Boulevard	Isis Avenue	Inglewood Avenue	Del Aire and City of Hawthorne ^A	2	0.8	2	85

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
24	120 th Street	Aviation Boulevard	Inglewood Avenue	Del Aire and City of Hawthorne ^A	3	1.0	2	80
25	Vermont Avenue	190 th Street	Lomita Boulevard	West Carson and City of Los Angeles ^A	2	3.7	2, 4	80
26	Inglewood Avenue	Century Boulevard	Imperial Highway	Lennox and Cities of Hawthorne and Inglewood ^A	3	1.0	2	75
27	La Cienega Boulevard	Imperial Highway	El Segundo Boulevard	Del Aire and City of Los Angeles ^A	2	1.0	2, 4	75
28	Dominguez Creek Proposed Bicycle Path	Main Street	Pacific Coast Highway	City of Los Angeles	1	6.4	2, 4	75
29	223 rd Street	Harbor Fwy	Vermont Avenue	West Carson	2	0.2	4	65
30	West 7 th Street	South Weymouth Avenue	South Cabrillo Avenue	City of Los Angeles ^A	BB	0.9	4	60

Total Mileage **34.5**

^A Part of project traverses through or along boundary of incorporated city



LAX/Aviation Green Line Station

Existing Conditions & Recommendations

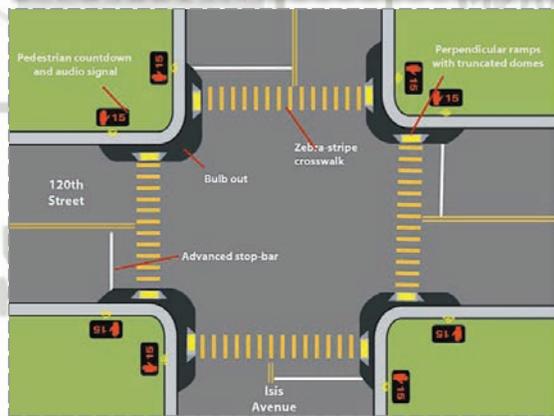
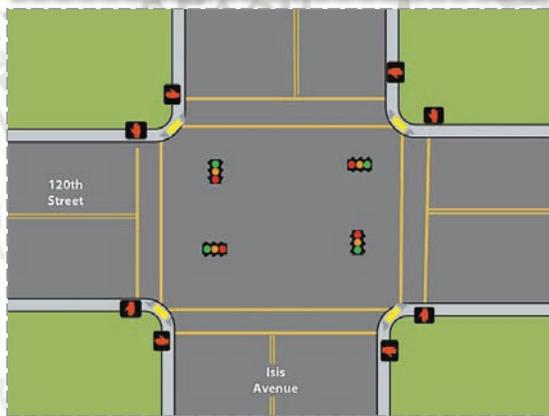
Intersection Improvement #4 120th Street & Isis Avenue

EXISTING

- 120th St. has 2 lanes with on-street parking
- Isis Ave. has 2 lanes with on-street parking
- Signalized intersection
- Yellow lateral line crosswalks for all crossings and truncated domes on all corners

RECOMMENDED

- Add yellow zebra-stripe crosswalks to all crossings (4)
- Add pedestrian countdown signals to all crossings (8)
- Add audio signals to all signalized crossings (8)
- Add advanced stop bars to all crossings (4)
- Add bulb-outs on all curb faces to cross 120th St. and Isis Ave. (8)



Attachment I-2A. Collision Data and Analysis

Los Angeles County - Aviation/LAX Green Line Station Pedestrian Improvements
Summary of Most Common Traffic Violations Causing Injuries and/or Fatalities

VIOL Code	Within Project Limits		Within Influence Area		Violation Type
	Incident Count	%	Incident Count	%	
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	0		0	0%	Riding a bicycle while under the influence of alcohol
21202	0		1	2%	Bicyclist, failure to use right edge of roadway.
21451	0		0	0%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedestrians lawfully withir
21453	2	18%	6	12%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	2	18%	3	6%	Pedestrian failure to yield to vehicles already in crosswalk
21461	1	9%	1	2%	Traffic control sign, failure to obey regulatory provisions.
21650	1	9%	8	16%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
21658	0		0	0%	Laned roadways (2 or more lanes in direction of travel), straddling or changing when unsafe.
21801	0		0	0%	Left turns or U-turns yield until reasonably safe.
21802	0		0	0%	Yield signs, yield until reasonably safe
21804	0		1	2%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an immediate hazard
21950	4	36%	13	27%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		0	0%	Sidewalk, failure to yield to pedestrian on.
21954	0		3	6%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21956	0		1	2%	Walking on roadway, other than pedestrian's left edge.
22100	0		1	2%	Turn at intersection, improper position
22106	0		1	2%	Starting or backing when unsafe.
22107	0		3	6%	Unsafe turn, and/or without signalling.
22350	0		1	2%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	0		0	0%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	1	9%	1	2%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		0	0%	Under the influence of alcohol while driving a vehicle
0	0		5	10%	Violation Not Reported/Unknown
Count	11		49		
Total	12		55		

Transportation Injury Mapping System (TIMS) Data

Collisions along Project Corridor

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
3929697	-118.361	33.91645	10/15/2008	1928		0	3	4	17	0	1 A		Y
4418283	-118.364	33.91644	8/17/2009	1900		5	1	4	5	0	1 A		Y
4465903	-118.374	33.91636	10/7/2009	1923		0	3	3	10	0	1 A	Y	
4798271	-118.367	33.91642	4/20/2010	1900		5	2	3	10	0	1 A	Y	
4822231	-118.361	33.91644	7/15/2010	1928		0	4	4	17	0	1 A		Y
5031093	-118.361	33.91644	12/22/2010	1928		0	3	4	10	0	1 B	Y	
5095712	-118.364	33.91644	2/9/2011	1928		0	3	4	10	0	1 A	Y	
5177375	-118.367	33.91641	4/16/2011	1900		5	6	2	11	0	1 A	Y	
5433574	-118.379	33.91637	11/29/2011	1923		0	2	3	11	0	1 A	Y	
5499639	-118.361	33.91644	1/12/2012	1928		5	4	3	11	0	1 A	Y	
5813627	-118.361	33.91644	8/20/2012	1928		0	1	4	12	0	1 A		Y
5833980	-118.374	33.91634	10/27/2012	1928		0	6	4	11	0	1 A	Y	

Transportation Injury Mapping System (TIMS) Data

Collisions within Influence Area

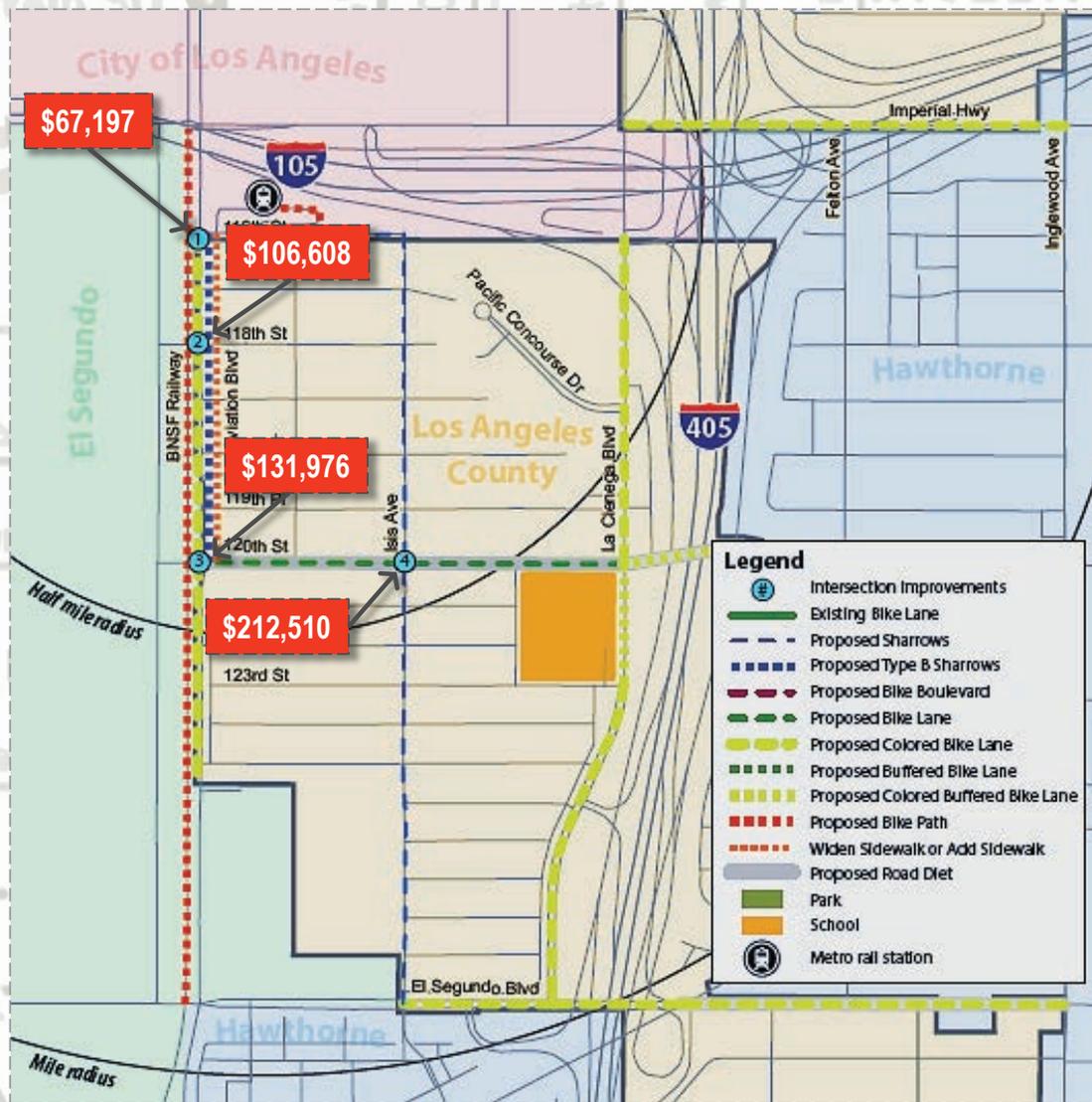
CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCO
3619203	-118.361	33.91754	3/12/2008	1928	0	3	4	8	0	1 A		Y	
3627939	-118.362	33.92007	3/19/2008	1928	0	3	4 -		0	1 A			Y
3654970	-118.362	33.92552	3/26/2008	1928	0	3	3	0	0	1 A		Y	
3714953	-118.361	33.91915	4/25/2008	1928	0	5	3	5	0	1 -			Y
3717855	-118.379	33.93087	4/22/2008	1942	0	2	3	9	0	1 A			Y
3728761	-118.357	33.91552	5/8/2008	1928	0	4	4	11	0	1 A		Y	
3788877	-118.379	33.92365	6/5/2008	1900	5	4	4	10	0	1 A		Y	
3790754	-118.361	33.92363	6/16/2008	1928	0	1	3	11	0	1 A		Y	
3920097	-118.362	33.92643	9/1/2008	1928	0	1	4	11	0	1 A		Y	
3927143	-118.361	33.92369	9/30/2008	1928	0	2	4	10	0	1 A		Y	
3929697	-118.361	33.91645	10/15/2008	1928	0	3	4	17	0	1 A			Y
4003204	-118.37	33.93081	11/20/2008	1942	0	4	4	10	0	1 A		Y	
4166294	-118.372	33.9308	3/6/2009	1942	0	5	3	10	0	1 A		Y	
4293156	-118.383	33.91656	6/18/2009	1923	0	4	3	21	0	1 A		Y	
4418283	-118.364	33.91644	8/17/2009	1900	5	1	4	5	0	1 A			Y
4465903	-118.374	33.91636	10/7/2009	1923	0	3	3	10	0	1 A		Y	
4689586	-118.361	33.91542	4/26/2010	1928	0	1	4	1	0	1 A		Y	
4730336	-118.37	33.92365	4/30/2010	1900	5	5	4	8	0	1 A		Y	
4798271	-118.367	33.91642	4/20/2010	1900	5	2	3	10	0	1 A		Y	
4803400	-118.361	33.92424	6/17/2010	1928	0	4	4	5	0	1 A			Y
4822191	-118.361	33.92005	7/29/2010	1928	0	4	4	11	0	1 A		Y	
4822231	-118.361	33.91644	7/15/2010	1928	0	4	4	17	0	1 A			Y
4906723	-118.361	33.92733	9/23/2010	1928	0	4	4	12	0	1 A			Y
4930319	-118.378	33.93084	10/27/2010	1942	0	3	3	5	0	1 A			Y
5028239	-118.37	33.92722	12/24/2010	1900	5	5	4	3	0	1 A		Y	
5028759	-118.383	33.91629	12/21/2010	1923	0	2	3	10	0	1 C		Y	
5031093	-118.361	33.91644	12/22/2010	1928	0	3	4	10	0	1 B		Y	
5036490	-118.374	33.92038	12/21/2010	1900	5	2	4 -		0	2 C			Y
5042267	-118.359	33.92005	1/21/2011	1928	0	5	3	10	0	1 A		Y	
5054620	-118.366	33.92285	1/7/2011	1928	0	5	4	11	0	1 A		Y	
5095712	-118.364	33.91644	2/9/2011	1928	0	3	4	10	0	1 A		Y	
5134911	-118.361	33.91336	4/2/2011	1928	0	6	3	17	0	1 A			Y
5177375	-118.367	33.91641	4/16/2011	1900	5	6	2	11	0	1 A		Y	
5254595	-118.361	33.92369	7/28/2011	1928	0	4	4	12	0	1 A			Y
5264645	-118.361	33.92149	7/18/2011	1928	0	1	3 -		0	1 A			Y
5280577	-118.361	33.91836	7/4/2011	1928	0	1	3	17	0	1 A			Y
5303757	-118.361	33.92369	8/30/2011	1928	0	2	4	12	0	1 A			Y
5333094	-118.361	33.92552	9/24/2011	1928	0	6	4	11	0	1 A		Y	
5364727	-118.364	33.92642	10/6/2011	1928	0	4	4	8	0	1 A			Y
5384361	-118.357	33.91643	10/21/2011	1928	0	5	3	5	0	1 -			Y
5411997	-118.361	33.92005	12/4/2011	1928	0	7	3	8	0	1 A		Y	
5433574	-118.379	33.91637	11/29/2011	1923	0	2	3	11	0	1 A		Y	
5663351	-118.361	33.92733	5/25/2012	1928	0	5	2	17	0	2 A		Y	
5739427	-118.361	33.91361	7/25/2012	1928	0	3	2	5	0	1 A			Y
5754123	-118.378	33.93101	6/28/2012	1942	0	4	4	0	0	1 A		Y	
5813627	-118.361	33.91644	8/20/2012	1928	0	1	4	12	0	1 A			Y
5833975	-118.383	33.91629	10/23/2012	1923	0	2	3	5	0	1 A			Y
5833980	-118.374	33.91634	10/27/2012	1928	0	6	4	11	0	1 A		Y	
5975237	-118.37	33.9308	10/24/2012	1942	0	3	4	5	0	1 A			Y

Attachment I-6A. Alternatives Considered

LAX/Aviation Green Line Station

Existing Conditions & Recommendations

Intersection Improvement Cost Estimates



Total cost estimate for all recommended improvements = \$3.650 million

See Appendix A for detailed cost estimates

Attachment I-6B. Benefit-Cost Analysis Appendix

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Figure 2-17. Discounted Benefits scaled up over Life of Project..... 104

Appendixes

No table of contents entries found.

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	\$4,107,783
Health Benefits	\$264,923
Recreational Benefits	\$2,351,673
Safety Benefits	\$23,138,418
Gas & Emission Benefits	\$39,459
Sum Total Benefits	\$29,902,256
Sum Present Value Benefits	\$19,803,651
Sum Total Project Cost	\$2,577,735
Sum Present Value Cost	\$2,478,591
Net Present Value	\$17,325,060
BCA Ratio	7.99
Net Present Cost of Funds Requested	\$1,866,522
Benefits to Funds Requested Ratio	10.61

The table above includes the breakdown of results for the project. As shown in the table, the project net present value is \$17.33 million, and the benefit to cost ratio is 7.99. This means that for every dollar invested, the project will generate \$7.99 in benefits. With such strong net benefits, any funds invested in this project will be well-leveraged. Total funding requested from the State for this project is \$1.94 million (or present value of \$1.87 million), which equates to a benefit-to-funds requested ratio of 10.61.

As shown in the table, the largest benefit of the project is improved safety, followed by mobility and recreation. These benefits make sense given the project's goal to improve access to transit for cyclists and pedestrians. In particular, the project will add a class III bike path, increase access to transit and improve safety for pedestrians. Some key improvements include added and widened sidewalks, improved crosswalks, lighting, and landscaping.

2 Screenshots of Model Results for Project

The following sections illustrate the results from the B/C Tool for the project. Each section provides a screen shot of a worksheet in the B/C Tool with results of the project.

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

PARAMETERS		
Mobility Parameters		
CA Statewide Hourly Wage (2014)	\$26.07	
Value of Time (VOT)- adult	\$13.03	
Value of Time (VOT)- child	\$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip
Health Parameters		
Cycling	\$146	annual\$/person
Walking	\$146	annual\$/person
Accident Cost Parameters		
Cost of a Fatality (K)	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (PDO)	\$7,624	\$/crash
Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.		
Recreational Values Parameters		
Biking		
New Users	\$10	per trip
Existing Users	\$4	per trip
Walking		
All Users	\$1	per trip
VMT Reduction		
Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf		
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for
Price of Co2 (per lb)	\$0.01	Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Working days	250	
2%	Average CA Annual Growth of Population (1955-2011)	
4%	Discount Rate used (same as Cal B/C Model)	

2.3 Infrastructure Inputs

This screenshot illustrates the data inputs in the case of an infrastructure project.

Figure 2-3. Infrastructure Inputs

Bike Projects (Daily Person Trips for All Users) (Box 1A)		Project Costs (Box 1D)																																																											
<table border="1"> <thead> <tr> <th></th> <th>Without Project</th> <th>With Project</th> </tr> </thead> <tbody> <tr> <td>Existing</td> <td>233</td> <td>233</td> </tr> <tr> <td>Forecast (1Yr after completion)</td> <td>244</td> <td>286</td> </tr> <tr> <td colspan="3"> <table border="1"> <thead> <tr> <th></th> <th>Commuter</th> <th>Recreational User</th> </tr> </thead> <tbody> <tr> <td>Existing Trips</td> <td>63</td> <td>81</td> </tr> <tr> <td>New Daily Trips (estimate)</td> <td>12</td> <td>15</td> </tr> <tr> <td>(1Yr after completion) (actual)</td> <td>12</td> <td>15</td> </tr> </tbody> </table> </td> </tr> </tbody> </table>			Without Project	With Project	Existing	233	233	Forecast (1Yr after completion)	244	286	<table border="1"> <thead> <tr> <th></th> <th>Commuter</th> <th>Recreational User</th> </tr> </thead> <tbody> <tr> <td>Existing Trips</td> <td>63</td> <td>81</td> </tr> <tr> <td>New Daily Trips (estimate)</td> <td>12</td> <td>15</td> </tr> <tr> <td>(1Yr after completion) (actual)</td> <td>12</td> <td>15</td> </tr> </tbody> </table>				Commuter	Recreational User	Existing Trips	63	81	New Daily Trips (estimate)	12	15	(1Yr after completion) (actual)	12	15	<table border="1"> <tbody> <tr> <td>Non-SR2S Infrastructure Project Cost</td> <td>\$2,577,735</td> </tr> <tr> <td>SR2S Infrastructure Project Cost</td> <td>\$0</td> </tr> </tbody> </table>		Non-SR2S Infrastructure Project Cost	\$2,577,735	SR2S Infrastructure Project Cost	\$0																														
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Percentage of students that currently walk or bike to school	0%																																																												
Projected percentage of students that will walk or bike to school after the project	0.00%																																																												

2.4 Non-Infrastructure Inputs

This screenshot illustrates the data inputs in the case of a non-infrastructure project.

Figure 2-4. Non-Infrastructure Inputs

Outreach (SR2S)- [0.. 20] Participants (School Enrollment) <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>		Outreach (Non SR2S)- [0.. 20] Participants <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>													
Perception (must be marked with an "x")- [0.. 20] <i>Mark all applicable categories with an "x"</i> Outreach is Hands-on (self-efficacy) <input type="checkbox"/> Overcome Barriers (e.g., dist, time, etc.) <input type="checkbox"/> Eliminates Hazards/Threats (speed, crime, etc.) <input type="checkbox"/> Connected or Addresses Connectivity Challenge <input type="checkbox"/> Creating Value in Using Active Transportation <input type="checkbox"/> Weighted Score <input type="text" value="0"/>		Promotional Effort (must be marked with an "x")- [0.. 20] <i>Mark all applicable categories with an "x"</i> Effort Targets 5 E's or 5 P's <input type="checkbox"/> Knowledgeable Staff/Educator <input type="checkbox"/> Partnership/Volunteers <input type="checkbox"/> Creates Community Ownership/Relationship <input type="checkbox"/> Part of Bigger Effort (e.g., political support) <input type="checkbox"/> Weighted Score <input type="text" value="0"/>													
Age (must be marked with an "x")- [0.. 20] <i>Mark only one category with an "x"</i> Younger than 10 <input type="checkbox"/> 10-12 <input type="checkbox"/> 13-24 <input type="checkbox"/> 25-55 <input type="checkbox"/> 55+ <input type="checkbox"/> Weighted Score <input type="text" value="FALSE"/>		Duration (must be marked with an "x")- [0.. 20] <i>Mark only one category with an "x"</i> One Day <input type="checkbox"/> One Month <input type="checkbox"/> One Year <input type="checkbox"/> Multiple Years <input type="checkbox"/> Continuous Effort <input type="checkbox"/> Weighted Score <input type="text" value="FALSE"/>													
Projected New Active Trans Riders Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>		Projected New Active Trans Riders Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>													
CRASH DATA - [0.. 20] <table border="1"> <thead> <tr> <th></th> <th>Last 5 Yrs</th> <th>Annual</th> </tr> </thead> <tbody> <tr> <td>Fatal Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>Injury Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>PDO</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> </tbody> </table>			Last 5 Yrs	Annual	Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	PDO	<input type="text" value="0"/>	<input type="text" value="0"/>	Assumption: Benefits only accrue for five years, unless the project is ongoing.	
	Last 5 Yrs	Annual													
Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
PDO	<input type="text" value="0"/>	<input type="text" value="0"/>													

2.5 Non-Infrastructure—All

This screenshot illustrates calculations and benefit results in the case of a non-infrastructure project.

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All			
Projected New ATP Users		0.00	
Annual Mobility Benefits	\$0		Did not quantify mobility benefits.
Annual Health Benefits	\$0		
Annual Recreational Benefits	\$0		Did not quantify recreational benefits.
Annual Safety Benefits	\$0		reduction in Other Reduction Factor Countermeasures.
Fuel saved	\$0		
Emissions Saved	\$0		
Fuel and Emissions Saved	\$0		
Underlying assumptions for calculations:			
1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg. Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/resourcehandler.ashx?id=2948			
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)			
3) Gasoline price per gallon is \$3.41 (incl. tax)			
4) Carbon price is \$25 per ton (updated \$2014 value)			
5) 2,000 lbs = 1 ton			
ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION			
Countermeasures		OTHER REDUCTION FACTOR	
Crash Reduction Factors (CRFs)		10%	
Service Life		5	
1st year		\$0	
	Fatal	Injury	PDO
Frequency	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924

2.6 SR2S Infrastructure

This screenshot illustrates calculations and benefit results in the case of a safe-route-to-school (SR2S) infrastructure project.

Figure 2-6. SR2S Infrastructure Project Benefits

SAFE ROUTES TO SCHOOL		
Infrastructure		
Before Project		
No. of students enrollment	0	
Approximate no. of students living along school route proposed for	0	Assumptions:
Percent that currently walks/bikes to school	0%	1) 180 school days
Number of students that walk/bike to school	0	2) 2 miles distance to school = 1 hour walk
		3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
		4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
		5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
		6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.
After Project		
No. of students enrollment	0	
Approximate no. of students living along school route proposed for	0	
Projected percentage of students that will walk or bike because of the project	0%	
Number of students that will walk/bike to school after the project	0	
ATP Shift		
Fuels Saved	\$0.00	
Emissions Saved	\$0.00	
Annual Mobility Benefits		
Annual Mobility Benefits	\$0	
Annual Health Benefits		
Annual Health Benefits	\$0	
Annual Safety Benefits		
Annual Safety Benefits	\$476,151	
Fuel and Emissions Saved		
Fuel and Emissions Saved	\$0	
Recreational Benefits		
Recreational Benefits	\$0	

Note that annual safety benefits are calculated here in the Tool even though the project does not include SR2S data inputs. We believe this calculation should read zero.

2.7 Results

This screenshot illustrates the results of the project, including project costs, total benefits, and benefits by category.

Figure 2-7. Results

20 Year Invest Summary Analysis	
Total Costs	\$2,577,735
Net Present Cost	\$2,478,591
Total Benefits	\$29,902,256
Net Present Benefit	\$19,803,651
Benefit-Cost Ratio	7.99
<i>20 Year Itemized Savings</i>	
Mobility	\$4,107,783
Health	\$264,923
Recreational	\$2,351,673
Gas & Emissions	\$39,459
Safety	\$23,138,418
Funds Requested	\$1,941,183
Net Present Cost of Funds Requested	\$1,866,522
Benefit Cost Ratio	10.61

2.8 Mobility

This screenshot illustrates the calculations and results of mobility benefits in the case of a non-SR2S infrastructure project.

Figure 2-8. Mobility Benefits for non-SR2S Infrastructure Projects

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT			
Current Walk Counts		Project Types	
Total miles walked	0.00	For M values:	
Total person Trips walked	2,097.00	20.38 min/trip	OFF STREET
Total Steps walked	0.00	18.02 min/trip	ON STREET w/o parking benefit
		15.83 min/trip	ON STREET w/ parking benefit
			Bike Class I
			Bike Class II
			Bike Class III
After the Project is Completed			
Total miles walked	0.00	\$13.03	Value of Time
Total person trips walked	2,202.00		
Total Steps walked	0.00	600 steps=0.3mi=1trip	
Converted miles walked to trips	0	\$1	Value of Total Pedestrian Environmental Impacts per trip
Difference of person trips walked	105		
Converted steps walked to trips	0		
Current Bike Counts			
Existing Commuters	63		
New Commuters	12		
Benefits, 2014 values			
Annual Mobility Benefit (Walking)	\$22,312.50		
Annual Mobility Benefit (Biking)	\$146,750.38		
Total Annual Mobility Benefits	\$169,062.88		
Sources:			
NCHRP 552 Methodology (Biking)			
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)			

2.9 Health

This screenshot illustrates the calculations and results of health benefits in the case of a non-SR2S infrastructure project

Figure 2-9. Health Benefits for non-SR2S Infrastructure Projects

<u>YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT</u>			
INFRASTRUCTURE			
Cycling:			
New Cyclists	22		
		GDP Deflator	
Value of Health (ave.annual)	\$146	2006	0.9429
		2014	1.0781
Annual Health Benefits	\$3,219.79		
Walking:			
New Walkers	52.5		
Value of Health	\$146		
Annual Health Benefits	\$7,683.58		
Total Annual Health Benefits	\$10,903		
Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G. (Estimated annual per capita cost savings of direct and indirect of physical activity)			

2.10 Reduced Gas & Emissions Benefits

This screenshot illustrates the calculations and results of benefits from reduced gas and greenhouse gas emissions in the case of a non-SR2S infrastructure project

Figure 2-10. Reduced Gas & Emissions Benefits for non-SR2S Infrastructure Projects

<u>YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT</u>	
INFRASTRUCTURE	
New Pedestrians	53
New Bicyclists	22
Avoided VMT due to Walking	3,347
Avoided VMT due to Biking	5,528
Fuel Saved	1,513
Emissions Saved	111
Fuel and Emissions saved	\$1,624
<u>Underlying assumptions for calculations:</u>	
1) Bike miles traveled= 1.5 mi, walk miles traveled=.3 (CHTS)	
2) Assume 50% of new walkers and cyclists choose not to drive their cars	
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.	
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/files/sourcehandler.ashx?id=2948	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

2.11 Recreational Benefits

This screenshot illustrates the calculations and results of recreational benefits in the case of a non-SR2S infrastructure project

Figure 2-11. Recreational Benefits for non-SR2S Infrastructure Projects

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT			
Biking			
New Recreational Users	15	\$10	per trip
New Commuters	12		
Existing Recreational Users	81	\$4	per trip
Value of Spending Recreational Time for New Recreational Users	\$18,600		
Value of Spending Recreational Time for Existing Recreational Users	\$40,176		
Potential number of recreational time outdoors	124		
Annual Biking Recreational Benefits	\$58,776		
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)			
Walking			
Total Recreational pedestrians	16	15%	See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$5,743	\$1	per trip
Potential number of recreational time outdoors	365		
Annual Walking Recreational Benefits	\$5,743		
Sources: Pedestrian and Bicycle Information Center, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.			
Total Annual Recreational Benefits	\$64,525		

2.13 Undiscounted Benefits

This screenshot illustrates the calculations of benefits over the life of the project. Total benefits are calculated on this sheet regardless of the type of project (non-infrastructure SR2S, non-infrastructure non-SR2S, infrastructure SR2S, and infrastructure non-SR2S).

Figure 2-13. Undiscounted Benefits scaled up over Life of Project—Image 1 of 4

ECONOMIC EVALUATION (Constant Values)		INFRASTRUCTURE - Non-SR2S									
		Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Total Project Cost	Growth Factor	
Total Benefits	\$27,550,583	PROJECT OPEN									
Mobility Benefits	\$4,107,783	1	\$163,063	\$10,303	\$64,535	\$416,151	\$1,624	\$122,266	\$2,571,735	1.02	
Health Benefits	\$264,323	2	\$172,444	\$11,221	\$55,815	\$485,614	\$1,656	\$176,711			
Recreational Benefits	\$2,351,673	3	\$175,893	\$11,344	\$67,132	\$432,387	\$1,630	\$151,445			
Safety Benefits	\$23,138,418	4	\$179,411	\$11,571	\$68,474	\$505,295	\$1,723	\$166,474			
Gas & Emission Benefits	\$39,459	5	\$182,339	\$11,802	\$69,844	\$575,401	\$1,758	\$181,804			
		6	\$186,653	\$12,028	\$71,241	\$525,709	\$1,733	\$137,440			
		7	\$190,332	\$12,279	\$72,665	\$536,223	\$1,829	\$183,388			
		8	\$194,200	\$12,525	\$74,119	\$546,947	\$1,865	\$223,656			
		9	\$198,084	\$12,775	\$75,601	\$557,866	\$1,903	\$246,249			
		10	\$202,046	\$13,031	\$77,112	\$569,044	\$1,941	\$260,174			
		11	\$206,087	\$13,291	\$78,655	\$580,425	\$1,980	\$274,439			
		12	\$210,208	\$13,557	\$80,228	\$592,034	\$2,018	\$289,081			
		13	\$214,413	\$13,828	\$81,833	\$603,874	\$2,050	\$304,088			
		14	\$218,701	\$14,105	\$83,470	\$615,952	\$2,101	\$319,429			
		15	\$223,075	\$14,387	\$85,133	\$628,271	\$2,143	\$335,074			
		16	\$227,536	\$14,674	\$86,842	\$640,836	\$2,186	\$351,074			
		17	\$232,087	\$14,968	\$88,579	\$653,953	\$2,229	\$367,456			
		18	\$236,723	\$15,267	\$90,350	\$667,426	\$2,274	\$1,011,346			
		19	\$241,463	\$15,573	\$92,157	\$681,260	\$2,319	\$1,024,573			
		20	\$246,293	\$15,884	\$94,000	\$695,662	\$2,366	\$1,038,205			
Total Costs	\$2,571,735										
Benefit-Cost Ratio (BC)	10.7										
		Total	\$4,107,783	\$264,323	\$1,561,782	\$11,569,209	\$39,459	\$17,549,195	\$2,571,735		

Figure 2-15. Undiscounted Benefits scaled up over Life of Project—Image 3 of 4

COMBO PROJECTS - Non SR22 Infrastructure and MobInfrastructure														
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost							
PROJECT OPEN														
1	\$163,063	\$10,303	\$64,525	\$236,075	\$1624	\$464,190	\$2,571,735							
2	\$172,444	\$11,821	\$65,815	\$242,837	\$1,656	\$493,674								
3	\$175,833	\$11,344	\$61,132	\$247,634	\$1,690	\$503,752								
4	\$179,411	\$11,571	\$68,474	\$252,647	\$1,723	\$513,821								
5	\$182,339	\$11,802	\$69,844	\$257,700	\$1,758	\$524,103								
6	\$186,659	\$12,038	\$71,241	\$262,834	\$1,793	\$534,585								
7	\$190,332	\$12,279	\$72,665	\$268,111	\$1,829	\$545,277								
8	\$194,200	\$12,525	\$74,119	\$273,474	\$1,865	\$556,182								
9	\$198,084	\$12,775	\$75,601	\$278,943	\$1,903	\$567,206								
10	\$202,046	\$13,031	\$77,113	\$284,522	\$1,941	\$578,652								
11	\$206,087	\$13,291	\$78,655	\$290,213	\$1,980	\$590,225								
12	\$210,206	\$13,557	\$80,228	\$296,017	\$2,018	\$602,030								
13	\$214,413	\$13,828	\$81,833	\$301,937	\$2,060	\$614,070								
14	\$218,701	\$14,105	\$83,470	\$307,976	\$2,101	\$626,352								
15	\$223,075	\$14,387	\$85,139	\$314,135	\$2,143	\$638,879								
16	\$227,536	\$14,674	\$86,842	\$320,418	\$2,186	\$651,656								
17	\$232,087	\$14,968	\$88,573	\$326,826	\$2,229	\$664,630								
18	\$236,729	\$15,267	\$90,350	\$333,363	\$2,274	\$677,863								
19	\$241,463	\$15,573	\$92,157	\$340,030	\$2,319	\$691,443								
20	\$246,293	\$15,884	\$94,000	\$346,831	\$2,366	\$705,314								
Total						\$4,107,783	\$264,923	\$1,567,782	\$5,784,604	\$39,459	\$11,764,552	\$2,571,735		
						Sum Total Benefits		Total Project Cost						

COMBO PROJECTS - NonSR22 & SR22 Infrastructure													
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost						
PROJECT OPEN													
1	\$84,531	\$5,452	\$64,525	\$116,151	\$812	\$631,471	\$2,571,735						
2	\$86,222	\$5,561	\$65,815	\$118,674	\$828	\$644,100							
3	\$87,947	\$5,672	\$67,132	\$121,387	\$845	\$656,982							
4	\$89,705	\$5,785	\$68,474	\$124,205	\$862	\$670,122							
5	\$91,500	\$5,901	\$69,844	\$127,141	\$879	\$683,524							
6	\$93,330	\$6,019	\$71,241	\$130,203	\$897	\$697,195							
7	\$95,196	\$6,139	\$72,665	\$133,394	\$914	\$711,138							
8	\$97,100	\$6,262	\$74,119	\$136,616	\$933	\$725,361							
9	\$99,042	\$6,388	\$75,601	\$140,064	\$951	\$739,866							
10	\$101,023	\$6,515	\$77,113	\$143,637	\$970	\$754,666							
11	\$103,043	\$6,646	\$78,655	\$147,343	\$990	\$769,759							
12	\$105,104	\$6,778	\$80,228	\$151,184	\$1,010	\$785,154							
13	\$107,206	\$6,914	\$81,833	\$155,162	\$1,030	\$800,857							
14	\$109,350	\$7,052	\$83,470	\$159,276	\$1,050	\$816,874							
15	\$111,537	\$7,193	\$85,139	\$163,525	\$1,071	\$833,212							
16	\$113,768	\$7,337	\$86,842	\$167,908	\$1,093	\$849,876							
17	\$116,044	\$7,484	\$88,573	\$172,427	\$1,115	\$866,874							
18	\$118,364	\$7,634	\$90,350	\$177,082	\$1,137	\$884,211							
19	\$120,732	\$7,786	\$92,157	\$181,873	\$1,160	\$901,895							
20	\$123,146	\$7,942	\$94,000	\$186,805	\$1,183	\$919,933							
Total						\$2,053,892	\$182,462	\$1,567,782	\$3,704,136	\$19,730	\$15,343,073	\$2,571,735	
						Sum Total Benefits		Total Project Cost					

Figure 2-16. Undiscounted Benefits scaled up over Life of Project—Image 4 of 4

COMBO PROJECTS - SR23 INFRASTRUCTURE AND NONINFRASTRUCTURE										SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS															
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio							
PROJECT OPEN										PROJECT OPEN															
1	\$0	\$0	\$0	\$0	\$0	\$238,075	\$0	102		1	\$169,062,88	\$10,903	\$36,787	\$352,301	\$1,624	\$1,230,673	\$2,577,735	11.60							
2	\$0	\$0	\$0	\$0	\$0	\$242,837	\$0			2	\$172,444	\$11,221	\$38,723	\$371,347	\$1,656	\$1,255,232									
3	\$0	\$0	\$0	\$0	\$0	\$247,694	\$0			3	\$175,833	\$11,344	\$39,697	\$390,714	\$1,690	\$1,280,398									
4	\$0	\$0	\$0	\$0	\$0	\$252,647	\$0			4	\$179,411	\$11,571	\$40,711	\$410,050	\$1,723	\$1,306,006									
5	\$0	\$0	\$0	\$0	\$0	\$257,700	\$0			5	\$182,939	\$11,802	\$41,765	\$429,302	\$1,758	\$1,332,126									
6	\$0	\$0	\$0	\$0	\$0	\$262,854	\$0			6	\$186,659	\$12,038	\$42,861	\$448,448	\$1,793	\$1,358,769									
7	\$0	\$0	\$0	\$0	\$0	\$268,111	\$0			7	\$190,332	\$12,279	\$43,998	\$467,446	\$1,829	\$1,385,944									
8	\$0	\$0	\$0	\$0	\$0	\$273,474	\$0			8	\$194,200	\$12,525	\$45,178	\$486,395	\$1,865	\$1,413,663									
9	\$0	\$0	\$0	\$0	\$0	\$278,943	\$0			9	\$198,084	\$12,775	\$46,402	\$505,773	\$1,903	\$1,441,936									
10	\$0	\$0	\$0	\$0	\$0	\$284,522	\$0			10	\$202,046	\$13,031	\$47,670	\$525,088	\$1,941	\$1,470,775									
11	\$0	\$0	\$0	\$0	\$0	\$290,213	\$0			11	\$206,087	\$13,291	\$48,983	\$544,350	\$1,980	\$1,500,194									
12	\$0	\$0	\$0	\$0	\$0	\$296,017	\$0			12	\$210,206	\$13,557	\$50,343	\$563,567	\$2,019	\$1,530,184									
13	\$0	\$0	\$0	\$0	\$0	\$301,937	\$0			13	\$214,413	\$13,828	\$51,749	\$582,746	\$2,060	\$1,560,738									
14	\$0	\$0	\$0	\$0	\$0	\$307,976	\$0			14	\$218,701	\$14,105	\$53,204	\$601,903	\$2,101	\$1,592,014									
15	\$0	\$0	\$0	\$0	\$0	\$314,135	\$0			15	\$223,075	\$14,387	\$54,709	\$621,042	\$2,143	\$1,623,854									
16	\$0	\$0	\$0	\$0	\$0	\$320,418	\$0			16	\$227,536	\$14,674	\$56,263	\$640,162	\$2,186	\$1,656,332									
17	\$0	\$0	\$0	\$0	\$0	\$326,826	\$0			17	\$232,097	\$14,968	\$57,868	\$659,266	\$2,229	\$1,689,439									
18	\$0	\$0	\$0	\$0	\$0	\$333,363	\$0			18	\$236,723	\$15,267	\$59,523	\$678,352	\$2,274	\$1,723,247									
19	\$0	\$0	\$0	\$0	\$0	\$340,030	\$0			19	\$241,433	\$15,573	\$61,226	\$697,421	\$2,319	\$1,757,686									
20	\$0	\$0	\$0	\$0	\$0	\$346,831	\$0			20	\$246,233	\$15,884	\$62,971	\$716,473	\$2,366	\$1,792,866									
					Sum Total Benefits	\$5,784,604	\$0								Sum Total Benefits	\$4,107,783	\$284,923	\$2,351,673	\$23,128,418	\$39,459	\$23,902,256	\$2,577,735	11.60		
					Total Project Cost	\$0									Total Project Cost	\$0									

2.14 Discounted Benefits

This screenshot illustrates the calculations of benefits over the life of the project, and then discounted into present value terms. Discounted benefits are calculated on this sheet regardless of the type of project (non-infrastructure SR2S, non-infrastructure non-SR2S, infrastructure SR2S, and infrastructure non-SR2S).

Figure 2-17. Discounted Benefits scaled up over Life of Project

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS														
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission	Total Benefits	Present Value Benefit	Total Project	Present Value Cost	Discoun t Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$169,063	\$10,903	\$96,787	\$952,301	\$1,624	\$1,230,679	\$1183,345	\$2,577,735	\$2,478,591	4.00%	\$17,325,060.09	7.99	1,941,183	1,866,522
2	\$172,444	\$11,121	\$98,723	\$971,347	\$1,656	\$1,255,292	\$1,160,588		\$0					
3	\$175,893	\$11,344	\$100,697	\$990,774	\$1,690	\$1,280,398	\$1,138,269		\$0					
4	\$179,411	\$11,571	\$102,711	\$1,010,590	\$1,723	\$1,306,006	\$1,116,379		\$0					
5	\$182,999	\$11,802	\$104,765	\$1,030,802	\$1,758	\$1,332,126	\$1,094,911		\$0					
6	\$186,659	\$12,038	\$106,861	\$1,051,418	\$1,793	\$1,358,789	\$1,073,855		\$0					
7	\$190,392	\$12,279	\$108,998	\$1,072,446	\$1,829	\$1,385,944	\$1,053,204		\$0					
8	\$194,200	\$12,525	\$111,178	\$1,093,895	\$1,865	\$1,413,663	\$1,032,950		\$0					
9	\$198,084	\$12,775	\$113,402	\$1,115,773	\$1,903	\$1,441,936	\$1,013,085		\$0					
10	\$202,046	\$13,031	\$115,670	\$1,138,088	\$1,941	\$1,470,775	\$993,603		\$0					
11	\$206,087	\$13,291	\$117,983	\$1,160,850	\$1,980	\$1,500,190	\$974,495		\$0					
12	\$210,208	\$13,557	\$120,343	\$1,184,067	\$2,019	\$1,530,194	\$955,755		\$0					
13	\$214,413	\$13,828	\$122,749	\$1,207,748	\$2,060	\$1,560,798	\$937,375		\$0					
14	\$218,701	\$14,105	\$125,204	\$1,231,903	\$2,101	\$1,592,014	\$919,348		\$0					
15	\$223,075	\$14,387	\$127,709	\$1,256,541	\$2,143	\$1,623,854	\$901,659		\$0					
16	\$227,536	\$14,674	\$130,263	\$1,281,672	\$2,186	\$1,656,332	\$884,329		\$0					
17	\$232,087	\$14,968	\$132,868	\$1,307,306	\$2,229	\$1,689,458	\$867,323		\$0					
18	\$236,729	\$15,267	\$135,525	\$1,333,452	\$2,274	\$1,723,247	\$850,643		\$0					
19	\$241,463	\$15,573	\$138,236	\$1,360,121	\$2,319	\$1,757,712	\$834,285		\$0					
20	\$246,293	\$15,884	\$141,001	\$1,387,323	\$2,366	\$1,792,866	\$818,241		\$0					
TOTAL											\$194,183	\$1,866,522		
Total Mobility Benefits											\$4,107,793			
Health Benefits											\$264,923			
Recreational Benefits											\$2,351,673			
Safety Benefits											\$23,138,418			
Gas & Emission											\$34,459			
Sum Total Benefits											\$29,902,256			
Sum Total Present Value Benefit											\$19,803,651			
Sum Total Project Value Cost											\$2,577,735			
Sum Total Present Value Cost											\$2,478,591			
Sum Funds Requested											\$1,941,183			
Sum PV of Funds Requested											\$1,866,522			

3 Potential for Model Enhancements

Below we provide Caltrans with some feedback on the Benefit/Cost Tool as requested in Question 6B of this application. Feedback is divided by category, as described in Question 6B:

Types of Inputs

- **Applicability of mobility parameters**—we note that several of the parameters used in the model come from the National Cooperative Highway Research Program (NCHRP) 552 report. While this source provides good data, some of the assumptions may not be well-suited to the types of projects proposed by LA Metro. For instance, the bike path projects proposed by LA Metro are mostly small (.25 to 5 miles). The value of mobility benefits provided in the NCHRP report range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. But in the case of LA Metro's bike projects, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Another difference to consider is location—the NCHRP study was conducted in Minnesota. Thus the value of having access to a bike path might be greater in a city like Los Angeles where there are more days each year of suitable weather for biking.
- **City-specific parameters**—we understand that this first version of the B/C Tool was kept general so that it could be used by different cities throughout California. However, this means that some of the parameters used may not be appropriate for a particular city. For example, the two percent population growth rate assumed in the model is an average for California from 1955 to 2011. However, currently the population growth rate in Los Angeles is closer to 0.5 percent¹, much smaller than the California average.
- **Construction start and end dates**—allowing the B/C Tool to adapt to different construction start and end dates depending on the project will provide a more precise estimate of net benefits.

Calculation Logic

- **Discount methodology**—the B/C Tool currently discounts the project costs and benefits starting the same year, implying that benefits and costs begin at the same time. Benefits generally start accruing after the project is complete, while costs are experienced at the beginning. Caltrans may want to consider adapting the discounting formulas so that benefits start after construction is complete.
- **Forecast methodology**—currently the BC Tool grows each benefit category by the population growth rate. Caltrans may want to consider adapting the B/C Tool to allow for different growth factors for each benefit category, as the future growth of these benefit categories may differ. For instance, generally a person's value of time is expected to

¹ Average annual growth rate for population of Los Angeles. Retrieved from Southern California Association of Governments, Draft , 2016 RTP/SCS Growth Forecast by Jurisdictions

grow at approximately 1.2 percent per year². Thus benefit categories that depend on a person's value of time will be affected by this growth rate.

- **SR2S Safety Benefits**—it appears the B/C Tool includes safety benefits for SR2S infrastructure projects into the project's total benefits even when data is only entered for non-SR2S infrastructure projects. Because the SR2S safety data is linked directly to the result for safety benefits of non-SR2S infrastructure projects, this benefit is counted in two places. Thus safety benefits are likely over-estimated for all non-SR2S projects.
- **Non-infrastructure project crash rate data**—the B/C Tool uses the five-year crash rate data provided (rather than the annual data) to calculate safety benefits for non-infrastructure projects. This methodology differs from that of the infrastructure projects, where the B/C Tool uses the annual crash rate data. We wanted to point out this inconsistency.

Other Recommendations

- **Discounting benefit categories**—Caltrans may want to consider discounting by benefit category, rather than only discounting total benefits. This allows the user to compare the present value of each type of benefit.
- **Potential time savings benefits**—the B/C Tool could also consider the potential benefits of travel time savings. For instance, if an ATP project improves bicycle access on a commute route, it may in fact be quicker to bicycle to work rather than drive depending on the level of traffic congestion, and the distance of the trip. Several streets in Los Angeles currently suffer from gridlock congestion during certain hours of the day. Another instance of time savings might occur for long-distance commuters when transferring from Metrolink rail to the bus. Installing a bike path that improves the connection from rail to bus could result in time-savings for public transit users

User Interface

- **Format of model parameters**—many of the parameters assumed in the B/C Tool are currently hard-coded into the cell formulas. To allow for a more adaptable and error-free model, it is considered good practice to list all parameters on one sheet in the model, and link formulas to this sheet. This way if the user wants to change an assumption, the edit is only required in one location, and the change is automatically made throughout the model.

² U.S. DOT. The Value of Travel Time Savings: Departmental Guidance for Conducting Economic Evaluations Revision 2 (2014 Update). July, 2014. Please refer to page 14.
<http://www.dot.gov/sites/dot.gov/files/docs/USDOT%20VOT%20Guidance%202014.pdf>

Attachment I-8. California Conservation Corps (CCC) Correspondence

FW: Corps response for ATP Applications

FW: Corps response for ATP Applications

Waqas Rehman [WREHMAN@dpw.lacounty.gov]

Sent: Monday, May 11, 2015 10:43 AM

To: HongE@metro.net; Josh Mello (joshmello@altaplanning.com); Christian, Adam

Cc: Martin Reyes [mreyes2@dpw.lacounty.gov]

Please see the following CCC and LACC outreach and response for Metro re-applications. Please include the following email in the grant application.

Thanks

From: Hsieh, Wei@CCC [mailto:Wei.Hsieh@CCC.CA.GOV] **On Behalf Of** ATP@CCC

Sent: Monday, May 11, 2015 9:52 AM

To: Martin Reyes

Cc: inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC

Subject: RE: County of Los Angeles ATP Applications

Hi Martin,

Edgar Lino, the Conservation Supervisor at our CCC Los Angeles location has responded to the partnership for your projects:

- Aviation/LAX – striping removal, signing and striping, concrete/AC removal/demo, landscaping, irrigation.
- West Carson – Striping and pavement markings.
- West Athens – Striping and pavement markings.
- San Jose Creek Bike Path – Rip Rap, concrete removal (non-reinforced), crushed miscellaneous base, clearing and grubbing, tree removals, and retaining walls.
- Hawthorne/Lennox – Signing and striping, parkway trees.
- Vincent Community Bikeway Access – striping, signage, concrete removal, unclassified excavation, fence, landscaping, pocket parks, and traffic control.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Edgar Lino directly Edgar.Lino@ccc.ca.gov if your project receives funding.

Thank you,

Wei Hsieh, Manager

Programs & Operations Division

California Conservation Corps

1719 24th Street

Sacramento, CA 95816

(916) 341-3154

Wei.Hsieh@ccc.ca.gov

From: Martin Reyes [mailto:mreyes2@dpw.lacounty.gov]

FW: Corps response for ATP Applications

Sent: Friday, May 08, 2015 2:23 PM
To: Clark, Virginia@CCC; calocalcorps@gmail.com
Cc: Inez Yeung; Abu Yusuf; Waqas Rehman; Mateusz (Matt) Suska; Tung Vu; Michael Ellison
Subject: County of Los Angeles ATP Applications

Good afternoon,

The County of Los Angeles is applying for grant funding under the 2015 Active Transportation Program Cycle 2. Per ATP guidelines, we are requesting the CCC and CALCC to review our scopes of work for the (6) projects below to determine whether or not Corps will participate in these projects. Attached for your use are project descriptions, maps, and estimates. Please feel free to contact me if you require any other information for these projects.

Thank you.

<u>PROJECT NAME</u>	<u>LIMITS/LOCATION</u>	<u>SCOPE</u>	<u>TENTATIVE SCHEDULE</u>	<u>ATTACHMENTS</u>
San Jose Creek Bike Path Phase II	San Gabriel Bike Trail, San Jose Bike Trail	Installation of two bike bridges, new Class I bike/multi-use trail along flood control channel, signage and striping <ul style="list-style-type: none"> Class II bike facilities along Badillo St, Irindale Ave, and Lark Ellen Ave with signage and striping 	DES: 09/17 – 01/19 R/W: 07/18 – 01/19 CON: 08/19 – 06/20	
Vincent Community Bikeways Access Improvements	<ul style="list-style-type: none"> Badillo St from Baldwin Park jurisdiction to Irwindale Ave Irwindale Ave from Badillo St to Big Dalton Wash Big Dalton Wash from Irwindale Ave to Lark Ellen Ave Lark Ellen Ave from Big Dalton Wash to Arrow Hwy Arrow Hwy from Lark Ellen Ave to Big Dalton Wash 	<ul style="list-style-type: none"> Class III bike facilities along Arrow Hwy with signage and striping Class I bike path along flood control channel on Big Dalton Wash Pocket park installations at Big Dalton Wash at-grade crossings Landscaping New/repair sidewalk, driveways and curb ramps AC pavement work 	DES: 09/17 – 01/19 R/W: 07/18 – 01/19 CON: 08/19 – 05/20	

FW: Corps response for ATP Applications

West Athens Community Bikeways Access Improvements	<ul style="list-style-type: none"> Lohengrin St from Imperial Hwy to Denker Ave 110th St from Budlong Ave to Vermont Ave 	<p>Bicycle boulevard along Lohengrin and 110th with work including bulb-outs at 2 intersections, 2 non-landscaped traffic circles, one traffic diverter at Western Ave, signage and striping</p>	<p>DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 06/19</p>
West Carson Community Bikeways Access Improvements	<ul style="list-style-type: none"> Carson St from Normandie Ave to Vermont Ave 220th St from Normandie Ave to cul-de-sac at east end Lomita Blvd from Frampton Ave to Vermont Ave 	<ul style="list-style-type: none"> Class II bikeway installations along Carson St and Lomita Blvd with signage and striping Class III bikeway installation along 220th St with signage and striping New landscaped median along Judah Ave Class II facilities along Isis Ave and El Segundo Ave with signage and striping 	<p>DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19</p>
Aviation/LAX Green Line Station Improvements	<ul style="list-style-type: none"> Judah Ave from cul-de-sac at north end to 120th St Isis Ave from 116th St to El Segundo Blvd El Segundo Blvd from Isis Ave to Inglewood Ave 	<ul style="list-style-type: none"> Curb and gutter work Landscaping at parkways Wayfinding signage LID systems Traffic signal and pedestrian head improvements Class II bike lanes with signage and striping along Lennox Blvd 	<p>DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19</p>
	<ul style="list-style-type: none"> Buford Ave from 104th St to 111th St Inglewood Ave from Century Blvd to 112th St 104th St from Felton 	<ul style="list-style-type: none"> Class III bike routes along Freeman Ave with signage and striping Enhanced crosswalks along 	<p>DES: 09/17 – 09/18</p>

FW: Corps response for ATP Applications

<p>Hawthorne/Lennox Green Line Station Improvements</p>	<ul style="list-style-type: none"> • Ave to Prairie Ave • Lennox Blvd from Felton Ave to Osage Ave • 111th St from Buford Ave to Prairie Ave • Freeman Ave from 104th St to 111th St 	<p>Lennox and Inglewood Ave Parkway enhancements including street trees and landscaping</p> <ul style="list-style-type: none"> • Pedestrian countdown signal heads • Transit amenities along Inglewood Ave 	<p>R/W: 05/18 – 09/18 CON: 03/19 – 08/19</p>
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Martin Reyes

Los Angeles County Department of Public Works
 Programs Development Division
 Transportation Infrastructure Project Development Section
mreyes2@dpw.lacounty.gov
 (626) 458-3911

Attachment J. Letters of Support



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Phillip A. Washington
Chief Executive Officer
213.922.7555 Tel
213.922.7447 Fax
washingtonp@metro.net

May 26, 2015

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

Re: Letter of Support for Aviation/LAX Green Line Station Community Linkages 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 Aviation/LAX Green Line Station Community Linkages in the County of Los Angeles. This project will implement pedestrian infrastructure improvements around the Aviation/LAX Green Line Station area.

Metro is committed to promoting sustainability through the implementation of policies, programs, and projects that increase safety and mobility, enhance public health, and help achieve greenhouse gas reduction goals across all of our communities. To this end, active transportation is a key planning priority for Metro.

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 address the challenges associated with bicycling and walking trips, including the Bicycle Transportation Strategic Plan, Complete Streets Policy, the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot Program, and financial commitments as part of the Long Range Transportation Plan (LRTP) and the biannual Call for Projects.

This project is consistent with the SCAG RTP/SCS and the LRTP, as well as the shared priorities and goals of our agency and the ATP. We endorse the County of Los Angeles's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Aviation/LAX Green Line Station Community Linkages for the ATP grant.

Sincerely,



Phillip A. Washington
Chief Executive Officer

May 6, 2015

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

Arnold Lopez
(310) 630-7634
11034 1/2 Acacia Avenue
Lennox, CA 90304
Lopezarnold310@gmail.com

Dear Ms. McWilliam:

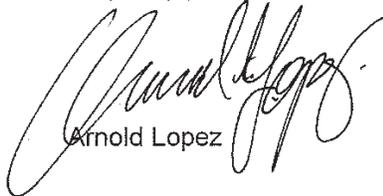
**AVIATION/LAX STATION TRANSIT ORIENTED DISTRICT PEDESTRIAN IMPROVEMENTS
PROJECT
2015 ACTIVE TRANSPORTATION PROGRAM**

It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the 2015 Active Transportation Program Cycle 2 for the subject project.

The proposed project consists of sidewalk installations, parkway upgrades, safety improvements to intersections, landscaping, wayfinding signage, and bike routes. The proposed pedestrian improvements project would greatly benefit the pedestrians, transit users, bicyclists, residents, businesses and schools in the community by improving the safety and aesthetic quality of the major routes to the transit and public facilities in the community. We would like to affirm our support of your application for grant funds for the project. Support for this project meets the County Strategic Plan Goal of Service Excellence, as it will enhance the Del Aire community.

The County's efforts in developing transportation improvement projects that provide facilities and enhancements for the pedestrians, bicyclists, and transit riders are greatly appreciated. As modernization of the Los Angeles International Airport continues, I believe the County's commitment to the surrounding areas should reflect those efforts as well. Residents of Del Aire and those traveling to the airport will benefit from the proposed improvements. The active transportation improvements will enhance the quality of life for residents and make it a safe city to move around in without the use of a vehicle. I along with my neighbors completely support this project and are very appreciate of the County's decision to seek funding for these projects. If you have any questions, please feel free to contact me directly.

Very truly yours,



Arnold Lopez

cc: County of Los Angeles Department of Public Works (Gail Farber)



Centinela Valley Union High School District

Office of the Superintendent

14901 Inglewood Avenue, Lawndale, CA 90260
(310) 263-3201; (310) 978-9180 fax
www.centinela.k12.ca.us

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Principal
(310) 263-3264
(310) 675-8013 fax

Centinela Valley Adult School/CV Independent Study School

Michael Martinez
Principal
(424) 255-4066
(424) 285-5377 fax

May 18, 2015

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

Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the Aviation/LAX Green Line Station Pedestrian Improvements Project

Dear Ms. McWilliam:

The Centinela Valley Union High School District (CVUHSD) is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for infrastructure improvements in the community of Del Aire. CVUHSD is dedicated to providing the students in our schools with the best in educational services, and that service begins with a safe ingress and egress from our campuses. The County's project includes new sidewalk, street furniture, lighting, raised medians, landscaping, signage, high visibility crosswalks, pedestrian countdown signals, and bicycle facilities.

We appreciate your consideration of the County's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require any additional information, please feel free to contact me at (310) 263-3201 or via email at obrieng@centinela.k12.ca.us.

Thank you for your attention to this matter.

Sincerely,

Gregory O'Brien, Ph.D.
Superintendent



CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

Policies for Livable, Active Communities and Environments
Jean Armbruster, M.A.
Director

695 South Vermont Avenue, South Tower, Suite 1400
Los Angeles, California 90005
TEL (213) 351-1907 – FAX (213) 637-4879

www.publichealth.lacounty.gov

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May 20, 2015

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

**Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2)
Application for the Aviation/LAX Green Line Station Pedestrian Improvements Project**

Dear Ms. McWilliam:

The Los Angeles County Department of Public Health (DPH) is pleased to support the County of Los Angeles County Department of Public Works (DPW) in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of Del Aire. Our PLACE Program has partnered with DPW to work on community outreach efforts for this active transportation. The community of Del Aire has a 27% adult obesity rate which surpasses the County's average of 23.9%. By providing these improvements we can better promote physical activity, a critical component for reducing and preventing obesity.

DPH is dedicated to increasing opportunities for active transportation in Los Angeles County. The County's project includes installing pedestrian improvements and bicycle facilities that research are critical for improving mobility, access to nearby destinations and for reducing injuries. These improvements will improve connectivity to the Aviation/LAX Green Line Station, encouraging more residents to utilize nearby public transit to meet their daily needs.

DPH recognizes the importance of improving the safety of the walking and bicycling environment as a way to reduce the incidence and severity of collisions, provide opportunities for physical activity, and enhance opportunities for social interaction and cohesion. DPW's efforts are consistent with the Southern California Association of Governments' Regional Transportation Plan, DPH goals, and local policies. We respectfully request that you give favorable consideration to this funding application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jean".

Jean Armbruster, M.A.
Director, Policies for Livable, Active Communities and Environments (PLACE)



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

May 13, 2015

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

Dear Ms. McWilliam:

**COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
ACTIVE TRANSPORTATION PROGRAM (CYCLE 2)
APPLICATION FOR THE AVIATION/LAX GREEN LINE STATION
PEDESTRIAN IMPROVEMENTS PROJECT**

The County of Los Angeles Department of Regional Planning (DRP) is pleased to support the County of Los Angeles Department of Public Works in its application to the State of California's Active Transportation Program for infrastructure improvements in the community of Del Aire.

DRP is dedicated to implementing the General Plan for the unincorporated areas of Los Angeles County. New sidewalks, street furniture, lighting, raised medians, landscaping, signage, high visibility crosswalks, pedestrian countdown signals, and bicycle facilities will help inform and enhance our planning efforts for the community of Del Aire and the South Bay Planning Area.

We appreciate your consideration of the County's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require additional information, please contact Mark Child, Deputy Director, Advance Planning Division, at (213) 974-6457 or via email at mchild@planning.lacounty.gov.

Sincerely,

Richard J. Bruckner
Director

for
RJB

RJB:MC:CC:cc:ems

c: Department of Public Works (Gail Farber)

S_AP_051315_L_APP_LAX_PROJECT_MCWILLIAM

Enriching Lives



May 19, 2015



1055 Wilshire Boulevard
Suite 800
Los Angeles, CA 90017
Tel 213.202.5858
Fax 213.580.0017
www.lacountyarts.org

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Executive Director

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

Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the Aviation/LAX Green Line Station Pedestrian Improvements Project

Dear Ms. Mc William:

The Los Angeles County Arts Commission is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for infrastructure improvements in the community of Del Aire.

The Arts Commission is dedicated to providing high-quality artistic experiences to the residents of Los Angeles County. At Del Aire Park, we completed a ground-breaking civic artwork that was designed to provide the community with an urban orchard that will be sustained, nurtured and harvested by the public. Artist team Fallen Fruit hosted a fruit tree adoption, a fruit jam-making event and a tree planting day at the park to generate shared ownership and long term stewardship among residents.

The County's proposed project will include new sidewalks, street furniture, lighting, raised medians, landscaping, signage and bicycle facilities that will intersect with the Del Aire Fruit Park and align our shared commitment to building a healthy and sustainable community.

We appreciate your consideration of the County's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project.

Sincerely,

A handwritten signature in black ink that reads "Laura Zucker". The signature is fluid and cursive.

Laura Zucker
Executive Director



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 22, 2015

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

**County of Los Angeles Department of Public Works ATP Cycle 2 Application
for the Aviation/LAX Green Line Station Pedestrian Improvements Project**

Dear Ms. McWilliam:

The Los Angeles County Bicycle Coalition (LACBC) is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for infrastructure improvements in the community of Del Aire.

LACBC works to make all communities in Los Angeles County healthy, safe and fun places to ride a bike. We supported the County's adoption of its Bicycle Master Plan in 2012 and continue to advocate for its implementation through projects like this one. The County's project includes new sidewalk, street furniture, lighting, raised medians, landscaping, signage, high visibility crosswalks, pedestrian countdown signals, and bicycle facilities.

We appreciate your consideration of the County's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require any additional information, please feel free to contact me at (213) 629-2142, ext. 127. Thank you for your consideration.

Sincerely,

Eric Bruins
Planning & Policy Director



May 21, 2015

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

Main Office
 818 West Seventh Street
 12th Floor
 Los Angeles, California
 90017-3435

 t (213) 236-1800
 f (213) 236-1825
 www.scag.ca.gov

**RE: Caltrans – 2015 Active Transportation Program Cycle 2
 County of Los Angeles Department of Public Works
 Aviation/LAX Green Line Station Pedestrian Improvements Project**

Dear Ms. McWilliam:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for the County of Los Angeles Department of Public Works' (DPW) grant application to the California Department of Transportation (Caltrans) 2015 Active Transportation Program Cycle 2 for funding for the development of their Aviation/LAX Green Line Station Pedestrian Improvements Project.

This project will provide infrastructure improvements in the community of Del Aire. The county's project includes new sidewalk, street furniture, lighting, raised medians, landscaping, signage, high visibility crosswalks, pedestrian countdown signals, and bicycle facilities.

SCAG supports this project as it is consistent with the policies and goals set forth in the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). We look forward to seeing the implementation of this project and I respectfully request that you give favorable consideration to the County of Los Angeles Department of Public Works' grant application. If you have any questions, please do not hesitate to contact Ms. Sarah Jepson, Manager of Active Transportation & Special Programs, at (213) 236-1955, or by email at jepson@scag.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads 'Hasan Ikhata'.

Hasan Ikhata
 Executive Director

- Officers**
 President
 Cheryl Viegas-Walker, El Centro

 First Vice President
 Michele Martinez, Santa Ana

 Second Vice President
 Margaret Finlay, Duarte

 Immediate Past President
 Carl Morehouse, San Buenaventura
- Executive/Administration
 Committee Chair**
 Cheryl Viegas-Walker, El Centro
- Policy Committee Chairs**
 Community, Economic and
 Human Development
 Bill Jahn, Big Bear

 Energy & Environment
 Deborah Robertson, Rialto

 Transportation
 Alan Wapner, San Bernardino
 Associated Governments

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

Attachment K. Additional Attachments

[Not Applicable. This page left intentionally blank]