Part A

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-Long Beach-~~1~~2

Auto populated

Total ATP Funds Requested: $ 1,075,105 (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:

Long Beach

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
333 W. Ocean Boulevard	Long Beach	CA	90802

IMPLEMENTING AGENCY'S CONTACT PERSON: Steve Tweed

CONTACT PERSON'S TITLE: Transportation Planner III

CONTACT PERSON'S PHONE NUMBER: 562-570-6266

CONTACT PERSON'S EMAIL ADDRESS : Steve.tweed@longbeach.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:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:	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 _____

Implementing Agency's State Caltrans MA number _____

* 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)

Delta Avenue Bicycle Boulevard

Application Number: 12 **out of** 12 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

This north-south bicycle boulevard on Delta Ave in West Long Beach will consist of Class II lane segments and sharrow markings, traffic circles, a roundabout, and wayfinding signage to nearby Metro Blue Line stations and LA River Bike Path.

PROJECT LOCATION: (Max of 250 Characters)

Located in the City of Long Beach, this 3.0 mile bicycle boulevard will travel a north-south route along Harbor Ave from 10th to 20th Sts (1.0 mi, Class II) and along Delta Avenue from 20th St to Wardlow Rd (2.0 mi, bicycle 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. 33.820709 /long. -118.212443

Congressional District(s):	47						
State Senate District(s):	35			**State Assembly District(s):**	70		
Caltrans District(s):	07						
County:	Los Angeles County						
MPO:	SCAG						
RTPA:	Other						
MPO UZA Population:	Within a Large MPO (Pop > 200,000)						

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	1,091	**Bicyclists**	96
One Year Projection:	**Pedestrians**	1,216	**Bicyclists**	198
Five Year Projection:	**Pedestrians**	1,243	**Bicyclists**	237

BICYCLE AND/OR PEDESTRIAIN 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** 85.5 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 14.5 %

☐ **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:			N/A
* CEQA Environmental Clearance:			3/3/16
* NEPA Environmental Clearance:			3/3/16
CTC - PS&E Allocation:			7/1/16
CTC - Right of Way Allocation:			N/A
* Right of Way Clearance & Permits:			N/A
Final/Stamped PS&E package:			6/30/17
*** CTC - Construction Allocation:**			7/1/17
* Construction Complete:			10/3/18
* Submittal of "Final Report"			12/1/18

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:		
ATP funds for PS&E:	$0	
ATP funds for Right of Way:	$0	
ATP funds for Construction:	1,075,105	
ATP funds for Non-Infrastructure:	$0	*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		1,075,105
Local funds leveraging or matching the ATP funds:		230,927

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: 29,200

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: 1,335,232

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.

Part B

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 07-Long Beach-~~1~~2

Implementing Agency's Name: City of Long Beach

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.*

Table of Contents

Screening Criteria	Page: 2
Narrative Question #1	Page: 4
Narrative Question #2	Page: 9
Narrative Question #3	Page: 13
Narrative Question #4	Page: 16
Narrative Question #5	Page: 18
Narrative Question #6	Page: 21
Narrative Question #7	Page: 23
Narrative Question #8	Page: 24
Narrative Question #9	Page: 25

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 is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The City is seeking Active Transportation Program (ATP) funds for the Delta Avenue bicycle boulevard because its available transportation funds, proposed in this application as the local match contribution, are insufficient to implement the Project. All of the City's local transportation funds are fully committed to ongoing roadway maintenance, transit operations and paratransit services provided by Long Beach Transit, the municipal operator. In addition, some of the City's local return funds, such as Proposition A sales tax revenues, specifically prohibit the City's use of funds on bicycle facility improvements. These types of eligibility restrictions further narrow the City's options for funding meritorious projects like the Delta Avenue bicycle boulevard. At every opportunity, the City seeks discretionary federal, State, and regional grants, such as USDOT's TIGER program, ATP, and the biennial Metro Call for Projects, in order to continue expanding and enhancing its active transportation network.

2. Consistency with Regional Plan.

The proposed project is consistent with the 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), which seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the Southern California region to increase transportation options. The Delta Avenue Bicycle Boulevard directly supports the following RTP/SCS policy goals and objectives related to active transportation:

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.
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 2012 RTP/SCS specifically references (Active Transportation Appendix, p. 9, http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf) the bicycle boulevard implemented by the City of Long Beach on Vista Street in the Belmont Heights neighborhood as a regional model and innovative strategy for achieving Goals 3 and 4. Modeled after the City's successful effort

on Vista Street, the proposed Project would deploy similar strategies to increase the mode share for biking and walk trips consistent with RTP/SCS goals.

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 the West Long Beach neighborhood, the proposed Project consists of a 1.0 mile Class II bicycle lane from 10th Street to 20th Street on Harbor Boulevard; at 20th Street, the designated route shifts one short block west to Delta Avenue, where a bicycle boulevard will continue for an additional 2.0 miles along Delta Avenue north to Wardlow Road, for a total of 3.0 miles of continuous bicycle facilities. The bicycle boulevard will consist of sharrow markings, bike boulevard signage, 7 traffic circles and a roundabout. Wayfinding signage indicating direction and duration will also be installed at key intersections and connection points to orient users toward Metro Blue Line stations and the regional Los Angeles River bike path.

Extrapolating from two-hour counts taken October 2011 in the morning and evening peak commute hours at a nearby intersection (Santa Fe/Hill) in West Long Beach, Delta Avenue currently carries an estimated 1,092 pedestrian trips and 96 bicycle trips per day. Five years after project completion in 2023, there will be a 147% projected increase in facility usage to 237daily bicycle trips, measured against estimated current levels in 2015. In Year 5, the number of daily bicycle trips along the Delta Avenue Bicycle Boulevard will be 147% higher than it would have otherwise been under a no-build scenario.

Spanning the entire length of the West Long Beach neighborhood along a north-south axis, the Delta Ave Bicycle Boulevard will serve a diverse set of users and trip purposes, including residents who wish to access nearby shopping centers, parks, and community facilities; commuting trips to the nearby Port of Long Beach and port-related businesses; walk/bike trips by students to nearby elementary schools; first/last mile connections to Metro Blue Line stations via intersecting Class III routes along PCH; and potentially longer interjurisdictional and recreational trips via connectivity with the Los Angeles River bike path.

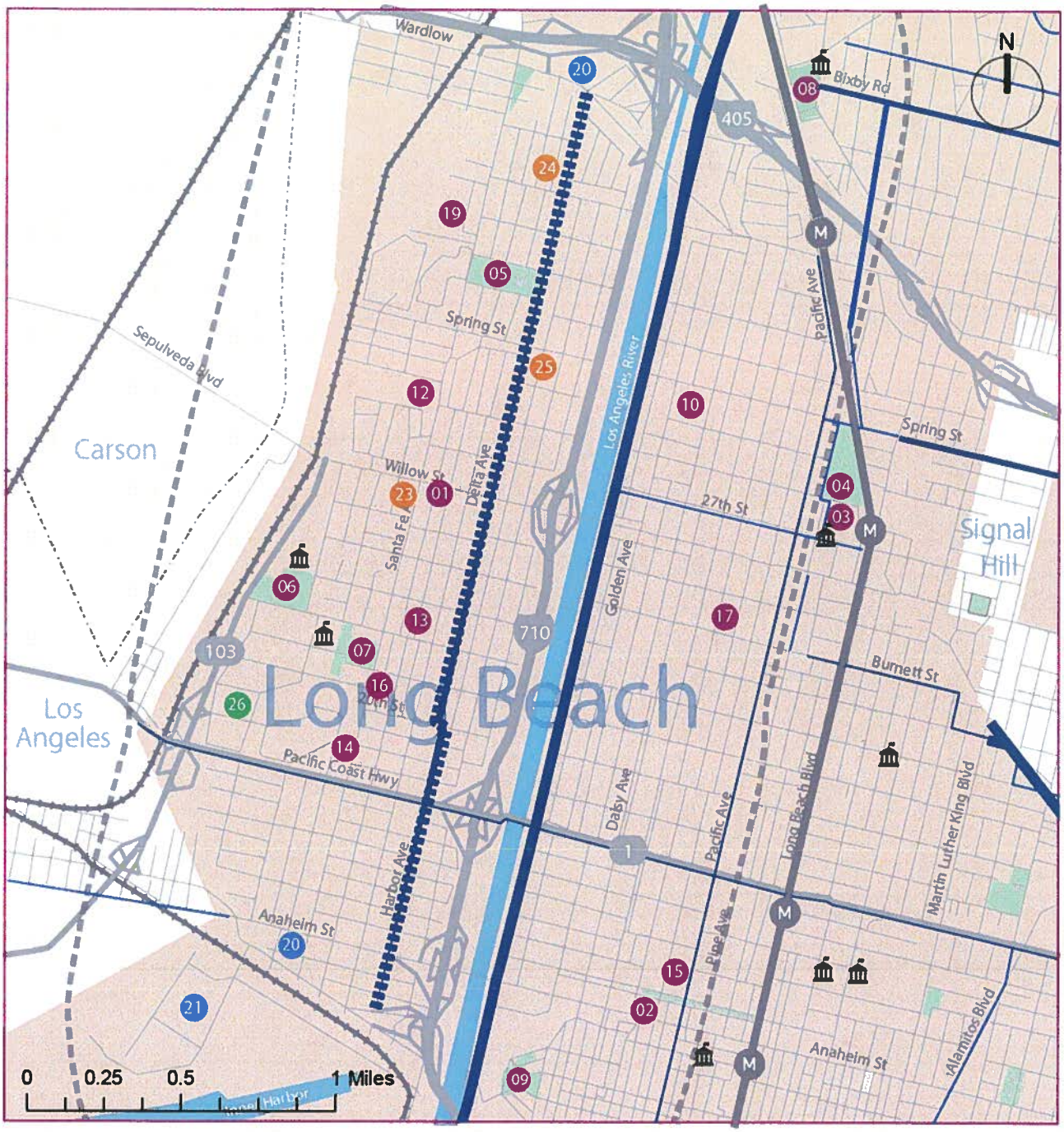
Since the Long Beach Unified School District eliminated its school bus program in 2013, students must rely on other forms of transportation to school. While not conceived specifically as a Safe Routes to Schools (SR2S) project, the proposed improvements will make it safer for children to walk and bike to school or transit stop by giving preference to bicycle traffic over motor vehicle traffic through traffic calming measures and a safer pedestrian crossing at Willow Street. Through related SR2S programs operated by the City, parents will also be encouraged allow their children to walk or bike to school along Delta Ave.

Based on evidence collected from similar infrastructure in other parts of Long Beach, the proposed Project will substantially increase bicycle usage and pedestrian activity along this corridor. For example, results from the City's annual bicycle count reveal that the number of bicyclists doubled along the Vista Street Bicycle Boulevard after implementation of similar improvements. On Second Street, where a green lane and sharrows were implemented, bicycle riding has doubled as well. The sharrows on Fourth Street in Retro Row, one of our bike friendly business districts, have witnessed a ridership increase of over 130 percent. However, in areas without investment in new bicycle infrastructure, such as West Long Beach, the increases have been much smaller. The proposed Project therefore seeks to remedy the disparity in bicycle network access in one of the most disadvantaged neighborhoods in the City.

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	X
d. other improvements to routes	
e. educates or encourages use of existing routes	X

The Delta Avenue Bicycle Boulevard will fill a major gap in the citywide bicycle network by providing the first north-south connection west of the I-710 Freeway; the continuous 3.0 mile length of the facility also means that the bicycle boulevard will traverse almost the entire West Long Beach neighborhood, connect bicyclists and pedestrians to key destinations along the proposed route. At the southern terminus, the Project will serve the nearby Port of Long Beach (POLB), where many West Long Beach residents are employed in port-related industries. Traveling north of Pacific Coast Highway (PCH), Delta Avenue transitions from industrial uses at the POLB to single and multi-family residential areas. Near this intersection at PCH are the Villages at Cabrillo, which provides 280 housing units for veterans, 40 of which are rent-subsidized and targeted toward veterans with physical and/or mental disabilities who were previously homeless. An additional 80 affordable units are currently under construction and scheduled to open this summer. The Villages also provide on-site supportive services, including public assistance case management and employment services.



CITY OF LONG BEACH - DELTA AVE BICYCLE BOULEVARD - Points of Interest

Community Facilities

- 01 Bret Harte LB Public Library
- 02 LA County Health Center
- 03 LB Memorial Med Center
- 04 Veterans Memorial Park
- 05 Silverado Park
- 06 Hudson Park
- 07 Admiral Kidd Park
- 08 Los Cerritos Park
- 09 Drake Park
- 10 Birney Elementary
- 11 John Muir Elemetary
- 12 Stephens Mid School
- 13 Garfield Elementary
- 14 Long Beach Job Corps
- 15 Washington Mid School
- 16 Cabrillo High School
- 17 Lafayette Elementary
- 18 Webster Elementary

Employment Centers

- 19 LB Unified School District
- 20 Manufacturing District
- 21 Port of Long Beach

Cultural & Popular Destinations

- 23 Willow Street Shopping District
- 24 St Lukes Baptist Church
- 25 Silverado Methodist Church

Affordable Housing

- 26 Villages at Cabrillo

Legend

- Schools
- Project Limits
- Infulence Area Buffer
- Class I
- Class II
- Class III
- Rail Stations
- Heavy Rail

neighborhood parks are served by the Project: Admiral Kidd Park and Silverado Park. Silverado Park is the area's largest park with a well-patronized community center, pool and athletic facilities. The bike boulevard route runs along the eastern edge of the park and will create a more enjoyable, accessible route to this activity center. Two schools that will directly benefit from the project are Garfield Elementary and Muir Academy with total student enrollments of 872 and 1,032 students, respectively. While not located along the project route, other schools in close proximity will also benefit from the proposed infrastructure improvements.

The Delta Ave. Bike Boulevard will provide an alternate route for bicyclists and pedestrians in West Long Beach who want to avoid the busier Santa Fe Avenue corridor, which runs parallel to the proposed site. Santa Fe offers residents and visitors a mix of uses, including a half-dozen faith-based institutions, restaurants, grocery stores, housing, gas stations, parks, schools, a police station, and more.

By intersecting with existing bike facilities that facilitate east-west travel, the Project will also enhance connectivity between West Long Beach neighborhood and regional transit facilities located east of the 710 Freeway. The two mile Project bikeshed includes the downtown area, the Wrigley neighborhood just east of the Los Angeles River, the Memorial Heights neighborhood, and every Metro Blue Line (MBL) station in the City of Long Beach. In fiscal year 2012, there were 35,300 boardings and 34,900 alightings of Long Beach Transit buses within the two mile radius, including a small segment in the City of Carson just west of the city's limits. Metro buses, this included 1,587 boardings and 1,449 alightings In addition to the Metro Blue Line Ridership, which included 6.1 million boardings and 6 million alightings within Long Beach in FY 2014. (See Memo from LB Transit in Attachment K). In a neighborhood that is cut off from the rest of the city by goods movement and transportation infrastructure (namely the POLB and I-710 Freeway), the Delta Avenue Bicycle Boulevard will facilitate important first mile/last mile connections to transit stops and MBL Stations.

To encourage the use of the Bicycle Boulevard for intrajurisdictional trips to MBL transit stations and longer regional trips via connections to the 18-mile Los Angeles River Bike Path, wayfinding signage will be installed at key access points throughout the route at Anaheim Street, Pacific Coast Highway, Willow Street and Wardlow Road.

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.)

Construction of a north-south bikeway in West Long Beach neighborhood has long been identified as a long-term priority by the City. As early as 2000, the City's Bicycle Master Plan (BMP) identified Santa Fe Avenue as

a potential corridor (see Attachment I-1 for relevant excerpts of the Plan) on its recommended list of bikeways. This list was developed using an established ranking methodology for BMPs, careful assessment of the existing system, input from the community and technical expertise from planners and engineers. In response to stakeholder feedback gathered more recently for the update to the City's 2030 General Plan, the area of interest subsequently shifted from Santa Fe Avenue to the residential blocks located east of Santa Fe Avenue (see responses to Question 3C and Question 6A for additional discussion of the alternatives considered).

In its implementation of the BMP since 2000, Long Beach focused its initial investments on the downtown area, where there are high employment densities, a burgeoning residential population clustered in mid- and high-rise apartment blocks, and a rich transit network supportive of walking and biking trips. This project was adopted into the City's update Mobility Element in 2013. To further maximize connectivity benefits and serve more residents, the City is now looking to link surrounding neighborhoods to its well-utilized downtown bicycle network. West Long Beach is a disadvantaged community where there is a high unmet need for alternative mobility options and currently no funded bike lane projects. Existing infrastructure is minimal: a Class III bike path along PCH intersects the project at Harbor Avenue and a few bike racks are scattered at Willow Street, Wardlow Road and Silverado Park. For this reason, expansion of the bicycle network into West Long Beach through the Delta Avenue Bicycle Boulevard is the highest unfunded active transportation priority of the City.

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.)

Over a five-year period ending in December 2012, 10 injuries (3 pedestrian and 7 bicyclist) occurred directly on the segment of n Harbor Avenue between 10th St and 20th Streets and on Delta Ave between 20th and Wardlow Streets. 13% of these collisions resulted from a pedestrian violation. Other common violations included improper pedestrian entry into automobile right of way and failure to yield to pedestrians, responsible for 8% and 7% of collisions, respectively.

Motor Vehicle Collision With	Within Project Limits				Total
	Fatalities		Injuries		
AIS Severity Level	*1*	*2*	*3*	*4*	
Pedestrian	0	0	1	2	3
Bicyclist	0	0	3	4	7
Subtotal by Severity	**0**	**0**	**4**	**6**	**10**

A quarter mile radius was used to define the Project influence area, as it is considered the maximum distance that a pedestrian or bicyclist might reasonably be willing to travel for access to the Delta Ave bicycle lane as an alternative route through the West Long Beach neighborhood. The influence area includes Santa Fe Avenue, a four lane arterial running parallel to Delta Ave with ADT levels reaching almost 25,000 in some sections. Santa Fe is perceived as a dangerous area for pedestrians and cyclists. Just recently, on February 13, 2015, the Long Beach Police Department responded to a hit-and-run traffic collision involving a vehicle and pedestrian in a wheelchair at the intersection of Santa Fe Avenue and Lincoln Street, located just 0.3 miles west of the proposed Delta Ave project. The preliminary investigation revealed the pedestrian, identified as 55-year-old Jose Guevarra, was in his wheelchair crossing eastbound on Santa Fe Avenue at Lincoln Street in an unmarked crosswalk. The suspect vehicle was traveling northbound on Santa Fe Avenue when it failed to yield to the pedestrian and collided with him.

The City therefore believes that the proposed bicycle boulevard has a high potential to attract pedestrians and bicyclists from nearby Santa Fe Avenue, which many local residents perceive as unsafe and uninviting due to heavy vehicle loads and a recent pattern of accidents in the area.

As summarized in the table below, the project influence area experienced a total of 59 separate collisions (27 pedestrian and 32 bicyclist) over this five-year period, including 3 pedestrian fatalities.

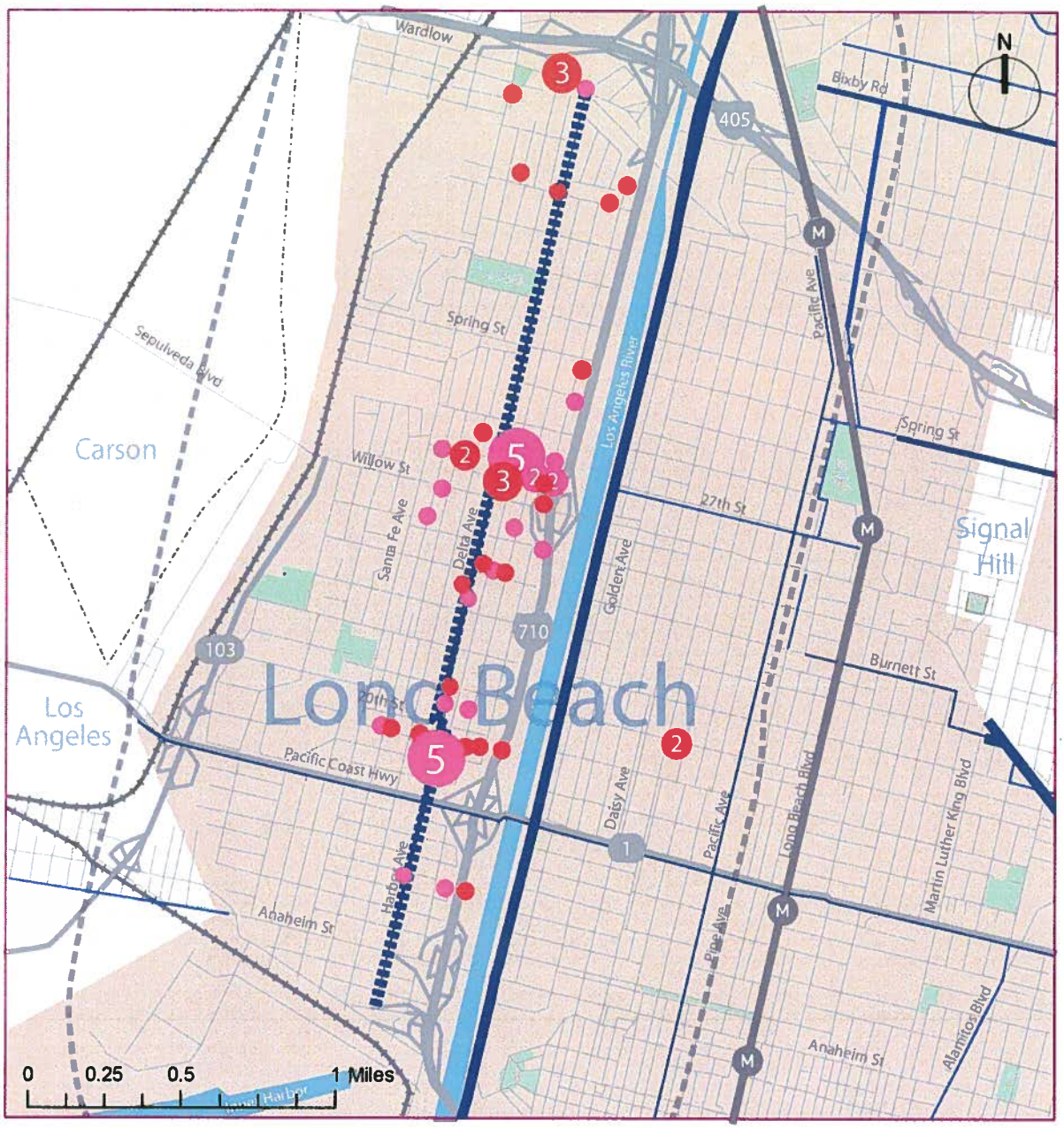
Motor Vehicle Collision With	Within ¼ Mile Influence Area				
	Fatalities	Injuries			Total
AIS Severity Level	*1*	*2*	*3*	*4*	
Pedestrian	3	4	9	11	27
Bicyclist	0	1	17	14	32
Subtotal by Severity	**3**	**5**	**26**	**25**	**59**

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

The proposed Project will address several safety hazards that have led to injuries and fatalities documented in the response to Question 3A. The safety countermeasures to be implemented include removal of several two-way and all-way stops and replacement with 7 traffic circles and one roundabout at a key intersection where injuries have previously occurred over the past 5 years. The ATP Benefit/Cost tool estimates that this strategic program of improvements will result in a crash reduction factor of 80%, which translates into the potential for 45 fewer injuries and 2 fewer fatalities in the Project influence area each year.

Reduces speed or volume of motor vehicles in the proximity of non-motorized users. Circles and roundabouts are proven to slow traffic, making it safer for children and their families to walk and ride along bicycle boulevards. Stop signs will be directed at east-west traffic, allowing bicyclists and pedestrians to travel the corridor uninterrupted while encouraging motorists to use alternate routes. Both a traffic roundabout and curb bulbouts will be installed at the intersection of Spring Street and Delta Avenue to slow vehicular speeds for bicyclists and minimize the crossing distance for pedestrians. This location is key for children walking to Muir K-8 as well as people visiting the church on the northwest corner.



CITY OF LONG BEACH - DELTA AVE BICYCLE BOULEVARD
Bicylce and Pedestrian Collision Events

Legend

Influence Area Events
- Bike Collision
- Pedestrian Collision

- Schools
- Project limits
- Influence Area Buffer
- Class I
- Class II
- Class III
- Rail Stations
- Freight Rail

Improves sight distance and visibility between motorized and non-motorized users. Curb bulbouts and curb ramp improvements will be included at the roundabout and each of the 7 traffic circles will require 30' oef red curb for deflection included in the project scope to improve sight distance and the visibility of pedestrians at non-signalized intersections.

Improves local traffic law compliance for both motorized and non-motorized users and addresses inadequate traffic control devices. An enhanced controlled crossing with bike and pedestrian actuation will be installed at the intersection of Delta Ave and Willow Street, which carries 1,200 (Delta), 30,000 (Willow) ADT. This actuation signal will give priority to active transportation users traveling north-south along Delta Avenue by initiating the pedestrian/cyclist signal phase via passive detection (ie. without the need to push a button) and thereby reducing wait times. A locator tone will sound to indicate to the bicyclists and pedestrians that they have been detected.

Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users. The project will add striping for a Class II bikeway on Harbor Avenue between 10th and 20th Streets and sharrow markings on Delta Avenue between 20th Street and Wardlow Road. These markings signal to motorists that the roadway is to be shared, while Class II bikeways delineate a clear path of travel for each of type user, thereby eliminating potential points of conflict.

Eliminates or reduces behaviors that lead to collisions involving non-motorized users. Active transportation users will also be assisted by wayfinding signage to inform them of the walking distance to key points of interest and the nearest Metro Blue Line stations. Wayfinding signage can be considered a safety countermeasure to the extent that it provides orientation to pedestrians and cyclists who, if uncertain about their path of travel, might otherwise be inattentive to imminent traffic dangers. Indeed, a number of recent safety campaigns have focused on the issue of "distracted walking"—pedestrians engrossed in their smartphones or mobile devices rather than watching traffic around them. Teenagers and even younger children are now commonly using their smartphones for wayfinding. The traditional signage being installed by the City along these routes will provide an alternative to smartphone use and hence help to reduce behaviors that lead to collisions involving non-motorized users.

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 City engaged a broad range of stakeholders in the development of this Project, including the Department of Public Works - Traffic and Transportation Bureau, the Department of Development Services, the County Department of Public Health's PLACE program, bicycle advocacy groups in Long Beach, as well as businesses and residents in the West Long Beach neighborhood. The Long Beach Unified School District has also been a key stakeholder in this project since students, parents, faculty and staff from two of its schools will benefit directly from the proposed improvements.

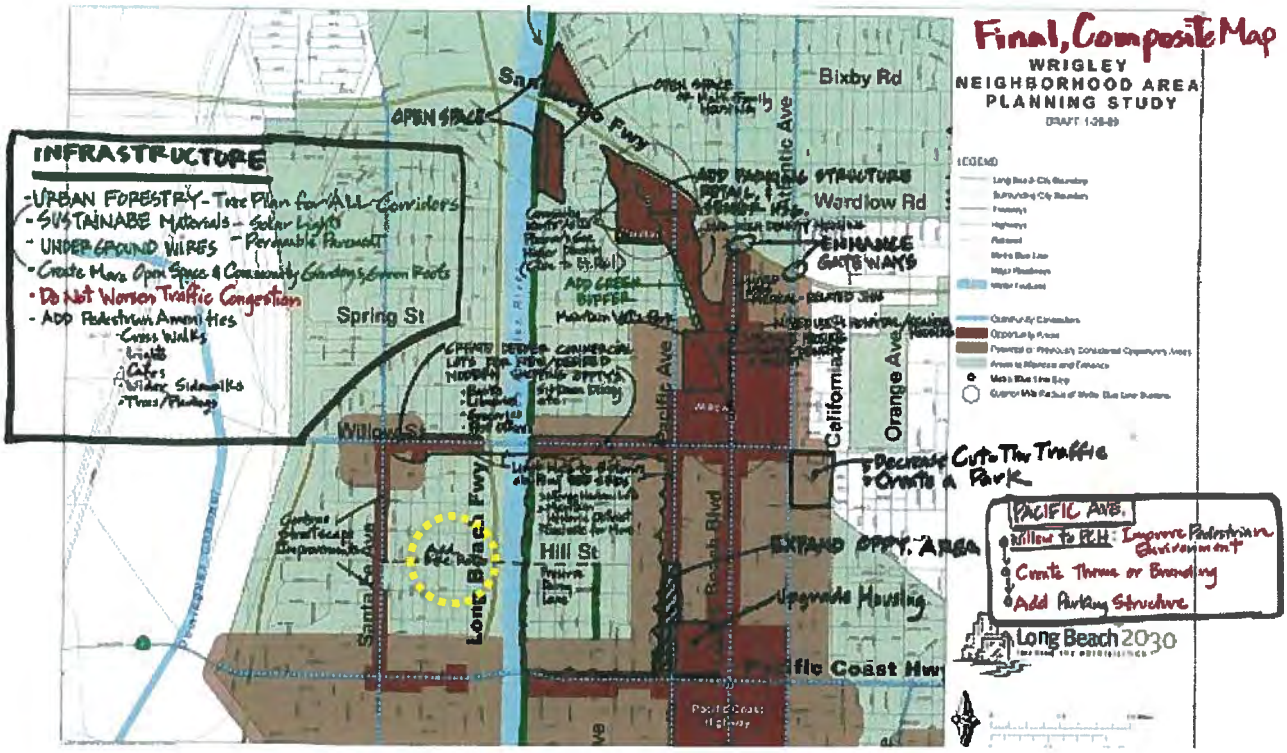
B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

To support development of the City's update to its 2030 General Plan and Bicycle Master Plan, a community meeting was held on February 1, 2010 at 7:00pm at the Wrigley Association Veteran's Park Community Room to address mobility needs in the West Long Beach neighborhood. The City led an interactive workshop, attended by approximately 25 participants, to identify potential opportunity areas for pedestrian and bicycle improvements.

Funded by a grant from the County Department of Public Health's PLACE program, the City also sponsored a presentation by traffic engineer and Complete Streets expert Michael Moule to over 60 community and City staff members on effective street design - such as traffic circles - for bicyclists and pedestrians. At the presentation, Mr. Moule also provided the attendees with an analysis of proposed bicycle facilities (bike lanes, road diets, and roundabouts) on several city streets, including Delta and Harbor Avenues.

Over a three month period from January to March 2011, additional, more focused meetings were held in each of the Long Beach Council Districts to assess stakeholder needs and desires for new and improved bicycle facilities in anticipation of the BMP Update. The meeting for West Long Beach was held on March 23, 2011. Planners from the City presented the current vision and a preview of upcoming projects.

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 February 2010 community meeting took an integrated approach to both transportation and land use planning issues in the City. West Long Beach residents showed an interest in improving connectivity between residential areas and retail amenities/shopping destinations along Willow Street and Santa Fe Avenue, shown in the crimson-shaded areas on the map above. During this workshop, stakeholders specifically highlighted their desire for a north-south bike route on one of the residential blocks located east of Santa Fe Avenue, with additional east-west linkages to Metro Blue Line stations and Long Beach neighborhoods located west of the I-710 Freeway and Los Angeles River. In conjunction with new bike routes, stakeholders also requested streetscape improvement such as additional trees/plantings.

This stakeholder feedback was used to develop a series of alternatives for a north-south bike route in West Long Beach, which culminated in the selection of the Delta Avenue Bicycle Boulevard project, for reasons further elucidated in the response to Question 6A below. At the March 23, 2011 follow-up meeting for the BMP update, specific stakeholder concerns were aired regarding safety issues for bicyclists.at various locations in West Long Beach. Meeting notes indicate that one community member specifically identified Delta Avenue as an alternative to the then-preferred Easy Avenue for a new bicycle boulevard. To improve the effectiveness of the Delta Avenue Bicycle Boulevard design, the City also drew lessons learned from

stakeholder feedback at a different Council District meeting—the one in which the Vista Bicycle Boulevard is located. At that January 2011 meeting, the Vista Avenue Bicycle Boulevard had been in operation for approximately six months. Comments included the following:

- Need crosswalk at all traffic circles
- Two dip areas should show red stripes
- People seem to be speeding up at the circle and roundabout for some reason
- Bicycle signal at Redondo Avenue needs improvement (push button) to eliminate confusion

In addition to incorporating these safety features, the Project will also include landscaping at traffic circles, roundabouts, and bulbouts (non-participating cost) to create visual interest for pedestrians and increase the overall walk/bike mode share for local trips, consistent with the goals of the ATP.

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

The City will include the school district and the schools in the design and construction phases so they may provide valuable feedback and insight as to the needs of the students and the community. Their support will be essential for outreach efforts to the parents, youth and residents affected by the project.

A series of public meetings will be held during the conceptual design phase so that residents and other stakeholders on and near the project corridor have the opportunity to weigh in. Residents will be informed through mailings, regular council member communications, the schools and neighborhood associations. Any concerns will be addressed at that time by considering different options to incorporate into the project design. By engaging residents early in the process, the project team can accommodate constructive recommendations that will result in infrastructure that is welcome by the surrounding community in order to ensure smooth project delivery. Based on community feedback, it may be necessary to adjust project elements and/or their locations during design to develop a project that meets stakeholder needs.

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 proximity of the West Long Beach neighborhood to the Port of Long Beach means high exposure to vessel emissions and the nearly 234,000 daily vehicles and trucks utilizing the nearby I-710 Freeway. The Port of Long Beach operates a monitoring network which collects continuous, real-time data on ambient air quality in the San Pedro Bay region. According to data generated from the monitoring station located in the Inner Harbor Area, West Long Beach residents are routinely breathing air that exceeds State standards for key pollutants, such as $PM_{2.5}$, which are released by fuel combustion in motor vehicles, at power plants, and in other industrial processes. According to the US Environmental Protection Agency, exposure to particular matter causes serious health harms to proper lung functioning and development.

Accordingly, the Los Angeles County Department of Public Health's Key Health Indicators report for Service Planning Area (SPA) 8 – South Bay finds higher than average rate of respiratory diseases among these residents. Significantly, the percentage of children ages 0-17 years with current asthma in SPA-8 is 11.5%, compared to 9% countywide. For Chronic Obstructive Pulmonary Disease (COPD)/emphysema (age adjusted per 100,000 population), the mortality rate is 32.4% in SPA-8 compared to 30.3% Countywide.

The percentage of adults who are overweight (25.0<Body Mass Index <30) in the SPA-8 is 42.8% compared to 37.1% for the County. Child obesity is also a major concern, with 21% of children ages 5- 9 who are obese (BMI above the 95th percentile).

In terms of coordination with a local health organization, the City received a grant from, and has coordinated directly with, the Los Angeles County Department of Public Health's PLACE program to update the City's General Plan (Long Beach 2030) with active living policies and programs and amend the City's Bicycle Master Plan, of which the Delta Avenue Bicycle Boulevard is a component.

Citation: EPA $PM_{2.5}$ health impacts, http://www.epa.gov/pmdesignations/faq.htm#1; POLB Real-Time Air Monitoring Program Data, http://caap.airsis.com/; County of Los Angeles Public Health PLACE Program, City of Long Beach, http://www.publichealth.lacounty.gov/place/LongBeach.htm;

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

The Delta Avenue Bicycle Boulevard will directly address at least two of the health issues identified in the response to Question 4A: 1) emission of PM 2.5 and other air pollutants linked to household vehicle miles

traveled (VMT), by encouraging mode shift from personal vehicles to active transportation for both local and regional trips; and 2) childhood obesity rates, by incentivizing students to walk or bike to their elementary school instead of being driven by a parent or guardian.

Air Quality. While average $PM_{2.5}$ concentrations around the POLB decreased over a seven year period from 2007 to 2013, according to a May 2014 *Summary Report of the Air Monitoring Program*, much of the decline is attributed to "the reduction in Port operations resulting from the economic recession". This means that, once economic activity resumes to pre-recession levels, other strategies will be needed to reduce emissions and improve air quality in West Long Beach.

Childhood Obesity. One of the critical targeted user groups of this Project are school-age children. Over the past three years, Long Beach's Safe Routes to School initiatives have yielded impressive results: a *citywide* increase of over 2,500 students walking or biking to our elementary and middle schools on a regular basis. At 60%, the citywide walk/bike to school rate for the Long Beach Unified School District compares favorably to a rate of only 32% in Los Angeles County.

However, the percentage of students walking or biking to Garfield Elementary and Muir Academy in West Long Beach currently lags behind the citywide average. By enhancing the safety and convenience of travel between residential areas and schools, the Delta Avenue Bicycle Boulevard is expected to close the gap between West Long Beach and the rest of the City in this regard, with important long-term health implications for school-age children living in these disadvantaged communities. Indeed, with 21% of children age 5-9 considered obese in SPA 8, walking or biking to school represents an opportunity to integrate physical activity into daily routines. A student who walks even 0.25 miles between home and school burns 20 calories per trip. At 4 times per week over the course of an academic school year, this student will, burn 8,000 more calories than a student who is driven, equivalent to 2.3 pounds of body weight.

Citation: ***Summary Report of the Air Monitoring Program*** http://caap.airsis.com/Documents/POLB%20-%202013%20Annual%20Monitoring%20Report%20(Final).pdf, **Page 42.**

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
6037572301	$45,895	3,640	58.01	96-100%		
6037572700	$56,389	5,648	46.32	86-90%	X	X
6037572800	$17,375	1,072	49.86	91-95%	X	X
6037575500	null	40	NA	NA		
6037572600	$61,351	5,280	43.09	81-85%	X	X
6037572900	$41,970	5,427	60.81	96-100%	X	X
6037980033	null	2	NA	NA		
6037572400	$66,506	1,049	30.81	61-65%		
6037572302	$62,663	3,854	42.04	81-85%	X	X

	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	

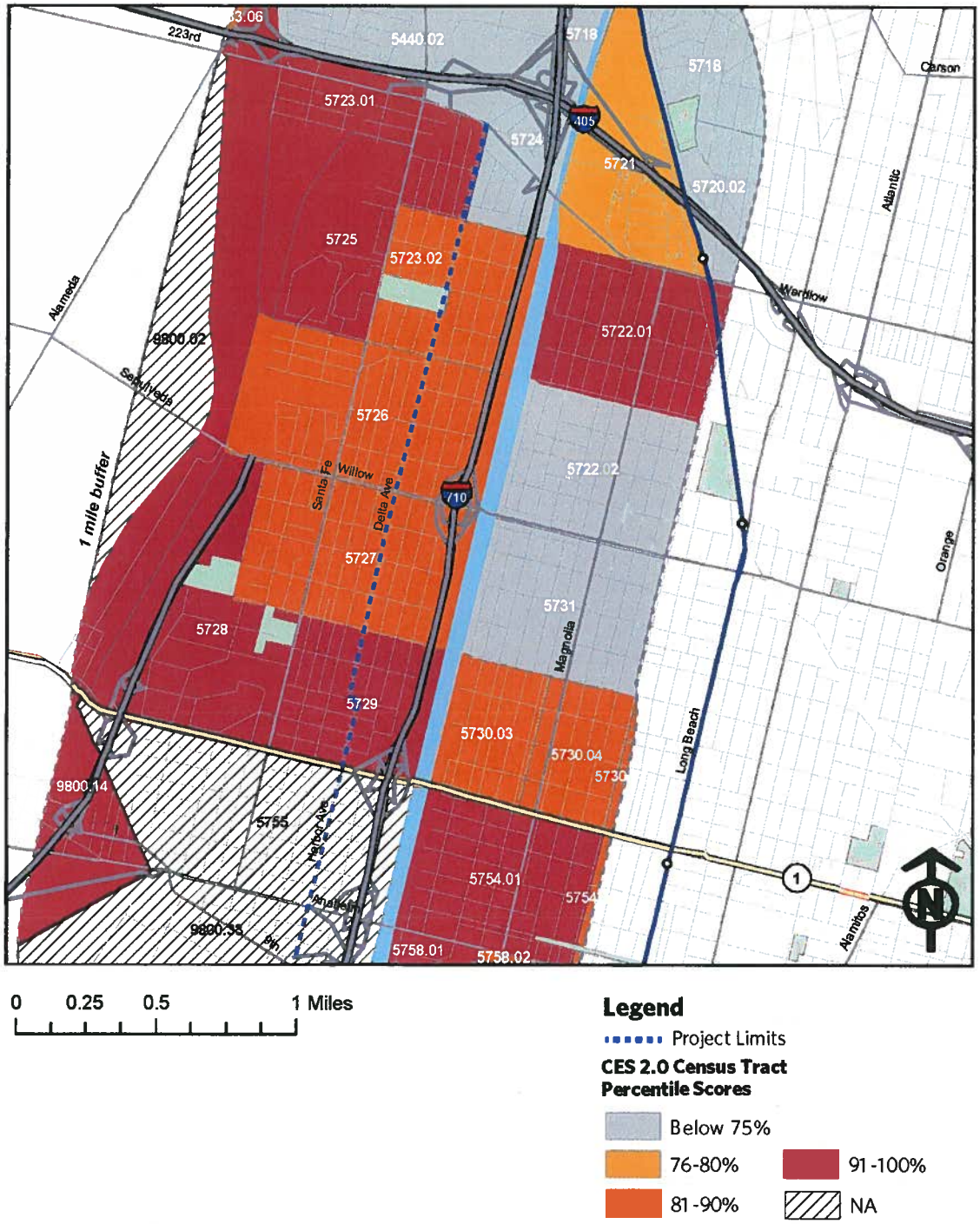
Which criteria does this project meet?

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.	X
Option 3. Percent of students eligible for the Free or Reduced Price Meals Programs	
Option 4. Alternative criteria for identifying disadvantaged communities.	

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 Delta Avenue Bicycle Boulevard traverses 9 Census tracts, 7 of which qualify as disadvantaged communities (DAC) under the CES 2.0 percentile score. Two of the 9 tracts do not have either a CES 2.0 score



0 0.25 0.5 1 Miles

Legend

Project Limits

CES 2.0 Census Tract Percentile Scores

- Below 75%
- 76-80%
- 81-90%
- 91-100%
- NA

or available 2013 ACS median household income data, due to their low population counts. These tracts cover the heavy industrial areas adjacent to the Port of Long Beach. For the purposes of this calculation, these tracts are considered part of a disadvantaged community because they share boundaries with Census tracts qualified as DACs, and these adjacent communities suffer disproportionate health harms from their proximity

to the mobile source emissions from the Port. Therefore, the City considers 100% of the Project as being located within a disadvantaged community.

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.

West Long Beach has historically been a working-class neighborhood that suffers disproportionate environmental pollution from its proximity to the Ports and large refineries in nearby Carson. Automation, de-industrialization and shifting demographics largely left behind a low-income community in the 1980s. Current residents earn low to moderate incomes. According to the 2013 American Community Survey, the median household income is just above $49,000 a year, which is almost 20 percent lower than the median household income for the State.

West Long Beach is also one of the most ethnically diverse communities in Long Beach. 49 percent of the population is Hispanic or Latino, 29 percent is Asian, Native Hawaiian or other Pacific Islander, 13 percent is African American, and 5 percent is white. These minority groups are considerably less likely to use a bicycle for commuting or recreational trips than non-Hispanic whites, but are much more likely to be injured when and if they do so. Specifically, a 2012 survey found that 26% of people of color said they would bicycle more, but are concerned about safety. Only 19% of white respondents said they are concerned about safety (LAB, 2013). However, there may be good reason for this concern. Data from the Center for Disease Control (CDC) show that African American bicyclists are 30% more likely to be in a fatal collision than white bicyclists. Hispanic bicyclists are 23% more likely to be in a fatal collision than white bicyclists. By calming traffic, increasing user comfort, and reducing the risk for collisions between motorized and non-motorized users, this Project will provide a direct and meaningful benefit to these local communities..

Citation: Minority Accident Risk Exposure: League of American Bicyclists & Sierra Club. (2013). *The New Majority: Pedaling Towards Equity*. Retrieved from https://www.bikeleague.org/content/equity-reports-and-resources; referenced in *Benchmarking Report: Bicycling and Walking in the United States* (2014). Alliance for Biking & Walking.

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.)

A bicycle boulevard was considered along Easy Avenue, which is one street east of the proposed route. Delta Avenue is a better alternative since Easy Avenue is a narrow residential street with an existing Long Beach Transit bus route. The constrained width of Easy Avenue would create potential conflicts between bicyclists and transit vehicles along the curb lane. In addition, since Easy Avenue does not go all the way through to Wardlow Road, users would have to be redirected to Delta Avenue at the northern end of the project.

Another consideration was a Delta Avenue Bicycle Boulevard without the bike and pedestrian median island at Willow Street, which would have required users, including children, to be redirected to the existing signalized crossing at Easy Avenue and Willow Street. This alternative would have discouraged users from navigating the intersection across Willow Street, a busy intersection that many drivers use to access the I-710. The absence of the median refuge would have cost $500,000 less than the selected alternative, but attracted fewer bicycle trips and likely generated a lower crash reduction factor.

All options considered, the proposed Project is the best alternative because the route connects key destinations (schools, two parks, faith-based institutions), carries lower vehicle loads; in addition, the width of the street right-of-way accommodates both Class II bike lanes along Delta Ave and a median refuge to allow for safe crossing of a major road (Willow Street).

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.)

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

(See attachment K for breakdown of the cost – benefit analysis)

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 City has provided a local contribution of $230,927 for participating items, against a total project cost of $1,306,032, for a leveraging percentage of **17.7%**. The ATP Cycle 2 funding request is $945,041. The City is providing an additional $29,200 in funding for decorative landscaping items at traffic circles and curb bulbouts.

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

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

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: * bike lane striping * landscaping - (see attachment K for copies of coordinating emails).
- ☐ 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.

Over the past five years, the City has r successfully delivered several plans and projects with Safe Routes to School grants, including the following: 1) SR2S - 5108(120); Sixth Street bicycle boulevard, & 2) SR2S - 5108(121); Daisy Avenue Corridor Bicycle Boulevard & 3) SRTS – 5108 (123) – Safety & Education Campaign Program in Elementary and Middle Schools within the Long Beach Unified School District.

- Citywide SRTS Plan ($500,000). Funds are being used to teach the nearly 50,000 students attending the 60 elementary and middle schools in Long Beach Unified School District how to ride their bikes safely.
- State SR2S grant ($860,000) and a federal SRTS grant of ($1,040,000) to implement a 9-mile long Daisy / Myrtle Corridor Bike Boulevard
- State SR2S ($498,000) and federal SRTS ($55,000) grants to implement a two-mile long 6th Street Bike Boulevard extending from Bellflower Boulevard to Junipero.

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 **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**
Required for all applications

Engineer's Checklist **Attachment C**
Required for Infrastructure Projects

Project Location Map **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**
Required for all applications

Project Estimate **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Attachment A

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:		Date:	5/29/15
Name:	ARA MALOYAN	Phone:	562.570.6771
Title:	PW / DIRECTOR	e-mail:	ARA.MALOYAN@LONGBEACH.GOV

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

Attachment B

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:

Project Title:	DELTA AVENUE BICYCLE BOULEVARD				
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Measure R

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E				248				248
R/W								
CON					12			12
TOTAL				248	12			260

Program Code:

Funding Agency: City of Long Beach

Notes:

Fund No. 3:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 4:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 5:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 6:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 7:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

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:** M
   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:** M
   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:** M
   (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:** M
   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

5. **Crash/Safety Data, Collision maps and Countermeasures:** **Engineer's Initials:** _____
   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:** _____
   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:** _____

☐ 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:** _____
   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)*: MALOYAN ARA

Title: PW / DIRECTOR / CITY ENGR

Engineer License Number: C-43687

Signature: _____

Date: 5/29/15

Email: ARA.MALOYAN@LONGBEACH.GOV

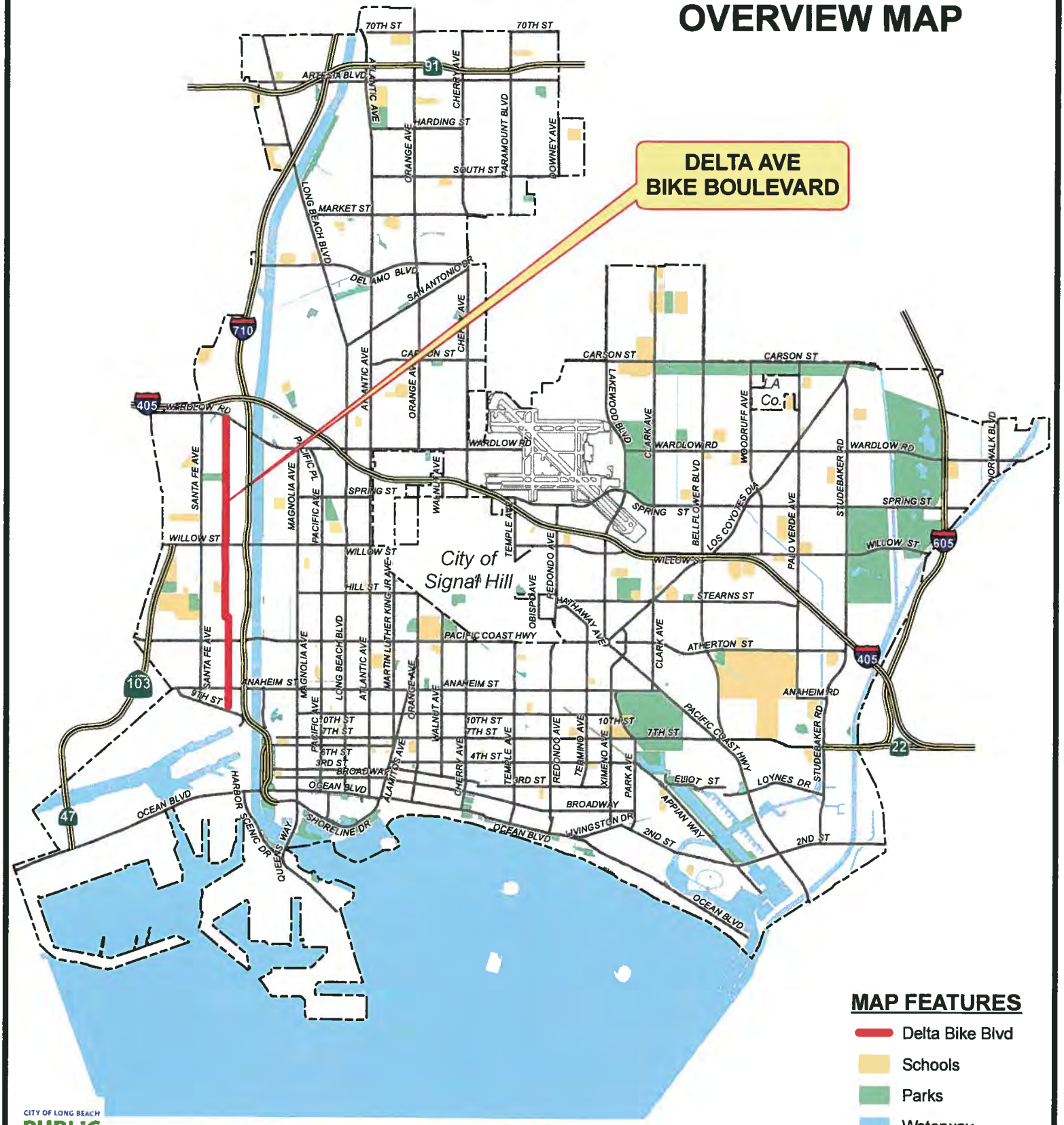
Phone: 562. 570. 6771

Engineer's Stamp:

REGISTERED PROFESSIONAL ENGINEER
ARA MALOYAN
C 43687
EXP. 3-31-13
CIVIL
STATE OF CALIFORNIA

Attachment D

CITY OF LONG BEACH
OVERVIEW MAP



MAP FEATURES

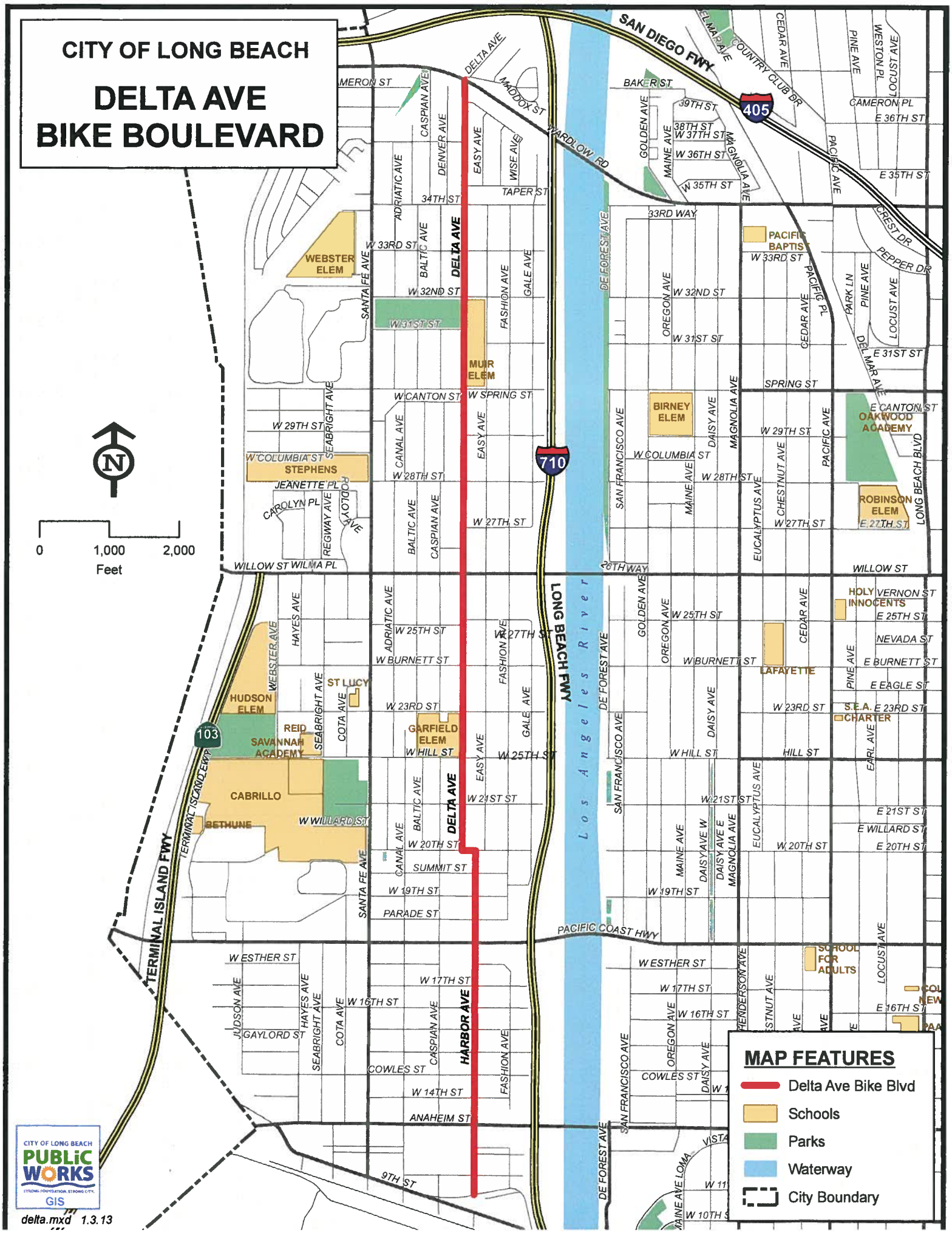
- Delta Bike Blvd
- Schools
- Parks
- Waterway
- City Boundary

CITY OF LONG BEACH PUBLIC WORKS

delta_overview.mxd 1/7/13

CITY OF LONG BEACH

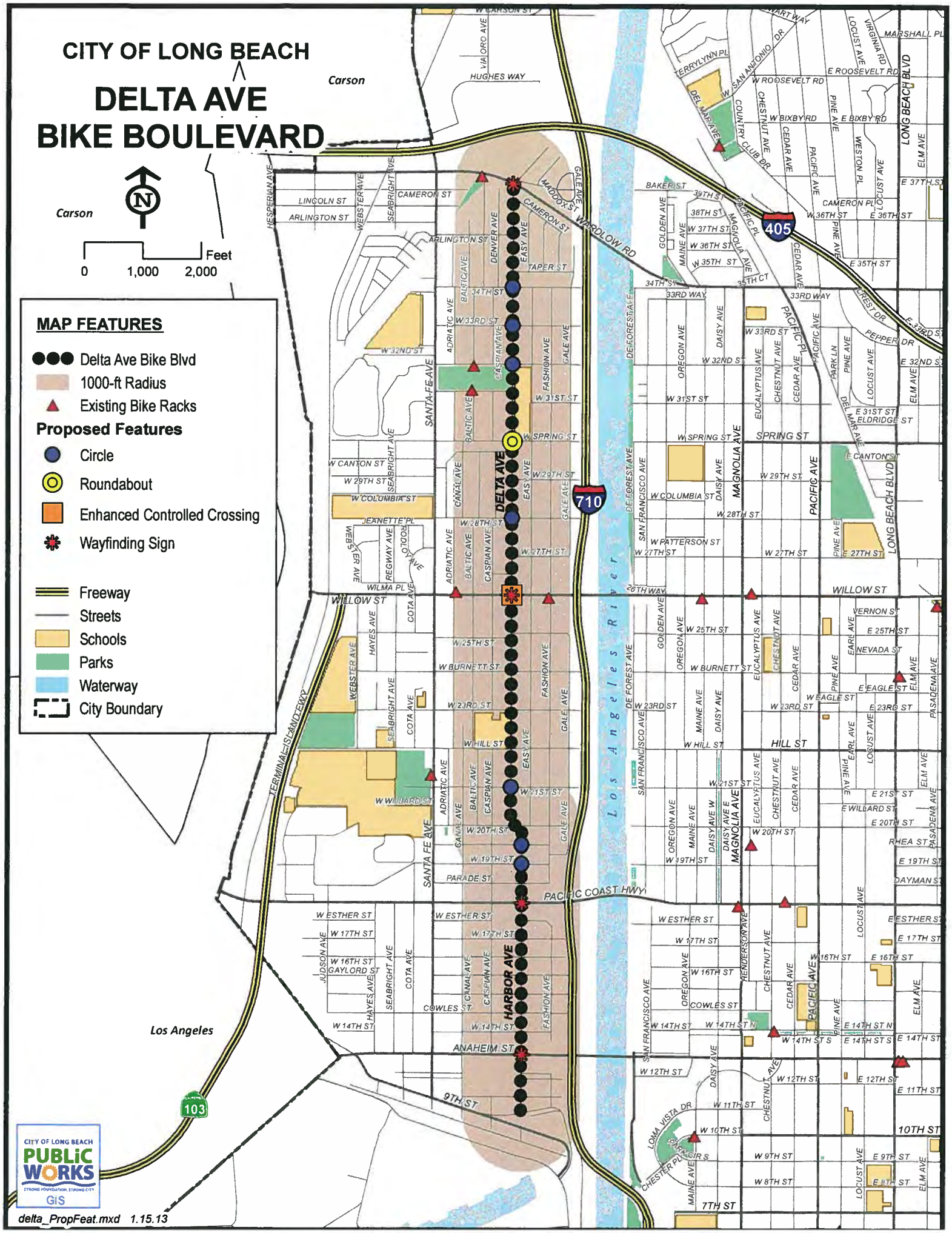
DELTA AVE BIKE BOULEVARD



Attachment E

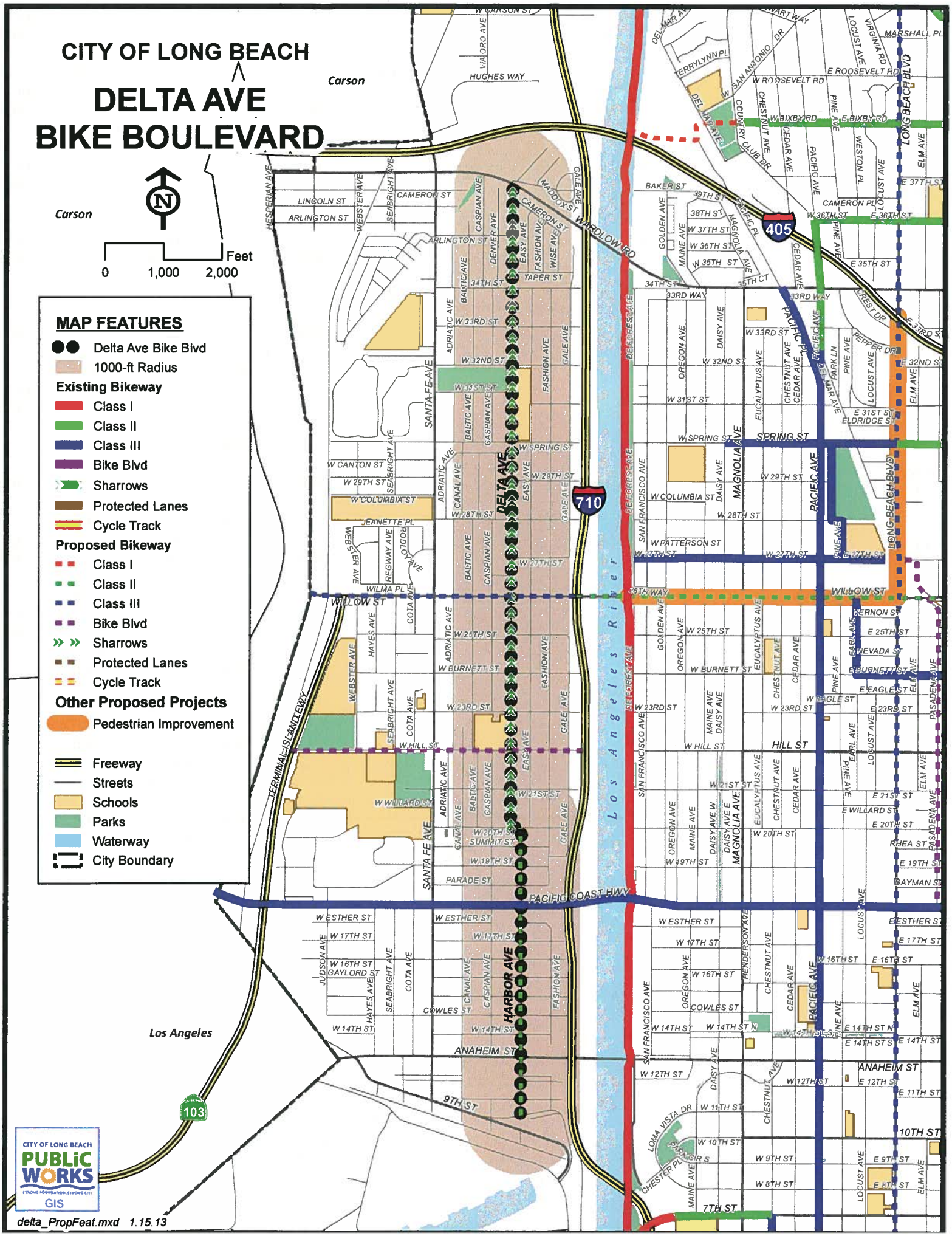
CITY OF LONG BEACH

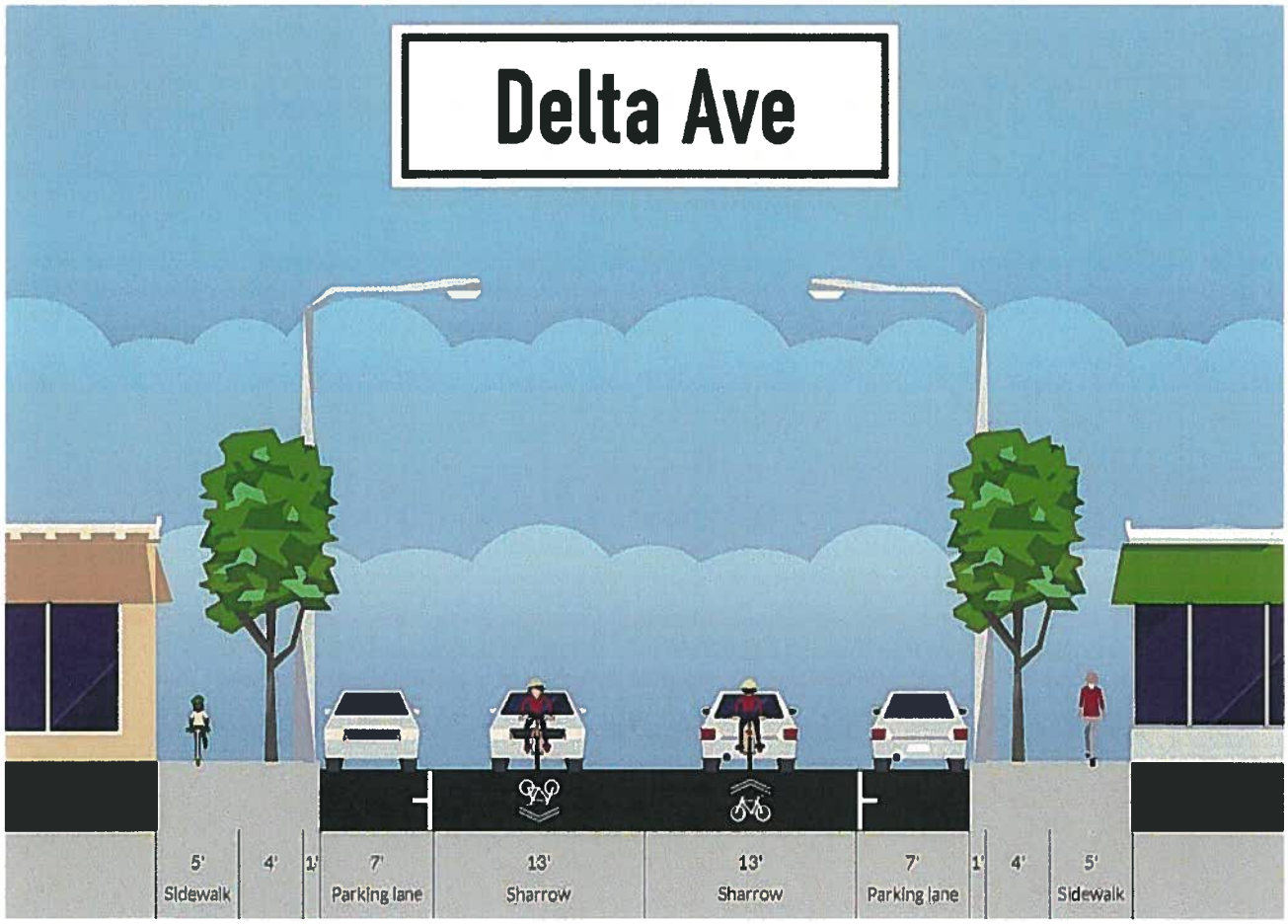
DELTA AVE BIKE BOULEVARD

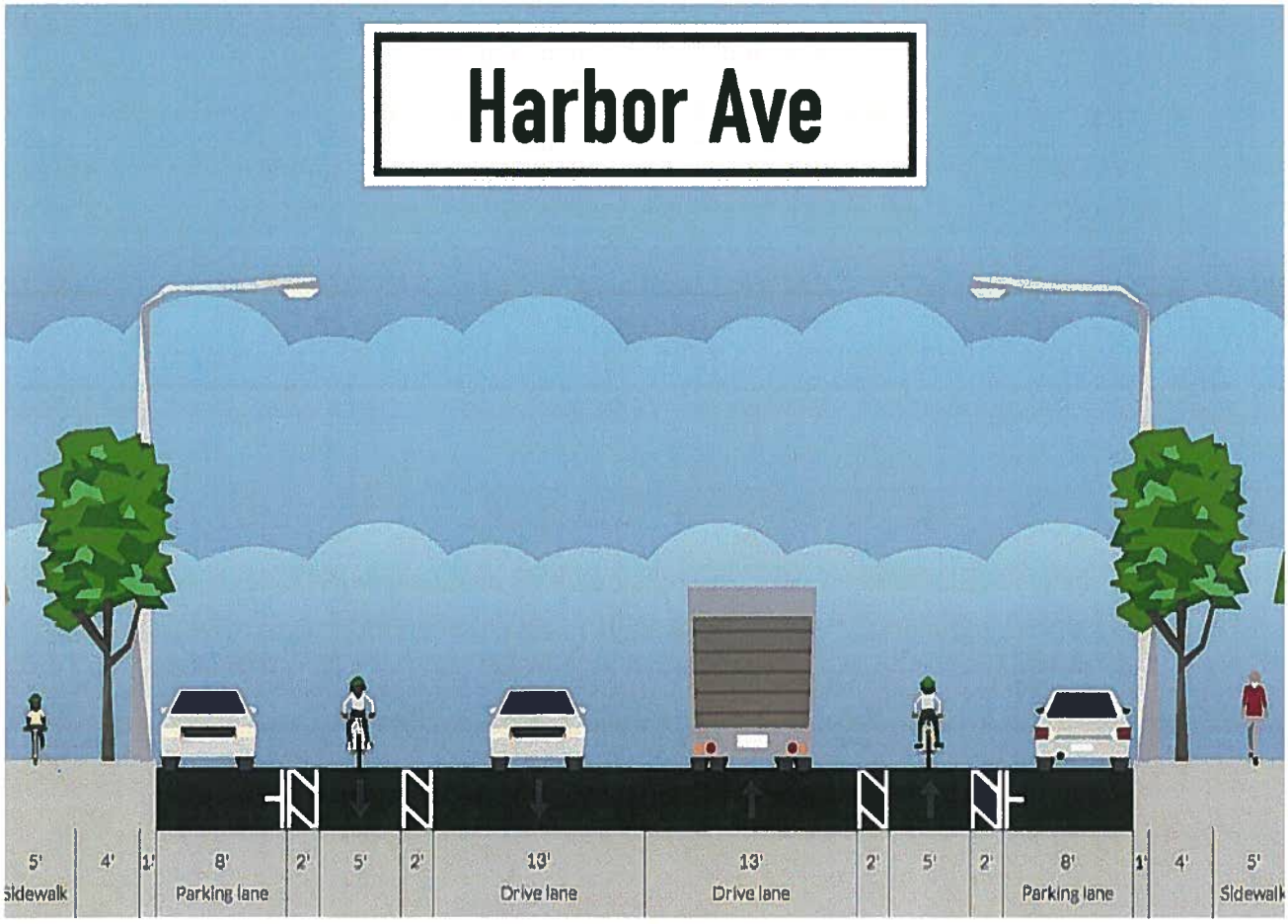


CITY OF LONG BEACH

DELTA AVE BIKE BOULEVARD




Delta Ave
5'
Sidewalk
4'
1'
7'
Parking lane
13'
Sharrow
13'
Sharrow
7'
Parking lane
1'
4'
5'
Sidewalk


Harbor Ave
5'
Sidewalk
4'
1'
8'
Parking lane
2'
5'
2'
13'
Drive lane
13'
Drive lane
2'
5'
2'
8'
Parking lane
1'
4'
5'
Sidewalk

PROPOSED

SCALE:
1 inch = 50 feet

LEGEND

- RIGHT-OF-WAY LINE
- CENTERLINE
- HARDSCAPE
- 40' P.L. TO C.L. WIDTH
- 12' CURB TO P.L. WIDTH

DISCLAIMER: This map was produced with the City of Long Beach Geographic Information System (GIS). While every effort has been made to ensure the accuracy of the map, the GIS data is subject to constant change and its accuracy cannot be guaranteed. This map product is provided as is, without warranty of any kind either expressed or implied. The risk as to the quality and usefulness of the map rests with the user.

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SCALE:
1 inch = 50 feet

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SCALE:
1 inch = 50 feet

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Attachment F

Above: Anaheim and Harbor is one of the project's major intersections.

Below: Pacific Coast is another major intersection. Wayfinding signs will be installed at both locations.

Above: View of Harbor Avenue to the North where the street ends at 20th Street.

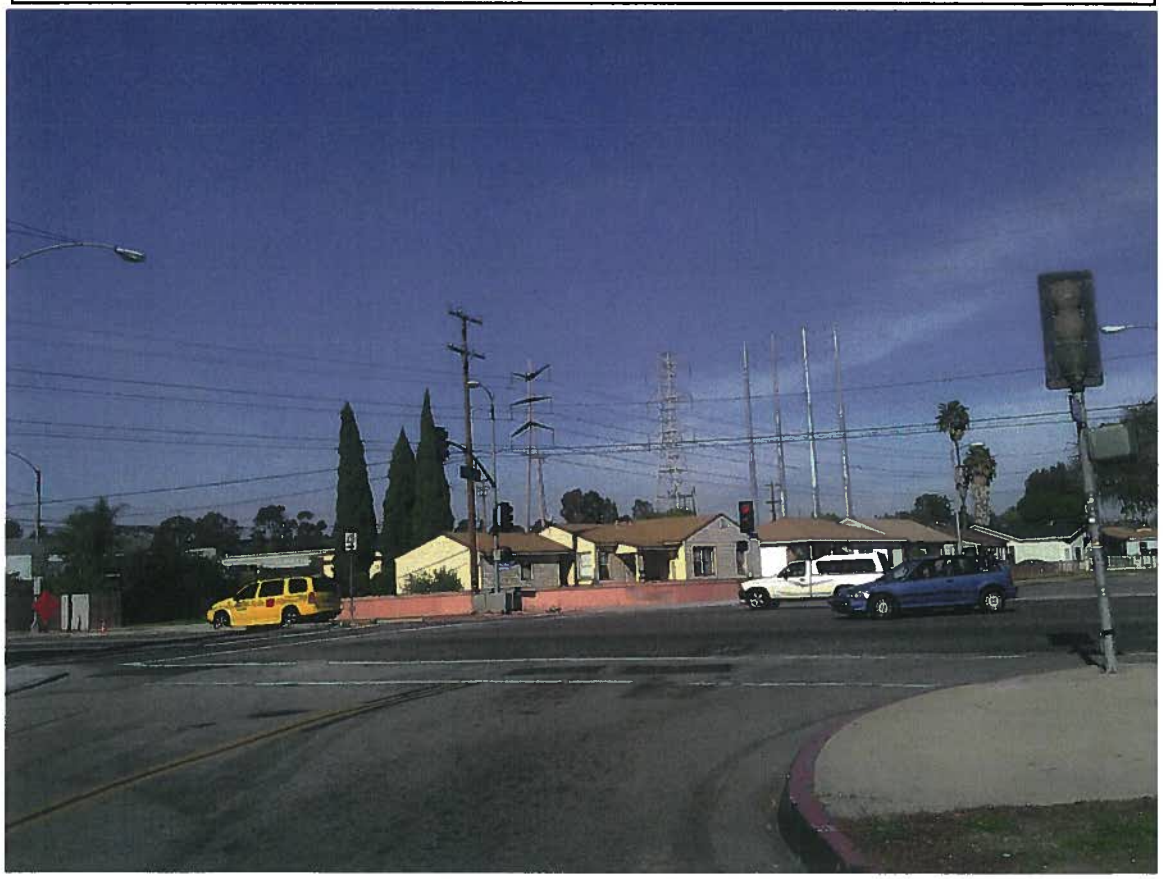
Below: Delta Avenue north of 20th Street.

Above: A roundabout will be installed at the intersection of Delta & Spring.

Below: Delta & Spring facing Muir Academy.

Above: Delta Avenue facing Wardlow Road to the north where the project ends.

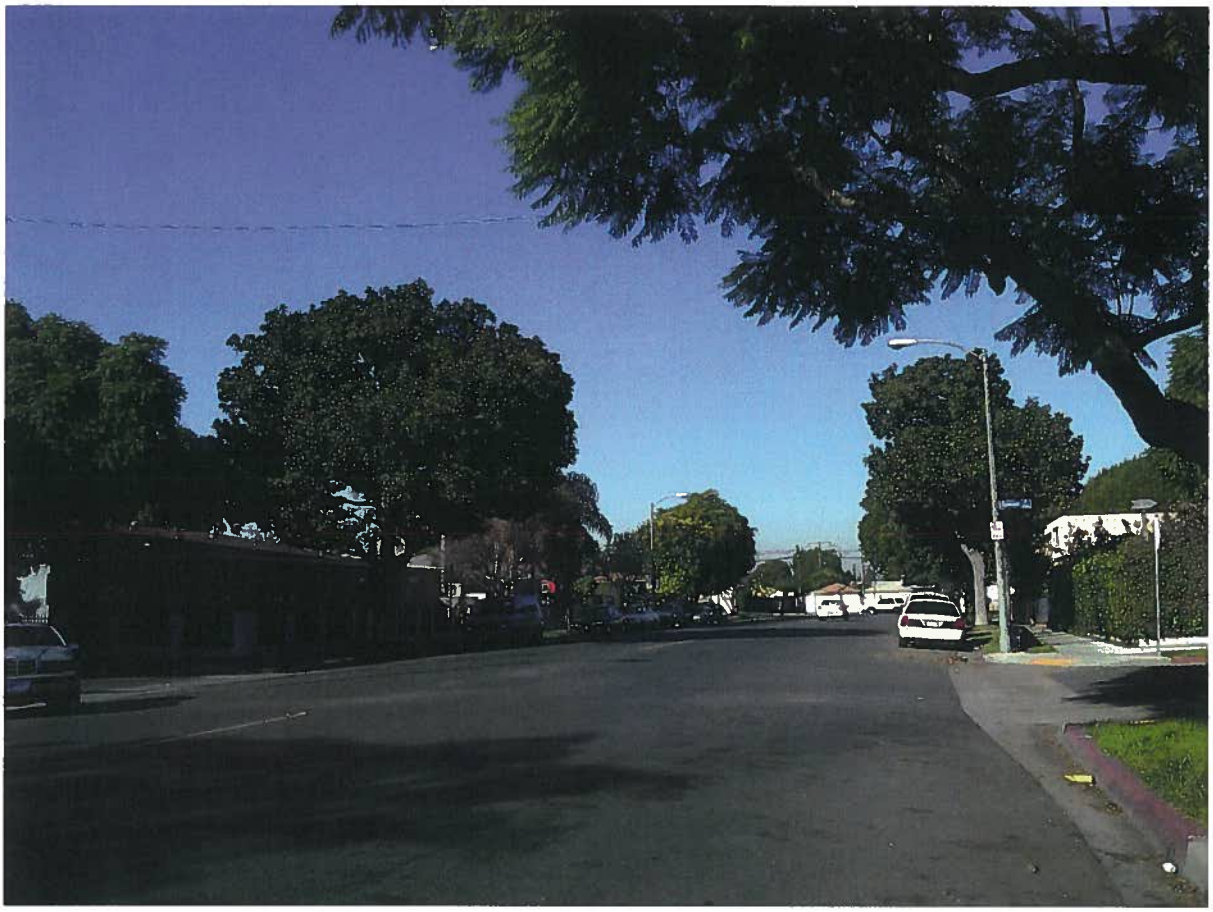
Below: The intersection of Wardlow & Delta.



Additional bike racks will be placed at Silverado Park facing Delta Avenue across Muir Academy.

A section of road will be repaired on Delta Avenue between Willow Street and the alley to the south. Runoff from the adjacent coin car wash has damaged the road.

A small section of road in front of Garfield Elementary School will be repaired.



The intersection of Harbor Ave. and Summit is the future location of a circle.

Attachment G

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:	City of Long Beach				
Application ID:		**Prepared by:**		**Date:**	
Project Description:	A 1.0 mile Class II bike lane and 2.0 mile bicycle boulevard along Delta Avenue intended to ease morning and after school gridlock at two elementary schools along its route and to encourage first-last mile connections between Metro Blue Line stations and surrounding residential areas west of the Los Angeles River/710 Freeway.				
Project Location:	Delta Avenue in Long Beach from Wardlow Road to 10th Street.				

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**	**%**	**$**	**%**	**$**	**%**	**$**	**%**	**$**
	Environmental Documentation												
1	Traffic Circle at Intersection	7.00	EA	$35,000.00	$245,000	100%	$245,000						
2	Traffic Roundabout at Intersection	1.00	EA	$100,000.00	$100,000	100%	$100,000						
3	Traffic Roundabout Landscaping	1.00	EA	$10,000.00	$10,000			100%	$10,000	100%	$10,000		
4	Ramp Upgrades	32.00	EA	$4,000.00	$128,000	100%	$128,000						
5	Bulbout Landscaping	1280.00	SF	$15.00	$19,200			100%	$19,200	100%	$19,200		
6	Grinding and Overlay for Street Repair	4000.00	SQFT	$5.00	$20,000	100%	$20,000						
7	Sign-Destination, Direction and Duration	4.00	EA	$400.00	$1,600	100%	$1,600						
8	Traffic Signal	1.00	EA	$250,000.00	$250,000	100%	$250,000						
9	Bicycle Boulevard Street Sign	8.00	EA	$500.00	$4,000	100%	$4,000						
10	Bicycle Boulevard Sign Topper	56.00	EA	$250.00	$14,000	100%	$14,000						
11	Bike Lane Striping	2.00	MI	$20,000.00	$40,000	100%	$40,000						
12	Sharrow Striping	70.00	MI	$500.00	$35,000	100%	$35,000						
13	Bicycle Counters	4.00	EA	$2,500.00	$10,000	100%	$10,000						
				Subtotal of Construction Items:	**$876,800**		**$847,600**		**$29,200**		**$29,200**		
	Construction Item Contingencies (% of Construction Items): Enter in the cell to the right			**24.00%**	**$210,432**								
	Total (Construction Items & Contingencies) cost:				**$1,087,232**								

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 120,000		
Plans, Specifications and Estimates (PS&E):	$ 128,000		
Total PE:	**$ 248,000**	**23%**	25% Max
Right of Way (RW)			
Right of Way Engineering:			
Acquisitions and Utilities:			
Total RW:	**$ -**		
Construction (CON)			
Construction Engineering (CE):			15% Max
Total Construction Items & Contingencies:	$1,087,232		
Total CON:	**$ 1,087,232**		
Total Project Cost Estimate:	**$ 1,335,232**		

Attachment J

MAYOR BOB FOSTER

CITY OF LONG BEACH

January 15, 2013

Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metropolitan Transportation Agency (MTA) Call for Projects

Dear Mr. Leahy:

On behalf of the City of Long Beach, I urge the Metropolitan Transportation Agency (MTA) to fund Long Beach projects submitted in response to the recent MTA call for projects. These are community-based projects that will add to the City's sustainable transportation network, and provide for modernized traffic control systems.

The City's reputation as one of the "most bike friendly cities in America" is built on a foundation of innovative thinking that is a core part of the City's transportation culture. Long Beach, with assistance from partners such as MTA, is building a multi-modal, sustainable transportation network based around the concept of complete streets. This strategic style of planning permeates the work that Long Beach does as the City continues to make improvements for pedestrians and motorists alike.

The following 12 bikeway, pedestrian improvement, transportation enhancement, surface transportation, and signal synchronization projects are being submitted for funding:

- Delta Avenue Bicycle Boulevard
- Walnut and 52nd Streets Bicycle Boulevard
- Los Angeles River Bicycle Gap Closure
- Pacific Electric Right of Way Greenbelt Pedestrian & Bikeway Path
- Market Street Complete Street Improvement
- Spring Street Median Improvement
- Artesia Boulevard Streetscape
- Redondo & Anaheim Intersection Widening
- Metro Blue Line Signal Synchronization

333 WEST OCEAN BOULEVARD, LONG BEACH, CALIFORNIA 90802
TELEPHONE 562-570-6801 FAX 562-570-6538 MAYOR@LONGBEACH.GOV

- Long Beach Intelligent Transportation System
- Santa Fe Avenue Advanced Traffic Control System
- Artesia Boulevard Advanced Traffic Control System

Funding for the projects listed above is essential to continuing the progress made in Long Beach, and for providing transportation components that are responsive to our community's needs.

Sincerely,

Mayor Bob Foster
City of Long Beach

long beach unified school district

Office of the Assistant Superintendent, Elementary & K-8 Schools
Chief Academic Officer, Dr. Jill Baker
1515 Hughes Way, Long Beach, CA 90810
(562) 997-8247 ▪ FAX (562) 997-8285
Robin Samana, Director

January 14, 2013

Mr. Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Leahy,

On behalf of the Long Beach Unified School District I am pleased to write this letter in support of the City of Long Beach Delta Avenue Bicycle Boulevard. The project will directly benefit students at two of our elementary schools by providing a safe route to school.

Garfield and Muir Elementary Schools are located along the proposed bicycle boulevard. Together, both schools educate close to 2,000 students. Programs and projects that encourage walking and bicycling are beneficial to these students since they promote active living, which is important for reducing childhood obesity in addition to alleviating traffic congestion from student drop-offs. And importantly, Long Beach has cut back on its bus program; as a result, more children who attend elementary and middle schools will benefit from bicycle and pedestrian improvements.

The City of Long Beach currently administers the Safe Routes to School education and awareness program which targets students and their parents within the school district. The bicycle boulevard complements existing efforts such as these by providing the infrastructure where children can have the confidence to walk and bicycle.

The Long Beach Unified School District supports the Delta Avenue Bicycle Boulevard and looks forward to working towards this endeavor. Please feel free to contact me at (562) 997-8247 for additional information.

Sincerely,

Robin Samana
Director of Elementary Schools

c. Dr. Jill Baker, Assistant Superintendent Elementary & K-8 Schools/Chief Academic Officer
Frank Gutierrez, Director of K-8 Schools

bikeable
COMMUNITIES

January 14, 2013

Mr. Michael Conway
Director or Public Works
City of Long Beach
333 West Ocean Avenue
Long Beach, CA 90802

Dear Mr. Conway,

I am pleased to write this letter in support of the City of Long Beach Metro Call for Projects application for the Delta Avenue Bicycle Boulevard. The project will offer its users many health, safety and environmental benefits in a neighborhood that lacks bicycle infrastructure while expanding the city's bicycle network.

Since 2009, the City of Long Beach has demonstrated its commitment to becoming the most bike-friendly city in the nation. Through its Bike Long Beach program, the city has delivered several innovative infrastructure projects and educational programs that have set an example for cities across the country. As a result, Long Beach has seen a dramatic increase in bicycling as more residents and visitors view this as a viable form of transportation. In particular, bicycle boulevards are a proven strategy for slowing traffic and increasing the number of children walking and bicycling to school, which reduces vehicle emissions and promotes exercise among our young population.

I fully support projects such as the Delta Avenue Bicycle Boulevard. The project will offer many advantages to multiple users while building upon existing investments in alternative transportation, many of which have been funded through Metro's prior Calls for Projects. I encourage your continued support of the City of Long Beach as it continues to make cycling a safer and easier travel mode for people of all ages.

Sincerely,

Martin Howard,
Board of Directors
BIKEable Communities

3745 Long Beach Blvd., #100 Long Beach CA 90807
website: www.bikeablecommunities.org

Attachment K

Project Name: Delta Ave. Bike Boulevard

Project Location: Harbor Ave., 10th to 20th; Delta Ave., 20th to Wardlow

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	96	
Forecast (1 Yr after completion)	115	125
	Commuters	Recreational Users
Existing Trips	44	14
New Daily Trips (estimate)	22	7
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class III
Average Annual Daily Traffic (AADT)	115

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	1099	
Forecast (1 YR after project completion)		
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$1,335,232
SR2S Infrastructure Project Cost	$0

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$1,075,105
SR2S Infrastructure	$0

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	3	0.6
Injury Crashes	56	11.2
PDO	0	0

SAFETY COUNTERMEASURES (Improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	Y
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	N
	Sidewalk/pathway (to avoid walking along roadway)	N
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	N

20 Year Invest Summary Analysis	
Total Costs	$1,335,232.00
Net Present Cost	$1,283,876.92
Total Benefits	$28,058,295.48
Net Present Benefit	$18,582,434.33
Benefit-Cost Ratio	14.47

20 Year Itemized Savings	
Mobility	$2,756,432.00
Health	$17,780.08
Recreational	$569,433.16
Gas & Emissions	$5,585.81
Safety	$24,709,064.43

Funds Requested	$1,075,105.00
Net Present Cost of Funds Requested	$1,033,754.81
Benefit Cost Ratio	17.98

LONG BEACH TRANSIT

Memorandum

May 26, 2015

To: Karissa Selvester and Deshe Gully
From: Michael Hino
CC: Shirley Hsiao
Subject: Delta Corridor Ridership

The purpose of this memorandum is to provide the resulting ridership as well as some detail into the necessity and methodology of providing this ridership by corridors.

Existing Transit

Existing Long Beach Transit routes/stops correspond to two areas of the proposed Delta Ave Bike Boulevard (toward the North and South). These areas of impact (highlighted in green in Figure 2 and included in the stops list) contain routes/stops amenities, access for both passenger and buses which will need to be taken into consideration within the Bike Boulevard plans. Dedicated bus curbside parking with bike paths diverted around the stop are encouraged, where possible, in the proposed Bike Boulevard design configuration.

Existing Stops Along Bike Boulevard	
Stop ID	Stop Name
0050	PCH & HARBOR SE
0014	HARBOR & 19TH NE
0013	HARBOR & PCH NE
0029	DELTA & TAPER NE
0034	DELTA & 34TH NW
0030	DELTA & CAMERON NE
0033	DELTA & ARLINGTON SW
0032	DELTA & WARDLOW SW
0049	HARBOR & 19TH SW

Resulting Ridership

		Weekday		Saturday		Sunday		Est. Annual	
Distance	Stops	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
1/4 mile buffer	81	3,658	3,198	2,021	1,777	1,498	1,455	1,123,652	991,185
1 mile buffer	216	7,710	7,846	4,067	3,792	3,030	3,163	2,350,668	2,377,943

Reasoning & Methods

The ¼ mile buffer ridership includes all stops within a quarter mile of the Delta Ave Bike Boulevard as well as any reciprocal stops across the street from an included stop (adding stops that pair at the intersection if one is selected).

Ridership was selected by corridor for the 1 mile requested zone in order to create a more realistic representation of bicycle transfer to transit. This process was necessary as can be seen from Figure 1 in which the 1 mile buffer (in yellow) around Delta Ave (in red) selects stops within the Downtown Long Beach area that would be a significant distance further than 1 mile if traversed due to limited options to cross the river.

Service Planning, therefore, created additional quarter mile buffers along each accessible East/West corridor to select stops that are accessible to within a reasonable distance from Delta. The resulting stop selection can be seen in Green in figure 2 with the original buffer shown in Purple. Example: a passenger could take the Delta Ave Bike Boulevard South toward Willow, East across the bridge to a number of stops on Magnolia and Pacific but would be less likely to board on Pacific between Willow and PCH as they would need to pass multiple stops along the same route to do so.

Figure 1: Delta (in red) and all stops in initial 1 mile buffer

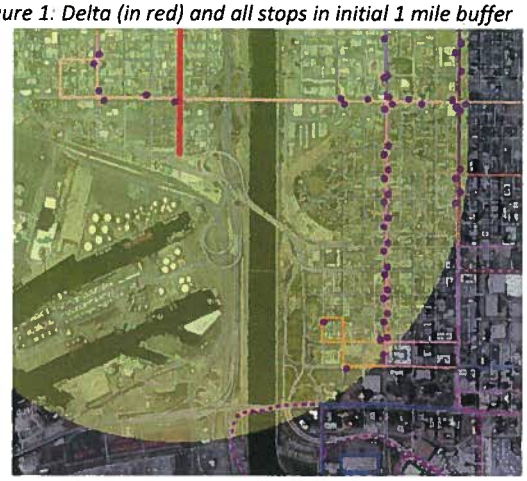
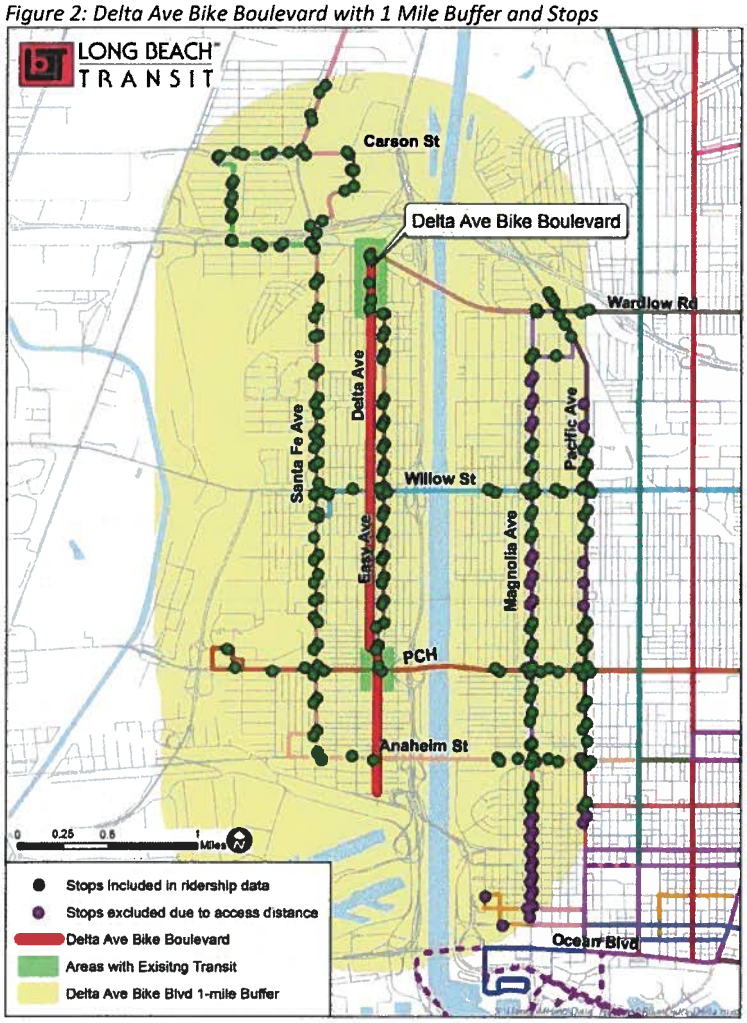


Figure 2: Delta Ave Bike Boulevard with 1 Mile Buffer and Stops



Nathan Baird

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 29, 2015 4:41 PM
To: Nathan Baird
Cc: ATP@CCC; Hsieh, Wei@CCC; inquiry@atpcommunitycorps.org; Lino, Edgar@CCC; Slade, Bryan@CCC; Rochte, Christie@CCC
Subject: RE: ATP - CCC Submittal Package

Hi Nathan,

Edgar Lino, the Conservation Supervisor at our CCC Los Angeles location has responded to the partnership for your project. The CCC can participate in:

- Bike Lane Striping
- Landscaping

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: Nathan Baird [mailto:Nathan.Baird@longbeach.gov]
Sent: Wednesday, May 20, 2015 5:01 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: Paul Van Dyk; Steve Tweed; Christian, Adam
Subject: FW: ATP - CCC Submittal Package

Good afternoon,

The City of Long Beach 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 scope of work for the Delta Avenue Bicycle Boulevard project and the PEROW Connections project 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.

Sincerely,
Nate Baird
Mobility Coordinator
City of Long Beach
562-570-6618

Nathan Baird

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Tuesday, May 26, 2015 5:11 PM
To: Nathan Baird
Cc: Paul Van Dyk; Steve Tweed; Christian, Adam; atp@ccc.ca.gov
Subject: Re: FW: ATP - CCC Submittal Package

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate on either of these projects. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Thu, May 21, 2015 at 3:52 PM, Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:

Hi,

Thank you for your inquiry. We are looking into your request and will get back to you by May 26th.

Thank you

Monica

On Wed, May 20, 2015 at 5:00 PM, Nathan Baird <Nathan.Baird@longbeach.gov> wrote:

Good afternoon,

The City of Long Beach 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 scope of work for the Delta Avenue Bicycle Boulevard project and the PEROW Connections project 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.

Sincerely,

Nate Baird

Mobility Coordinator

City of Long Beach

562-570-6618