

# ACTIVE TRANSPORTATION PROGRAM CYCLE 2 APPLICATION

**Project name:** Expo Station 4th Street Linkages to Downtown & Civic Center

**Project Unique Application No:** 07-City of Santa Monica-1

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## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

07-City of Santa Monica-1

Auto populated

**Total ATP Funds Requested:**

\$ 1,613

(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**

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### 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:**

City of Santa Monica

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

1685 Main Street

Santa Monica

CA

90401

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Francie Stefan

**CONTACT PERSON'S TITLE:**

Strategic & Transportation Planning Manager

**CONTACT PERSON'S PHONE NUMBER:**

310-458-8341

**CONTACT PERSON'S EMAIL ADDRESS :**

francie.stefan@smgov.net



**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:**

N/A

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

		CA	
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**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

07-5107R

Implementing Agency's State Caltrans MA number

00373S

\* 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)

Expo Station 4th Street Linkages to Downtown & Civic Center

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

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Improves pedestrian and bicyclist linkages on a 0.2-mile segment of 4th Street to support safer first- and last-mile access and connectivity to the future Expo terminus station, central business district, Civic Center and other local destinations.

**PROJECT LOCATION:** (Max of 250 Characters)

The project is located in the 4th Street right-of-way between Colorado and Olympic Drive and extends south from the future Downtown Expo terminus station at 4th Street/Colorado to Olympic Drive via a Caltrans bridge structure over the I-10 Freeway.



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. 34.012029 /long. -118.490032

Congressional District(s):

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

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	<b>Pedestrians</b>	<u>1,601</u>	<b>Bicyclists</b>	<u>173</u>
One Year Projection:	<b>Pedestrians</b>	<u>2,465</u>	<b>Bicyclists</b>	<u>263</u>
Five Year Projection:	<b>Pedestrians</b>	<u>2,569</u>	<b>Bicyclists</b>	<u>274</u>

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

Bicycle: Class I  Class II  Class III  Other bike boxes

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 10.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 90.0 %
- 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
<b>CTC - PA&amp;ED Allocation:</b>	_____		9/15/16
* CEQA Environmental Clearance:	_____		10/15/17
* NEPA Environmental Clearance:	_____		10/15/17
<b>CTC - PS&amp;E Allocation:</b>	_____		12/15/17
<b>CTC - Right of Way Allocation:</b>	_____		12/15/17
* Right of Way Clearance & Permits:	_____		4/15/18
Final/Stamped PS&E package:	_____		9/15/18
* <b>CTC - Construction Allocation:</b>			11/15/18
* Construction Complete:			10/30/19
* Submittal of “Final Report”			2/15/20



**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:	\$120	
ATP funds for PS&E:	\$120	
ATP funds for Right of Way:	\$40	
ATP funds for Construction:	\$1,333	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>\$1,613</b>	

**Local funds leveraging or matching the ATP funds:** \$403

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:** \$0

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

**TOTAL PROJECT FUNDS:** \$2,016

**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"

NEPA clearance requirement will significantly delay project. With Downtown Expo terminus station opening in Spring/Summer 2016, the need for the proposed safety enhancements along 4th Street is particularly urgent.

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

# ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

## Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 07-Santa Monica-1

Implementing Agency's Name: City of Santa Monica

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## **Part B: Narrative Questions**

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

### **1. Demonstrated fiscal needs of the applicant:**

ATP Cycle 1 funded lighting, wayfinding and landscaping improvements for the segment of 4<sup>th</sup> Street north of the station, between Colorado Avenue and Broadway, linking the station to the Downtown. The City does not currently have sufficient discretionary funds available beyond its proposed local match of \$403,175 to implement the full scope of the \$2,015,875 project improvements. The City's key sources of funding for capital improvements, including the local return portion of countywide transportation sales tax funds distributed to all cities in Los Angeles County, are fully committed through the 5-year horizon (FY2015-FY2019) of the City's Capital Improvement Program, meaning that funds would not be available until at least after FY2020 for this Project. This highly visible project will be an important component of the access network that provides immediate ridership. Delayed implementation will impair the City's ability to address circulation improvements for not just local residents, but also the anticipated surge in volume of expected users of the Expo Line, and could impact important early ridership numbers.

This project is identified as one of Santa Monica's high-priority projects to address the access and circulation needs associated with the future Downtown Expo terminus station at 4<sup>th</sup> Street/Colorado Avenue, opening in Spring/Summer 2016. This ATP Cycle 2 grant application requests funds for the segment of 4th Street south of Colorado Avenue, which links to the Civic Center, Santa Monica High School and the regional employment centers with over 4,000 employees located there.

### **2. Consistency with Regional Plan.**

This project is consistent with the adopted 2012-2035 RTP/SCS which seeks to maximize the productivity of, and strategically expand the region's transportation system and fulfills many of the goals outlined in Table 1.1 of the RTP/SCS (page 13 of the RTP/SCS), including goals to:

- Maximize mobility and accessibility for all people and goods in the region,
- Ensure travel safety and reliability for all people and goods in the region,
- Preserve and ensure a sustainable regional transportation system,
- Maximize the productivity of our transportation system,

- Protect the environment and health of our residents by improving air quality, and
- Encouraging active transportation (non-motorized transportation, such as bicycling and walking).

The project is a prime example of the type of “first mile/last mile” strategy that is encouraged in the RTP/SCS. By creating the critical pedestrian linkages around the future Downtown Expo terminus station, the project will facilitate access to regional transit and increase transit ridership. Pages 39, 50, 55, 141, 154, 155, 209, and 211 in the RTP/SCS support the project (See Attachment I-0).

## 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.)

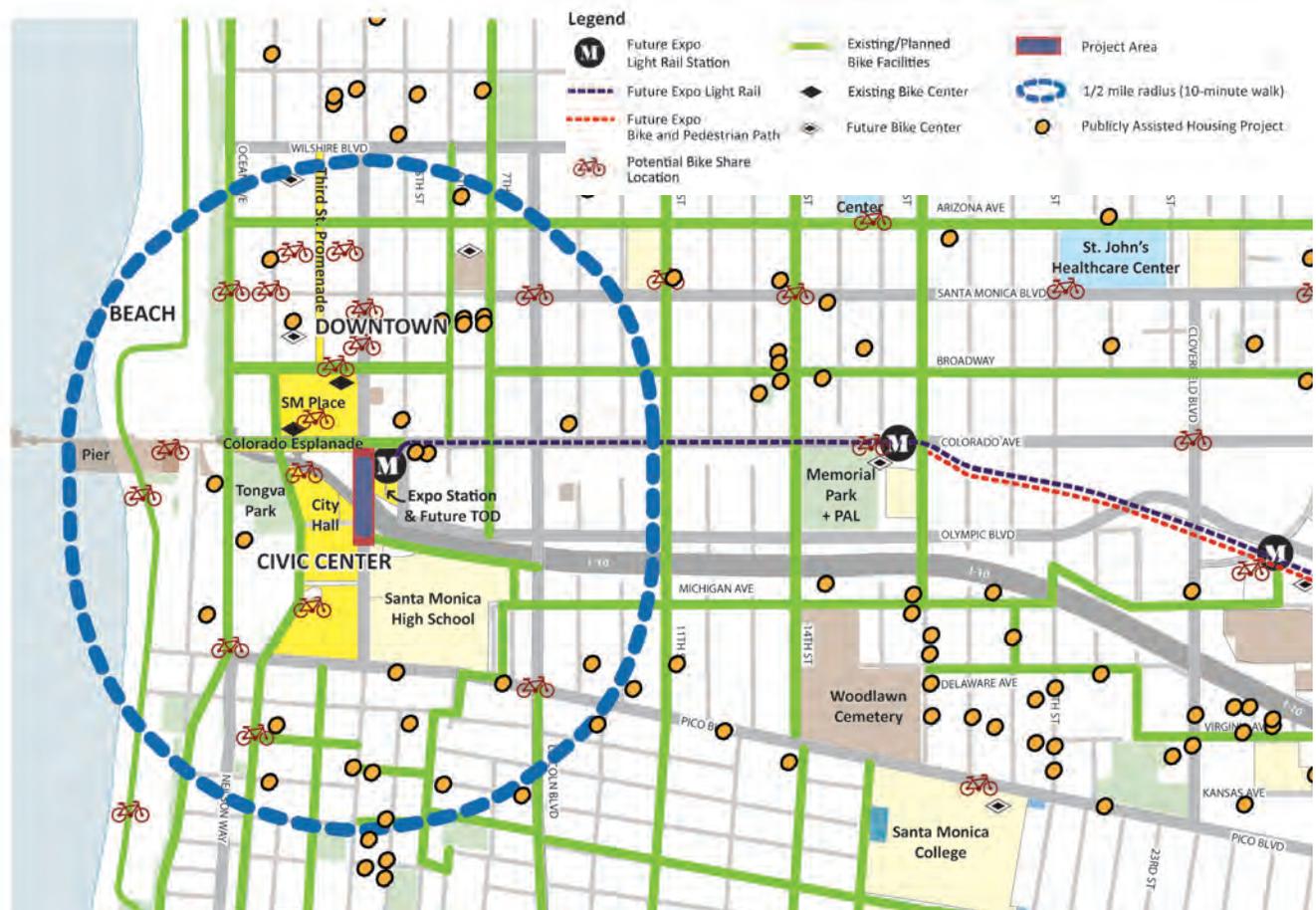
Based on an extrapolation of City Intersection Turning Movement Counts completed in November 2011 for average AM and PM peak hour pedestrian and bicycle volumes, the City estimates that the total daily volume of pedestrian and bicycle trips along this segment of is **1,601** and **173**, respectively.

This project will serve a high volume of pedestrians and cyclists traveling between Downtown and the Civic Center, including an anticipated surge in volume of trips when people begin to arrive by rail, bus, bike and foot when the Expo station becomes operational in Spring/Summer 2016. Based on the anticipated increased, it is anticipated that five years after project completion in 2024, there will be a 60% projected increase to **2,569** daily pedestrian trips and 58% increase to **274** daily bicycle trips along 4<sup>th</sup> Street between Colorado Avenue and Olympic Drive, measured against the existing number of trips observed in 2015. In Year 5 of the Project, the projected number of pedestrian and bicycle trips will be 12% and 26% higher, respectively, than they would have otherwise been under a no-build scenario.

#### *Summary of Existing and Projected Users*

Mode	Existing	Daily Person Trips – 5 Year Projection		Difference in Year 5 With vs. Without Project
		Without the Project	With the Project	
Pedestrian	1,601	2,289	2,569	+12%
Bicycle	173	218	274	+26%

The length of the proposed Project along 4<sup>th</sup> Street is 0.2 miles. The average pedestrian trip length associated with the proposed improvements is assumed to be 0.5 miles, slightly longer than the average of 0.3 miles reported by the California add-on to the 2009 National Household Travel Survey (CA-NHTS). This assumption is supported by the high-density of activity centers, transit connections, and recreational destinations within a 1/2 mile influence area (or 10-minute walk) of the Project. Currently, an additional 400+ housing units are proposed within the 1/2 mile radius of the project. Many pedestrian trips originating from the dense residential area south of the I-10 Freeway will likely terminate at the Expo station.



Current and projected users include a diverse population of students; approximately 5,000 residents, including seniors and low-income residents (1 senior and 3 social service centers are located within a 1-block radius); bicycle commuters to downtown employment centers (22,000 employees in CBD, 5% bicycle commute mode share and 22% walk to work in Census Tract 7019.02); a significant number of retail workers; recreational visitors (7.3 million annually); and tourists (over 20 hotels within 1/2 mile radius of the project). Approximately 60% of all residents recently surveyed stated that they are “interested but concerned” about cycling due to real or perceived safety issues.

There are 11,745 average daily Santa Monica Big Blue Bus (BBB) boardings and alightings within a 6-minute walk (1,320-foot) radius of the project, including 952 along this stretch of 4th Street (Line-by-Line Analysis, BBB). Pedestrian counts are anticipated to increase dramatically when the Expo station is operational. Bicycle volumes will also increase due to the addition of a two-way cycle track on Colorado Avenue.

The Expo Phase 2 FEIR also projects increased pedestrian volumes with 2,256 daily boardings (December 2009). The pedestrian activity in the area is anticipated to be so great, and in surges, that preliminary traffic studies support a pedestrian phase scramble crossing at 4th Street/Colorado Avenue to increase capacity and

safety. The ridership numbers for Expo Phase 1 have already exceeded projections and Santa Monica expects ridership numbers for our busiest times (weekends and holidays, which were not studied in the Expo EIR) to exceed the projected numbers.

Both existing and future projects in the vicinity of the project will also continue to increase pedestrian activity:

- At least four Development Agreement applications propose a total of over 450 housing units located within a 1/2 mile radius of the project.
- 1,406 or 40.6% of the total Publicly Assisted Housing units in the city fall within an approximately 1/2 mile radius of the project.
- Over 1,000 hotel rooms whose patrons will likely walk or bike along 4<sup>th</sup> Street to Downtown destinations and the 7.3 million annual visitors to Downtown Santa Monica.
- 310-unit housing project (160 affordable units) in the Civic Center area.
- Child care center for 100 pre-school children and a revitalized Civic Center Auditorium.
- Downtown projects underway include a new 1,500-seat theater, another cinema on 4th Street, and a project on the City-owned 4th/5th and Arizona site that calls for a museum, housing and office.
- A performance art center at the Civic Center is anticipated to open by 2020.

**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.)**

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

4th Street is one of the major routes across the 1-10 Freeway, connecting the north and south halves of the city and providing pedestrians and cyclists direct access to the Civic Center and core central business district, shopping centers, and multimodal transit facilities, including the Expo station.

Because convenient access to the Expo station is largely blocked from the south by the I-10 Freeway, downtown and freeway bound circulation funnels to the 4th Street Bridge. The existing bridge consists of 9' wide sidewalks and substandard 41" high guardrails next to noisy, high-speed freeway traffic below. These



## EXPO STATION 4TH ST LINKAGES TO DOWNTOWN & CIVIC CENTER Points of Interest

### Community Facilities

- 01 City Hall
- 02 Civic Center
- 03 Municipal Court
- 04 Santa Monica Main Library
- 05 Expo Station & Future TOD
- 06 Step up on Second
- 07 Step up on Fifth
- 08 OPCC Samoshel Shelter
- 09 Ken Edwards Wise and Healthy Aging Center

### Cultural & Popular Destinations

- 01 Santa Monica Pier
- 02 Santa Monica Beaches
- 03 Santa Monica Place
- 04 Third Street Promenade
- 05 Colorado Esplanade
- 06 The Santa Monica Bike Center

- 10 YMCA Child Day Center
- 11 Santa Monica High School
- 12 Tongva Park

### Employment Centers

- 01 Rand Corporation
- 02 Central Business District

### Affordable Housing

- 01 Silvercrest Senior Citizen Residence
- 02 The Village
- 03 4th St Senior Housing
- 04 519 Santa Monica Blvd

- 07 Civic Auditorium

**Legend**

- Schools
- Project Limits
- Influence Area
- Class I
- Class II
- Class III
- Expo Downtown Terminus Station

unpleasant conditions deter pedestrians from accessing the future Expo station less than 700 feet away. Bridge upgrades address this mobility barrier by installing pedestrian-scale lighting and buffering fencing with greening vines. The fencing will be designed to provide framed views, transforming an unpleasant walking condition to an attractive pedestrian and bicycle pathway with “new” points of interest.

The following points of interest are located within a 5-minute walk of the project:

- South of the freeway: City Hall, Santa Monica High School, Civic Center Auditorium, Tongva Park, Doubletree Hotel, The Village (160 affordable units), Ocean Park residential district (one of the highest density residential neighborhoods in the city).
- North of the freeway: Multiple activity centers, Santa Monica Pier, Santa Monica Beach, Santa Monica Place, Third Street Promenade, Santa Monica Bike Center, future Expo Station, the City-owned station site/TOD property and community and social service centers, including transitional housing and service providers Step Up on Second (1328 2<sup>nd</sup> Street) and Step Up on Fifth (1548 5<sup>th</sup> Street), OPCC Samoshel Shelter (homeless services at 5th & Olympic), Wise and Healthy Aging Center in the Ken Edwards Center (services for the elderly including daytime activities), Salvation Army Senior Housing (5th & Colorado), and Community Corporation (City’s affordable housing office).

By improving the safety and comfort of pedestrian and bicyclist linkages between the Expo station and surrounding points of interest, the Project extends the transit users’ radius of destinations, thereby increasing both the number and distance of pedestrian trips linked with transit. The Project supports and reinforces safe first/last mile connections to adjacent Metro and Big Blue Bus transit options, access to peripheral shared parking resources (over 800 spaces at the Civic Center lots), and active transportation facilities such as the Esplanade pedestrian promenade and cycle track, Bike Center, future bike share locations, Broadway bike lanes, and the regional bike path.

The proposed improvements remove barriers for pedestrians and bicyclists who want to traverse the I-10 Freeway. Pedestrian improvements include a widened sidewalk at the intersection of 4<sup>th</sup> Street and Olympic Drive to allow for a larger landing area at this busy intersection, installing ADA compliant ramping, reducing curb radii at five locations to add slightly larger sidewalks at intersections and reduce the speed of turning vehicles adjacent to the sidewalks, a new crosswalk and significant lighting, fencing and landscaping improvements.

The lack of bike lanes is identified as one of the reasons for low bike usage of this cross city thoroughfare. Bicycle sharrows were located in this area as part of the ATP Cycle 1 project. The proposed improvements will

add two new bike boxes at 4<sup>th</sup> Street/Olympic Drive northbound and southbound to improve safety and connectivity for bicyclists who are travelling to/from the south or joining the larger bike network, either via the future cycle track or onto existing bike lanes. This Project will close a critical gap in the City's pedestrian and bicycle circulation system and improve access to a major regional transit linkage.

**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.)**

The General Plan's Land Use and Circulation Element (LUCE), Bike Action Plan, Civic Center Specific Plan, Pedestrian Action Plan and Draft Downtown Specific Plan (DSP) all prioritize access and circulation/improvements along the 4th Street corridor and near the station (See Attachment I-1C LUCE Policy S2.1, S2.4, D1.5, D2.1, D2.2, D2.3, D3.1, D4.2, D5.2, D6.2, D10.1, D12.1, D12.2, D13.3, D16.1, D16.3 and Attachment I-1C DSP References pages 106, 107, 147, 150, 155, 158, 160). The imminent opening of the Expo station in 2016, arguably the most regionally significant new multimodal transit facility to be constructed on Los Angeles County's Westside in many decades, has elevated the importance of this Project for the City, as its implementation will ensure the safety and comfort of increased pedestrian and bicyclist flows.

## 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.)**

The project area is a key bridge connection to the Downtown and Expo station that also has heavy vehicle flow to I-10 on- and off-ramps. Characterized by unprotected narrow sidewalks and poor crossings along both sides of 4<sup>th</sup> Street, the existing pedestrian and biking environments are poor. The conditions on the bridge are particularly uncomfortable and inhospitable due to heavy on- and off-ramp vehicle flow, the non-ADA compliant curb ramp at freeway off-ramp intersection, and the lack of standing space at the freeway on-ramp and Olympic Drive intersection.

The high traffic volumes associated with the off- and on-ramps and a lack of bike facilities create a similarly hostile experience for bicyclists. In a June 2014 SantaMonicaWalks! Survey, 34% of respondents stated that they perceived 4<sup>th</sup> Street as dangerous and unsafe—the highest percentage recorded in the survey—with an additional 11% of respondents singling out the 4<sup>th</sup> Street Bridge as a location of concern.

Over a five-year period ending in December 2012, 19 injuries (8 pedestrian and 11 bicyclist) occurred within the Project limits on the segment of 4<sup>th</sup> Street in Santa Monica between Broadway and Olympic Blvd. (an only 0.2 mile stretch). 21% of the collisions involved bicyclists who were not riding directly along the edge of the road, suggesting that the narrow right of way puts bicyclists in a dangerous position. Vehicles merging onto I-10 Freeway on-ramp also put pedestrians in precarious situations at the 4<sup>th</sup> Street/Olympic Drive intersection. Overall, 16% of collisions within the Project limits were a result of motorists failing to yield at crosswalks, with a cluster of incidents occurring at the 4<sup>th</sup>/Colorado intersection.

Motor Vehicle Collision With	Within Project Limits				Total
	Fatalities	Injuries			
<i>AIS Severity Level</i>	1	2	3	4	
Pedestrian	0	0	4	4	8
Bicyclist	0	0	8	3	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>19</b>

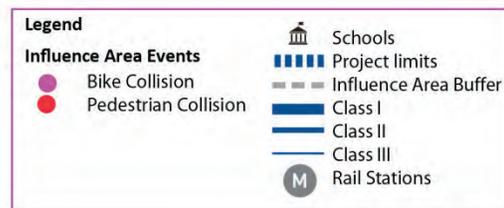
Within a 1/2 mile radius of the Project limits, defined as the influence area of the Project, there were a total of 93 collisions reported (37 pedestrian, 56 bicyclist) over a five-year period, summarized below. The

influence area represents the maximum distance that a pedestrian or bicyclist might reasonably be willing to divert his travel for a safer or more convenient route. The implementation of the safety improvements on 4<sup>th</sup> Street might, for example, encourage bicyclists to avoid the parallel segment of Ocean Avenue between Colorado Avenue and Olympic Drive, where 10 collisions were reported over a five-year period.

Motor Vehicle Collision With	Within 1/2 Mile Influence Area				Total
	Fatalities	Injuries			
<i>AIS Severity Level</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	
Pedestrian	1	5	15	16	37
Bicyclist	0	2	37	17	56
<b>Total</b>	<b>1</b>	<b>7</b>	<b>52</b>	<b>33</b>	<b>93</b>



**EXPO STATION 4TH ST LINKAGES TO DOWNTOWN & CIVIC CENTER  
Bicycle and Pedestrian Collision Events**



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

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

X
X
X
X
X
X

With the Expo station located expected to come on line in 2016, current pedestrian amenities will not be sufficient to accommodate the dramatic influx of pedestrian and bicyclist traffic expected. The proposed interventions along 4<sup>th</sup> street will improve the pedestrian and bicyclist environments and enhance safety:

- Creating smaller radius curbs at five crosswalk landings to increase pedestrian safety by expanding pedestrian area and increasing pedestrian visibility, assuring adequate space for proper placement and better alignment of pedestrian ramps, shortening crossing distances to minimize the unprotected distance pedestrians need to cross, and reducing vehicle turning speeds adjacent to pedestrians waiting to cross the street.



**Left: Crosswalk landing at NW corner of 4<sup>th</sup> Street and Olympic Drive, looking north**  
**Right: Crosswalk landing at SW corner of 4<sup>th</sup> Street and Olympic Drive, looking north**

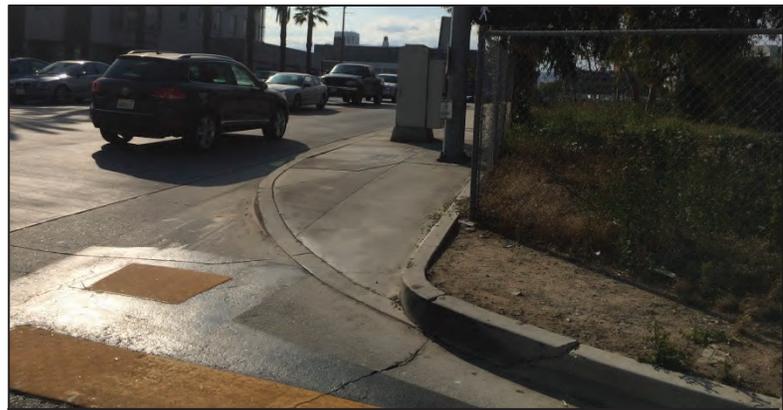
- Traffic currently exits the I-10 onto 4<sup>th</sup> street on a substandard width sidewalk with a non ADA compliant curb ramp, so that pedestrians may be forced to stand in the roadway where cars are exiting the freeway. The proposed improvements address a potentially hazardous crossing.

- Creating high-visibility crosswalks at freeway off-ramp and Olympic Drive will increase pedestrian visibility and driver awareness of a crossing location on a pathway that is consistently used by high school students.



**Left: Crossing at 4<sup>th</sup> Street and I-10 off-ramp, looking east**  
**Right: Crossing at 4<sup>th</sup> Street and Olympic Drive, looking north**

- Currently, the corner of 4<sup>th</sup> Street and Olympic Drive is substandard and narrow. Widening the sidewalk will accommodate high volumes of pedestrians expected once the Expo station opens and also limit pedestrian choke points and increase separation between pedestrians and vehicular traffic as it exits the I-10 Freeway, improving safety for pedestrians.



**Curb ramp and narrow sidewalk at NE corner of 4<sup>th</sup> Street and Olympic Drive, looking north**

- Increasing tree coverage to create a more inviting pedestrian environment by improving visual appeal and increasing shade. Trees will also provide wayfinding to the Expo station, as they continue the line of signature palms that lead to the palms on 4<sup>th</sup> Street north of Colorado, and the palms planted at the station.
- Adding wayfinding signage to guide pedestrians to regional destinations.

- Increasing lighting to increase safety perceptions and ensure pedestrians and bicyclists are visible to motorists.
- Add advance stop bars at the Olympic Drive intersection to encourage drivers to stop further back from the crosswalk, promoting better visibility between pedestrian and motorists.
- Add bike boxes at the Olympic Drive intersection to improve bike safety.
- Replacing the substandard low guardrail along the bridge with an attractive fence to buffer pedestrians from the noise and discomfort of the freeway adjacency. Fencing will incorporate framed views and lighting that effectively connects the Expo station and northern segment of 4<sup>th</sup> Street.

## **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)**

With over eight years of citywide engagement for the Land Use and Circulation Element (LUCE), Colorado Esplanade, Draft Downtown Specific Plan, Safe Routes to Santa Monica High School Project, and ATP Cycle 1 4th Street Walking/Biking Upgrades for Expo Station, this project represents the implementation of a multi-year process for a multi-modal transportation vision. Additional stakeholder and community insight into the planning process for this project was also provided by the Pedestrian Action Plan and Bike Action Plan community processes, and the 2014-2015 visioning process for the Santa Monica Civic Center, which includes revitalization of the Civic Center area.

Stakeholders and community members included:

- Residents and Business Owners (OTO hotels, Sears, Macerich)
- Neighborhood and Community Groups (Pico Neighborhood Association, Mid-City Neighbors)
- Advocacy Groups (SantaMonicaWalks!, Santa Monica Spoke)
- Area Stakeholders (DTSM, Inc., Civic Center Working Group, Santa Monica High School)
- City Boards and Commissions (Planning Commission, Recreation and Parks Commission)

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

The City performed a substantial amount of outreach through stakeholder meetings, community workshops (with open house and/or breakout activities), and public hearings to assess mobility needs in the Downtown area, define the types of improvements specifically needed on 4<sup>th</sup> Street, and gauge the level of community support for elevating the defined Project as a City transportation priority, culminating in the preparation of this ATP Cycle 2 grant application.

Presentations, boards, and workshop activities were used to engage stakeholders and residents. Tables provided additional information about the topic, and were staffed with a facilitator and recorder. Feedback was recorded at each table. Survey sheets were also provided, enabling participants to identify the key features and to solicit additional thoughts, comments and input.

The proposed project emerged from multiple community planning initiatives with overlapping geographic areas:

- The Land Use and Circulation Element (LUCE) of the General Plan, envisioned integrating the downtown and the Civic Center areas and was adopted in 2010 after six years of public discussion and many hearings.
- The adjacent Colorado Esplanade was approved in 2014 after 4 public hearings, 2 community workshops, and 21 community discussions (See Attachment I-3B Esplanade Outreach).
- The Draft Downtown Specific Plan (currently under review), had hosted 4 community workshops, 7 stakeholder meetings attended by a total of over 500 people, and 10 public hearings to date.
- The Safe Routes to Santa Monica High School Project hosted three public workshops and various stakeholder meetings, including two Parent Teacher Student Association meetings.
- The ATP Cycle 1 4th Street Walking/Biking Upgrades for Expo Station, Downtown & Civic Center Project, approved by Caltrans in 2015 and currently scheduled to receive CTC approval on June 24, 2015 hosted 2 stakeholder meetings and 2 community discussions.

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**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 community interest in this project has been refined since adoption of the LUCE. LUCE goals include Goals D5 and D6 to create convenient and comfortable pedestrian and bicycle linkages to the Expo

station, and Goal D12 to ensure that circulation for the Downtown, Civic Center and Beach and Oceanfront Districts is interconnected (see Attachment I-1C for relevant LUCE pages). Originally, 4<sup>th</sup> Street south of Colorado Avenue was identified to integrate the downtown and the Civic Center circulation.

Over the course of the Esplanade outreach process, access and circulation emerged as a top priority, 4th Street continuity and extending the Esplanade farther north and south was requested by DTSM Inc., the downtown BID, and the Civic Center Working Group. Walking and biking facilities were specifically requested and prioritized by stakeholders. Consequently, 4th Street pedestrian and bicyclist improvements have been included as an action item in the Draft Downtown Specific Plan.

During the Safe Routes to Santa Monica High School, students and parents identified a range of site specific countermeasures for 4th Street and Olympic Drive that included physical and operational intersection improvements (see Attachment I-3C for recommendations). The countermeasures address site specific issues, improve access, and seek to encourage walking and biking to and around the school campus and are being proposed as part of this Project.

The outreach completed for the ATP Cycle 1 4th Street Walking/Biking Upgrades for Expo Station, Downtown & Civic Center Project provided input on Phase 1 pedestrian lighting and wayfinding enhancements along “4<sup>th</sup> Street north” (between Broadway and Colorado Avenue). The feedback received from this first phase of outreach was directly applied to “4<sup>th</sup> Street south” (between Colorado Avenue and Olympic Drive) and this project’s preliminary plan, optimizing the relevancy and improving the overall effectiveness of this project’s proposed improvements (see Attachment I-3C for “4<sup>th</sup> Street north” project details). Stakeholder feedback included support for the following considerations:

- Overhead and in-pavement lighting to address lack of perceived safety due to lack of lighting
- Tree grates to address pedestrian tripping hazard and encourage tree growth
- Continuity of trees and a coherent urban design theme along 4th Street

In meeting the purpose and goals of the ATP, the Project incorporates feedback received during the public participation and planning processes to complete the gap in the pedestrian and bicycle network, integrate and interconnect the downtown and Civic Center via 4th Street, and improve access and wayfinding between the future Expo station and the facilities on Broadway and the Esplanade.

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

If the grant is approved, DTSM, Inc. and the Civic Center Working Group, Santa Monica High School, and advocacy groups SantaMonicaWalks! and Santa Monica Spoke will be included in a community process to refine the final design.

## 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)

Santa Monica's student population shows increasing childhood obesity rates. In Service Planning Area 5 (SPA 5), which includes the City of Santa Monica, 16.6% of children in grades 5, 7 & 9 are considered overweight (2011 Los Angeles County health survey). In 2001, the same County health survey for SPA 5 recorded an overweight rate of only 10.6%, an alarming increase of 57% over a decade.

SPA 5 also reported the highest hospitalization rate for treating diabetes among youth, with 85.7 hospitalizations per 100,000 residents, compared to 34.7 statewide. A Community Health Needs Assessment performed by the Kaiser Foundation Hospital ranked diabetes and obesity as the second and third most urgent health needs for West Los Angeles, respectively, out of 23 needs. These two conditions are often interrelated with a lack of physical activity.

Income, education, and occupation have independent effects on health status. When compared to the city population, Census tract 7019.02, which encompasses 80% of the 1/2 mile radius influence area of the Project, displays a lower median income (\$47,378 compared to \$73,649; see Question #5B), a lower level of educational attainment (56% with a bachelor's degree or higher compared to 65%), and a higher unemployment rate (17% unemployment compared to 10% citywide). For this community and those who are health disadvantaged, these disparities can be associated with greater health risks, such as obesity.

This project will encourage walking to school and pedestrian access to the Expo station. In addition, due to the proximity of affordable and senior housing, this project is anticipated to benefit a number of seniors. Uneven surface, inadequate ADA ramping, and narrow sidewalks present even greater challenges to seniors, and this project proposes to correct a minimum of six conditions which are currently perceived as barriers.

Citation: Childhood obesity: *Health Facts for SPA 5*, <http://publichealth.lacounty.gov/chs/SPA5/index.htm>. Youth diabetes hospitalization rate/West Los Angeles Prioritized Health Needs List: *Kaiser Foundation Hospital: Community Health Needs Assessment – West Los Angeles*, May 2013, pp. 50, Adolescent Obesity Rate in 2001: *Obesity on the Rise*, July 2003, [http://lapublichealth.org/ha/reports/habriefs/lahealth073003\\_obes.pdf](http://lapublichealth.org/ha/reports/habriefs/lahealth073003_obes.pdf).

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

The Project will provide a direct health benefit to the 3,054 enrolled students at nearby Santa Monica High School, 21% of whom currently walk or bike to school; an estimated 30% of these trips involve a path of travel through the Project Area. Assuming a modest 10% increase in the percentage of students walking or biking to school as a result of the project, and taking into account the additional 113 housing units planned or proposed within a 1/2 mile influence area that will increase the high school enrollment by 34 students, the total number of daily walk/bike trips by students along the project will increase from 192 to 228 over a 5-year horizon upon project implementation, an increase in users of nearly 20%. A student who walks even 0.5 miles burns 47 calories per trip. At 4 daily roundtrips per week over the course of an academic school year, this student will burn approximately 6,500 more calories than a student who is driven, equivalent to 1.9 pounds of body weight.

The project will also benefit those community members who are transportation disadvantaged. Within Census tract 7019.02, 26% (494 out of 1,905) of workers 16 years and over walked, biked, or utilized public transportation to work compared to 13% (6,332 out of 49,017) of citywide workers, resulting in an additional 13,000 calories burned per year per person for a population which is already at greater risk for obesity and diabetes.

The project directly serves the projected 2,256 daily patrons of the Expo station and the thousands of students, residents and employees within a 1/2 mile walkshed. Project improvements will also benefit a larger regional population of commuters, tourists, and visitors and encourage use of transit by the City's 22,000 strong Downtown employment base, including many service workers who commute to Santa Monica but live in areas with statistically higher risk factors for obesity and other health issues. Approximately 84% of Metro's patrons are minority, 75% have an annual household income under \$22,000, and 50% live in zero-vehicle households, compared to only 6.3% of all County households. The proposed improvements will play a direct role in facilitating this access through safer active transportation facilities, especially on peak season weekends when visitors from a large regional catchment area access the City's beach, fresh air, and recreational facilities.

Citation: Santa Monica High School Walk/Bike to School Rate: City survey; New housing units planned/proposed: *City Council Report, Annual Development Agreement Compliance Review*, January 28, 2014, <http://www.smgov.net/departments/council/agendas/2014/20140128/s2014012803-D.htm>; Metro Rail User Demographics: *Spring 2014 Metro RAIL Customer Satisfaction Survey Results* (July 9 – July 24, 2014); Calorie burn calculation: <http://www.healthstatus.com/calculate/cbc>

## 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
6037701902	\$47,378	3,682	33.77	71-75%	X	X

Is the project located in a disadvantaged community?

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

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

Which criteria does this project meet?

Option 1. Median household income by census tract for the community(ies) benefited by the project.

Option 2. California Communities Environmental Health Screen Tool 2.0 (CalEnviroScreen) score for the community benefited by the project.

Option 3. Percent of students eligible for the Free or Reduced Price Meals Programs

Option 4. Alternative criteria for identifying disadvantaged communities.

X
X

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

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

100%

The project limits are 100% located within Census Tract 7019.02, which qualifies as a disadvantaged community using the median household income criterion. All funds requested will be expended in this community. For Census Tract 7019.02, the 2013 American Community Survey (ACS) lists the median household income as \$58,750. This calculation was modified to reflect the inclusion of 164 affordable housing units not captured by the 2013 ACS that were under construction in 2013 and have subsequently been occupied, thereby lowering the median household income to \$47,378, 78% of the statewide median. Additional documentation on the location and unit composition of these new affordable housing

developments is provided in Attachment I-5, along with the back-up calculation for the household median income of Census Tract 7019.02.

Santa Monica has been recognized as a regional leader in providing affordable housing in all areas of the city, but especially near downtown where access to transit and retail amenities allow low-income residents to operate comfortably without a vehicle. From 2006 to 2012, Santa Monica exceeded its Regional Housing Needs Allocation for affordable units by 195%, with the target for moderate-income units exceeded by 363%. 55% of all multi-family units constructed during this period were deed-restricted affordable.

Citation: Santa Monica Housing Element, Regional Housing Needs Assessment, <http://www.smgov.net/uploadedFiles/Departments/PCD/Plans/General-Plan/Housing-Element/Regional-Housing-Needs-Assessment.pdf>; California Tax Credit Allocation Report for 1725 Ocean Avenue, <http://www.treasurer.ca.gov/ctcac/staff/2011/20111018/888.pdf>

**Boundaries of Disadvantaged Community (Census Tract 7019.02)**



**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.**

With over 1,400 publicly assisted housing units located within a 1/2 mile radius of the Project, residents will benefit as they both travel to the Expo station and visit the mix of uses in close proximity to the station. Persons with disabilities inhabit Census Tract 7019.02 at greater rates than Santa Monica as a whole (17.1% compared to 9.9%) and the census tract is also identified as housing a greater percentage of seniors and having a high concentration of chronically homeless individuals. Many community facilities and social services can be accessed using the proposed 4th Street linkage, including transitional housing and social services, homeless services, senior services, day care, and cultural, community and personal support services. The City is in the process of developing an Early Childhood Education Center on 4<sup>th</sup> Street.

Households with no vehicles are present in this census tract at greater rates (23.1%, compared to 10.0% of city households). For those facing an income and vehicle ownership challenge, public transportation that cannot be accessed by walking or biking can be an obstacle to mobility. The Project benefits members who are dependent on active modes of transportation by addressing their access, circulation, and wayfinding needs in association with the Expo station.

## 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.)**

One alternative considered widening the bridge to accommodate Class II bicycle facilities, but this option was deemed cost-prohibitive relative to the difference in projected facility usage between Class II lanes and the proposed bike box in combination with Class III sharrows. The City also considered a more robust landscaping element along the Bridge to shield pedestrians from the sometimes dangerous roadway conditions associated with speeding vehicles en route to the I-10 Freeway on-ramps. The width of the 4<sup>th</sup> Street Bridge ROW that connects the downtown with the Civic Center area was a key driver of project design. However, due to the age of the bridge and its inability to support the additional load factor without significant retrofitting, major reinforcement would be needed and would result in a project of seven or more years, far exceeding the most effective timeline for ensuring ridership. This project proposes enhancements that can be completed within the desired time frame to achieve results, but does not preclude opportunities for widening this bridge in the future. Consistent with the goals of the ATP, these design choices maximize the cost-effectiveness without compromising the Project’s mobility and safety benefits for active transportation users.

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

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

The ATP Benefit/Cost Tool estimates that the Project has a benefit to cost (B/C) ratio of **3.36** and a benefit to funds requested ratio of **4.20**. This means that for every dollar invested, the Project will generate approximately \$3.36 in monetized benefits. With a positive B/C ratio greater than one, the Project is considered a good investment.

Feedback. When making enhancements to the ATP Tool in the future, Caltrans may want to consider the applicability of the model parameters for smaller projects. For instance, many of the proposed bike facilities

range in length from 0.25 miles to 5.0 miles. The value of mobility benefits assumed in the Tool range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. However, in the case of shorter bike facilities, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Additional feedback on potential model enhancements for the next ATP cycle is documented in Attachment I-6A.

**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 is contributing non-ATP funds in the amount of \$403,175, against total eligible project cost of \$2,015,875, for a leveraging percentage of **20.0%**. The ATP Cycle 2 funding request is \$1,612,700 for the environmental, design, right-of-way certification, and construction phases.

## 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.**

**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
  - Palm trees & planting
  - Vines & planting
  - Striping
- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

## Part B: Narrative Questions

### Detailed Instructions for: Question #9

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

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

The City of Santa Monica has a solid history of executing agreements and implementing budgets during the time allotted by the granting agency for projects that have been administered through Caltrans Local Assistance. This includes ATP Phase 1 projects, Safe Routes to School Programs and projects awarded through Metro Call for Projects and administered through Caltrans. There is no history of default in the past five years.

- B. Caltrans response only:**  
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

## **Part C: Application Attachments**

### **List of Application Attachments**

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "I-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included.	<b>Attachment K</b>

Project Title:



### Part C: Attachments Attachment A: Signature Page

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

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

Signature:	<u>Elaine M. Polachek</u>	Date:	<u>MAY 28, 2015</u>
Name:	<u>Elaine M. Polachek</u>	Phone:	<u>(310) 458-8301</u>
Title:	<u>Interim City Manager</u>	e-mail:	<u>elaine.polachek@smgov.net</u>

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

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

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

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

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

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

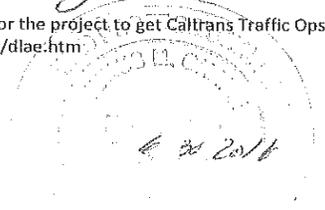
**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***  
*(For use only when appropriate)*

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

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

Signature:	<u>[Signature]</u>	Date:	<u>5/28/2015</u>
Name:	<u>YOUNG GUNAWAN</u>	Phone:	<u>(213) 897-0560</u>
Title:	<u>Section Eng</u>	e-mail:	<u>YOUNG.GUNAWAN@dot.ca.gov</u>

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



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**ATP PROJECT PROGRAMMING REQUEST**

Date: 6/1/2015

Project Information:					
<b>Project Title:</b> Expo Station 4th Street Linkages to Downtown & Civic Center					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				150				150	
PS&E					150			150	
R/W					50			50	
CON						1,666		1,666	
<b>TOTAL</b>				150	200	1,666		2,016	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				120				120	
PS&E					120			120	
R/W					40			40	
CON						1,333		1,333	
<b>TOTAL</b>				120	160	1,333		1,613	

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

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**ATP PROJECT PROGRAMMING REQUEST**

Date: 6/1/2015

Project Information:					
Project Title: Expo Station 4th Street Linkages to Downtown & Civic Center					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Measure R Local Return								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				30				30	LACMTA
PS&E					30			30	Notes:
R/W					10			10	
CON						333		333	
<b>TOTAL</b>				30	40	333		403	

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

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

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

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

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

## Attachment C. Engineer's Checklist

Form Date: **March, 2015**

ATP Cycle 2 - Application Form – Attachment C

### ATP Engineer's Checklist for Infrastructure Projects

#### Required for "Infrastructure" applications ONLY

"EXPO STATION 4TH STREET LINKAGES TO DOWNTOWN & CIVIC CENTER"

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.

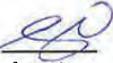
The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the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

#### 1. Vicinity map /Location map

Engineer's Initials: 

- 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: 

- ✓ 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
- N/A x c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- N/A x 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: N/A

(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: 

- 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.
- N/A x d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

# Attachment C. Engineer's Checklist

Form Date: **March, 2015**

ATP Cycle 2 - Application Form – Attachment C

**5. Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: [Signature]

- 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: [Signature]

- 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

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: [Signature]

- 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
- N/A 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):

Title:

Engineer License Number

Signature: [Signature]

Date:

Email:

Phone:

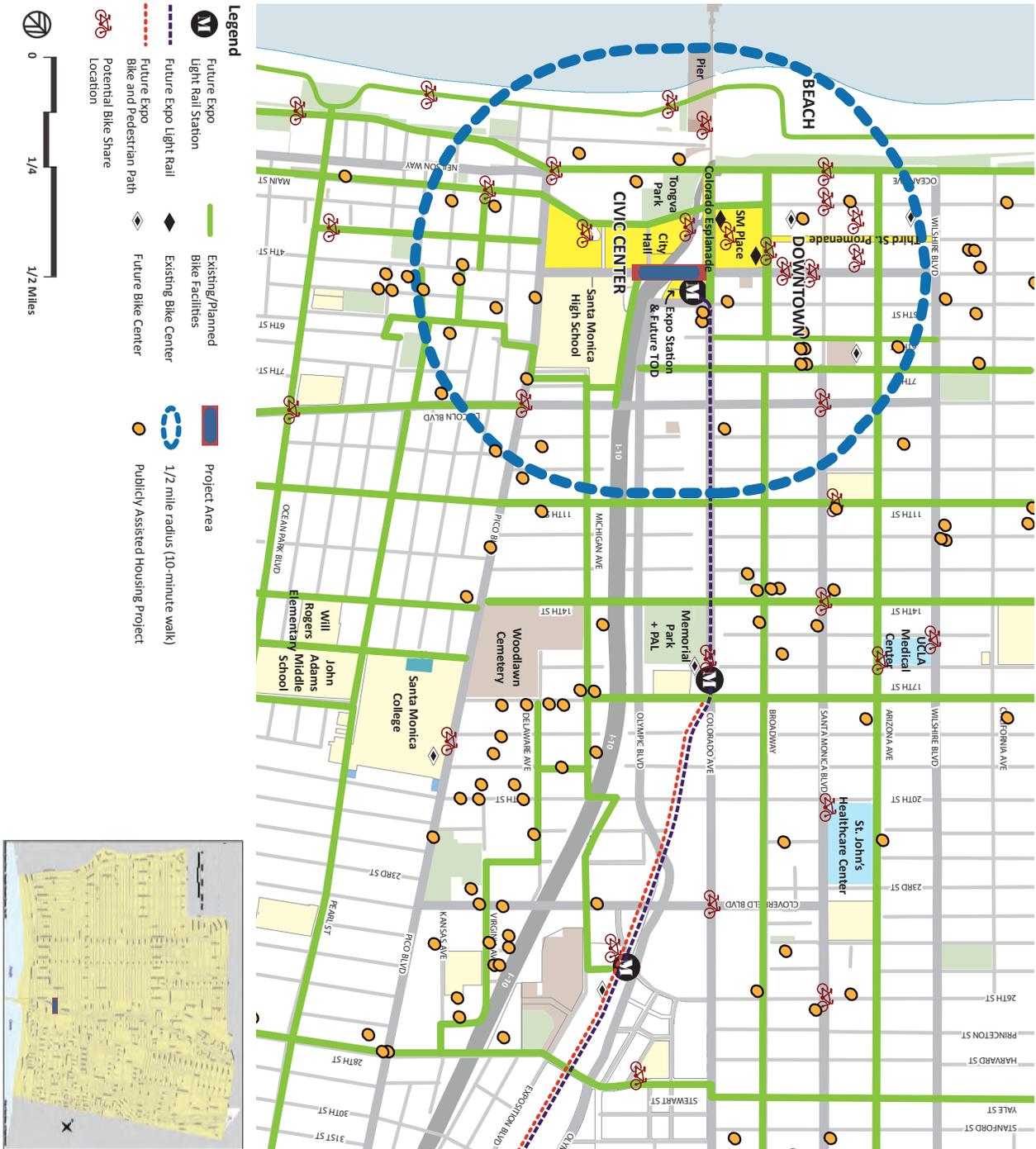
**Engineer's Stamp:**



# Attachment D. Project Location Map



## Expo Station 4th Street Linkages to Downtown and Civic Center Project Location Map



# Attachment E. Project Plans/Cross Sections

Expo Station 4th Street Linkages to Downtown & Civic Center - Proposed Improvements Preliminary Plan

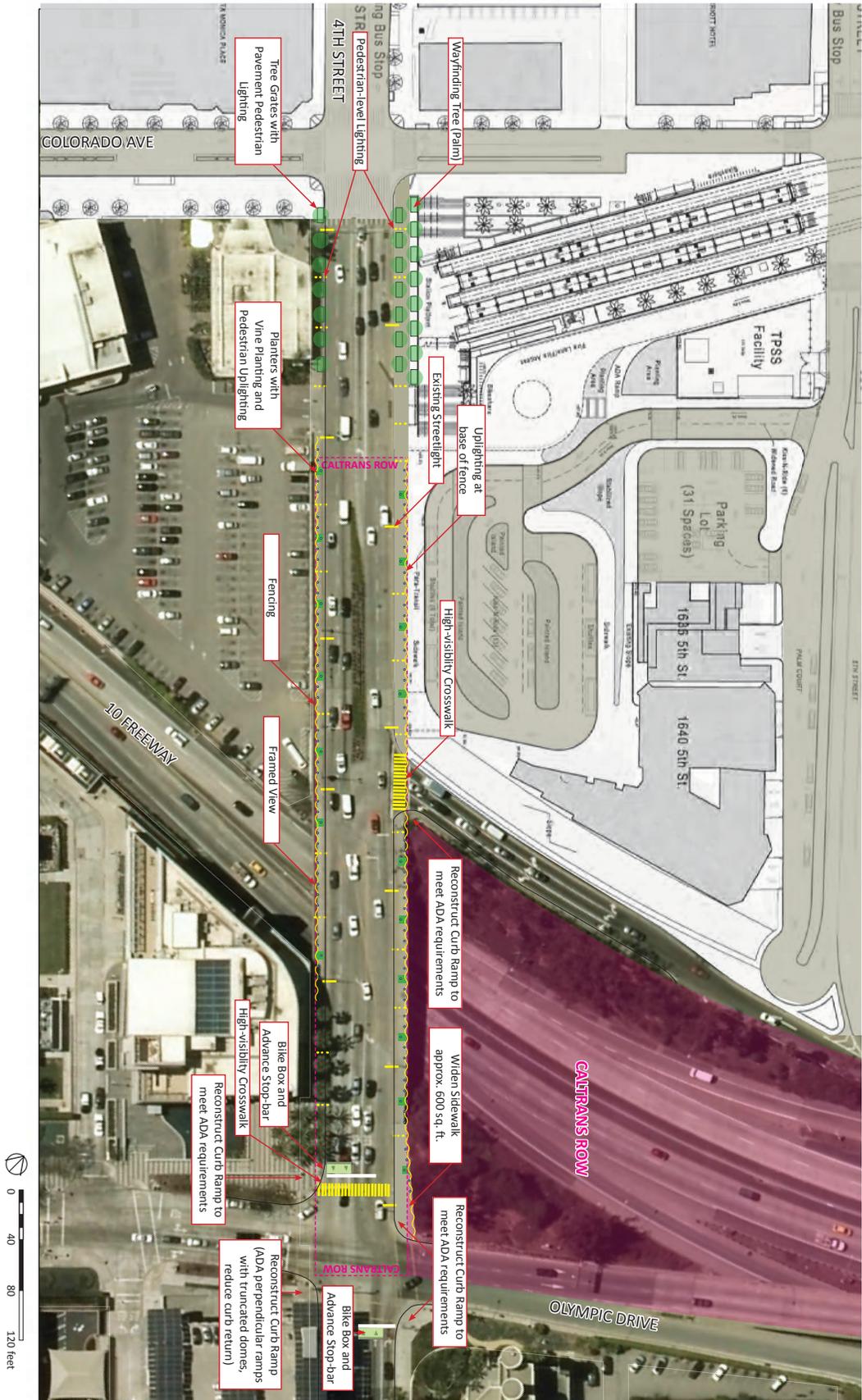




PHOTO 1

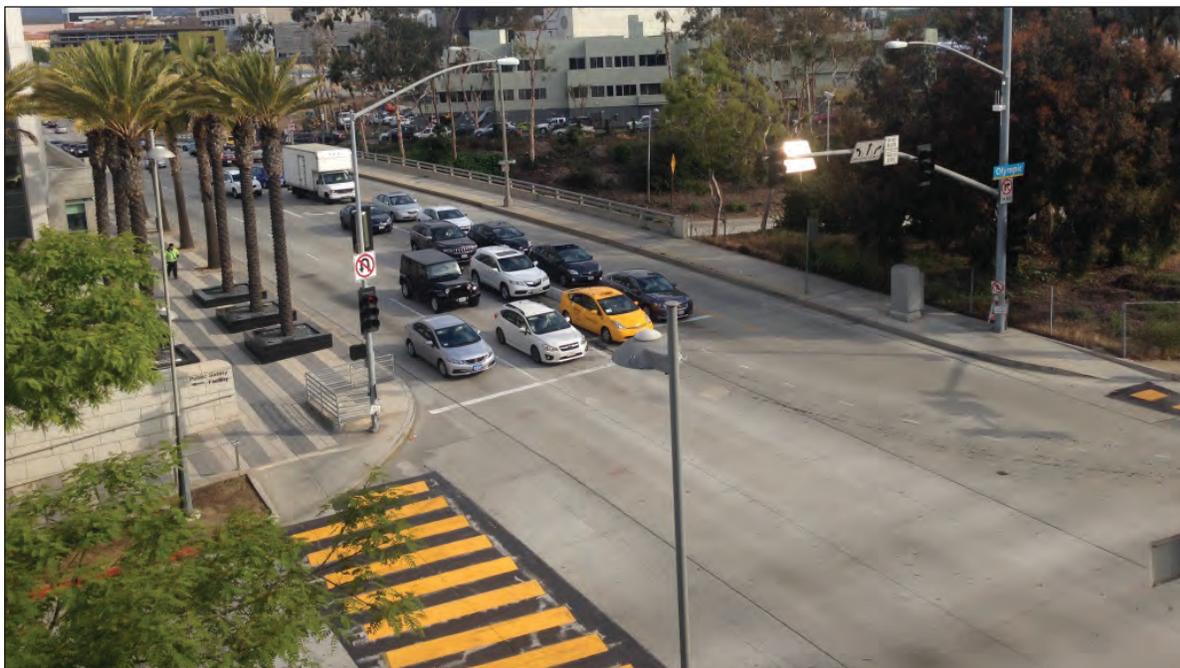


PHOTO 2

- 1** **Olympic Drive / 4th Street.** Aerial view of missing crosswalk and narrow sidewalk, looking north from SW corner of intersection.
- 2** **Olympic Drive / 4th Street.** View of missing crosswalk, looking east from NW corner of intersection

**Expo 4th Street Linkages to Downtown & Civic Center  
Attachment F - Photos of Existing Conditions**



PHOTO 3



PHOTO 4

**3** **4th Street I-10 Bridge.** View of west sidewalk and guardrail, looking north.

**4** **4th Street I-10 Bridge.** View of east sidewalk and guardrail, looking north

**Expo 4th Street Linkages to Downtown & Civic Center  
Attachment F - Photos of Existing Conditions**

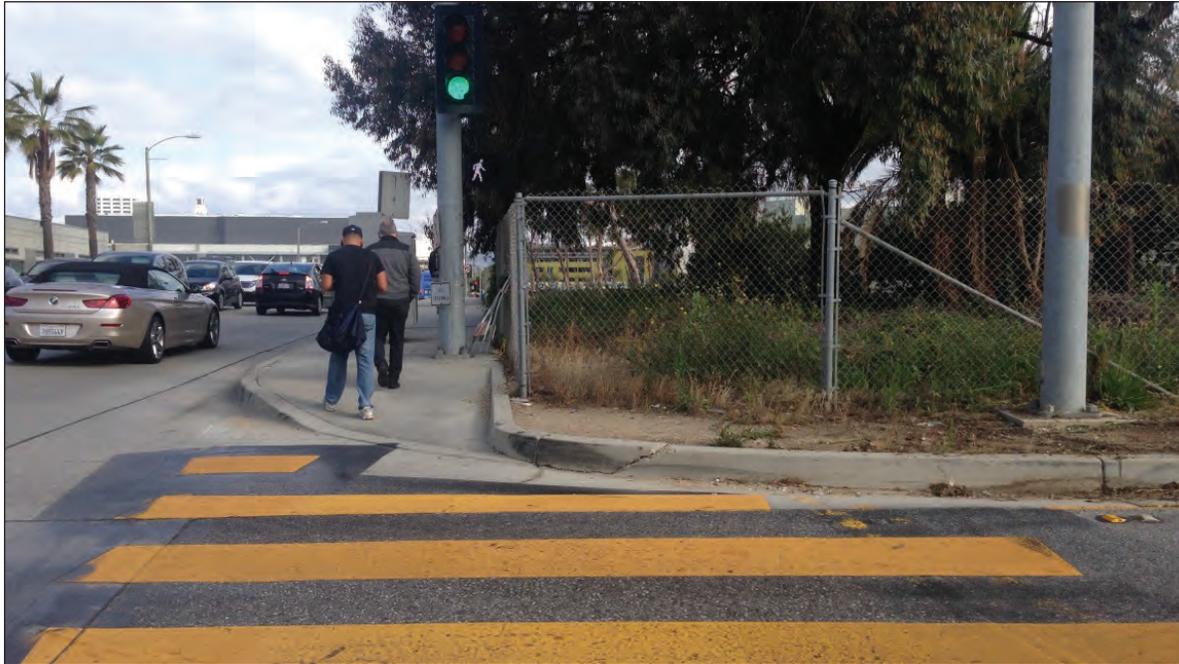


PHOTO 5



PHOTO 6

**5** **Olympic Drive / 4th Street.** View of narrow sidewalk and curb ramp, looking north.

**6** **4th Street/I-10 Off-Ramp.** View of crosswalk and curb ramp at skewed 4th Street I-10 off-ramp/4th Street intersection, looking east.

**Expo 4th Street Linkages to Downtown & Civic Center  
Attachment F - Photos of Existing Conditions**

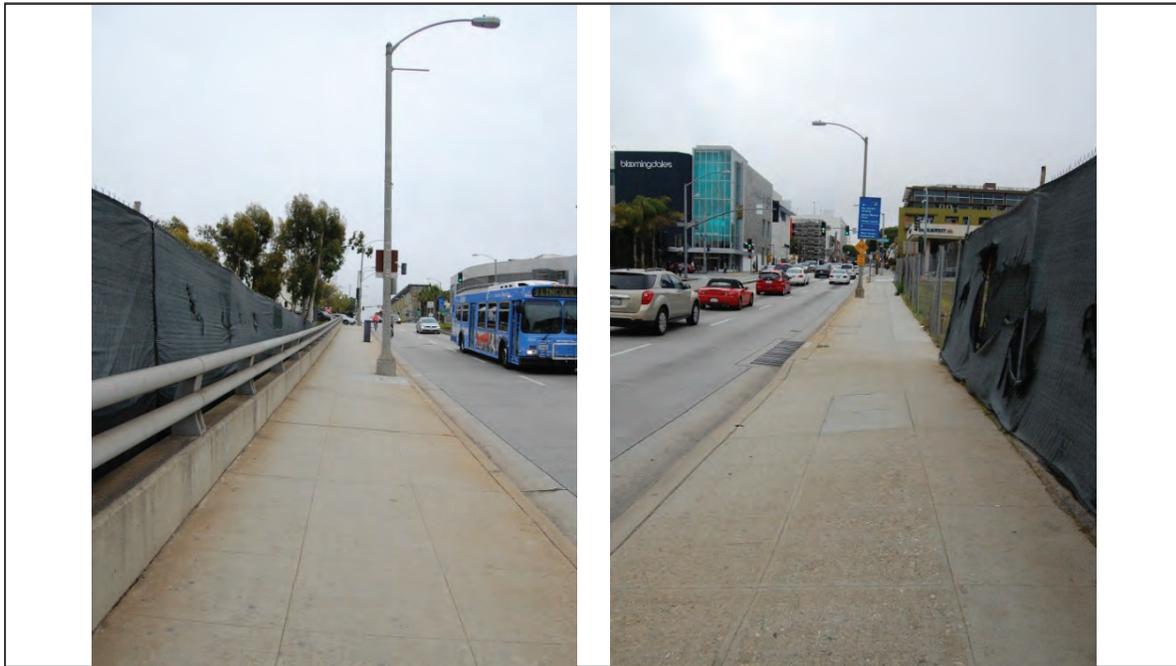


PHOTO 7

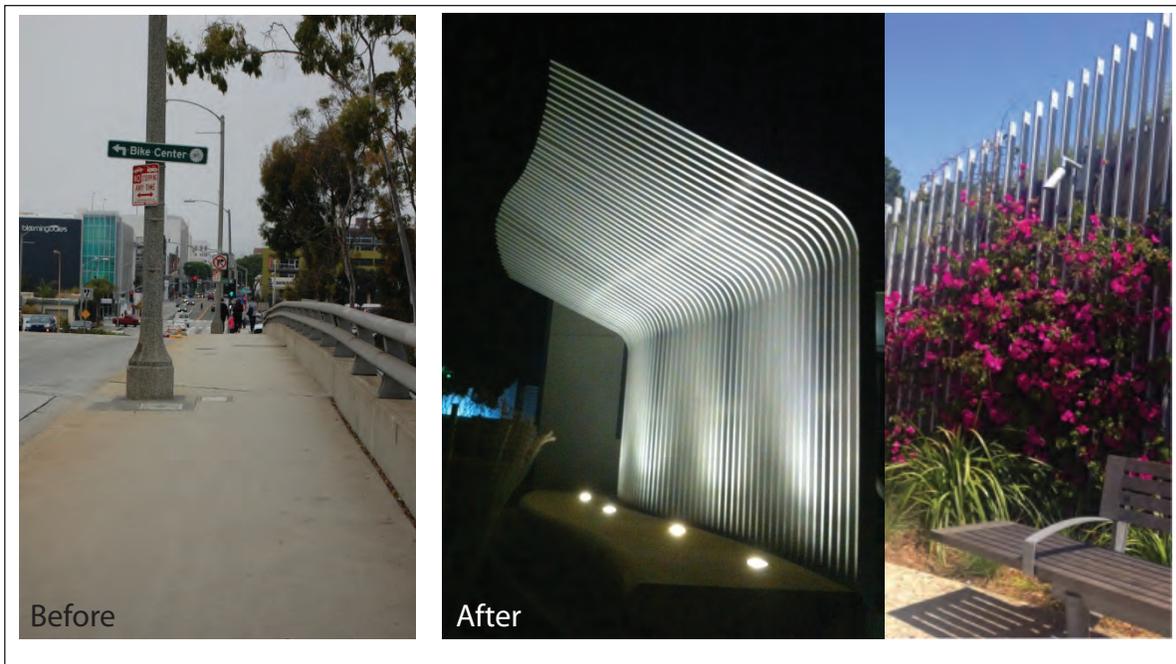


PHOTO 8

7

**4th Street.** View of 4th Street east sidewalk south of future Downtown Station, looking south (left), looking north (right)

8

**Preliminary concept**  
**4th Street Bridge Fence/Screen with Integrated Lighting and Planting (Vines).**

**Expo 4th Street Linkages to Downtown & Civic Center**  
**Attachment F - Photos of Existing Conditions**

# Attachment G. Detailed Cost Estimate

Detailed Engineer's Estimate and Total Project Cost														
<b>Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).</b>														
Project Information:														
Agency:	City of Santa Monica													
Application ID:	07-Santa Monica-1			Prepared by:	Sarah Lejeune				Date:	6/1/2015				
Project Description:	Expo Station 4th Street Linkages to Downtown and Civic Center													
Project Location:	4th Street between Colorado Avenue and Olympic Drive, Santa Monica, California													
Engineer's Estimate and Cost Breakdown:														
Engineer's Estimate (for Construction Items Only)						Cost Breakdown								
						Note: Cost can apply to more than one category. Therefore may be over 100%.								
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
1	<b>Mobilization</b>	1.00	LS	\$50,000.00	\$50,000	100%	\$50,000							
	<b>4th Street b/t Colorado &amp; 4th St Bridge</b>													
	<i>Site Preparation and Demolition</i>													
2	Concrete Paving (demo and remove)	1320.00	SF	\$2.00	\$2,640	100%	\$2,640							
3	Erosion Control	3230.00	SF	\$0.20	\$646	100%	\$646							
4	Repair misc paving	220.00	SF	\$20.00	\$4,400	100%	\$4,400							
5	Excavate for trees, remove existing material	230.00	CY	\$25.00	\$5,750	100%	\$5,750							
	<i>Lighting</i>													
6	Add pole pedestrian lighting	7.00	EA	\$11,000.00	\$77,000	100%	\$77,000							
7	PIP/repair existing series streetlight circuit	1.00	LS	\$15,000.00	\$15,000	100%	\$15,000							
8	Pavement Pedestrian Lighting	22.00	EA	\$4,000.00	\$88,000	100%	\$88,000							
	<i>Tree Planting &amp; Irrigation for 22 Date palms</i>													
9	Palm trees & planting	22.00	EA	\$5,250.00	\$115,500	100%	\$115,500	100%	\$115,500			100%	\$115,500	
10	Palm planting medium	198.00	CY	\$163.00	\$32,274	100%	\$32,274	100%	\$32,274					
11	Sand drainage layer	33.00	CY	\$90.00	\$2,970	100%	\$2,970	100%	\$2,970					
12	DG mulch, 3" deep	660.00	SF	\$3.50	\$2,310	100%	\$2,310	100%	\$2,310					
13	Irrigation tree	14.00	EA	\$150.00	\$2,100	100%	\$2,100	100%	\$2,100					
14	Irrigation -pipe & subsurface aeration	189.00	LF	\$40.00	\$7,560	100%	\$7,560	100%	\$7,560					
15	Tree grate for trees	22.00	EA	\$8,500.00	\$187,000	100%	\$187,000							
16	Drainage for trees	14.00	EA	\$1,000.00	\$14,000	100%	\$14,000	100%	\$14,000					
	<b>4th Street Bridge (Caltrans ROW)</b>													
	<i>Fencing</i>													
17	Fencing/Screen Element for bridge, incl. paint	1060.00	LF	\$269.00	\$285,140	100%	\$285,140							
18	Fencing outside of bridge area (to match)	16.00	LF	\$269.00	\$4,304	100%	\$4,304							
	<i>Lighting</i>													
19	Uplighting at base of fence/screen	73.00	EA	\$600.00	\$43,800	100%	\$43,800							
20	Add pole pedestrian lighting	15.00	EA	\$11,000.00	\$165,000	100%	\$165,000							
21	Power drop and cabinet	1.00	EA	\$20,000.00	\$20,000	100%	\$20,000							
	<i>Vine Planting &amp; Irrigation for 17 Planters</i>													
22	Vines & planting	17.00	EA	\$200.00	\$3,400	100%	\$3,400	100%	\$3,400			100%	\$3,400	
23	Vine planting medium	100.00	CY	\$163.00	\$16,300	100%	\$16,300	100%	\$16,300					
24	Uplighting at base of planters	17.00	EA	\$600.00	\$10,200	100%	\$10,200							
25	Planters (6'x6')	17.00	EA	\$150.00	\$2,550	100%	\$2,550	100%	\$2,550					
26	Widen sidewalk approx. 600 sf (7" concrete sidewalk)	600.00	SF	\$20.00	\$12,000	100%	\$12,000							
27	Striping (bike box, advanced stop bar)	1.00	EA	\$200.00	\$200	100%	\$200					100%	\$200	
28	Signage (bike box signage)	1.00	EA	\$350.00	\$350	100%	\$350							
29	Bike box detection	1.00	EA	\$31,800.00	\$31,800	100%	\$31,800							
30	Repair misc paving	100.00	SF	\$20.00	\$2,000	100%	\$2,000							
31	Demo/reconstruct curb ramp	3.00	EA	\$5,500.00	\$16,500	100%	\$16,500							
32	Relocate traffic control box	1.00	EA	\$50,000.00	\$50,000	100%	\$50,000							
33	Crosswalk - patterned, high visibility (Flint Premark)	2.00	EA	\$6,500.00	\$13,000	100%	\$13,000							

Engineer's Estimate (for Construction Items Only)						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	%	\$	%	\$	%	\$	%	\$	
<b>4th Street b/t 4th St Bridge &amp; Olympic Drive</b>														
34	Demo/reconstruct curb ramp	2.00	EA	\$5,500.00	\$11,000	100%	\$11,000							
35	Striping (bike box, advanced stop bar)	1.00	EA	\$200.00	\$200	100%	\$200					100%	\$200	
36	Signage (bike box signage)	1.00	EA	\$350.00	\$350	100%	\$350							
37	Bike box detection	1.00	EA	\$31,800.00	\$31,800	100%	\$31,800							
<b>Utilities</b>														
38	Electrical	1.00	LS	\$28,000.00	\$28,000	100%	\$28,000							
39	Irrigation	1.00	LS	\$12,000.00	\$12,000	100%	\$12,000							
40	Traffic Control	1.00	LS	\$10,000.00	\$10,000	100%	\$10,000							
<b>Subtotal of Construction Items:</b>					<b>\$1,377,044</b>		<b>\$1,377,044</b>		<b>\$198,964</b>				<b>\$119,100</b>	
Construction Item Contingencies (% of Construction Items):				<b>10.00%</b>	<b>\$137,704</b>									
Enter in the cell to the right														
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,514,748</b>									
<b>Project Cost Estimate:</b>														
<b>Type of Project Delivery Cost</b>					<b>Cost \$</b>									
<b>Preliminary Engineering (PE)</b>														
Environmental Studies and Permits(PA&ED):					\$	150,000								
Plans, Specifications and Estimates (PS&E):					\$	150,000								
<b>Total PE:</b>					<b>\$</b>	<b>300,000</b>	<b>20%</b>	25% Max						
<b>Right of Way (RW)</b>														
Right of Way Engineering:					\$	50,000								
Acquisitions and Utilities:					\$	-								
<b>Total RW:</b>					<b>\$</b>	<b>50,000</b>								
<b>Construction (CON)</b>														
Construction Engineering (CE):					\$	151,127	<b>9%</b>	15% Max						
Total Construction Items & Contingencies:					\$	1,514,748								
<b>Total CON:</b>					<b>\$</b>	<b>1,665,875</b>								
<b>Total Project Cost Estimate:</b>					<b>\$</b>	<b>2,015,875</b>								

## **Attachment H. Non-Infrastructure Work Plan**

**[Not Applicable. This page left intentionally blank]**

# Attachment I-1 Screening Criteria: Consistency with Regional Plans



# ACTIVE TRANSPORTATION

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

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

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

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

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

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

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

## Existing Conditions

### Physical Setting

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

### Political Environment

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



## Our Vision

### Towards a Sustainable Future

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

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

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

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

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

### The Setting

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

#### ECONOMIC RECESSION

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

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

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

**TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies**

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



### Our Vision for Active Transportation Beyond 2035

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



### BIKEWAYS

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

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

- often be on arterial and collector streets, which are already part of the grid system. Bikeways will likely need to be either Class 2 bikeways (painted or unpainted) or Cycle tracks. When going through large suburban areas, they can be designated bicycle boulevards. Citywide bikeways should be no farther than one-half mile apart.
- **Neighborhood bikeways** link neighborhoods to local amenities, such as schools, parks, grocery stores and local retail, eating, and entertainment. These facilities will be primarily on low-speed streets and be identified through sharrows, bicycle boulevards, and wayfinding signage. While every residential street should be considered a neighborhood bikeway, the focus should be on streets that connect across blocks and neighborhoods. In addition, neighborhood bikeways should link to other neighborhood bikeways, providing a low-speed, low-stress environment for families and youths to bicycle with minimal interaction with faster, busier streets.

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



## PEDESTRIANS

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

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

## Strategic Finance

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

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**Metro, 2009, Long Range Transportation Plan**



## Bicycles and Pedestrians



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

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

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

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

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

### Bicycle Programs

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

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

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

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

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

**Pedestrian Priority Improvement Program**

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

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

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

**Call for Projects**

FIGURE BB

**Bicycle Program**

	\$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
<b>Constrained Plan</b>	
\$11.7 m/yr in 2009 dollars	\$ 287
<b>Strategic Plan</b>	
\$12.5 m/yr in 2009 dollars	\$ 302

FIGURE CC

**Pedestrian Program**

	\$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
<b>Constrained Plan</b>	
\$11.7 m/yr in 2009 dollars	\$ 287
<b>Strategic Plan</b>	
\$10.0 m/yr in 2009 dollars	\$ 242

FIGURE DD

**Transportation Enhancements Program**

	\$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
<b>Constrained Plan</b>	
\$2.3 m/yr in 2009 dollars	\$ 72

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

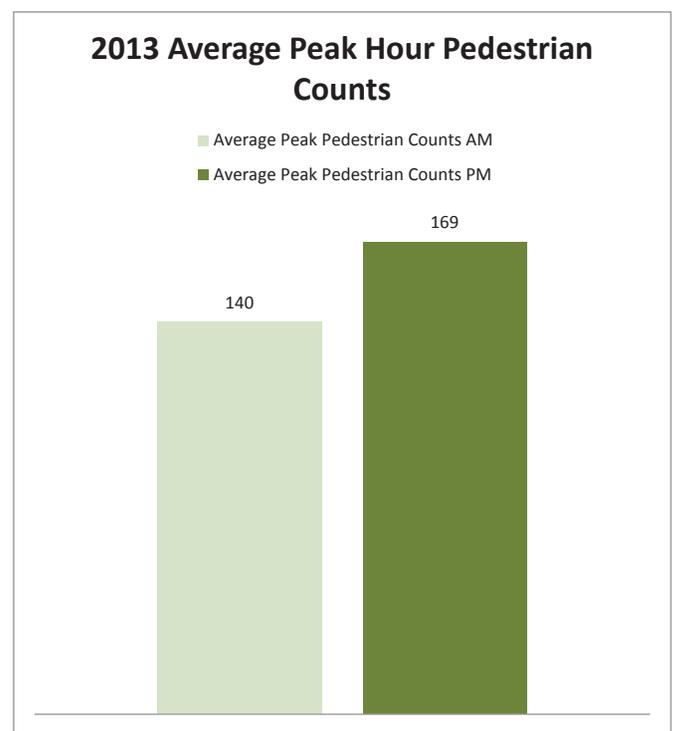
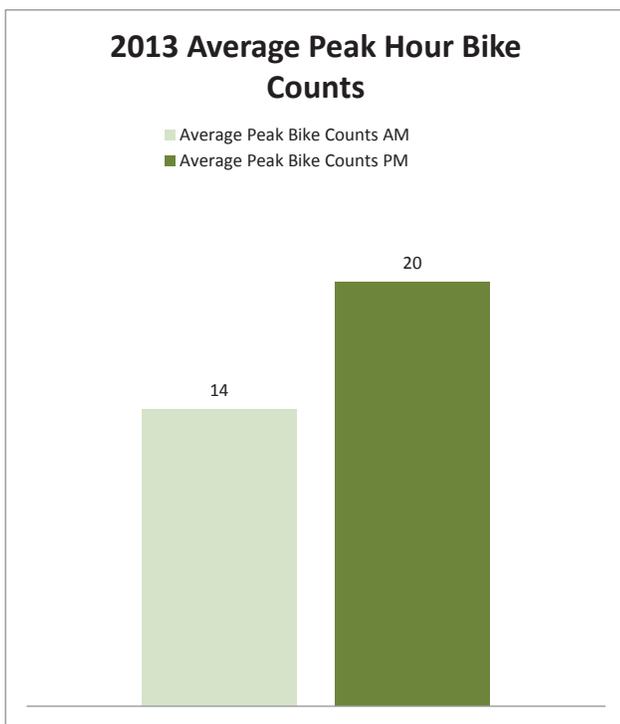
overall mobility. The linkages between development and transportation modes are a critical factor in improving overall mobility while maintaining the economic and social viability and attractiveness of these communities.

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

## Attachment I-1A. Existing Counts & User Projections

Summary of 2013 Average Peak Bike and Ped Data - 4th Street between Colorado and Olympic

Total Peak Bike Counts		Total Peak Pedestrian Counts	
AM	PM	AM	PM
58	74	456	546
Average Peak Bike Counts		Average Peak Pedestrian Counts	
AM	PM	AM	PM
14	20	140	169



**Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts**

AM Bike Counts for 4th Street Bridge in Santa Monica

**Inputs - Green cells require your attention.**

<b>Input your two-hour count total</b>	14
<b>Count date</b>	10/10/2013
<b>Count time:</b> Enter first hour of two hour count period	8:00 AM
<b>Type:</b> Path or PED District	PED District
<b>Climate Zone:</b> Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

**Multiplier Value** **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	14.70
8%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	184
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	1,531
4.43	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	6,781
6%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	113,021

**Daily Activity (Thursday)**

**Weekly Activity**

**Monthly Activity (October)**

**Annual Activity**

**Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts**

PM Bike Counts for 4th Street Bridge in Santa Monica

**Inputs - Green cells require your attention.**

<b>Input your two-hour count total</b>	20
<b>Count date</b>	10/10/2013
<b>Count time:</b> Enter first hour of two hour count period	5:00 PM
<b>Type:</b> Path or PED District	PED District
<b>Climate Zone:</b> Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

**Multiplier Value** **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	21.00	
13%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	162	<b>Daily Activity (Thursday)</b>
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	1,346	<b>Weekly Activity</b>
4.43	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	5,962	<b>Monthly Activity (October)</b>
6%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	99,359	<b>Annual Activity</b>

**Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts**

AM Pedestrian Counts for 4th Street Bridge in Santa Monica

**Inputs - Green cells require your attention.**

<b>Input your two-hour count total</b>	140
<b>Count date</b>	10/10/2013
<b>Count time:</b> Enter first hour of two hour count period	8:00 AM
<b>Type:</b> Path or PED District	PED District
<b>Climate Zone:</b> Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

**Multiplier Value** **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	147.00	
8%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	1,838	<b>Daily Activity (Thursday)</b>
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	15,313	<b>Weekly Activity</b>
4.43	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	67,813	<b>Monthly Activity (October)</b>
6%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	1,130,208	<b>Annual Activity</b>

**Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts**

PM Pedestrian Counts for 4th Street Bridge in Santa Monica

**Inputs - Green cells require your attention.**

<b>Input your two-hour count total</b>	169
<b>Count date</b>	10/10/2013
<b>Count time:</b> Enter first hour of two hour count period	5:00 PM
<b>Type:</b> Path or PED District	PED District
<b>Climate Zone:</b> Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

**Multiplier Value** **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	177.45	
13%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	1,365	<b>Daily Activity (Thursday)</b>
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	11,375	<b>Weekly Activity</b>
4.43	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	50,375	<b>Monthly Activity (October)</b>
6%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	839,583	<b>Annual Activity</b>

**Calculation of Existing Users for 4th Street Bridge in Santa Monica**

Averaging of Extrapolated AM/PM Peak Counts for Pedestrians + Bicyclists

	Ped		Bike	
	2-hour	Daily	2-hour	Daily
730-930am	140	1,838	14	184
5-7pm	169	1,365	20	162
<b>Average</b>		<b>1,601</b>		<b>173</b>



Exposition Metro Line Construction Authority

# Exposition Corridor Transit Project Phase 2

Final Environmental Impact Report

Technical Background Report

## **FINAL**

# Ridership Results

## Version 0.4

December 2009

Prepared for:

Exposition Metro Line Construction Authority

By:

AECOM



Expo

Exposition Corridor Transit Project Phase 2  
FINAL Ridership Results

Table 3.1-11 2015 Station Boardings by Mode of Access – LRT 2: Expo ROW–Colorado Alternative

Station Name	By Access						By Egress						Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	555	471	0	59	12,618	13,702	1,654	444	-	-	3,967	6,065	1,104	458	0	29	8,292	9,884
Pico	745	366	0	58	0	1,169	1,766	1,222	-	-	0	2,988	1,256	794	0	29	0	2,079
23rd Street	2,079	962	0	108	0	3,149	1,292	829	-	-	0	2,121	1,686	895	0	54	0	2,635
Jefferson	954	1,387	0	147	0	2,488	1,608	223	-	-	0	1,831	1,281	805	0	74	0	2,160
Vermont	1,238	1,353	0	161	0	2,752	2,037	483	-	-	0	2,520	1,638	918	0	81	0	2,636
Western	1,610	1,570	0	189	0	3,369	283	561	-	-	0	844	947	1,065	0	95	0	2,107
Crenshaw	943	2,479	413	170	0	4,005	334	971	-	-	0	1,305	639	1,725	207	85	0	2,655
La Brea	1,589	1,228	0	183	0	3,000	488	626	-	-	0	1,114	1,038	927	0	92	0	2,057
La Cienega	493	472	404	154	0	1,524	421	1,022	-	-	0	1,443	457	747	202	77	0	1,484
Venice/Robertson	943	1,844	310	136	0	3,233	1,103	1,975	-	-	0	3,078	1,023	1,910	155	68	0	3,156
National/Palms	1,582	233	0	151	0	1,966	529	293	-	-	0	822	1,056	263	0	75	0	1,394
Expo/Westwood	350	759	311	93	0	1,513	963	5,506	-	-	0	6,469	657	3,132	156	47	0	3,991
Expo/Sepulveda	558	925	262	99	0	1,844	1,982	3,801	-	-	0	5,783	1,270	2,363	131	49	0	3,814
Expo/Bundy	862	453	252	90	0	1,657	1,556	1,030	-	-	0	2,586	1,209	741	126	45	0	2,122
Olympic/26th St.	575	76	0	90	0	741	2,485	2	-	-	0	2,487	1,530	39	0	45	0	1,614
Colorado/17th St.	775	201	288	86	0	1,350	2,839	819	-	-	0	3,658	1,807	510	144	43	0	2,504
Colorado/2nd St	200	702	134	46	0	1,082	2,211	1,219	-	-	0	3,430	1,206	960	67	23	0	2,256
<b>Total</b>	<b>16,050</b>	<b>15,481</b>	<b>2,375</b>	<b>2,020</b>	<b>12,618</b>	<b>48,544</b>	<b>23,552</b>	<b>21,025</b>	<b>-</b>	<b>-</b>	<b>3,967</b>	<b>48,544</b>	<b>19,801</b>	<b>18,253</b>	<b>1,188</b>	<b>1,010</b>	<b>8,292</b>	<b>48,544</b>

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



# DRAFT DOWNTOWN SPECIFIC PLAN

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT  
FEBRUARY 2014



**ACTIONS**

**4D >> OPEN SPACE >>**

**OS ACTION 2**  
**ENHANCE THE SIDEWALKS AND OTHER PEDESTRIAN AREAS TO BE MEANINGFUL CONTRIBUTORS TO THE PUBLIC OPEN SPACE SYSTEM.**

Most great cities and towns not only have great parks and plazas but great sidewalks as well. In Downtown Santa Monica, the Colorado Esplanade is an example of a major project that recognizes the potential of the public right of way to function as a significant Public Open Space, providing an enhanced pedestrian experience and major multi-modal access to the Expo station. This Plan identifies specific sites for sidewalk widening and streetscape improvements.

- 1 EXPANDED SIDEWALK AND STREETScape AT OCEAN AVENUE
- 2 EXPANDED SIDEWALK AND STREETScape AT WILSHIRE BLVD
- 3 STREETScape AND PEDESTRIAN IMPROVEMENTS
- 4 NEW STREETScape
- 5 SIDEWALK ENHANCEMENTS
- 6 NEW PEDESTRIAN PASEOS

**KEY**

- Proposed Sidewalk Enhancements
- Proposed Selective Sidewalk Enhancements

Illustration 4D.4 Location for Pedestrian Improvements



4D >> OPEN SPACE >>

ACTIONS

The DSP calls for the initiation of the following streetscape sidewalk projects (Additional information about streetscape projects is discussed in Chapter 5: Circulation, Section 5.2 Sidewalks and Connections):

1. Expanded sidewalk and streetscape on the east side of Ocean Avenue, between Colorado Avenue and Broadway to improve pedestrian connectivity with the Expo station, Civic Center, Tongva Park and the Downtown Core.
2. Expand the sidewalk area and provide streetscape improvements along the south side of Wilshire Blvd from Ocean Avenue to 4th Street, in this way connecting Palisades Park to the Promenade and the retail activity of 4th Street.
3. Improve connectivity between the heart of Downtown, the Expo Station and its adjacent park or plaza, and the Civic Center with streetscape improvements along 4th Street and pedestrian improvements to the 4th Street bridge over the I-10 Freeway.
4. Create a new streetscape along Lincoln Boulevard to provide an improved pedestrian experience.
5. Provide sidewalk enhancements along Broadway and Santa Monica Blvd between 5th Street and Lincoln Boulevard as new development occurs.
6. Create Pedestrian Paseos at the 4th/5th Arizona site as well as the Expo Station site.

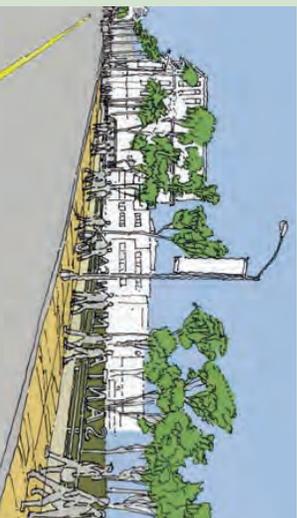


Rendering of expanded sidewalk and streetscape improvements along the south side of Wilshire Boulevard.



Lincoln: as it might appear with an expanded building setback and improved streetscape.

Tactical insertions of Parklets, for example along 4th Street between Colorado and Wilshire (no more than one (1) or two (2) per block), and mid-block Paseos are identified Open Space Types within the pedestrian realm, and should be considered, as appropriate, to enhance linkages to the open space network. Where otherwise lacking on a particular block, Paseos may be counted toward meeting open space requirements in new developments as part of new development projects to meet open space requirements. Each of these Open Space Types provides a unique experience for the pedestrian enjoying Downtown Santa Monica. (See Appendix: Section A.4 Open Space Design Guidelines for each of these Open Space Types.)



Sketch of what the improvements might look like along the 4th Street bridge.

Right: Section of the proposed expanded sidewalk on the east side of Ocean Avenue, between Colorado Avenue and Broadway.



5 >> CIRCULATION, MOBILITY AND PARKING >>

**Lighting**

Lighting of public space Downtown focuses predominantly on safety lighting for automobiles or private property. The Third Street Promenade and the blocks immediately around it do have pedestrian lights, but turning the corner onto Arizona Avenue or 4th Street causes a pedestrian to walk in a very different lighting environment. Consistent pedestrian-oriented lighting on sidewalks and installed with new or remodeled buildings can improve the walking experience for all pedestrians on all Downtown streets, whether walking for pleasure, to their vehicle, to transit or to another destination.

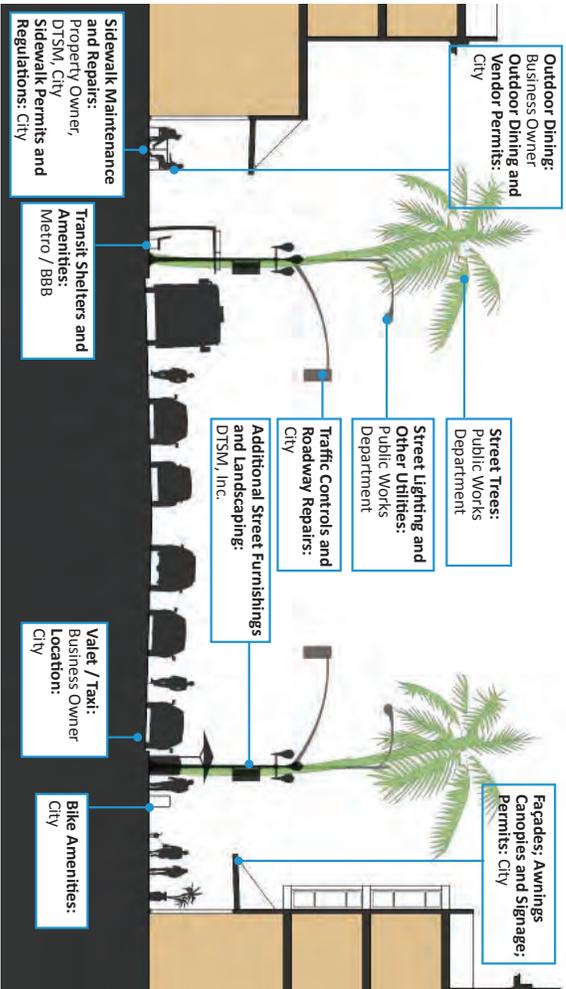
**Landscaping**

Street trees provide shade, beauty, and act as a buffer between pedestrians and traffic. While there are a few streets in the more residentially-focused Sub-Areas where landscaped parkways may be appropriate, most Downtown streets will continue to have trees planted in tree wells, which should be designed for proper tree growth and for pedestrian flow with grates where needed to protect both the people and the trees. The Downtown Specific Plan emphasizes having the right trees in the right places as outlined in the Urban Forest Master Plan. Greater discussion regarding landscaping adjacent to sidewalks is included in Chapter 4D: Open Space.

**Bridges**

Although so close to the ocean, Downtown is separated from the beach to the west by the dramatic elevation of the Palisades bluffs and Pacific Coast Highway (PCH) immediately below.

**Illustration 5.3 Street Maintenance Diagram**



*The diagram above illustrates some of the areas within the space of the individual street. It also indicates the parties that are involved in improving, maintaining and activating the street.*

The elevation difference makes pedestrian connections difficult, and over time a series of bridges to the beach and Pier through Palisades Park were erected to help overcome those obstacles. The bridges across PCH often cause pedestrians to pause in Palisades Park. They admire the view of the Pacific, Pier and coastline, but think twice about the distance and steps involved. Both the beach/Pier area and Downtown could benefit from better connections between the Downtown and the beach to foster more interaction.

The freeway to the south cuts Downtown off from the Civic Center and Main Street beyond, with bridges connecting across at 4th Street and Main Street. Both bridges across the Santa Monica Freeway have very narrow sidewalks and are not comfortable for pedestrians. 4th Street in particular lacks lighting and feels unsafe due to the proximity to high volumes of fast-moving vehicles accessing the freeway, and the relatively low balustrade which does not foster a sense of separation from the freeway traffic beneath. Improvements to the 4th Street Bridge are included in both the short and the long-term

DRAFT DOWNTOWN SPECIFIC PLAN  
FEBRUARY 2014

5 >> CIRCULATION, MOBILITY AND PARKING >>

implementation phases of this Plan, recognizing the immediate need for pedestrian safety and comfort, and longer term intention to collaborate with CalTrans on sidewalk widening. Similarly short-term improvements to Main Street would foster connections to the Civic Center and Main Street Commercial District.

While opportunities to create new connections are costly and limited, they should be pursued. In the long-term phasing, perhaps beyond the horizon of this Plan, a pedestrian and bicycle crossing over the freeway at 7th Street would also provide a valuable connection to Santa Monica High School and its surrounding neighborhood.

**5.2.B SIDEWALK DESIGN AND FUNCTION**

More than just dimension, great sidewalks are defined by their composition, or their “anatomy.”

Within the total width of the sidewalk measured from the curb to the building face lies a series of three (3) Zones facilitating building frontage furnishings, pedestrian travel, and curbside landscaping/furnishings (See Chapter 6: Land Use and Development Standards, Section 6.5.D Sidewalk Standards):

- Zone 1 is adjacent to the curb,
- Zone 2 is the traditional sidewalk or pedestrian path of travel, and
- Zone 3 is the space next to buildings or private property (*Illustration 5.2*).

Within these three (3) zones, the Plan calls for a variety of different activities and furnishings to be accommodated. For example:

150 CITY OF SANTA MONICA

- **Street Trees (Zone 1).** A row of street trees is required on every street in Downtown Santa Monica, and along some wider sidewalks, a double row of trees is desired. Street tree species are outlined in the Urban Forest Master Plan.
- **Pedestrian Lighting (Zone 1).** Lights should illuminate the pedestrian pathway to maximize pedestrian safety without being too obtrusive or harsh. Street lighting and fixtures in the public right of way should be selected for function and designed to add to the pedestrian character. Private property can add to lighting designed as part of pedestrian-oriented facades.
- **Street Furniture (Zone 1).** The Furnishing zone can host numerous amenities ranging from benches and newstracks to Bike Share pods and water stations.
- **Wayfinding (Zone 1).** Wayfinding helps visitors navigate the Downtown. Scaled to the pedestrian and of a consistent palette, these signs will direct pedestrians to significant landmarks and amenities in the Downtown and to the beach, Pier and Civic Center. (See also 5.5 Programs and Management).
- **Vendors (Zone 1 or 3).** Ranging from street performers to small carts selling goods or services, this activity enlivens and punctuates sidewalk activity. Vendors must obtain City permits and require management to ensure compatibility with surrounding businesses and activities.
- **Pedestrian Pathways (Zone 2).** The Pedestrian Pathway width is the unobstructed area within the sidewalk in which pedestrian

travel occurs. The minimum width of the unobstructed Pedestrian Pathway portion of sidewalks Downtown is six (6) feet, but many areas require additional space to accommodate pedestrian demand.

- **Outdoor Dining (Zone 3).** Outdoor Dining activates the sidewalks and celebrates Santa Monica’s favorable climate; areas and furnishings are maintained by individual business owners. Outdoor Dining Permits are obtained through the City. In certain circumstances it may be appropriate to locate the dining area in Zone 1, against the curb, provided the establishment complies with State law in regard to sales of alcoholic beverages.

While every sidewalk should provide a higher quality pedestrian experience, certain streets that host larger volumes of pedestrians should be considered high priority for early focus on implementation, recognizing that certain improvements may require longer lead times to achieve funding, or require pre-design analysis. These priority areas include:

- Promenade: The pedestrian heart of Santa Monica
- High pedestrian volume areas in the Downtown Core
- Major pedestrian destinations or areas with unique vistas or landscape
- Important connectors such as bridges or links to adjacent areas like the Pier and Civic Center
- Gateways into the Downtown district, particularly at the expanded district boundaries

5 >> CIRCULATION, MOBILITY AND PARKING >>

Extending sidewalk activity to these access zones may also be appropriate in certain Downtown locations in the form of Parklets. Whether they be mini-landscaped pockets or extensions of outdoor activity for a café, punctuating Downtown with such features would enhance the walkability and vitality of Downtown.

**5.2.E SIGNATURE SIDEWALKS**

Four (4) streetscape improvement projects— 4th Street, Ocean Avenue, Lincoln Boulevard, and Wilshire Boulevard will help to define the character of Downtown as a place where pedestrians come first, and inspire everyone who enters the Downtown at these edges to enjoy a great walk. Each of these projects is shaped primarily by its role as a connector with a surrounding neighborhood, the regional transportation networks or a key visitor destination. When combined with the anticipated completion of the Colorado Esplanade, these four (4) enhancements will frame and help to connect the Downtown District to the Pier, Beach and Civic Center. Specifically, project locations and purposes are as follows:

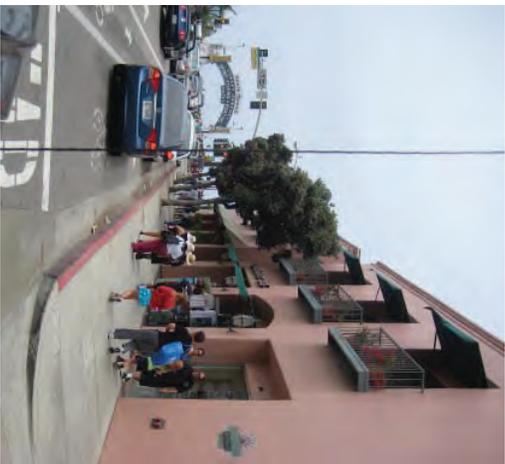
- Ocean Avenue: Link the Pier to the Expo station, Civic Center and Downtown through the Colorado Esplanade, Tongva Park and an expanded sidewalk on the east side of Ocean Avenue, between Colorado and Broadway.
- Wilshire Boulevard: Connect Palisades Park and Ocean Avenue to the northern end of the 3rd Street Promenade through an expanded sidewalk area and streetscape improvements along the south side of Wilshire Boulevard.

- 4th Street: Improve connectivity between the heart of Downtown, the Expo Station and the Civic Center along the southern portion of 4th Street Downtown, with higher quality streetscape and improvements to the 4th Street Bridge over the I-10 Freeway.

- Lincoln Boulevard: Create a new streetscape along Lincoln Boulevard to improve the pedestrian experience for the expanded residential neighborhood and create pedestrian gateways from Lincoln Boulevard to the Downtown Core.



*While Ocean Avenue hosts some of the widest sidewalks in the Downtown they lack active ground floor design and amenities making them feel isolated at times.*



*Colorado Avenue*

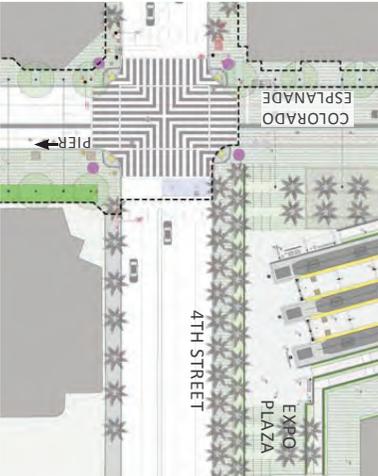


*Lincoln Boulevard hosts some of the narrowest sidewalks in the Downtown.*

5 >> CIRCULATION, MOBILITY AND PARKING >>

**Fourth Street**

4th Street is anticipated to serve important new purposes with the introduction of Expo Light Rail service because it intersects with the line's terminus station at Colorado Avenue. It has long been the most direct and convenient access to the freeway, Ocean Park, Santa Monica High School, Civic Center parking and some hotels. Demand will significantly increase as access to the Expo Light Rail station is now added to that list. Two (2) phases of improvement are included in the Plan to expand 4th Street's functional connections for cars, buses and pedestrians. Short-term improvements planned within the existing right-of-way and bridge structure include lighting, bus amenities, landscaping, and attractive bridge railings over the freeway. A longer term action would widen the bridge to graciously accommodate the level of pedestrian and bicycle activity anticipated. Improvements should be coordinated with any new access to development near the Expo station and the prospective realignment of the 4th Street freeway exit (discussed in next section).



Colorado Esplanade Plan for 4th/Colorado Intersection.



Sketch of what the improvements might look like along the 4th Street bridge.

**ACTIONS**

**5 >> CIRCULATION, MOBILITY AND PARKING >>**

**SIDEWALKS AND CONNECTIONS PROGRAM FOR ACTION**

The following actions implement the goals and policies to execute the Downtown’s transportation vision. The actions are organized by timeframe as to when each grouping of actions should be implemented. The numbering does not reflect order, only an enumeration of actions identified.

**SIDEWALKS AND CONNECTIONS ACTIONS**

**SHORT-TERM**

- SC Action 1 ▶ Implement Pedestrian Scrambles – 2nd & 4th Streets Wilshire Boulevard to Colorado Avenue, Ocean/Colorado Avenues, 3rd Street/Wilshire Boulevard
- SC Action 2 ▶ Ensure public and private projects area designed consistently with the Building Frontage Line map and provide a minimum width of all pathways in the Downtown at six (6) feet, with additional clear width as needed to accommodate pedestrian demand
- SC Action 3 ▶ Incorporate buffers for pedestrians in new projects that protect them from traffic with tools such as parking, landscape, street amenities, carshare, delivery zones, etc.
- SC Action 4 ▶ Locate and design open spaces and public art to provide visual interest and human scale landmarks to encourage walking
- SC Action 5 ▶ Install Bike Corrals in the access zone where demand for sidewalk space exceeds capacity
- SC Action 6 ▶ Establish bus stops in the best location to encourage ridership and optimize operations
- SC Action 7 ▶ Route Big Blue Bus buses to utilize Big Blue Bus site perimeter for layover
- SC Action 8 ▶ Consolidate valet parking operations
- SC Action 9 ▶ Reinforce 4th Street station connections through sidewalk and streetscape improvements—Broadway to Olympic Drive
- SC Action 10 ▶ Increase bike parking to supplement on-street and public access off-street facilities.

**MEDIUM-TERM**

- SC Action 11 ▶ Implement Pedestrian Action Plan recommendations for the Downtown.
- SC Action 12 ▶ Develop concepts for Lincoln Boulevard streetscape and implement improvements as properties redevelop including installation of street furnishings such as pedestrian lighting, benches, bike racks and trash receptacles.
- SC Action 13 ▶ Install pedestrian scaled lighting in phases throughout the Downtown.



*Short Term: Ensure green amenities to encourage walking.*

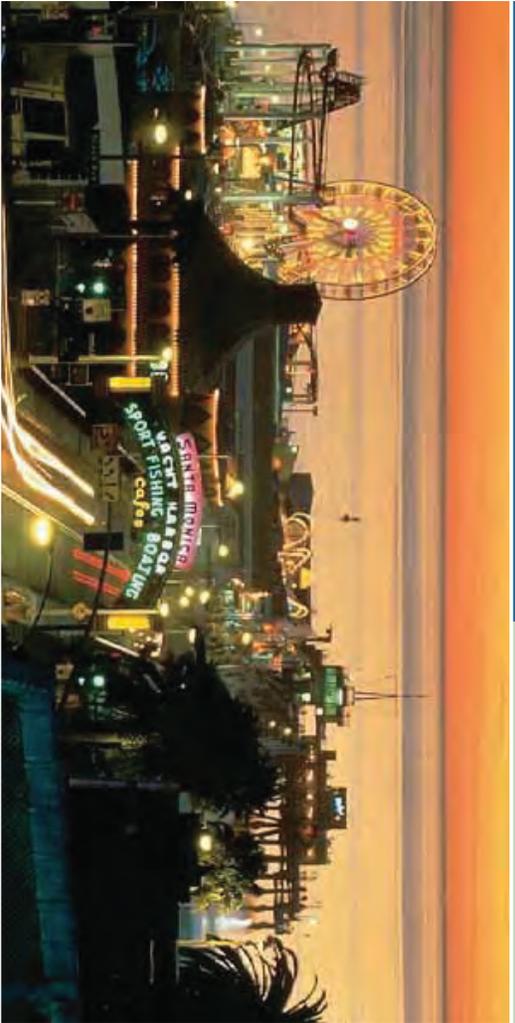


*Short Term: Buffer pedestrians from traffic with landscape and street amenities.*



*Medium Term: Install pedestrian scaled lighting throughout the Downtown.*

<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>



## santa monica land use & circulation element

*Maintaining the character of Santa Monica while enhancing the lifestyle of all who live here.*

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT  
ADOPTED JULY 6, 2010



<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>

**S1.6**  Prepare a Community Urban Forest Management Plan and update it a minimum of every 10 years to assist with local sequestration of carbon dioxide emissions.

**S1.7**  Amend the Santa Monica Sustainable City Plan to include the following target with regard to renewable energy use:

- By 2030, 40% of all electricity use in Santa Monica should come from renewable sources.

**GOAL S2: Reduce GHG emissions from land use and transportation decisions.**

**POLICIES:**

**S2.1**  Implement the VMT reduction policies of the Land Use and Circulation Element of the General Plan including, but not limited to: focusing new growth in mixed-use, transit-oriented districts; focusing new growth along existing corridors and nodes; supporting the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes; and, promoting and supporting a wide range of pedestrian, bicycle and transit improvements in the City.

**S2.2**  In cooperation with the state and SCAAG, proactively promote the implementation of SB 375, in particular utilizing its incentives for transit-oriented development. The City will also ensure that its local plans are consistent with

the Sustainable Communities Strategy (SCS) plan requirement of SB 375.

**S2.3**  Advance the No Net New Trips goal in the Land Use and Circulation Element with TDM projects such as expanded rideshare programs, parking management strategies, as well as development impact fees for public transit infrastructure.

**S2.4**  Support and facilitate the appropriate expansion of public transit in Santa Monica, including: the Expo Light Rail line, the Westside Subway Extension ("Subway to the Sea"), and increased bus routes, service quality and frequency throughout the City.

**S2.5**  Expand the use of alternative fuel vehicles by providing fueling infrastructure and preferential parking in public locations, where feasible.

**S2.6**  Implement indicators and monitoring mechanisms to ensure the effectiveness of the Land Use and Circulation Element in reducing VMT.

**S2.7**  Encourage major employers to find ways to provide housing assistance as part of their employee benefits package.

**S2.8**  Continue participating in the Southern California Association of Governments' regional Compass Blueprint Plan.



*Santa Monica's ambitious goal to reach "zero net" energy use by 2020 will require strict new construction requirements, as well as an investment in retrofitting existing facilities.*



*The LUCE responds to state and federal legislation regarding the reduction of GHG emissions by integrating land use and transportation planning.*

<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>

## DOWNTOWN DISTRICT GOALS AND POLICIES

**GOAL D1:** Maintain Downtown's competitive advantage as a premier local and regional shopping, dining, and entertainment destination, and support its evolution in order to respond to changing market conditions.

**POLICIES:**

**D1.1** Create a diversity of retail opportunities including local- and regional-serving retail and dining in the Downtown.

**D1.2** Encourage the construction of new or rehabilitated movie theaters in the Downtown to assure that these entertainment venues are competitive in the marketplace.

**D1.3** Maintain and support the Third Street Promenade as an important asset that serves the diverse needs of the community, from a regional destination to an important center of activity.

**D1.4** Encourage new or expanded hotel and other visitor-serving uses in the Downtown.

**D1.5** Focus new investment in the areas of the Downtown District that are accessible to transit, accommodate mixed-use development, contribute to the pedestrian-oriented environment, and support substantial community benefits in areas such as:



*Maintaining and enhancing the walkability of Downtown is integral to the long-term sustainability of Santa Monica.*

- Near the proposed Expo Light Rail station
- At the south side of 7th Street and Wilshire Boulevard including the preservation of the Landmark Wilshire Professional Building
- At the southwest corner of Lincoln Boulevard and Broadway
- Along Lincoln and Wilshire Boulevards to establish a seamless transition between the Downtown and the adjacent residential neighborhoods to the north and east
- On and around the site of the existing Holiday Inn hotel near 2nd Street and Colorado Avenue, including the possibility of decking over the freeway to create expanded opportunities for shared parking, open space, and potentially new development with linkages to the Civic Center District
- The 4.5-acre site at the northeast corner of Wilshire Boulevard and Ocean Avenue which, due to its prominent location and unobstructed ocean views could be a site of exceptional planning and design
- The area near 2nd Street and Santa Monica Boulevard
- Establish Wilshire and Lincoln Boulevards and the Downtown hotel properties immediately north of Wilshire as new perimeters of the Downtown to the north and east, and provide transitions between the higher intensities of the Downtown and lower intensity residential areas to the east and north.

 denotes sustainable policy

<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>

**GOAL D2:** Maximize placemaking opportunities associated with the Expo Light Rail station to create a vibrant Downtown gateway.

**POLICIES:**

**D2.1**  Develop a pedestrian gateway plaza at 4th Street and Colorado Avenue where riders are greeted, oriented and directed to their destinations.

**D2.2**  Encourage Expo Light Rail station access, including a second entrance at the southern end of the platform, that is well integrated with paths of travel and other functions and amenities in the station area.

**D2.3**  Encourage amenities in the station plaza area to enhance both the transit experience and the Downtown environment.

**D2.4** Capitalize on the Expo Light Rail line's location and arrival at the Pacific Ocean—maximizing the dramatic viewing experience of the Santa Monica Bay as a defining feature of Santa Monica.

**GOAL D3:** Ensure high-quality implementation of transit-oriented development adjacent to the station.

**POLICIES:**

**D3.1** Provide design consistency with streetscape and plaza improvements that address the concept of a gateway.



*The Downtown Specific Plan will seek to better support essential services and amenities in the Downtown area. The artist rendering above shows an upgraded parking garage at Santa Monica Place that includes a bike facility and retail.*

**D3.2**  Ensure pedestrian orientation of ground floor uses in new development.

**GOAL D4:** Prioritize transit connections associated with the Expo Light Rail station.

**POLICIES:**

**D4.1**  Redistribute vehicular traffic to avoid the Colorado Avenue and 4th Street intersection.

**D4.2**  Develop a functional interface for transit, shuttles, taxis and other vehicle drop-off and pick-up associated with the station.

**D4.3**  Evaluate potential changes to vehicular traffic patterns to prioritize transit and pedestrians.

**GOAL D5:** Create convenient and comfortable pedestrian linkages to the Expo Light Rail station.

**POLICIES:**

**D5.1**  Create an inviting and sufficiently wide landscaped pedestrian concourse on Colorado Avenue from the Downtown Light Rail Station to the Pier.

<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>

**D5.2** Identify clear walking routes and provide a quality pedestrian experience such as a diagonal pathway from the station to the Promenade through Santa Monica Place anchor department stores.

**GOAL D6:** Create convenient and comfortable bicycle linkages to the Expo Light Rail station.

**POLICIES:**

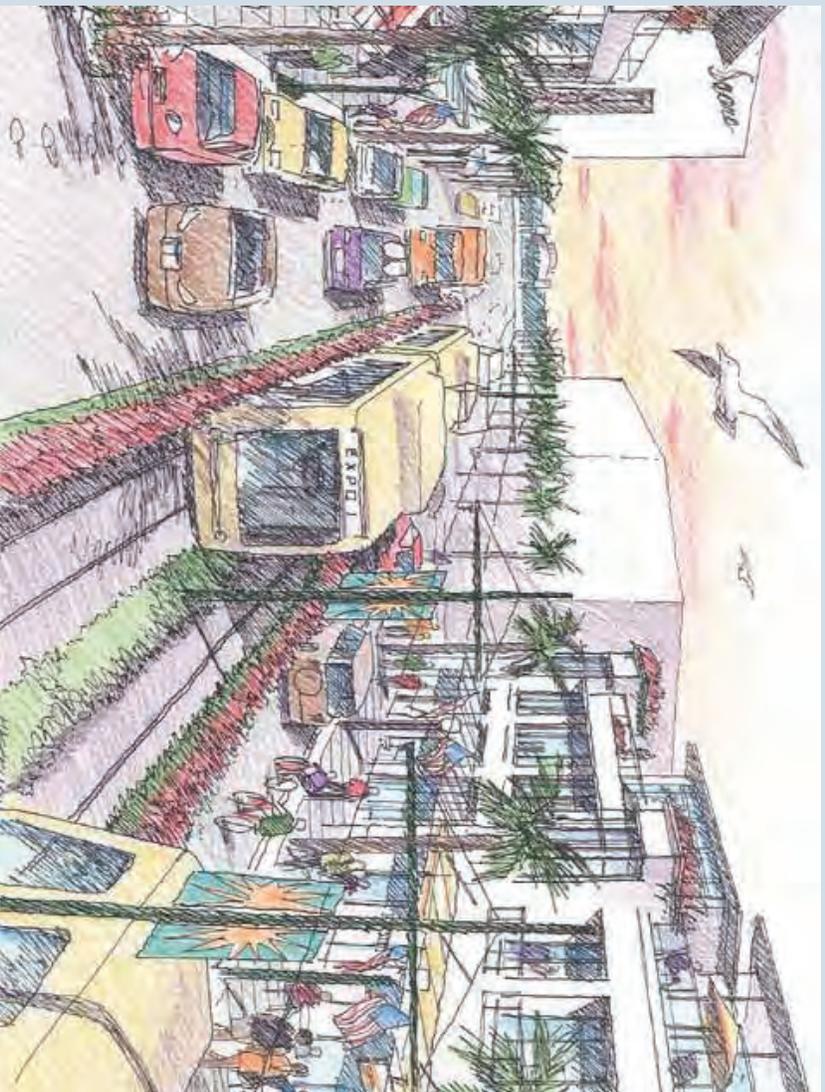
**D6.1** Create secure, convenient and full-service bike parking to serve the station.

**D6.2** Identify desirable connections for bicycles to/from the station, linkages to existing bike lanes/paths, including the beach bike path and address the need for additional bike lanes/paths.

**GOAL D7:** Create a balanced mix of uses in the Downtown that reinforces its role as the greatest concentration of activity in the City.

**POLICIES:**

**D7.1** Encourage a broad mix of uses that creates dynamic activity in both the daytime and evening hours including retail, hotels, office, high-density residential, entertainment and cultural uses in the Downtown.



*The Expo Light Rail terminus in Downtown Santa Monica. The Expo Light Rail will terminate in the heart of the City's Downtown, just several hundred yards from the shore of the Pacific Ocean.*

**D7.2** Encourage local-serving uses that are an integral part of complete neighborhoods and support an overall trip reduction strategy.

**D7.4** Prohibit new auto-related uses, such as gas stations, auto repair and similar uses, in the Downtown.

**D7.3** Encourage local-serving office uses in the Downtown, especially in close proximity to the new Expo Light Rail station. Discourages office uses at the ground floor.

<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>

## WHAT OPPORTUNITIES WOULD DECKING THE FREEWAY PROVIDE?

*Capping the I-10 Freeway provides opportunities for new open space, joint uses and consolidated City facilities. Significant sustainability benefits in the form of reduced environmental pollution and increased carbon sequestration are also likely.*

and encourage service from the alleys or in specially designated service areas.

**D9.3** Discourage open on-grade parking and on-grade parking visible from the street.

**D9.4**  Locate active retail space on a pedestrian street facing the sidewalk at the ground floor.

**D9.5** Encourage public art throughout the Downtown.

**D9.6**  Improve the aesthetic appearance of the alleys, and where appropriate incorporate the alleys into the pedestrian system.

**GOAL D10:** Integrate and interconnect the Downtown, the Civic Center, and the Oceanfront with open space linkages and opportunities for shared parking and circulation improvements.



*Park and walk:* The LUCE includes policies promoting comprehensive parking strategies for the Civic Center, the Downtown, and the Beach and Oceanfront Districts.

**POLICIES:**

**D10.1**  Enhance and/or increase connections from the Downtown to the Pier, Beach and Oceanfront areas.

**D10.2** With new development along the east side of Ocean Avenue, provide landscaping and open space to create a visual connection to Palisades Park.

**D10.3**  Explore capping I-10 from the existing Main Street Bridge west to Ocean

<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>

Avenue in conjunction with joint development of adjacent land to strengthen the connections between the Civic Center, Palisades Park, the Pier and the Beach.

**D10.4** Explore capping I-10 from the west side of the 4th Street Bridge to the Main Street Bridge to enhance joint development with the Sears department store site and to expand opportunities for pedestrian linkages and open space.

**D10.5** Consider shuttles, trams or other transit augmentations to encourage the use of shared parking facilities between Downtown and the Civic Center.

**GOAL D11: Address parking needs comprehensively, identifying shared parking opportunities.**

**POLICIES:**

**D11.1** Determine the need for additional parking resources based on shared uses.

**D11.2** Consider locations of additional parking resources such that vehicular access is designed to mitigate impact on 4th Street.

**D11.3** Identify parking locations that are within walking distance of transit and can serve multiple venues and uses such as the institutional, recreational, open space and cultural uses in and around the Civic Center.

**D11.4** Pursue opportunities for shared use agreements with private parking facilities.

**GOAL D12: Ensure circulation for the Downtown, Civic Center, and Beach and Oceanfront Districts is interconnected.**

**POLICIES:**

**D12.1** Establish the Downtown Light Rail Station as a focus of a network of circulation that connects the Downtown, Civic Center, Main Street, and Beach and Oceanfront Districts.

**D12.2** Integrate infrastructure improvements with circulation, transit, parking and the parks.

**D12.3** Refine the street grid in the Civic Center District by adding additional connections/routes where feasible. Explore the Fujinomiya Douri Drive extension of the 4th Street/I-10 off-ramp over the freeway to connect to Main Street to further reintegrate the street grid.

**GOAL D13: Provide flexible and functional event strategies to capitalize on related pedestrian shopping and dining opportunities as well as maximizing shared parking.**

**POLICIES:**

**D13.1** Encourage coordinated programming among event venues.

**D13.2** Explore opportunities to provide a trolley or other transit enhancement to connect the Downtown Light Rail Station, the Pier and key parking sites in the Downtown and Civic Center Districts.

**D13.3** Improve the pedestrian experience on routes between the Light Rail and the Civic Center event venues.

<http://www.smgov.net/Departments/PCD/Plans/2010-Land-Use-and-Circulation-Element/>

- Eliminate the current CCSP-proposed roundabout in Main Street.

- Eliminate the current CCSP-proposed Main Street to 2nd Street Bridge.

- Incorporate the findings of the I-10 capping study.

**D15.4** Implement a child care facility in collaboration with Santa Monica College to serve the Civic Center District.

possible.

**D16.4** Design and implement the streetscape improvements surrounding the Pallasdes Garden Walk as an integral part of the park.

**D16.5** Improve the connectivity between the Civic Center, Downtown, Beach and Oceanfront, and Main Street Districts with integrated pedestrian and bicycle pathways.

**D16.6** Explore options for shared-use and funding for the proposed pedestrian/bicycle bridge at 7th Street across the I-10 Freeway.

**GOAL D16:** Establish the Civic Center District as an integral pedestrian, bicycle, and open space link between the Beach and Oceanfront, Downtown, and Main Street Districts, and Ocean Park neighborhood.

**POLICIES:**

**D16.1** Develop and improve the visual and physical connections between the Civic Center and Downtown, Beach and Oceanfront and the Main Street Districts, and the Ocean Park neighborhood.

**D16.2** Enhance the quality and character of the pedestrian environment with streetscape improvements including wider sidewalks where possible, benches, landscaping, street trees, and pedestrian safety amenities such as crosswalks.

**D16.3** Develop and enhance the pedestrian areas on 4th Street between Pico Boulevard and Colorado Avenue with landscaping, street trees, pedestrian amenities, and wider sidewalks where

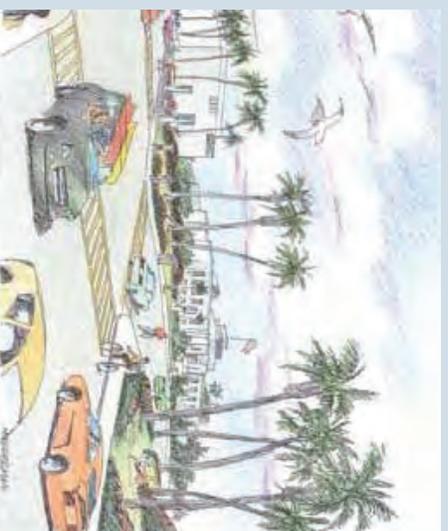
**GOAL D17:** The Civic Center should

participate in a comprehensive Civic Center, Downtown, and Beach and Oceanfront Districts parking strategy to address the current and future parking needs of these districts, Santa Monica Pier, and Santa Monica High School.

**POLICIES:**

**D17.1** Incorporate new parking facilities into the planning for the Civic Center and the high school according to the criteria identified in the comprehensive parking study.

**D17.2** Locate parking in either subterranean structures or above-grade structures with active, pedestrian-oriented uses on the ground floor and screening on the upper floors.



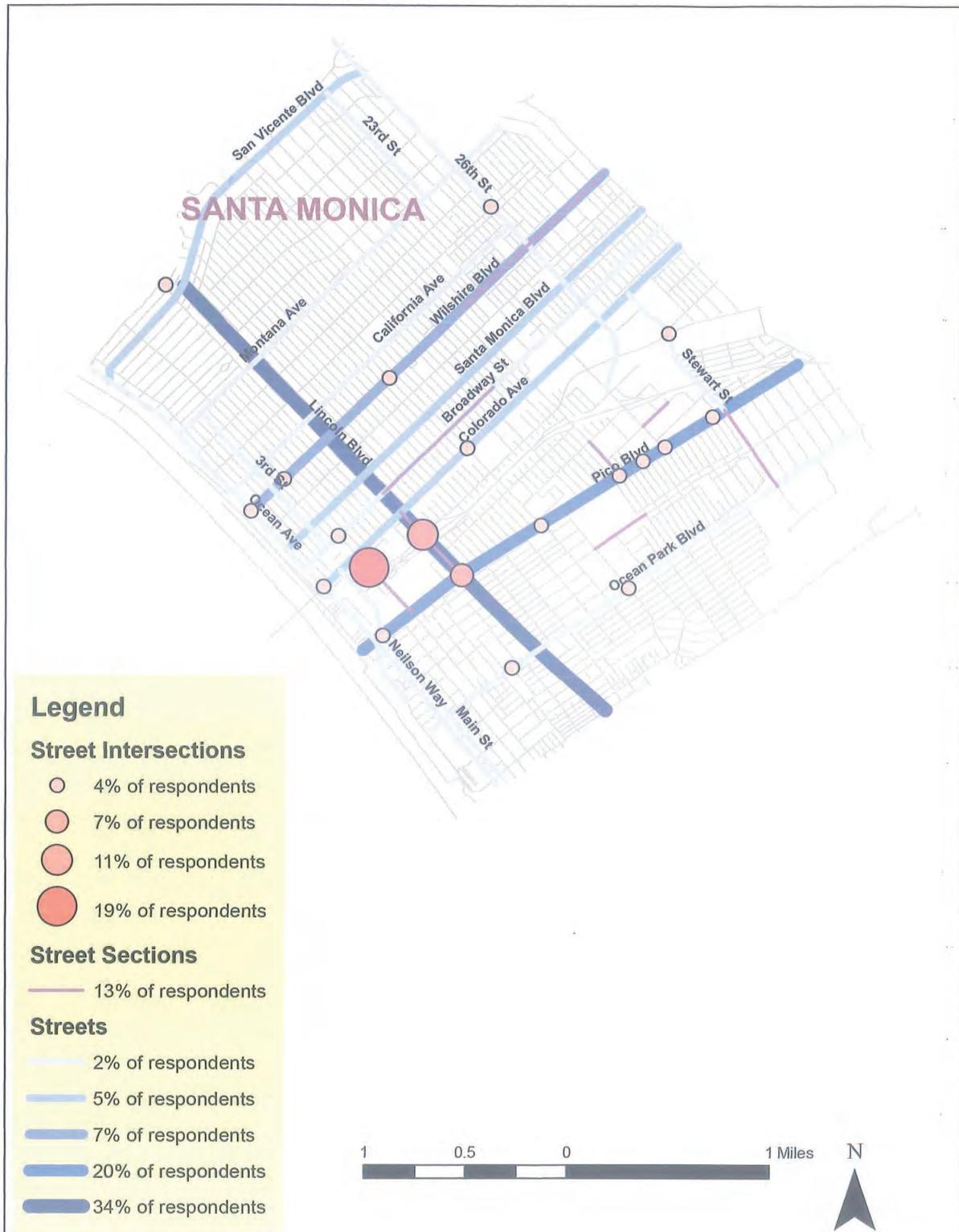
*Linkages: Integrating the Civic Center with the Downtown and beachfront is a major component of the LUCE.*



*Park once: The LUCE includes policies promoting comprehensive parking strategies that encourage people to park and walk to their destinations within the Downtown, Civic Center and Beach and Oceanfront Districts.*

# Attachment I-2A. Safety Data and Analysis

Santa Monica Streets, Street Sections, and Street Intersections Reported Dangerous/"Not Safe"



**Santa Monica - Expo Station 4th Street Streetscape Improvements to Downtown  
Summary of Most Common Traffic Violations Causing Injuries and/or Fatalities**

VIOL Code	Within Project Limits		Within Influence Area		Violation Type
	Incident Count	%	Incident Count	%	
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	0		1	1%	Riding a bicycle while under the influence of alcohol
21202	5	25%	13	8%	Bicyclist, failure to use right edge of roadway.
21367	0		1	1%	Failure to obey warning devices at construction site
21451	0		1	1%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedestrians lawfully within the ir
21453	2	10%	13	8%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	0		3	2%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	1	5%	2	1%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
21658	0		4	2%	Laned roadways (2 or more lanes in direction of travel), straddling or changing when unsafe.
21703	0		1	1%	Following Too Closely, not reasonable and prudent
21717	0		1	1%	Motor vehicle turning across a bicycle lane.
21750	1	5%	3	2%	Passing or overtaking to the left of a vehicle or bicycle proceeding in the same direction at an unsafe distance
21800	1	5%	1	1%	Uncontrolled intersection, yield to first vehicle within
21801	0		13	8%	Left turns or U-turns yield until reasonably safe.
21802	0		0	0%	Yield signs, yield until reasonably safe
21804	0		4	2%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an immediate hazard
21950	3	15%	25	15%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		2	1%	Sidewalk, failure to yield to pedestrian on.
21954	0		4	2%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21955	0		2	1%	Jaywalking, between signal controlled intersections
21956	0		1	1%	Walking on roadway, other than pedestrian's left edge.
22100	0		2	1%	Turn at intersection, improper position
22102	0		2	1%	U-turn in business district, other than from extreme left-hand turn lane
22106	1	5%	6	4%	Starting or backing when unsafe.
22107	2	10%	14	8%	Unsafe turn, and/or without signalling.
22350	2	10%	5	3%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	0		0	0%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	0		17	10%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		1	1%	Under the influence of alcohol while driving a vehicle
23153	0		1	1%	Driving a vehicle under the influence of alcohol and causing injury/death to another
0	2	10%	24	14%	Violation Not Reported/Unknown
Count	20		167		
Total	20		167		

**Transportation Injury Mapping System (TIMS) Data**

Collisions along Project Corridor (4th Street b/t Broadway and Olympic Dr)

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER: PEDCOL	BICCOL
3579669	-118.492042	34.01373672	1/16/2008	1965		0	3	3	11	0	1 A Y	
3846240	-118.493602	34.01507568	7/18/2008	1965		0	5	4	0	0	1 A Y	
4117297	-118.49359	34.01507	2/14/2009	1965		0	6	3	12	0	1 A Y	
4602418	-118.493602	34.01507487	2/5/2010	1965		0	5	4	10	0	1 - Y	
4814915	-118.492052	34.01372727	7/12/2010	1965		0	1	3	8	0	1 A	Y
4974421	-118.492042	34.01373487	11/27/2010	1965		0	6	3	5	0	1 A	Y
4978146	-118.492042	34.01373487	11/1/2010	1965		0	1	4	9	0	1 A	Y
5045350	-118.49001	34.012	1/26/2011	1965		0	3	4	5	0	1 A	Y
5183230	-118.49001	34.012	5/17/2011	1965		0	2	4	5	0	1 A	Y
5217397	-118.493598	34.01507093	6/23/2011	1965		0	4	3	5	0	1 A	Y
5217948	-118.492029	34.01372282	6/26/2011	1965		0	7	3	8	0	1 A	Y
5253326	-118.49359	34.01507	7/20/2011	1965		0	3	3	0	0	1 A	Y
5257833	-118.493757	34.01520594	7/23/2011	1965		0	6	3	3	0	1 A	Y
5287985	-118.492059	34.01372157	7/29/2011	1965		0	5	3	10	0	1 B Y	
5288204	-118.492122	34.0138038	8/2/2011	1965		0	2	3	6	0	1 A	Y
5333100	-118.49203	34.01373	9/15/2011	1965		0	4	3	5	0	1 A	Y
5491116	-118.490532	34.01260487	3/2/2012	1965		0	5	4	5	0	1 A	Y
5513435	-118.492067	34.01375654	2/21/2012	1965		0	2	4	21	0	1 B Y	
5535713	-118.49001	34.012	2/7/2012	1965		0	2	4	10	0	1 B Y	
5742542	-118.493748	34.01519811	7/15/2012	1965		0	7	3	3	0	1 A Y	

Project Corridor(s)

**Transportation Injury Mapping System (TIMS) Data**

Collisions within Project influence area (half mile buffer around Project limits)

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3579458	-118.495492	34.01354599	1/8/2008	1965		0	2	4	10	0	1 B	Y	
3579626	-118.496122	34.01564407	1/16/2008	1965		0	3	4	0	0	1 A	Y	
3579669	-118.492042	34.01373672	1/16/2008	1965		0	3	3	11	0	1 A	Y	
3639390	-118.491082	34.01451492	3/11/2008	1965		0	2	3	11	0	1 A	Y	
3667054	-118.495779	34.01211548	3/22/2008	1965		0	6	4	9	0	1 A		Y
3703761	-118.490542	34.0175705	4/21/2008	1965		0	1	4	17	0	1 A		Y
3715420	-118.490339	34.00978088	4/22/2008	1965		0	2	3	17	0	1 B		Y
3715432	-118.495172	34.0164032	4/15/2008	1965		0	2	3	12	0	1 A		Y
3789113	-118.494912	34.0113945	6/10/2008	1965		0	2	4	8	0	1 A		Y
3846240	-118.493602	34.01507568	7/18/2008	1965		0	5	4	0	0	1 A	Y	
3848687	-118.493808	34.01524735	9/8/2008	1965		0	1	4	11	0	1 A	Y	
3866779	-118.495457	34.01184082	8/14/2008	1965		0	4	3	17	0	1 A		Y
3915683	-118.493276	34.01273727	8/29/2008	1965		0	5	3	5	0	1 A		Y
3965735	-118.490782	34.01737595	11/5/2008	1965		0	3	4	10	0	1 A	Y	
3976968	-118.49202	34.00895309	11/15/2008	1965		0	6	3	8	0	1 A		Y
3976997	-118.496449	34.0174942	10/28/2008	1965		0	2	3	17	0	1 A		Y
3977024	-118.487279	34.0095787	11/9/2008	1965		0	7	4	10	0	1 A	Y	
3977119	-118.496741	34.01293564	11/12/2008	1965		0	3	3	18	0	1 A		Y
4006396	-118.495651	34.01524353	12/8/2008	1965		0	1	4	11	0	1 A	Y	
4021219	-118.49327	34.01795	1/19/2009	1965		0	1	4	0	0	1 A	Y	
4037729	-118.49516	34.0164	1/12/2009	1965		0	1	4	10	0	1 A	Y	
4079360	-118.49735	34.01432976	1/16/2009	1965		0	5	4	9	0	1 A		Y
4079403	-118.49364	34.01825809	1/23/2009	1965		0	5	3	4	0	1 B		Y
4117297	-118.49359	34.01507	2/14/2009	1965		0	6	3	12	0	1 A	Y	
4117319	-118.49705	34.01487	2/22/2009	1965		0	7	3	8	0	1 B		Y
4117393	-118.49516	34.0164	2/6/2009	1965		0	5	4	9	0	1 C	Y	
4145253	-118.49327	34.01795	2/25/2009	1965		0	3	3	10	0	1 A	Y	
4146937	-118.49516	34.0164	3/5/2009	1965		0	4	4	5	0	1 A		Y
4193856	-118.492161	34.01363985	4/6/2009	1965		0	1	3	5	0	1 A		Y
4193896	-118.48821	34.00905	4/1/2009	1965		0	3	4	5	0	1 A		Y
4193991	-118.48821	34.00905	4/7/2009	1965		0	2	3	10	0	1 A	Y	
4208735	-118.49273	34.01748365	4/21/2009	1965		0	2	3	17	0	1 A		Y
4208779	-118.495029	34.01628359	4/17/2009	1965		0	5	3	11	0	1 A	Y	
4260814	-118.494544	34.0174499	6/4/2009	1965		0	4	3	0	0	1 A		Y
4272611	-118.495299	34.01651292	6/5/2009	1965		0	5	4	17	0	1 A		Y
4276974	-118.496248	34.01553546	6/14/2009	1965		0	7	3	0	0	1 A	Y	
4291533	-118.49344	34.01259	6/24/2009	1965		0	3	3	12	0	1 A		Y
4291534	-118.49611	34.01564	6/20/2009	1965		0	6	4	11	0	1 B	Y	
4303043	-118.49381	34.01049	6/30/2009	1965		0	2	3	0	0	1 -		Y
4303115	-118.49658	34.01760754	6/24/2009	1965		0	3	4	0	0	1 A	Y	
4320302	-118.495054	34.01650054	7/8/2009	1965		0	3	3	17	0	1 A		Y
4324485	-118.496663	34.01767826	7/22/2009	1965		0	3	3	6	0	1 A		Y
4324518	-118.49327	34.01795	7/21/2009	1965		0	2	4	0	0	1 A	Y	
4327601	-118.48731	34.00955	7/26/2009	1965		0	7	3	5	0	1 A		Y
4347740	-118.492016	34.00895064	8/7/2009	1965		0	5	3	8	0	1 A		Y
4359061	-118.495586	34.01607047	8/8/2009	1965		0	6	4	9	0	1 A		Y

Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
4393125	-118.486981	34.00978808	9/4/2009	1965		0	5	3	8	0	1 A		Y
4393138	-118.495364	34.01625009	9/3/2009	1965		0	4	3	5	0	1 -	Y	Y
4393161	-118.49265	34.01584	9/6/2009	1965		0	7	4	9	0	1 A		Y
4464262	-118.493398	34.01805269	11/2/2009	1965		0	1	4	0	0	1 A		Y
4523148	-118.491043	34.01448142	1/1/2010	1965		0	5	3	10	0	1 A	Y	
4526114	-118.493144	34.01807229	1/6/2010	1965		0	3	4	8	0	1 B		Y
4542867	-118.49548	34.01354	12/29/2009	1965		0	2	4	10	0	1 A	Y	
4566729	-118.495172	34.01640487	2/17/2010	1965		0	3	3	0	0	1 A	Y	
4600811	-118.494878	34.01141612	2/27/2010	1965		0	6	3	10	0	1 B	Y	
4600831	-118.495492	34.01354487	2/23/2010	1965		0	2	3	0	0	3 A	Y	
4602411	-118.494912	34.01139487	2/4/2010	1965		0	4	3	18	0	1 B		Y
4602418	-118.493602	34.01507487	2/5/2010	1965		0	5	4	10	0	1 -	Y	
4602442	-118.496492	34.01272487	2/8/2010	1965		0	1	3	12	0	1 A		Y
4608517	-118.493942	34.01220487	2/15/2010	1965		0	1	4	21	0	1 A		Y
4652061	-118.490283	34.01516092	3/30/2010	1965		0	2	4	3	0	1 A		Y
4666949	-118.488222	34.00905487	4/2/2010	1965		0	5	3	7	0	1 A		Y
4679208	-118.492662	34.01584487	4/29/2010	1965		0	4	4	17	0	1 A		Y
4681108	-118.495172	34.01640487	3/22/2010	1965		0	1	4	8	0	1 A		Y
4691662	-118.489548	34.01632847	4/1/2010	1965		0	4	4	10	0	1 A	Y	
4727536	-118.493452	34.01259487	5/24/2010	1965		0	1	4	10	0	1 A	Y	
4728633	-118.496794	34.01298128	5/27/2010	1965		0	4	4	17	0	1 B		Y
4740367	-118.495492	34.01354487	5/20/2010	1965		0	4	4	0	0	1 -	Y	
4760776	-118.493056	34.00983567	6/27/2010	1965		0	7	3	0	0	3 A		Y
4760788	-118.489165	34.01600369	6/23/2010	1965		0	3	4	10	0	1 A	Y	
4765775	-118.495172	34.01640487	6/28/2010	1965		0	1	3	10	0	1 B	Y	
4779084	-118.489398	34.01620125	6/7/2010	1965		0	1	3	8	0	1 B		Y
4781281	-118.497069	34.01486906	6/3/2010	1965		0	4	3	8	0	1 A		Y
4809419	-118.493822	34.01049487	7/11/2010	1965		0	7	4	5	0	1 A		Y
4809683	-118.491767	34.00873896	7/26/2010	1965		0	1	3	9	0	1 A		Y
4809699	-118.493822	34.01049487	7/31/2010	1965		0	6	3	8	0	1 A		Y
4814915	-118.492052	34.01372727	7/12/2010	1965		0	1	3	8	0	1 A		Y
4850635	-118.497062	34.01487487	8/19/2010	1965		0	4	3	8	0	1 A		Y
4854778	-118.496122	34.01564487	8/14/2010	1965		0	6	3	11	0	1 A	Y	
4865406	-118.49459	34.0142743	8/27/2010	1965		0	5	3	21	0	1 A	Y	
4877098	-118.497712	34.0154295	7/12/2010	1965		0	1	4	18	0	1 A	Y	
4879677	-118.495172	34.01640487	9/13/2010	1965		0	1	4	11	0	1 A	Y	
4910901	-118.491069	34.01452597	9/28/2010	1965		0	2	3	17	0	1 A		Y
4920608	-118.494018	34.015427	10/8/2010	1965		0	5	3	0	0	1 A		Y
4925519	-118.494337	34.01569696	10/16/2010	1965		0	6	4	10	0	1 B	Y	
4927075	-118.490851	34.01743396	11/8/2010	1965		0	1	3	11	0	1 A	Y	
4974421	-118.492042	34.01373487	11/27/2010	1965		0	6	3	5	0	1 A		Y
4978146	-118.492042	34.01373487	11/1/2010	1965		0	1	4	9	0	1 A		Y
5042162	-118.49327	34.01795	1/21/2011	1965		0	5	3	10	0	1 A	Y	
5045350	-118.49001	34.012	1/26/2011	1965		0	3	4	5	0	1 A		Y
5054818	-118.496418	34.01747449	1/4/2011	1965		0	2	4	22	0	1 A	Y	
5067782	-118.49344	34.01259	2/1/2011	1965		0	2	3	9	0	1 A		Y

Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
5091668	-118.494728	34.01125875	2/17/2011	1965		0	4	3	5	0	1 A		Y
5112566	-118.495485	34.0135506	3/14/2011	1965		0	1	4 -	0	0	1 A	Y	
5127868	-118.492097	34.01536905	3/12/2011	1965		0	6	3	11	0	1 A	Y	
5146818	-118.493061	34.01814275	4/14/2011	1965		0	4	4	1	0	3 A		Y
5157203	-118.492757	34.00958084	4/19/2011	1965		0	2	3	17	0	1 B		Y
5162369	-118.49548	34.01354	4/30/2011	1965		0	6	4	8	0	1 A		Y
5183223	-118.48731	34.00955	5/16/2011	1965		0	1	3	0	0	1 -	Y	
5183230	-118.49001	34.012	5/17/2011	1965		0	2	4	5	0	1 A		Y
5194517	-118.49516	34.0164	5/19/2011	1965		0	4	4	9	0	1 A	Y	
5202940	-118.49265	34.01584	5/27/2011	1965		0	5	3	9	0	1 A		Y
5217397	-118.493598	34.01507093	6/23/2011	1965		0	4	3	5	0	1 A		Y
5217948	-118.492029	34.01372282	6/26/2011	1965		0	7	3	8	0	1 A		Y
5227051	-118.495447	34.01358118	6/3/2011	1965		0	5	3	10	0	1 A	Y	
5233369	-118.48731	34.00955	6/16/2011	1965		0	4	3	9	0	1 A		Y
5246867	-118.496085	34.01718518	7/2/2011	1965		0	6	4	9	0	1 A		Y
5253326	-118.49359	34.01507	7/20/2011	1965		0	3	3	0	0	1 A		Y
5253334	-118.492275	34.01616629	7/15/2011	1965		0	5	3	21	0	1 A	Y	
5257825	-118.4949	34.01139	7/20/2011	1965		0	3	4	11	0	1 A	Y	
5257833	-118.493757	34.01520594	7/23/2011	1965		0	6	3	3	0	1 A		Y
5277660	-118.49014	34.01526	8/19/2011	1965		0	5	4	12	0	1 A		Y
5285247	-118.492458	34.00932703	7/26/2011	1965		0	2	3	17	0	1 A		Y
5287985	-118.492059	34.01372157	7/29/2011	1965		0	5	3	10	0	1 B	Y	
5288204	-118.492122	34.0138038	8/2/2011	1965		0	2	3	6	0	1 A		Y
5317180	-118.492572	34.01331109	8/17/2011	1965		0	3	3	0	0	1 A		Y
5327482	-118.494891	34.01137379	10/1/2011	1965		0	6	3	11	0	1 A	Y	Y
5333100	-118.49203	34.01373	9/15/2011	1965		0	4	3	5	0	1 A		Y
5333824	-118.492994	34.01612745	10/9/2011	1965		0	7	3	17	0	1 A		Y
5360813	-118.49393	34.0122	10/19/2011	1965		0	3	2	12	0	1 B		Y
5360837	-118.4949	34.01139	10/23/2011	1965		0	7	4	8	0	1 E		Y
5382564	-118.49705	34.01487	10/27/2011	1965		0	4	3	12	0	1 A		Y
5386655	-118.491838	34.01828157	11/8/2011	1965		0	2	3	18	0	1 A		Y
5386675	-118.489621	34.01167933	11/10/2011	1965		0	4	3	1	0	1 A		Y
5420705	-118.49421	34.01717	11/9/2011	1965		0	3	2	17	0	1 -		Y
5438661	-118.4949	34.01139	12/9/2011	1965		0	5	4	7	0	1 A		Y
5972490	-118.4949	34.01139	10/13/2012	1965		0	6	2	1	0	2 A	Y	
5958172	-118.49327	34.01795	11/20/2012	1965		0	2	3	0	0	1 A		Y
5955014	-118.495161	34.01381239	12/4/2012	1965		0	2	4	8	0	1 A		Y
5952882	-118.494059	34.01546221	12/9/2012	1965		0	7	3	11	0	1 A	Y	
5922829	-118.49344	34.01259	12/19/2012	1965		0	3	2	12	0	1 A	Y	
5901187	-118.495234	34.01164985	12/3/2012	1965		0	1	3	17	0	1 A		Y
5862412	-118.49327	34.01795	11/5/2012	1965		0	1	4	12	0	1 A		Y
5840448	-118.497517	34.01449731	9/25/2012	1965		0	2	3	11	0	1 A	Y	
5834011	-118.495158	34.01641635	10/26/2012	1965		0	5	4	9	0	1 A		Y
5797774	-118.489221	34.01601955	8/29/2012	1965		0	3	3	10	0	1 A	Y	
5775461	-118.495198	34.01638385	9/1/2012	1965		0	6	4	21	0	1 A	Y	
5744392	-118.4917	34.01661	7/20/2012	1965		0	5	4	12	0	1 A		Y

Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
5744380	-118.493271	34.01243558	7/25/2012	1965		0	3	3	7	0	1 A		Y
5742542	-118.493748	34.01519811	7/15/2012	1965		0	7	3	3	0	1 A	Y	
5724730	-118.49705	34.01487	7/1/2012	1965		0	7	4	17	0	1 A		Y
5724426	-118.493056	34.01814648	3/5/2012	1965		0	1	3	9	0	1 A		Y
5683842	-118.495613	34.01197393	6/10/2012	1965		0	7	3	8	0	1 A		Y
5674901	-118.496003	34.01573922	6/24/2012	1965		0	7	2	12	0	1 A	Y	Y
5674897	-118.49107	34.01451	6/23/2012	1965		0	6	2	10	0	1 A	Y	
5638329	-118.492922	34.01302652	8/21/2012	1965		0	2	1	11	1	1 A	Y	
5633276	-118.49077	34.01737	6/5/2012	1965		0	2	4	10	0	1 E	Y	
5627122	-118.490006	34.00882124	5/23/2012	1965		0	3	3	9	0	1 A		Y
5606364	-118.48731	34.00955	6/4/2012	1965		0	1	2	12	0	1 A		Y
5597227	-118.493401	34.01647479	4/9/2012	1965		0	1	3	3	0	1 A	Y	
5580971	-118.493437	34.01017633	4/3/2012	1965		0	2	3	17	0	2 A		Y
5559988	-118.494691	34.01157355	3/24/2012	1965		0	6	3	7	0	1 B		Y
5559760	-118.493325	34.01248337	3/18/2012	1965		0	7	3	3	0	1 A		Y
5559740	-118.493291	34.0163806	3/11/2012	1965		0	7	4	5	0	1 A		Y
5551263	-118.494907	34.01617991	2/13/2012	1965		0	1	4	21	0	1 A	Y	
5547457	-118.493494	34.01022989	2/24/2012	1965		0	5	3	17	0	1 A		Y
5535717	-118.49327	34.01795	2/12/2012	1965		0	7	4	6	0	1 A		Y
5535713	-118.49001	34.012	2/7/2012	1965		0	2	4	10	0	1 B	Y	
5514830	-118.49309	34.00987	2/12/2012	1965		0	7	3	8	0	1 A		Y
5514169	-118.4949	34.01139	2/22/2012	1965		0	3	3	11	0	1 A	Y	
5513439	-118.49327	34.01795	2/20/2012	1965		0	1	4	9	0	1 A		Y
5513435	-118.492067	34.01375654	2/21/2012	1965		0	2	4	21	0	1 B	Y	
5500388	-118.49327	34.01795	2/2/2012	1965		0	4	4	8	0	1 -		Y
5493903	-118.49282	34.01756022	2/26/2012	1965		0	7	3	9	0	1 A		Y
5491116	-118.490532	34.01260487	3/2/2012	1965		0	5	4	5	0	1 A		Y
5466685	-118.49077	34.01737	1/9/2012	1965		0	1	4	9	0	1 A		Y
5466665	-118.495345	34.01626538	1/6/2012	1965		0	5	4	17	0	1 A		Y

Influence Area

## Attachment I-3. Public Outreach Supporting Documentation

### List of Colorado Esplanade Public & Stakeholder meetings:

08/25/11 Stakeholder Meetings (OTO, Sears, Paseo del Mar, Pier, Macerich, DTSM Inc, SM Spoke)  
09/14/11 Planning Commission  
09/20/11 Downtown Santa Monica, Inc  
10/06/11 Chamber of Commerce  
10/25/11 Stakeholder (Macerich)  
10/26/11 Community Workshop  
12/13/11 Stakeholder Meetings  
01/21/12 Community Workshop #2  
02/01/12 Planning Commission #2  
02/14/12 City Council Hearing  
03/12/12 Landmarks Commission  
03/15/12 Rec and Parks Commission  
04/16/12 Santa Monica Pier Corporation  
05/09/12 Convention and Visitors Bureau  
05/24/12 Downtown Santa Monica, Inc  
06/04/12 Disabilities Commission  
06/06/12 Planning Commission #3  
06/08/12 stakeholder (Macerich)  
06/20/12 Commission for Senior Community  
07/09/12 Tree (Public Landscape) Meeting #1  
09/17/12 Metro Artist Coordination  
09/17/12 Tree (Public Landscape) Meeting #2  
09/20/12 Tree Meeting follow-up  
10/10/12 Tree Species Subcommittee #1  
12/10/12 Rec and Parks Commission  
12/17/12 Santa Monica Pier Corporation  
01/16/13 Tree Species Subcommittee #2  
02/27/13 Urban Forest Task Force – Tree Species Recommendation  
05/14/13 Council Final Design  
2013-2014 ongoing coordination with OTO (hotel projects) and Macerich



















**PHILIPS**

**Yaya Linear LP, White & Mono**

Vaya Linear LP White & Mono is a reliable and cost effective LED lighting fixture designed for static white or mono colored lighting effects. Yaya Linear LP is ideal for exterior cove lighting and low level grazing applications with a wide 120° beam or elliptical 28°x84° optics. Two lengths and a wide range of available color temperatures make this product versatile and easy to use. Input & Output connectors make installations fast, easy and reliable.

**Key Features**

- Reliable, cost effective LED lighting fixture
- Slim outdoor rated housing
- Input & Output connectors
- Available with 28° x 84° or 120° Beams
- Auto-ranging 100V – 240V, 50 / 60Hz input
- Available in 4 CCTs and 4 Mono Colors
- Interior / Exterior - IP66
- DLC-listed with 5 years limited warranty




**Product Data**

Width	34.8mm (1.4in)
Height	56.6 mm (2.0in) including mounting hinge
Length	610 mm (2 ft)
Mounting	Location adjustable and tilting surface-mount bracket
Source	High-brightness White, Red, Green, Blue or Amber LEDs
Beam Angle	Elliptical (28° x 84°) or Wide (120°)
Luminous Flux (4000K)	600 lumens
CRI (4000K)	80 Ra
Efficacy (4000K)	62 Lumens / Watt
Lumen Maintenance	White: 50,000 hrs L <sub>90</sub> at 25°C, Mono: 50,000 hrs L <sub>90</sub> at 25°C
Housing	Extruded aluminum, anodized finish RAL7043
Weight	1.0 kg (2.2 lbs)
Connection	Power input and output connectors
Lens	Tempered Glass
Control	On/Off; Not dimmable
Input Voltage	100V – 240 VAC, 50 / 60Hz
Power Consumption	10 W (White), 14 W (Mono)
Temperature Range	-20°C to 40°C (-4°F ~ 104°F) start-up temperature -40°C to 40°C (-40°F ~ 104°F) operating temperature
Protection Rating	IP66, Wet location listed, IK07
Certifications	UL / cUL, FCC Class A
Warranty	5 Years

Philips Lighting  
3 Burlington Wood, Drive  
Burlington, MA 01803  
Tel 888 385 5742  
Fax 617 338 0454  
www.colibriindia.com

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Specifications may change without notice.

Rev. 20150223

City of Santa Monica  
Department of Public Works  
1437 4th Street, Suite 300 Santa Monica, CA 90401  
TEL: (310)458-8721 FAX: (310)393-4425  
e-mail: smen@ci.santamonica.ca.us

SANTA MONICA 4TH STREET  
100% DESIGN INTENT  
MAY 13, 2015  
LIGHTING FIXTURE CUT SHEETS

E 08  
4/761

### SANTA MONICA WALKING SURVEY

Please take this short survey, following the instructions, to help make Santa Monica more pedestrian friendly.

1. On average, how often do you walk to school, on errands, to visit friends, or to other destinations? (CIRCLE ONE LETTER)

- a. Every day
- b. 4-5 days per week
- c. 2-3 days per week
- d. At least once per week
- e. At least once per month, but not weekly
- f. Less than once per month

2. If you answered that you walk at least once per week or more frequently, what are the main purposes of your walking trips? (CIRCLE UP TO THREE LETTERS)

- a. Commuting to work or school
- b. Exercise/for my health
- c. Personal errands (to the store, post office, etc)
- d. Required for my job
- e. Drop off/pick up someone
- f. Visit a friend or relative
- g. Walk the dog
- h. Get to a transit stop
- i. Other (PLEASE SPECIFY)

3. If you answered that you walk at least once a month but not weekly, less than once a month or never, what are the main reasons you do not walk? (CIRCLE UP TO THREE LETTERS)

- a. Other transportation is faster
- b. I am involved in other physical activities and do not feel the need to walk more.
- c. Things like speeding vehicles discourage me from walking more.
- d. With work and family responsibilities, I don't have the time or energy to walk more.
- e. There aren't desirable places nearby to walk.
- f. I am not that enthusiastic about walking more.
- g. The level of crime in my neighborhood discourages me from walking more.
- h. The "walk" signs don't give me enough time to cross the street safely.
- i. Dogs or other animals
- j. I don't like bicyclists using the sidewalk or too much pedestrian traffic
- k. I have a disability or other impairment.
- l. Other (PLEASE SPECIFY)

4. When you walk, what is the main reason that you walk instead of using another form of transportation? (CIRCLE ONE LETTER)

- a. Walking is cheaper
- b. Walking is faster
- c. Don't have to find/pay for parking
- d. Enjoy walking
- e. Health/exercise
- f. Spend time with family or friends or pet.
- g. Don't have a car
- h. Other (PLEASE SPECIFY) \_\_\_\_\_

5. What changes would improve the pedestrian experience in Santa Monica? (CIRCLE UP TO THREE LETTERS)

- a. More marked crosswalks
- b. Wider sidewalks
- c. Smoother, more even sidewalk surfaces
- d. More shade trees
- e. Benches
- f. More street lights
- g. Better light on sidewalks
- h. More stores/services close to my home
- i. Better way to get across freeway.
- j. Other (PLEASE SPECIFY) \_\_\_\_\_

6. Please tell us your favorite place to walk in Santa Monica and why you like it. \_\_\_\_\_

7. What is the worst location for pedestrians in your neighborhood and what changes would make it better? \_\_\_\_\_

8. What is your home zip code? \_\_\_\_\_

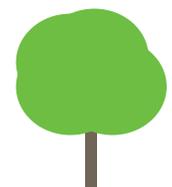
9. What is your age range?

- a. 18-29
- b. 30-39
- c. 40-49
- d. 50-64
- e. 65+

10. Are you:

Male Female

*Thank you!*



# SANTA MONICA WALKS!

## ENCUESTA PARA SANTA MONICA WALKING

Por favor llene esta corta encuesta, siguiendo las instrucciones, para ayudarnos a convertir a Santa Mónica en una ciudad mejor para los peatones.

1. Usualmente, con qué frecuencia camina a la escuela, para hacer un mandado, para visitar a amigos o para ir a otros lugares? (Seleccione una respuesta.)

- Todos los días
- 4-5 veces por semana
- 2-3 veces por semana
- Por lo menos una vez por semana
- Por lo menos una vez por mes, pero no todas las semanas
- Menos de una vez por mes
- Jamás

2. Si usted camina por lo menos una vez por semana, por qué camina?

(Seleccione hasta tres respuestas.)

- Para llegar al trabajo o a la escuela
- Para hacer ejercicio/ por salud
- Por necesidad, por ejemplo, para ir al supermercado o a la farmacia
- Porque en mi trabajo tengo que caminar
- Para ir a dejar o a recoger a alguien
- Para visitar amigos o familiares
- Para pasear al perro
- Para llegar a la parada de bus o tren
- Otra razón. Por favor especifique.

3. Si usted respondió que camina por lo menos una vez por mes, pero no más, por qué no camina más? (Seleccione hasta tres respuestas.)

- Es más rápido ir en bus, tren, auto o por bicicleta
- Hago otras actividades físicas y no siento la necesidad de caminar más
- Caminar es peligroso porque los autos van demasiado rápido
- No me queda energía para caminar después del trabajo y mis responsabilidades en mi hogar
- En mi barrio no hay lugares para caminar que me atraen
- No me gusta caminar
- Mi barrio no es seguro para caminar, hay demasiado crimen
- Los semáforos en los cruces de calles no me dan suficiente tiempo para cruzar
- Temo o me molestan los perros y otros animales
- No me gusta que personas en bicicleta andan en la vereda o encuentro que hay demasiados otros peatones en las veredas
- Por discapacidad o enfermedad que no permite caminar
- Otra razón. Por favor especifique:

4. Cuando usted camina, cual es la razón principal por la cual camina en vez de tomar otro tipo de transporte? (Seleccione una respuesta.)

- Caminar es más económico
- Caminar es más rápido
- Si camino no tengo que buscar dónde estacionar o pagar por estacionamiento
- Me gusta caminar
- Por salud/por hacer ejercicio
- Porque cuando camino disfruto de pasar tiempo con mi familia, con amigos o con mi perro
- Porque no tengo auto
- Otra razón. Por favor especifique:

5. Cuales cambios ayudarían a los peatones en Santa Mónica?

(Seleccione hasta tres respuestas.)

- Se necesita mejor señalización en los cruces de calles
- Veredas más anchas
- Veredas en mejores condiciones
- Más arboles que den sombra
- Más bancas o lugares dónde sentarse
- Mejor iluminación
- Mejor luz en la vereda
- Si hubieran más tiendas o servicios cerca a mi hogar, caminaría más
- Si hubiera mejor facilidad para cruzar una carretera grande
- Otra razón. Por favor especifique:

6. Cuéntenos, cual es su lugar preferido para caminar en Santa Mónica y por qué?

7. Cuál es el peor lugar para los peatones en su barrio y que cambios haría para mejorarlo?

8. Cuál es su código postal? \_\_\_\_\_

9. Qué edad tiene?

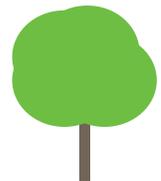
- 18-29
- 30-39
- 40-49
- 50-64
- 65+

10. Cuál es su género?

Masculino

Femenino

Gracias!



[www.santamonicawalks.org](http://www.santamonicawalks.org)

Attachment I-3B. Colorado Esplanade Outreach



Join the City of Santa Monica for a Site Walk and Community Workshop to reimagine Colorado Avenue's streetscape from 4th Street to Ocean Avenue.

The Colorado

# ESPLANADE

TWO EVENTS  
Wednesday, October 26th

Site Walk: 6:00-6:45PM  
meet at intersection of Main/Colorado

Workshop: 7:00-9:00PM  
Ken Edwards Center

The City invites you to help shape the future Colorado Esplanade from 4th St. to Ocean Ave.

Please join us on a site walk of the project area, followed by an interactive community workshop to explore design ideas.

WEDNESDAY, OCTOBER 26TH

Site Walk  
6:00-6:45PM  
meet at Main/  
Colorado

Workshop  
7:00-9:00PM  
Ken Edwards  
Center

First-class Mail  
U.S. Postage  
PAID  
Permit 222  
Santa Monica, CA

- **SITE WALK:** Tour of the project area with the internationally-renown designers, Peter Walker Partners, to share impressions of the site and identify significant features.
- **COMMUNITY WORKSHOP:** Participate in a discussion about the Colorado Esplanade enhancements, and explore ideas to improve walking, bicycling, circulation and ways to enhance this gateway to the City with landscaping and public art

Your early input is key to create a community vision for this new amenity to be enjoyed by all Santa Monicans.

RSVP to ensure accurate accommodations  
DowntownPlan@smgov.net or 310.458.8341

Big Blue Bus lines Lines 1, 2, 3, 4, 5, 7, 8 and 9 serve the Ken Edwards Center. Bike parking will be available.

To request disability-related accommodations, please contact 310.458.8341.

Esto es una noticia sobre talleres para planear el futuro de Santa Monica. Para mas información llame a Peter James al numero 310.458.8341.





Join the City of Santa Monica for a **COMMUNITY WORKSHOP** to review exciting new concepts for reimagining Colorado Avenue's streetscape from 4th Street to Ocean Avenue.

# The Colorado ESPLANADE

**Saturday, January 21st 10:00AM - 12:00 PM**  
 Ken Edwards Center  
 1527 4th Street, Santa Monica



The Planning and Community Development Department invites you to the second Colorado Esplanade workshop to view the new complete street concept created by the highly-acclaimed landscape architecture team from Peter Walker Partners, and to get your input on important design components.

Please join us on Jan. 21st at 10AM to discuss:

- **NEW STREET CONFIGURATION:** See the proposed new multi-modal street layout including widened sidewalks, new bicycle lanes, and reconfigured lanes and intersections to achieve optimal flow for all users.
- **CONCEPT DESIGN:** Give us your thoughts on the proposed lighting, paving, art and landscaping concepts and other amenities that will make the Esplanade an exciting and memorable Santa Monica experience.

The re-imagined Colorado Esplanade will serve the high volume of visitors to Santa Monica's beaches, Downtown and Civic Center. Come and be part of the planning of this important and exciting City project.

**RSVP** to ensure accurate accommodations  
[DowntownPlan@smgov.net](mailto:DowntownPlan@smgov.net) or **310.458.8341**

Big Blue Bus lines Lines 1, 2, 3, 4, 5, 7, 8 and 9 serve the Ken Edwards Center. Bike parking will be available.

To request disability-related accommodations, please contact 310.458.8341.

Esto es una noticia sobre talleres para planear el futuro de Santa Monica. Para mas información llame a Peter James al numero 310.458.8341.

**Saturday, Jan. 21**  
 10AM-12:00 PM  
 Ken Edwards Center  
 1527 4th Street  
 Santa Monica, 90401

First-class Mail  
 U.S. Postage  
 PAID  
 Permit 222  
 Santa Monica, CA



**Attachment I-3C. Santa Monica High School**

## Safe Routes to School Recommendations

## INTERSECTION IMPROVEMENTS

Proposed modifications to intersections improve conditions for pedestrians and skateboards, and aim to improve roadway safety for all users. The following graphics and text describe recommended intersection improvements. The graphics are conceptual in nature and are for planning purposes only. All proposed corner modifications—bulb-outs and reduced curb returns—will include perpendicular curb ramps and will be designed so that effective curb radius is small, in order to constrain the speed of turning vehicles. Additionally, all signalized intersections that do not currently have bicycle detection will have this feature added.

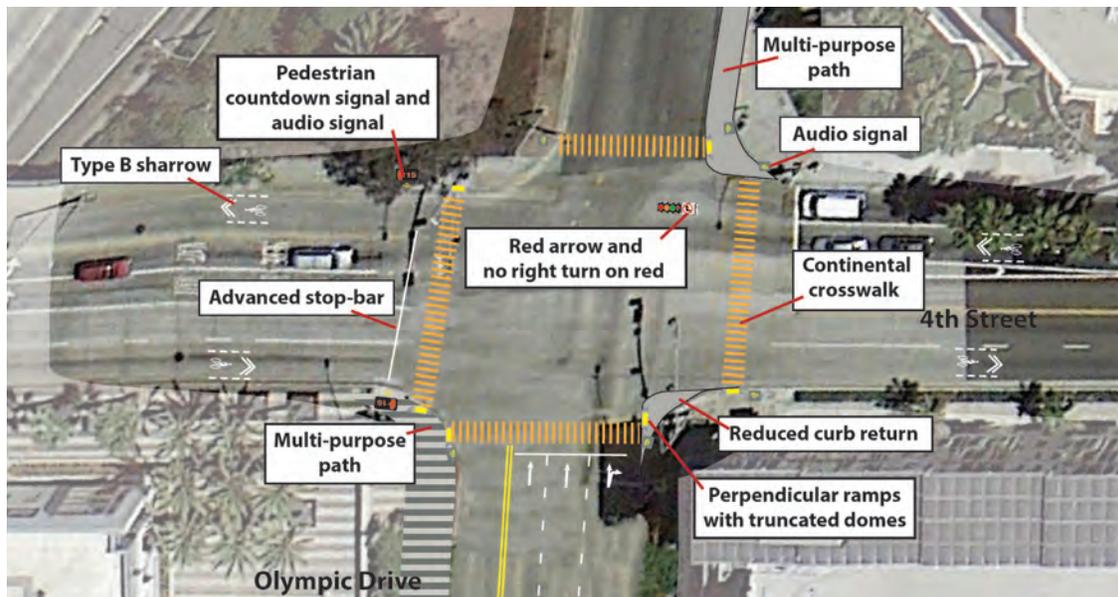
### 1) OLYMPIC DRIVE AND 4TH STREET

EXISTING

- Olympic Dr. west of 4th St. has one westbound lane and three eastbound lanes, including a left/through lane and a right/through lane
- Olympic Dr. east of 4th St., is one-way eastbound with three lanes
- 4th St. north of Olympic Dr. has two through lanes, one right-turn lane, and two left-turn lanes
- 4th St. south of Olympic Dr. has three through lanes, a left-turn lane, and a right-turn lane
- Signalized intersection with protected lefts
- Crossing of the north leg prohibited
- Countdown signals and advanced stop bars on all crossings

PROPOSED

- Permit crossing of north leg (coordinate with Caltrans)
- Add ramps (2), ped-heads with countdown signal (2), and advanced stop bar (1) to cross north leg
- Add yellow continental crosswalks to all crossings (4)
- Option: Add audio signals to all crossings (8)
- Add red arrow for northbound vehicles on 4th Street (school hours only)
- Add leading pedestrian interval to walk phase on crossing of Olympic Dr. (school hours only)
- Add widened sidewalk/multipurpose path on south side of Olympic Dr. east of 4th St., and on the north side west of 4th St.



## Attachment I-4. Public Health Supporting Documentation

---

**From:** Chandini Singh [<mailto:csingh@ph.lacounty.gov>]  
**Sent:** Tuesday, May 19, 2015 3:08 PM  
**To:** Laura Beck  
**Cc:** Travis Page; Sarah Lejeune; Colleen E. Stoll  
**Subject:** RE: ATP2 Application for 20th Street Bridge Crossing

**Hi Laura,**

Please find a letter of support attached for the 20<sup>th</sup> Street Bridge project attached.

**Hi Travis, Sarah, and Colleen,**

I am preparing letters of support for your project and you will get them no later than Thursday COB.

**All,**

We don't have further information on how to **quantify** the benefits associated with walking and bicycling infrastructure improvements beyond those that we listed in our guidance document (attached). You can of course discuss the relationship between walking/biking and longevity/health more generally for different population groups – Active Living Research has a good infographic on the connection between physical activity & transportation; AARP has a lot of research on the benefits of physical activity for seniors. You can then make the connection of increased bike / walk = more physical activity = health benefits. Each of the links here exists – and is quantified to some extent in different research; however, I don't have a great answer for creating a methodology for a specific calculation to use and skipping to the end (bike / walk = health benefits).

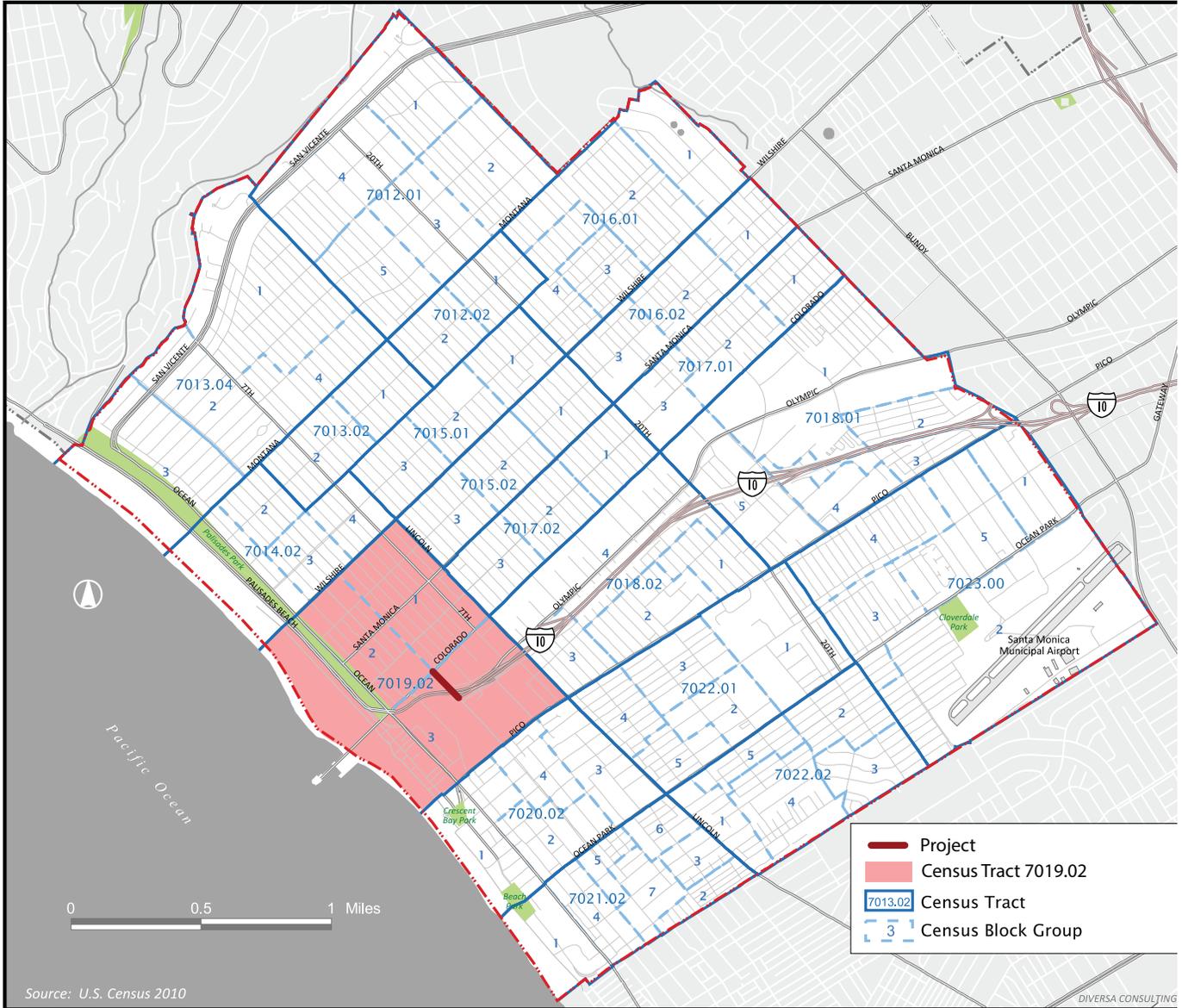
It sounds like you have very localized data from RAND, but it might make sense to use some of our DPH data (again, highlighted in guidance document) for some of the larger measures around obesity, etc. or reference some of DPH's published reports to justify why you're doing what you're doing (good ones are obesity and related mortality, social determinants of health, and the active transportation and built environment report).

Apologies for not being more helpful on your questions; but we will provide the letters ASAP.

Thanks!  
Chanda

# Attachment I-5. Disadvantaged Community Supporting Documentation

**Boundaries of Disadvantaged Community**  
Census Tract 7019.02



## REGIONAL HOUSING NEEDS ASSESSMENT

### RHNA Allocation

As part of the process of updating local housing elements, the State Department of Housing and Community Development (HCD) prepares Regional Housing Needs Assessments (RHNA) that are assigned to each region of the state. The RHNA quantifies for each region a goal for producing housing to accommodate anticipated future growth. In Southern California, the RHNA process is delegated to the [Southern California Association of Governments \(SCAG\)](#), as the metropolitan planning agency, and SCAG assigns a RHNA allocation to each jurisdiction within its boundaries.

Communities are required to use the RHNA to prepare their housing elements, which must identify suitable sites with appropriate zoning to enable housing units to be constructed accordingly. The RHNA does not necessarily encourage or promote growth, but rather is intended to ensure that all communities provide potential to absorb their "fair share" of new housing, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

Santa Monica's allocation in the 5<sup>th</sup> Cycle (2014-2021) RHNA, approved by SCAG on [October 4, 2012](#), is shown below. For this cycle, RHNA allocation has been coordinated with SCAG's Regional Transportation Plan (RTP), reflecting State policy direction to integrate land use and transportation planning for better regional coordination.

Housing Units (Total)	Very Low Income	Low Income	Moderate	Market Rate	Affordable % (including Moderate)
1674	428	263	283	700	58%

### 2008 - 2014 RHNA - How did we do?

#### Previous Planning Period

For the Housing Element update, staff is reviewing past performance, including an evaluation of how much new housing, both market rate and affordable, was created during the previous RHNA planning period (January 1, 2006 to June 30, 2014), during which the City of Santa Monica was allocated 662 units. The chart below is an interim evaluation for the draft Housing Element. It should be noted that analysis conducted in 2012 is mid-cycle, as the RHNA period extends through 2014.

New Units Permitted and Completed/Scheduled for Completion Between Jan. 1, 2006 and June 11, 2012	2008-2014 RHNA Allocation (Quantified Objective)						Affordable as % of Total
	TOTAL	%	V LOW	LOW	MODERATE	MARKET	
In Commercial Zones	972	63%	133	6	414	419	57%
New Single Family in ALL Residential Zones	184	12%				184	N/A
New Multifamily Units in Residential Zones	388	25%	118	79		191	51%
<b>All Zones Citywide</b>	<b>1,544</b>	<b>100%</b>	<b>251</b>	<b>85</b>	<b>414</b>	<b>794</b>	<b>49%</b>
<b>2008-2014 RHNA Allocation (Quantified Objective)</b>	<b>662</b>		<b>164</b>	<b>107</b>	<b>114</b>	<b>277</b>	<b>58%</b>
<b>Units in excess and as a % of Housing Element Quantified Objective</b>	<b>882</b>	<b>233%</b>	<b>87</b>	<b>-22</b>	<b>300</b>	<b>517</b>	<b>41%</b>
<b>New multi-family housing units only (excl. SFD)</b>	<b>1,360</b>						<b>55%</b>

In the past six years, housing units - both affordable and market rate - have been built in Santa Monica exceeding the RHNA by 233%.

55% of the multi-family units were deed-restricted affordable.

For more information, please visit: [Southern California Association of Governments \(SCAG\)](#)

**Calculation of Census Tract 7019.02 Median Household Income with Occupancy of 164 Affordable Units**

B19001 : HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) - Universe: Households  
 2009-2013 American Community Survey 5-Year Estimates

	PRE-OCCUPANCY		POST-OCCUPANCY		Census Tract 7019.02, Los Angeles Median Breakpoint
	Santa Monica city, Estimate	Margin of	Census Tract 7019.02, Estimate	Margin of	
Total:					
Less than \$10,000	\$7,250	46,439	2,527	+/-189	164
\$10,000 to \$14,999	\$13,863	2,945	157	+/-92	2691
\$15,000 to \$19,999	\$18,113	3,203	400	+/-157	157
\$20,000 to \$24,999	\$24,268	1,482	158	+/-77	400
\$25,000 to \$29,999	\$29,268	1,694	109	+/-80	158
\$30,000 to \$34,999	\$34,268	1,381	49	+/-42	169
\$35,000 to \$39,999	\$38,268	1,485	102	+/-80	63
\$40,000 to \$44,999	\$43,268	1,459	42	+/-51	100
\$45,000 to \$49,999	\$48,268	1,364	82	+/-66	102
\$50,000 to \$59,999	\$57,750	2,820	108	+/-88	95
\$60,000 to \$74,999	\$70,875	3,858	215	+/-131	82
\$75,000 to \$99,999	\$91,875	5,346	229	+/-114	215
\$100,000 to \$124,999	\$118,125	4,626	278	+/-177	229
\$125,000 to \$149,999	\$144,375	3,178	124	+/-82	278
\$150,000 to \$199,999	\$185,750	3,575	93	+/-79	124
\$200,000 or more	\$293,759	6,327	318	+/-148	93
<b>Mean Household Income</b>	<b>\$109,645</b>		<b>\$90,755</b>		<b>\$87,267</b>
<b>Median Household Income</b>	<b>\$73,649</b>		<b>\$58,750</b>		<b>\$47,378</b>
<b>Statewide Median Household Income</b>					<b>\$61,094</b>
<b>Census Tract HH Income as % of State</b>					<b>78%</b>

\$48,875.20

**Calculation of Census Tract 7019.02 Median Household Income with Occupancy of 164 Affordable Units  
California Tax Credit Allocation Rerpot**

Project Number CA-2011-888

Source: <http://www.treasurer.ca.gov/ctcac/staff/2011/20111018/888.pdf>

Project Name: The Village Santa Monica

Occupancy Date: 01/30/2014

1725 Ocean Avenue

Unit Mix	AMI Threshold	Units	HH Income Target
10 SRO/Studio Units	30%	60	\$22,095
28 1-Bedroom Units	50%	47	\$36,825
56 2-Bedroom Units	60%	53	\$44,189
66 3-Bedroom Units			
160 Total Units		160	

Unit Type and Number	Targeted AMI %
4 SRO/Studio	30%
6 SRO/Studio	60%
10 1 Bedroom	30%
9 1 Bedroom	50%
9 1 Bedroom	60%
22 2 Bedrooms	30%
17 2 Bedrooms	50%
17 2 Bedrooms	60%
24 3 Bedrooms	30%
21 3 Bedrooms	50%
21 3 Bedrooms	60%

Project Name: Unknown

Occupancy Date: 08/04/2013

519 Santa Monica Blvd

AMI Threshold	Units	HH Income Target
50%	4	\$36,825

## U.S. Census Bureau

AMERICAN  
FactFinder

B19001

## HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

Universe: Households

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 7019.02, Los Angeles County, California		Santa Monica city, California	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	2,527	+/-189	46,439	+/-800
Less than \$10,000	157	+/-92	2,945	+/-376
\$10,000 to \$14,999	400	+/-157	3,203	+/-444
\$15,000 to \$19,999	158	+/-77	1,482	+/-281
\$20,000 to \$24,999	109	+/-80	1,694	+/-277
\$25,000 to \$29,999	63	+/-52	1,696	+/-295
\$30,000 to \$34,999	49	+/-42	1,381	+/-255
\$35,000 to \$39,999	102	+/-80	1,485	+/-275
\$40,000 to \$44,999	42	+/-51	1,459	+/-268
\$45,000 to \$49,999	82	+/-66	1,364	+/-267
\$50,000 to \$59,999	108	+/-88	2,820	+/-387
\$60,000 to \$74,999	215	+/-131	3,858	+/-411
\$75,000 to \$99,999	229	+/-114	5,346	+/-503
\$100,000 to \$124,999	278	+/-177	4,626	+/-405
\$125,000 to \$149,999	124	+/-82	3,178	+/-383
\$150,000 to \$199,999	93	+/-79	3,575	+/-310
\$200,000 or more	318	+/-148	6,327	+/-463

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

## U.S. Census Bureau

AMERICAN  
FactFinder

DP03

## SELECTED ECONOMIC CHARACTERISTICS

## 2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 7019.02, Los Angeles County, California				Santa Monica city, California
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
<b>EMPLOYMENT STATUS</b>					
Population 16 years and over	3,532	+/-301	3,532	(X)	79,388
In labor force	2,347	+/-288	66.4%	+/-7.0	55,984
Civilian labor force	2,347	+/-288	66.4%	+/-7.0	55,935
Employed	1,942	+/-307	55.0%	+/-7.7	50,461
Unemployed	405	+/-134	11.5%	+/-3.8	5,474
Armed Forces	0	+/-12	0.0%	+/-1.0	49
Not in labor force	1,185	+/-284	33.6%	+/-7.0	23,404
Civilian labor force	2,347	+/-288	2,347	(X)	55,935
Percent Unemployed	(X)	(X)	17.3%	+/-5.9	(X)
Females 16 years and over	1,664	+/-226	1,664	(X)	41,439
In labor force	1,047	+/-220	62.9%	+/-9.0	27,261
Civilian labor force	1,047	+/-220	62.9%	+/-9.0	27,261
Employed	833	+/-190	50.1%	+/-9.7	24,806
Own children under 6 years	82	+/-89	82	(X)	4,954
All parents in family in labor force	58	+/-78	70.7%	+/-49.1	3,442
Own children 6 to 17 years	55	+/-72	55	(X)	7,601
All parents in family in labor force	55	+/-72	100.0%	+/-41.5	5,204
<b>COMMUTING TO WORK</b>					
Workers 16 years and over	1,905	+/-306	1,905	(X)	49,017
Car, truck, or van -- drove alone	1,073	+/-274	56.3%	+/-11.7	35,218
Car, truck, or van -- carpooled	142	+/-96	7.5%	+/-5.1	2,025
Public transportation (excluding taxicab)	50	+/-45	2.6%	+/-2.4	1,883
Walked	430	+/-201	22.6%	+/-9.9	2,731
Other means	86	+/-109	4.5%	+/-5.4	2,483
Worked at home	124	+/-111	6.5%	+/-5.7	4,677
Mean travel time to work (minutes)	23.1	+/-4.1	(X)	(X)	26.2
<b>OCCUPATION</b>					

Subject	Census Tract 7019.02, Los Angeles County, California				Santa Monica city, California
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Civilian employed population 16 years and over	1,942	+/-307	1,942	(X)	50,461
occupations					
Management, business, science, and arts	1,344	+/-282	69.2%	+/-9.8	32,925
Service occupations	161	+/-111	8.3%	+/-5.6	5,193
Sales and office occupations	357	+/-134	18.4%	+/-6.3	10,083
Natural resources, construction, and maintenance	13	+/-21	0.7%	+/-1.0	938
occupations					
Production, transportation, and material moving	67	+/-54	3.5%	+/-2.7	1,322
occupations					
INDUSTRY					
Civilian employed population 16 years and over	1,942	+/-307	1,942	(X)	50,461
Agriculture, forestry, fishing and hunting, and mining	0	+/-12	0.0%	+/-1.8	48
Construction	13	+/-21	0.7%	+/-1.0	1,124
Manufacturing	143	+/-80	7.4%	+/-3.9	2,689
Wholesale trade	27	+/-31	1.4%	+/-1.6	1,173
Retail trade	204	+/-118	10.5%	+/-5.7	3,530
Transportation and warehousing, and utilities	17	+/-24	0.9%	+/-1.2	911
Information	242	+/-140	12.5%	+/-6.7	6,232
Finance and insurance, and real estate and rental	258	+/-149	13.3%	+/-7.9	4,822
and leasing					
Professional, scientific, and management, and	554	+/-242	28.5%	+/-10.8	10,225
administrative and waste management services					
Educational services, and health care and social	216	+/-109	11.1%	+/-5.5	11,332
assistance					
Arts, entertainment, and recreation, and	149	+/-96	7.7%	+/-4.9	4,983
accommodation and food services					
Other services, except public administration	67	+/-74	3.5%	+/-3.8	2,339
Public administration	52	+/-67	2.7%	+/-3.4	1,053
CLASS OF WORKER					
Civilian employed population 16 years and over	1,942	+/-307	1,942	(X)	50,461
Private wage and salary workers	1,674	+/-323	86.2%	+/-7.9	38,711
Government workers	114	+/-81	5.9%	+/-4.0	4,817
Self-employed in own not incorporated business	154	+/-128	7.9%	+/-6.7	6,816
workers					
Unpaid family workers	0	+/-12	0.0%	+/-1.8	117
INCOME AND BENEFITS (IN 2013 INFLATION- ADJUSTED DOLLARS)					
Total households	2,527	+/-189	2,527	(X)	46,439
Less than \$10,000	157	+/-92	6.2%	+/-3.7	2,945
\$10,000 to \$14,999	400	+/-157	15.8%	+/-5.6	3,203
\$15,000 to \$24,999	267	+/-116	10.6%	+/-4.6	3,176
\$25,000 to \$34,999	112	+/-68	4.4%	+/-2.7	3,077
\$35,000 to \$49,999	226	+/-108	8.9%	+/-4.3	4,308
\$50,000 to \$74,999	323	+/-159	12.8%	+/-6.4	6,678
\$75,000 to \$99,999	229	+/-114	9.1%	+/-4.5	5,346
\$100,000 to \$149,999	402	+/-183	15.9%	+/-6.9	7,804
\$150,000 to \$199,999	93	+/-79	3.7%	+/-3.1	3,575
\$200,000 or more	318	+/-148	12.6%	+/-5.7	6,327
Median household income (dollars)	58,750	+/-15,044	(X)	(X)	73,649
Mean household income (dollars)	90,755	+/-17,825	(X)	(X)	109,645
With earnings	1,743	+/-195	69.0%	+/-6.4	37,286
Mean earnings (dollars)	116,218	+/-23,501	(X)	(X)	113,618
With Social Security	610	+/-143	24.1%	+/-5.4	9,941
Mean Social Security income (dollars)	13,425	+/-1,952	(X)	(X)	16,411
With retirement income	222	+/-98	8.8%	+/-3.9	4,775
Mean retirement income (dollars)	12,993	+/-6,150	(X)	(X)	27,687
With Supplemental Security Income	251	+/-145	9.9%	+/-5.4	2,095

Subject	Census Tract 7019.02, Los Angeles County, California				Santa Monica city, California
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Mean Supplemental Security Income (dollars)	8,724	+/-2,214	(X)	(X)	9,183
With cash public assistance income	55	+/-55	2.2%	+/-2.2	973
Mean cash public assistance income (dollars)	21,811	+/-4,248	(X)	(X)	4,967
With Food Stamp/SNAP benefits in the past 12 months	0	+/-12	0.0%	+/-1.4	1,049
Families	523	+/-161	523	(X)	17,746
Less than \$10,000	0	+/-12	0.0%	+/-6.5	385
\$10,000 to \$14,999	0	+/-12	0.0%	+/-6.5	505
\$15,000 to \$24,999	102	+/-79	19.5%	+/-13.8	965
\$25,000 to \$34,999	23	+/-38	4.4%	+/-7.4	647
\$35,000 to \$49,999	23	+/-26	4.4%	+/-5.0	1,380
\$50,000 to \$74,999	70	+/-63	13.4%	+/-12.4	2,163
\$75,000 to \$99,999	88	+/-85	16.8%	+/-15.2	1,974
\$100,000 to \$149,999	41	+/-52	7.8%	+/-9.3	3,327
\$150,000 to \$199,999	44	+/-52	8.4%	+/-9.6	1,835
\$200,000 or more	132	+/-94	25.2%	+/-16.0	4,565
Median family income (dollars)	76,942	+/-33,414	(X)	(X)	112,016
Mean family income (dollars)	131,219	+/-38,371	(X)	(X)	161,097
Per capita income (dollars)	62,977	+/-12,061	(X)	(X)	57,390
Nonfamily households	2,004	+/-240	2,004	(X)	28,693
Median nonfamily income (dollars)	47,304	+/-19,042	(X)	(X)	54,936
Mean nonfamily income (dollars)	80,195	+/-18,637	(X)	(X)	76,885
Median earnings for workers (dollars)	54,821	+/-25,247	(X)	(X)	51,738
Median earnings for male full-time, year-round workers (dollars)	100,586	+/-36,274	(X)	(X)	80,747
Median earnings for female full-time, year-round workers (dollars)	90,865	+/-25,072	(X)	(X)	65,571
<b>HEALTH INSURANCE COVERAGE</b>					
Civilian noninstitutionalized population	3,680	+/-380	3,680	(X)	89,942
With health insurance coverage	3,111	+/-416	84.5%	+/-6.6	79,990
With private health insurance	2,326	+/-390	63.2%	+/-8.0	68,615
With public coverage	1,046	+/-220	28.4%	+/-5.8	19,140
No health insurance coverage	569	+/-245	15.5%	+/-6.6	9,952
Civilian noninstitutionalized population under 18 years	150	+/-155	150	(X)	12,842
No health insurance coverage	13	+/-21	8.7%	+/-18.3	722
Civilian noninstitutionalized population 18 to 64 years	2,775	+/-311	2,775	(X)	63,691
In labor force:	2,254	+/-281	2,254	(X)	52,759
Employed:	1,874	+/-299	1,874	(X)	47,533
With health insurance coverage	1,698	+/-304	90.6%	+/-6.5	42,032
With private health insurance	1,698	+/-304	90.6%	+/-6.5	41,260
With public coverage	54	+/-58	2.9%	+/-3.2	1,316
No health insurance coverage	176	+/-122	9.4%	+/-6.5	5,501
Unemployed:	380	+/-131	380	(X)	5,226
With health insurance coverage	199	+/-93	52.4%	+/-20.5	3,429
With private health insurance	194	+/-93	51.1%	+/-20.9	3,050
With public coverage	14	+/-19	3.7%	+/-5.1	498
No health insurance coverage	181	+/-108	47.6%	+/-20.5	1,797
Not in labor force:	521	+/-225	521	(X)	10,932
With health insurance coverage	322	+/-143	61.8%	+/-24.2	9,070
With private health insurance	153	+/-92	29.4%	+/-17.3	6,986
With public coverage	186	+/-113	35.7%	+/-19.3	2,575
No health insurance coverage	199	+/-174	38.2%	+/-24.2	1,862

Subject	Census Tract 7019.02, Los Angeles County, California				Santa Monica city, California
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL					
All families	(X)	(X)	0.0%	+/-6.5	(X)
With related children under 18 years	(X)	(X)	0.0%	+/-31.9	(X)
With related children under 5 years only	(X)	(X)	0.0%	+/-92.8	(X)
Married couple families	(X)	(X)	0.0%	+/-7.1	(X)
With related children under 18 years	(X)	(X)	0.0%	+/-31.9	(X)
With related children under 5 years only	(X)	(X)	0.0%	+/-92.8	(X)
Families with female householder, no husband present	(X)	(X)	0.0%	+/-62.8	(X)
With related children under 18 years	(X)	(X)	-	**	(X)
With related children under 5 years only	(X)	(X)	-	**	(X)
All people	(X)	(X)	16.2%	+/-4.1	(X)
Under 18 years	(X)	(X)	0.0%	+/-22.3	(X)
Related children under 18 years	(X)	(X)	0.0%	+/-22.3	(X)
Related children under 5 years	(X)	(X)	0.0%	+/-40.4	(X)
Related children 5 to 17 years	(X)	(X)	0.0%	+/-34.0	(X)
18 years and over	(X)	(X)	16.9%	+/-4.2	(X)
18 to 64 years	(X)	(X)	15.2%	+/-4.5	(X)
65 years and over	(X)	(X)	23.0%	+/-11.5	(X)
People in families	(X)	(X)	0.0%	+/-2.8	(X)
Unrelated individuals 15 years and over	(X)	(X)	24.4%	+/-6.1	(X)

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# 1 Results Overview for Project

**Table 1. Results by Benefits Category**

<b>Result Category</b>	<b>Result Value</b>
Total Mobility Benefits	\$3,077,704
Health Benefits	\$485,396
Recreational Benefits	\$2,453,548
Safety Benefits	\$3,757,523
Gas & Emission Benefits	\$59,118
<b>Sum Total Benefits</b>	<b>\$9,833,290</b>
<b>Sum Present Value Benefits</b>	<b>\$6,512,387</b>
<b>Sum Total Project Cost</b>	<b>\$2,015,875</b>
<b>Sum Present Value Cost</b>	<b>\$1,938,341</b>
<b>Net Present Value</b>	<b>\$4,574,045</b>
BCA Ratio	3.36
Net Present Cost of Funds Requested	\$1,550,673
Benefits to Funds Requested Ratio	4.20

The table above includes the breakdown of results for the project. As shown in the table, the project net present value is \$4.57 million, and the benefit to cost ratio is 3.36. This means that for every dollar invested, the project will generate \$3.36 in benefits. With a positive benefit-to-cost ratio greater than one, any funds invested in this project will be well-leveraged. Total funding requested from the State for this project is \$1.61 million (or present value of \$1.55 million), which equates to a benefit-to-funds requested ratio of 4.20.

As shown in the table, the largest benefit category expected from the project is safety. This makes sense given the various safety design elements of the project, which aim to address the narrow sidewalks and bike lane gaps that currently exist in the study area. Specifically, the project will create a complete Class III bike lane which connects to the larger bike network and future Expo LRT station. To improve pedestrian safety, the project will implement shorter pedestrian crossing distances, widened and repaved sidewalks, pedestrian lights, new guardrails, and ADA curb ramps.

Mobility and recreation benefits are also key drivers of the total project benefits. The bike path improved by the project will connect cyclists to the larger bike network and to the future LRT station. This will improve mobility for cyclists using the corridor to access another location. Once the LRT station opens, more pedestrian traffic is expected. The project will provide improved pedestrian access to the station given the safety design elements mentioned above. Because the project will also improve landscaping in the study area, pedestrians and cyclists may also choose to use the corridor for recreation.

## 2 Screenshots of Model Results for Project

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

## 2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

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



## 2.3 Infrastructure Inputs

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

Figure 2-3. Infrastructure Inputs

<b>Bike Projects (Daily Person Trips for All Users) (Box 1A)</b>			<b>Project Costs (Box 1D)</b>		
	Without Project	With Project	Non-SR2S Infrastructure Project Cost	\$2,015,875	
Existing	173		SR2S Infrastructure Project Cost	\$0	
Forecast (1 Yr after completion)	214	263			
	Commuters	Recreational Users			
Existing Trips	35	71			
New Daily Trips (estimate)	11	16			
(1 YR after completion) (actual)	11	16			
<b>Project Information- Non SR2S Infrastructure</b>			<b>ATP Requested Funds (Box 1E)</b>		
Bike Class Type		Bike Class III	Non-SR2S Infrastructure	\$1,612,700	
Average Annual Daily Traffic (AADT)		1500	SR2S Infrastructure	\$0	
			<b>CRASH DATA (Box 1F)</b>		
			Last 5 Yrs	Annual Average	
			Fatal Crashes	0	
			Injury Crashes	19	
			PDO	0	
<b>Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)</b>			<b>SAFETY COUNTERMEASURES (improvements) (Box 1G)</b>		
	Without Project	With Project		Y or N (Capitalized)	
Existing	1601		<b>Signalized Intersection</b>	Pedestrian countdown signal heads	N
Forecast (1 YR after project completion)	2241	2465		Pedestrian crossing	Y
				Advance stop bar before crosswalk	Y
	Without Project	With Project	<b>Unsignalized Intersection</b>	Install overpass/underpass	N
Existing step counts (600 steps=0.3mi=1 trip)	0	0		Raised medians/refuge islands	N
Existing miles walked	0	0		Pedestrian crossing (new signs and markings only)	N
			<b>Roadways</b>	Pedestrian crossing (safety features/curb extensions)	N
<b>Safe Routes to School (SR2S) (Box 1C)</b>				Pedestrian signals	N
		Total		Bike lanes	Y
Number of student enrollment		0		Sidewalk/pathway (to avoid walking along roadway)	N
Approximate no. of students living along school route proposed for improvement		0		Pedestrian crossing (with enhanced safety features)	N
Percentage of students that currently walk or bike to school		0%	Pedestrian crossing	N	
Projected percentage of students that will walk or bike to school after the project		0.00%	<b>Other reduction factor countermeasures</b>		
				N	

## 2.4 Non-Infrastructure Inputs

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

Figure 2-4. Non-Infrastructure Inputs

<b>Outreach (SR2S)- (Box 2A)</b> Participants (School Enrollment) <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>		<b>Outreach (Non SR2S)- (Box 2B)</b> Participants <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>													
<b>Perception (must be marked with an "x")- (Box 2C)</b> <i>Mark all applicable categories with an "x"</i> Outreach is Hands-on (self-efficacy) <input type="checkbox"/> Overcome Barriers (e.g., dist, time, etc.) <input type="checkbox"/> Eliminates Hazards/Threats (speed, crime, etc.) <input type="checkbox"/> Connected or Addresses Connectivity Challenge <input type="checkbox"/> Creating Value in Using Active Transportation <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="0"/>		<b>Promotional Effort (must be marked with an "x")- (Box 2D)</b> <i>Mark all applicable categories with an "x"</i> Effort Targets 5 E's or 5 P's <input type="checkbox"/> Knowledgeable Staff/Educator <input type="checkbox"/> Partnership/Volunteers <input type="checkbox"/> Creates Community Ownership/Relationship <input type="checkbox"/> Part of Bigger Effort (e.g., political support) <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="0"/>													
<b>Age (must be marked with an "x")- (Box 2E)</b> <i>Mark only one category with an "x"</i> Younger than 10 <input type="checkbox"/> 10-12 <input type="checkbox"/> 13-24 <input type="checkbox"/> 25-55 <input type="checkbox"/> 55+ <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="FALSE"/>		<b>Duration (must be marked with an "x")- (Box 2F)</b> <i>Mark only one category with an "x"</i> One Day <input type="checkbox"/> One Month <input type="checkbox"/> One Year <input type="checkbox"/> Multiple Years <input type="checkbox"/> Continuous Effort <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="FALSE"/>													
<b>Projected New Active Trans Riders</b> Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>		<b>Projected New Active Trans Riders</b> Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>													
<b>CRASH DATA - (Box 2G)</b> <table border="1"> <thead> <tr> <th></th> <th>Last 5 Yrs</th> <th>Annual</th> </tr> </thead> <tbody> <tr> <td>Fatal Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>Injury Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>PDO</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> </tbody> </table>			Last 5 Yrs	Annual	Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	PDO	<input type="text" value="0"/>	<input type="text" value="0"/>	<b>Assumption:</b> Benefits only accrue for five years, unless the project is ongoing.	
	Last 5 Yrs	Annual													
Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
PDO	<input type="text" value="0"/>	<input type="text" value="0"/>													

## 2.5 Non-Infrastructure—All

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

**Figure 2-5. Non-Infrastructure Benefits—All**

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

## 2.6 SR2S Infrastructure

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

**Figure 2-6. SR2S Infrastructure Project Benefits**

SAFE ROUTES TO SCHOOL			
<b>Infrastructure</b>			
<b>Before Project</b>			
No. of students enrollment	0		
Approximate no. of students living along school route proposed for improvement	0	<b>Assumptions:</b>	
Percent that currently walks/bikes to school	0%	1) 180 school days	
Number of students that walk/bike to school	0	2) 2 miles distance to school = 1 hour walk	
		3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)	
		4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.	
		5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.	
		6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.	
<b>After Project</b>			
No. of students enrollment	0		
Approximate no. of students living along school route proposed for improvement	0		
Projected percentage of students that will walk or bike because of the project	0%		
Number of students that will walk/bike to school after the project	0		
ATP Shift	0		
Fuels Saved	\$0.00		
Emissions Saved	\$0.00		
Annual Mobility Benefits	\$0		
Annual Health Benefits	\$0		
Annual Safety Benefits	\$77,324		
Fuel and Emissions Saved	\$0		
Recreational Benefits	\$0		

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

## 2.7 Results

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

**Figure 2-7. Results**

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$2,015,875
Net Present Cost	\$1,938,341
Total Benefits	\$9,833,290
Net Present Benefit	\$6,512,387
Benefit-Cost Ratio	3.36
<i>20 Year Itemized Savings</i>	
Mobility	\$3,077,704
Health	\$485,396
Recreational	\$2,453,548
Gas & Emissions	\$59,118
Safety	\$3,757,523
Funds Requested	\$1,612,700
Net Present Cost of Funds Requested	\$1,550,673
Benefit Cost Ratio	4.2

## 2.8 Mobility

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

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

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT						
<b>Current Walk Counts</b>		<b>Project Types</b>				
Total miles walked	0.00	For M values:				
Total person Trips walked	2,241.00	20.38	min/trip	OFF STREET		Bike Class I
Total Steps walked	0.00	18.02	min/trip	ON STREET w/o parking benefit		Bike Class II
		15.83	min/trip	ON STREET w/ parking benefit		Bike Class III
<b>After the Project is Completed</b>						
Total miles walked	0.00	\$13.03	Value of Time			
Total person trips walked	2,465.00					
Total Steps walked	0.00	600 steps=0.3mi=1 trip				
Converted miles walked to trips	0	\$1 Value of Total Pedestrian Environmental Impacts per trip				
Difference of person trips walked	224					
Converted steps walked to trips	0					
<b>Current Bike Counts</b>						
Existing Commuters	35					
New Commuters	11					
<b>Benefits, 2014 values</b>						
Annual Mobility Benefit (Walking)	\$47,600.00					
Annual Mobility Benefit (Biking)	\$79,068.21					
<b>Total Annual Mobility Benefits</b>	<b>\$126,668.21</b>					
Sources:						
NCHRP 552 Methodology (Biking)						
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)						

## 2.9 Health

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

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

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT				
<b>INFRASTRUCTURE</b>				
<b>Cycling:</b>				
New Cyclists	24.5			
		GDP Deflator		
Value of Health (ave.annual)	\$146	2006	0.9429	
		2014	1.0781	
Annual Health Benefits	\$3,585.67			
<b>Walking:</b>				
New Walkers	112			
Value of Health	\$146			
Annual Health Benefits	\$16,391.64			
<b>Total Annual Health Benefits</b>	<b>\$19,977</b>			
Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G. (Estimated annual per capita cost savings of direct and/indirect of physical activity)				

## 2.10 Reduced Gas & Emissions Benefits

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

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

<b>YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT</b>	
<b>INFRASTRUCTURE</b>	
New Pedestrians	112
New Bicyclists	25
Avoided VMT due to Walking	7,140
Avoided VMT due to Biking	6,156
Fuel Saved	2,267
Emissions Saved	166
<b>Fuel and Emissions saved</b>	<b>\$2,433</b>
<b>Underlying assumptions for calculations:</b>	
1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)	
2) Assume 50% of new walkers and cyclists choose not to drive their cars	
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.	
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.	
<a href="http://www.railstotrails.org/resourcehandler.ashx?id=2948">http://www.railstotrails.org/resourcehandler.ashx?id=2948</a>	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

## 2.11 Recreational Benefits

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

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

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT		
<b>Biking</b>		
New Recreational Users	16	\$10 per trip
New Commuters	11	
Existing Recreational Users	71	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$19,840	
Value of Spending Recreational Time for Existing Recreational Users	\$35,216	
Potential number of recreational time outdoors	124	
<b>Annual Biking Recreational Benefits</b>	<b>\$55,056</b>	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		
<b>Walking</b>		
Total Recreational pedestrians	34	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$12,264	\$1 per trip
Potential number of recreational time outdoors	365	
<b>Annual Walking Recreational Benefits</b>	<b>\$12,264</b>	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		
<b>Total Annual Recreational Benefits</b>	<b>\$67,320</b>	





Figure 2-14. Undiscounted Benefits scaled up over Life of Project—Image 2 of 4

NON-INFRASTRUCTURE-Non-SRS and SRS										INFRASTRUCTURE-SRS										
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		
PROJECT OPEN										PROJECT OPEN										
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.02		1	\$0	\$0	\$0	\$77,324	\$0	\$77,324	\$0	1.02		
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0			2	\$0	\$0	\$0	\$78,870	\$0	\$78,870	\$0			
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0			3	\$0	\$0	\$0	\$80,448	\$0	\$80,448	\$0			
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0			4	\$0	\$0	\$0	\$82,056	\$0	\$82,056	\$0			
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0			5	\$0	\$0	\$0	\$83,698	\$0	\$83,698	\$0			
6	\$0	\$0	\$0	\$0	\$0	\$0	\$0			6	\$0	\$0	\$0	\$85,372	\$0	\$85,372	\$0			
7	\$0	\$0	\$0	\$0	\$0	\$0	\$0			7	\$0	\$0	\$0	\$87,079	\$0	\$87,079	\$0			
8	\$0	\$0	\$0	\$0	\$0	\$0	\$0			8	\$0	\$0	\$0	\$88,821	\$0	\$88,821	\$0			
9	\$0	\$0	\$0	\$0	\$0	\$0	\$0			9	\$0	\$0	\$0	\$90,597	\$0	\$90,597	\$0			
10	\$0	\$0	\$0	\$0	\$0	\$0	\$0			10	\$0	\$0	\$0	\$92,409	\$0	\$92,409	\$0			
11	\$0	\$0	\$0	\$0	\$0	\$0	\$0			11	\$0	\$0	\$0	\$94,257	\$0	\$94,257	\$0			
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0			12	\$0	\$0	\$0	\$96,142	\$0	\$96,142	\$0			
13	\$0	\$0	\$0	\$0	\$0	\$0	\$0			13	\$0	\$0	\$0	\$98,065	\$0	\$98,065	\$0			
14	\$0	\$0	\$0	\$0	\$0	\$0	\$0			14	\$0	\$0	\$0	\$100,026	\$0	\$100,026	\$0			
15	\$0	\$0	\$0	\$0	\$0	\$0	\$0			15	\$0	\$0	\$0	\$102,027	\$0	\$102,027	\$0			
16	\$0	\$0	\$0	\$0	\$0	\$0	\$0			16	\$0	\$0	\$0	\$104,067	\$0	\$104,067	\$0			
17	\$0	\$0	\$0	\$0	\$0	\$0	\$0			17	\$0	\$0	\$0	\$106,149	\$0	\$106,149	\$0			
18	\$0	\$0	\$0	\$0	\$0	\$0	\$0			18	\$0	\$0	\$0	\$108,272	\$0	\$108,272	\$0			
19	\$0	\$0	\$0	\$0	\$0	\$0	\$0			19	\$0	\$0	\$0	\$110,437	\$0	\$110,437	\$0			
20	\$0	\$0	\$0	\$0	\$0	\$0	\$0			20	\$0	\$0	\$0	\$112,646	\$0	\$112,646	\$0			
Total										Total										
						\$0	\$0									\$1,878,762	\$0			
Sum Total Benefits						\$0	\$0			Sum Total Benefits						\$1,878,762	\$0			
Total Project Cost						\$0	\$0			Total Project Cost						\$0	\$0			

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

COMBO PROJECTS - Non SRIS Infrastructure and NonInfrastructure										COMBO PROJECTS - NonSRIS & SRIS Infrastructure									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost				
<b>PROJECT OPEN</b>																			
1	\$126,668	\$19,977	\$67,320	\$38,662	\$2,483	\$255,060	\$2,015,875	1	\$63,334	\$9,989	\$67,320	\$77,324	\$1,217	\$219,183	\$2,015,875				
2	\$129,202	\$20,377	\$68,666	\$39,435	\$2,482	\$260,162		2	\$64,601	\$10,188	\$68,666	\$78,870	\$1,241	\$223,567					
3	\$131,786	\$20,784	\$70,000	\$40,224	\$2,511	\$265,365		3	\$65,893	\$10,392	\$70,000	\$80,448	\$1,266	\$228,038					
4	\$134,421	\$21,200	\$71,441	\$41,028	\$2,582	\$270,672		4	\$67,211	\$10,600	\$71,441	\$82,056	\$1,291	\$232,599					
5	\$137,110	\$21,624	\$72,869	\$41,849	\$2,684	\$276,086		5	\$68,555	\$10,812	\$72,869	\$83,698	\$1,317	\$237,251					
6	\$139,852	\$22,067	\$74,327	\$42,686	\$2,866	\$281,607		6	\$69,926	\$11,028	\$74,327	\$85,372	\$1,343	\$241,956					
7	\$142,649	\$22,488	\$75,813	\$43,540	\$2,740	\$287,239		7	\$71,324	\$11,249	\$75,813	\$87,079	\$1,370	\$246,836					
8	\$145,502	\$22,948	\$77,330	\$44,410	\$2,795	\$292,984		8	\$72,751	\$11,474	\$77,330	\$88,821	\$1,397	\$251,772					
9	\$148,412	\$23,407	\$78,876	\$45,298	\$2,851	\$298,844		9	\$74,206	\$11,703	\$78,876	\$90,597	\$1,425	\$256,808					
10	\$151,380	\$23,875	\$80,454	\$46,204	\$2,908	\$304,821		10	\$75,690	\$11,937	\$80,454	\$92,409	\$1,454	\$261,944					
11	\$154,408	\$24,352	\$82,063	\$47,129	\$2,966	\$310,917		11	\$77,204	\$12,176	\$82,063	\$94,257	\$1,483	\$267,183					
12	\$157,496	\$24,839	\$83,704	\$48,071	\$3,025	\$317,136		12	\$78,748	\$12,420	\$83,704	\$96,142	\$1,513	\$272,526					
13	\$160,646	\$25,336	\$85,378	\$49,033	\$3,086	\$323,478		13	\$80,323	\$12,668	\$85,378	\$98,065	\$1,543	\$277,977					
14	\$163,859	\$25,843	\$87,086	\$50,013	\$3,147	\$329,968		14	\$81,929	\$12,921	\$87,086	\$100,026	\$1,574	\$283,537					
15	\$167,136	\$26,360	\$88,827	\$51,013	\$3,210	\$336,547		15	\$83,568	\$13,180	\$88,827	\$102,027	\$1,605	\$289,207					
16	\$170,479	\$26,887	\$90,604	\$52,034	\$3,275	\$343,278		16	\$85,239	\$13,443	\$90,604	\$104,067	\$1,637	\$294,991					
17	\$173,888	\$27,425	\$92,416	\$53,074	\$3,340	\$350,148		17	\$86,944	\$13,712	\$92,416	\$106,149	\$1,670	\$300,891					
18	\$177,366	\$27,973	\$94,264	\$54,136	\$3,407	\$357,146		18	\$88,688	\$13,987	\$94,264	\$108,272	\$1,703	\$306,909					
19	\$180,913	\$28,533	\$96,150	\$55,219	\$3,475	\$364,289		19	\$90,457	\$14,266	\$96,150	\$110,437	\$1,738	\$313,047					
20	\$184,532	\$29,103	\$98,073	\$56,323	\$3,545	\$371,575		20	\$92,246	\$14,552	\$98,073	\$112,646	\$1,772	\$319,308					
<b>Sum Total Benefits</b>							<b>\$6,197,298</b>	<b>Sum Total Benefits</b>							<b>\$5,325,570</b>				
<b>Total Project Cost</b>							<b>\$2,015,875</b>	<b>Total Project Cost</b>							<b>\$2,015,875</b>				
Total	\$3,077,704	\$485,396	\$1,635,699	9939,381	\$59,118	\$6,197,298	\$2,015,875	\$1,538,852	\$242,698	\$1,635,699	\$1,878,762	\$29,559	\$5,325,570	\$2,015,875					

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

COMBO PROJECTS: SR25 Infrastructure and Noninfrastructure										SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS									
Year	Project OPEN	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	Year	Project OPEN	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
1		\$0	\$0	\$0	\$38,662	\$0	\$38,662	\$0	1.02	1		\$126,686.21	\$19,977	\$100,980	\$154,647	\$2,433	\$404,706	\$2,015,875	4.88
2		\$0	\$0	\$0	\$39,435	\$0	\$39,435	\$0		2		\$129,202	\$19,977	\$103,000	\$157,740	\$2,482	\$412,800	\$2,015,875	
3		\$0	\$0	\$0	\$40,224	\$0	\$40,224	\$0		3		\$131,786	\$20,784	\$105,060	\$160,885	\$2,531	\$421,056	\$2,015,875	
4		\$0	\$0	\$0	\$41,028	\$0	\$41,028	\$0		4		\$134,421	\$21,200	\$107,161	\$164,112	\$2,582	\$429,477	\$2,015,875	
5		\$0	\$0	\$0	\$41,849	\$0	\$41,849	\$0		5		\$137,110	\$21,624	\$109,304	\$167,395	\$2,634	\$438,077	\$2,015,875	
6		\$0	\$0	\$0	\$42,686	\$0	\$42,686	\$0		6		\$139,852	\$22,057	\$111,490	\$170,743	\$2,686	\$446,880	\$2,015,875	
7		\$0	\$0	\$0	\$43,540	\$0	\$43,540	\$0		7		\$142,649	\$22,498	\$113,720	\$174,158	\$2,740	\$455,785	\$2,015,875	
8		\$0	\$0	\$0	\$44,410	\$0	\$44,410	\$0		8		\$145,502	\$22,948	\$115,994	\$177,641	\$2,795	\$464,880	\$2,015,875	
9		\$0	\$0	\$0	\$45,298	\$0	\$45,298	\$0		9		\$148,412	\$23,407	\$118,314	\$181,194	\$2,851	\$474,178	\$2,015,875	
10		\$0	\$0	\$0	\$46,204	\$0	\$46,204	\$0		10		\$151,380	\$23,875	\$120,680	\$184,818	\$2,908	\$483,661	\$2,015,875	
11		\$0	\$0	\$0	\$47,129	\$0	\$47,129	\$0		11		\$154,408	\$24,352	\$123,094	\$188,514	\$2,966	\$493,334	\$2,015,875	
12		\$0	\$0	\$0	\$48,071	\$0	\$48,071	\$0		12		\$157,496	\$24,839	\$125,556	\$192,285	\$3,025	\$503,201	\$2,015,875	
13		\$0	\$0	\$0	\$49,033	\$0	\$49,033	\$0		13		\$160,646	\$25,336	\$128,067	\$196,130	\$3,086	\$513,265	\$2,015,875	
14		\$0	\$0	\$0	\$50,013	\$0	\$50,013	\$0		14		\$163,859	\$25,843	\$130,628	\$200,054	\$3,147	\$523,530	\$2,015,875	
15		\$0	\$0	\$0	\$51,013	\$0	\$51,013	\$0		15		\$167,136	\$26,360	\$133,241	\$204,054	\$3,210	\$534,001	\$2,015,875	
16		\$0	\$0	\$0	\$52,034	\$0	\$52,034	\$0		16		\$170,479	\$26,887	\$135,906	\$208,135	\$3,275	\$544,681	\$2,015,875	
17		\$0	\$0	\$0	\$53,074	\$0	\$53,074	\$0		17		\$173,888	\$27,425	\$138,624	\$212,298	\$3,340	\$555,575	\$2,015,875	
18		\$0	\$0	\$0	\$54,136	\$0	\$54,136	\$0		18		\$177,366	\$27,973	\$141,396	\$216,544	\$3,407	\$566,686	\$2,015,875	
19		\$0	\$0	\$0	\$55,219	\$0	\$55,219	\$0		19		\$180,913	\$28,533	\$144,224	\$220,874	\$3,475	\$578,020	\$2,015,875	
20		\$0	\$0	\$0	\$56,323	\$0	\$56,323	\$0		20		\$184,532	\$29,103	\$147,109	\$225,292	\$3,545	\$589,580	\$2,015,875	
Total		\$0	\$0	\$0	\$939,381	\$0	\$939,381	\$0		Total		\$1,077,704	\$485,396	\$2,453,548	\$3,757,523	\$59,118	\$9,833,290	\$2,015,875	4.88

## 2.14 Discounted Benefits

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

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

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS													
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	
<b>PROJECT OPEN</b>													
1	\$126,668	\$19,977	\$100,980	\$154,647	\$2,433	\$404,706	\$389,140	\$2,015,875	\$1,938,341	4.00%	\$4,574,045.34	3.36	
2	\$129,202	\$20,377	\$103,000	\$157,740	\$2,482	\$412,800	\$381,657		\$0				
3	\$131,786	\$20,784	\$105,060	\$160,895	\$2,531	\$421,056	\$374,317		\$0				
4	\$134,421	\$21,200	\$107,161	\$164,113	\$2,582	\$429,477	\$367,119		\$0				
5	\$137,110	\$21,624	\$109,304	\$167,395	\$2,634	\$438,067	\$360,059		\$0				
6	\$139,852	\$22,057	\$111,490	\$170,743	\$2,686	\$446,828	\$353,135		\$0				
7	\$142,649	\$22,498	\$113,720	\$174,158	\$2,740	\$455,765	\$346,344		\$0				
8	\$145,502	\$22,948	\$115,994	\$177,641	\$2,795	\$464,890	\$339,683		\$0				
9	\$148,412	\$23,407	\$118,314	\$181,194	\$2,851	\$474,178	\$333,151		\$0				
10	\$151,380	\$23,875	\$120,680	\$184,818	\$2,908	\$483,661	\$326,744		\$0				
11	\$154,408	\$24,352	\$123,094	\$188,514	\$2,966	\$493,334	\$320,461		\$0				
12	\$157,496	\$24,839	\$125,556	\$192,285	\$3,025	\$503,201	\$314,298		\$0				
13	\$160,646	\$25,336	\$128,067	\$196,130	\$3,086	\$513,265	\$308,254		\$0				
14	\$163,859	\$25,843	\$130,628	\$200,053	\$3,147	\$523,590	\$302,326		\$0				
15	\$167,136	\$26,360	\$133,241	\$204,054	\$3,210	\$534,001	\$296,512		\$0				
16	\$170,479	\$26,887	\$135,906	\$208,135	\$3,275	\$544,681	\$290,810		\$0				
17	\$173,888	\$27,425	\$138,624	\$212,298	\$3,340	\$555,575	\$285,217		\$0				
18	\$177,366	\$27,973	\$141,396	\$216,544	\$3,407	\$566,686	\$279,732		\$0				
19	\$180,913	\$28,533	\$144,224	\$220,874	\$3,475	\$578,020	\$274,353		\$0				
20	\$184,532	\$29,103	\$147,109	\$225,292	\$3,545	\$589,590	\$269,077		\$0				
<b>Total Mobility Benefits</b>							<b>Sum Total Benefits</b>	<b>Sum Present Value Benefit</b>	<b>Sum Total Project Cost</b>	<b>Sum Present Value Cost</b>			
\$3,077,704							\$9,833,290	\$6,512,387	\$2,015,875	\$1,938,341			
<b>Health Benefits</b>							<b>Sum Total Benefits</b>	<b>Sum Present Value Benefit</b>	<b>Sum Total Project Cost</b>	<b>Sum Present Value Cost</b>			
\$485,396							\$2,453,548	\$3,757,523	\$9,118	\$9,833,290			
<b>Recreational Benefits</b>							<b>Sum Total Benefits</b>	<b>Sum Present Value Benefit</b>	<b>Sum Total Project Cost</b>	<b>Sum Present Value Cost</b>			
\$2,453,548							\$3,757,523	\$9,118	\$9,833,290	\$1,938,341			
<b>Safety Benefits</b>							<b>Sum Total Benefits</b>	<b>Sum Present Value Benefit</b>	<b>Sum Total Project Cost</b>	<b>Sum Present Value Cost</b>			
\$3,757,523							\$9,118	\$9,833,290	\$1,938,341				
<b>Gas &amp; Emission Benefits</b>							<b>Sum Total Benefits</b>	<b>Sum Present Value Benefit</b>	<b>Sum Total Project Cost</b>	<b>Sum Present Value Cost</b>			
\$9,118							\$9,833,290	\$1,938,341					
<b>Sum Funds Requested</b>											<b>Sum PV Funds Requested</b>		
\$1,612,700											\$1,550,673		

### 3 Potential for Model Enhancements

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

#### Types of Inputs

- **Applicability of mobility parameters**—we note that several of the parameters used in the model come from the National Cooperative Highway Research Program (NCHRP) 552 report. While this source provides good data, some of the assumptions may not be well-suited to the types of projects proposed by LA Metro. For instance, the bike path projects proposed by LA Metro are mostly small (.25 to 5 miles). The value of mobility benefits provided in the NCHRP report range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. But in the case of LA Metro's bike projects, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Another difference to consider is location—the NCHRP study was conducted in Minnesota. Thus the value of having access to a bike path might be greater in a city like Los Angeles where there are more days each year of suitable weather for biking.
- **City-specific parameters**—we understand that this first version of the B/C Tool was kept general so that it could be used by different cities throughout California. However, this means that some of the parameters used may not be appropriate for a particular city. For example, the two percent population growth rate assumed in the model is an average for California from 1955 to 2011. However, currently the population growth rate in Los Angeles is closer to 0.5 percent<sup>1</sup>, much smaller than the California average.
- **Construction start and end dates**—allowing the B/C Tool to adapt to different construction start and end dates depending on the project will provide a more precise estimate of net benefits.

#### Calculation Logic

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

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

grow at approximately 1.2 percent per year<sup>2</sup>. Thus benefit categories that depend on a person's value of time will be affected by this growth rate.

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

#### Other Recommendations

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

#### User Interface

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

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

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

Re: City of Santa Monica - ATP Cycle 2 Application

### Re: City of Santa Monica - ATP Cycle 2 Application

Active Transportation Program [inquiry@atpcommunitycorps.org]

Sent: Tuesday, May 26, 2015 5:08 PM

To: Linda Huynh [Linda.Huynh@smgov.net]

Cc: Sarah Lejeune [Sarah.Lejeune@smgov.net]; Christian, Adam; Jose Arroyo [Jose.Arroyo@smgov.net]; atp@ccc.ca.gov

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 3:51 PM, Active Transportation Program <[inquiry@atpcommunitycorps.org](mailto: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 5:19 PM, Linda Huynh <[Linda.Huynh@smgov.net](mailto:Linda.Huynh@smgov.net)> wrote:

Wei and Danielle,

The City of Santa Monica is preparing an ATP Cycle 2 Application for the Expo Station 4<sup>th</sup> Street Linkages to Downtown and Civic Center project in which the CCC and/or certified community conservation corps may be eligible to participate. For your review and consideration, please find attached the following information: project title, project description, detailed estimate, project schedule, project map, preliminary plan. Please let me know if you have any questions. I can be reached at [310-458-8341](tel:310-458-8341).

We look forward to the opportunity to work with you.

Thank you,  
Linda

--

**Linda Huynh, Associate Planner**

City of Santa Monica, Strategic & Transportation Planning Division

1685 Main Street, Room 212 Santa Monica, CA 90401

310.458.8341 x5058 | [linda.huynh@smgov.net](mailto:linda.huynh@smgov.net) | [www.smgov.net/pcd](http://www.smgov.net/pcd)

**RE: City of Santa Monica - ATP Cycle 2 Application**

Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]

**Sent:** Friday, May 29, 2015 4:38 PM

**To:** Linda Huynh; Jose Arroyo

**Cc:** ATP@CCC [ATP@CCC.CA.GOV]; Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV]; inquiry@atpcommunitycorps.org; Lino, Edgar@CCC [Edgar.Lino@CCC.CA.GOV]; Slade, Bryan@CCC [Bryan.Slade@CCC.CA.GOV]; Rochte, Christie@CCC [Christie.Rochte@CCC.CA.GOV]

Hi Linda,

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

- Palm Trees & Planting
- Vines & Planting
- Striping

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](mailto:Edgar.Lino@ccc.ca.gov) if your project receives funding.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

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**From:** Linda Huynh [<mailto:Linda.Huynh@SMGOV.NET>]

**Sent:** Wednesday, May 20, 2015 5:19 PM

**To:** ATP@CCC; [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

**Cc:** Sarah Lejeune; [Adam.Christian@hdrinc.com](mailto:Adam.Christian@hdrinc.com); Jose Arroyo

**Subject:** City of Santa Monica - ATP Cycle 2 Application

Wei and Danielle,

The City of Santa Monica is preparing an ATP Cycle 2 Application for the Expo Station 4<sup>th</sup> Street Linkages to Downtown and Civic Center project in which the CCC and/or certified community conservation corps may be eligible to participate. For your review and consideration, please find attached the following information: project title, project description, detailed estimate, project schedule, project map, preliminary plan. Please let me know if you have any questions. I can be reached at 310-458-8341.

We look forward to the opportunity to work with you.

Thank you,  
Linda

## Attachment J. Letters of Support



A community non-profit dedicated to biking and walking in the City of Santa Monica.

Working to make Santa Monica a more sustainable, bikeable and walkable place to live, work and play.

Local Chapter of the  
Los Angeles County Bicycle Coalition

April Nitsos  
Transportation Enhancements Program Coordinator  
Division of Local Assistance, California Department of Transportation  
1120 N St., MS-1  
Sacramento, CA 95814

May 15, 2015

Dear Ms. Nitsos:

Santa Monica Spoke enthusiastically supports the City of Santa Monica's Active Transportation Program Cycle 2 application to improve the Expo Station and 4th Street linkages to Downtown and the Civic Center.

Our groups mission focuses on making Santa Monica streets safer for people walking and biking, and particularly for its most vulnerable road users like children, the elderly or disabled and those who rely on public transportation to meet their daily needs. Creating streets that are comfortable and safe promote a connection to the community, provide equity, and encourage safe, active and healthy transportation in walking and biking.

Santa Monica Spoke participated with our community partners at Santa Monica Walks and other local organizations to collect surveys that asked respondents where they felt the most vulnerable walking was in Santa Monica. These surveys ranked the 4th St/Colorado Ave intersection and the 4th Street/Interstate 10 Freeway on/off-ramps as the #1 and #2 most uncomfortable places to walk in the City.

The proposed ATP project will help by improving the safety and comfort of these locations thereby encouraging a healthy, active community of people walking and biking through the project's installation of high visibility striping at signalized crosswalks and Sharrows, improved pedestrian access with curb ramps and ADA compliance, upgrades to the 4th Street Bridge guardrail that include a taller screen element with integrated lighting. With these improvements that encourage people to walk and bike we can help reconnect the communities separated by interstate 10 for the past 50 years with enhanced safety and access.

With the opening of the Metro Expo Line terminus at 5th St/Colorado, thousands of visitors will arrive daily via public transit from all over the LA County will undoubtedly benefit from these 4th Street safety enhancements. With this, the proposed ATP project will not only have a local benefit but a significant regional impact as well. We appreciate your consideration of the City of Santa Monica's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project.

Sincerely,

Cynthia Rose  
Director  
Santa Monica Spoke



May 3, 2015

April Nitsos  
 Transportation Enhancements Program Coordinator  
 Division of Local Assistance  
 California Department of Transportation  
 1120 N St., MS-1  
 Sacramento, CA 95814

Dear Ms. Nitsos:

This letter is to express the wholehearted support of SantaMonicaWalks! for the City of Santa Monica's Active Transportation Program (ATP) Cycle 2 application to improve Expo Station and 4<sup>th</sup> Street Linkages to Downtown and the Civic Center. SantaMonicaWalks! was formed in 2012 in response to our community's increased interest in active transportation, and in walking in particular.

The overall goal of our organization is to make Santa Monica streets safer and more attractive for all pedestrians, focusing on the most vulnerable users: the elderly, children, the disabled and those who rely on public transportation.

Through both direct outreach and outreach through our community partners -- the Santa Monica YWCA, Santa Monica YMCA, the Venice Family Clinic, and Santa Monica Spoke -- we collected 257 surveys detailing what respondents feel are obstacles to safe pedestrian environment in Santa Monica, and where those obstacles are.

The 4<sup>th</sup> St/Colorado Ave intersection and the 4<sup>th</sup> Street/Interstate 10 Freeway on/off-ramps were ranked as the #1 and #2 worst places to walk by survey respondents. The proposed ATP project will improve the safety and comfort of pedestrians and cyclists using those locations through the installation of high visibility striping at signalized crosswalks, reconstruction of curb ramps at the north end of the 4th Street Bridge to ensure ADA compliance, upgrades to the 4<sup>th</sup> Street Bridge guardrail, and a taller screen element with integrated lighting to address safety concerns. It will serve to reconnect the northern and southern parts of the City that were separated by the Interstate over 50 years ago.

With the opening of the Metro Expo Line 4<sup>th</sup> St/Colorado terminus station just around the corner and thousands of additional transit users expected to use 4<sup>th</sup> Street every day, the proposed ATP project will have a truly regional impact.

We hope you will help us make walking in Santa Monica irresistible!

Sincerely,



Grace Phillips  
 Founder, SantaMonicaWalks!



Planning & Community Development Department  
 Strategic & Transportation Planning Division  
 1685 Main Street, Room 212  
 P.O. BOX 2200  
 Santa Monica, CA 90407-2200

May 28, 2015

Leah Shepard  
 Caltrans District 7 Programming Liaison  
 1120 N Street, Room 4400, MS-82  
 Sacramento, CA 95814

**Subject: Request for ATP State-Only Funding**

Dear Ms. Shepard:

The City of Santa Monica hereby requests ATP State-only funding for the following project:  
 EXPO STATION 4<sup>TH</sup> STREET LINKAGES TO DOWNTOWN AND CIVIC CENTER

**PROJECT DESCRIPTION**

The Expo Station 4th Street Linkages to Downtown and Civic Center project addresses pedestrian and bicycle access and circulation needs associated with the future Downtown Expo terminus station at 4<sup>th</sup> Street/Colorado Avenue, opening in Spring/Summer 2016. The City of Santa Monica's ATP Cycle 2 grant application requests funds for the following Phase 2 scope of work: high-visibility striping at two signalized crosswalks; reconstruction of curb ramps at the north end of the 4th Street Bridge and 4th Street/Olympic Drive intersection to ensure ADA compliance; palm trees that are visible from a distance to provide visual wayfinding to and from the station (which will be identified with Metro-approved signature palm trees); upgrades to the 4th Street Bridge guardrail, including a vine landscaped screening element, and pedestrian lighting on the freeway bridge.

**JUSTIFICATION:**

<b>A. Type of Work</b>	Infrastructure
<b>B. Project cost</b>	\$2,015,875
<b>C. Status of Project</b>	Active
1. Beginning and Ending Dates of the Project	September 2016 – October 2019
2. Environmental Clearance Status	Anticipated October 2017
3. R/W Clearance Status	Anticipated April 2018

4. Status of Construction	Anticipated to Begin May 2019
a) Proposed Advertising Date	Anticipated December 2018
b) Proposed Contract and Construction Award Dates	Anticipated April 2019
<b>D. Total Project Funding Plan by Fiscal Year</b>	<p>ATP Funds:</p> <p>E&amp;P (PA&amp;ED) – \$120,000 (FY16/17)  PS&amp;E – \$120,000 (FY17/18)  R/W – \$40,000 (FY17/18)  CON – \$1,332,700 (FY18/19)  Total ATP Funds Requested: \$1,612,700</p> <p>Local Match (Measure R Local Return):</p> <p>E&amp;P (PA&amp;ED) – \$30,000 (FY16/17)  PS&amp;E – \$30,000 (FY17/18)  R/W – \$10,000 (FY17/18)  CON – \$333,175 (FY18/19)  Total Match: \$403,175</p>

**E. State specific reasons for requesting State-Only funds and why Federal funds should not be used on the project.**

The imminent opening of the Downtown Expo terminus station in 2016 makes the schedule for this Project critical to the City of Santa Monica, as its implementation will ensure the safety and comfort of increased pedestrian and bicyclist flows associated with access to the Downtown Expo terminus station. This project provides critical access improvements to what is considered the most regionally significant new multimodal transit facility to be constructed on Los Angeles County's Westside in many decades. If federal funds are included in the grant award from ATP Cycle 2, the requirement to obtain NEPA environmental clearance will significantly delay the City's ability to deliver these critical safety improvements to deliver important early ridership in the first few years of operation.

Thank you for your consideration.

Sincerely,  
(Signature of Local Agency Representative):



Francie Stefan  
Strategic and Transportation Planning Manager

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

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

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

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

[www.publichealth.lacounty.gov](http://www.publichealth.lacounty.gov)

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Fifth District

May 20, 2015

CALTRANS

Division of Local Assistance, MS 1

Att: ATP Program Manager - Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

**Re: Santa Monica ATP Application – Expo Station 4<sup>th</sup> Street Pedestrian and Bicycle Linkages**

To Whom It May Concern:

The Los Angeles County Department of Public Health (DPH) is pleased to support the City of Santa Monica's efforts to secure funding under the Active Transportation Program (ATP) Cycle 2. The proposed project is a key component of the Civic Center / Downtown Linkages project and will close gaps for both pedestrians and cyclists between key destinations and a future rail transit station.

This project will provide a direct pedestrian bicycle connection to the future 4<sup>th</sup> Street Metro Expo Light Rail Station. The proposed project will provide connections to destinations in Santa Monica that are regional attractors, such as the Santa Monica Pier, Santa Monica City Hall, Third St. Promenade, and the shops in downtown Santa Monica. With the provision of light rail and additional bicycle and pedestrian connections, the City aims to see a decrease in vehicle trips and increase in walking and bicycling.

DPH recognizes the importance of improving the safety of the walking and bicycling environment as a way to reduce the incidence and severity of collisions, provide opportunities for physical activity, and reduce the number of vehicle trips leading to a healthier environment. Santa Monica's efforts are consistent with the Southern California Association of Government's Regional Transportation Plan, DPH goals, and local policies. We respectfully request that you give favorable consideration to this funding application, which will allow the City of Santa Monica to continue to work towards the goals of safe, sustainable, active transportation.

Sincerely,



Jean Armbruster  
Director, PLACE Program