

ACTIVE TRANSPORTATION PROGRAM CYCLE 2 APPLICATION

Project name: Hawthorne/Lennox Green Line Station Community Linkages

Project Unique Application No: 07-County of Los Angeles-6

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ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

07-Los Angeles County-6

Auto populated

Total ATP Funds Requested:

\$ 2,406

(in 1000s)

Auto populated

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

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

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

Los Angeles County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

900 S Fremont Ave

Alhambra

CA

91803

IMPLEMENTING AGENCY'S CONTACT PERSON:

Inez Young

CONTACT PERSON'S TITLE:

Senior Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

626-458-3950

CONTACT PERSON'S EMAIL ADDRESS :

iyung@dpw.lacounty.gov



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

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

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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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

07-5953R

Implementing Agency's State Caltrans MA number

00307S

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

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

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.938092 /long. -118.361442

Congressional District(s):

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

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>5,692</u>	Bicyclists	<u>297</u>
One Year Projection:	Pedestrians	<u>6,258</u>	Bicyclists	<u>382</u>
Five Year Projection:	Pedestrians	<u>6,705</u>	Bicyclists	<u>409</u>

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

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

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

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No **CalEnvioScreen** Yes No

Student Meals Yes No **Local Criteria** Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation** % of Project 14.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 86.0 %
- 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
CTC - PA&ED Allocation:	_____		7/1/16
* CEQA Environmental Clearance:	_____		6/1/17
* NEPA Environmental Clearance:	_____		8/1/17
CTC - PS&E Allocation:	_____		12/1/17
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		3/1/19
Final/Stamped PS&E package:	_____		2/1/19
* CTC - Construction Allocation:			6/1/19
* Construction Complete:			12/1/20
* Submittal of “Final Report”			6/1/21



PROJECT FUNDING (in 1000s)

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

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

ATP funds for PA&D: _____ \$100

ATP funds for PS&E: _____ \$280

ATP funds for Right of Way: _____

ATP funds for Construction: _____ \$2,026

ATP funds for Non-Infrastructure: _____ *(All NI funding is allocated in a project's Construction Phase)*

Total ATP funds being requested for this application/project: _____ \$2,406

Local funds leveraging or matching the ATP funds: _____ \$601

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: _____ \$63

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: _____ \$3,070

ATP - FUNDING TYPE REQUESTED:

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

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

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

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

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 07- County of Los Angeles-6

Implementing Agency's Name: County of Los Angeles

Important:

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

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Part B: Narrative Questions

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

1. Demonstrated fiscal needs of the applicant:

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

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

2. Consistency with Regional Plan.

The Project will improve pedestrian corridors and bicycle facilities connecting to the Metro Hawthorne/LAX Green Line station as well as other nearby transit facilities and destinations. The proposed improvements will increase the use of transit, walking and bicycling for the estimated 30 to 50 percent of household trips within the SCAG region that are less than 3 miles in length. The goal of the proposed Project is consistent with the Los Angeles County General Plan, Metro's 2010 First Mile-Last Mile Strategic Plan, and Southern California

Association of Governments (SCAG) 2012 RTP/SCS policies which encourage the development of an interconnected multimodal transportation network for motorized and non-motorized travel.

Part B: Narrative Questions

QUESTION #1 POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe current and projected types and numbers/rates of users. (12 points max.)

Located in the unincorporated Lennox community in Los Angeles County, the Hawthorne/Lennox Green Line Station Community Linkages Project takes a comprehensive approach to improving the mobility of non-motorized users who are accessing the station and surrounding area for a variety of trip purposes. The street treatments extend across multiple corridors in both a north-south and east-west orientation, thereby enhancing pedestrian and bicycle facilities throughout the community and expanding the reach of destinations that users feel comfortable accessing on foot or bike. The improvements include traffic signalization to better coordinate the timing and flow of non-motorized travel at four intersections, addition of a bike loop (Class II and III facilities), sidewalk expansion, sidewalk buffers, and curb ramps. The corridors proposed for improvement and types of street treatments are as follows:

Corridor	Direction	Project Limits		Class II Bike Lanes	Bike Route/Sharrows	Travel Lane Reduction	Street Furniture*	High-Visibility Crosswalks	Bulbouts/Curb Ramps	Parkway Trees	Wayfinding Signage
104th Street	E-W	Felton Av to Prairie Av			●			●	●	●	●
Lennox Boulevard	E-W	Felton Av to Osage Av	●			●		●	●	●	●
111th Street	E-W	Buford Av to Prairie Av			●			●	●	●	●
Buford Avenue	N-S	104th St to 111th St			●					●	●
Inglewood Avenue	N-S	Century Blvd to 112th St			●		●			●	●
Freeman Avenue	N-S	104th to 111th			●			●		●	●

**non-participating item*

The number of daily pedestrian and bicycle trips within the Project area was estimated using a 1/2 mi walkshed and 1 mi bikeshed from which potential users for the pedestrian, Class II, and Class III facilities would likely be drawn. Following *NCHRP Report 770* guidance, the demand model incorporates key demographic and economic data from the American Community Survey 2009-2013 5-Year Summary File and the 2009 California add-on to the National Household Travel Survey (CA-NHTS) to estimate the total number

of walk and bike trips in a given project area based on household trip generation rates, median income, commute to work mode shares, and land use characteristics. The various corridors included in the Project scope currently carry an estimated 5,692 pedestrian trips and 297 bicycle trips per day. Five years after project completion in 2025, there will be a 18% projected increase in facility usage to 6,705 daily pedestrian trips, and a projected 38% increase in facility usage to 409 daily bicycle trips, measured against estimated current levels in 2015. In Year 5, the number of daily trips in the Hawthorne/Lennox Project area will be 10% higher for pedestrians and 29% higher for bicyclists than it would have otherwise been under a no-build scenario. Due to the inclusion of the new bike lanes and other improvements, the Project will add another 117 daily bicycle trips within the Project area.

Summary of Existing and Projected Users

Mode	Existing	Daily Person Trips – 5 Year Projection		Difference in Year 5
		Without the Project	With the Project	With vs. Without Project
Pedestrian	5,692	6,099	6,705	+10%
Bicycle	297	318	409	+29%

The Project’s 1/2 mile walkshed and 1 mile bikeshed contains a resident population of 78,714, of which 11,895 (15%) K-12 students, 5,549 (7%) college or graduate students, and 4,924 (6%) residents above the age of 65. Because students and seniors show a higher propensity for walking and biking than the general population, the project corridors have been selected to maximize the user benefit to these groups. For example, the high-visibility crosswalks will directly serve schoolchildren attending nearby schools. In September 2009, the County of Los Angeles received Federal Safe Route to School (SRTS) funding from Caltrans to update and improve the existing Suggested Routes to School Maps of the County’s SRTS program. The pedestrian and bike improvements to the corridors in this project are consistent with the Suggested Routes to School Map. It is anticipated that the Project will increase walk/bike to school rates in the community of Lennox and enhance connectivity to recreational facilities, thereby helping to address high and rising rates of childhood obesity and inadequate access to open space and parkland in the Lennox community.

The proposed Project improvements will also benefit transit commuters accessing the Metro station. 13.6% of residents in the Project influence area utilize public transportation and/or walk to work, nearly double the countywide rate of 6.7%. A high percentage of transit riders travel to and from the Hawthorne/Lennox station using non-motorized transport, with a Metro rider survey indicating at least 66% of Metro rail patrons and 84% of Metro bus patrons walk to their transit station or stop, and approximately 3-4% use their bikes to access transit. The number of average weekday rail and bus alightings/boardings in the Project area are

approximately 1,350 and 5,900, respectively. In FY 2014, there were an average of 106 daily bike to rail boardings at the Hawthorne/Lennox Green Line station.

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

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

The proposed improvements are intended to promote walking and cycling for various trip purposes, such as commute to work, shopping, recreational trips. These improvements are intended to complement the Hawthorne Boulevard improvement Project that the County is currently constructing, which provides sidewalks and crosswalks upgrade and landscaping improvements to Hawthorne Boulevard from 111th St to 104th St. The Project would result in the following benefits:

- Creation of new routes. There is no existing bike route within the project limits. The Project will install bike routes on 104th Street from Hawthorne Boulevard to Prairie Avenue (0.47 mi) and on Freeman Avenue from 111th Street to 104th Street (0.50 mi.) as well as provide signage to identify the bike routes.
- Removal of barriers to mobility. The sidewalks on Lennox Boulevard between Hawthorne Boulevard and Osage Avenue are generally narrow and contain obstructions such as power poles, sign poles, and trashcans. The majority of sidewalks on Lennox Boulevard, Inglewood Avenue and 111th St consist of hardscaping. The Project proposes to reduce the number of lanes on Lennox Boulevard between Hawthorne Boulevard and Osage Avenue to create space for parkway and shoulder improvements. The Project will provide planters or shade trees to the parkways to create a buffer between the pedestrian on sidewalks and the automobile traffic. These improvements would enhance mobility and address existing safety concerns.

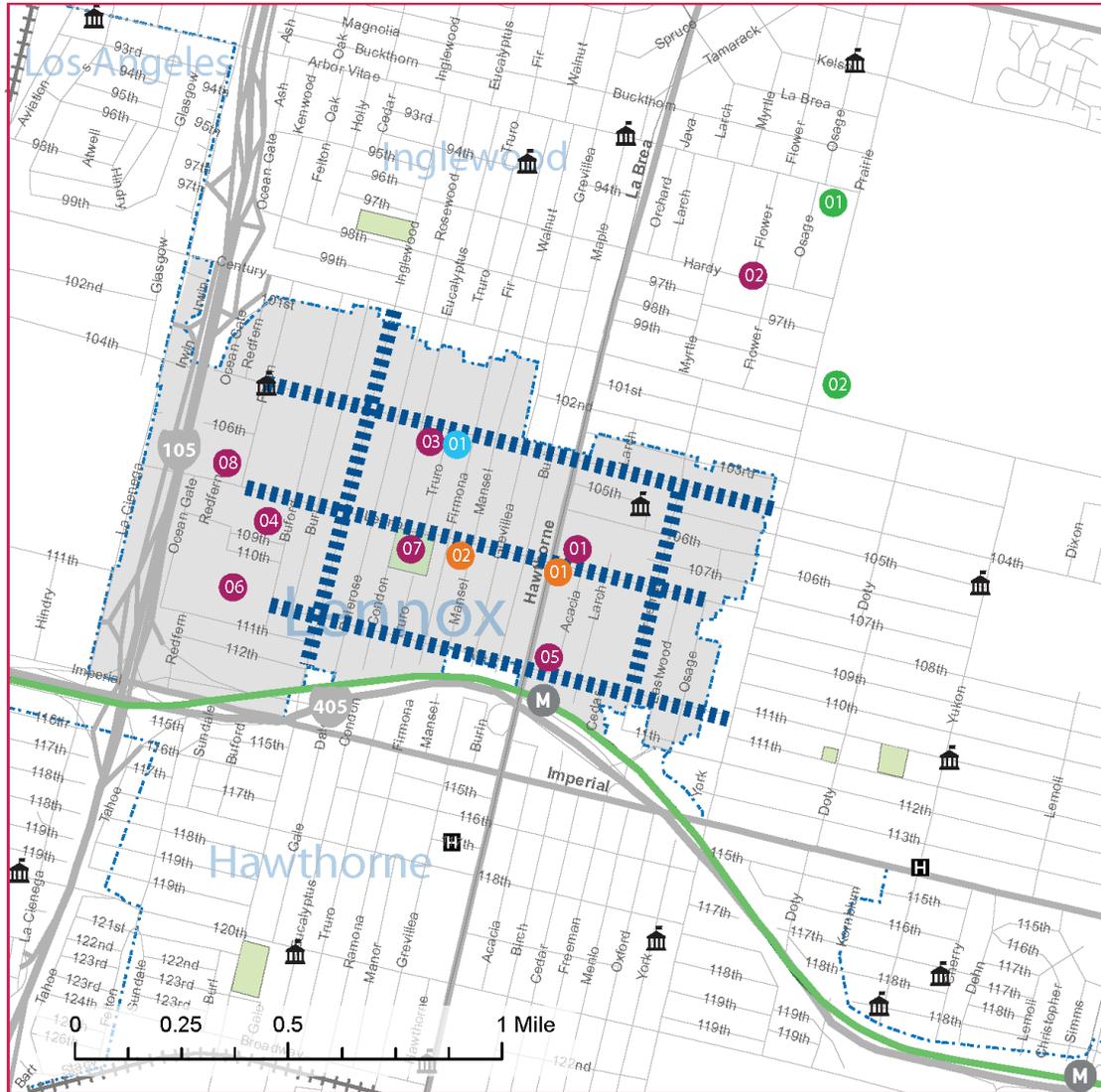
The roadways within the project limits do not have existing curb extensions and the majority of existing curb ramps are narrow and not in compliance with ADA standards. The Project will install bulb-outs at key intersections with high pedestrian traffic and add traffic calming. The Project will also widen curb ramps to provide adequate waiting areas at pedestrian crossings as well as upgrade ramps to comply with ADA standards. These measures will reduce crossing distance and improve

safety at pedestrian crossings. Additionally, the existing pedestrian signal heads at the intersections within the project limit do not have countdown timers. The Project proposes to upgrade the pedestrian signal heads to include countdown timers, which are recommended by the Manual on Uniform Traffic Control.

- Closure of gaps. The intersection at Inglewood Avenue and 111th St lacks a curb ramp at the south-east corner. The major intersections along Inglewood Avenue contain narrow curb ramps with steep slopes, which negatively impact pedestrians in a wheelchair or with a stroller. The Project proposes to widen the curb ramps and install bulb-outs to provide more waiting area and enhance the safety for pedestrian crossings.
- Other improvements to routes. Most sidewalks within the project limits lack shade trees and landscaping elements. The Project proposes to install parkway trees along 104th St, Lennox Boulevard, 111th St, Buford Avenue, Inglewood Avenue, and Freeman Avenue to enhance the environment for pedestrian travel. The Project proposes to install bulb-outs at selected intersections along 104th Street, Lennox Boulevard and 111th Street to include decorative pervious paving and low shrub plantings. The improvements will improve safety for pedestrians crossing as well as enhance the aesthetic appearance of the corridors. The Project also proposes to install pervious parking along Lennox Boulevard. The improvement will enhance the permeability of the roadway and prevent excessive stormwater runoff.
- Educates and encourages use of existing route. Additionally, the project area currently lacks wayfinding signage for the major attractions, activity centers and Los Angeles County Facilities, such as the Metro Green Line Hawthorne/Lennox Station, Lennox Park, Lennox Library, the US Post Office, and the fire and police stations.

Improved linkages to transportation-related and community identified destinations. With household incomes below the statewide median and 13% of households not owning a vehicle, the area population is more heavily dependent on walking, biking, and transit to reach major employment centers, transit facilities, and activity centers than other communities in Los Angeles. The Project will improve pedestrian and bicycle connections to the Hawthorne/Lennox station, which is served by Metro's Green Line, four local bus lines, a Metro Express bus line, and a Metro Rapid bus line.

The Hawthorne/Lennox station is located in close proximity to 2 preschools; 4 elementary schools (Buford, Felton, Huerta, and Jefferson); Lennox Middle School; the Lennox Math, Science and Technology Academy; and the Animo Leadership Charter High School. With more than 5.6 acres, Lennox Park is used by an



HAWTHORNE /LENNOX STATION COMMUNITY LINKAGES Points of Interest

Community Facilities

- 01 Lennox Library
- 02 Centinela Medical Center
- 03 Jefferson Elementary
- 04 Buford Elementary
- 05 Lennox Academy
- 06 Lennox Middle School
- 07 Lennox Park
- 08 Century Center for Economic Opportunity

Employment Centers

- 01 Lennox School District
- 01 Hawthorne/Lennox Retail District
- 02 Lennox United Methodist Church
- 01 Osage Senior Villas
- 02 Hollywood Race Track Redevelopment

High-Density & Affordable Housing

Legend

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

estimated 18,000 residents per year, includes the Toy Loan building and a Senior Citizen Center and holds events such as the Cinco De Mayo Festival and the Hispanic Heritage Festival, making it an important destination for the local community. Recreational activities located within Lennox Park include picnic areas, swimming, basketball, baseball/softball, aerobics, teen club, after school programming and senior lunches. The Toy Loan building offers year-round events, exercise classes and summer camp activities for youth, seniors, and families. There is also a computer lab and a recreation room.

Additional activity centers include the Lennox Library, US Postal Office, a fire station, a police station, three churches, and the Century Center for Economic Opportunity. Two neighborhood retail districts are located in the project area along Inglewood Avenue and Hawthorne Boulevard, which contain a variety of local businesses, markets, barbershops, laundromats, bakeries, and restaurants. The Curtis Tucker Health Center in Inglewood, which is accessible within a 20-minute bike ride, also serves the Lennox community.

The planned redevelopment of the 238-acre Hollywood Racetrack in Inglewood, located just northeast of the Project area at the intersection of Prairie Avenue and Century Boulevard, will also likely spur both employment and an increase in usage of active transportation facilities. The Hollywood Racetrack closed in December 2013; the master plan for the site proposes development of an 800,000 sq. ft. shopping center, 75,000 sq. ft. office space, a 890,000 sq ft. retail and commercial area, a 300-room hotel, 2,995 single-family residences and townhouses, parks, and two lakes. In January 2015, the site was selected for the planned construction of an 80,000-seat professional football stadium and 6,000-seat performance venue.

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.)

In the County's March 2012 Bicycle Master Plan prioritized list of projects for the South Bay Planning Area, the improvements included in the proposed Hawthorne/Lennox Project are ranked #1, #5, #8, and #9 out of 30 proposed bicycle facility improvements. Per the BMP, these are among the highest unfunded active transportation priorities for the County. This Project will directly support and complement a number of the County's other plans and goals, including those identified in the County Bicycle Master Plan (adopted March 2012), the Transit Oriented Districts (TODs) Program being undertaken as part of the County's General Plan Update (initiated in February 2013 and ongoing), the Healthy Design Ordinance (HDO, enacted in February 2013), and the County's Public Health 2013-2017 Strategic Plan. Relevant excerpts from these plans and ordinances are included in Attachment I-1C.

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

This Project reflects, in other words, not just an active transportation project, but an integrated, coordinated effort across the County Departments of Public Works, Regional Planning, and Public Health to improve the mobility, livability, and well-being of communities in the unincorporated areas of Los Angeles. A February 2013 *TOD Access Study*, a preliminary analysis of existing conditions at station areas located within the County, specifically highlights the mobility challenges faced by residents and other stakeholders in the Hawthorne/Lennox community. This project will address many of these challenges and is thus one of the County's highest unfunded active transportation priorities.

Citation: County TOD Program Goals, <http://planning.lacounty.gov/tod/program>; Healthy Design Ordinance Objective Statement: http://planning.lacounty.gov/assets/upl/data/ord_healthy-design_guidelines.pdf; Public Health Strategic Plan 2013-2017, <http://publichealth.lacounty.gov/docs/HealthNews/StrategicPlan-3-13.pdf>; County TOD Access Study: http://planning.lacounty.gov/assets/upl/project/tod_Access-Study.pdf.

Part B: Narrative Questions

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

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

Crash data within 200-feet of each corridor was extracted from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). Based on this information, these corridors have experienced a fairly high rate of pedestrian and bicycle accidents between the years of 2008 –2012. During this time there were a reported 26 pedestrian injuries, 1 pedestrian death, and 33 bicyclist injuries within the Project limits and along the Project corridors. Roughly 27% of violations resulted from failure of motor vehicles to yield to pedestrians within the crosswalk. The second most common violation resulted from a bicyclist traveling against traffic (15% of the total).

Motor Vehicle Collision With	Within Project Limits				Total
	Fatalities	Injuries			
<i>AIS Severity Level</i>	1	2	3	4	
Pedestrian	1	2	12	12	27
Bicyclist	0	3	17	13	33
Subtotal by Severity	1	5	29	25	60

A quarter mile radius was used to define the Project Influence Area. It was considered the maximum out of direction travel that a pedestrian or bicyclist might reasonably be willing to undertake for access to safer pedestrian facilities or the bike loop along 104th, 111th, Buford Street, and Freeman Avenue. The Project Influence Area experienced 14 fatalities (12 pedestrian and 2 bicyclists) and 274 injuries (166 pedestrians and 108 bicyclists) over this five-year period. The justification for the Project influence area is further reinforced by the proposed wayfinding signage, which will redirect users from surrounding streets toward the corridors proposed for improvement in this application. Therefore, the safety benefits of the Project is likely to extend beyond these corridors.

Motor Vehicle Collision With	Within ¼ Mile Influence Area					Total
	Fatalities	Injuries				
		1	2	3	4	
<i>AIS Severity Level</i>	1	2	3	4	All Injuries	
Pedestrian	12	147	3	4	154	166
Bicyclist	2	104	2	0	106	108
Subtotal by Severity	14	251	5	4	260	274
Average Per Year	2.8	50.2	1	0.8	52	54.8

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.)

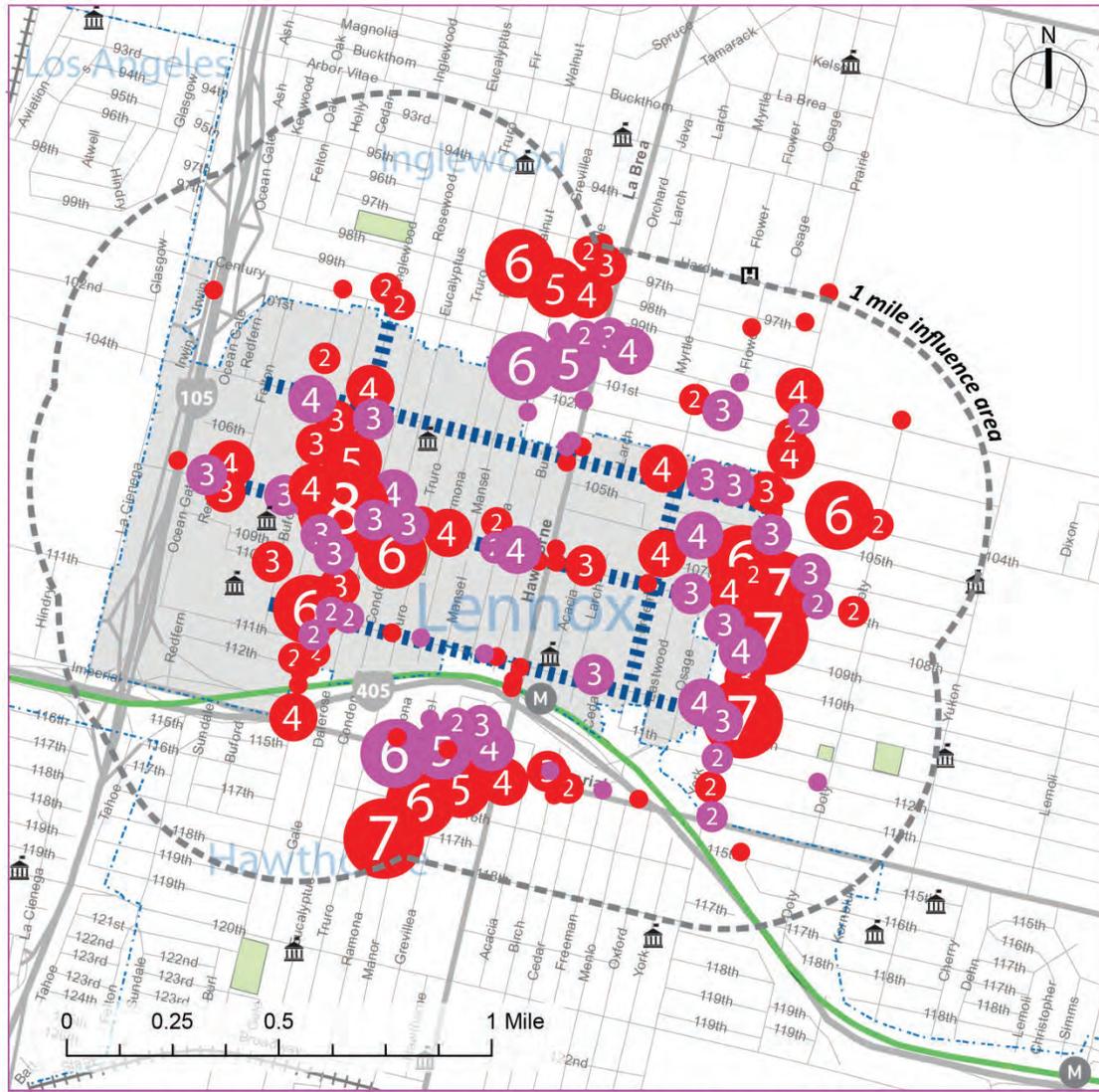
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized 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

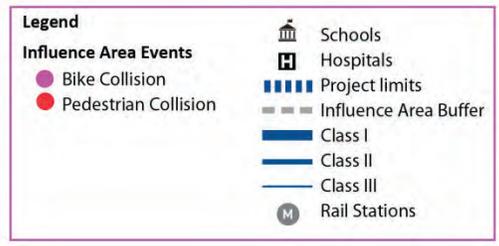
In aggregate, the safety countermeasures proposed for this Project are estimated to result in a crash reduction factor of **45%**, resulting in an average of **5.3 fewer injuries** and **0.2 fewer fatalities** per year along the Project corridors, and likely even greater reductions within the Project influence area.

In the development of this Project, the County analyzed the types and locations of collisions involving pedestrians and bicyclists in the Hawthorne/Lennox community. As shown on the collision map, many intersections were identified as “hotspots”. There are a total of 54 intersections within the project limits, only 23 of which have existing crosswalks. The Project proposes to install high visibility crosswalks at key non-signalized intersections to enhance safety for pedestrian crossings. These key intersections include Century/Inglewood, Century/Hawthorne, Century/Prairie, Lennox/Inglewood, Lennox/Hawthorne, and Lennox/Prairie; using observed levels of non-motorized activity, the County prioritized locations according to the highest safety benefit to pedestrians and cyclists.

An analysis of the code violation associated with each incident was also used to understand which type of behaviors by both motorized and non-motorized users were responsible for causing the highest number of injuries and/or fatalities within the Project Area of Influence over this five year period. This analysis in turn informed the proposed countermeasures selected.



HAWTHORNE / LENNOX STATION COMMUNITY LINKAGES Bicycle and Pedestrian Collision Events



Traffic Violation Causing Injury or Fatality	Incidents Within the Project Limits (% of total)	Incidents Within Influence Area (% of total)	Proposed Countermeasure
Failure to yield to pedestrians at crosswalks	27%	24%	Improved signage, improved sidewalks and new pedestrian safe areas
Pedestrian yield upon roadway outside of crosswalk	10%	25%	Improved striping, ramps, warning strips, and sidewalks. Reduction in crossing distances
Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.	15%	9%	Additional Class II and III bike facilities
Failure to stop at limit line, crosswalk, or entrance to intersection	8%	3%	Bulbouts
Driver failure to yield right-of-way to approaching traffic	7%	10%	Improved striping, ramps, warning strips, and sidewalks.
Unsafe turn, and/or without signaling	5%	5%	Longer traffic cycles

The following safety countermeasures are being implemented to address past collisions documented in the response to Question 2A:

- Addition of missing curb ramps with ADA-compliant;
- Curb bulbouts to reduce pedestrian crossing distance;
- Pedestrian signal heads to *ensure better compliance with traffic laws* by both motorized and non-motorized users;
- Installation of new high-visibility crosswalks to *address inadequate crosswalks* at key non-signalized intersections;
- Planters or buffer strips to *create a physical separation* from the roadway;
- Additional landscaping to orient the visual interest of motorists toward sidewalks, thereby making them more cognizant of non-motorized users who might be crossing or entering the roadway.
- Addition of Class III facilities to *close gaps in existing bicycle facilities* on 111th Street;
- Class II facilities and a travel lane reduction on Lennox Boulevard to *reduce the speed and volume of motorized users in the vicinity of non-motorized users*;
- Add signs, signals and pavement markings for bicycle operation on roadways.

- Addition of 52 signs to educate pedestrians and bicyclists on the most efficient, safest routes to and from the Metro Green Line station.

Part B: Narrative Questions

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

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

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

The Hawthorne/Lennox Metro Green Line Station Community Linkages Project was initiated in response to high rates of traffic collisions in the community. Residents are concerned about having safe access to schools, parks, public transportation and other community services. Key stakeholders engaged included the Lennox Coordinating Council, Lennox School District, County Department of Parks and Recreation, the LA Neighborhood Land Trust, residents and businesses located along the project area, as well as community organizations such as From Lots to Spots, Vomito Local, Youth Build, East Side Riders Bike Club, St. Margaret's Center, the Asian Pacific Islander Obesity Prevention Alliance, and the Tongan United Methodist Youth Group. For the proposed Class II and III bicycle facilities, key local stakeholders were also engaged through a series of three workshops held in conjunction with the development of the adopted March 2012 County Bicycle Master Plan. Many of the same community stakeholders (From Lot to Spot, LA Neighborhood Land Trust, PLACE Program, churches, and youth groups), local government institutions (local schools and libraries), officials from the Los Angeles Department of Health and Department of Public Works and representatives from Hawthorne and Lennox participated in outreach activities. There were 11 public workshops held between March and April 2011, with an average attendance of ten people per workshop.

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

Over a roughly two-year period spanning June 2013 to May 2015, the County conducted 9 separate outreach activities to engage stakeholders in the development of this Project; a total of 145 people participated, and over 200 surveys were distributed in conjunction with these activities to assess community interest in specific safety and mobility improvements.

In 2013, the Los Angeles County Department of Parks and Recreation began work on a Community Parks and Recreation Plan for the Lennox community. Community input overwhelmingly identified the need for safer

streets and better access to parks, which provide one of the few opportunities to engage in active recreation, given limited park space in Lennox.

In preparation for this grant application, the County Department of Public Health (DPH) assisted the Department of Public Works (DPW) in going back out to key community stakeholders first engaged during the park planning process to gather input on the proposed improvements and ensure that they meet the needs of this community. This response highlights 3 of those 9 activities; a comprehensive list of stakeholders and outreach activities can be found in Attachment I-4B.

Outreach Activity 4 (15 participants). In July 2013, From Lot to Spots, a community based organization, hosted a walking tour to capture community input for the Lennox Community Parks & Recreation Plan, to promote walking in Lennox, and to educate community members about pedestrian friendly street treatments. Community members were provided information on incorporating pedestrian friendly measures such as walking trails, bike lanes, wider sidewalks, street trees, traffic calming measures, designing streets through place specific planning, cultural integration and participatory learning.

Outreach Activity 7 (20 participants). On May 5, 2015 the Los Angeles County Department of Public Health presented the Hawthorne/ Lennox Community Linkages Project at the Lennox Coordinating Council, a monthly local stakeholder meeting. The presentation allowed for people to understand the proposed project and for community residents to give input on specific sites they identify as problem areas for walking and biking.

Outreach Activity 9 (8 participants): On May 11, 2015, the Los Angeles County Department of Public Health presented and facilitated a discussion on the proposed improvements to the Lennox Youth Coordinating Council. This council is made up of primarily of high school students in Lennox. These students walk and bicycle the streets of Lennox to get to friends' houses, school, the library, and Lennox Park. Through this effort the County was able to gather input through a group discussion and distribute surveys to better understand their walking and biking habits as a lived experience.

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)

Many local residents and advocacy groups attended the public workshops, submitted comments, and filled out intercept surveys distributed by the County in both English and Spanish. Twenty-four residents completed the survey during the various outreach activities attended by DPH in April and May 2015. Participants were asked for what purpose they walk: 73% stated they walk locally, 30% walk for recreation,

43% walk to access transit and 13% walk to work. Only 39% of those surveyed bicycle. While respondents do walk and bicycle in the community, *74% felt it is not safe to walk or bike in Lennox* and 91% agreed there are barriers to walking and bicycling in the community.

Survey participants were asked to identify some of the barriers to walking: 47% said that crosswalks are unsafe and/or too wide, 39% identified the wait time at signals as too long, 34% identified sidewalk gaps as an issue. Regarding barriers to bicycling 43% identified the need for bike racks.

The County has used community feedback throughout the project planning process to identify local needs and prioritize investment decisions. At a recent community meeting held on April 23, 2015, participants highlighted the need for

- better lighting
- increased traffic calming, and safer crossings along Lennox Boulevard and 111th Street
- restrictions on vehicular traffic movements and speeds along 111th Street during school drop-off and pick-up periods, and
- reduced vehicular speeds at intersections within the project area.
- traffic signals and visible crosswalks on all major intersections of Lennox Boulevard and at nearby schools.

The input of the community has resulted in a more effective project by providing the County with vital insight into the lived experience of everyday users. For example, better lighting had not been originally included as a scope element or recognized as a community safety concern until raised at the outreach meeting. In fact, 20 of the 60 (33%) of the collisions involving non-motorized users along Project corridors occurred after dusk, despite evening and nighttime hours generally accounting for only 23% of daily usage.

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

Public outreach will be conducted as part of the CEQA/NEPA environmental clearance process, offering additional opportunities for stakeholder input. The County will continue to attend and hold meetings with key stakeholders previously identified and utilize the organized groups to encourage wider participation in the planning process. The County will establish and maintain a Project web site to inform the community of important Project updates and milestones, and to provide an opportunity for ongoing stakeholder input and feedback. The County also anticipates additional meetings with Lennox area public schools to better coordinate elements of the Project that overlap with the County's 2009 Safe Routes to School mapping plans.

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)

With much of the unincorporated Lennox community located in close proximity to the I-405 and I-105 Freeways and directly downwind from Los Angeles International Airport (LAX)—a significant source of emissions in the Southern California region—residents suffer disproportionately from poor air quality and associated health concerns. The number of asthma-related emergency room visits and hospitalizations—one of the key health indicators used in determining the CES 2.0 score—averages 50 per 10,000 residents in the Census tracts within a one-half mile radius of the Hawthorne/Lennox Green Line Station area, 12% higher than the County average of 44.7 hospitalizations.

Service Planning Area 8 (SPA 8 - South Bay), in which the Project is located, also reports the second highest rate of childhood asthma (11.5%) in the County (Table 2, “Breathing Easy? Child Asthma in LA County,” 5/24/2014). According to the findings of the 2011 Los Angeles County Health Survey (LACHS), childhood asthma and obesity are self-reinforcing health conditions. 40.9% of children with asthma in Los Angeles County had their physical activity limited due to their asthma, while children who are overweight or obese experienced more asthma symptoms than normal weight children. In some cases, asthma can in fact lead to obesity in children. Finally, based on ZIP code-level data available from the California Health Interview Survey (CHIS) Neighborhood Edition, the adult obesity rate (defined as a Body Mass Index ≥ 30) of 34.4% in Lennox (ZIP code 90304) is alarmingly high compared to a rate of 24.7% for the County.

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

A reduction in the high incidence of childhood asthma and adult obesity rates will both be directly supported by the proposed Project. While not specifically conceived as a Safe Routes To School project, the proposed pedestrian improvements provide a direct benefit to students walking to and from the many schools clustered along 104th and 111th Streets, including Dolores Huerta Elementary School (4125 W 105th Street), Lennox Academy (11036 Hawthorne Boulevard), Moffett Elementary School (11050 Larch Avenue), and Amino Leadership Charter High School (11044 S Freeman Avenue). Both 104th and 111th Streets are to be retrofitted with high-visibility crosswalks, bulb-outs, and other intersection treatments. These enhancements

will benefit the safety of all users, but particularly younger children who tend to be less visible to motorists and are less likely to fully traverse a crosswalk in the time allotted by the pedestrian signal countdown.

Assuming that this Project increases walk and/or bike to school rates for students in the Lennox community, it can also be credited with promoting increased physical activity in children, which can in turn help to reduce both asthma and obesity rates.

Another health benefit of the Project is its connectivity with Lennox Park (10828 Condon Avenue), where the County Department of Parks and Recreation offers year-round events, exercise classes and summer camp activities for youth, seniors, and families alike, often free of charge or on a subsidized basis. Additional findings from the 2011 LACHS suggest that the physical barriers experienced by pedestrians in the Lennox community may lead to fewer discretionary walk trips and contribute to the underutilization of local parks and recreational facilities. For the Inglewood Health District (which includes Lennox), nearly 38% residents reported that they did not use walking paths or parks in their neighborhoods. By improving the safety and walkability of Lennox Boulevard and other local streets, the proposed pedestrian improvements will enhance access to important facilities such as Lennox Park. Access to Lennox Park was also identified as a key issue during a community outreach workshop conducted in 2013. Workshop participants acknowledged the park itself is relatively safe, but that walking or riding to the park is not. Residents highlighted the need for better walking and biking conditions on the streets, including bike lanes, traffic calming measures, lighting and pedestrian oriented development. This stakeholder feedback suggests that the proposed Project improvements will indeed result in increase use of existing park facilities.

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
6037601501	\$33,958	4,181	37.29	76-80%	X	X
6037601502	\$32,250	4,084	50.39	91-95%	X	X
6037601600	\$39,122	4,630	54.97	96-100%	X	X
6037601700	\$31,541	5,534	40.78	81-85%	X	X
6037601801	\$31,310	3,954	38.69	76-80%	X	X
6037601802	\$46,033	4,269	35.63	71-75%	X	X

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

Which criteria does this project meet?

- Option 1. Median household income by census tract for the community(ies) benefited by the project.
- Option 2. California Communities Environmental Health Screen Tool 2.0 (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
X

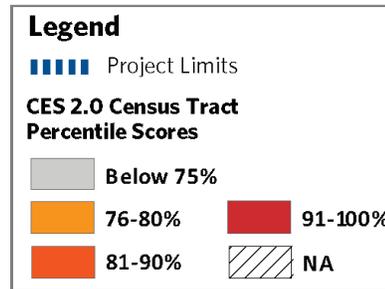
B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.	100%
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The Project limits extend across six Los Angeles County Census tracts, 5 of which (6015.01, 6015.02, 6016.00, 6017.00, 6018.01) are ranked among the top 25% most disadvantaged communities (DACs) by the CalEnviroScreen 2.0 screening tool. The sixth Census tract (6018.02) qualifies as a DAC based on its median household income of \$46,033. All funds requested will be expended directly in disadvantaged communities.



HAWTHORNE / LENNOX STATION COMMUNITY LINKAGES Disadvantaged Community Mapping



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.

The Lennox community is highly transit-dependent, with a commute to work mode share of 13.9%, and has a high percentage of zero-vehicle households. By definition, the Hawthorne/Lennox Green Line station is a vital lifeline for the community, ensuring its access to regional employment centers, civic institutions, and recreational amenities. Without safe sidewalks and bikeways, this already disadvantaged community suffers even greater isolation. During the public outreach process for this Project, many participants stated that they consider their neighborhood streets “unsafe,” “uninviting” and “ugly.” Inadequate pedestrian facilities result in fewer discretionary trips to community facilities that Lennox residents could be using to improve their well-being and civic engagement in the community; instead, these residents stay home. For example, most participants in the July 2013 Community Walking Tour acknowledged that they have never walked Lennox Blvd to Lennox Park or the Civic Center due to safety concerns at intersections. By enhancing safety and livability, the Project is expected to provide a direct, meaningful, and assured benefit to these users. In addition, through coordination with the County’s SRTS mapping plan, the Project will provide safer routes and greater daily physical activity for some of the 7,043 students attending area schools, 89% of whom qualify for Free or Reduced Price Meals and 21.3% of whom suffer from obesity.

Citation: Service Planning Area 8 Health Facts, <http://publichealth.lacounty.gov/chs/SPA8/>.

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.)**

Over the course of the three rounds of community workshops discussed in Question 3, a number of proposed safety countermeasures were evaluated. Improvements considered to be particularly cost-effective were placing traffic signals and visible crosswalks on all major intersections of Lennox Boulevard and nearby schools. Such improvements are comparatively lower cost; at the same time, they serve to benefit a large number of pedestrians and bicycle users, increase driver awareness of non-motorized users, and remove obstacles that inhibit area residents from walking and biking.

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

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

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

The benefit to total cost (B/C) ratio is estimated to be **10.80**, and the benefit to funds requested ratio is **13.78**. This means that for every dollar invested in the project, the project will generate \$10.80 in benefits over the 20-year analysis period considered. With a net present value of \$28.92 million (discounted at 4 percent), and a positive B/C ratio, this Project will be a cost-effective way for the State to leverage its investment in active transportation.

The proposed project will serve local residents, schoolchildren, employees who work in the Project area, encourage use of transit by improving pedestrian and bicycle access to the Hawthorne/Lennox Green Line Station. The economic benefits of this project directly correlate with user projections, and thus the population growth assumption is important for calculating total benefits. The ATP Benefit/Cost Tool assumes a 2.0 percent population growth rate based on historic growth rates in California from 1955 to 2011. However, the Southern California Association of Governments (SCAG) estimates that many areas in the SCAG region will grow at a much lower rate between now and 2040 (approximately 0.5 percent). Therefore, a future iteration of the ATP Benefit/Cost Tool may wish to provide more localized assumptions for population growth. This will help take into account the difference between benefits in higher versus lower-growth areas of the State. Additional feedback on potential model enhancements for the next cycle of the ATP Benefit/Cost Tool is documented in Attachment I-6.

Part B: Narrative Questions

Detailed Instructions for: Question #7

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

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

The County has provided a local contribution of \$601,405 for participating items, against total eligible project costs of \$3,007,027, for a leveraging percentage of **20.0%**. The ATP Cycle 2 funding request is \$2,405,622. The County is providing an additional \$63,000 in funding for non-participating items.

Funding Source	Match %	Amount	Total %
County Road Funds – Participating Items	20.0%	601,405	19.6%
Active Transportation Program (ATP) Cycle 2 Request	80.0%	2,405,622	78.3%
<i>Subtotal - Leveraged Match Calculation</i>	<i>100.0%</i>	<i>3,007,027</i>	
County Road Funds – Non-Participating Items		63,000	2.1%
Total Sources		\$3,070,027	100%
Project Approvals & Environmental Documents		125,000	4.1%
Plans, Specifications & Estimates		350,000	11.4%
Construction		2,595,027	84.5%
Total Uses		\$3,070,027	100%

Part B: Narrative Questions

Detailed Instructions for: **Question #8**

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

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

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

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

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

California Conservation Corps representative:

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

Community Conservation Corps representative:

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

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

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below
1. Signing and striping
 2. Parkway Trees
- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

Part B: Narrative Questions

Detailed Instructions for: Question #9

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

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

The County of Los Angeles Department of Public Works has been participating in Los Angeles County Metro's biennial Call For Projects program since its inception in 1991. The County of Los Angeles Department of Public Works has delivered numerous active transportation (bikeways and pedestrian) projects with no failures. The County of Los Angeles Department of Public Works has also delivered numerous bikeway and pedestrian projects under State Bicycle Transportation Account (BTA) grants and State and Federal Safe Route to Schools grant programs meeting the project scope, goal, and grant guidelines. Most of the above mentioned grant funded projects were assigned federal funds and were successfully completed per Caltrans Local Assistance Program Guidelines.

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

Part C: Application Attachments

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

List of Application Attachments

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

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



Part C: Attachments Attachment A: Signature Page

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: HAWTHORNE/LENNOX STATION COMMUNITY LINKAGES					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				225				225	
PS&E					630			630	
R/W									
CON						2,215		2,215	
TOTAL				225	630	2,215		3,070	

ATP Funds	Infrastructure Cycle 2								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)				100				100	
PS&E					280			280	Notes:
R/W									
CON						2,026		2,026	
TOTAL				100	280	2,026		2,406	

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

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: HAWTHORNE/LENNOX STATION COMMUNITY LINKAGES					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	County Road Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				125				125	County of Los Angeles
PS&E					350			350	Notes:
R/W									
CON						189		189	
TOTAL				125	350	189		664	

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

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

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

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

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

Attachment C. Engineer's Checklist

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map**

Engineer's Initials: WAP

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

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

Engineer's Initials: WAP

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

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

Engineer's Initials: WAP

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

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

4. **Detailed Engineer's Estimate**

Engineer's Initials: WAP

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

Attachment C. Engineer's Checklist

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: WRP
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: WRP
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: WRP
 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: WRP
a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): REHMAN, WAQAS
Title: ASSOCIATE CIVIL ENGINEER
Engineer License Number: 78116
Signature: *Waqas Rehman*
Date: 05-27-2015
Email: wrehman@dpw.lacounty.gov
Phone: 626-458-5166

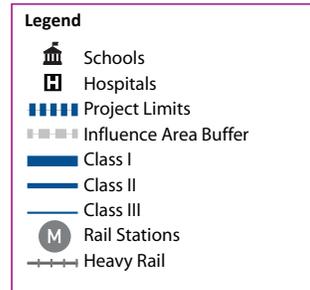
Engineer's Stamp:



Attachment D. Project Location Map



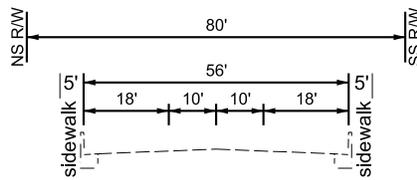
**HAWTHORNE / LENNOX STATION COMMUNITY LINKAGES
Project Location Map**



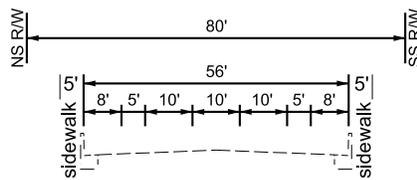
Attachment E. Project Plans/Cross Sections

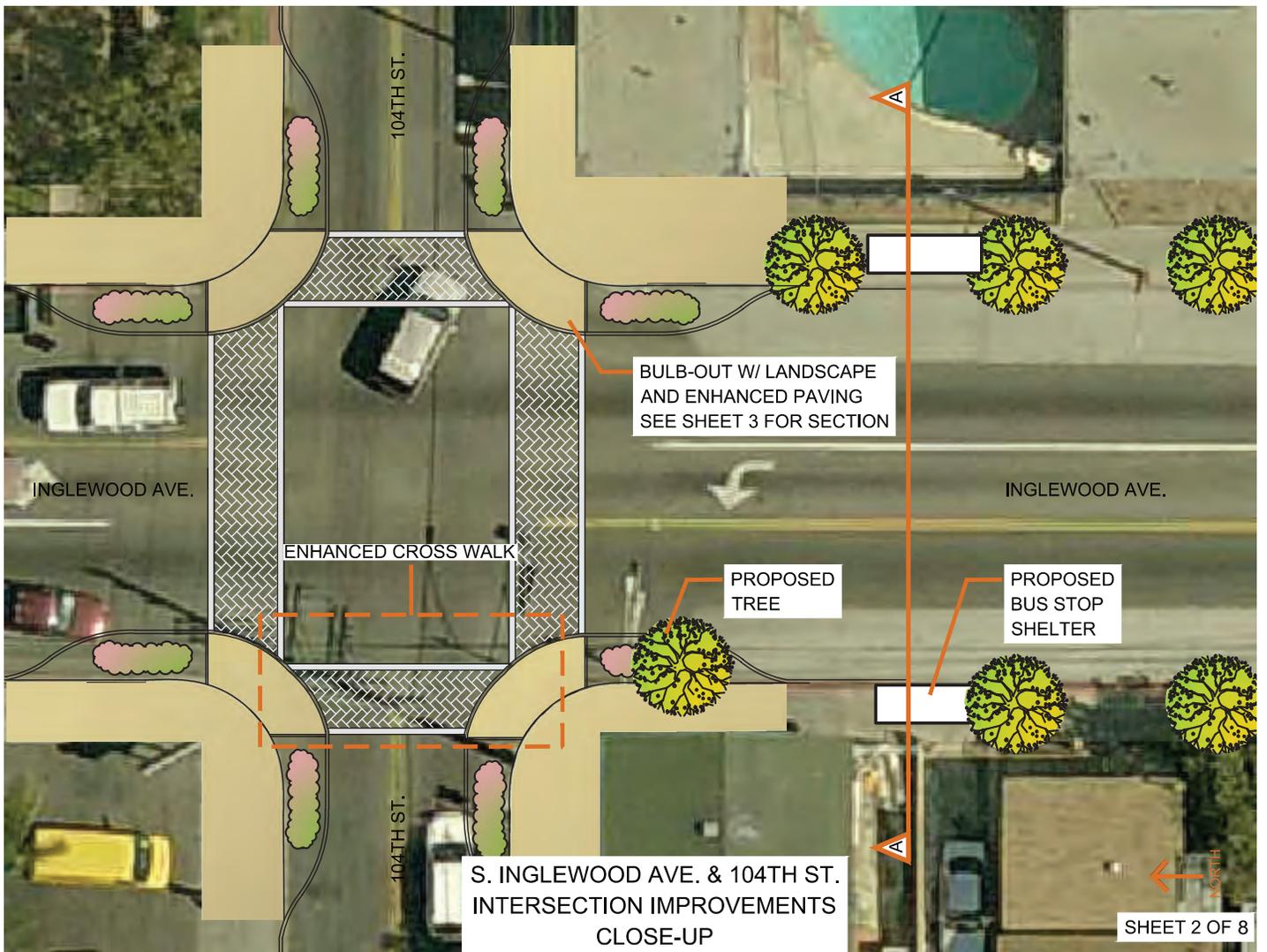
LENNOX BLVD BURIN AVE TO PRAIRIE AVE

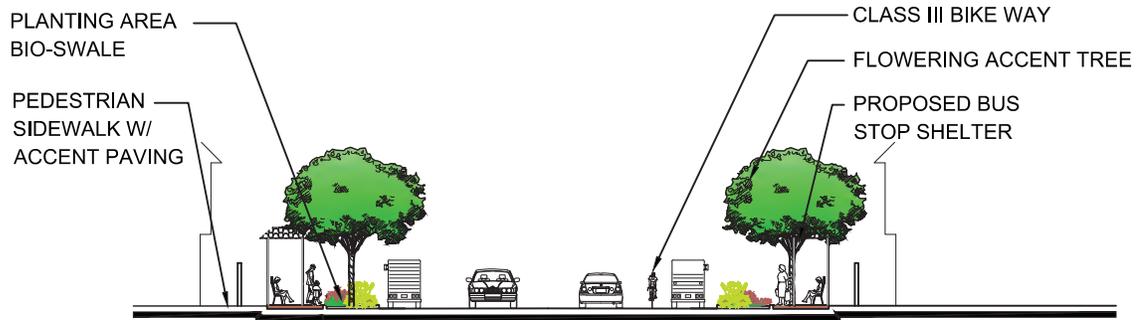
EXISTING CROSS SECTION



PROPOSED CROSS SECTION CLASS II BIKE LANE







S. INGLEWOOD AVE. & 104TH ST.
INTERSECTION IMPROVEMENTS
SECTION A

SHEET 3 OF 8

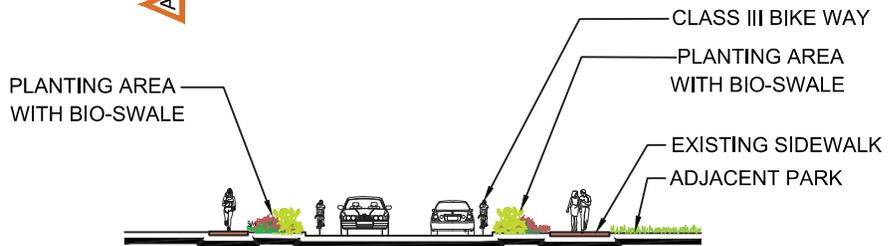
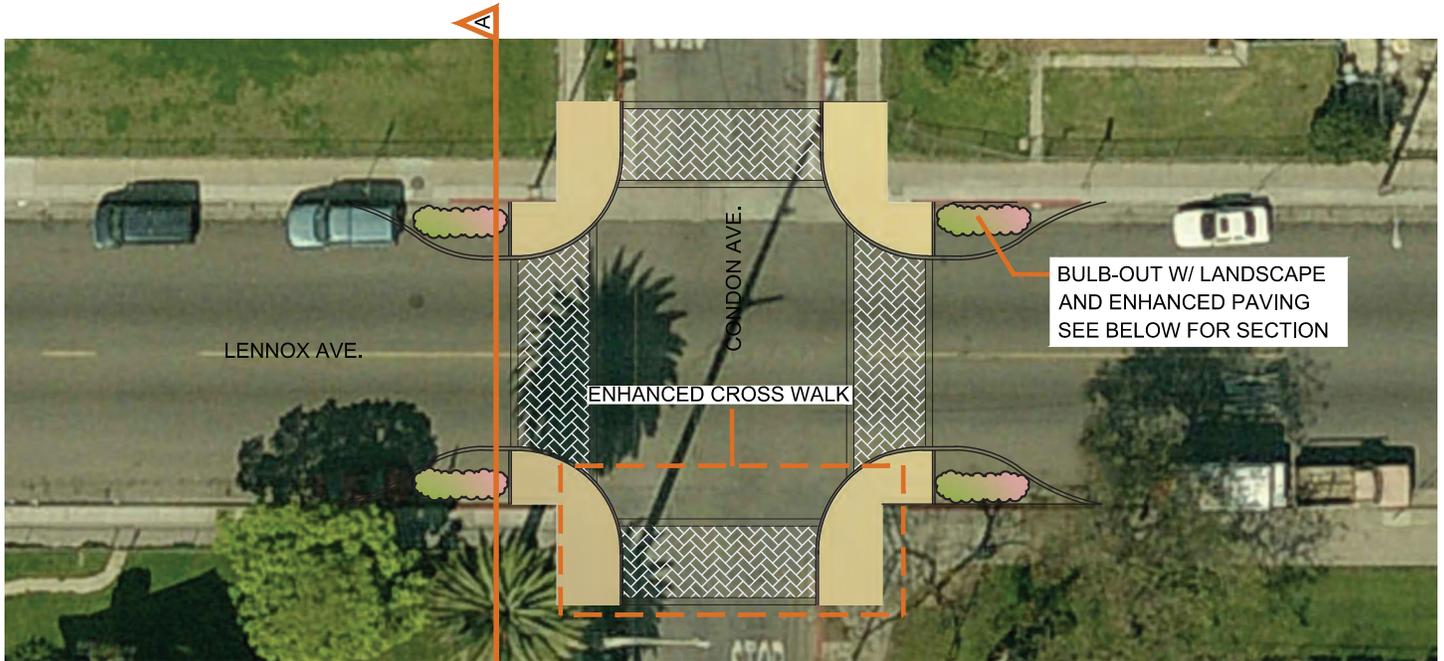


S INGLEWOOD AVE. & 104TH ST.
INTERSECTION IMPROVEMENTS
EXISTING CONDITIONS

SHEET 4 OF 8



S. INGLEWOOD AVE. & 104TH ST.
INTERSECTION IMPROVEMENTS
VIEW



LENNOX BLVD. & CONDON AVE.
INTERSECTION IMPROVEMENTS
SECTION A





LENNOX BLVD. & CONDON AVE.
INTERSECTION IMPROVEMENTS
EXISTING CONDITIONS

SHEET 7 OF 8



LENNOX BLVD. & CONDON AVE.
INTERSECTION IMPROVEMENTS
VIEW



PHOTO 1



PHOTO 2

1

Photo Caption. Inglewood Ave at 111th St (Facing East)

2

Photo Caption. Inglewood Ave at 111th St (Facing West)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 3



PHOTO 4

3 Photo Caption. Inglewood Ave at 111th St (Facing West)

4 Photo Caption. Inglewood Ave at 111th St (Facing North)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 5



PHOTO 6

5

Photo Caption. Inglewood Ave at Lennox Blvd (Facing South)

6

Photo Caption. Inglewood Ave at Lennox Blvd (Facing West)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 7



PHOTO 8

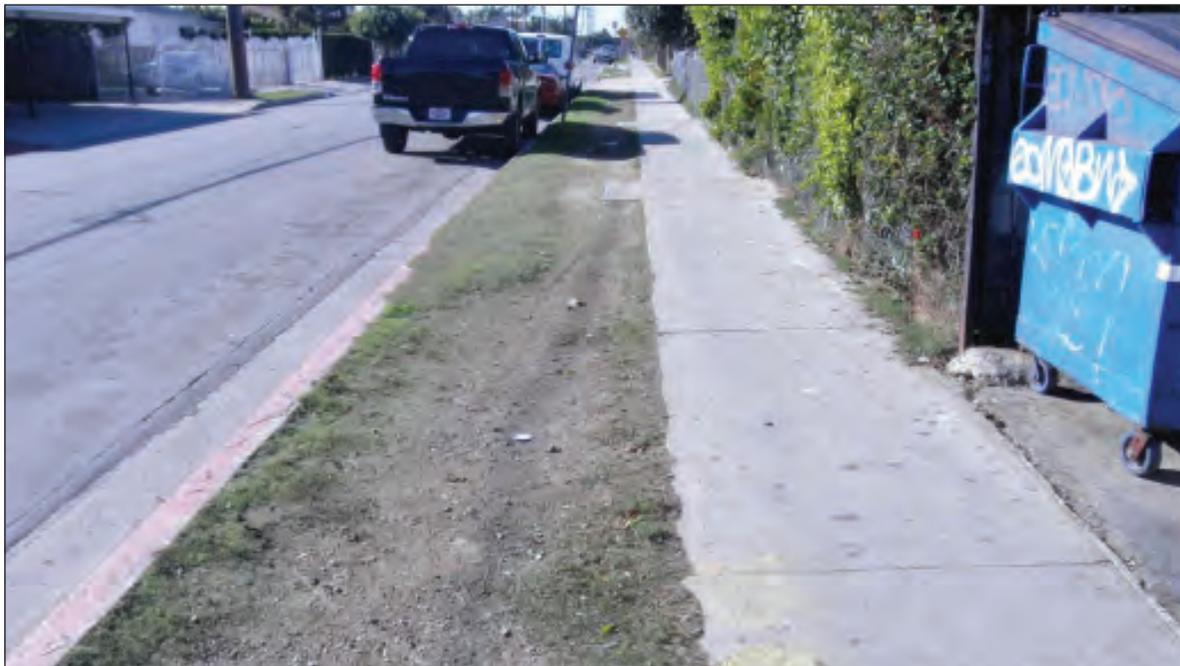
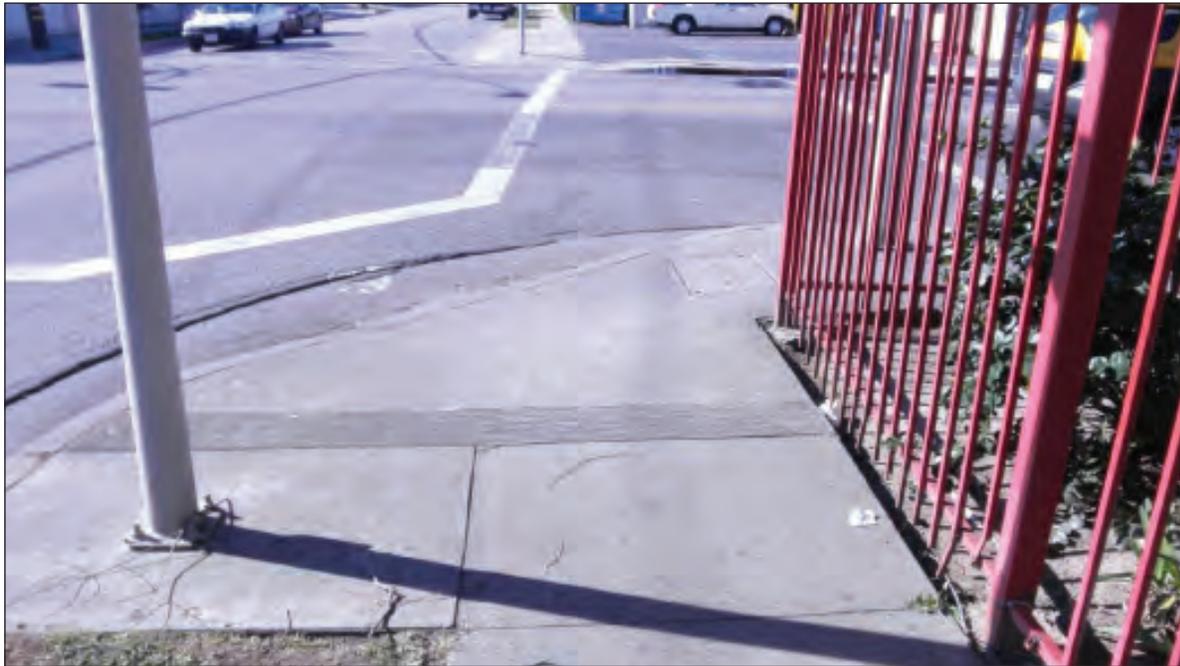
7

Photo Caption. Inglewood Ave at Lennox Blvd (Facing East)

8

Photo Caption. Inglewood Ave between 104th St and Lennox Blvd (Facing North)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



9

Photo Caption. Inglewood Ave at 104th St (Facing West)

10

Photo Caption. Inglewood Ave at 104th St (Facing West)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO
11



PHOTO
12

11 Photo Caption. Inglewood Ave at 104th St (Facing East)

12 Photo Caption. Lennox Blvd between Inglewood Ave and Buford Ave (Facing East)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



PHOTO 13

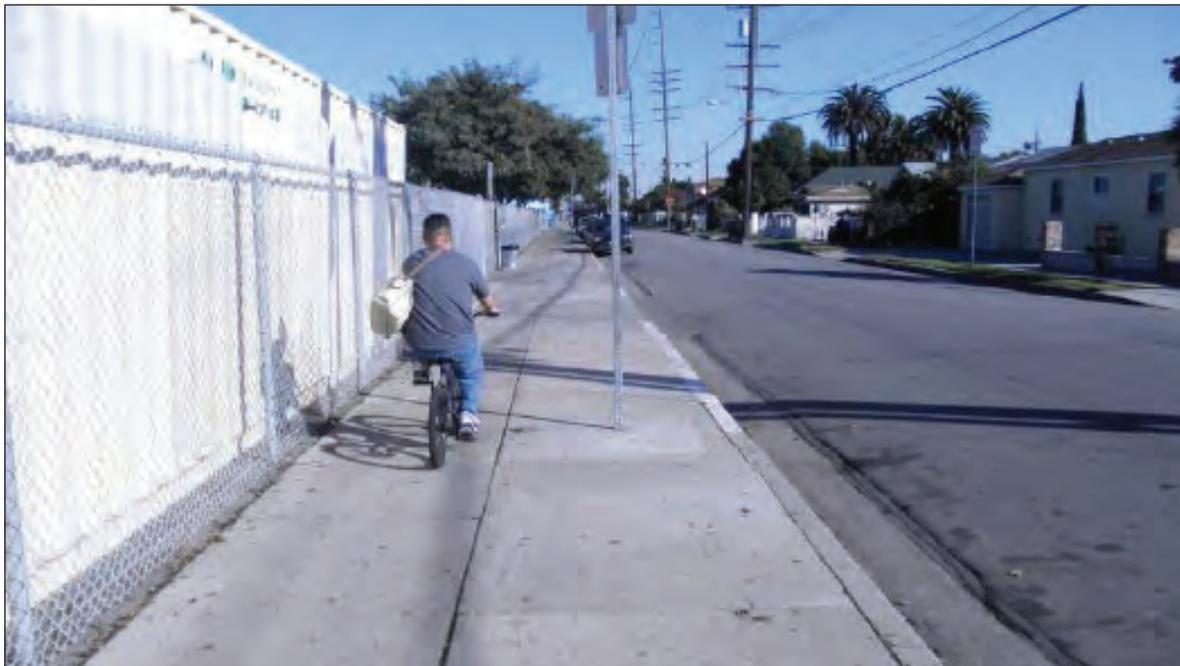
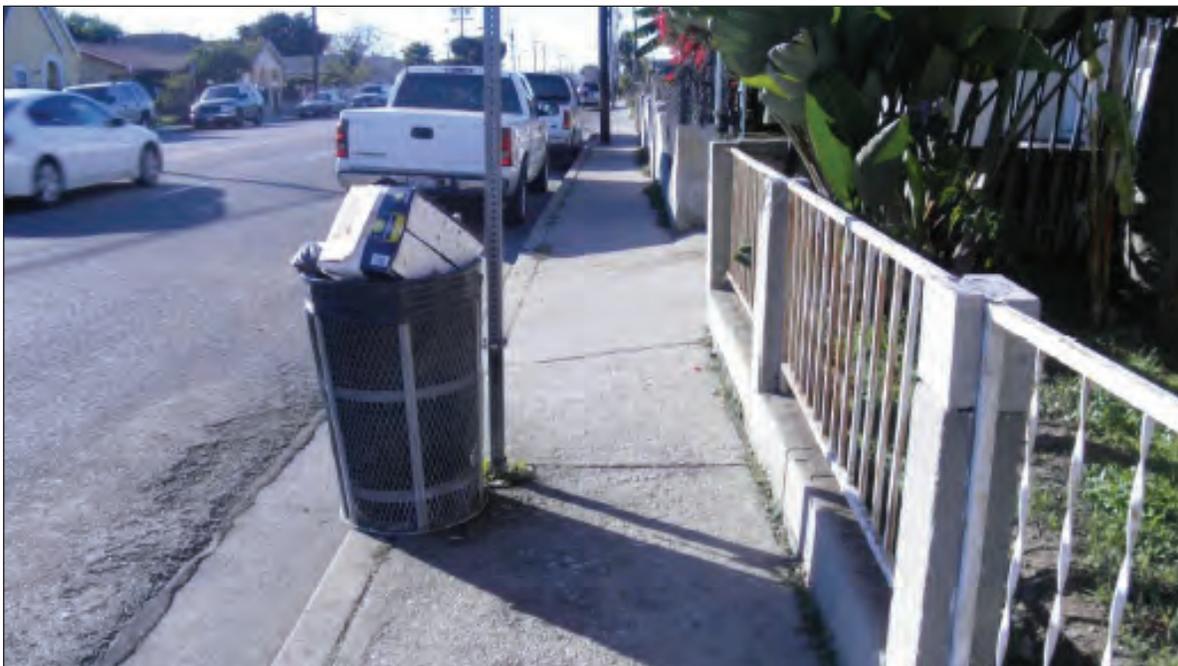


PHOTO 14

13 Photo Caption. Lennox Blvd at Condon Ave (Facing West)

14 Photo Caption. 104th St between Condon Ave and Firmona Ave (Facing East)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions



15

Photo Caption. Lennox Blvd between Hawthorne and Freeman Ave (Facing West)

16

Photo Caption. 104th St between Condon Ave and Firmona Ave (Facing East)

Hawthorne/Lennox Green Line Station Community Linkages
Attachment F - Photos of Existing Conditions

Attachment G. Detailed Cost Estimate

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		
Application ID:	07-County of Los Angeles-9	Prepared by:	MARTIN REYES
Project Description:	Pedestrian and bicycle facility improvements		
Project Location:	Lennox, Unincorporated Los Angeles County, 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	Traffic Signal Upgrades	4	EA	\$100,000.00	\$400,000	100%	\$400,000						
2	Signing and Striping	1	LS	\$197,238.40	\$197,238	100%	\$197,238					100%	\$197,238
3	Bike loops and countdown heads	1	LS	\$105,000.00	\$105,000	100%	\$105,000						
4	Pervious concrete lanes	24000	SF	\$12.00	\$288,000	100%	\$288,000						
5	Pervious parking lanes	40000	SF	\$12.00	\$480,000	100%	\$480,000						
6	Parkway trees	35	EA	\$1,150.00	\$40,250	100%	\$40,250					100%	\$40,250
7	Transit shelters and amenities	5	EA	\$12,600.00	\$63,000	100%	\$63,000			100%	\$63,000		
8	Wayfinding Signage	52	EA	\$300.00	\$15,600	100%	\$15,600						
9	AC replacement at crosswalks	10080	SF	\$9.00	\$90,720	100%	\$90,720						
10	Curb ramps and detectable warning strips	50	EA	\$4,000.00	\$200,000	100%	\$200,000						
11	PCC sidewalk	4480	LF	\$28.00	\$125,440	100%	\$125,440						
12													
13													
14													
15													
16													
Subtotal of Construction Items:					\$2,005,248		\$2,005,248				\$63,000		\$237,488
Construction Item Contingencies (% of Construction Items):				10.00%	\$200,525								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$2,205,773								

Project Cost Estimate:			
Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$	125,000	
Plans, Specifications and Estimates (PS&E):	\$	350,000	
Total PE:	\$	475,000	21.53% 25% Max
Right of Way (RW)			
Right of Way Engineering:	\$	-	
Acquisitions and Utilities:	\$	-	
Total RW:	\$	-	
Construction (CON)			
Construction Engineering (CE):	\$	389,254	15.00% 15% Max
Total Construction Items & Contingencies:		\$2,205,773	
Total CON:	\$	2,595,027	
Total Project Cost Estimate:		\$	3,070,027

Attachment H. Non-Infrastructure Work Plan

[Not Applicable. This page left intentionally blank]

Attachment I-1 Screening Criteria: Consistency with Regional Plans

ACTIVE TRANSPORTATION APPENDIX

Southern California Association of Governments
ADOPTED APRIL 2012

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

COMMITTER EXPRESS
DASHI

To North Hollywood
To Wilshire/Veneta

ACTIVE TRANSPORTATION

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

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

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

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

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

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

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

Existing Conditions

Physical Setting

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

Political Environment

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



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



Image courtesy of the California High-Speed Rail Authority

Our Vision for Active Transportation Beyond 2035

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



BIKEWAYS

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

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

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

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

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



PEDESTRIANS

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

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

Strategic Finance

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

Metro, 2009, Long Range Transportation Plan



Bicycles and Pedestrians



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

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

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

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

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

Bicycle Programs

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

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

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

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

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

Pedestrian Priority Improvement Program

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

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

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

Call for Projects

FIGURE BB

Bicycle Program

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

FIGURE CC

Pedestrian Program

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

FIGURE DD

Transportation Enhancements Program

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

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

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

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

Attachment I-1A. Existing Counts & User Projections

		Data from Lookup Tables Assumption
	\$19,821	Weighted Median Household Income for all census tracts within 1/2 mile Project Area
STEP 1	3,624	Daily resident walk trips within Project limits
STEP 2	2,022	Daily walk-transit linked trips within Project limits
STEP 3	45	Daily employee midday walk trips within Project limits
	5,692	Total daily walk trips within Project limits
	5%	Percent increase in daily walk trips as a result of the Project
	5,977	Total daily walk trips within Project limits post-implementation
STEP 1. Calculate Annual Resident Walk Trips Involving Path of Travel along Proposed Project		
	58,383	Calculate number of residents within 1/2 mi Project walkshed
	1,375	Annual number of trips per capita
	86%	Income adjustment factor
	1,178	Income-adjusted annual number of trips per capita
	68,770,750	Annual resident trips--all modes
	16.8%	Percentage of all person trips under 1 mile
	39.2%	Walk mode share for trips under 1 mile
	149.9%	Income adjustment factor for walk mode share
	58.8%	Income-adjusted walk mode share
	59.0%	Percentage of walk trips under 1 mi that are home-based
	4,008,628	Resident walk trips within 1/2 mi travel shed
	33%	Percent of resident walk trips involving path of travel along the Proposed Project
CHECK FOR REASONABLENESS		
	3,624	Daily resident walk trips within Project limits
	6.2%	% of residents within 1/2 mi using the proposed Project on a given day
	1,322,847	Total annual resident walk trips within Project limits

23,353 56,64522527

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

1,242,675	<i>If no information on transit boardings/alightings is available</i> Add 31 percent for walk-transit linked trips
1,350 5,942	OR Number of daily bus boardings/alightings within Project Area Number of daily rail boardings/alightings within Project Area
5,056	Total daily walk-transit linked trips within 1/2 mi travel shed
40%	Percent of walk-transit linked trips involving path of travel along proposed Project
2,022 620,842	Total daily walk-transit linked trips involving path of travel within Project Area Total annual walk-transit linked trips involving path of travel within Project Area

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

537	Number of Employees Within 1/2 Mi Project Area
0.7	Daily Midday Trips Per Employee
80.6%	Percentage of Midday Trips that are Walk Trips
303	Daily Midday Walk Trips by Employees Within 1/2 Mi Project Area
15%	Percent of employee midday walk trips involving path of travel along proposed Project
45	Daily Midday Walk Trips by Employees along Proposed Project
77,259 11,589	Annual Midday Walk Trips by Employees Within 1/2 Mi Project Area Annual employee midday walk trips within Project limits

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

STEP 4. Calculation of Student Walk Trips

1,195	Number of students living along proposed route for improvement
32%	Walk Bike to School Rate - Existing
2	Number of Trips Per School Day
612	Number of Existing Daily Student Walk Trips
20%	Percentage Increase in Student Walk Trips - With Project
734	Number of Projected Daily Student Walk Trips - With Project

updated 4/1/2015

STEP 1 - Establish Travelshed and Baseline Data

Establish Baseline Facility Travelshed Data with Census Data[i]

Travelshed	P1. Total Population	P36. Sex by Enrollment by Level of School		P30.Means of Transportation to Work, Adults 16+ Years	
	A	B	C	D	E
Census variables[iii]	P001001	P036012; P036015; P036035; P036038	P036018; P036021; P036041; P036044	P030013	P030005
Census Block #	Total Population	Students 5 th – 12 th Grade	College Students – Undergrad/Graduate	Commuter Bicyclists[iii]	Transit Commuters[iv]
6037601202	3965	506	211	12	157
6037601402	722	467	262	0	129
6037601501	4181	722	355	29	176
6037601502	4084	778	288	15	207
6037601600	4630	993	284	0	102
6037601700	5534	976	239	0	264
6037601801	3954	428	236	24	37
6037601802	4269	634	166	48	149
6037601900	5269	1012	259	43	162
6037602002	2965	354	251	0	103
6037602003	5146	760	337	0	215
6037602004	4176	620	337	10	109
6037602103	6769	1412	578	36	449
6037602104	5900	717	500	15	262
6037602106	5591	459	631	0	154
6037602200	7599	1057	615	19	142
Totals	74754	11895	5549	251	2817

STEP 2 - Estimate Current Bicycle Users in the Travelshed[i]

2A. Estimate Adult Bicycle Commuters in the Travelshed

College Students and Commuters 16+ Years Old	Inputs totals from Step 1 – Travelshed Data	Multiply by percent users of travelshed	F	
			Estimate of Bicyclists	
Adult Bicycle Commuters	251	[ii] 80%	Subtotal	201
+ College Students	5549	[iii] 20%	Subtotal	1088
+Transit Users	2817	[iv] 3.50%	Subtotal	99
			Total	1388

2B. Estimate Student Bicycle Commuters in the Travelshed

Students	Inputs total from Step 1 – Travelshed Data	Multiply by percent users of travelshed	G	
			Estimate of Bicyclists	
(5 th – 12 th Grade)	11895	[v] 1.1%	Total	131

[i] This model estimates the number of bicycle users in a travelshed. Means of transportation data only counts bicyclists who travel to work, and who are 16+ years old. Student Census data is utilized to estimate the number of bicyclists who commute to school. These two estimates added together give us an estimate of the total amount of bicyclist users for a travelshed.

[ii] 90% of bicyclist commuters counted by the Census are counted in this model.

[iii] Ranges from 6 - 33%. USC student travel survey reports 33% bicycle mode share for student commuting trips. UCLA State of the Commute indicates that 6.2% of university students commute to campus by bicycle (2012). <http://www.sustain.ucla.edu/wp-content/uploads/2013/04/2012SOC.pdf>. <https://docs.google.com/file/d/0B4tJAQfiDxIUMUU1Z0xXNEVtRm8/edit?pli=1>

[iv] Metro Travel Survey (December 2012) found that 3.5% of transit users get to their initial stops via bicycles.

[v] Nancy McGuckin, Analysis Brief, Travel to School in Los Angeles County, Prepared for the Safe Routes to School National Partnership, Figure 1, found that only 1.1% of schoolchildren (ages 5-15) biked to school.

STEP 3 - Convert Bicyclist Data into Daily Trip Data

3A. Convert Bicyclist Data into Daily Commute Trip Data

Bicyclists	Inputs totals from Step 2A & 2B – Bicycle Users	Multiply by % using proposed facility on any given work day	Multiply by # of Daily Trips	H Commute Trips Per Day	
				Subtotal	
Adult & College Students	1388	[i] 4%	2	Subtotal	111
Students (5 th – 12 th Grade)	131	[ii] 5%	2	Subtotal	13.1
				Total	124

3B. Calculate Utilitarian Trip Data

Utilitarian Trips	Inputs totals from Step 2A & 2B – Bicycle Users	Multiply by % using proposed facility on any given day	Multiply by # of Daily Trips	I Utilitarian Trips Per Day	
				Total	
	1388	[iii] 6%	194%	Total	172.5

[\[i\]](#) Based on estimates from the Los Angeles Countywide Policy Document survey (p.C). We assume that students are more likely to make use of their bicycles for regular commuting than are adults.

[\[ii\]](#) Ibid.

[\[iii\]](#) A comparison of bicycle mode share for commuting vs. all trips (California add-on to 2009 National Household Travel Survey) reveals that for every commute trip there are 1.94 utilitarian trips.

STEP 4 - Estimate Future Daily Vehicle Trips, Vehicle Miles, and CO2 Emissions Reduced by Facility Implementation

4A. Estimate Future Daily Bicycle Trips after Proposed Project Implementation

	N		O	
	Input totals from Step 3 – Bicyclist Trip Data	Multiply by minimum expected trip total after proposed project implementation (%)	Estimates of Future Bicyclist Trips	
Adult	111	[i] 123%	Subtotal	136.6
Student	13.1	123%	Subtotal	16.1
Utilitarian	172	123%		212.1
	297	123%	Total	365

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

3.9.2 Proposed Network

Table 3-32 summarizes the proposed bicycle network mileage by classification type within the South Bay Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would add 34.5 miles of bicycle facility to the 10 miles already maintained by the County. Table 3-33 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-30 displays the proposed bicycle network, as well as existing bicycle facilities and major transit stops within the South Bay Planning Area. Figure 3-31 provides a more focused view of the proposed bicycle network within the communities comprising the northern and central portion of the planning area: Alondra Park, Del Aire, Hawthorne Island, and Lennox.

Table 3-32: South Bay Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	9.2	26.7%
Class II – Bicycle Lane	14.8	42.9%
Class III – Bicycle Route	9.6	27.8%
Bicycle Boulevard	0.9	2.6%
Total	34.5	100%

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

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Hawthorne Boulevard	104 th Street	111 th Street	Lennox	2	0.6	2	145
2	Redondo Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Torrance ^A	2	1.1	2	145
3	111 th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood ^A	3	1.1	2	130
4	Manhattan Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	Alondra Park	2	1.0	2	125
5	104 th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood ^A	3	1.1	2	120
6	Marine Avenue	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Hawthorne ^A	3	0.9	2	120

Chapter 3: Existing Conditions and Proposed Network

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

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

County of Los Angeles | Bicycle Master Plan

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

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

Total Mileage **34.5**

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

Attachment I-2A. Collision Data and Analysis

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

VIOL Code	Within Project Limits		Within Influence Area		Violation Type
	Incident Count	%	Incident Count	%	
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	2	3%	6	3%	Riding a bicycle while under the influence of alcohol
21202	0		0	0%	Bicyclist, failure to use right edge of roadway.
21451	2	3%	2	1%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedestrians lawfully within the i
21453	0		5	2%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	0		1	0%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	9	15%	18	9%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
21658	0		0	0%	Laned roadways (2 or more lanes in direction of travel), straddling or changing when unsafe.
21801	4	7%	6	3%	Left turns or U-turns yield until reasonably safe.
21802	1	2%	1	0%	Yield signs, yield until reasonably safe
21804	4	7%	21	10%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an immediate hazard
21950	16	27%	48	24%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		0	0%	Sidewalk, failure to yield to pedestrian on.
21954	6	10%	52	25%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21956	0		0	0%	Walking on roadway, other than pedestrian's left edge.
22100	0		1	0%	Turn at intersection, improper position
22106	3	5%	7	3%	Starting or backing when unsafe.
22107	3	5%	10	5%	Unsafe turn, and/or without signalling.
22350	2	3%	5	2%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	5	8%	7	3%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	2	3%	4	2%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		5	2%	Under the influence of alcohol while driving a vehicle
0	1	2%	5	2%	Violation Not Reported/Unknown
Count	60		204		
Total	63		277		

Transportation Injury Mapping System (TIMS) Data

Collisions along Project Corridor

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3732743	-118.353	33.94184	4/23/2008	1933	0	3	4	8	0	1	A		Y
4033051	-118.348	33.94184	1/26/2009	1900	5	1	4	12	0	1	A		Y
4373009	-118.348	33.94182	7/26/2009	1900	5	7	3	10	0	1	A	Y	
4373021	-118.345	33.94181	7/18/2009	1900	4	6	3	11	0	1	A	Y	
4420056	-118.347	33.94183	9/24/2009	1900	5	4	4	21	0	1	A		Y
4842103	-118.361	33.9418	7/18/2010	1900	4	7	4	10	0	3	A	Y	
4901973	-118.349	33.94182	8/25/2010	1900	5	3	4	21	0	1	A	Y	
5047550	-118.364	33.94178	12/13/2010	1900	5	1	3	12	0	1	A		Y
5165063	-118.346	33.94182	2/13/2011	1900	5	7	3	8	0	1	A		Y
5445387	-118.364	33.94178	11/15/2011	1900	4	2	4	11	0	1	A		Y
3705285	-118.361	33.93454	3/27/2008	1942	4	4	4	10	0	1	A	Y	
3788857	-118.345	33.93456	6/1/2008	1900	5	7	2	9	0	1	A		Y
3935057	-118.361	33.93446	9/20/2008	1900	5	6	3	9	0	1	A		Y
4028081	-118.358	33.93446	10/25/2008	1900	5	6	2	3	0	1	B	Y	
4169927	-118.344	33.9346	12/2/2008	1933	0	2	4	10	0	1	A	Y	
4741038	-118.354	33.93449	3/31/2010	1900	5	3	2	9	0	1	A		Y
5163337	-118.357	33.9345	3/4/2011	1900	5	5	4	5	0	1	A		Y
5324222	-118.35	33.93464	9/16/2011	1900	5	5	4	9	0	1	B		Y
5445433	-118.361	33.93453	11/4/2011	1900	4	5	3	17	0	1	C	Y	
5726218	-118.354	33.93449	5/28/2012	1900	5	1	3	11	0	1	A	Y	
5735642	-118.361	33.93451	6/22/2012	1933	5	5	3	5	0	1	A		Y
4532806	-118.364	33.93813	12/2/2009	1900	5	3	3	9	0	1	A		Y
5047550	-118.364	33.94178	12/13/2010	1900	5	1	3	12	0	1	A		Y
5445387	-118.364	33.94178	11/15/2011	1900	4	2	4	11	0	1	A		Y
4033051	-118.348	33.94184	1/26/2009	1900	5	1	4	12	0	1	A		Y
4373009	-118.348	33.94182	7/26/2009	1900	5	7	3	10	0	1	A	Y	
3705285	-118.361	33.93454	3/27/2008	1942	4	4	4	10	0	1	A	Y	
3817780	-118.361	33.94543	2/23/2008	1933	0	6	2	10	0	1	B	Y	
4179121	-118.361	33.93818	2/6/2009	1900	5	5	4	10	0	1	C	Y	
4832351	-118.361	33.94543	9/12/2009	1933	0	6	4	10	0	4	B	Y	
4842103	-118.361	33.9418	7/18/2010	1900	4	7	4	10	0	3	A	Y	
5261881	-118.361	33.9337	6/13/2011	1900	5	1	4	5	0	2	A		Y
5309072	-118.361	33.94139	8/12/2011	1900	5	5	3	17	0	1	A		Y
5439387	-118.361	33.93654	11/24/2011	1900	4	4	3	5	0	1	A		Y
5445433	-118.361	33.93453	11/4/2011	1900	4	5	3	17	0	1	C	Y	
5508598	-118.361	33.9405	2/1/2012	1900	5	3	3	11	0	1	A	Y	
5526595	-118.361	33.93736	1/6/2012	1900	5	5	4	21	0	1	A		Y
5589773	-118.361	33.93818	3/29/2012	1900	4	4	4	10	0	1	A	Y	
5619980	-118.361	33.93846	4/30/2012	1900	4	1	3	3	0	1	A	Y	
5735642	-118.361	33.93451	6/22/2012	1933	5	5	3	5	0	1	A		Y
5947011	-118.361	33.94543	1/12/2012	1933	0	4	4	9	0	1	A	Y	
6174393	-118.361	33.93824	11/10/2012	1900	4	6	3	5	0	1	A		Y
6201725	-118.361	33.93536	11/20/2012	1900	5	2	3	11	0	1	A	Y	
3695957	-118.357	33.93827	4/13/2008	1900	5	7	2	8	0	3	A	Y	
3806411	-118.36	33.93819	6/26/2008	1900	4	4	2	1	0	1	A		Y
4033098	-118.359	33.93814	1/19/2009	1900	4	1	3	10	0	1	A	Y	
4179121	-118.361	33.93818	2/6/2009	1900	5	5	4	10	0	1	C	Y	
4201638	-118.351	33.93819	2/1/2009	1900	5	7	3	11	0	1	A	Y	
4507803	-118.355	33.93819	8/23/2009	1900	5	7	3	5	0	1	A		Y
4532806	-118.364	33.93813	12/2/2009	1900	5	3	3	9	0	1	A		Y
4571001	-118.357	33.93821	1/10/2010	1900	4	7	4	0	0	1	A	Y	
4740513	-118.362	33.93818	1/7/2010	1900	4	4	3	11	0	1	A	Y	
4740963	-118.354	33.93818	3/26/2010	1900	5	5	3	17	0	1	A		Y
5047766	-118.347	33.9382	12/18/2010	1900	4	6	3	1	0	1	B		Y
5179062	-118.358	33.93816	4/18/2011	1900	5	1	3	9	0	1	A		Y
5434823	-118.362	33.93818	11/7/2011	1900	5	1	4	12	0	1	A		Y
5445399	-118.359	33.93815	11/14/2011	1900	5	1	3	5	0	1	A		Y
5504302	-118.354	33.9382	1/7/2012	1900	4	6	4	9	0	1	A		Y
5587282	-118.358	33.93816	3/28/2012	1900	5	3	4	10	0	1	A	Y	
5589773	-118.361	33.93818	3/29/2012	1900	4	4	4	10	0	1	A	Y	
5638682	-118.359	33.93814	5/15/2012	1900	5	2	1	10	1	0	A	Y	
6174393	-118.361	33.93824	11/10/2012	1900	4	6	3	5	0	1	A		Y

Transportation Injury Mapping System (TIMS) Data

Collisions within Project Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
3695957	-118.357	33.93827	4/13/2008	1900	5	7	2	8	8	0	3 A	Y	
3732743	-118.353	33.94184	4/23/2008	1933	0	3	4	8	0	1 A			Y
3806411	-118.36	33.93819	6/26/2008	1900	4	4	2	1	0	1 A			Y
3821916	-118.344	33.93887	8/3/2008	1933	0	7	1	11	1	0 A	Y		
3895995	-118.355	33.94279	8/24/2008	1900	5	7	4	5	0	1 A			Y
3975580	-118.348	33.94454	6/26/2008	1933	0	4	2	1	0	1 A	Y		
3976839	-118.344	33.93876	7/11/2008	1933	0	5	4	3	0	1 A	Y		
4033051	-118.348	33.94184	1/26/2009	1900	5	1	4	12	0	1 A			Y
4051070	-118.364	33.94288	12/16/2008	1900	5	2	4	1	0	1 A	Y		
4054770	-118.362	33.94016	11/27/2008	1900	5	4	4	11	0	1 A	Y		
4169822	-118.353	33.94362	12/30/2008	1933	0	2	3	12	0	1 A			Y
4169967	-118.344	33.93876	12/6/2008	1933	0	6	2	11	0	1 B	Y		
4169992	-118.34	33.94183	12/8/2008	1933	0	1	3 -		0	1 A	Y		
4179121	-118.361	33.93818	2/6/2009	1900	5	5	4	10	0	1 C	Y		
4201638	-118.351	33.93819	2/1/2009	1900	5	7	3	11	0	1 A	Y		
4214272	-118.367	33.93839	4/12/2009	1900	5	7	4	9	0	1 A			Y
4372269	-118.367	33.93835	8/9/2009	1900	5	7	3	11	0	1 A	Y		
4372278	-118.355	33.9386	8/12/2009	1900	5	3	3	6	0	1 A	Y		
4373009	-118.348	33.94182	7/26/2009	1900	5	7	3	10	0	1 A	Y		
4373021	-118.345	33.94181	7/18/2009	1900	4	6	3	11	0	1 A	Y		
4420056	-118.347	33.94183	9/24/2009	1900	5	4	4	21	0	1 A			Y
4433591	-118.344	33.94453	7/28/2009	1933	0	2	4	0	0	1 A			Y
4436741	-118.344	33.94365	5/19/2009	1933	0	2	4	10	0	1 A	Y		
4507803	-118.355	33.93819	8/23/2009	1900	5	7	3	5	0	1 A			Y
4531814	-118.344	33.93892	6/7/2009	1933	0	7	1	11	1	0 A	Y		
4571001	-118.357	33.93821	1/10/2010	1900	4	7	4	0	0	1 A	Y		
4669077	-118.345	33.93821	2/26/2010	1900	4	5	2	11	0	1 -	Y		
4732898	-118.348	33.9391	5/8/2010	1900	5	6	3	11	0	1 A	Y		
4740513	-118.362	33.93818	1/7/2010	1900	4	4	3	11	0	1 A	Y		
4740963	-118.354	33.93818	3/26/2010	1900	5	5	3	17	0	1 A			Y
4842103	-118.361	33.9418	7/18/2010	1900	4	7	4	10	0	3 A	Y		
4901973	-118.349	33.94182	8/25/2010	1900	5	3	4	21	0	1 A	Y		
4914707	-118.347	33.94001	8/17/2010	1900	5	2	2	9	0	1 A			Y
5047550	-118.364	33.94178	12/13/2010	1900	5	1	3	12	0	1 A			Y
5047766	-118.347	33.9382	12/18/2010	1900	4	6	3	1	0	1 B			Y
5165063	-118.346	33.94182	2/13/2011	1900	5	7	3	8	0	1 A			Y
5179062	-118.358	33.93816	4/18/2011	1900	5	1	3	9	0	1 A			Y
5309072	-118.361	33.94139	8/12/2011	1900	5	5	3	17	0	1 A			Y
5378038	-118.363	33.94091	9/26/2011	1900	5	1	3	11	0	1 A	Y		
5434823	-118.362	33.93818	11/7/2011	1900	5	1	4	12	0	1 A			Y
5441425	-118.369	33.94425	11/28/2011	1933	1	1	4	10	0	1 A	Y		
5445387	-118.364	33.94178	11/15/2011	1900	4	2	4	11	0	1 A			Y

Transportation Injury Mapping System (TIMS) Data

Collisions within Project Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
5504302	-118.354	33.9382	1/7/2012	1900	4	6	4	9	0	1	A		Y
5508598	-118.361	33.9405	2/1/2012	1900	5	3	3	11	0	1	A	Y	
5538250	-118.344	33.94405	3/6/2011	1933	0	7	2	11	0	1	A	Y	
5589773	-118.361	33.93818	3/29/2012	1900	4	4	4	10	0	1	A	Y	
5619980	-118.361	33.93846	4/30/2012	1900	4	1	3	3	0	1	A	Y	
5670865	-118.344	33.93886	10/13/2011	1933	0	4	3	11	0	1	A	Y	
5670928	-118.344	33.93905	11/28/2011	1933	0	1	3	11	0	1	A	Y	
5726383	-118.342	33.93977	9/26/2011	1933	0	1	4	5	0	1	A		Y
5749629	-118.344	33.9399	5/18/2012	1933	0	5	3	11	0	1	A	Y	
5888912	-118.367	33.93835	6/5/2012	1900	5	2	3	10	0	1	A	Y	
5890642	-118.347	33.94452	8/21/2012	1933	0	2	4	9	0	1	A		Y
5890659	-118.353	33.94213	10/5/2012	1933	0	5	4	17	0	1	A		Y
5946771	-118.344	33.94363	2/26/2012	1933	0	7	4	10	0	1	A	Y	
5947517	-118.344	33.94079	4/1/2012	1933	0	7	2	9	0	1	A		Y
5964244	-118.344	33.93979	8/2/2012	1933	0	4	4	11	0	1	A	Y	
6174393	-118.361	33.93824	11/10/2012	1900	4	6	3	5	0	1	A		Y
3705285	-118.361	33.93454	3/27/2008	1942	4	4	4	10	0	1	A	Y	
3788857	-118.345	33.93456	6/1/2008	1900	5	7	2	9	0	1	A		Y
3806411	-118.36	33.93819	6/26/2008	1900	4	4	2	1	0	1	A		Y
3935057	-118.361	33.93446	9/20/2008	1900	5	6	3	9	0	1	A		Y
3976768	-118.344	33.93288	8/12/2008	1933	0	2	3	5	0	1	A		Y
4028081	-118.358	33.93446	10/25/2008	1900	5	6	2	3	0	1	B	Y	
4033098	-118.359	33.93814	1/19/2009	1900	4	1	3	10	0	1	A	Y	
4101217	-118.344	33.93093	2/9/2009	1928	0	1	4	10	0	1	A	Y	
4169927	-118.344	33.9346	12/2/2008	1933	0	2	4	10	0	1	A	Y	
4169987	-118.344	33.93193	12/8/2008	1933	0	1	4	10	0	1	A	Y	
4171991	-118.344	33.9366	2/17/2009	1933	0	2	4	9	0	1	C		Y
4179121	-118.361	33.93818	2/6/2009	1900	5	5	4	10	0	1	C	Y	
4434457	-118.344	33.93579	4/13/2009	1933	0	1	2	1	0	2	A	Y	
4465928	-118.357	33.93102	10/20/2009	1928	0	2	3	11	0	1	A	Y	
4532806	-118.364	33.93813	12/2/2009	1900	5	3	3	9	0	1	A		Y
4740513	-118.362	33.93818	1/7/2010	1900	4	4	3	11	0	1	A	Y	
4741038	-118.354	33.93449	3/31/2010	1900	5	3	2	9	0	1	A		Y
4766689	-118.362	33.93274	5/30/2010	1900	5	7	2	11	0	1	A	Y	
4832558	-118.344	33.93771	12/3/2009	1933	0	4	3	11	0	1	A	Y	
4970712	-118.355	33.93102	10/22/2010	1928	0	5	3	10	0	1	B	Y	
5034568	-118.344	33.93093	12/4/2010	1928	0	6	4	12	0	1	A		Y
5088676	-118.344	33.93092	2/21/2011	1928	0	1	4	10	0	1	B	Y	
5163337	-118.357	33.9345	3/4/2011	1900	5	5	4	5	0	1	A		Y
5179062	-118.358	33.93816	4/18/2011	1900	5	1	3	9	0	1	A		Y
5261881	-118.361	33.9337	6/13/2011	1900	5	1	4	5	0	2	A		Y
5299289	-118.364	33.93588	7/29/2011	1900	5	5	4	11	0	1	A	Y	

Transportation Injury Mapping System (TIMS) Data

Collisions within Project Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
5324222	-118.35	33.93464	9/16/2011	1900	5	5	4	9	0	1	B		Y
5425928	-118.35	33.93103	12/7/2011	1928	0	3	2	11	0	1	A	Y	
5434823	-118.362	33.93818	11/7/2011	1900	5	1	4	12	0	1	A		Y
5439387	-118.361	33.93654	11/24/2011	1900	4	4	3	5	0	1	A		Y
5445399	-118.359	33.93815	11/14/2011	1900	5	1	3	5	0	1	A		Y
5445433	-118.361	33.93453	11/4/2011	1900	4	5	3	17	0	1	C	Y	
5479942	-118.353	33.93373	1/30/2012	1928	0	1	3	17	0	1	A	Y	
5526595	-118.361	33.93736	1/6/2012	1900	5	5	4	21	0	1	A		Y
5587282	-118.358	33.93816	3/28/2012	1900	5	3	4	10	0	1	A	Y	
5589773	-118.361	33.93818	3/29/2012	1900	4	4	4	10	0	1	A	Y	
5638682	-118.359	33.93814	5/15/2012	1900	5	2	1	10	1	0	A	Y	
5645023	-118.35	33.93102	6/3/2012	1928	0	7	4	5	0	1	B		Y
5721631	-118.344	33.9349	7/11/2011	1933	0	1	3	17	0	1	A		Y
5726218	-118.354	33.93449	5/28/2012	1900	5	1	3	11	0	1	A	Y	
5735642	-118.361	33.93451	6/22/2012	1933	5	5	3	5	0	1	A		Y
5821239	-118.353	33.93395	9/22/2012	1928	0	6	3	11	0	1	A	Y	
5946752	-118.344	33.93093	2/13/2012	1933	0	1	2	11	0	1	A	Y	
5947501	-118.344	33.93771	4/17/2012	1933	0	2	3	9	0	1	A		Y
5954336	-118.344	33.93485	7/17/2012	1933	0	2	3	10	0	1	A	Y	
5954440	-118.344	33.9377	10/11/2012	1933	0	4	3	10	0	1	C	Y	
6201705	-118.361	33.93366	11/26/2012	1900	4	1	4	11	0	1	A	Y	
6201725	-118.361	33.93536	11/20/2012	1900	5	2	3	11	0	1	A	Y	
3705285	-118.361	33.93454	3/27/2008	1942	4	4	4	10	0	1	A	Y	
3806411	-118.36	33.93819	6/26/2008	1900	4	4	2	1	0	1	A		Y
3935057	-118.361	33.93446	9/20/2008	1900	5	6	3	9	0	1	A		Y
4033098	-118.359	33.93814	1/19/2009	1900	4	1	3	10	0	1	A	Y	
4051070	-118.364	33.94288	12/16/2008	1900	5	2	4	1	0	1	A	Y	
4054770	-118.362	33.94016	11/27/2008	1900	5	4	4	11	0	1	A	Y	
4179121	-118.361	33.93818	2/6/2009	1900	5	5	4	10	0	1	C	Y	
4214272	-118.367	33.93839	4/12/2009	1900	5	7	4	9	0	1	A		Y
4372269	-118.367	33.93835	8/9/2009	1900	5	7	3	11	0	1	A	Y	
4484509	-118.361	33.9308	10/23/2009	1928	0	5	2	8	0	1	A	Y	
4532806	-118.364	33.93813	12/2/2009	1900	5	3	3	9	0	1	A		Y
4740513	-118.362	33.93818	1/7/2010	1900	4	4	3	11	0	1	A	Y	
4766689	-118.362	33.93274	5/30/2010	1900	5	7	2	11	0	1	A	Y	
4842103	-118.361	33.9418	7/18/2010	1900	4	7	4	10	0	3	A	Y	
5047550	-118.364	33.94178	12/13/2010	1900	5	1	3	12	0	1	A		Y
5261881	-118.361	33.9337	6/13/2011	1900	5	1	4	5	0	2	A		Y
5299289	-118.364	33.93588	7/29/2011	1900	5	5	4	11	0	1	A	Y	
5309072	-118.361	33.94139	8/12/2011	1900	5	5	3	17	0	1	A		Y
5378038	-118.363	33.94091	9/26/2011	1900	5	1	3	11	0	1	A	Y	
5434823	-118.362	33.93818	11/7/2011	1900	5	1	4	12	0	1	A		Y

Transportation Injury Mapping System (TIMS) Data

Collisions within Project Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
5439387	-118.361	33.93654	11/24/2011	1900	4	4	3	5	0	0	1 A		Y
5445387	-118.364	33.94178	11/15/2011	1900	4	2	4	11	0	0	1 A		Y
5445433	-118.361	33.93453	11/4/2011	1900	4	5	3	17	0	0	1 C	Y	
5502655	-118.361	33.93084	2/3/2012	1928	0	5	4	11	0	0	1 A	Y	
5508598	-118.361	33.9405	2/1/2012	1900	5	3	3	11	0	0	1 A	Y	
5526595	-118.361	33.93736	1/6/2012	1900	5	5	4	21	0	0	1 A		Y
5526676	-118.361	33.9309	2/26/2012	1928	0	7	4	10	0	0	1 A	Y	
5535671	-118.361	33.9309	2/27/2012	1928	0	1	4	10	0	0	1 A	Y	
5562956	-118.367	33.93822	11/12/2011	1900	4	6	3	1	0	0	1 A	Y	
5589773	-118.361	33.93818	3/29/2012	1900	4	4	4	10	0	0	1 A	Y	
5619980	-118.361	33.93846	4/30/2012	1900	4	1	3	3	0	0	1 A	Y	
5638682	-118.359	33.93814	5/15/2012	1900	5	2	1	10	1	0	0 A	Y	
5735642	-118.361	33.93451	6/22/2012	1933	5	5	3	5	0	0	1 A		Y
5888912	-118.367	33.93835	6/5/2012	1900	5	2	3	10	0	0	1 A	Y	
5947318	-118.364	33.94543	3/25/2012	1933	0	7	4	10	0	0	1 C	Y	
6174393	-118.361	33.93824	11/10/2012	1900	4	6	3	5	0	0	1 A		Y
6201705	-118.361	33.93366	11/26/2012	1900	4	1	4	11	0	0	1 A	Y	
6201725	-118.361	33.93536	11/20/2012	1900	5	2	3	11	0	0	1 A	Y	
3788857	-118.345	33.93456	6/1/2008	1900	5	7	2	9	0	0	1 A		Y
3975580	-118.348	33.94454	6/26/2008	1933	0	4	2	1	0	0	1 A	Y	
4033051	-118.348	33.94184	1/26/2009	1900	5	1	4	12	0	0	1 A		Y
4169927	-118.344	33.9346	12/2/2008	1933	0	2	4	10	0	0	1 A	Y	
4171991	-118.344	33.9366	2/17/2009	1933	0	2	4	9	0	0	1 C		Y
4201638	-118.351	33.93819	2/1/2009	1900	5	7	3	11	0	0	1 A	Y	
4373009	-118.348	33.94182	7/26/2009	1900	5	7	3	10	0	0	1 A	Y	
4373021	-118.345	33.94181	7/18/2009	1900	4	6	3	11	0	0	1 A	Y	
4420056	-118.347	33.94183	9/24/2009	1900	5	4	4	21	0	0	1 A		Y
4669077	-118.345	33.93821	2/26/2010	1900	4	5	2	11	0	0	1 -	Y	
4732898	-118.348	33.9391	5/8/2010	1900	5	6	3	11	0	0	1 A	Y	
4901973	-118.349	33.94182	8/25/2010	1900	5	3	4	21	0	0	1 A	Y	
4914707	-118.347	33.94001	8/17/2010	1900	5	2	2	9	0	0	1 A		Y
5047766	-118.347	33.9382	12/18/2010	1900	4	6	3	1	0	0	1 B		Y
5165063	-118.346	33.94182	2/13/2011	1900	5	7	3	8	0	0	1 A		Y
5324222	-118.35	33.93464	9/16/2011	1900	5	5	4	9	0	0	1 B		Y
5555404	-118.348	33.93091	3/13/2012	1928	0	2	4	12	0	0	1 A		Y
5721631	-118.344	33.9349	7/11/2011	1933	0	1	3	17	0	0	1 A		Y
5890642	-118.347	33.94452	8/21/2012	1933	0	2	4	9	0	0	1 A		Y
5954336	-118.344	33.93485	7/17/2012	1933	0	2	3	10	0	0	1 A	Y	
5954440	-118.344	33.9377	10/11/2012	1933	0	4	3	10	0	0	1 C	Y	
3788857	-118.345	33.93456	6/1/2008	1900	5	7	2	9	0	0	1 A		Y
3821916	-118.344	33.93887	8/3/2008	1933	0	7	1	11	1	0	0 A	Y	
3837847	-118.347	33.9309	7/17/2008	1928	0	4	1	11	1	0	0 A	Y	

Transportation Injury Mapping System (TIMS) Data

Collisions within Project Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
3976748	-118.344	33.94909	8/10/2008	1933	0	7	3	10	0	1	A	Y	
3976768	-118.344	33.93288	8/12/2008	1933	0	2	3	5	0	1	A		Y
3976839	-118.344	33.93876	7/11/2008	1933	0	5	4	3	0	1	A	Y	
4101217	-118.344	33.93093	2/9/2009	1928	0	1	4	10	0	1	A	Y	
4168070	-118.344	33.94547	10/23/2008	1933	0	4	4	11	0	1	A	Y	
4169763	-118.34	33.93877	10/23/2008	1933	0	4	4	10	0	1	A	Y	
4169927	-118.344	33.9346	12/2/2008	1933	0	2	4	10	0	1	A	Y	
4169967	-118.344	33.93876	12/6/2008	1933	0	6	2	11	0	1	B	Y	
4169987	-118.344	33.93193	12/8/2008	1933	0	1	4	10	0	1	A	Y	
4169992	-118.34	33.94183	12/8/2008	1933	0	1	3		0	1	A	Y	
4171978	-118.344	33.9455	1/29/2009	1933	0	4	4	9	0	1	A	Y	
4171991	-118.344	33.9366	2/17/2009	1933	0	2	4	9	0	1	C		Y
4172088	-118.34	33.94544	1/3/2009	1933	0	6	4	10	0	1	A	Y	
4302345	-118.345	33.94788	7/11/2009	1933	0	6	1	11	1	0	A	Y	
4373021	-118.345	33.94181	7/18/2009	1900	4	6	3	11	0	1	A	Y	
4420056	-118.347	33.94183	9/24/2009	1900	5	4	4	21	0	1	A		Y
4433591	-118.344	33.94453	7/28/2009	1933	0	2	4	0	0	1	A		Y
4434457	-118.344	33.93579	4/13/2009	1933	0	1	2	1	0	2	A	Y	
4436741	-118.344	33.94365	5/19/2009	1933	0	2	4	10	0	1	A	Y	
4450597	-118.347	33.94734	7/3/2009	1933	0	5	3	11	0	1	A	Y	
4507828	-118.343	33.92993	10/26/2009	1928	1	1	3	8	0	1	A	Y	
4531814	-118.344	33.93892	6/7/2009	1933	0	7	1	11	1	0	A	Y	
4669077	-118.345	33.93821	2/26/2010	1900	4	5	2	11	0	1	-	Y	
4732898	-118.348	33.9391	5/8/2010	1900	5	6	3	11	0	1	A	Y	
4832558	-118.344	33.93771	12/3/2009	1933	0	4	3	11	0	1	A	Y	
4914707	-118.347	33.94001	8/17/2010	1900	5	2	2	9	0	1	A		Y
4978309	-118.344	33.94546	10/9/2009	1933	0	5	4	10	0	1	A	Y	
5034568	-118.344	33.93093	12/4/2010	1928	0	6	4	12	0	1	A		Y
5034572	-118.342	33.92995	12/4/2010	1928	0	6	4	8	0	1	B	Y	
5047766	-118.347	33.9382	12/18/2010	1900	4	6	3	1	0	1	B		Y
5088676	-118.344	33.93092	2/21/2011	1928	0	1	4	10	0	1	B	Y	
5165063	-118.346	33.94182	2/13/2011	1900	5	7	3	8	0	1	A		Y
5538250	-118.344	33.94405	3/6/2011	1933	0	7	2	11	0	1	A	Y	
5538256	-118.34	33.93289	4/22/2011	1933	0	5	4	8	0	1	A		Y
5670849	-118.347	33.94544	10/23/2011	1933	0	7	4	5	0	1	B		Y
5670865	-118.344	33.93886	10/13/2011	1933	0	4	3	11	0	1	A	Y	
5670928	-118.344	33.93905	11/28/2011	1933	0	1	3	11	0	1	A	Y	
5721631	-118.344	33.9349	7/11/2011	1933	0	1	3	17	0	1	A		Y
5726383	-118.342	33.93977	9/26/2011	1933	0	1	4	5	0	1	A		Y
5749629	-118.344	33.9399	5/18/2012	1933	0	5	3	11	0	1	A	Y	
5890642	-118.347	33.94452	8/21/2012	1933	0	2	4	9	0	1	A		Y
5910622	-118.341	33.93876	10/8/2012	1933	0	1	1	8	1	0	A		Y

Transportation Injury Mapping System (TIMS) Data

Collisions within Project Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
5946752	-118.344	33.93093	2/13/2012	1933	0	1	2	11	0	1	A	Y	
5946771	-118.344	33.94363	2/26/2012	1933	0	7	4	10	0	1	A	Y	
5947353	-118.344	33.94546	3/23/2012	1933	0	5	4	10	0	1	A	Y	
5947501	-118.344	33.93771	4/17/2012	1933	0	2	3	9	0	1	A		Y
5947517	-118.344	33.94079	4/1/2012	1933	0	7	2	9	0	1	A		Y
5954336	-118.344	33.93485	7/17/2012	1933	0	2	3	10	0	1	A	Y	
5954440	-118.344	33.9377	10/11/2012	1933	0	4	3	10	0	1	C	Y	
5964244	-118.344	33.93979	8/2/2012	1933	0	4	4	11	0	1	A	Y	
3695957	-118.357	33.93827	4/13/2008	1900	5	7	2	8	0	3	A	Y	
3788857	-118.345	33.93456	6/1/2008	1900	5	7	2	9	0	1	A		Y
3806411	-118.36	33.93819	6/26/2008	1900	4	4	2	1	0	1	A		Y
3821916	-118.344	33.93887	8/3/2008	1933	0	7	1	11	1	0	A	Y	
3976839	-118.344	33.93876	7/11/2008	1933	0	5	4	3	0	1	A	Y	
4033098	-118.359	33.93814	1/19/2009	1900	4	1	3	10	0	1	A	Y	
4054770	-118.362	33.94016	11/27/2008	1900	5	4	4	11	0	1	A	Y	
4169763	-118.34	33.93877	10/23/2008	1933	0	4	4	10	0	1	A	Y	
4169927	-118.344	33.9346	12/2/2008	1933	0	2	4	10	0	1	A	Y	
4169967	-118.344	33.93876	12/6/2008	1933	0	6	2	11	0	1	B	Y	
4171991	-118.344	33.9366	2/17/2009	1933	0	2	4	9	0	1	C		Y
4179121	-118.361	33.93818	2/6/2009	1900	5	5	4	10	0	1	C	Y	
4201638	-118.351	33.93819	2/1/2009	1900	5	7	3	11	0	1	A	Y	
4214272	-118.367	33.93839	4/12/2009	1900	5	7	4	9	0	1	A		Y
4372269	-118.367	33.93835	8/9/2009	1900	5	7	3	11	0	1	A	Y	
4372278	-118.355	33.9386	8/12/2009	1900	5	3	3	6	0	1	A	Y	
4434457	-118.344	33.93579	4/13/2009	1933	0	1	2	1	0	2	A	Y	
4507803	-118.355	33.93819	8/23/2009	1900	5	7	3	5	0	1	A		Y
4516485	-118.368	33.93843	7/8/2009	1900	4	3	1	11	1	0	A	Y	
4531814	-118.344	33.93892	6/7/2009	1933	0	7	1	11	1	0	A	Y	
4532806	-118.364	33.93813	12/2/2009	1900	5	3	3	9	0	1	A		Y
4571001	-118.357	33.93821	1/10/2010	1900	4	7	4	0	0	1	A	Y	
4669077	-118.345	33.93821	2/26/2010	1900	4	5	2	11	0	1	-	Y	
4732898	-118.348	33.9391	5/8/2010	1900	5	6	3	11	0	1	A	Y	
4740513	-118.362	33.93818	1/7/2010	1900	4	4	3	11	0	1	A	Y	
4740963	-118.354	33.93818	3/26/2010	1900	5	5	3	17	0	1	A		Y
4832558	-118.344	33.93771	12/3/2009	1933	0	4	3	11	0	1	A	Y	
4914707	-118.347	33.94001	8/17/2010	1900	5	2	2	9	0	1	A		Y
5047766	-118.347	33.9382	12/18/2010	1900	4	6	3	1	0	1	B		Y
5179062	-118.358	33.93816	4/18/2011	1900	5	1	3	9	0	1	A		Y
5299289	-118.364	33.93588	7/29/2011	1900	5	5	4	11	0	1	A	Y	
5309072	-118.361	33.94139	8/12/2011	1900	5	5	3	17	0	1	A		Y
5324222	-118.35	33.93464	9/16/2011	1900	5	5	4	9	0	1	B		Y
5378038	-118.363	33.94091	9/26/2011	1900	5	1	3	11	0	1	A	Y	

Influence Area

Transportation Injury Mapping System (TIMS) Data

Collisions within Project Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
5434823	-118.362	33.93818	11/7/2011	1900	5	1	4	12	0	1	A		Y
5439387	-118.361	33.93654	11/24/2011	1900	4	4	3	5	0	1	A		Y
5445399	-118.359	33.93815	11/14/2011	1900	5	1	3	5	0	1	A		Y
5504302	-118.354	33.9382	1/7/2012	1900	4	6	4	9	0	1	A		Y
5508598	-118.361	33.9405	2/1/2012	1900	5	3	3	11	0	1	A	Y	
5526595	-118.361	33.93736	1/6/2012	1900	5	5	4	21	0	1	A		Y
5562956	-118.367	33.93822	11/12/2011	1900	4	6	3	1	0	1	A	Y	
5587282	-118.358	33.93816	3/28/2012	1900	5	3	4	10	0	1	A	Y	
5589773	-118.361	33.93818	3/29/2012	1900	4	4	4	10	0	1	A	Y	
5619980	-118.361	33.93846	4/30/2012	1900	4	1	3	3	0	1	A	Y	
5638682	-118.359	33.93814	5/15/2012	1900	5	2	1	10	1	0	A	Y	
5670865	-118.344	33.93886	10/13/2011	1933	0	4	3	11	0	1	A	Y	
5670928	-118.344	33.93905	11/28/2011	1933	0	1	3	11	0	1	A	Y	
5721631	-118.344	33.9349	7/11/2011	1933	0	1	3	17	0	1	A		Y
5726383	-118.342	33.93977	9/26/2011	1933	0	1	4	5	0	1	A		Y
5749629	-118.344	33.9399	5/18/2012	1933	0	5	3	11	0	1	A	Y	
5888912	-118.367	33.93835	6/5/2012	1900	5	2	3	10	0	1	A	Y	
5910622	-118.341	33.93876	10/8/2012	1933	0	1	1	8	1	0	A		Y
5947501	-118.344	33.93771	4/17/2012	1933	0	2	3	9	0	1	A		Y
5947517	-118.344	33.94079	4/1/2012	1933	0	7	2	9	0	1	A		Y
5954336	-118.344	33.93485	7/17/2012	1933	0	2	3	10	0	1	A	Y	
5954440	-118.344	33.9377	10/11/2012	1933	0	4	3	10	0	1	C	Y	
5964244	-118.344	33.93979	8/2/2012	1933	0	4	4	11	0	1	A	Y	
6174393	-118.361	33.93824	11/10/2012	1900	4	6	3	5	0	1	A		Y
6201725	-118.361	33.93536	11/20/2012	1900	5	2	3	11	0	1	A	Y	

Attachment I-3. Public Outreach Supporting Documentation

Vision Lennox

30 June 2010



Lennox Main Street



Hawthorne Boulevard



This is a project of the County of Los Angeles with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Demonstration Project Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals.

The preparation of this report was funded in part through grants from the United States Department of Transportation (USDOT)—Federal Highway Administration and Federal Transit Administration, in accordance with the Metropolitan Planning Program, Section 104(f) of Title 23 of the U.S. Code.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, USDOT or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the County's future use or adaptation of the report.

1. Introduction



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Lennox Today

Lennox was established in the early part of the 20th century and has seen many changes over its approximate 80 year history. Among the most recent and most notable are the 105 freeway and corresponding Metro Green Line Station at Hawthorne Boulevard providing access to the greater Los Angeles Region and South Bay, which were constructed in 1995. In addition, the change in the late 1960's from primarily Caucasian residents to African-American has changed again in recent years to a primarily Hispanic population. The 1.10 square mile community is closely knit among its approximate 25,000 residents that consider it a nice small town. Lennox has its own school district that is highly regarded and valued by the community.

Over the decades, neighborhoods which were mostly single-family oriented have experienced overcrowding resulting in external effects of parking shortage and/or encroachment



Lennox Park

into adjoining commercial parking. Equally important is the need to address the changes that have occurred on Hawthorne and Inglewood Boulevards which are, in the community's opinion, not very attractive or appealing as destinations.

In general, Lennox has room for improvement in a variety of areas. With an already strong sense of community pride and outlook for the future, Lennox is focused on leveraging all of its assets to make it an even better place to live, work or visit. The unincorporated community of Lennox in partnership with Los Angeles County has embarked on establishing a community vision for the next 20 years.

Lennox Tomorrow

The people of Lennox present this Vision Plan as a way of representing the community's expectations in a clear and compelling way. Working closely with the community, a consulting team led by Raimi + Associates (that also in-



Metro Green Line Station

cluded Ryan Snyder Associates, MR+E and Urban Advantage) and the Los Angeles County Department of Regional Planning prepared this Vision Plan to direct change across a variety of subjects that will incrementally lead to the overall change and improvements Lennox wants to see.

As a community, Lennox seeks its own identity to match the strong social and civic ties that make it a positive place. Ultimately, Lennox sees a positive future through the revitalization of Hawthorne Boulevard and Inglewood Avenue as well as through programs to expand home ownership and for joint-use of school open space.

Components of the Plan

Following this introduction, the Vision Lennox plan is organized into the following chapters:

- **Creating the Plan.** This chapter provides a brief summary of the process of developing the Vision Lennox plan including the existing conditions report and the public workshops.
- **Vision and Key Strategies.** The Vision and Key Strategies includes a future vision for the Lennox Community and the strategies that will achieve the vision.
- **Action Plan.** The Action Plan contains a series of topic- and area-specific vision statements and actions. The actions for each topic or area include high priority actions identified by the Lennox community and other actions.
- **Implementing the Plan.** This chapter includes a list of the actions, the level of funding required, the timeframe and the agency or organization that will have primary responsibility for implementing the actions.

2. Creating the Plan



6

Introduction

Vision Lennox is the result of an intensive 6 month planning effort that involved a wide variety of citizens, business leaders, community advocates, County staff and other public agency service providers. The plan was developed between January 2010 and June of 2010 and involved a number of steps including stakeholder interviews, working meetings with staff and extensive existing conditions data analysis. At the heart of the process was a series of three public workshops where community members gathered together to express their vision for the future of Lennox. The following is a summary of the steps in the process.

Stakeholder Meeting

The first step in the process of creating the Vision Lennox was a stakeholder meeting. In January of 2010, Los Angeles County Department of Regional Planning and Raimi + Associates consultant team met with a number of stakeholders to discuss the Lennox community at a stakeholder meeting in the Lennox community. Attendees at the meeting included members of the public, community advocates, staff from various County departments, staff from the Los Angeles County public library in Lennox, and the Lennox Unified School District, among others. The stakeholders were asked about the key issues facing the community, the strengths and opportunities in the community and their vision for the future. The information from the stakeholder meeting contributed to the issues and opportunities analysis, the overall vision and the detailed actions for the Vision Plan.

Existing Conditions Report

Concurrent with the stakeholder interviews, the Raimi + Associates team prepared a detailed issues and opportunities analysis of the Lennox community. During this task the team prepared a detailed analysis of the existing physical, policy and regulatory environment that included topics of land use, urban design, transportation, economic and market, sustainability and public health. This information was presented at the first public workshop. The results of this task are summarized in Chapter 3 of this report and the complete report is available from the County's web site on the project at <http://planning.lacounty.gov/lennox>.

Public Workshops

The heart of the development of the Lennox Vision plan was a series of three public workshops. The workshops were used to identify key issues and concerns of community members, develop and refine the Vision for the community, and identify a priority list of specific actions that could improve the overall quality of life in the community. All workshops were designed to allow the public to interact with each other and to influence the direction of the plan, and all workshops and workshop materials were presented simultaneously in both Spanish and English. All workshops were held at Lennox Park at 10828 S. Condon Ave.

Workshop #1

On Monday, March 15, 2010, residents and County service providers from Lennox gathered at Lennox Park for the first community workshop of Vision Lennox. The workshop introduced participants to the visioning process and provided an opportunity for them to share their thoughts on Lennox's most important assets and issues. The Department of Regional Planning provided an overview of the project, and consultants from the Raimi + Associates team gave a summary of their analyses to date. During the interactive exercise, participants brainstormed on key issues and opportunities and also expressed their broad vision for the community. A summary of the highest priority issues, assets and wishes for the future of the community are listed below.

High Priority Issues

- Visual impact of power lines
- Traffic congestion/speeding on some streets
- Trash left in front of houses and on streets
- Street lighting
- Lack of information on available services

High Priority Assets

- Library/Civic Center
- Own school district with great schools
- Community feeling, cultural pride
- Walkable, small scale
- Proximity to LAX, Green Line, freeways, stores

Priority Wishes for the Future of the Community

- Expand youth services and activities
- Expand community programs
- Area-wide WiFi
- Rethink the Civic Center
- Close portion of Lennox Blvd. temporarily for bicycle and pedestrian access only

- Attract more high quality retail stores
- Partner with the Lennox School District for recreational programs
- Develop more senior housing
- Provide safe routes to schools
- Create a Civic Center at Lennox and Hawthorne with diverse community facilities
- Preserve/restore historic buildings
- Improve property maintenance
- Provide free wireless internet access

Workshop #2

On the evening of Monday, April 19th, approximately 25 participants from the Lennox community attended the second community workshop at Lennox Park. The 2-hour meeting was designed to share a summary of the results of the first community workshop, to prioritize among identified community goals, and to select images that best represent the community's vision.

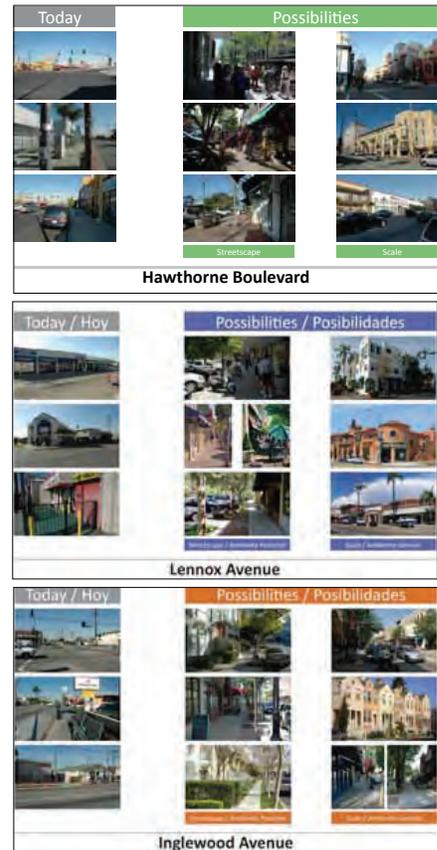
During the workshop, the participants broke into small groups to discuss approximately 35 goals that were developed by the consultant team based on the results from the first public workshop. In addition, participants were provided with a series of photographs and asked to decide with photos best met their vision for the future of different areas of the community, including Lennox Avenue, Hawthorn Boulevard and Inglewood Avenue. The top community goals are presented below :

- Increase safety at parks and public spaces
- Redevelop Hawthorne Blvd. with a variety of uses
- Reduce trash, graffiti, and other nuisances
- Improve recycling and trash service

Following the second public workshop, the consultant team conducted an extensive series of meetings with County departments to synthesize the results of the workshop and to develop a proposed vision and structure for the Lennox Vision Plan. These meetings occurred over a two-day period on April 21 and 22, 2010. Over a half dozen County departments and agencies participated in these meetings.

Right:

Examples of the image surveys for three areas of the Lennox community used at the second public workshop.



Workshop #3

On Monday, May 24, the third and final workshop was held. At this workshop, the County and Raimi + Associates presented the components of the draft vision plan to the community. The presentation was divided into 9 topic areas and, for each topic, Raimi + Associates presented the overall vision and a series of actions. The 9 topic areas were:

- Neighborhoods
- Lennox Avenue
- Hawthorne Boulevard
- Inglewood Avenue
- Civic Center
- Parks and Open Spaces
- Transportation
- Public Facilities/Services
- Beautification/Identity

For each topic area, community members were asked to confirm or modify the vision statement and then identify their top priority actions. During the workshop, community members actively discussed and debated the advantages and disadvantages of different actions and the overall desired character of different parts of the community. In the end, clear direction was provided for each area of the community and a series of priority actions was identified. Following the third public workshop, the Raimi + Associates team drafted the Vision Plan with assistance from County

staff. The vision and priorities identified by the public at this third workshop formed the basis of this Vision Plan and the top priorities are listed below. All of the priorities identified by the community are identified in Chapters 5 and 6.

- Affordable medical clinic
- Streetscape improvements on Hawthorne
- Central area like plaza to give community identity (Exposition Park as example)
- Youth center
- Add trees everywhere
- Beautification of streetscapes, starting on Lennox



Community Workshop

Hawthorne/Lennox DPH ATP Outreach Summary

Who was engaged in the identification & development of this project?

The Hawthorne / Lennox improvements were initiated in response to high rates of traffic collisions in the community. Residents are concerned about having safe access to schools, parks, public transportation and other community services. In addition, the Hawthorne/Lennox community is designated as a transit oriented district (TOD) in the County’s General Plan and the Department of Regional Planning completed a TOD access study identifying needed pedestrian and bicycle improvements to improve access to the Metro Green Line station at Hawthorne Blvd and the 105 freeway. In 2013 the Los Angeles County Department of Parks and Recreation started work on a Community Parks and Recreation Plan for the Lennox community. A number of outreach activities were conducted and community input overwhelmingly identified the need for safer streets in order for people in the community to engage in physical activity, given the limited park space in Lennox.

In preparation for this grant application the LA County Department of Public Health (DPH) assisted the LA County Department of Public Works (DPW) in going back out to key community stakeholders engaged during the park planning process to gather input on the proposed improvements to ensure they meet the needs of this community. Stakeholders include:

Public Stakeholders	Government Stakeholders
From Lots to Spots	Los Angeles County Department of Public Health
Lennox Youth Coordinating Council	Los Angeles Sheriffs Department
Lennox Coordinating Council	Los Angeles County Library (Lennox Library)
Vomito Local	Los Angeles County Department of Public Works
Lennox School District	Los Angeles County Department of Recreation & Parks
Students of Lennox	
Residents of Lennox	
Arnold Lopez, resident of Lennox	
Los Angeles Neighborhood Land Trust	
Los Angeles County Bicycle Coalition	
St. Margaret’s Center	
Youth Build	

Lennox School District	
Tongan United Methodist Youth Group	
T.H.E Clinic	
The Asian Pacific Islander Obesity Prevention Alliance	
East Side Riders Bike Club	

- **Lennox School District (LSD)** currently has a student population of over 7,200 students attending one preschool, five elementary schools, one middle school, and two charter high schools. The LSD has a five-member, publicly elected board of education. LSD partners with many community groups in Lennox and is a prominent presence in Lennox.
- **St. Margaret’s Center** is an active community member in Lennox. They are a non-profit center that offers emergency food and shelter, sack lunches, case management for homeless and low-income families, citizenship services and classes, adult education classes and individual and family counseling. They are a great resource to provide input on the plan and spread the word to garner community input. In addition, they offer health and wellness resources to the community so may be considered valuable in future partnerships.
- **The Asian Pacific Islander Obesity Prevention Alliance (APIOPA)** works to empower Asian and Pacific Islander (API) communities to improve their health by proactively addressing social, cultural, environmental, and political factors that contribute to the growing rates of obesity. APIOPA works with many groups in the Lennox Tongan community including the Tongan United Methodist Church, which is adjacent to Lennox Park.
- **Youth Build** is part of a private non-profit agency, the Century Center for Economic Opportunity, Inc., located in Lennox. The Youth Build program is an innovative, grassroots effort designed to engage youth residing in Gardena, Hawthorne, Inglewood, Lawndale, Lennox and South Central Los Angeles living in at-risk conditions in a comprehensive program of leadership development while providing training in construction trades. Youth Build could serve as an asset in garnering youth input and potential green space construction.
- The **Tongan United Methodist Youth Group** is a youth leadership group active in the Tongan United Methodist Church located in Lennox. The group works to provide positive opportunities for the church’s youth.
- **T.H.E Clinic** mission is to provide high quality, customer-friendly primary care and related services to all residents of South Los Angeles, with an emphasis on underserved communities. T.H.E. has an existing partnership with the Lennox School District to provide health and wellness services for all district students and their families.

- **From Lot to Spot** is dedicated to improving blighted urban neighborhoods in the greater Los Angeles area, one vacant lot at a time. FLTS does this by creating much needed greenspaces (parks, community gardens, walking trails, playgrounds, and much more).
- **Lennox Youth Coordinating Council** a council made of youth that are also residents of Lennox and work to improve the life of individuals in Lennox
- **Lennox Coordinating Council** provides a forum for residents to voice community concerns and work together towards solutions. The LCC is made up of volunteers who are committed to serving the Lennox community; join us as we continue to improve the quality of life in our community.
- **Vomito Local** is an artist collective from Lennox seeking to encourage creative growth, self-expression and a strengthened bond within the community.
- **Arnold Lopez** is resident of Lennox, he participates in the Lennox Coordinating Council and is an urban planning graduate student at UCLA. He has been studying the impact of the airport on the air and noise quality of the Lennox community.
- **Los Angeles Neighborhood Land Trust (LANLT)** is working to grow healthier, safer and stronger communities by creating small, accessible urban parks and gardens that help remedy the critical lack of green recreational spaces in greater Los Angeles’ underserved neighborhoods, and to ensure participation and collaboration among low-income residents throughout the process of envisions, building and managing the parks and gardens they create. The LANLT helped to lead the community outreach efforts for the Community Park and Recreation Plan.
- **Los Angeles County Bicycle Coalition** works to make Los Angeles County communities’ fun, safe, and healthy places to ride a bike.
- **East Side Riders Bicycle Club** is an organization dedicated to improving the roadways in South Los Angeles for the cycling community and works hard with city and county agencies to do so

How stakeholders were engaged:

Since 2013, the County has been conducting outreach in the Lennox community to gather input for the development of the Community Parks & Recreation Plans. Stakeholders have been engaged through a diversity of outreach efforts:

Outreach event type	Number of attendees/ participants	How noticed	Event location	Accessible by transit?	Time of event	Services Provided	Decision making body that identified project?	Documentation Included in Appendix
Lennox Youth Art Bike Ride	19	From Lots to Spot email blast/ flyers	Lennox Park	Yes, bus	Saturday 10:00am to 1:30	Bicycle safety education	No.	Summary analysis

6/1/2013								
Surveys Throughout 2013	200	N/A	Various events & meetings within the Lennox community	N/A	Various	Survey translated into Spanish	No.	Survey summary
Four Focus Groups 5/29/13 - 7/2/2013	20	Email list , Flyers	Lennox	Yes, bus	Evening	Child Care, Spanish translation	No. Lennox coordinating Council, From Lot to spot	Focus Group Summary
Walking Tour July 2013	15	Email List, flyers	Lennox Park	Yes, bus	Saturday 10:00am to 1:00pm	Spanish Translation	No.	Summary
Community Workshop 7/9/2013	37	Email list, flyers	Lennox United Methodist Church, 4556 Lennox Blvd. 90304	Yes, bus	Evening 6:00pm	Spanish Translation	Yes, County of Los Angeles Department of Recreation & Parks, Los Angeles Neighborhood Land Trust. From Lots to Spots	Summary, Photos
Community workshop 4/23/2015	25	From lots to Spots email list, Church bulletin,	Lennox United Methodist Church, 4556 Lennox Blvd. 90304	Yes, bus.	Evening	child care & Spanish translation	No.	Notice, meeting agenda, photos of meeting, meeting notes
Community Meeting 5/5/2015	20	Coordinating council email list, Library bulletin/ calendar	Lennox Library 4359 Lennox Blvd, Lennox, CA 90304	Yes, bus & green line rail	Afternoon	Spanish translation	Yes, Lennox Coordinating Council	Surveys, meeting agenda, meeting notes
Phone call w/Arnold Lopez, community stakeholder	1	N/A	N/A	N/A	Morning	N/A	No	Support letter
Community Meeting 5/11/2015	8	Library bulletin/ calendar Email list	Lennox Library 4359 Lennox Blvd, Lennox, CA 90304	Yes, bus & green line rail	Evening	Spanish translation	No, Youth coordinating Council	Surveys, meeting agenda, photos, meeting notes

Outreach Activity 1: On June 1, 2013 the goal of the youth bike tour was to capture input for the Lennox Community Parks and Recreation Plan which briefly examines youth involvement in artistic and cultural activities and public art's relationship to public space. In addition, this activity allowed youth to get

involved in the planning process, see Lennox through a whole different level and promote bicycle advocacy in Lennox.

Outreach Activity 2: Throughout 2013 the LA Neighborhood Land Trust conducted surveys to gather input for the LA County Department of Parks and Recreation. The surveys were distributed at parks, community events and meetings and asked about how people get to parks and what sort of improvements are needed in the community as well as at the parks.

Outreach Activity 3: From May 29, 2013 through June 1, 2013 four focus groups were held with several stakeholder organizations to gather information on local issues, park needs, and safety concerns.

Outreach Activity 4: In July 2013 From Lot to Spots, a community based organization, hosted a walking tour to capture community input for the Lennox Community Parks & Recreation Plan, to promote walking in Lennox, and to educate community members about pedestrian friendly street treatments. Community members were provided information on incorporating pedestrian friendly measures such as walking trails, bike lanes, wider sidewalks, street trees, traffic calming measures, designing streets through place specific planning, cultural integration and participatory learning.

Outreach Activity 5: On July 9th, 2013 Lennox stakeholders gathered at Lennox Park Community Room to provide input for the Lennox Community Parks and Recreation Plan. Participants engaged in collaborative planning activities to gather community input such as activity dots, group discussion, and an input map. These exercises culminated by having community residents present on their ideas.

Outreach Activity 6: On April 23, 2015 the Los Angeles County Department of Public Health along with the Department of Public Works presented the proposed improvement project to over 20 community residents at a tree canopy workshop hosted by From Lots to Spots. After presenting the proposed project community discussion were held and surveys were distributed to gather input from attendees on the bicycling and walking habits of Lennox residents.

Outreach Activity 7: On May 5, 2015 the Los Angeles County Department of Public Health presented the Hawthorne/ Lennox improvement project at the Lennox Coordinating Council, a monthly local stakeholder meeting. The presentation allowed for people to understand the proposed project and for community residents to give input on specific sites they identify as problem areas for walking and biking.

Outreach Activity 8: On May 6, 2015 DPH staff spoke with Arnold Lopez, a resident of Lennox unable to attend the Lennox Coordinating Council meeting the night before. Mr. Lopez was interested in supporting the proposed project and wanted to provide input on needed improvements in the community.

Outreach Activity 9: On May 11, 2015 The Los Angeles County Department of Public Health presented and facilitated a discussion on the proposed improvements to the Lennox Youth Coordinating Council. This council is made up of primarily of high school students in Lennox. These students walk and bicycle the streets of Lennox to get to friends' houses, school, the library, and Lennox Park. Through this effort

we were able to gather input through a group discussion and by distributing surveys to better understand their walking and biking habits as a lived experience.

Feedback received from stakeholders:

(DPW will need to review feedback and describe how public participation improved the project's overall effectiveness at meeting the purpose and goals of the ATP)

Outreach Activity 1: Youth provided suggestions on improving accessibility to Lennox Park by improving the streets through, benches, way-finding signage, green-walls, trees, and parkway plantings. Youth identified that the only accessibility issue with Lennox Park was the poor walkability and cycling access on Lennox Blvd. The aforementioned streetscape improvements and additional bicycle wayfinding signage would encourage cycling and walking. Youth also connected with public art as a means to beautify the community and create community consciousness.

Outreach Activity 2: The 200 surveys collected throughout 2013 revealed that 58% of survey respondents walk to the park, 10% reported bicycling and 6% cited taking the bus to the park. Twenty-five percent of survey respondents would like to see more bike paths in the community and 20% would like more walking paths.

Outreach Activity 3: Participants acknowledged the need for multiple, creative solutions to creating more green and public spaces: plazitas, kiosks, walking paths, tree-lined streets, exercise stations, more bicycle paths, making Lennox a flexible street, hosting a community-run "CicLAvia." Participants were enthusiastic about the possibilities of new green spaces and what they would mean to Lennox – both in the addition of green space, and with improvement in the livability of Lennox overall.

Speaking specifically about Lennox Park, most group participants acknowledged it is relatively safe, but that walking or riding to the park is not. Groups pointed out the need for better walking and biking conditions on the streets, including bike lanes, traffic calming measures, lighting and pedestrian oriented development. Participants were supportive of walking trails and pocket parks, in addition to other more park specific improvements.

Outreach Activity 4: Most participants acknowledged that they have never walked Lennox Blvd to Lennox Park or the Civic Center. The top reasons participants said they do not walk on Lennox Blvd were:

1. Not safe – Vehicular Traffic/Vehicle Velocity
2. Not Inviting –dirty sidewalks, lack of trees and benches

As participants walked Lennox Blvd, they discussed opportunities to encourage people to walk the boulevard and arrive at destinations such as Lennox Park. All participants acknowledged the need for community to become engaged in more physical activity. However, they felt that the lack of crosswalks and traffic calming measures made it unsafe for pedestrians. Crossings at all streets except main streets were lacking crosswalks.

Outreach Activity 5: Community members supported the creation of flashing pedestrian lights and signs on all major intersections. Lennox Blvd was considered a priority, difficult to walk particularly near the intersections around Lennox and in need of more visible crosswalks. Essentially every major street of Lennox was identified as difficult for pedestrians to traverse. Particular attention was placed on streets near the schools. Members also identified the difficulty of walking or cycling to the schools. The following streets/intersections were identified by the community as needing improvements in order to make it safer and more inviting to walk: Lennox Blvd, Inglewood Avenue from Lennox Blvd to 104th, Hawthorne and Lennox Blvd, 104th and Hawthorne Blvd, 111th and Hawthorne Blvd and all of 111th. Flooding apparently makes 111th and Inglewood particularly difficult to walk at times. School drop off and pick-up creates issues on Felton and 104th street and on 104th street near Jefferson elementary.

Residents asked for improved and more visible crosswalks, lighting, and trees to mitigate air and sound pollution. Walking signs and pedestrian lights were suggested by the group to be placed all along Lennox Blvd and 111th streets. Community members would like to see landscaping included on Lennox Blvd, 111th Street, 104th Street and Prairie Avenue to create a more inviting pedestrian environment.

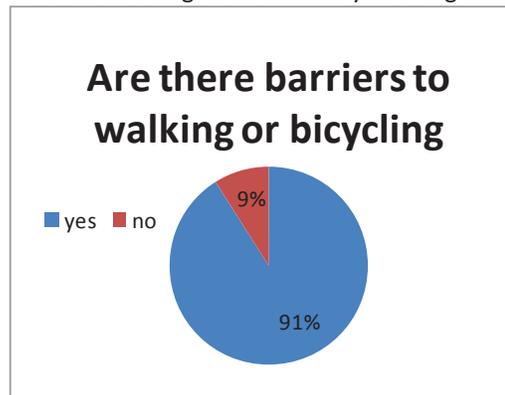
Outreach Activity 6-9: Through these outreach activities we engaged participants by providing the opportunity to share their experience walking and biking in the community of Lennox through surveys and discussion. Comments from the community discussion included:

- Make Lennox safe for students to walk to and from school.
- There's a large amount of car traffic that utilizes residential streets (111th) to avoid main streets, and cars speed in the residential areas.
- Lennox Blvd needs more lighting, traffic calming, and crossings. 111th St (especially at Truro Ave) needs more lighting, traffic calming, and crossings.
- Traffic along 111th moving to/from Lennox Middle School is heavy during drop-off/pick-up hours due to turning movement restrictions, traffic backs up to Hawthorne Blvd
- More park/green space (possibly pocket parks or parklets?)
- Conflicts between pedestrians and motorists due to a lack of lighting and visibility for pedestrians at crosswalks.
- Crosswalks unsafe – crossing distances are too long
- Too much traffic at intersections. Need more signal lights at intersection or speed bumps around schools and the park.
- “We need more lighting at crosswalks and signal lights around schools” –Teacher from a School in Lennox.
- “We need more pedestrian bridges, make room for bike lanes, crosstown green belt” – Member from the Lennox Coordinating Council.
- “Lack of lighting at crosswalks, need for pedestrian curbs and flexible streets” – President of Coordinating Council

- “Most people walk on 111th because it offers access to several schools, improvements on this street should be a priority because it has the most foot traffic. Sidewalks are narrow and people speed on the street.” – Arnold Lopez, resident

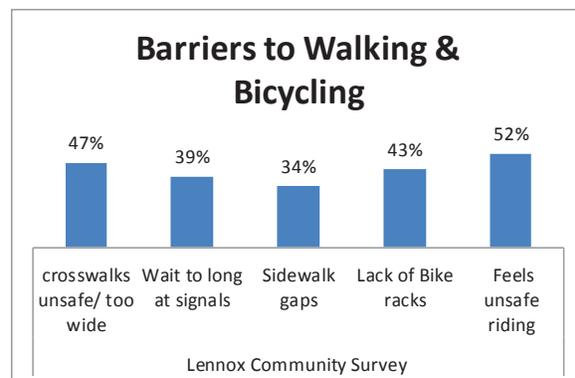
Respondents to surveys shared similar sentiments about issues and needed improvements. Some of the common themes mentioned in the open ended questions and discussion during the community meeting included:

- Conflicts between pedestrians and motorists are due to a lack of lighting and visibility for pedestrians at crosswalks.
- Crosswalks are unsafe and the crossing distances are too wide/long
- Need additional signal lights at intersections or speed bumps around schools and park.
- People feel unsafe when riding a bicycle.



Survey Results:

Twenty-four residents completed the survey during the various outreach activities attended by DPH. Participants were asked for what purpose they walk, 73% stated they walk locally, 30% walk for recreation, 43% walk to access transit and 13% walk to work. Only 39% of those surveyed bicycle. While respondents do walk and bicycle in the community 74% felt it is not safe to walk or bike in Lennox and 91% agreed there are barriers to walking and bicycling in the community.



Survey participants were asked to identify some of the barriers to walking; 47% said that crosswalks are unsafe and/or too wide, 39% identified the wait time at signals as too long, 34% identified sidewalk gaps as an issue. Regarding barriers to bicycling 43% identified the need for bike racks.

Survey respondents identified the following streets and intersections as needing pedestrian improvements:

Streets:

- Inglewood Ave
- Lennox Blvd,
- 111th Street
- 104th Street

Intersections:

- 111th & Hawthorne



- 111th & Inglewood (signal light)
- Dalerose & Lennox
- Budford & Lennox Blvd.

DPH recommendations for how to continue stakeholder engagement in the implementation of the project:

The Hawthorne/Lennox Green Line project serves residents of Lennox and creates connectivity to surrounding cities of Hawthorne and Inglewood and vital regional public transportation facilities. Stakeholders will continue to be engaged and involved in project design and implementation through traditional and online methods. Key stakeholders include the Lennox Coordinating Council, Lennox School District, residents and businesses located along the project area, as well as community organizations such as From Lots to Spots and Vomito Local. DPW will continue to attend and hold meetings with these key stakeholders and utilize the organized groups to help encourage wider participation. We will consider hosting workshops at the schools and the parks along the corridors, utilize existing parent organizations meetings as an opportunity to get feedback from parents and school staff. Perhaps host pop-up workshops and/or demonstrations on the proposed corridors to inform residents, gather input and expand support for the proposed project from those residents who already utilize these spaces and would benefit from such improvements. In addition allow people to provide input and feedback to an online survey that is mobile friendly.

Attachment I-6B. Benefit-Cost Analysis Appendix

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Appendixes

No table of contents entries found.

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	\$4,796,232
Health Benefits	\$656,085
Recreational Benefits	\$3,523,149
Safety Benefits	\$39,066,720
Gas & Emission Benefits	\$81,895
Sum Total Benefits	\$48,124,081
Sum Present Value Benefits	\$31,871,593
Sum Total Project Cost	\$3,070,027
Sum Present Value Cost	\$2,951,949
Net Present Value	\$28,919,644
BCA Ratio	10.80
Net Present Cost of Funds Requested	\$2,313,098
Benefits to Funds Requested Ratio	13.78

The table above includes the breakdown of results for the project. As shown in the table, the project net present value is \$28.92 million, and the benefit to cost ratio is 10.80. This means that for every dollar invested, the project will generate \$10.80 in benefits. With such strong net benefits, any funds invested in this project will be well-leveraged. Total funding requested from the State for this project is \$2.41 million (or present value of \$2.31 million), which equates to a benefit-to-funds requested ratio of 13.78.

As shown in the table, the largest benefit of the project is improved safety, followed by mobility and recreation. These benefits make sense given that the project's goal to improve pedestrian and bicycle access to Hawthorne/Lennox Green Line station via pedestrian safety and streetscape enhancements on multiple corridors leading to/from the station. In particular, the project will enhance the safety for pedestrian crossing and improve the aesthetic appearance of corridors to promote pedestrian travel. Last but not least, the project will promote public transit ridership in proximity to the station.

2 Screenshots of Model Results for Project

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

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

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

2.3 Infrastructure Inputs

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

Figure 2-3. Infrastructure Inputs

Bike Projects (Daily Person Trips for All Users) (Box 1A)		Project Costs (Box 1D)		
Existing	Without Project: 297 With Project: 382	Non-SR2S Infrastructure Project Cost	\$3,070,027	
Forecast (1Yr after completion)	Without Project: 311 With Project: 382	SR2S Infrastructure Project Cost	\$0	
Existing Trips	Commuter: 62 Recreational User: 102	ATP Requested Funds (Box 1E)		
New Daily Trips (estimate) (1Yr after completion) (actual)	Without Project: 16 With Project: 24	Non-SR2S Infrastructure	\$2,405,622	
Project Information- Non SR2S Infrastructure		SR2S Infrastructure	\$0	
Bike Class Type	Bike Class III	CRASH DATA (Box 1F)		
Average Annual Daily Traffic (AADT)	26546	Fatal Crashes	Last 5 Yr: 1 Annual Average: 0.2	
Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)		Injury Crashes	Last 5 Yr: 59 Annual Average: 11.8	
Existing	Without Project: 5692 With Project: 6258	PDO	Last 5 Yr: 0 Annual Average: 0	
Forecast (1Yr after project completion)	Without Project: 5360 With Project: 6258	SAFETY COUNTERMEASURES (improvements) (Box 1G)		
Existing step counts (600 steps = 0.2mi-1trip)	Without Project: 0 With Project: 0	Signalized Intersection	Pedestrian countdown signal heads	Y or N (Capitalized)
Existing miles walked	Without Project: 0 With Project: 0		Pedestrian crossing	Y
Safe Routes to School (SR2S) (Box 1C)			Advance stop bar before crosswalk	N
Number of student enrollment	Total: 0	Unsignalized Intersection	Install overpass/underpass	N
Approximate no. of students living along school route proposed for improvement	0		Raised medians/refuge islands	Y
Percentage of students that currently walk or bike to school	0%		Pedestrian crossing (new signs and markings only)	Y
Projected percentage of students that will walk or bike to school after the project	0.00%	Roadways	Pedestrian crossing (safety features/curb extensions)	Y
			Bike lanes	Y
			Sidewalk/pathway (to avoid walking along roadway)	N
		Other reduction factor countermeasures		Y

2.4 Non-Infrastructure Inputs

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

Figure 2-4. Non-Infrastructure Inputs

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

2.5 Non-Infrastructure—All

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

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All				
Projected New ATP Users	0.00			
Annual Mobility Benefits	\$0 Did not quantify mobility benefits.			
Annual Health Benefits	\$0			
Annual Recreational Benefits	\$0 Did not quantify recreational benefits.			
Annual Safety Benefits	\$0 reduction in Other Reduction Factor Countermeasures.			
Fuel saved	\$0			
Emissions Saved	\$0			
Fuel and Emissions Saved	\$0			
Underlying assumptions for calculations:				
1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg. Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/resourcehandler.ashx?id=2948				
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)				
3) Gasoline price per gallon is \$3.41 (incl. tax)				
4) Carbon price is \$25 per ton (updated \$2014 value)				
5) 2,000 lbs = 1 ton				
ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION				
Countermeasures	OTHER REDUCTION FACTOR			
Crash Reduction Factors (CRFs)	10%			
Service Life	5			
1st year	\$0			
	Fatal	Injury	PDO	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		
Infrastructure		
Before Project		
No. of students enrollment		0
Approximate no. of students living along school route proposed for		0
Percent that currently walk/bikes to school		0%
Number of students that walk/bike to school		0
After Project		
No. of students enrollment		0
Approximate no. of students living along school route proposed for		0
Projected percentage of students that will walk or bike because of the project		0%
Number of students that will walk/bike to school after the project		0
ATP Shift		0
Fuels Saved		\$0.00
Emissions Saved		\$0.00
Assumptions:		
1) 180 school days		
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.		
Annual Mobility Benefits		\$0
Annual Health Benefits		\$0
Annual Safety Benefits		\$803,329
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

20 Year Invest Summary Analysis	
Total Costs	\$3,070,027
Net Present Cost	\$2,951,949
Total Benefits	\$48,124,081
Net Present Benefit	\$31,871,593
Benefit-Cost Ratio	10.80
20 Year Itemized Savings	
Mobility	\$4,796,232
Health	\$656,085
Recreational	\$3,523,149
Gas & Emissions	\$81,895
Safety	\$39,066,720
Funds Requested	\$2,405,622
Net Present Cost of Funds Requested	\$2,313,098
Benefit Cost Ratio	13.78

2.8 Mobility

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

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

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT			
Current Walk Counts		Project Types	
Total miles walked	0.00	For M values:	
Total person Trips walked	5,960.00	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
After the Project is Completed			
Total miles walked	0.00	\$13.03	Value of Time
Total person trips walked	6,258.00		
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	298		
Converted steps walked to trips	0		
Current Bike Counts			
Existing Commuters	62		
New Commuters	16		
Benefits, 2014 values			
Annual Mobility Benefit (Walking)	\$63,325.00		
Annual Mobility Benefit (Biking)	\$134,072.19		
Total Annual Mobility Benefits	\$197,397.19		
Sources:			
NCHRP 552 Methodology (Biking)			
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)			

2.9 Health

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

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

<u>YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT</u>			
INFRASTRUCTURE			
Cycling:			
New Cyclists	35.5		
Value of Health (ave.annual)	\$146	GDP Deflator	
		2006	0.9429
		2014	1.0781
Annual Health Benefits	\$5,195.56		
Walking:			
New Walkers	149		
Value of Health	\$146		
Annual Health Benefits	\$21,806.73		
Total Annual Health Benefits	\$27,002		
Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G. (Estimated annual per capita cost savings of direct and/indirect of physical activity)			

2.10 Reduced Gas & Emissions Benefits

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

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

<u>YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT</u>	
INFRASTRUCTURE	
New Pedestrians	149
New Bicyclists	36
Avoided VMT due to Walking	9,499
Avoided VMT due to Biking	8,919
Fuel Saved	3,140
Emissions Saved	230
Fuel and Emissions saved	\$3,371
Underlying assumptions for calculations:	
1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)	
2) Assume 50% of new walkers and cyclists choose not to drive their cars	
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.	
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/files/sourcehandler.ashx?id=2348	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

2.11 Recreational Benefits

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

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

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT		
Biking		
New Recreational Users	24	\$10 per trip
New Commuters	16	
Existing Recreational Users	102	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$23,760	
Value of Spending Recreational Time for Existing Recreational Users	\$50,592	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$80,352	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		
Walking		
Total Recreational pedestrians	43	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$16,316	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$16,316	
Sources: Pedestrian and Bicycle Information Center, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		
Total Annual Recreational Benefits	\$96,668	

2.13 Undiscounted Benefits

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

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

ECONOMIC EVALUATION (Constant Value)		INFRASTRUCTURE - Non SR2S								
		Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
Total Benefits	\$44,800,392									
Mobility Benefits	\$4,796,232	1	\$197,337	\$27,002	\$36,668	\$303,329	\$3,371	\$128,367	\$3,070,027	1.02
Health Benefits	\$656,085	2	\$201,345	\$27,542	\$36,601	\$280,008	\$3,438	\$150,354		
Recreational Benefits	\$3,523,149	3	\$209,372	\$28,093	\$100,573	\$236,408	\$3,507	\$173,353		
Safety Benefits	\$39,066,720	4	\$209,479	\$28,655	\$102,564	\$83,136	\$3,577	\$191,432		
Gas & Emission Benefits	\$81,895	5	\$219,669	\$29,228	\$104,636	\$870,193	\$3,648	\$123,380		
		6	\$217,342	\$29,813	\$106,729	\$887,603	\$3,721	\$124,808		
		7	\$222,301	\$30,409	\$108,863	\$905,355	\$3,796	\$1270,124		
		8	\$226,747	\$31,017	\$110,941	\$923,462	\$3,872	\$1289,158		
		9	\$231,282	\$31,637	\$113,061	\$941,391	\$3,949	\$1302,061		
		10	\$235,908	\$32,270	\$115,227	\$960,170	\$4,028	\$1314,502		
		11	\$240,626	\$32,916	\$117,437	\$979,385	\$4,109	\$1327,472		
		12	\$245,439	\$33,574	\$119,684	\$999,035	\$4,191	\$1340,982		
		13	\$250,347	\$34,245	\$122,069	\$1,019,176	\$4,275	\$1355,042		
		14	\$255,354	\$34,930	\$124,500	\$1,039,868	\$4,360	\$1369,662		
		15	\$260,461	\$35,629	\$127,077	\$1,060,161	\$4,447	\$1384,856		
		16	\$265,671	\$36,342	\$129,704	\$1,081,093	\$4,536	\$1399,633		
		17	\$270,984	\$37,068	\$132,382	\$1,102,682	\$4,627	\$1414,095		
		18	\$276,404	\$37,810	\$135,109	\$1,124,935	\$4,720	\$1429,245		
		19	\$281,932	\$38,566	\$137,887	\$1,148,269	\$4,814	\$1445,085		
		20	\$287,570	\$39,337	\$140,726	\$1,171,715	\$4,910	\$1461,617		
Total Costs	\$3,070,027									
Benefit-Cost Ratio (BCR)	14.3									
		Sum Total Benefits	\$4,796,232	\$656,085	\$2,348,166	\$19,533,360	\$1,835	\$27,416,338	\$3,070,027	
		Total	\$4,796,232	\$656,085	\$2,348,166	\$19,533,360	\$1,835	\$27,416,338	\$3,070,027	

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

NON-INFRASTRUCTURE-NON-SR23 and SR23											INFRASTRUCTURE-SR23										
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	\$0	\$0	\$0	\$0	1.02				
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0		2	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0		4	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0		5	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
6									6	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
7									7	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
8									8	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
9									9	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
10									10	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
11									11	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
12									12	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
13									13	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
14									14	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
15									15	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
16									16	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
17									17	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
18									18	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
19									19	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
20									20	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0		Total	\$0	\$0	\$0	\$0	\$0	\$19,533,360	\$0					

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

COMBO PROJECTS - Moa SR22 Infrastructure and Moa Infrastructure										COMBO PROJECTS - MoaSR22 & SR25 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				
PROJECT OPEN																			
1	\$197,397	\$27,002	\$36,668	\$401,965	\$3,371	\$766,402	\$3,070,027	1	\$38,639	\$13,501	\$36,668	\$603,329	\$1,635	\$1,014,482	\$3,070,027				
2	\$201,345	\$27,542	\$36,601	\$410,004	\$3,438	\$740,930		2	\$100,673	\$13,771	\$36,601	\$820,008	\$1,719	\$1,034,171					
3	\$205,372	\$28,033	\$100,573	\$418,204	\$3,507	\$753,149		3	\$102,686	\$14,047	\$102,584	\$836,408	\$1,753	\$1,055,487					
4	\$209,479	\$28,655	\$102,584	\$426,568	\$3,577	\$770,664		4	\$104,740	\$14,328	\$102,584	\$853,156	\$1,788	\$1,076,576					
5	\$213,663	\$29,228	\$104,636	\$435,039	\$3,648	\$788,281		5	\$106,835	\$14,614	\$104,636	\$870,189	\$1,824	\$1,098,107					
6	\$217,942	\$29,813	\$106,729	\$443,801	\$3,721	\$802,007		6	\$108,971	\$14,906	\$106,729	\$887,609	\$1,861	\$1,120,070					
7	\$222,301	\$30,409	\$108,863	\$452,617	\$3,796	\$818,047		7	\$111,151	\$15,204	\$108,863	\$905,355	\$1,898	\$1,142,471					
8	\$226,747	\$31,017	\$110,041	\$461,731	\$3,872	\$834,406		8	\$113,374	\$15,509	\$110,041	\$923,462	\$1,936	\$1,165,320					
9	\$231,282	\$31,637	\$112,261	\$470,385	\$3,949	\$851,026		9	\$115,641	\$15,819	\$112,261	\$941,931	\$1,975	\$1,188,687					
10	\$235,908	\$32,270	\$115,527	\$480,385	\$4,028	\$868,186		10	\$117,954	\$16,135	\$115,527	\$960,770	\$2,014	\$1,212,399					
11	\$240,626	\$32,916	\$117,837	\$489,992	\$4,109	\$885,480		11	\$120,313	\$16,458	\$117,837	\$979,985	\$2,054	\$1,236,647					
12	\$245,439	\$33,574	\$120,194	\$499,792	\$4,191	\$903,190		12	\$122,719	\$16,787	\$120,194	\$999,585	\$2,095	\$1,261,360					
13	\$250,347	\$34,245	\$122,598	\$509,788	\$4,275	\$921,253		13	\$125,174	\$17,123	\$122,598	\$1,019,576	\$2,137	\$1,286,608					
14	\$255,354	\$34,930	\$125,050	\$519,984	\$4,360	\$939,678		14	\$127,677	\$17,465	\$125,050	\$1,039,968	\$2,180	\$1,312,340					
15	\$260,461	\$35,623	\$127,551	\$530,384	\$4,447	\$958,472		15	\$130,231	\$17,814	\$127,551	\$1,060,767	\$2,224	\$1,338,587					
16	\$265,671	\$36,342	\$130,102	\$540,991	\$4,536	\$977,641		16	\$132,835	\$18,171	\$130,102	\$1,081,983	\$2,268	\$1,365,359					
17	\$270,984	\$37,068	\$132,704	\$551,811	\$4,627	\$997,194		17	\$135,482	\$18,534	\$132,704	\$1,103,622	\$2,313	\$1,392,666					
18	\$276,404	\$37,810	\$135,358	\$562,847	\$4,720	\$1,017,138		18	\$138,202	\$18,905	\$135,358	\$1,125,635	\$2,360	\$1,420,519					
19	\$281,932	\$38,566	\$138,065	\$574,104	\$4,814	\$1,037,481		19	\$140,966	\$19,289	\$138,065	\$1,148,209	\$2,407	\$1,448,929					
20	\$287,570	\$39,337	\$140,826	\$585,586	\$4,910	\$1,058,291		20	\$143,785	\$19,669	\$140,826	\$1,171,173	\$2,455	\$1,477,908					
Total	\$4,796,232	\$556,085	\$2,348,766	\$3,766,680	\$31,935	\$17,643,658	\$3,070,027	Total	\$2,398,116	\$328,042	\$2,348,766	\$3,533,360	\$40,347	\$24,643,232	\$3,070,027				
				Sum Total Benefits			Total Project Cost					Sum Total Benefits		Total Project Cost					

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

COMBO PROJECTS - SR23 Infrastructure and NonInfrastructure									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	
PROJECT OPEN									
2	\$0	\$0	\$0	\$440,385	\$0	\$440,385	\$0	102	
3	\$0	\$0	\$0	\$440,004	\$0	\$440,004	\$0		
4	\$0	\$0	\$0	\$448,204	\$0	\$448,204	\$0		
5	\$0	\$0	\$0	\$445,566	\$0	\$445,566	\$0		
6	\$0	\$0	\$0	\$445,099	\$0	\$445,099	\$0		
7	\$0	\$0	\$0	\$443,801	\$0	\$443,801	\$0		
8	\$0	\$0	\$0	\$442,617	\$0	\$442,617	\$0		
9	\$0	\$0	\$0	\$441,731	\$0	\$441,731	\$0		
10	\$0	\$0	\$0	\$440,385	\$0	\$440,385	\$0		
11	\$0	\$0	\$0	\$440,385	\$0	\$440,385	\$0		
12	\$0	\$0	\$0	\$443,932	\$0	\$443,932	\$0		
13	\$0	\$0	\$0	\$443,782	\$0	\$443,782	\$0		
14	\$0	\$0	\$0	\$439,788	\$0	\$439,788	\$0		
15	\$0	\$0	\$0	\$439,384	\$0	\$439,384	\$0		
16	\$0	\$0	\$0	\$430,384	\$0	\$430,384	\$0		
17	\$0	\$0	\$0	\$430,391	\$0	\$430,391	\$0		
18	\$0	\$0	\$0	\$51,811	\$0	\$51,811	\$0		
19	\$0	\$0	\$0	\$52,847	\$0	\$52,847	\$0		
20	\$0	\$0	\$0	\$574,104	\$0	\$574,104	\$0		
				\$585,586	\$0	\$585,586	\$0		
Total	\$0	\$0	\$0	\$3,166,680	\$0	\$3,166,680	\$0		
						Sum Total Benefits	Total Project Cost		
						\$3,166,680	\$0		

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio	
PROJECT OPEN									
2	\$191,397.19	\$27,002	\$445,001	\$1,607,258	\$3,371	\$1,986,633	\$3,070,027	15.68	
3	\$201,345	\$27,542	\$447,901	\$1,640,005	\$3,438	\$2,020,242	\$3,070,027		
4	\$205,372	\$28,083	\$450,839	\$1,672,215	\$3,507	\$2,065,647	\$3,070,027		
5	\$209,479	\$28,625	\$453,876	\$1,704,272	\$3,577	\$2,101,860	\$3,070,027		
6	\$213,659	\$29,228	\$456,934	\$1,736,037	\$3,648	\$2,143,837	\$3,070,027		
7	\$217,942	\$29,813	\$460,033	\$1,775,205	\$3,721	\$2,185,775	\$3,070,027		
8	\$222,301	\$30,409	\$463,295	\$1,810,709	\$3,796	\$2,230,510	\$3,070,027		
9	\$226,747	\$31,017	\$466,661	\$1,846,323	\$3,872	\$2,275,623	\$3,070,027		
10	\$231,282	\$31,637	\$470,132	\$1,883,862	\$3,949	\$2,320,823	\$3,070,027		
11	\$235,908	\$32,270	\$473,800	\$1,921,539	\$4,028	\$2,367,035	\$3,070,027		
12	\$240,626	\$32,916	\$477,576	\$1,959,370	\$4,109	\$2,414,376	\$3,070,027		
13	\$245,439	\$33,574	\$481,461	\$1,999,169	\$4,191	\$2,462,664	\$3,070,027		
14	\$250,347	\$34,245	\$485,459	\$2,039,155	\$4,275	\$2,511,917	\$3,070,027		
15	\$255,354	\$34,930	\$489,571	\$2,079,336	\$4,360	\$2,562,155	\$3,070,027		
16	\$260,461	\$35,629	\$493,796	\$2,119,714	\$4,447	\$2,613,398	\$3,070,027		
17	\$265,671	\$36,342	\$498,133	\$2,160,395	\$4,536	\$2,665,666	\$3,070,027		
18	\$270,984	\$37,068	\$502,584	\$2,201,884	\$4,627	\$2,718,980	\$3,070,027		
19	\$276,404	\$37,810	\$507,151	\$2,244,189	\$4,720	\$2,773,339	\$3,070,027		
20	\$281,932	\$38,566	\$511,833	\$2,286,417	\$4,814	\$2,828,826	\$3,070,027		
	\$287,570	\$39,337	\$516,529	\$2,342,345	\$4,910	\$2,885,403	\$3,070,027		
Total	\$4,726,232	\$556,005	\$3,523,149	\$33,066,720	\$51,635	\$45,124,081	\$3,070,027	15.68	
						Sum Total Benefits	Total Project Cost		
						\$45,124,081	\$3,070,027		

2.14 Discounted Benefits

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

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

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS														
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission	Total Benefits	Present Value Benefit	Total Project	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$197,397	\$27,002	\$145,001	\$1,607,858	\$3,371	\$1,980,629	\$1,904,451	\$3,070,027	\$2,951,949	4.00%	\$28,919,644.20	10.80	2,405,622	2,313,098
2	\$201,345	\$27,542	\$147,901	\$1,640,015	\$3,438	\$2,020,242	\$1,867,827		\$0					
3	\$205,372	\$28,093	\$150,859	\$1,672,815	\$3,507	\$2,060,847	\$1,831,907		\$0					
4	\$209,479	\$28,655	\$153,876	\$1,706,272	\$3,577	\$2,101,860	\$1,796,678		\$0					
5	\$213,669	\$29,228	\$156,954	\$1,740,397	\$3,648	\$2,143,897	\$1,782,127		\$0					
6	\$217,942	\$29,813	\$160,093	\$1,775,205	\$3,721	\$2,186,775	\$1,728,240		\$0					
7	\$222,301	\$30,409	\$163,295	\$1,810,709	\$3,796	\$2,230,510	\$1,695,004		\$0					
8	\$226,747	\$31,017	\$166,561	\$1,846,923	\$3,872	\$2,275,120	\$1,662,408		\$0					
9	\$231,282	\$31,637	\$169,892	\$1,883,862	\$3,949	\$2,320,623	\$1,630,439		\$0					
10	\$235,908	\$32,270	\$173,290	\$1,921,539	\$4,028	\$2,367,036	\$1,599,084		\$0					
11	\$240,626	\$32,916	\$176,756	\$1,959,970	\$4,109	\$2,414,376	\$1,568,333		\$0					
12	\$245,439	\$33,574	\$180,291	\$1,999,159	\$4,191	\$2,462,664	\$1,538,172		\$0					
13	\$250,347	\$34,245	\$183,897	\$2,039,153	\$4,275	\$2,511,917	\$1,508,592		\$0					
14	\$255,354	\$34,930	\$187,575	\$2,079,336	\$4,360	\$2,562,155	\$1,479,581		\$0					
15	\$260,461	\$35,629	\$191,326	\$2,121,534	\$4,447	\$2,613,398	\$1,451,127		\$0					
16	\$265,671	\$36,342	\$195,153	\$2,163,965	\$4,536	\$2,665,666	\$1,423,221		\$0					
17	\$270,984	\$37,068	\$199,066	\$2,207,244	\$4,627	\$2,718,980	\$1,395,891		\$0					
18	\$276,404	\$37,810	\$203,037	\$2,251,389	\$4,720	\$2,773,359	\$1,369,008		\$0					
19	\$281,932	\$38,566	\$207,097	\$2,296,417	\$4,814	\$2,828,826	\$1,342,581		\$0					
20	\$287,570	\$39,337	\$211,239	\$2,342,345	\$4,910	\$2,885,403	\$1,316,860		\$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project	Sum Present Value Cost				Sum Funds Requested	Sum PV of Funds Requested
	\$4,796,232	\$556,985	\$3,523,149	\$39,066,720	\$81,895	\$48,124,081	\$31,871,993	\$3,070,027	\$2,951,949				\$2,405,622	\$2,313,098

3 Potential for Model Enhancements

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

Types of Inputs

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

Calculation Logic

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

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

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

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

Other Recommendations

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

User Interface

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

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

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

Christian, Adam

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 15, 2015 1:22 PM
To: Martin Reyes
Cc: inquiry@atpcommunitycorps.org; Hsieh, Wei@CCC; Inez Yeung; Waqas Rehman; Abu Yusuf; Mateusz (Matt) Suska; Michael Ellison; Tung Vu; Lino, Edgar@CCC
Subject: RE: County of Los Angeles ATP Applications

Hi Martin, see responses below:

- 1) We do not possess a contractor's license. We are a State agency.
- 2) Absolutely yes. We would review what materials/equipment we have in order to perform the job effectively. It may require us acquiring some additional materials. Things like stop/slow paddles, caution/construction zone signs and such.
- 3) The magnitude of the work wasn't as clear in what we reviewed previously. We don't think we can handle this item now. That is heavy demolition. We do not have any heavy equipment.
- 4) It is hard to say if the scope of this item is within our means.
We do have experience in retaining walls (dry-stone masonry), but for trail settings mostly.

If you have additional questions please contact Edgar Lino at Edgar.Lino@ccc.ca.gov

From: Martin Reyes [mailto:mreyes2@dpw.lacounty.gov]
Sent: Monday, May 11, 2015 1:39 PM
To: ATP@CCC
Cc: inquiry@atpcommunitycorps.org; Hsieh, Wei@CCC; Inez Yeung; Waqas Rehman; Abu Yusuf; Mateusz (Matt) Suska; Michael Ellison; Tung Vu
Subject: RE: County of Los Angeles ATP Applications

Thank you Wei.

After reviewing the below items the CCC would like to handle, we have a few follow up questions:

- 1) Does the CCC have a general contractor's license and/or a landscaping contractor's license?
- 2) For work within the road right-of-way (such as for median/service island and striping work), can the Corps provide their own traffic control?
- 3) In reference to the San Jose Creek Bike Path and Vincent Community Bikeway Access projects, excavation amounts exceed 5000 CY. Is the Corps capable of earthwork of this magnitude and will they provide their own heavy equipment?
- 4) The San Jose Creek Bike Path project includes retaining wall installations along the flood control channel underneath the I-605 overpass. Final design plans have not been prepared, but the work for the retaining walls is estimated at \$2 million. Does the Corps have experience in large shoring and retaining wall projects?

The County fully intends to partner with the Corps for these projects and would like to discuss these issues prior to moving forward.

Please feel free to contact me for any questions or concerns. Thank you

Martin Reyes

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

From: Hsieh, Wei@CCC [<mailto:Wei.Hsieh@CCC.CA.GOV>] **On Behalf Of** ATP@CCC
Sent: Monday, May 11, 2015 9:52 AM
To: Martin Reyes
Cc: inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC
Subject: RE: County of Los Angeles ATP Applications

Hi Martin,

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

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

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

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Martin Reyes [<mailto:mreyes2@dpw.lacounty.gov>]
Sent: Friday, May 08, 2015 2:23 PM
To: Clark, Virginia@CCC; calocalcorps@gmail.com

Cc: Inez Yeung; Abu Yusuf; Waqas Rehman; Mateusz (Matt) Suska; Tung Vu; Michael Ellison

Subject: County of Los Angeles ATP Applications

Good afternoon,

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

Thank you.

<u>PROJECT NAME</u>	<u>LIMITS/LOCATION</u>	<u>SCOPE</u>	<u>TENTATIVE SCHEDULE</u>	<u>ATTACHMENTS</u>
San Jose Creek Bike Path Phase II	San Gabriel Bike Trail, San Jose Bike Trail	Installation of two bike bridges, new Class I bike/multi-use trail along flood control channel, signage and striping	DES: 09/17 – 01/19 R/W: 07/18 – 01/19 CON: 08/19 – 06/20	
	Badillo St from Baldwin Park jurisdiction to Irwindale Ave	Class II bike facilities along Badillo St, Irindale Ave, and Lark Ellen Ave with signage and striping		
Vincent Community Bikeways Access Improvements	Irwindale Ave from Badillo St to Big Dalton Wash Big Dalton Wash from Irwindale Ave to Lark Ellen Ave	Class III bike facilities along Arrow Hwy with signage and striping	DES: 09/17 – 01/19 R/W: 07/18 – 01/19 CON: 08/19 – 05/20	
	Lark Ellen Ave from Big Dalton Wash to Arrow Hwy	Class I bike path along flood control channel on Big Dalton Wash		
	Arrow Hwy from Lark Ellen Ave to Big Dalton Wash	Pocket park installations at Big Dalton Wash at-grade crossings		

		Landscaping	
		New/repair sidewalk, driveways and curb ramps	
		AC pavement work	
		Bicycle boulevard along Lohengrin and 110 th with work including bulb-outs at 2 intersections, 2 non-landscaped traffic circles, one traffic diverter at Western Ave, signage and striping	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 06/19
West Athens Community Bikeways Access Improvements	Lohengrin St from Imperial Hwy to Denker Ave 110 th St from Budlong Ave to Vermont Ave		
		Class II bikeway installations along Carson St and Lomita Blvd with signage and striping	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19
West Carson Community Bikeways Access Improvements	Carson St from Normandie Ave to Vermont Ave 220 th St from Normandie Ave to cul-de-sac at east end		
		Class III bikeway installation along 220 th St with signage and striping	
		New landscaped median along Judah Ave	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19
Aviation/LAX Green Line Station Improvements	Lomita Blvd from Frampton Ave to Vermont Ave Judah Ave from cul-de-sac at north end to 120 th St Isis Ave from 116 th St to El Segundo Blvd El Segundo Blvd from Isis Ave to Inglewood Ave		
		Class II facilities along Isis Ave and El Segundo Ave with signage and striping	
		Curb and gutter	

		work	
		Landscaping at parkways	
		Wayfinding signage	
		LID systems	
		Traffic signal and pedestrian head improvements	
		Class II bike lanes with signage and striping along Lennox Blvd	
	Buford Ave from 104 th St to 111 th St	Class III bike routes along Freeman Ave with signage and striping	
	Inglewood Ave from Century Blvd to 112 th St		
Hawthorne/Lennox Green Line Station Improvements	104 th St from Felton Ave to Prairie Ave	Enhanced crosswalks along Lennox and Inglewood Ave	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19
	Lennox Blvd from Felton Ave to Osage Ave		
	111 th St from Buford Ave to Prairie Ave	Parkway enhancements including street trees and landscaping	
	Freeman Ave from 104 th St to 111 th St	Pedestrian countdown signal heads	
		Transit amenities along Inglewood Ave	

Martin Reyes

Los Angeles County Department of Public Works
 Programs Development Division
 Transportation Infrastructure Project Development Section

mreyes2@dpw.lacounty.gov
 (626) 458-3911

Attachment J. Letters of Support

May 6, 2015

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

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

Dear Ms. McWilliam:

**HAWTHORNE/LENNOX STATION TRANSIT ORIENTED DISTRICT PEDESTRIAN
IMPROVEMENTS PROJECT
2015 ACTIVE TRANSPORTATION PROGRAM**

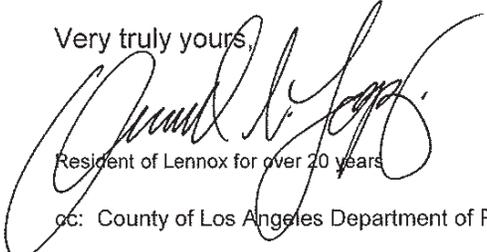
It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the 2015 Active Transportation Program Cycle 2 for the subject project for the subject project.

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

The County's efforts in developing transportation improvement projects that provide facilities and enhancements for the pedestrians, bicyclists, and transit riders are greatly appreciated. The unincorporated city of Lennox is very walkable city, making it an ideal place to live, work and shop; residents enjoy the freedom of being able to walk their children to school, visit Lennox Park, shop and dine around in the city. However, although the city is an ideal place to walk, it is also not the safest. Sidewalk lengths are inappropriately adequate for the elderly, the disabled, and for mothers utilizing strollers. Walking children to school also presents a challenge because of the lack of traffic calming devices. Too often do we witness pedestrian accidents in our streets because vehicles are going beyond the appropriate residential speed limit despite signage.

Your assistance in making Lennox a safe place to walk increases the quality of life and makes it a safe place to raise children. My neighbors and I are appreciative of your efforts and support this project.

Very truly yours,



Resident of Lennox for over 20 years

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



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

May 20, 2015

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

BOARD OF SUPERVISORS

- Hilda L. Solis
First District
- Mark Ridley-Thomas
Second District
- Sheila Kuehl
Third District
- Don Knabe
Fourth District
- Michael D. Antonovich
Fifth District

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

Dear Ms. McWilliam:

The Los Angeles County Department of Public Health (DPH) is pleased to support the County of Los Angeles County Department of Public Works (DPW) in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of Lennox. Our PLACE Program partnered with DPW to work on community outreach efforts for this active transportation project. The community of Lennox has a 32.6% adult obesity rate which surpasses the County's average of 23.9%. By providing these improvements we can better promote physical activity, a critical component for reducing and preventing obesity.

DPH is dedicated to increasing opportunities for active transportation in Los Angeles County. The County's project includes the implementation a number of pedestrian improvements, which are important for improving mobility and access, reducing collisions, and for encouraging people to walk for transportation and health. Over the last few years residents of Lennox have engaged in various County planning efforts where they have consistently expressed their desire for pedestrian improvements to improve the walkability of their community. These improvements will create safer and more inviting streets for the residents of Lennox, improving connectivity to schools, the park, transit, and more.

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

Sincerely,

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



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Russ Guiney, Director

John Wicker, Chief Deputy Director

May 18, 2015

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

Dear Ms. McWilliam:

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

The Los Angeles County Department of Parks and Recreation (DPR) is pleased to support the Department of Public Works (DPW) in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of Lennox.

DPR is currently working on the Lennox Community Parks and Recreation Plan. As part of the outreach process for the Plan, many community residents expressed support for pedestrian improvements that connect destinations such as Lennox Park, schools, public transit stops, and other services. DPW's proposed project includes parkway and shoulder improvements, curb ramp improvements, bus stop amenities, parkway trees, bulbouts, pervious pavers, high visibility crosswalks, and pedestrian countdown signals. All of these improvements will make Lennox more pedestrian-friendly and enhance the walkability of the community.

We appreciate your consideration of DPW's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require any additional information, please feel free to contact Clement Lau, Departmental Facilities Planner II, of my staff at (213) 351-5120 or via email at clau@parks.lacounty.gov.

Sincerely,

Kathline J. King, AICP
Chief of Planning

KK:CL

c: Parks and Recreation (N. E. Garcia, J. Smith, C. Lau)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

May 13, 2015

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

Dear Ms. McWilliam:

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

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

DRP is dedicated to implementing the General Plan for the unincorporated areas of Los Angeles County. The parkway and shoulder improvements, curb ramp improvements, bus stop amenities, parkway trees, bulb-outs, pervious pavers, high visibility crosswalks, and pedestrian countdown signals will help inform and enhance our planning efforts in the community of Lennox and South Bay Planning Area.

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

Sincerely,

Richard J. Bruckner
Director

RJB:MC:CC:cc:ems

c: Department of Public Works (Gail Farber)

S_AP_051315_L_APP_HAWTHORNELENNOX_MCWILLIAM



County of Los Angeles Public Library ■ www.colapublib.org
7400 East Imperial Hwy., Downey, CA 90242 ■ (562) 940-8400



Margaret Donnellan Todd
County Librarian

May 20, 2015

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

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

Dear Ms. McWilliam:

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

The County Library is dedicated to ensuring that all our residents have access to the public library and an enhanced quality of life. Our families need safe and easy access to the Lennox Library. The County's project includes parkway and shoulder improvements, curb ramp improvements, bus stop amenities, parkway trees, bulbous, pervious paves, high visibility crosswalks, and pedestrian countdown signals.

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

If you have any questions or require any additional information, please feel free to contact me at 562-940-8400 or via email at mtodd@library.lacounty.gov.

Sincerely,

A handwritten signature in blue ink that reads "Margaret Donnellan Todd". The signature is fluid and cursive, written over the printed name and title of the signatory.

Margaret Donnellan Todd
County Librarian

MDT:cd



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

May 22, 2015

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

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

Dear Ms. McWilliam:

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

LACBC works to make all communities in Los Angeles County healthy, safe and fun places to ride a bike. We supported the County's adoption of its Bicycle Master Plan in 2012 and continue to advocate for its implementation through projects like this one. The County's project includes parkway and shoulder improvements, curb ramp improvements, bus stop amenities, parkway trees, bulbouts, pervious pavers, high visibility crosswalks, and pedestrian countdown signals.

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

Sincerely,

Eric Bruins
Planning & Policy Director



May 13, 2015

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

Dear Ms. McWilliam:

**RE: HAWTHORNE/LENNOX STATION TRANSIT ORIENTED DISTRICT PEDESTRIAN IMPROVEMENTS
PROJECT 2015 ACTIVE TRANSPORTATION PROGRAM**

It is the understanding of the Los Angeles Neighborhood Land Trust that the County of Los Angeles Department of Public Works proposes to submit an application under the 2015 Active Transportation Program Cycle 2 for the Hawthorne/Lennox Station Transit Oriented District Pedestrian Improvements Project.

The proposed project consists of parkway upgrades, safety improvements to intersections, landscaping, wayfinding signage, bus shelter installations and bike routes. The proposed improvements would greatly benefit the pedestrians, transit users, bicyclists, residents, businesses and schools in the community by improving the safety and overall aesthetic quality of the major routes to the transit and public facilities in the area. This project also meets the County Strategic Plan Goal of Service Excellence, as it will benefit of quality life for residents in the Lennox community. The Land Trust strongly supports the application for grant funds for the project abovementioned.

The County's efforts in developing transportation improvement projects that provide facilities and enhancements for the pedestrians, bicyclists, and transit riders are greatly appreciated. If you have any questions, please contact me at (213) 572 – 0191.

Sincerely,

A handwritten signature in cursive script that reads "Alina Bokde".

Alina Bokde
Executive Director

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



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

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

Metro

May 19, 2015

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

Re: Letter of Support for Hawthorne/Lennox Green Line Station Pedestrian
Improvements Project Active Transportation Program (ATP) Application

Dear Director Dougherty:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Hawthorne/Lennox Green Line Station Pedestrian Improvements Project in the County of Los Angeles. This project will implement pedestrian infrastructure improvements around the Hawthorne/Lennox Green Line Station area.

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

The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) adopted by the Southern California Association of Governments (SCAG) identifies active transportation as a key component. In furthering regional goals, Metro has developed multiple initiatives and programs to address the challenges associated with bicycling and walking trips, including the Bicycle Transportation Strategic Plan, Complete Streets Policy, the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot Program, and financial commitments as part of the Long Range Transportation Plan (LRTP) and the biannual Call for Projects.

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

Sincerely,

Phillip A. Washington
Chief Executive Officer



May 21, 2015

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

Main Office
 818 West Seventh Street
 12th Floor
 Los Angeles, California
 90017-3435
 t (213) 236-1800
 f (213) 236-1825
 www.scag.ca.gov

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

Dear Ms. McWilliam:

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

This project will provide infrastructure improvements in the unincorporated community of Lennox. The county's project includes parkway and shoulder improvements, curb ramp improvements, bust stop amenities, parkway trees, bulb-outs, pervious pavers, high visibility crosswalks, and pedestrian countdown signals.

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

Sincerely,

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

Hasan Ikhtrata
 Executive Director

Officers
 President
 Cheryl Viegas-Walker, El Centro
 First Vice President
 Michele Martinez, Santa Ana
 Second Vice President
 Margaret Finlay, Duarte
 Immediate Past President
 Carl Morehouse, San Buenaventura

**Executive/Administration
 Committee Chair**
 Cheryl Viegas-Walker, El Centro

Policy Committee Chairs
 Community, Economic and
 Human Development
 Bill Jahn, Big Bear
 Energy & Environment
 Deborah Robertson, Rialto
 Transportation
 Alan Wapner, San Bernardino
 Associated Governments

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

Attachment K. Additional Attachments

[Not Applicable. This page left intentionally blank]