

ACTIVE TRANSPORTATION PROGRAM CYCLE 2 APPLICATION

Project name: Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections

Project Unique Application No: 07-City of Santa Monica-2

Part A



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

07-City of Santa Monica-2

Auto populated

Total ATP Funds Requested:

\$ 987

(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:

City of Santa Monica

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1685 Main Street

Santa Monica

CA

90404

IMPLEMENTING AGENCY'S CONTACT PERSON:

Francie Stefan

CONTACT PERSON'S TITLE:

Manager, Strategic & Transportation Planning Div.

CONTACT PERSON'S PHONE NUMBER:

(310) 458-8341

CONTACT PERSON'S EMAIL ADDRESS :

francie.stefan@smgov.net



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

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

PROJECT PARTNERING AGENCY'S NAME:

N/A

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

07-5107R

Implementing Agency's State Caltrans MS number

00373S

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

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

Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connection Over the I-10

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Bike path improvements, dedicated 2-way bike lane and new bike/ped path to close gap in bike network and enhance ped access by connecting discontinuous segments of Michigan Ave. across I-10 Freeway at the 20th St. overcrossing and linking to Expo LRT

PROJECT LOCATION: (Max of 250 Characters)

Michigan Avenue between 19th & 20th Street, 20th St. I-10 Freeway Overcrossing (and adjacent), and easement along south edge of 1731 20th St. and 1748 21st St., Santa Monica, California.



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 70.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 30.0 %
- 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:	_____		7/4/16
* CEQA Environmental Clearance:	_____		9/16/16
* NEPA Environmental Clearance:	_____		9/16/16
CTC - PS&E Allocation:	_____		12/16/16
CTC - Right of Way Allocation:	_____		12/16/16
* Right of Way Clearance & Permits:	_____		9/15/17
Final/Stamped PS&E package:	_____		10/20/17
* CTC - Construction Allocation:	_____		1/30/18
* Construction Complete:	_____		6/28/19
* Submittal of “Final Report”	_____		12/30/19



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:	\$72	
ATP funds for PS&E:	\$75	
ATP funds for Right of Way:	\$42	
ATP funds for Construction:	\$798	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$987	

Local funds leveraging or matching the ATP funds: \$247

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:

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

TOTAL PROJECT FUNDS: \$1,234

ATP - FUNDING TYPE REQUESTED:

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

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

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

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

Part B



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 07-Santa Monica-2

Implementing Agency's Name: City of Santa Monica

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Part B: Narrative Questions

Screening Criteria

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 proposed project (Michigan Ave Greenway: Completing Bike/Ped Connections over the I-10), is a City priority. It closes bike and pedestrian gaps over I-10 freeway and along the Michigan Avenue Greenway which is a primary east-west connector. The available level of City resources is insufficient to fund this project either fully or partially and this project is not directly or indirectly related to past or future environmental mitigation. The City does not currently have sufficient discretionary funds available beyond its proposed local match of \$246,690 to implement the full scope of the \$1.23 million project improvements. The City's key sources of funding for capital improvements, including the local return portion of countywide transportation sales tax funds distributed to all cities in LA County, are fully committed through the 5-year horizon (FY2015-2019) of the City's Capital Improvement Program, meaning that funds would not be available until at least after FY2020 for this Project. Community Development Block Grant funds were used in FY14-15 to construction crucial safety traffic calming and wayfinding to get the Greenway bike/ped infrastructure underway. This phase closes gaps to achieve the City target for a 14-35% bicycle mode share and increased pedestrian trips. Delayed implementation will reduce the opportunity to address anticipated surges in bike/ped trips associated with the Expo Line opening in 2016.



2. CONSISTENCY WITH REGIONAL PLAN:

This project is consistent with both the adopted 2012-2035 RTP/SCS and The Complete Streets effort encouraged in the RTP/SCS.

This project is consistent with the adopted 2012-2035 RTP/SCS which seeks to maximize the productivity of, and strategically expand the region's transportation system. The project fulfills many of the goals outlined in Table 1.3 of the RTP/SCS (page 15 of the RTP/SCS) including the goals to:

- Maximize mobility and accessibility for all people and goods
- Ensure travel safety and reliability for all people and goods
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (bicycling and walking)

The 20th Street project is a "Complete Streets" project that is encouraged in the RTP/SCS. By closing a key bicycle network gap with a protected bicycle and pedestrian facility on a very heavily traveled street, the project will increase mobility for all transportation users in the region. Additionally, the project serves as an important "first mile/last mile" strategy that will connect the Michigan Avenue bike route to the Bergamot Plan area and future Expo Station. Pages 39, 50, 55, 141, 154, 155, 209 and 211 in the RTP/SCS support the project. (See Attachment I-A.)

- Page 39, Chapter 2 Transportation Investments
- Page 50, Chapter 2 Transportation Investments
- Page 55, Chapter 2 Transportation Investments
- Page 141, Chapter 4 Sustainable Communities Strategy
- Page 154, Table 4.4 (Transportation Network Actions/Strategies) Sustainable Communities Strategy
- Page 155, Table 4.5 (Transportation Demand Management Actions/Strategies) Sustainable Communities Strategy
- Page 209, Chapter 7 Strategic Plan
- Page 211, Chapter 7 Strategic Plan



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 the following current and projected types and numbers/rates of users. (12 points max.)

It is estimated that this project will serve approximately an additional 1,493 daily bicyclists one year after opening and 1,541 daily bicyclists 5 years after the opening. Based on Santa Monica Intersection Turning Movement Counts completed in November 2011 the average AM/PM peak hour pedestrian volumes on this segment of Michigan Avenue are 50 and 33 respectively; the average AM/PM peak bicycle volumes are 15 and 23 respectively. Extrapolating using National Bicycle and Pedestrian Documentation Project (NBPD) methodology, the total daily volume of pedestrian and bicycle trips along Michigan Avenue is currently 575 and 271, respectively. Based on the proximity and relevance to Santa Monica College (30,000+ students) and Santa Monica High School (2,800 students), it is estimated that one-third of the existing volume are students, and that the future projection of 1,493 bicyclists is low. Cycling in Santa Monica increases with new facilities – citywide Turning Movement Counts showed a 51% increase in bicyclists 2011-2013 following an capital program that added or improved (with buffers, green paint) over 20 miles of bike facilities.

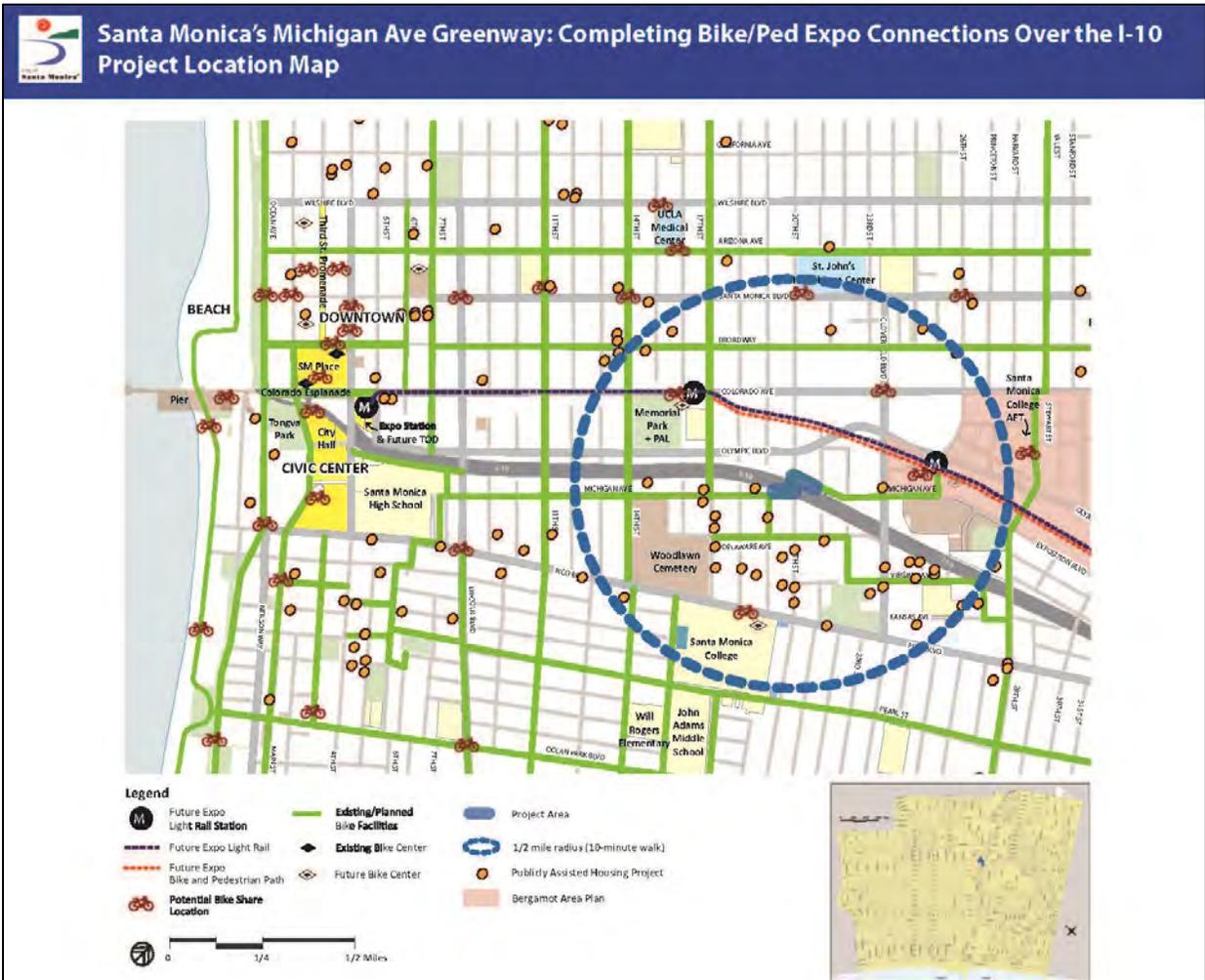
According to the 2010 American Community Survey, 21% of the working-age residents of the Pico Neighborhood walk, bike or take transit to work. Much of the Pico Neighborhood falls within the 60-70% segment of CalEnviroScreen2.0. Additionally, nearly 10% of Pico Neighborhood residents do not have access to a car, and 41% of the households have access to only one car. Lower vehicle ownership rates suggests a more active transportation-reliant population. The project closes a key bike and pedestrian gap (east/west and north/south) and facilitates more bike/pedestrian trips for this disadvantaged community and across the area to major destinations.

The project creates new bike/pedestrian trips AND improves safety for existing trips. To estimate how many new active transportation trips will be created we calculated 5% of the current car trips on only one of the primary corridors in area of influence (Pico Boulevard with an ADT = 29,857) would shift to bicycle trips, for a total 1,493 daily new bicycle trips. Olympic Boulevard and 20th Street are also primary corridors in the influence area, but were not included to avoid over-counting. In



addition, existing bicyclists currently using vehicle-oriented Pico and Olympic Boulevards will shift to Michigan Avenue once this safer connection is completed. Currently 1,252 bicyclists use Pico and 598 use Olympic daily, a total of 1,850 daily. Assuming a 25% shift, an additional 462 cyclists would shift to the project for a direct and safer connection. (These 462 are not included in the 1,493 total to be conservative.)

The project closes a key gap along a corridor that serves major destinations locally and regionally including: Santa Monica College – 30,000+ students, Santa Monica High – 2,800 students, approximately 8,000 employees within ½ mile, Crossroads School, St. John’s Medical Center, SM-UCLA Hospital, SM City Hall, Edison School, and Bergamot Arts Center. The project serves regional trips to Culver City and/or Los Angeles via the Expo Regional ped/bike path and walking and biking trips to Expo light rail. The average pedestrian trip length associated with the proposed improvements is assumed to be 0.5 miles, which is slightly longer than the average of 0.33 miles reported by the California ‘add-on’ to the 2009 National Household Travel Survey (CA-NHTS). This assumption is supported by the high density of activity centers, transit connections and recreational destinations within ½ mile influence area (or a 10-minute walk) of the Project. Projected pedestrian users include the approximately 5,000 residents in the area, employees and students who want to walk to destinations within ½ mile, such as a full service grocery store, the Department of Motor Vehicles, Bergamot Arts Center, and the 26th St/Bergamot light rail station on the north side of the I-10 and Santa Monica College and Swim Center south of the I-10.





- 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.)**

- **How does the project achieve: a) creation of new routes, and c) closure of gaps to major destinations:**

The proposed project creates a new east/west route through Santa Monica's most dense areas connecting housing, schools, transit, community, medical and employment centers. The new Michigan Avenue Neighborhood Greenway (MANGo) is an east/west bicycle/pedestrian corridor through the central city serving major destinations:

- Santa Monica College – 30,000+ students
- Santa Monica High – 2,800 students
- Crossroads and Edison Schools
- St. John's Medical Center, SM-UCLA Hospital – 1,700 employees
- SM City Hall, LA County Courthouse
- Bergamot Arts Center, Bergamot Area Creative Office cluster (over 8,000 employees within ½ mile of project)
- Expo Light Rail station (26th Street) and Expo Regional ped/bike path.

The MANGo concept plan was approved by Council in 2014, and implementation west of 20th Street began in 2015. The proposed project creates the MANGo corridor east of 20th Street, connecting the destinations listed above. Currently bike and pedestrians must travel an additional 0.5-1 miles to make the connection, along vehicle-heavy hostile streets. The project creates a new more direct route that will connect regionally via the Expo light rail and Expo Bicycle-Pedestrian path. MANGo creates a bike/pedestrian friendly corridor generating 1,493 new trips, and an alternative for the 1,850 bicyclists currently riding on Pico and Olympic boulevards, which are not identified bicycle routes.

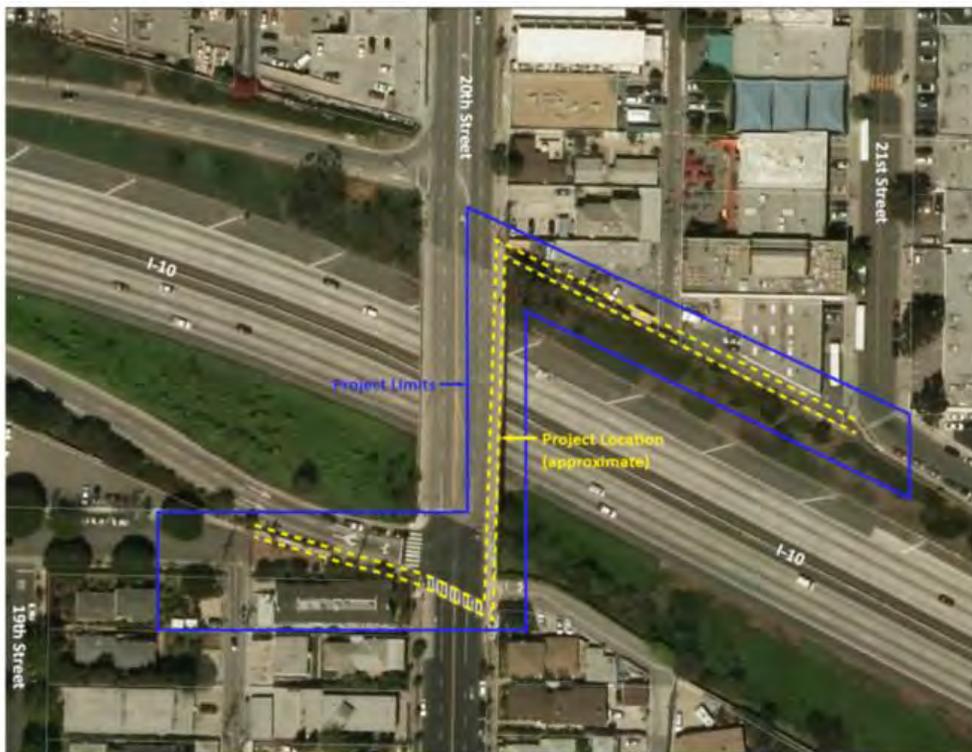


Points of Interest: Destinations Served





The project closes a missing link of the MANGo bike/ped corridor across and along the I-10 freeway. The MANGo corridor is blocked at the I-10 Freeway and adjacent north properties. The project closes the gap using the eastern sidewalk on the 20th street bridge and a 10 foot easement north of the freeway on Crossroads school property between 20th and 21st Streets (easement negotiated in Summer 2014) (see image below). This multi-use path between 20th and 21st Streets will close a gap in the network and reduce the bike/walk distances between the Pico Neighborhood south of the I-10 and the Bergamot Area, encouraging short trips on foot and longer bike trips that use the new Expo bike path.



Project closes gap on new E/W corridor with protected facility on I-10 Bridge, and new connection east of 20th St.



The Project connection (looking west) including multi-use path along north side of I-10 ROW, bridge connection, and westward link to 19th Street.

- **How does the project achieve: b) removal of barriers to mobility, and d) other improvements to routes:**

The project provides lighting, a pedestrian buffer from the freeway crossing, bike detection/boxes, and wayfinding, and provides a separated multi-use path to remove identified bicycle and pedestrian barriers. Low lighting levels on and adjacent to the I-10 bridge, lack of bicycle intersection treatments and unclear pathways are known barriers in this location for walking and bicycling. These were identified during the MANGo community outreach and planning process. The proximity of the existing sidewalk to 20th Street auto traffic and the noisy, high-speed highway creates an inhospitable condition that deters pedestrians. These project components address barriers and provide route enhancements:

- Enhance existing walkway between 19th Court and 20th Street to accommodate bicycles - add lighting and wayfinding to address concerns that the existing walkway is unsafe and inhospitable to users, while increasing its visibility and awareness of the “short-cut” to the pedestrian and bike friendly environment of Michigan Avenue.
- Bike detection and bike boxes at the 20th Street intersection ensure that bikes can trigger the traffic signal so that riders will not have to dismount to use the pedestrian controls, preventing potential conflicts between bikes and pedestrians.



- New separated bike facility adjacent on east side of 20th Street bridge to ensure that bikes can navigate easily and safely across the bridge, and minimize potential for conflict with automobile traffic along 20th Street, including cars entering or exiting the I-10.
- Lighting and wayfinding along bridge and multi-use path north of I-10 connecting to Michigan.

This reconfiguration with the addition of wayfinding, fencing and lighting will significantly improve the conditions for pedestrians and bicyclists crossing over the I-10.

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

The project implements Safety, Active Transportation and Vehicle Trip Reduction priorities in the City's General Plan and Bike Action Plan. The MANGo project would increase bicycling trips by 1,493, shift an additional 462 bike trips from busy traffic routes, create a new east-west bike/ped corridor identified in the Bike Plan, and connect major regional and local destinations. This corridor The project implements the City's adopted Land Use and Circulation Element (LUCE) priority goals to encourage active transportation while also reducing single-occupant vehicle trips (*GOAL T6, T10, T11, T16, T17, T18, T19*). A key target of the LUCE is to achieve No Net New [vehicle] Trips (NNNT) by 2030. One important factor for accomplishing this goal is to get more people, biking and walking or using other forms of alternative transportation to reach their destinations.

Citywide Wellbeing indicates need for daily exercise and neighborhood connection. According to the Wellbeing Project recently completed, 52% of Santa Monicans do not get daily physical exercise and many feel disconnected from their community. Physical improvements that remove barriers to daily walking and biking addresses both of these key findings.

Completing this gap in the City's active transportation network is especially important as it connects to the Expo Regional Bike/Ped path and light rail station located on the other side of the freeway – less than a mile from the project site – that will open in 2016.



Part B: Narrative Questions

Detailed Instructions for: Question #2

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.)

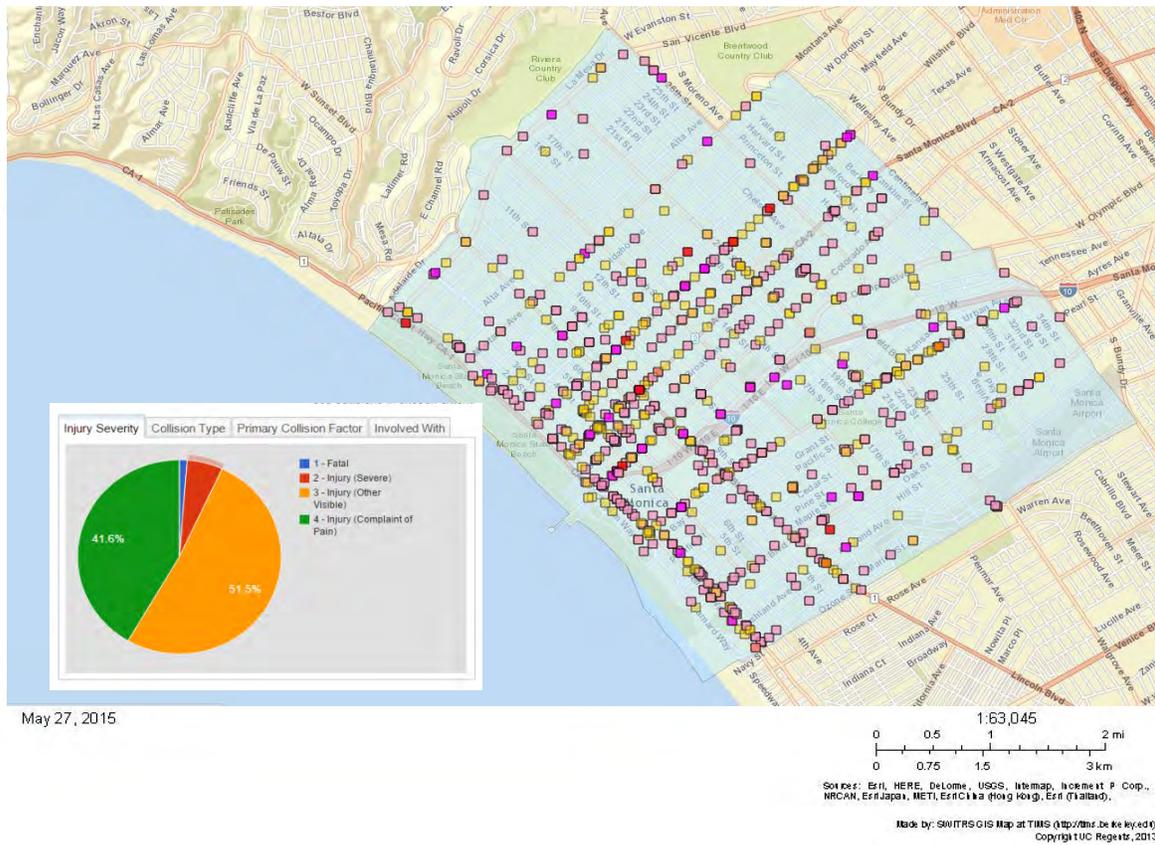
SWITRS data show 1,130 pedestrian or bicycle collisions over 5 years, including 13 fatalities. Review of records located in the SWITRS database indicates that over the most recent 5 years of data (2010-2014), there were 490 collisions involving pedestrians and 640 involving cyclist citywide (see Table 1). There have been 13 fatalities over the 5 years, and over 58% of the injury collisions are visible injury, severe or fatal.

<i>Table 1: SWITRS Bicycle & Pedestrian Collision Data 2010-2014</i>				
Motor Vehicle Involved With	Total Collisions	Injury Collisions	Fatal Collisions	Non-injury Collisions/PDO
Pedestrian	490	459	11	20
Bicycle	640	594	2	44

The following map of SWITRS data over the past 5 years shows pedestrian or bicycle collisions distributed throughout the City, with concentrations in the Downtown and along the City's major boulevards. The collision patterns along the boulevards show need for parallel connected and safer corridors for people biking and walking.



SWITRS Bicycle or Pedestrian Collisions 1-1-09 to 12-31-13 in Santa Monica, by Injury Severity



SM Police Collision data show 134 pedestrian or bicycle collisions (2010-2014) in the project influence area. The proposed project will create a new route to reduce the number of pedestrians and bicyclists on 20th Street, Pico and Olympic Boulevards, reducing crashes. Over a five-year period ending in December 2014, there have been 58 collisions involving pedestrians and 76 collisions involving bicycles within the project’s area of influence (Santa Monica Police Department Collision data). The project’s area of influence is defined as Pico and Olympic Boulevards and 20th Street for the purposes of this analysis. Right-of-way violation is the most common Primary Collision Factor. Bicycle and pedestrian collision data for the most recent 5 years is mapped and summarized in Table 2 below.

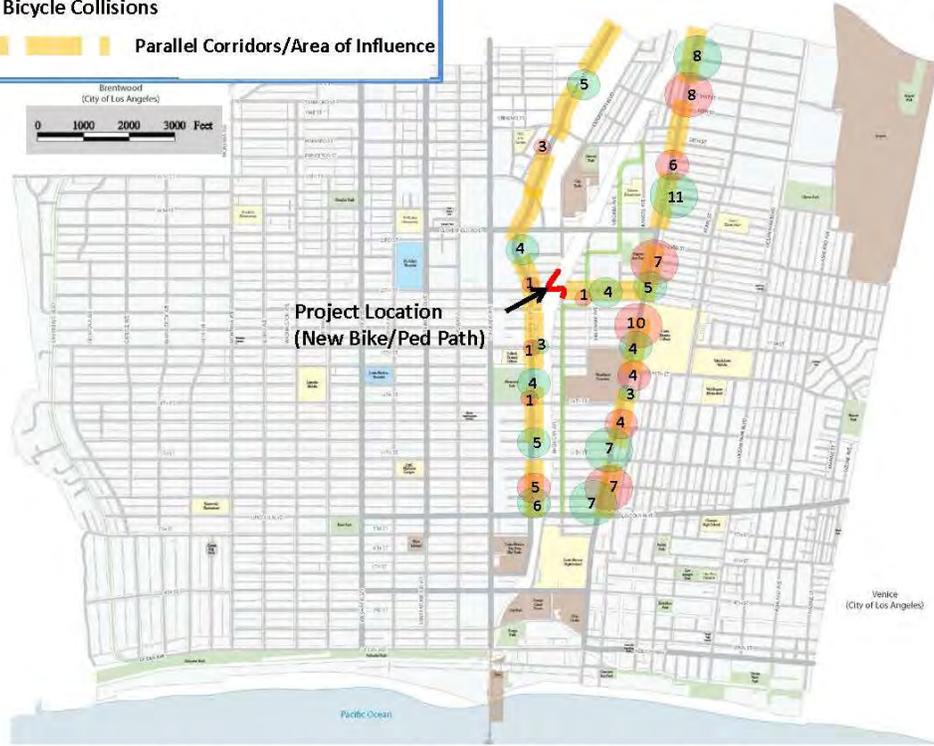


Table 2. Motor Vehicle Collisions with Bicycles & Pedestrians Within Parallel Corridors/Area of Influence (1/1/2010 – 12/31/2014)				
Motor Vehicle Collision with Pedestrian	Fatality	Injury	PDO	Total
Olympic Corridor (Centinela – Lincoln)	0	11	0	11
Pico Corridor (Centinela – Lincoln)	1	43	2	46
20 th Street (Pico – Olympic)	0	1	0	1
Total Pedestrian Collisions	1	55	2	58
Motor Vehicle Collision with Bicycle	Fatality	Injury	PDO	Total
Olympic Corridor (Centinela – Lincoln)	0	26	1	27
Pico Corridor (Centinela – Lincoln)	0	41	4	45
20 th Street (Pico – Olympic)	0	2	2	4
Total Bicycle Collisions	0	69	7	76
TOTAL BIKE/PED	1	124	9	134



**Pedestrian & Bicycle Collisions
within Parallel Corridors/Area of Influence**

- # Pedestrian Collisions
- # Bicycle Collisions
- Parallel Corridors/Area of Influence



Source: Santa Monica Police Department Collision Data for Period 1/1/2010 through 12/31/2014



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.)

The following countermeasures will be utilized by the project to reduce the likelihood for future bicyclist and pedestrian injuries and fatalities in the project's area of influence:

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.

The proposed project creates a new corridor (MANGo) for bicycles and pedestrians as an alternative to Pico and Olympic Boulevards which favor vehicular movement and speed. The project gives bicyclists and pedestrians a safer more comfortable pathway and will reduce proximity of motor vehicles as new trips are created, and as trips shift from those busier corridors. The MANGo project recently installed traffic circles to slow down traffic, and incorporated sharrows and wayfinding signage to prioritize bicycles and pedestrians and local auto trips over cut-through traffic.

The multi-use path east of 20th Street creates a new direct connection, short-cutting an otherwise 0.5-1 mile path along busy vehicular streets. The 20th Street bridge 2-way cycle-track separates users to minimize potential for conflict with automobile traffic along 20th Street, including cars entering or exiting the I-10. Another countermeasure proposed in the project scope is speed signage coupled with a digital radar speed detector to show the posted speed limit on northbound 20th Street and the speed of the motorist approaching the sign. These signs have been shown to increase awareness of speeding and studies show that speeders slow down up to 80% when they are alerted by a radar sign. This will slow down traffic as it approaches the reconfigured traffic lanes and cycle-track on the 20th Street overcrossing.

- Improves sight distance and visibility between motorized and non-motorized users.

The separated 2-way cycle-track will make bicyclists more visible to cars and pedestrians, wayfinding signage will alert motorists to the presence of bicyclists and pedestrians, and lighting will increase visibility between motorized and non-motorized vehicles. Bike boxes at the 20th Street intersection create a highly-visible location at the intersection and alert drivers to the presence of bicyclists.



- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.

The project creates a pedestrian and bicycle priority corridor to reduce conflict points for the 1,850 daily riders on Pico and Olympic Boulevards where vehicular movement and speed are prioritized. The proposed facility also removes a key barrier for people walking and biking through the area, who now have to travel an additional 0.5-1 mile along vehicle-priority corridors. The project design minimizes conflict points with a 2-way cycle-track, an off-street multi-use path east of 20th Street and intersection improvements. Fully accessible curb ramps, bike detection boxes at the traffic signal and a separated and protected cycle-track will ensure that bicyclists do not need to enter the vehicle travel lanes on 20th Street to proceed along the bike route. A recently-installed crosswalk at 20th Street (at the EB off-ramp) will be retained to clearly delineate the pedestrian realm.



Michigan Avenue Greenway Wayfinding Signage

Identity and directional wayfinding signage has already been developed for MANGo and will be installed along this new path. Clearly demarked routes will encourage bicyclists and pedestrians to travel on the Greenway – avoiding potential conflicts with motorized vehicles.

- Improves compliance with local traffic laws for both motorized and non-motorized users.

Defining clear bicycle and pedestrian facilities reinforces local traffic laws, and reduces unpredictable travel and crossing behaviors. The project constructs clear, visible facilities that reinforce safe and legal driving, walking and bicycling practices. Sidewalk riding is illegal in Santa Monica, but is prevalent along vehicle-priority corridors like Pico, Olympic and 20th Street. Creating a desirable alternative route along MANGo will reduce illegal bicycle riding on the pedestrian sidewalks. Additionally, the project will improve compliance with the speed limit on 20th Street by increasing



the visibility of the bike lane and with the proposed electronic speed detection/indicator signage. Bike detection boxes at the signalized intersection will improve compliance of bicyclists at the intersection.

The project will increase the number of people who can be seen walking and biking on the street, thus increasing awareness and safety. Studies have shown motorists adjust behavior in the presence of bicyclists and pedestrians (Jacobsen, 2003 Safety in Numbers).

- Addresses inadequate traffic control devices.

The project will be fully compliant with the Manual of Uniform Traffic Control Devices and existing signage and striping in the construction area will be replaced if not meeting existing standards. The project installs bicycle detection and bike boxes at the 20th Street intersection to meet demand, would close any existing gaps in pedestrian signals and controls, and would retain the recently installed pedestrian crossing.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

The proposed project will prevent behaviors that lead to collisions involving bikes and pedestrians by clearly identifying and demarking the space allocated to these non-motorized users of the ROW. The project accomplishes this with restriping and protective bollards along the 2-way cycle-track, pedestrian oriented lighting, and regulatory and wayfinding signage along the route. This will encourage bicyclists and pedestrians to use the space provided for them and alert motorists to their presence

- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

One of the most important ways that this project addresses bicycle and pedestrian safety is by closing a gap in the bicycle network and enhancing pedestrian access (see Question 1B). The proposed improvements connect discontinuous segments of Michigan Avenue across the I-10 Freeway at the existing 20th Street overcrossing, shortcutting 0.5-1 miles along vehicle-priority streets. This project has been identified in the Bike Action Plan as a Primary Priority Bikeway as illustrated in the exhibit below.





Part B: Narrative Questions

Detailed Instructions for: Question #3

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. Describe who was engaged in the identification and development of this project/program/plan. (5 points max)**

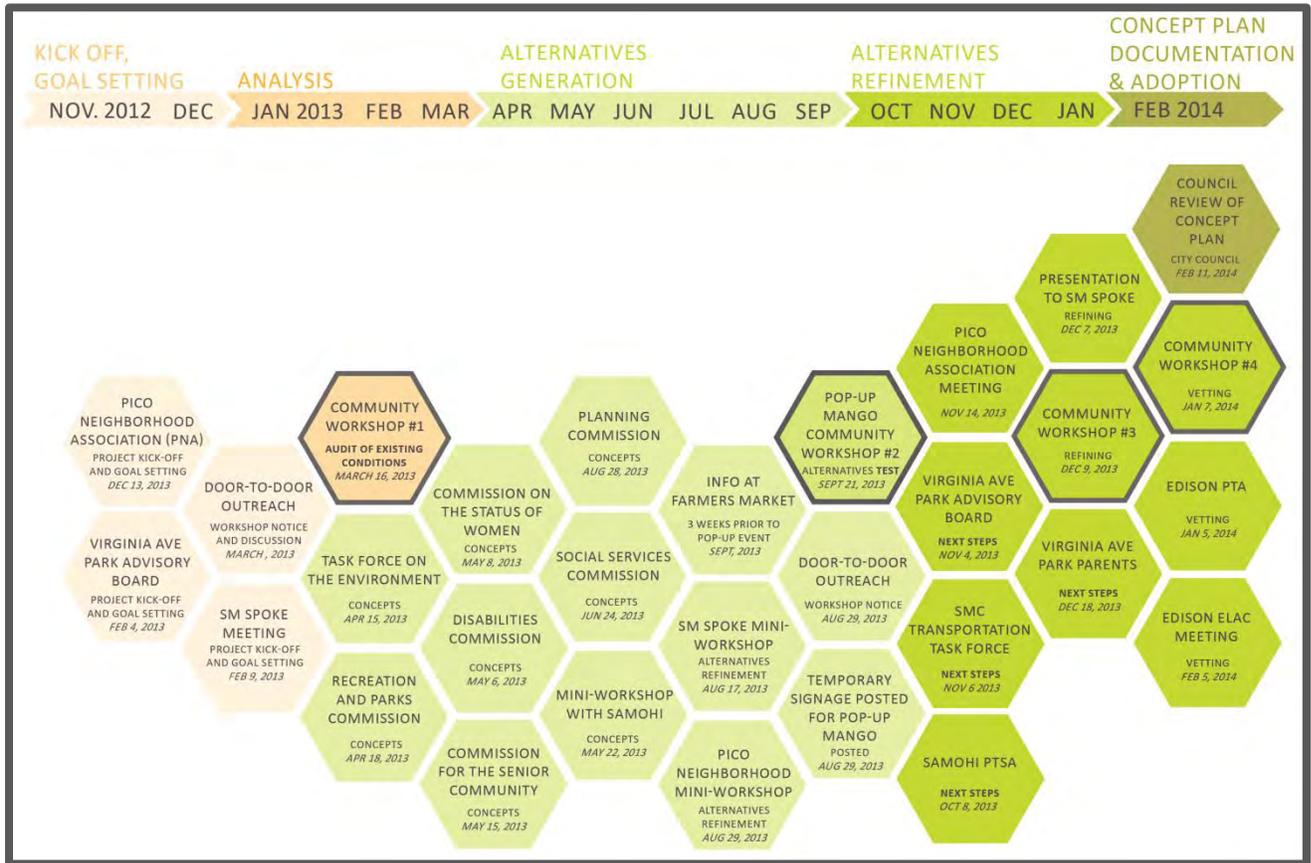
The proposed project is part of the MANGo Concept Plan (adopted February 2014) which implements the multi-modal transportation visions of the LUCE, Bike Action Plan, and the Draft Pedestrian Action Plan. Each of these efforts engaged in a multi-year citywide public engagement planning process during which community members created and refined the MANGo concept. The public engagement process to implement MANGo engaged hundreds of residents and stakeholders in diverse and creative ways, resulting in an APA award for Public Engagement. Stakeholders engaged included (see also graphic below):

- Pico Neighborhood Association (PNA)
- Santa Monica High School students (2,800+)
- Santa Monica College students (30,000+)
- Pico Business Improvement Organization (PIO)
- Edison and Crossroads Schools
- Virginia Avenue Park Advisory Board
- Santa Monica Spoke (LACBC chapter)
- SantaMonicaWalks!, a local pedestrian safety advocacy group
- Sustainable Streets, an active transportation advocacy group
- City Boards and Commission – Disabilities, Social Services, Rec & Parks, Seniors, Planning, etc.

See Letters demonstrating strong community support (Attachments J-1 through J-5)



Michigan Avenue Neighborhood Greenway Outreach – Stakeholders/Meeting Dates



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

The community engagement and concept design process for MANGo used numerous formats and venues to engage stakeholders, as well as innovative outreach tools like the Pop-Up MANGo event. The project won an American Planning Association Award for Public Engagement. The illustration above shows the variety of meetings, workshops and events to engage people and solicit input. Noticing included bilingual newspaper ads, flyers, postcards, website postings, email announcements, posted corridor signs, and door-to-door hang-tags. Outreach formats included:

- Four principal workshops – citywide advertising
- Over a dozen smaller community updates
- “Pop-up MANGo” temporary greenway installation and community festival, 400+ attendees



- Community group discussions– Santa Monica Spoke, Pico Neighborhood, Virginia Avenue Park Board
- School discussions – Edison, Samo High, SMC Transportation Task Force
- Public hearings at 6+ Boards/Commissions
- Information Tables at Farmers Markets

The first community workshop was extensively noticed to Pico Neighborhood residents through bilingual postcards delivered to almost 4000 households in the greater neighborhood, and bilingual PNA members who extended door to door invitations to all Michigan Avenue households between Lincoln Boulevard and 20th Street. Fifty-four members attended the first workshop – between 40 and 60 were in attendance at subsequent events. The City hosts a web page to provide information and solicit feedback. (www.smgov.net/michigan) The project is included in the adopted plan and is an outcome of this community engagement process.

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)

Community members created the overall Greenway concept during LUCE outreach. Outreach to define the Greenway created the basic alignment for MANGo, and defined specific corridor-level details. Community members identified and prioritized the connection east of 20th Street (north of I-10) and along the 20th Street bridge. It was previously proposed to keep the corridor south of the I-10 freeway. Stakeholder input changed the alignment, and initiated design of the 20th Street cycle-track and multi-use path east of 20th Street. Additionally, participants identified the public walkway between 19th Court and 20th Street as unsafe and inhospitable to users. Responding to community input, the project proposes pedestrian oriented lighting to improve perceived safety along the route as well as wayfinding. Many participants expressed the need for pedestrian enhancements and improvements for cyclists of all ages and abilities. A protected 2-way cycle-track on 20th Street was included (instead of on street bike lanes) to ensure that riders of all ages and abilities will feel safe riding on the Greenway. Overall input overwhelmingly supported improving connections along the corridor, creating low-speed and low-volume connections (vehicle), and lighting for safety and extended hours of use. Responding to community input, the project design



further prioritized pedestrian and bicycle connections with off-street paths and lighting. These project features were not the lowest-cost design options, but were selected specifically in response to demand.

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

The City maintains a web-page www.smgov.net/michigan to provide stakeholders up-to-date information regarding implementation elements of the Greenway as they occur. This format also solicits feedback from the public. Stakeholders in the immediate vicinity and/or identified as having a particular interest in the proposed project, as well as advocacy groups such as SantaMonicaWalks! and Santa Monica Spoke will be engaged in the final design process for the connector segment.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

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

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

Santa Monica shows increased childhood obesity rates. In Service Planning Area 5 (SPA 5), which includes the City of Santa Monica, 16.6% of children in grades 5, 7 & 9 are considered overweight (2011 Los Angeles County health survey). In 2001, the same County health survey for SPA 5 recorded an overweight rate of only 10.6%, an alarming increase of 57% over a decade. SPA 5 also reported the highest hospitalization rate for treating diabetes among youth, with 85.7 hospitalizations per 100,000 residents, compared to 34.7 statewide. Diabetes and obesity are often linked. A Community Health Needs Assessment performed by the Kaiser Foundation Hospital ranked diabetes and obesity as the second and third most urgent health needs for West Los Angeles, respectively, out of 23 needs identified in the assessment. These two conditions are often interrelated with a lack of physical activity. According to the Wellbeing Index recently completed, 52% of Santa Monicans do not get daily physical exercise and may feel disconnected from their community. The project is within the Pico Neighborhood, where residents score significantly lower on almost all dimensions measured by the Wellbeing Index. (See Attachment I-4 and www.smgov.net/wellbeing) The area's lower levels of income and education also have independent effects on health status, and collectively income inequality can impact the community's overall well-being and satisfaction. The lower overall wellbeing of this disadvantaged neighborhood is an indicator of overall health that will be improved by the project - it increases an individual's ability to walk/bike to daily services and needs and engage in the community. The Pico community shows a significantly higher percentage of one-car households and residents dependent on active transportation and transit. In relation to the rest of Santa Monica, there is potential in the project area to serve a community with the highest need for ped/bike facilities by removing both physical and perceived barriers to efficient walking/biking. (See Attachment I-4 for correspondence with DHP & Wellbeing Index data sources.)

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

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

Santa Monica has taken a leadership role in supporting healthy and active lifestyles among its residents and people who work or attend school in the city, and this project is another step to promote that effort by closing a gap in the bike route, which will encourage walking and biking as well as improve access to transit and the new light rail line. There are approximately 10,000 residents within the economically disadvantaged Pico Neighborhood who have been geographically segregated by the I-10 Freeway, and who will benefit from the proposed bike/pedestrian connections linking Michigan Avenue across the freeway. Specifically, the proposed project will make it easier and more enticing for the approximate 4,328 residents living in the two Pico Neighborhood Census blocks adjacent to the project, to choose walking and/or biking as an alternative to automobile trips for short trips. The project creates direct connections to the new regional Expo bike/ped path and is expected to result in an increase in the length of bike trips for both commute and recreation. According to the 2010 American Community Survey by the US Census Bureau, 21% of working age residents in Pico Neighborhood walk, bike or take transit to work. Once Expo LRT begins, this percentage will increase; with the new bike/ped path connection to the 26th St/Bergamot light rail station, the number of Pico neighborhood residents taking transit will increase because of the first mile last mile connection created by this project. Assuming a modest 10% increase in the percentage of Pico residents walking/biking to as a result of the project, the total number of daily walk/bike trips as a means to commute to work will increase from 407 to 448 over a 5-year horizon. Someone walking 0.5 miles burns approximately 47 calories per trip. At 5 daily roundtrips per week (walking to/from work, school, transit) the average person burns 13,000 more calories a year than someone commuting by car, equivalent to 3.8 pounds of body weight. By facilitating increased physical activity, the project lowers rates of obesity and diabetes for approximately 4,640 people who are residents of the Pico Neighborhood and other users of the new path connections. By enhancing the environment and increasing connections to the community, the Project will contribute to the wellbeing of the area residents. Additionally, people exposed to traffic pollution, especially children and the elderly, are more likely to have asthma, permanent lung deficits and a higher risk of heart and lung problems later in life. Through improved active transportation connections, the proposed project will result in decreased automobile trips and emissions, reducing the likelihood of asthma and other environmentally related health conditions.

Calorie burn calculation: <http://www.healthstatus.com/calculate/cbc>



Part B: Narrative Questions

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037701801	\$47,472	5,867	35.13	71-75%	X	X
6037701802	\$55,375	4,240	32.48	66-70%	x	x

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

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

Which criteria does this project meet?

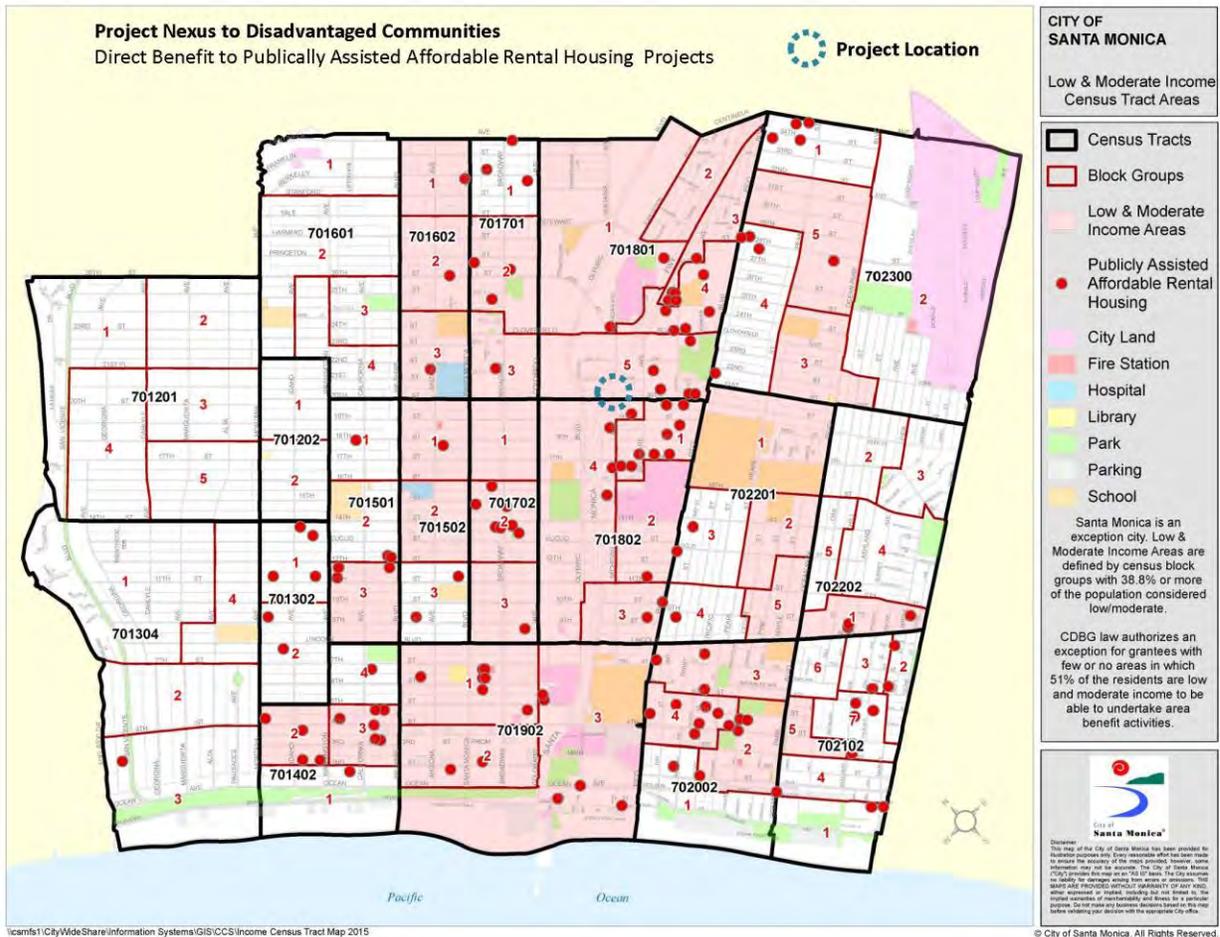
Option 1. Median household income by census tract for the community(ies) benefited by the project.

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

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

Option 4. Alternative criteria for identifying disadvantaged communities.

X
X



The proposed project is located in the heart of the Pico Neighborhood which qualifies as a disadvantaged community. The project will provide a direct meaningful and assured benefit to individuals from this disadvantaged community. On average, Pico Neighborhood residents are less wealthy than the rest of the city and have lower educational levels. According to 2010 Census data, Census Tract 701801 has a population of 5,624 and median income is \$47,472 - approximately 77% of the statewide median (\$61,094) and Census Tract 701802 with a population of 4,463 has a median income of \$55,375, approximately 10 % below the statewide median. As is clearly depicted in the exhibit above Census Tract 01802 is geographically severed by the I-10 Freeway. The portion of that Census Tract south of the I-10 Freeway is part of the disadvantaged community served by the Project. Note the concentration of publically assisted affordable rental housing projects within Census Tract 701802, Block 1 in the immediate vicinity of the project. (See Attachment I-5B for documentation.)

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

What percent of the funds requested will be expended in the disadvantaged community? 100%

The project limits are 100% located within the disadvantaged community which includes Census Tract 701801 Census Tract 701802 Block 1, and the portion of Census Tract 701802 Block 4 south of the I-10 freeway. All funds will be expended in this community. This percent was calculated based on the location of the project which is 100% within the disadvantaged community and will, as described below, provide a direct meaningful and assured benefit to individuals within this community.

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

The Project will serve the residents in this community by closing a gap in the existing bicycle network to create a direct bicycle and pedestrian east/west route through the center of the City which will connect the dense residential areas south of the I-10 with the high density employment and service/retail areas north of the I-10. (See Attachment I-5C Shortest Path Analyses prepared as part of the City's Pedestrian Action Plan efforts.) Many residents in this community depend on walking, biking and transit for independence and mobility. For cyclists in this community headed to points east or west, the closest bike facilities are Broadway and Pearl Street. Accessing both of these streets requires crossing Pico or Olympic Boulevards, which are both busy thoroughfares and sites of multiple bike and pedestrian accidents each year. The Project would close the gap in the bike/ped route at the 20th Street I-10 bridge and would provide a safe and convenient bike route for those living within the neighborhood and a direct connection with the regional Expo bike/ped path and the future Expo light rail station, increasing safe mobility options of those in the community dependent on active modes of transportation. Additionally, the Project addresses safety concerns voiced by community residents with improved pedestrian environment, wayfinding and pedestrian oriented lighting. This community is access challenged by location and economics. The benefit of this project will provide safe, convenient access to jobs, daily needs and service, recreation and transit outside the region. In Santa Monica the Pico Neighborhood is most in need of this type of facility.



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.)**

Alternatives considered for the project included:

- Constructing new bike/pedestrian bridge to connect Michigan Avenue east and west of I-10. This project would have been a significant capital expense (estimated \$7-9m) to create the same benefit (lower B/C) and therefore was rejected.
- Construct project with a *raised* bike/ped walkway on the bridge, by adding material to the surface of the bridge. This would add cost for the same project benefit (lower B/C). It was determined that a street level bike path was a preferred alternative because it was both less expensive and did not require structural reinforcement of the bridge.
- No project alternative – avoided the cost, but provided no to increasing bicycling by 1,493 daily and relocating over 500 daily cyclists from vehicle-oriented routes on Pico and Olympic that had over 130 collisions over a 5-year period. Rejected because no benefit created.

- 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.)**

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

The ATP Benefit/Cost Tool estimates that the Project has a benefit to cost (B/C) ratio of 37.93 and a benefit to funds requested ratio of 43.19. For every dollar invested, the Project will generate approximately \$37.93 in monetized benefits. With a positive B/C ratio greater than one, the Project is considered a good investment. See Attachment I-6B.



Feedback: When making enhancements to the ATP Tool in the future, Caltrans should consider the applicability of the model parameters to smaller projects. Many proposed bike facilities range in length from 0.25 miles to 5.0 miles. The value of mobility benefits assumed in the Tool range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. However, in the case of shorter bike facilities, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

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

The City is contributing non-ATP funds in the amount of \$246,690 against total eligible project cost of \$1,233,450 for a leveraging percentage of 20%. The ATP Cycle 2 funding request is \$986,760 for the environmental, design, right-of-way certification, and construction phases.



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans.
- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points):
 - Restriping
 - Buffer Landscape (Vine Plantings)

Please refer to Attachment I-8 for email correspondence from the CCC dated May 29, 2016, email correspondence from the Local Conservation Corps dated May 26, 2015, and email correspondence with CCC and YCC dated May 20, 2015.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

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

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

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

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

Part C



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

Attachment A



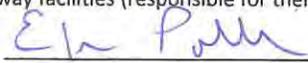
Part C: Attachments

Attachment A: Signature Page

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

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

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

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

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)

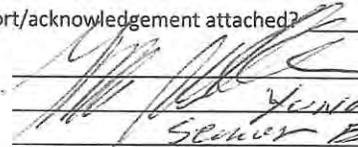
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

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

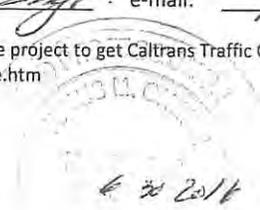
For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

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: 5/28/2015
 Name: Jennifer Guzman Phone: (213) 897-0560
 Title: Senior Engineer e-mail: Jennifer.Guzman@dot.ca.gov

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



Attachment B

ATP PROJECT PROGRAMMING REQUEST

Date: 05/30/2015

Project Information:					
Project Title:	Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connection over the I-10				
District	County	Route	EA	Project ID	PPNO

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)				85				85	
PS&E				89				89	
R/W					50			50	
CON					515	495		1,010	
TOTAL				174	565	495		1,234	

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)				72				72	
PS&E				75				75	Notes:
R/W					42			42	
CON					399	399		798	
TOTAL				147	441	399		987	

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									

ATP PROJECT PROGRAMMING REQUEST

Date: 05/30/2015

Project Information:					
Project Title:	Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connection over the I-10				
District	County	Route	EA	Project ID	PPNO

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								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. 3:	TDA Article III Match 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)				13				13	
PS&E				14				14	Notes:
R/W					8			8	
CON					35			35	
TOTAL				27	43			70	

Fund No. 4:	City of Santa Monica Transportation Impact Fee 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					81	96		177	
TOTAL					81	96		177	

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

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

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

Attachment C

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

"MICHIGAN AVE. GREENWAY: COMPLETING BIKE/PED EXPO CONNECTION"

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

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

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

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

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

1. Vicinity map /Location map

Engineer’s Initials: 

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

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

Engineer’s Initials: 

- a. Be to a scale which allows the visual verification of the overall project “construction” limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- 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: 

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

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

4. Detailed Engineer's Estimate

Engineer’s Initials: 

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

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

Engineer's Initials: [Signature]

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding

Engineer's Initials: [Signature]

- ✓ a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- N/A b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- ✓ c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- ✓ d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: N/A

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD). Signal warrants must be documented as having been met based on the CA MUTCD

8. Additional narration and documentation:

Engineer's Initials: [Signature]

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- N/A 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):

Title:

Engineer License Number

Signature: [Signature]

Date:

Email:

Phone:

Engineer's Stamp:



Attachment D

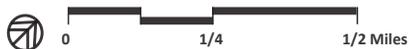


Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10 Project Location Map



Legend

- Future Expo Light Rail Station
- Existing/Planned Bike Facilities
- Project Area
- Future Expo Light Rail
- Existing Bike Center
- 1/2 mile radius (10-minute walk)
- Future Expo Bike and Pedestrian Path
- Future Bike Center
- Publicly Assisted Housing Project
- Potential Bike Share Location
- Bergamot Area Plan



Attachment E

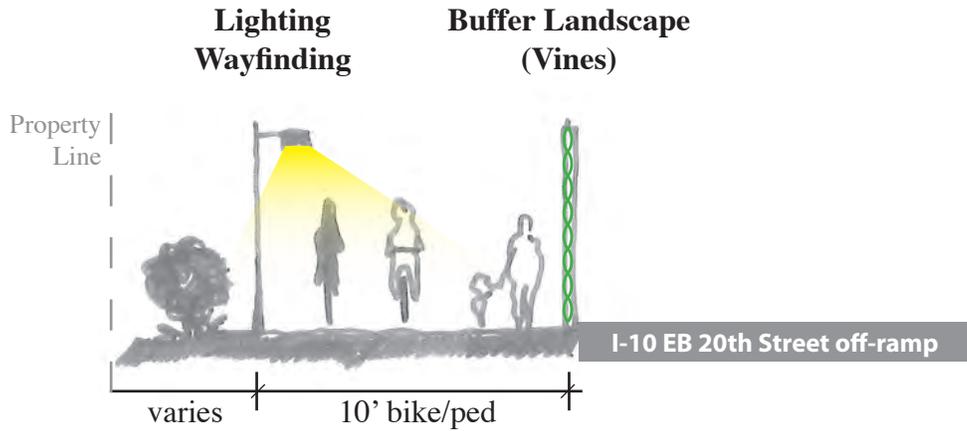
Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10 - Proposed Improvements Preliminary Plan



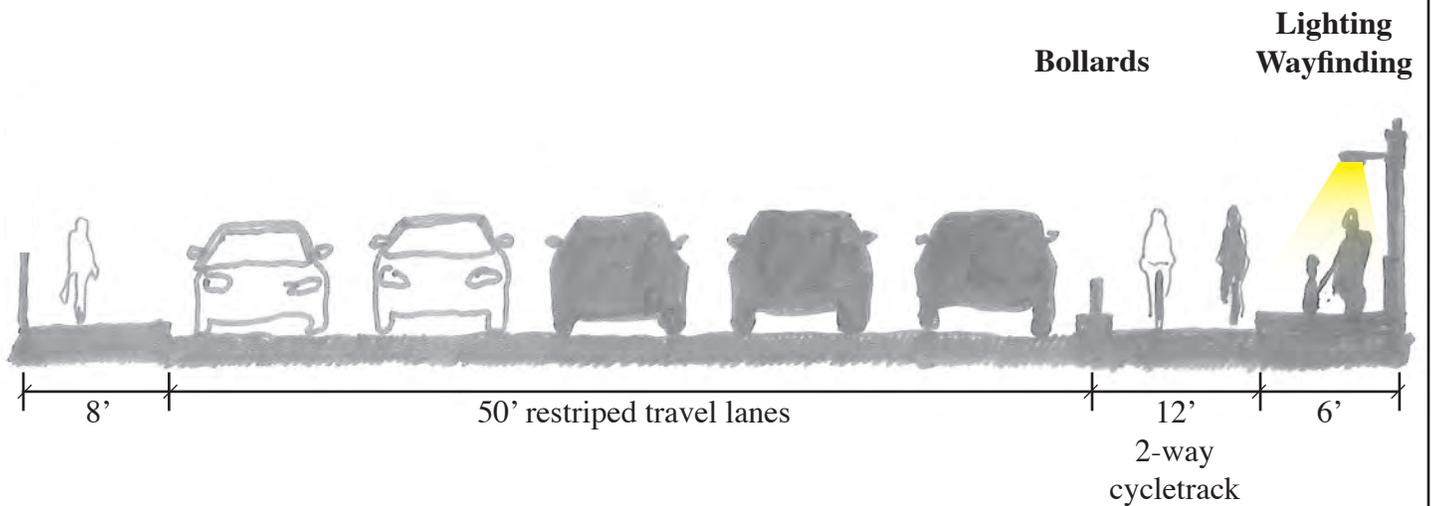
Attachment E - Preliminary Plan

Connection to Michigan Avenue at I-10 off-ramp, looking west

Disclaimer: Exact right-of-way line to be determined at start of project.



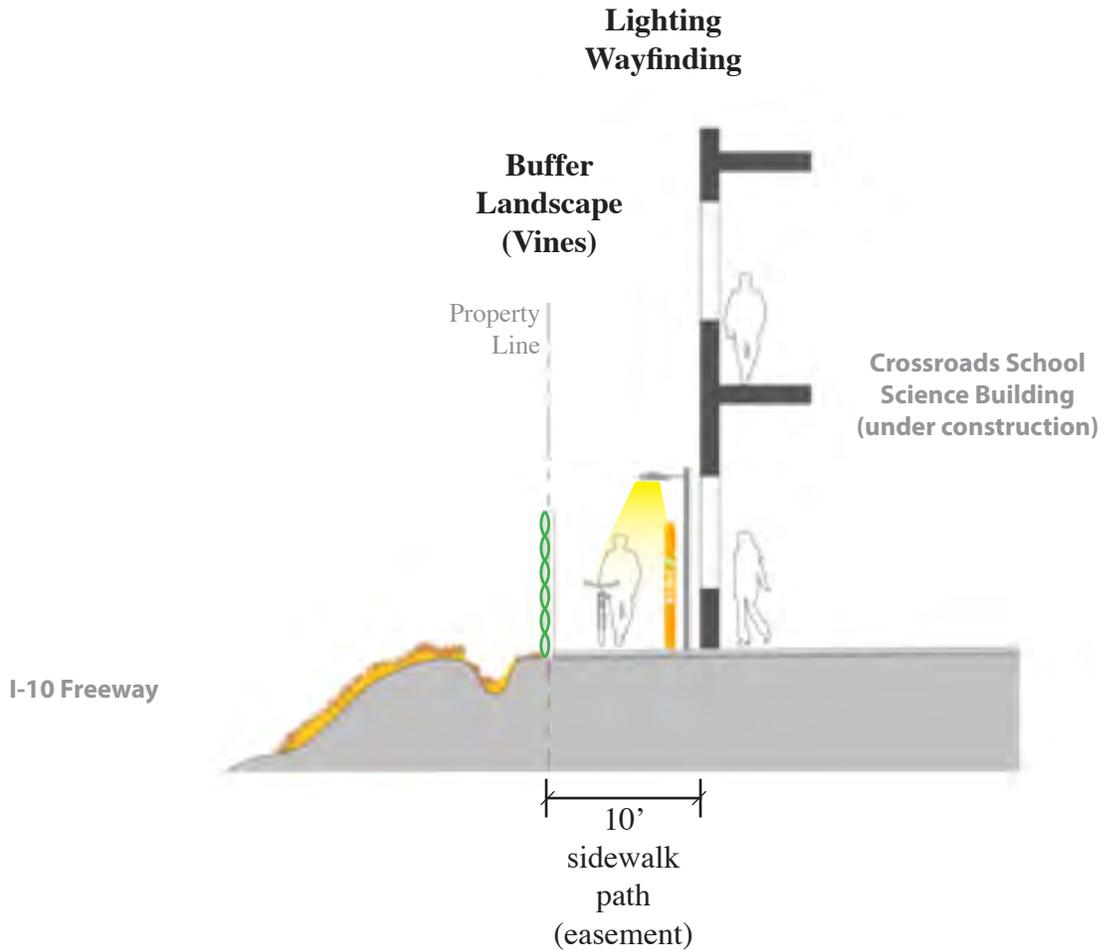
20th Street Bridge, looking north (Caltrans I-10 Overcrossing at 20th St.)



Attachment E - Preliminary Plan

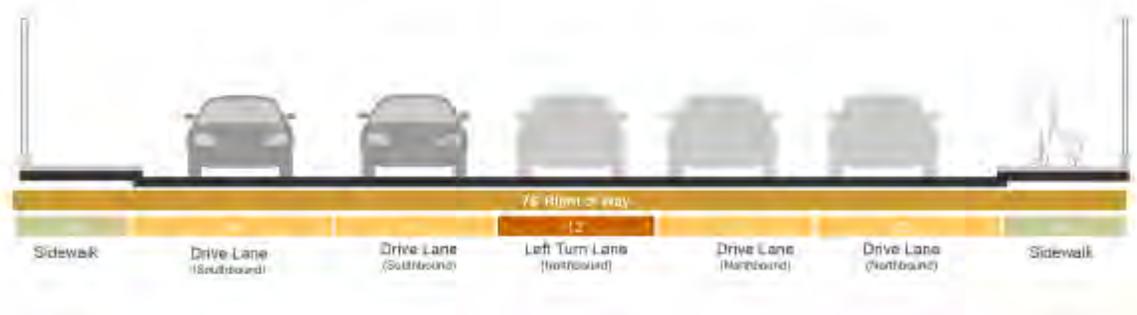
Connection between 20th Street and Michigan Avenue at 21st Street

Disclaimer: Exact right-of-way line to be determined at start of project.



Source: Michigan Avenue Neighborhood Greenway Final Concept Plan (Adopted February 11, 2014)

Existing Condition, 20th St Bridge



Attachment F



ica, California

- Connection Over the I-10 Freeway
- No Existing Bicycle Facility
- Uncomfortable Pedestrian Environment



F. View of 20th Street Bridge (Overcrossing), looking North



- Connection Over the I-10 Freeway
- No Existing Bicycle Facility
- Uncomfortable Pedestrian Environment



F.1 View of East sidewalk on 20th Street Bridge, looking South



- Terminus of Michigan Ave
- Adjacent to I-10 20th Street Off-ramp
- Existing Pedestrian Path
- Existing chain link fence at ROW lacks buffer landscape



F.1 View of Terminus of Michigan Ave at 19th Court Alley



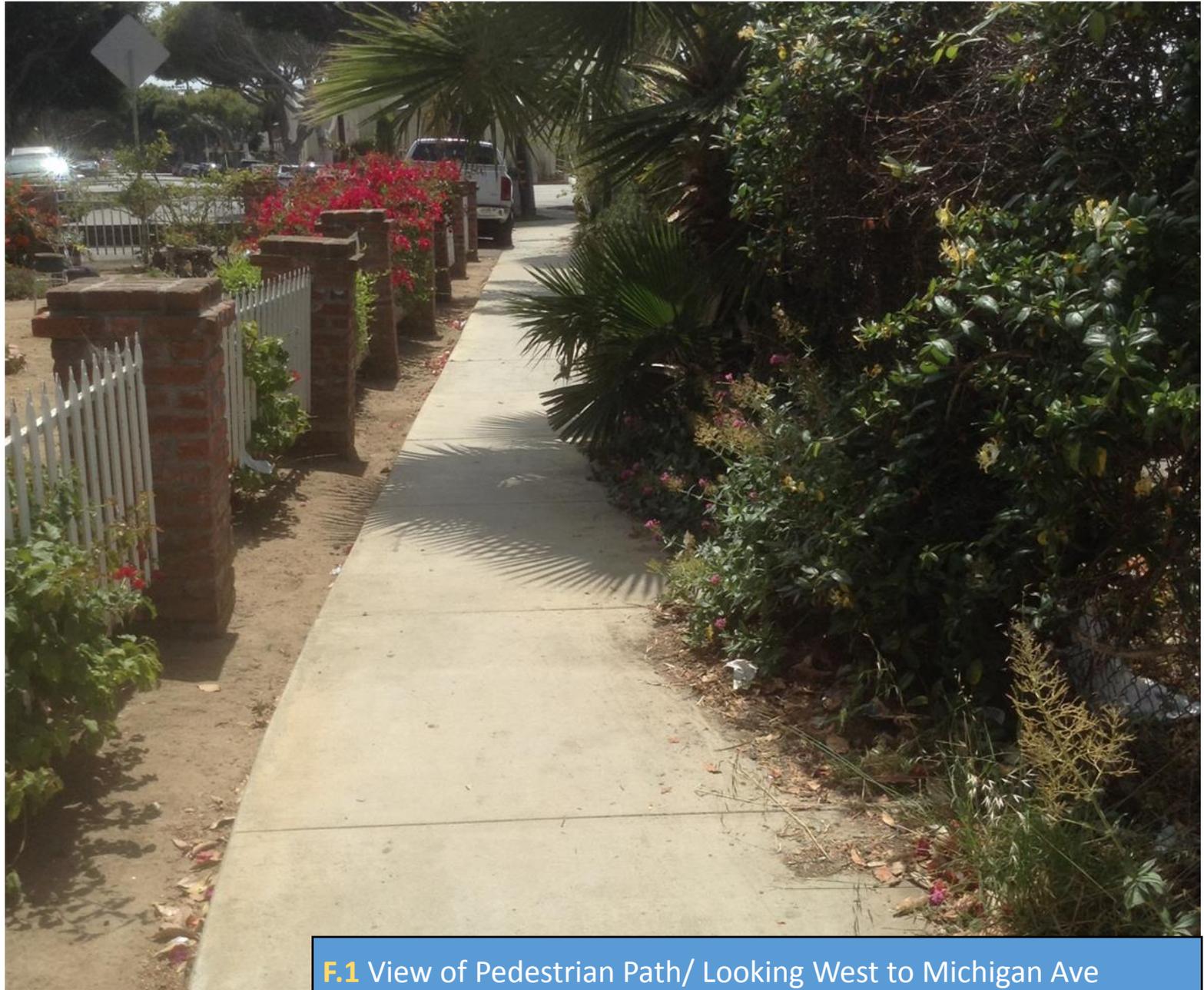
- Uninviting Pedestrian Environment
- Wayfinding needed to direct peds and bikes Michigan Avenue
- No existing lighting.
- Uncomfortable at night/safety concerns
- Need for buffer landscape (vines)



F.1 View of Ped Path at I-10 EB 20th Street Off-ramp



- Existing conditions
- Unwelcome pedestrian environment
- Existing path cannot accommodate bicycles
- Bicyclists on Michigan Ave must detour to travel east



F.1 View of Pedestrian Path/ Looking West to Michigan Ave



- Site of Multi-use Ped/Bike Path adjacent to I-10 Freeway ROW
- Crossroads School 10 foot easement to accommodate path



F.1 View of Site North of I-10 (Crossroads School Easement), looking West



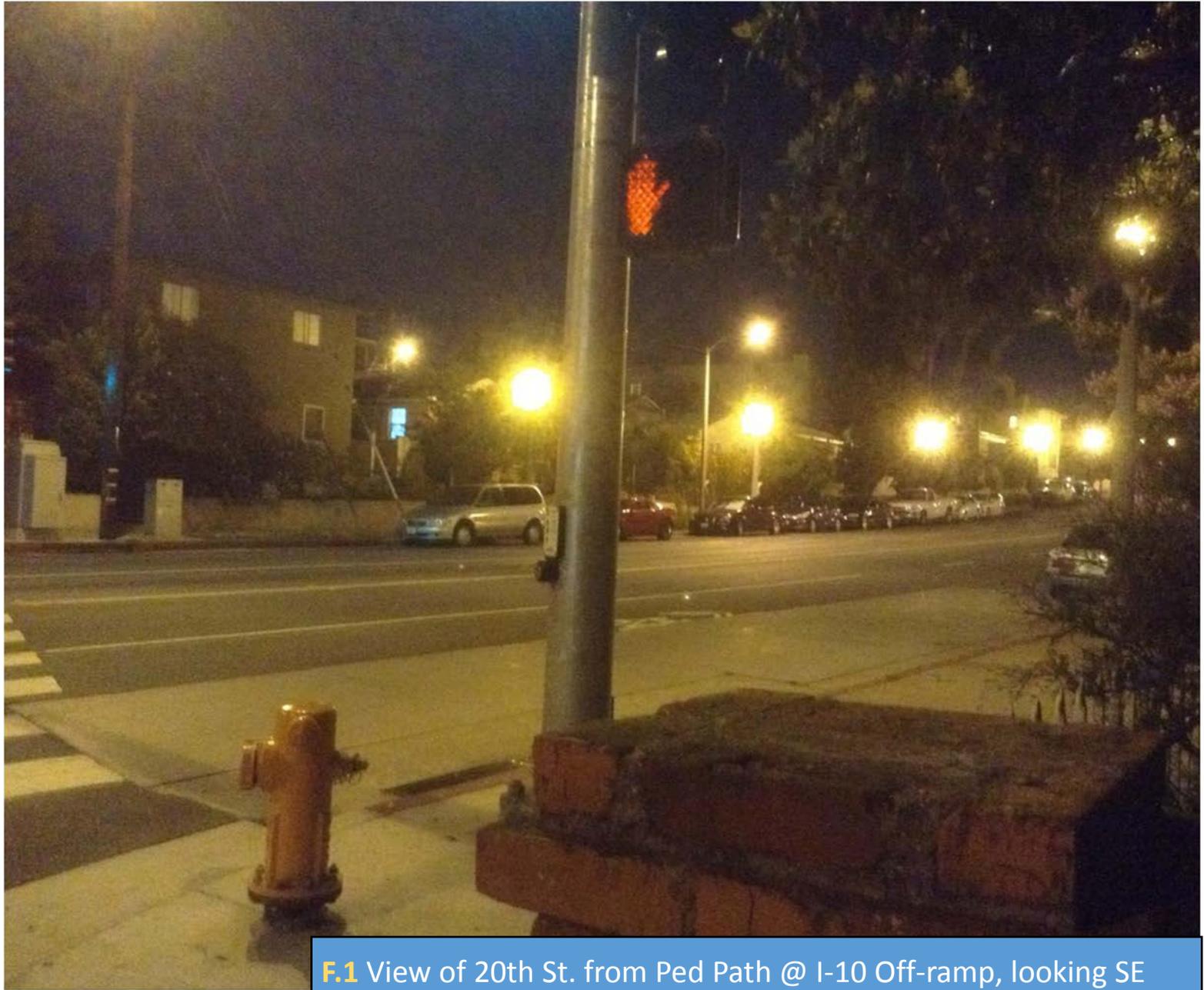
- Site of Multi-use Ped/Bike Path adjacent to I-10 Freeway ROW
- Crossroads School 10 foot easment to accommodate path



F.1 View of Site North of I-10 (Crossroads Easement), Looking East



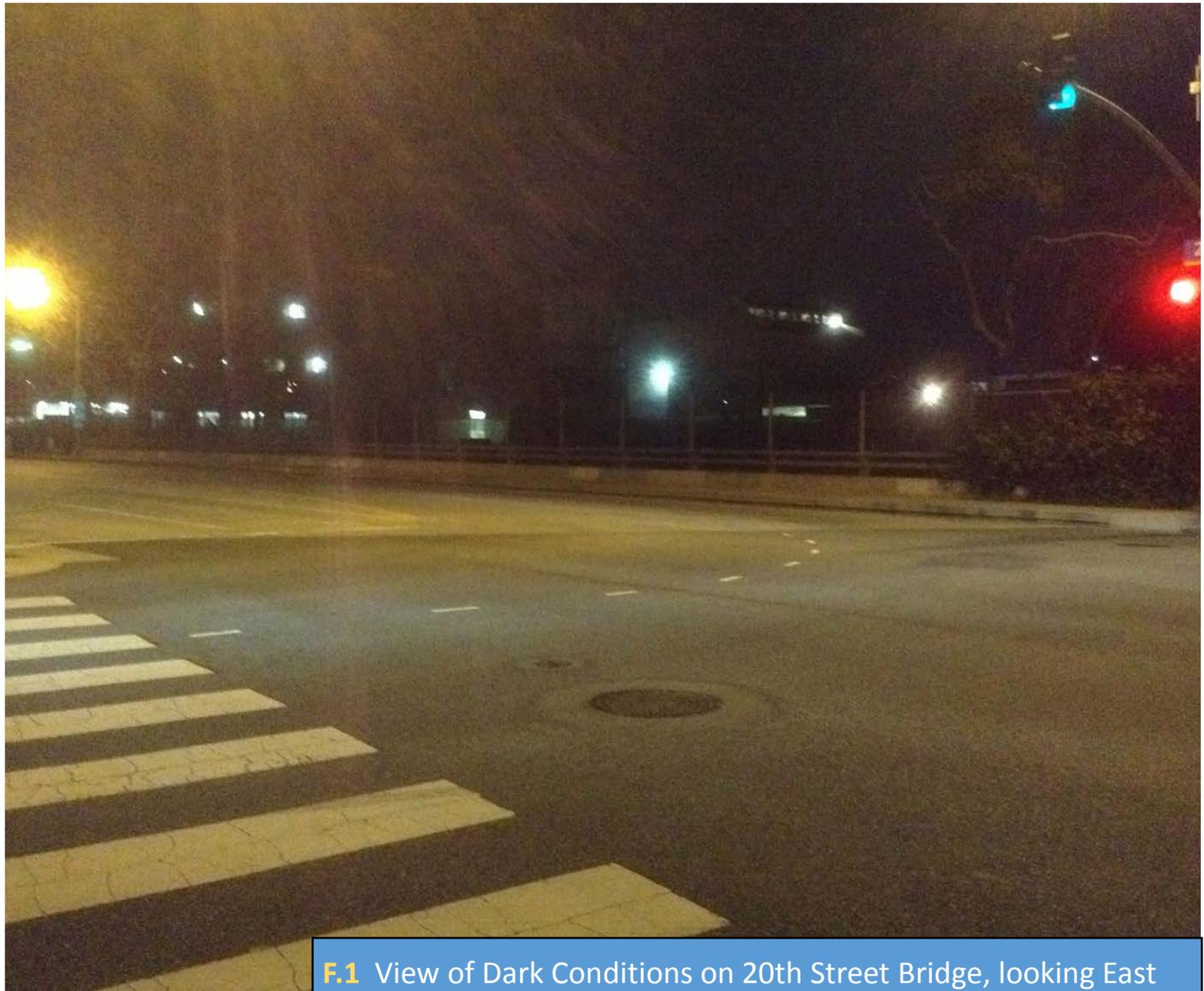
- Existing pedestrian lighting on 20th Street (Immediately adjacent to project site)
- Creates a safe and comfortable pedestrian environment
- Lighting stops just before the I-10 Bridge



F.1 View of 20th St. from Ped Path @ I-10 Off-ramp, looking SE



- Safety Concerns for Pedestrians and Bicyclists
- Dark Conditions on Bridge



F.1 View of Dark Conditions on 20th Street Bridge, looking East



- View of Crossroads Construction site and I-10 freeway in background
- Signal Box will need to be relocated to accommodate access to new bike/ped path



F.1 View of Signal Box to be Relocated (20th Street, looking East)



Attachment G

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency	City of Santa Monica		
Application ID:	07-Santa Monica-2	Prepared by:	Laura Beck
		Date:	06/01/2015
Project Description:	Santa Monica' Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10.		
Project Location:	Michigan Avenue and 20th Street, Santa Monica, California		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items			
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$		
1	Demo and Remove Concrete Paving	2000	SF	\$2.50	\$5,000	100%	\$5,000						
2	Demo and Remove 2 ft. along bridge sidewalk	680	SF	\$15.00	\$10,200	100%	\$10,200						
3	Demo and Remove Curb Ramp	4	EA	\$1,000.00	\$4,000	100%	\$4,000						
4	Erosion Control	1	LS	\$2,200.00	\$2,200	100%	\$2,200						
5	Asphalt - 10 ft wide bike/ped path north of freeway	3700	SF	\$8.00	\$29,600	100%	\$29,600						
6	Asphalt - Variable width bike/ped path	2000	SF	\$8.00	\$16,000	100%	\$16,000						
7	Restriping	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
8	Curb & Gutter	640	LF	\$45.00	\$28,800	100%	\$28,800						
9	Install Bollards	80	EA	\$490.00	\$39,200	100%	\$39,200						
10	Curb Ramp	5	EA	\$5,000.00	\$25,000	100%	\$25,000						
11	Signage (Shared Use Path/Share the Road)	8	EA	\$365.00	\$2,920	100%	\$2,920						
12	Wayfinding Signs (Fabricate & Install)	23	EA	\$395.00	\$9,085	100%	\$9,085						
13	Bike Box and Detection (Camera)	3	EA	\$32,000.00	\$96,000	100%	\$96,000						
14	Speed Detection/Display Signage	1	EA	\$45,000.00	\$45,000	100%	\$45,000						
15	Sharrows/Pavement Markings	12	EA	\$90.00	\$1,080	100%	\$1,080						
16	Fencing/Screen Element Bridge & Adj.	360	LF	\$400.00	\$144,000	100%	\$144,000						
17	PiP/repair existing series streetlight circuit	1	LS	\$15,000.00	\$15,000	100%	\$15,000						
18	Conduit	1410	LF	\$20.00	\$28,200	100%	\$28,200						
19	Pedestrian lighting (pole & LED fixture)	25	EA	\$8,000.00	\$200,000	100%	\$200,000						
20	Power drop and cabinet	2	LS	\$20,000.00	\$40,000	100%	\$40,000						
21	Buffer Landscape (Vine Plantings)	670	LF	\$5.00	\$3,350	100%	\$3,350	100%	\$3,350				
	Irrigation	2	EA	\$2,000.00	\$4,000	100%	\$4,000	100%	\$4,000				
22	Signal Box Relocation	1	EA	\$50,000.00	\$50,000	100%	\$50,000						
Subtotal of Construction Items:					\$808,635		\$808,635		\$7,350				
Construction Item Contingencies (% of Construction Items):				10.00%	\$80,864								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$889,499								

Project Cost Estimate:

	\$61,672.42
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	\$ 85,000
Plans, Specifications and Estimates (PS&E):	\$ 88,950
Total PE:	\$ 173,950
	20% 25% Max
Right of Way (RW)	
Right of Way Engineering:	\$ 50,000
Acquisitions and Utilities:	
Total RW:	\$ 50,000
Construction (CON)	
Construction Engineering (CE):	\$ 120,000
Total Construction Items & Contingencies:	\$889,499
Total CON:	\$ 1,009,499
	12% 15% Max
Total Project Cost Estimate:	\$ 1,233,448

Attachment H

Attachment H - Non-Infrastructure Work Plan

(Not Applicable. This page left intentionally blank.)

Attachment I



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



Southern California Association of Governments
 ADOPTED APRIL 2012

RTP/SCS GUIDING POLICIES

The 2012–2035 RTP/SCS guiding policies help to focus future investments on the best-performing projects and strategies that seek to preserve, maintain, and optimize the performance of the existing system (TABLE 1.2).

TABLE 1.2 RTP/SCS Policies

RTP/SCS Policies	
1	Transportation investments shall be based on SCAG’s adopted regional Performance Indicators
2	Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region
3	RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives
4	Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1
5	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1
6	Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan

PERFORMANCE MEASURES

In accordance with RTP/SCS Policy 1, the 2012–2035 RTP/SCS is a performance-based plan. Performance measures allow us to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time. The performance indicators for the RTP/SCS represent a continuing evolution that builds upon earlier successes and adds refinements to meet expanded policy objectives. TABLE 1.3 describes the relationship between the RTP/SCS goals and performance measures.

TABLE 1.3 RTP/SCS Goals and Related Performance Outcomes

RTP/SCS Goals	Mobility/Accessibility	Reliability	Location Efficiency	Productivity	Safety and Health	Economic Well-Being	Cost Effectiveness	System Sustainability	Environmental Quality
Align the plan investments and policies with improving regional economic development and competitiveness						✓			
Maximize mobility and accessibility for all people and goods in the region	✓						✓		
Ensure travel safety and reliability for all people and goods in the region		✓			✓				
Preserve and ensure a sustainable regional transportation system								✓	✓
Maximize the productivity of our transportation system	✓			✓					
Protect the environment and health of our residents by improving air quality and encouraging active transportation					✓				✓
Actively encourage and create incentives for energy efficiency, where possible			✓						
Encourage land use and growth patterns that facilitate transit and non-motorized transportation			✓						
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*									

* SCAG does not yet have an agreed-upon security performance measure; therefore it is not included in the table.

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.



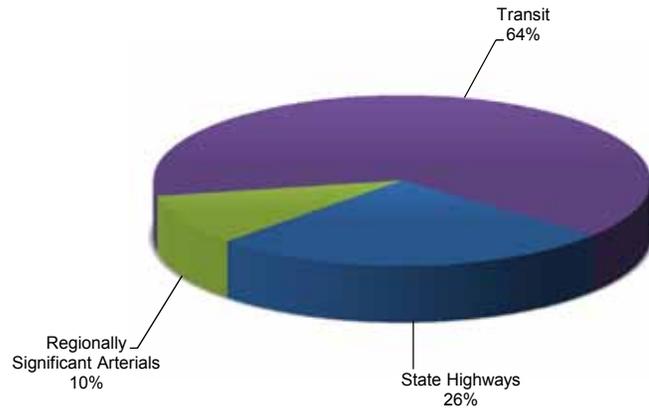
PEDESTRIANS

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.

FIGURE 2.3 Preservation and Operations Funding

Smart Land Use

Since initiating one of the nation's first large-scale regional growth visioning efforts in 2000, SCAG has sought to integrate land use and transportation by working with subregions and local communities to increase development densities and improve the jobs/housing balance. Implementing such smart land use strategies encourages walking, biking, and transit use, and therefore reduces vehicular demand. This saves travel time, reduces pollution, and leads to improved health. The SCS (in Chapter 4) describes the successes of the previous smart land use efforts in the region and lays the foundation for significant further improvements moving forward.

Transportation Demand Management

Transportation demand management (TDM) strategies reduce vehicular demand and thereby congestion, particularly during peak periods. Successful TDM combines two complementary strategies: “soft,” or “pull,” strategies—such as vanpool subsidies and preferential parking for carpools, with “hard,” or “push,” strategies—such as congestion pricing.

The first encourages or incentivizes travelers to reduce automobile use by making alternatives more desirable. The second discourages travelers from using automobiles by increasing out-of-pocket travel costs.

The RTP/SCS financial plan (Chapter 3) identifies reasonably available revenue sources that provide much-needed funding for infrastructure preservation and critical regional projects. Increasing driving costs over the RTP/SCS timeframe will also encourage some to look for more cost-effective travel options. In total, the RTP/SCS allocates \$4.5 billion to TDM strategies to target such drivers and others and incentivize them in three ways:

- **Increase carpooling and vanpooling.**
Carpooling is supported by a host of strategies. High-occupancy vehicle (HOV) lanes and convenient park-and-ride lots increase carpool usage. Other strategies include vanpool services for larger employers and rideshare matching services. Los Angeles, Orange, Riverside, and San Bernardino Counties jointly sponsor a regional “Guaranteed Ride Home Program,” which provides transportation for carpoolers and transit users in emergency situations.
- **Increase the use of transit, bicycling, and walking.**
The RTP/SCS extends the reach of transit by focusing on “first mile/last mile” solutions. One of the biggest challenges in attracting new riders to transit is providing a reasonable and practical means of accessing transit at the origin and destination. “First mile/last mile” strategies are TDM strategies that offer reasonable and practical solutions to this problem, resulting in higher ridership for our transit services. Specific “first mile/



- Develop “first mile/last mile” strategies on a local level to facilitate access to the transit system via local circulators, active transport, scrip, or vehicle sharing. Continue partnering with member cities and subregions to do localized “first mile/last mile” planning,
- Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs or for a jurisdiction’s local residents in general who have fare media,
- Advocate for increased operational funding for transit service from state sources,
- Encourage transit properties to pursue cost-containment strategies,
- Work with cities to identify and mitigate choke points in the regional transportation system that affect transit, and
- Work with county transportation commissions, municipalities, and transit operators to develop dedicated bus facilities.



Image courtesy of Metro © 2012 LACMTA

Passenger and High-Speed Rail

The Plan proposes three Passenger Rail strategies that will provide additional travel options for long-distance travel within our region and to neighboring regions. These are improvements to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, improvements to the existing Metrolink system, and the implementation of Phase I of the California High-Speed Train (HST) project.

The recent release of the Draft 2012 California HST Business Plan confirmed the funding and implementation challenges of the project. The plan now estimates a statewide Phase I cost of \$98.5 billion (in year of expenditure dollars). Within the draft Business Plan, there are a variety of strategies to connect Northern and Southern California to the state network. This plan assumes that Phase I will be completed in 2033, but that incremental improvements can be made in advance of and in preparation for that connection. Further, a Central Valley Initial Operating Segment (IOS) may connect to the Metrolink system in Palmdale as early as 2021. Therefore, stakeholders throughout Southern California are seeking to implement a phased and blended implementation strategy for high-speed rail by employing state and federal high-speed rail funds to improve existing services, eventually meeting the Federal Rail Administration’s (FRA) 110 MPH definition of high-speed service. These speed and service improvements to the existing LOSSAN and Metrolink corridors will deliver the California High-Speed Rail Authority’s (Authority) new blended approach and at the same time permanently improve our region’s commuter and intercity rail services.

IMPLEMENTATION OF PHASE I OF THE CALIFORNIA HIGH-SPEED TRAIN (HST) PROJECT

The Authority has worked since 1996 to plan and build an HST system linking Northern and Southern California. In 2005, the Authority issued a Programmatic Environmental Impact Report (EIR) selecting a Phase I alignment that would travel from Anaheim to Los Angeles, on to the Antelope Valley via the San Fernando Valley, along SR-99 through the San Joaquin Valley, and into the Bay Area via San Jose and along the San Francisco Peninsula. In January 2012, the Authority passed a resolution dropping the Grapevine alignment as an alternative to the Antelope Valley alignment after completing a second study comparing the two. This is supported by Metro, SCAG and the North Los Angeles County Subregion. Phase II would add connections to the Inland Empire, San Diego,

COASTAL TRAILS

In addition to bikeways, local trails have played an important role in increasing accessibility and providing opportunities for active transportation. Trails along the coast of California have been utilized as long as people have inhabited the region. In an effort to develop a “continuous public right-of-way along the California coastline, a trail designed to foster appreciation and stewardship of the scenic and natural resources of coastal trekking through hiking and other complementary modes of non-motorized transportation,” the California Coastal Trail (CCT) was established. SCAG proposes the completion of the CCT to increase active transportation access to the coast. Completion of the CCT would provide 183 miles of multipurpose trails.

SAFE ROUTES TO SCHOOL

SAFETEA-LU established the Safe Routes to School (SRTS) program to “enable and encourage primary and secondary school children to walk and bicycle to school” and to support infrastructure-related and behavioral projects that are “geared toward providing a safe, appealing environment for walking and bicycling that will improve the quality of our children’s lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools.” Safe Route to School programs can play a critical role in eliminating some of the vehicle trips that occur during peak periods to drop off or pick up students by ensuring safe routes to bike or walk to school.

COMPLETE STREETS

The Complete Streets Act of 2008 (AB 1358) requires cities and counties to incorporate the concept of Complete Streets in their General Plan updates to ensure that transportation plans meet the needs of all users of our roadway system. SCAG supports and encourages implementation of Complete Streets policies in the 2012–2035 RTP/SCS. SCAG will work with the local jurisdictions as they implement Complete Streets strategies within their jurisdictions by providing information and resources to support local planning activities. SCAG also supports the following policies and actions related to active transportation:

- Encourage and support local jurisdictions to develop comprehensive educational programs for all road users,
 - Encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts,
 - Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public,
 - Encourage children, including those with disabilities, to walk and bicycle to school,
 - Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network,
 - Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities,
 - Encourage local jurisdictions to complete the California Coastal Trail,
 - Encourage the use of intelligent traffic signals and other technologies that detect slower pedestrians in signalized crosswalks and extend signal time as appropriate,
 - Support the facilitation, planning, development, and implementation of projects and activities that will improve safety and reduce traffic and air pollution in the vicinity of primary and middle schools, and
 - Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements.
- Encourage and support local jurisdictions to develop “Active Transportation Plans” for their jurisdictions if they do not already have one,

Travel Demand Management (TDM)

In addition to the transportation network, the 2012–2035 RTP/SCS also relies on strategic and extensive Travel Demand Management (TDM) measures that support the expected land use pattern. These cost-effective strategies improve the effectiveness and capacity of the transportation system by supporting a shift from single-occupancy vehicle use to other alternatives. Many local jurisdictions in our region have become national leaders in the implementation of TDM strategies. For example, SCAG is working with local jurisdictions to close the gaps in the regional bikeway network and bring 12,000 miles of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA). TDM measures will receive a total of \$4.5 billion in available revenues compared to \$1.3 billion in 2008, a more than 200 percent increase.

The 2012–2035 RTP/SCS employs the following TDM measures to improve mobility and access:

- Bringing the majority of sidewalks and intersections in our region into American with Disabilities Act (ADA) compliance to increase the usability and effectiveness of our active transportation system;
- Promoting telecommuting and flexible work schedules;

- Development of mobility hubs for first mile/last mile connectivity;
- Expanding parking cash out programs in urban areas; and
- Promoting Guaranteed Ride Home programs.

Transportation System Management (TSM)

Transportation System Management (TSM) measures also support the goals of the RTP/SCS by making improvements to increase capacity and improve operational efficiency. These techniques contribute to improved traffic flow, better air quality, and improved system accessibility and safety. The following TSM measures support the forecasted land use development pattern of the 2012–2035 RTP/SCS:

- Enhanced incident management;
- Advanced ramp metering;
- Corridor System Management plans;
- Traffic signal synchronization; and
- Improved data collection.

Local Efforts

Ventura Downtown Parking Management District

In order to solve the apparent parking shortage in its downtown area, the City of Ventura completed a downtown parking study. The study revealed that plenty of spaces were available in nearby city-owned lots, while other prime spaces in close proximity to local businesses were in high demand and always occupied. Local business employees were parking in the spaces most coveted by customers and patrons. The City's solution to the problem: a flexible, demand-responsive paid parking district. Parking in downtown Ventura has since improved, contributing to a better downtown experience.



Image courtesy of Rachel So

TABLE 4.3 Land Use Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Coordinate ongoing visioning efforts to build consensus on growth issues among local governments and stakeholders.	SCAG
Provide incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region	SCAG
Collaborate with local jurisdictions and agencies to acquire a regional fair share housing allocation that reflects existing and future needs.	SCAG, Local Jurisdictions, HCD
Expand Compass Blueprint program to support member cities in the development of bicycle, pedestrian, Safe Routes to Schools, Safe Routes to Transit, and ADA Transition plans.	SCAG, State
Continue to support, through Compass Blueprint, local jurisdictions and sub-regional COGs adopting neighborhood-oriented development, suburban villages, and revitalized main streets as livability strategies in areas not served by high-quality transit.	SCAG, State, Local Jurisdictions, COGs
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions, COGs, SCAG, CTCs
Continue to support, through Compass Blueprint, planning for new mobility modes such as range- limited Neighborhood Electric Vehicles (NEVs) and other alternative fueled vehicles.	SCAG, State
Collaborate with the region’s public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State, Local Jurisdictions
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions, SCAG
Seek partnerships with state, regional, and local agencies to acquire funding sources for innovative planning projects.	Local Jurisdictions, SCAG, State
Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the 2012–2035 RTP/SCS Plan Alternative, or that have been formally adopted by any sub-regional COG that is consistent with regional goals.	Local Jurisdictions
Update local zoning codes, General Plans, and other regulatory policies to promote a more balanced mix of residential, commercial, industrial, recreational and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.	Local Jurisdictions
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions, SCAG
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.	Local Jurisdictions, CTCs
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	SCAG, Local Jurisdictions
Consider developing healthy community or active design guidelines that promote physical activity and improved health.	Local Jurisdictions

TABLE 4.4 Transportation Network Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Perform and support studies with the goal of identifying innovative transportation strategies that enhance mobility and air quality, and determine practical steps to pursue such strategies, while engaging local communities in planning efforts.	SCAG, CTCs
Cooperate with stakeholders, particularly county transportation commissions and Caltrans, to identify new funding sources and/or increased funding levels for the preservation and maintenance of the existing transportation network.	SCAG, CTCs, Local Jurisdictions
Expand the use of transit modes in our subregions such as BRT, rail, limited-stop service, and point-to-point express services utilizing the HOV and HOT lane networks.	SCAG, CTCs, Local Jurisdictions
Encourage transit providers to increase frequency and span of service in TOD/HQTA and along targeted corridors where cost-effective and where there is latent demand for transit usage.	SCAG, CTCs
Encourage regional and local transit providers to develop rail interface services at Metrolink, Amtrak, and high-speed rail stations.	SCAG, CTCs, Local Jurisdictions
Expand the Toolbox Tuesdays program to include bicycle safety design, pedestrian safety design, ADA design, training on how to use available resources that expand understanding of where collisions are happening, and information on available grant opportunities to improve bicycle and pedestrian safety.	SCAG, State
Prioritize transportation investments to support compact infill development that includes a mix of land uses, housing options, and open/park space, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	SCAG, CTCs, Local Jurisdictions
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	SCAG, CTCs, Local Jurisdictions
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers.	SCAG, CTCs, Local Jurisdictions
Collaborate with local jurisdictions to provide a network of local community circulators that serve new TOD, HQTAs, and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit.	SCAG, CTCs, Local Jurisdictions
Similar to SCAG's partnership with the City of Los Angeles and LACMTA, offer to all County Transportation Commissions a mutually funded, joint first mile/last mile study for each region.	SCAG, CTCs
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	CTCs, Local Jurisdictions
Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs or for a jurisdiction's local residents in general who have fare media.	Local Jurisdictions
Work with transit properties and local jurisdictions to identify and remove barriers to maintaining on-time performance.	SCAG, CTCs, Local Jurisdictions
Develop policies and prioritize funding for strategies and projects that enhance mobility and air quality.	State
Work with the California High-Speed Rail Authority and local jurisdictions to plan and develop optimal levels of retail, residential, and employment development that fully take advantage of new travel markets and rail travelers.	State

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

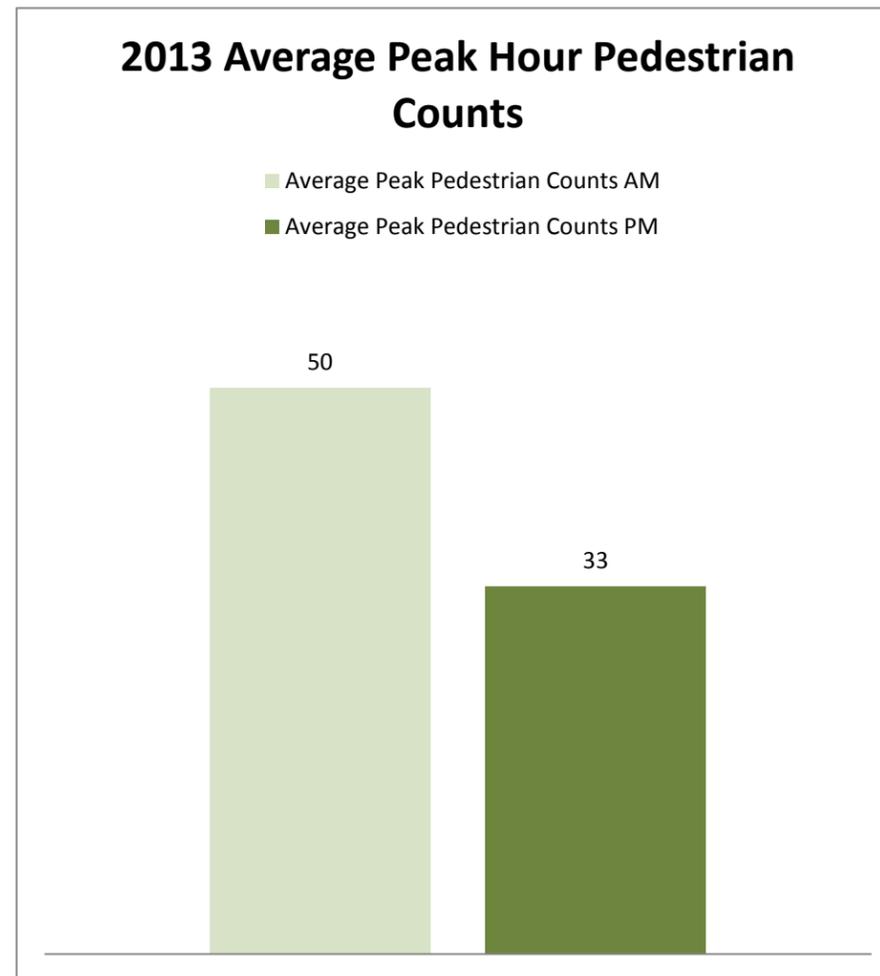
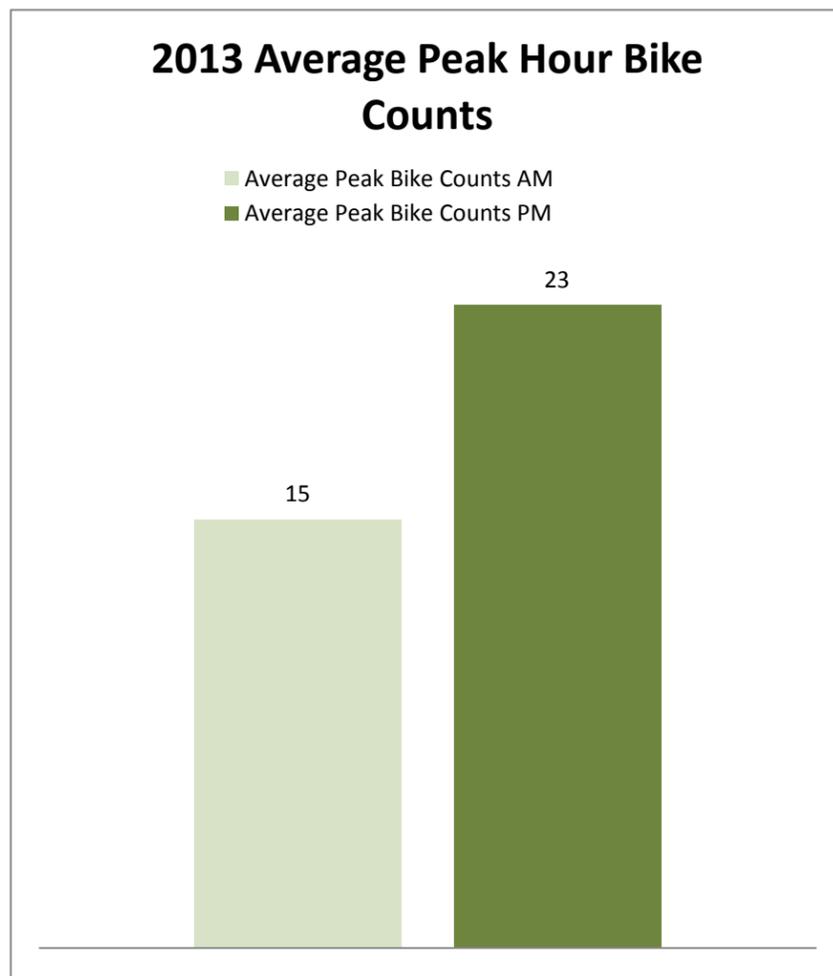
TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

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

Summary of 2013 Average Peak Bike and Ped Data - Michigan Avenue between 11th and 14th

Total Peak Bike Counts		Total Peak Pedestrian Counts	
AM	PM	AM	PM
73	80	145	121

Average Peak Bike Counts		Average Peak Pedestrian Counts		Traveling East-West
AM	PM	AM	PM	
15	23	50	33	



PED & BIKE STUDY

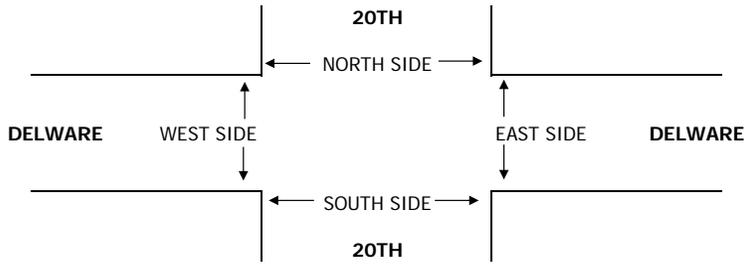
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
9/18/13
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

SANTA MONICA
20TH
DELMARE

PROJECT #: CA13-0902-0924
LOCATION #: 110
CONTROL: SIGNAL



		7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	TOTAL
AM										
PM										

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	5	11	1	21
3	14	8	13	38
6	7	8	4	25
6	4	4	3	17
2	5	4	4	15
5	14	10	4	33
5	7	13	8	33
3	4	8	5	20
34	60	66	42	202
5	9	19	6	39
7	5	9	11	32
19	5	5	10	39
4	8	6	16	34
0	1	7	4	12
1	5	6	4	16
4	6	9	10	29
2	7	5	7	21
42	46	66	68	222

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	5	6	0	14
1	13	4	5	23
3	5	4	2	14
4	2	2	2	10
1	2	2	3	8
2	13	7	4	26
2	7	7	6	22
2	4	4	4	14
18	51	36	26	131
4	8	18	5	35
6	3	6	10	25
15	4	4	7	30
1	7	5	12	25
0	1	6	2	9
0	3	2	3	8
4	5	7	9	25
2	4	4	5	15
32	35	52	53	172

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	5	1	7
2	1	4	8	15
3	2	4	2	11
2	2	2	1	7
1	3	2	1	7
3	1	3	0	7
3	0	6	2	11
1	0	4	1	6
16	9	30	16	71
1	1	1	1	4
1	2	3	1	7
4	1	1	3	9
3	1	1	4	9
0	0	1	2	3
1	2	4	1	8
0	1	2	1	4
0	3	1	2	6
10	11	14	15	50

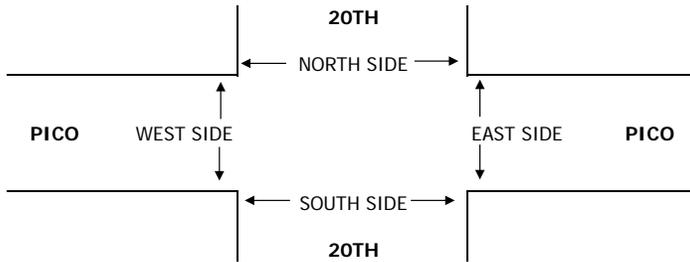
PED & BIKE STUDY

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
10/17/13
THURSDAY

LOCATION: SANTA MONICA
NORTH & SOUTH: 20TH
EAST & WEST: PICO

PROJECT #: CA13-0902-0924
LOCATION #: 111
CONTROL: SIGNAL



		7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	TOTAL
AM										
PM										

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
30	21	13	14	78	
56	36	26	30	148	
48	15	13	21	97	
30	16	13	15	74	
34	11	9	5	59	
23	14	16	13	66	
33	15	16	16	80	
71	44	19	26	160	
325	172	125	140	762	
51	44	30	17	142	
35	38	27	16	116	
53	22	10	19	104	
37	15	11	9	72	
29	28	24	1	82	
32	28	12	8	80	
43	28	22	23	116	
28	17	5	10	60	
308	220	141	103	772	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
30	18	11	13	72
53	36	23	27	139
41	11	9	16	77
25	13	9	12	59
32	9	6	5	52
21	14	10	9	54
28	15	12	15	70
62	39	14	20	135
292	155	94	117	658
43	39	22	16	120
34	32	23	13	102
47	16	9	14	86
31	11	7	8	57
25	26	21	0	72
29	22	11	6	68
37	24	20	20	101
22	15	4	9	50
268	185	117	86	656

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	3	2	1	6
3	0	3	3	9
7	4	4	5	20
5	3	4	3	15
2	2	3	0	7
2	0	6	4	12
5	0	4	1	10
9	5	5	6	25
33	17	31	23	104
8	5	8	1	22
1	6	4	3	14
6	6	1	5	18
6	4	4	1	15
4	2	3	1	10
3	6	1	2	12
6	4	2	3	15
6	2	1	1	10
40	35	24	17	116

PED & BIKE STUDY

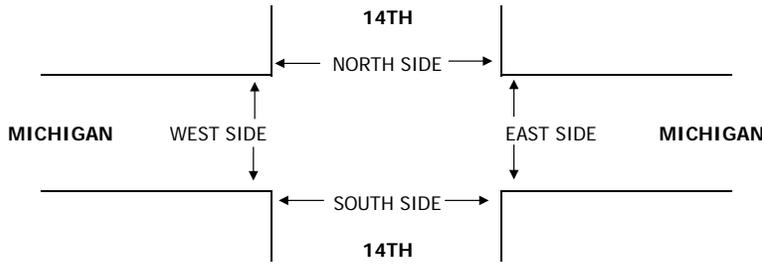
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
10/31/13
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

SANTA MONICA
14TH
MICHIGAN

PROJECT #: CA13-0920-0924
LOCATION #: 87
CONTROL: SIGNAL



		7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	TOTAL
AM										
PM										

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
8	17	9	7	41
11	8	3	8	30
6	7	5	4	22
2	4	2	13	21
5	2	4	1	12
6	3	3	5	17
4	4	3	1	12
3	3	3	3	12
45	48	32	42	167
4	3	7	5	19
2	5	4	6	17
2	4	4	10	20
7	9	9	6	31
5	4	2	2	13
3	1	5	5	14
2	4	5	3	14
6	6	1	3	16
31	36	37	40	144

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
6	17	6	5	34
5	8	1	3	17
3	5	2	3	13
1	2	1	12	16
3	1	2	1	7
2	3	0	3	8
4	2	3	1	10
1	2	2	2	7
25	40	17	30	112
1	2	6	0	9
2	5	3	1	11
0	2	1	6	9
6	9	8	5	28
3	3	2	0	8
0	1	4	2	7
2	2	5	3	12
4	4	1	1	10
18	28	30	18	94

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
2	0	3	2	7
6	0	2	5	13
3	2	3	1	9
1	2	1	1	5
2	1	2	0	5
4	0	3	2	9
0	2	0	0	2
2	1	1	1	5
20	8	15	12	55
3	1	1	5	10
0	0	1	5	6
2	2	3	4	11
1	0	1	1	3
2	1	0	2	5
3	0	1	3	7
0	2	0	0	2
2	2	0	2	6
13	8	7	22	50

Points of Interest: Destinations Served



Priority Bikeway Network

Primary, Secondary, and Future Priorities
Bicycle Action Plan

- Priority Bikeway Corridors**
 - Primary Priority Bikeways
 - Secondary Priority Bikeways
 - Future Priority Bikeways
- Local Streets**
Streets to be designed and operated as accessways and urban open spaces.
- Auto/Transit Priority Street**
Auto and transit have highest priority. Bicycles are allowed with parallel route prioritized.
- Bicycle/Pedestrian Bridge Connections**
- Critical Connections Requiring Collaboration**
- Project Location**
- Major Bus Stop**
- Future Major Bus Stop**
- Bike Transit Center**
Secure bicycle storage and/or other cyclist amenities.
- 1/2 mile radius (10-minute walk)**

Community Facilities

- 01 Providence St. John's Hospital
- 02 Santa Monica College AET Campus
- 03 26th/Bergamot Future Expo Station
- 04 Les Kelley Family Health Center
- 05 17th/SMC Future Expo Station
- 06 Memorial Park
- 07 Woodlawn Cemetery
- 08 Santa Monica College

Employment Centers

- 09 Colorado Center
- 10 Water Garden Office Park
- 11 Bergamot Area

Popular Destinations

- 12 Grocery Store
- 13 Hardware Store
- 14 Home Goods Store
- 15 Sporting Goods Store

Cultural/Regional Destinations

- 16 Kenneth Hahn State Recreation Area <10 miles (1-hour ride)
- 17 Exposition Park/Calif. Science Center/Natural History Museum <12 miles (1.25-hour ride)

PRINCIPAL EMPLOYERS IN SANTA MONICA (100+ EMPLOYEES) - 2014

Employer	Address	Type	# of Employees
City of Santa Monica	1685 Main Street	Government	2,559
Santa Monica-UCLA Hospital	1250 16th Street	Health Services	2,113
Santa Monica College	1900 Pico Boulevard	Education	1,851
Saint John's Hospital Medical Center	1328 22nd Street	Health Services	1,790
Santa Monica-Malibu Unified School District	1651 16th Street	Education	1,657
Activision Blizzard Inc. (Including Treyarch Corp.)†	3100 Ocean Park Boulevard	Media + Entertainment	899
RAND Corporation	1700 Main Street	Research	817
Universal Music Group*	2220 Colorado	Media + Entertainment	787
Riot Games	2450 Broadway Suite 100	Media + Entertainment	712
Lion's Gate Entertainment Corporation	2700 Colorado Avenue	Media + Entertainment	608
ET Whitehall Santa Monica Partners LP (Shutters, Casa del Mar)	1 Pico Boulevard/ 1910 Ocean Way	Hospitality	602
Edmunds.com	1620 26th Street	Internet Service	445
Verizon/Verizon California Inc.	1314 7th St/2909 Exposition Boulevard	Utility Company	429
Beach Body, LLC	3301 Exposition Blvd	Media + Entertainment	397
Sony Computer Entertainment America (incl. Naughty Dog Inc)	1630 Stewart Street #A	Media + Entertainment	397
Whole Foods Market	2201 Wilshire Boulevard (multiple locations)	Retail	396
Fairmont Miramar Hotel	101 Wilshire Boulevard	Hospitality	389
Loews Hotels	1700 Ocean Avenue	Hospitality	368
Demand Media	1333 2nd St, Suite 100	Publishing	364
Yahoo! Media & Music	2400 Broadway	Media + Entertainment	350
Rubin Postaer and Associates	2525 Colorado Boulevard	Advertising	350
Crossroads School for Arts & Sciences	1714 21st Street	Education	330
Guthy-Renker Corporation	3340 Ocean Park Blvd, Suite 3055	Media/ Marketing	296
Home Box Office, Inc. (HBO)	2500 Broadway	Media + Entertainment	285
Wells Fargo Capital Finance	2450 Colorado Avenue	Financial Services	278
Mariner Health Care Services (Rehab. Center of SM & SM Healthcare Center)	1320 20th St/1338 20th St	Health Care	276
Santa Monica Amusements LLC (Pacific Park)	380 Santa Monica Pier	Amusement Park	269
The Macerich Company	401 Wilshire Boulevard.	Real Estate	262
Deluxe Studios (Method, Co.3)	1661 Lincoln Blvd (multiple locations)	Media + Entertainment	252
The Vons Companies Inc	710 Broadway (multiple locations)	Retail	243
Volkswagen + Lexus Santa Monica, Inc.	1634 9th St / 2440 Santa Monica Blvd	Auto Dealer	243
Huntley Hotel	1111 2nd St	Hospitality	236
Bubba Gump Shrimp Company Restaurants, Inc.	301 Santa Monica Pier, Building 9	Hospitality	233
Edgecast Networks	2850 Ocean Park Blvd	Media + Entertainment	232
Red Bull North America Inc.	1740 Stewart St	Beverage Distributor	231
Gap Inc, Brands (Gap, Banana Republic, Old Navy)	1355 Third Street Promenade (multiple locations)	Retail	229
Goldline International Inc.	1601 Cloverfield Boulevard, Suite 100	Financial Services	226
MTV Networks	2600 Colorado Avenue (multiple locations)	Media + Entertainment	224
Goldstar Healthcare	1340 15th Street	Health Care	223
Agensys Inc	2225 Colorado Avenue	Research/ Development	210
Jonathan Club at the Beach	850 Palisades-Beach Rd.	Hospitality	210
Sonic Automotive (WI Simonson, Honda)	1626 Wilshire Boulevard. (multiple locations)	Auto Dealer	207
Wilshire Associates Inc.	1299 Ocean Avenue	Financial Services	200
Berkley East Convalescent Hospital	2021 Arizona Avenue	Health Care	198
Starbucks†	multiple locations	Hospitality	194
Apple Computer Inc (Incl Pro Apps)	1248 3rd Street Promenade/1632 5th Street	Retail + Technology	190
CBS Enterprises (KingWorld)	2401 Colorado Avenue	Media + Entertainment	185
True Car	225 Colorado Avenue	Internet Services	177
Viceroy Hotel	1819 Ocean Avenue	Hospitality	176
Jackson National Life Insurance	410 Wilshire Blvd	Auto Dealer	175
Innovative Dining Group (BOA & Sushi Roku)	101 Santa Monica Blvd/1401 Ocean Ave	Hospitality	175
The Art Institute of California, Los Angeles	2900 31st Street	Education	170
Summit Entertainment LP	1630 Stewart Street #120	Media + Entertainment	165
Bloomingtondale	315 Colorado Ave	Retail	155
Delfina Santa Monica	530 Pico Blvd	Hospitality	153
e Harmony, Inc.	2401 Colorado Avenue	Media + Entertainment	150
Ocean Park Community Center	multiple locations	Community Services	146
JW Marriott (Le Merigot Hotel)	1740 Ocean Avenue	Hospitality	142
Burke Williams Spa	1358 4th St	Hospitality	137
Urban Outfitters, Inc. (Anthropologie & Urban Outfitters)	1402 & 1440 3rd Street Promenade	Retail	135
Cornerstone OnDemand, Inc.	1525 Broadway	Media + Entertainment	130
Bryan Cave LLP	120 Broadway, Suite 300	Legal Services	128
Sempra Energy Corp. (Southern California Gas Company)	1701 Stewart St	Utility Company	125
Pioneer Magnetics, Inc	1745 Berkley Street	Manufacturing—Power Suppl	124
Sullivan Auto Group (Toyota)	801 Santa Monica Blvd	Auto Dealer	123
Business.com/Dex One	2120 Colorado Ave, 3rd Floor	Internet Services	120
Epoch	2644 30th St #2	Internet Services	118
Bamboo Izakaya	1541 Ocean Avenue #120	Restaurant	117
Co-Opportunity Market	1525 Broadway	Retail	116
Richard Sandoval Restaurants (LaSandia, Zengo)	395 Santa Monica Place	Hospitality	116
M Street Kitchen	2000 Main Street	Hospitality	115
Double Tree Guest Suites Hotel	1707 4th St	Hospitality	113
Trader Joe's	3212 Pico Boulevard	Retail	109
Abercrombie & Fitch	1345 3rd Street Promenade	Retail	107
Santa Monica Ford	1230 Santa Monica Blvd	Auto Dealer	106

Employer	Address	Type	# of Employees
Ralph's Grocery Company	1644 Cloverfield Boulevard	Retail	105
GSN LLC (The Game Show Network)	2150 Colorado Ave # 100	Media + Entertainment	103
Hillstone's Restaurants, Inc.	202 Wilshire Blvd	Hospitality	103
The Honest Company	1345 3rd Street Promenade	Retail	103
Crispin Porter + Bogusky LLC	2110 Colorado Ave, Suite 200	Advertising	103
Minuteman Parking Company	101 Wilshire Boulevard	Parking Services	101
SCE Edison*	1701 Stewart Street	Utility Company	101
Saint Monica Catholic Community	725 California Ave	Religion	101
Santa Monica BMW/Isuzu	1127 Santa Monica Boulevard	Auto Dealer	100
Milstein, Adelman	2800 Donald Douglas Loop N	Legal Services	100
Total jobs provided by Principal Employers			29,285
Total employees in Santa Monica			82,578
Principal Employers as percent of total jobs			35%

Source: Voluntary reporting of employment levels to the City of Santa Monica by employers. Total jobs in Santa Monica as provided by the Labor Market Information Division, State of California Employment Development Department as of August 31, 2014.

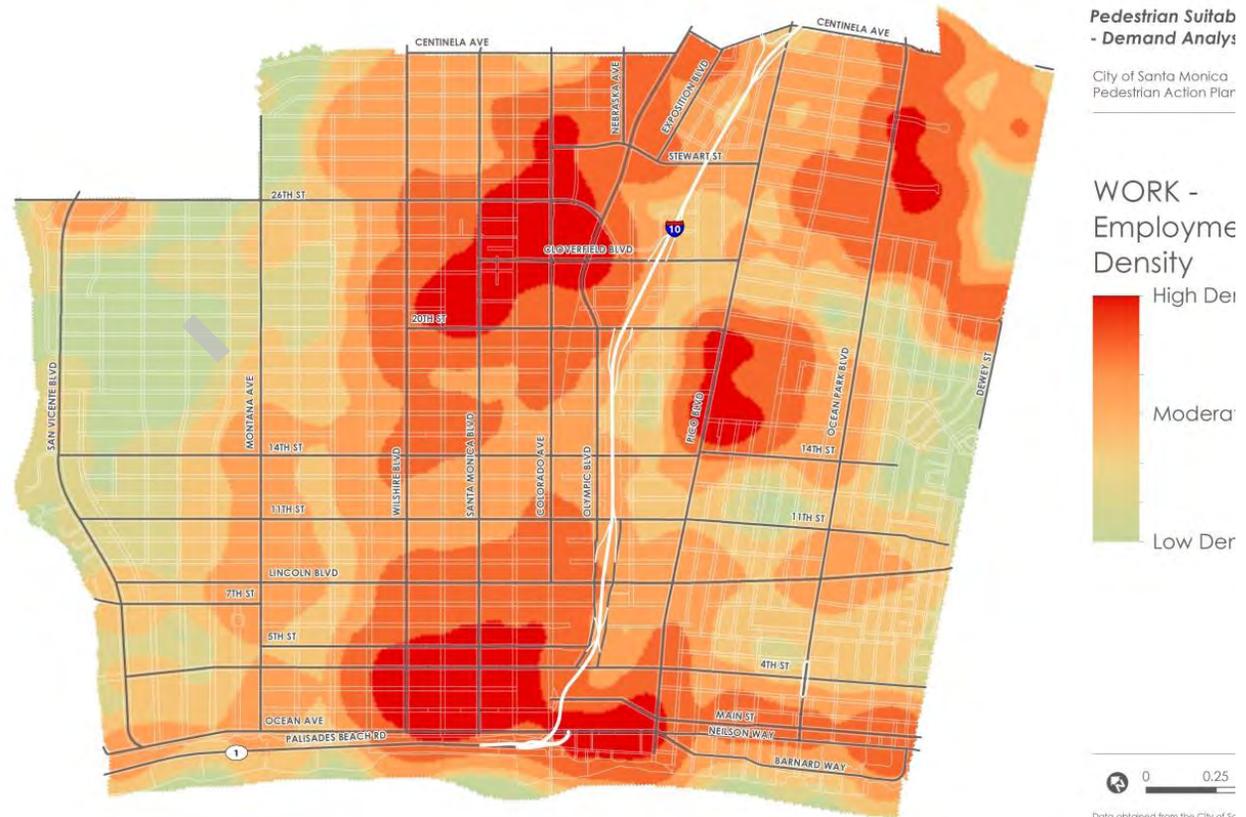
*Unable to obtain updated information. Numbers are carried over from previous period.

Principal Employers
w/in 1/2 mile of
Project location.

PSI Demand – Where People Work

Where people work mainly represents trip ends, for people working in Santa Monica regardless of residency. Its basis is 2010 total employment by census block. Depending on the type of job, this category can represent both trip attractors (i.e., retail stores or cafes) and trip generators (i.e., office parks and office buildings) in terms of base employment population. It is therefore also used in the **where people play** category by overlaying with specific job types, such as retail.

This category accounts for the number of employees per PSI Point within a ¼ mile of each other.

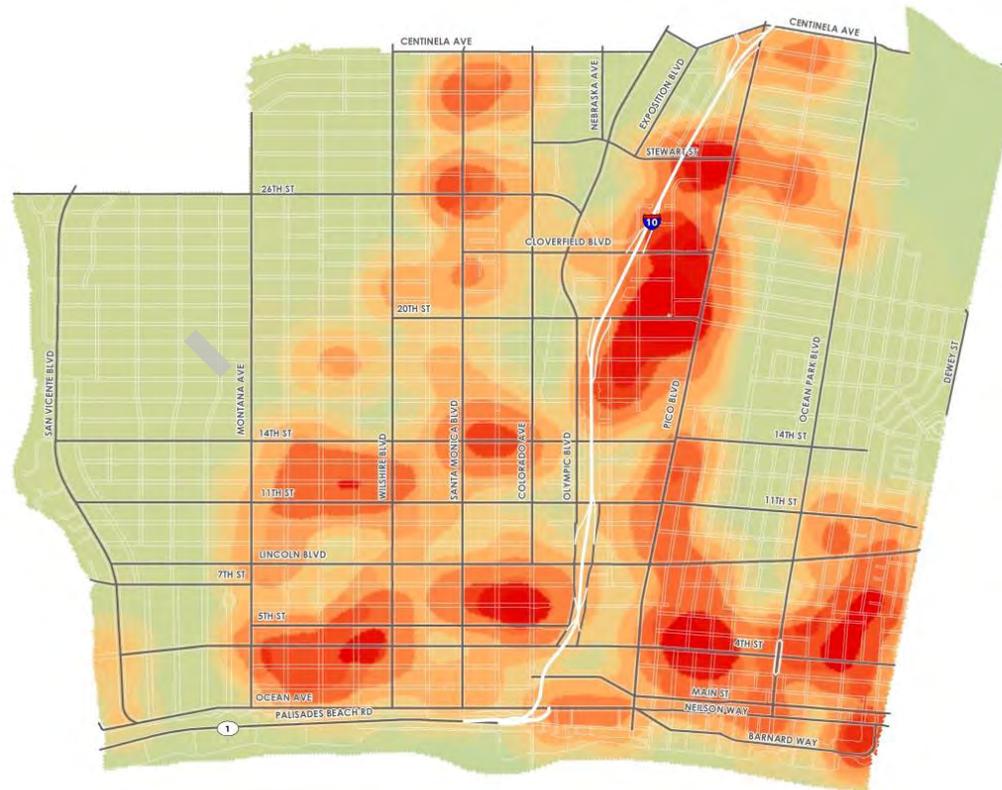


Category	Feature	Feature Score Method	Feature Weight
Where People Work	Total Employment	Ranges of density per PSI Point	5.0

PSI Demand – Where People Live

Where people live includes 2010 census block level population density information complimented by additional data that describe assisted living facilities. These locations represent potential trip origin locations. More trips can be made in areas with higher population density if conditions are right.

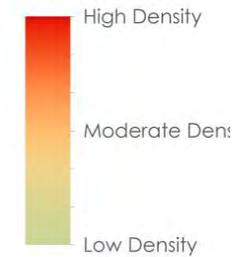
This category is a function of the number of residents and number of assisted living houses per PSI Point within a ¼ mile of each other. As for all maps, the areas shaded more deeply in red represent higher demand areas relative to other colors on the ramp.



Pedestrian Suitability Index - Demand Analysis

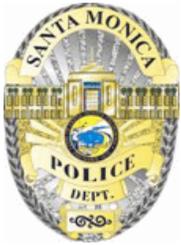
City of Santa Monica
Pedestrian Action Plan

**LIVE - Populatio
Density &
Assisted Living
Facilities**



Data obtained from the City of Santa Monica
Map created February 12, 2013

Category	Feature	Feature Score Method	Feature Weight
Where People Live	Total Population	Ranges of density per PSI Point	1
	Assisted Living Homes	Total features per PSI Point	2.5



TRAFFIC ACCIDENTS

Santa Monica Police Department

DATE: 01/01/10-12/31/14
Location: Pico Blvd - Citywide

Incident #	Date	Time	Location	Beat	Violation	Accident Type	Collision type	Involved type	PCF	# Vehicles	# Injured
2010	25										
100004044	01/12/2010	0714	23RD ST/PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
100006511	01/19/2010	0829	9TH ST / PICO BLVD	A008	21950(A)VC	B	G	B	H		1
100015515	02/13/2010	1431	LINCOLN BLVD / PICO BLVD	A002	22107VC	J	G	B	C	1	1
100032545	03/30/2010	1614	3221 PICO BLVD	A008	21956VC	J	G	B	H	1	1
100032902	03/31/2010	1410	4TH ST/PICO BLVD	A002	22517VC	C	B	B	H	2	
100033628	04/02/2010	1535	300BLK PICO BLVD	A002	21658(A)VC	B	C	G	D	1	1
100040486	04/21/2010	0858	APPIAN WAY/PICO BLVD	A002	22106VC	B	G	B	G	1	1
100043379	04/28/2010	1703	18TH ST / PICO BLVD	A007	21453(A)VC	B	G	B	G	2	1
100049748	05/15/2010	1536	530 PICO BLVD ; IFO	A002	21202(A)VC	B	D	G	H	1	1
100053003	05/24/2010	1610	19TH ST / PICO BLVD	A007	21651(A)VC	B	G	B	X	2	1
100053232	05/25/2010	0835	17TH ST / PICO BLVD	A007	21950(A)VC	B	G	B	E	2	1
100073516	07/15/2010	1220	25TH ST / PICO BLVD	A008	21202(A)VC	B	A	G	H	1	1
100076413	07/22/2010	1500	MAIN ST / PICO BLVD	A002		B	D	G		1	1
100077914	07/26/2010	0910	OCEAN AVE/PICO BLVD	A002	21801(A)VC	B	D	G	C	2	1
100082267	08/06/2010	1607	MAIN ST/PICO BLVD	A002	21202(A)VC	B	H	G		2	1
100091646	08/30/2010	1259	27TH ST/PICO BLVD	A008		L	H	G	X		1
100092122	08/31/2010	1625	16TH ST / PICO BLVD	A008	22106VC	B	G	B	X	1	1
100095025	09/08/2010	0911	30TH ST/PICO BLVD	A008	21202(A)VC	B	H	G	X	2	1
100105969	10/07/2010	0700	332 PICO BLVD	A002		B		B	X	2	1
100106923	10/09/2010	1524	NEILSON WAY/PICO BLVD	A002	21202(A)VC	B	D	G	X	2	1
100108464	10/13/2010	1740	24TH ST / PICO BLVD	A008	22107VC	B	C	G	C	1	1
100109875	10/16/2010	1600	26TH ST/PICO BLVD	A008	21804(A)VC	J	D	G	H	1	1
100115934	11/02/2010	1600	6TH ST / PICO BLVD	A002	21950(A)VC	B	G	B		1	1
100126950	12/03/2010	1250	LINCOLN BLVD/PICO BLVD	A002	22350VC	H	C	B	B	2	0
100129578	12/10/2010	1855	PICO / 11TH ST	A008	22106VC	B	G	B	X	1	1
2011	21										
110001738	01/06/2011	1703	LINCOLN BLVD/PICO BLVD	A002	21202(A)VC	J	D	G	H	1	1
110013948	02/09/2011	0911	2614 PICO BLVD	A008	22106VC	B	G	B	E		1
110014325	02/10/2011	0917	23RD ST/PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
110014363	02/10/2011	1032	24TH ST / PICO BLVD	A008	21802(A)VC	B	D	G	H	1	1
110016088	02/14/2011	1645	EUCLID ST/PICO BLVD ; WEST CURBLINE EUCLID	A008	22350VC	B	D	B	B	1	1
110028585	03/21/2011	0800	22ND ST / PICO BLVD	A008	21202(A)VC	A	D	G	H		
110033887	04/04/2011	1120	30TH ST / PICO BLVD	A008	21703VC	B	C	G	X	1	1
110050417	05/17/2011	1452	4TH ST / PICO BLVD	A002		B	G	B	X		1
110057934	06/05/2011	1451	OCEAN AVE / PICO BLVD ; VICEROY	A002	21460.5(C)VC	B	B	G	C	2	1
110058600	06/07/2011	1235	20TH ST / PICO BLVD	A008	21202(A)VC	B	D	G	X	1	1
110062114	06/16/2011	1847	URBAN AVE / PICO BLVD	A008	21950(A)VC	B	G	B	H		1
110062147	06/16/2011	2104	4TH ST / PICO BLVD	A002	21801(A)VC	B	D	G	C	1	1

<u>Incident #</u>	<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>Beat</u>	<u>Violation</u>	<u>Accident Type</u>	<u>Collision type</u>	<u>Involved type</u>	<u>PCF</u>	<u># Vehicles</u>	<u># Injured</u>
110074525	07/17/2011	0858	26TH ST / PICO BLVD	A008	21453(D)VC	F	G	B	H	1	
110077997	07/26/2011	1130	OCEAN AVE/PICO BLVD	A002	22517VC	B	B	G	X	1	1
110091093	08/29/2011	0950	18TH ST / PICO BLVD	A007	21453(A)VC	B	H	B	H		1
110093808	09/05/2011	0955	23RD ST / PICO BLVD	A008	21800(A)VC	B	D	G	X	1	1
110098294	09/16/2011	1650	CLOVERFIELD BLVD / PICO BLVD	A008	21202(A)VC	B	D	G	D	1	1
110102721	09/28/2011	1410	31ST ST / PICO BLVD	A008	22107VC	B	B	G	C	1	1
110112862	10/26/2011	0053	16TH ST / PICO BLVD	A008	21801(A)VC	B	D	G	C	1	1
110131592	12/16/2011	1614	1100BLK PICO BLVD	A008	22350VC	J	G	B	B	1	1
110131928	12/17/2011	1417	22ND ST / PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
2012	41										
120003674	01/11/2012	0800	21ST ST / PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
120006523	01/18/2012	1606	18TH ST/PICO BLVD	A007		B	H	B	X	1	1
120015191	02/09/2012	1701	DORCHESTER AVE/PICO BLVD	A008	21950(A)VC	J	G	B	H	1	1
120017924	02/16/2012	1045	3212 PICO BLVD ; TRADER JOES PARKING LOT	A008	22106VC	B	G	B	H	1	1
120021449	02/24/2012	1846	11TH ST / PICO BLVD	A008	22350VC	B	H	G	B	1	1
120026052	03/07/2012	1451	LINCOLN BLVD / PICO BLVD ; *RP IN FO AFTER 1330*	A002	21453(A)VC	J	D	G	E	1	1
120026873	03/09/2012	1342	4TH ST / PICO BLVD	A002	21202(A)VC	C	D	G	H	1	
120027532	03/10/2012	2330	100BLK PICO BLVD	A002	21453(A)VC	J	G	B	H	2	1
120031173	03/20/2012	1147	LINCOLN BLVD/PICO BLVD	A002	21804(A)VC	B	D	G	H	1	1
120044619	04/22/2012	2211	11TH ST / PICO BLVD	A008		B	H	G	X	1	1
120049361	05/04/2012	0355	4TH ST / PICO BLVD	A002	21453(A)VC	B	D	G	F	2	1
120056950	05/23/2012	0014	MAIN ST/PICO BLVD	A002	21804(A)VC	B	B	G	H	1	1
120057520	05/24/2012	0920	33RD ST / PICO BLVD	A008	22350VC	A	C	G	B	1	
120059207	05/28/2012	0948	LINCOLN BLVD / PICO BLVD	A002	21950(A)VC	B	G	B	H	1	1
120060594	05/31/2012	1212	OCEAN AVE / PICO BLVD	A002	21453(A)VC	B	D	G	G	2	1
120061601	06/02/2012	2159	2412 PICO BLVD ; PICO /	A008	21950(A)VC	B	G	B	H	1	1
120063033	06/06/2012	1118	CLOVERFIELD BLVD / PICO BLVD	A008	21801(A)VC	B	D	G	C	2	1
120065763	06/12/2012	1431	6TH ST/PICO BLVD	A002	21950(B)VC	B	G	B	X	1	1
120066592	06/14/2012	1335	OCEAN AVE / PICO BLVD ; IFO CHA CHA CHICKEN	A002	22517VC	B	B	G	X	2	1
120067839	06/17/2012	1114	33RD ST / PICO BLVD	A008	21202(A)VC	J	D	G	H	1	1
120082106	07/17/2012	1357	9TH ST / PICO BLVD ; *RP IN FO*	A008	24604VC	B	E	G	X	1	1
120088499	07/30/2012	1324	26TH ST / PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
120092148	08/07/2012	1612	OCEAN AVE/PICO BLVD ; CO 063WMT	A002	22107VC	H	B	G	C	2	
120095975	08/15/2012	2141	23RD ST/PICO BLVD	A008	22517VC	B	B	G	E	1	1
120096974	08/17/2012	2051	3321 PICO BLVD	A008	22517VC	B	H	G	E	1	1
120105718	09/05/2012	0930	22ND ST / PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
120107565	09/08/2012	1550	28TH ST/PICO BLVD	A008	21755(A)VC	J	G	B	H	1	1
120112906	09/19/2012	0920	MAIN ST/PICO BLVD	A002	21950(A)VC	J	G	B	H	2	1
120113073	09/20/2012	1027	11TH ST / PICO BLVD	A008	21202(A)VC	B	D	G	H	2	1
120116242	09/27/2012	1336	6TH ST / PICO BLVD	A002	22107VC	B	B	G	C	2	1
120118507	10/02/2012	0955	601 PICO BLVD	A002	22517VC	J	B	G	E	1	1
120124920	10/15/2012	2115	1700BLK PICO BLVD	A007	21956(A)VC	B	A	B	X	1	1
120127978	10/22/2012	0745	LINCOLN BLVD / PICO BLVD ; PED @MARINA HOSPITAL ER	A002	21956(A)VC	J	G	B	E	1	1
120131197	10/29/2012	1523	11TH ST / PICO BLVD	A008	22350VC	B	D	G	B	1	1
120134564	11/05/2012	1854	NEILSON WAY/PICO BLVD	A002	21950(A)VC	B	G	B	H	1	1
120138009	11/13/2012	1649	LINCOLN BLVD / PICO BLVD	A002	21453(A)VC	B	D	G	H	2	1
120140248	11/18/2012	1758	20TH ST / PICO BLVD	A008	21456(B)VC	B	G	B	H	1	1
120147946	12/07/2012	1519	22ND ST/PICO BLVD	A008	21802(A)VC	B	D	G	H	1	1
120151054	12/15/2012	1058	14TH ST / PICO BLVD	A008	21954(A)VC	D	G	B	H	1	1

<u>Incident #</u>	<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>Beat</u>	<u>Violation</u>	<u>Accident Type</u>	<u>Collision type</u>	<u>Involved type</u>	<u>PCF</u>	<u># Vehicles</u>	<u># Injured</u>
120151301	12/15/2012	2045	CLOVERFIELD BLVD / PICO BLVD	A008	21202(A)VC	A	B	G	D	1	
120151923	12/17/2012	1510	22ND ST / PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
2013	26										
130005776	01/15/2013	1845	21ST ST / PICO BLVD	A008	21950(A)VC	B	D	B	H	1	1
130013483	02/03/2013	1341	9TH ST / PICO BLVD	A008	22107VC	B	B	G	C	1	1
130017285	02/13/2013	1645	31ST ST/PICO BLVD	A008	21950(A)VC	J	G	B	H	1	1
130028394	03/11/2013	1345	3RD ST / PICO BLVD	A002	21202(A)VC	B	D	G	X	2	1
130029565	03/14/2013	0950	14TH ST/PICO BLVD	A002		B	G	B	H	1	1
130032386	03/20/2013	1832	1901 MAIN ST /PICO ; ALLEY	A002	21202(A)VC	B	D	G	C	1	1
130037423	04/01/2013	1825	17TH ST/PICO BLVD	A007	21650.1VC	B	D	G		1	1
130040804	04/09/2013	1840	28TH ST/PICO BLVD	A008	21950(A)VC	B	G	B	E	1	1
130043881	04/17/2013	0736	17TH ST/PICO BLVD	A007	21950(A)VC	B	G	B	H	1	1
130044338	04/18/2013	0738	17TH ST/PICO BLVD	A007	21950(A)VC	B	H	G	H	2	1
130054843	05/11/2013	1745	7TH ST/PICO BLVD	A002	21950(A)VC	B	H	G	H	2	1
130059265	05/22/2013	0825	16TH/PICO		22106VC	B	D	G	X	1	1
130062971	05/30/2013	1244	18TH ST/PICO BLVD	A007	22517VC	B	B	G	E	1	1
130080405	07/09/2013	1349	11TH ST/PICO BLVD	A008	22107VC	B	B	G	D	2	1
130092813	08/05/2013	1305	20TH ST/PICO BLVD	A008	21950(A)VC	B	G	B	H	2	1
130097979	08/16/2013	1059	17TH ST/PICO BLVD	A007	21950(A)VC	B	G	B	H	1	2
130098961	08/18/2013	1335	MAIN ST/PICO BLVD	A002	21950(B)VC	H	G	B	H	2	
130104433	08/29/2013	1547	MAIN ST/PICO BLVD	A002	22450(A)VC	B	H	G	B	1	1
130104927	08/30/2013	1420	9TH ST/PICO BLVD	A008	21950(A)VC	B	G	B	H	1	1
130106628	09/03/2013	0647	LINCOLN BLVD/PICO BLVD	A002	21950(A)VC	B	G	B	C	1	1
130107714	09/05/2013	0755	CLOVERFIELD BLVD/PICO BLVD	A008	21750VC	B	B	G	E	1	1
130111817	09/13/2013	1338	3RD ST/PICO BLVD	A002	22450(A)VC	J	D	B	H	1	
130121732	10/04/2013	1510	3212 PICO BLVD	A008	22107VC	B	D	G	C	2	1
130136458	11/06/2013	0940	1944 PICO BLVD	A008		B	G	B	X	1	1
130137041	11/07/2013	1323	600BLK PICO BLVD	A002	21950(A)VC	J	G	B	H	1	
130143820	11/22/2013	0951	10TH ST/PICO BLVD	A008	21202(A)VC	B	A	G	H	1	1
2014	18										
140001108	01/03/2014	2202	14TH ST/PICO BLVD	B002	21950(A)VC	B	G	B	H	1	1
140006768	01/16/2014	1100	OCEAN AVE/PICO BLVD		21453(A)VC	B	D	G	H	1	1
140011165	01/25/2014	1655	4TH ST/PICO BLVD	B002		B	G	B	X	1	1
140034252	03/17/2014	0743	CLOVERFIELD BLVD/PICO BLVD	B002	21950(B)VC	B	G	B	E	1	1
140053161	04/28/2014	1635	11TH ST / PICO	B002	21202(A)VC	J	D	G	X	1	1
140061674	05/16/2014	1904	OCEAN AVE/PICO BLVD	B001	21453(A)VC	B	D	G	H	1	1
140062745	05/19/2014	0736	16TH ST/PICO BLVD	B002	21650.1VC	B	D	G	H		1
140067212	05/28/2014	1513	11TH ST/PICO BLVD	B002	21204(B)VC	B	H	G	H		2
140087623	07/08/2014	1635	EUCLID ST / PICO BLVD	B002	21955VC	B	G	B	H	2	1
140091017	07/15/2014	1145	19TH ST / PICO BLVD	B002		B	H	G	X	1	1
140092890	07/19/2014	1106	4TH ST / PICO BLVD	B002	21202(A)VC	B	B	G	X	1	1
140094240	07/22/2014	1304	30TH ST / PICO BLVD	B002	22107VC	J	D	G	C	1	1
140097681	07/29/2014	1820	OCEAN AVE / PICO BLVD	B001	22107VC	B	C	G	C	1	1
140106036	08/15/2014	1617	4TH ST / PICO BLVD	B002	21202(A)VC	B	D	G	H	1	1
140125471	09/24/2014	1710	18TH ST / PICO BLVD	B002	21453(A)VC	B	G	B	H	1	1
140145002	11/04/2014	2032	APPIAN WAY / PICO BLVD	B001	21954(A)VC	A	G	B	X	1	
140157799	12/01/2014	1240	21ST ST / PICO BLVD	B002	22107VC	J	B	G	C	2	1
140160623	12/09/2014	0925	20TH ST / PICO BLVD	B002	21202(A)VC	B	D	G	E	2	2

TOTAL ACCIDENTS: 131

Accident Type Index:

A: Noninjury TA
 B: Injury TA
 C: CPI Noninjury TA
 D: CPI Injury TA
 E: Counter Report
 F: Fatal TA
 G: CPI Fatal TA
 H: H&R Misdemeanor
 J: H&R Felony
 K: PD Veh Only
 L: H&R Felony CPI
 M: H&R Misdemeanor CPI

Collision Type Index:

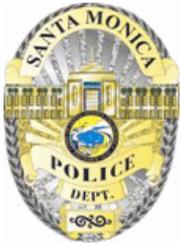
A: Head-on
 B: Sideswipe
 C: Rear End
 D: Broadside
 E: Hit object
 F: Overturned
 G: Vehicle vs. Pedestrian
 H: Other

Involved Type Index:

A: Non-collision/rollover
 B: Pedestrian
 C: Other motor Vehicle
 D: Motorcycle
 E: Parked Motor Vehicle
 F: Public Vehicle
 G: Bicycle
 H: Animal
 I: Fixed Object
 J: Other/mobeable object
 X: Courtesy for out Agency

Primary Collision Factor

(PCF) Index:
 A: Driving under the influence
 B: Speeding
 C: Unsafe/Illegal turn
 D: Unsafe/Illegal lane change
 E: Inattentiveness
 F: Challenging/road rage
 G: Unsafe stop
 H: Right-of-way violation
 X: PCF not known



TRAFFIC ACCIDENTS

Santa Monica Police Department

DATE: CY 2010 THROUGH CY 2014

LOCATION: OLYMPIC BLVD - CITYWIDE INVOLVED WITH "G" OR "B" ONLY

Incident #	Date	Time	Location	Beat	Violation	Accident Type	Collision type	Involved type	PCF	# Vehicles	# Injured
2010		13									
100001630	01/05/2010	1422	LINCOLN BLVD/OLYMPIC BLVD E	A002	21202(A)VC	H	D	G		1	
100016202	02/15/2010	1325	MAIN ST/OLYMPIC DR	A002		B	D	G	X	1	1
100022522	03/04/2010	0756	LINCOLN BLVD/OLYMPIC BLVD E	A002		B	D	G	X	1	1
100037237	04/12/2010	1418	11TH ST / OLYMPIC BLVD E	A008	21453(A)VC	J	D	G	G	2	1
100048522	05/12/2010	1246	14TH ST / OLYMPIC BLVD	A004	21451(A)VC	B	D	G	H	1	1
100050235	05/17/2010	0538	17TH ST / OLYMPIC BLVD	A004	21801(A)VC	D	D	G	C	1	1
100074395	07/17/2010	1200	LINCOLN BLVD/OLYMPIC BLVD E	A002	22107VC	J	B	G	C	2	1
100086979	08/18/2010	1550	17TH ST / OLYMPIC BLVD	A004	22100(A)VC	B	D	G	H	2	1
100113146	10/26/2010	1545	LINCOLN BLVD / OLYMPIC BLVD E	A002	21202(A)VC	B	D	G	H	1	1
100118297	11/08/2010	1759	17TH ST / OLYMPIC BLVD	A004	21801(A)VC	B	H	G	H	2	1
100119847	11/13/2010	0034	11TH ST / OLYMPIC BLVD E	A008	21801(A)VC	B	D	G	C	1	1
100129613	12/10/2010	2121	LINCOLN BLVD / OLYMPIC BLVD	A002	21950(A)VC	B	G	B	X	1	1
100133225	12/20/2010	2303	LINCOLN BLVD / OLYMPIC BLVD E	A002	21956VC	B	G	B	H	1	1
2011		11									
110008948	01/26/2011	1650	4TH ST / OLYMPIC BLVD E	A002		B	H	G	X	1	1
110015363	02/12/2011	1645	LINCOLN BLVD / OLYMPIC BLVD E	A002	21453(D)VC	B	G	B	H	1	1
110019430	02/24/2011	1105	14TH ST / OLYMPIC BLVD	A004	21202(A)VC	B	D	G	H	1	1
110047966	05/11/2011	1215	LINCOLN BLVD/OLYMPIC BLVD E	A002	21950(A)VC	B	G	B	H	1	1
110050369	05/17/2011	1250	4TH ST / OLYMPIC BLVD W	A003	21202(A)VC	B	D	G	H	1	1
110058290	06/06/2011	1515	14TH ST/OLYMPIC BLVD ; E/B	A004	21453(A)VC	B	D	G	G	2	1
110066336	06/27/2011	1535	LINCOLN BLVD / OLYMPIC BLVD W	A003	21950(A)VC	B	G	B	H	1	1
110074927	07/18/2011	1200	CLOVERFIELD BLVD / OLYMPIC BLVD	A006	21451(A)VC	B	D	G	X	1	1
110107154	10/10/2011	1019	17TH ST / OLYMPIC BLVD	A004	21453(D)VC	B	G	B	G	1	1
110112994	10/26/2011	1100	LINCOLN BLVD / OLYMPIC BLVD E	A002	22101(D)VC	J	D	G	C	1	1
110124903	11/28/2011	1452	14TH ST/OLYMPIC BLVD	A004	21950(A)VC	B	G	B	H	1	3
2012		9									
120014184	02/07/2012	1350	4TH ST/OLYMPIC BLVD W	A003	21950(A)VC	B	G	B	H	1	1
120024120	03/02/2012	1612	7TH ST / OLYMPIC BLVD W ; ADJ THE POST OFFICE	A003	21202(A)VC	B	A	G	X	2	1
120027152	03/10/2012	0344	26TH ST/OLYMPIC BLVD	A006	22350VC	J	C	G	B	1	1
120040114	04/11/2012	1044	20TH ST / OLYMPIC BLVD	A004	21202(A)VC	B	D	G	D	1	1
120056033	05/20/2012	1440	OLYMPIC BLVD / CENTINELA	A006	21956(A)VC	B	G	B	X	1	1
120056879	05/22/2012	1940	STEWART ST / OLYMPIC BLVD	A006	21950(A)VC	B	B	B	H	2	1
120111324	09/15/2012	2230	CLOVERFIELD BLVD/OLYMPIC BLVD	A006	21453(A)VC	J	D	G	F	2	1
120143531	11/27/2012	0935	2600BLK OLYMPIC BLVD ; WB	A006	22350VC	B	H	G	B	2	1
120149921	12/12/2012	1505	11TH ST/OLYMPIC BLVD E	A008	21202(A)VC	B	D	G	X	2	1
2013		3									
130003796	01/10/2013	1808	OLYMPIC BLVD/CENTINELA	A006	21950(A)VC	B	G	B	C	1	1
130111661	09/13/2013	0606	LINCOLN BLVD/OLYMPIC BLVD E	A003	22102VC	B	D	G	C	1	1

<u>Incident #</u>	<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>Beat</u>	<u>Violation</u>	<u>Accident Type</u>	<u>Collision type</u>	<u>Involved type</u>	<u>PCF</u>	<u># Vehicles</u>	<u># Injured</u>
130133588	10/30/2013	2207	20TH ST / OLYMPIC BLVD	A004	21950(A)VC	A	G	B	H	2	1
2014	9										
140023497	02/21/2014	1359	11TH ST/OLYMPIC BLVD E	B003	21804(A)VC	B	H	G	H	1	1
140031448	03/11/2014	1050	4TH ST/OLYMPIC BLVD E	B001		B	G	B	X	1	1
140035328	03/19/2014	1130	STEWART ST / OLYMPIC BLVD	B003	22107VC	J	B	G	C	1	1
140074164	06/11/2014	1858	STEWART ST / OLYMPIC BLVD	B003	21650.1VC	B	D	G	H	1	1
140088824	07/10/2014	1944	11TH ST / OLYMPIC BLVD E	B003	20002(A)VC	H	B	G	X	1	
140105858	08/15/2014	1830	STEWART ST / OLYMPIC BLVD	B003	20015VC	B	D	G	X	1	1
140125944	09/25/2014	1615	14TH ST / OLYMPIC BLVD	B003		B	B	G	D	2	1
140137070	10/19/2014	0843	20TH ST / OLYMPIC BLVD	B003	21801(A)VC	B	D	G	C	1	1
140165192	12/19/2014	1305	7TH ST / OLYMPIC BLVD W	B001	22100(A)VC	B	D	G	C	1	1

TOTAL ACCIDENTS: 45

Accident Type Index:

A: Noninjury TA
 B: Injury TA
 C: CPI Noninjury TA
 D: CPI Injury TA
 E: Counter Report
 F: Fatal TA
 G: CPI Fatal TA
 H: H&R Misdemeanor
 J: H&R Felony
 K: PD Veh Only
 L: H&R Felony CPI
 M: H&R Misdemeanor CPI

Collision Type Index:

A: Head-on
 B: Sideswipe
 C: Rear End
 D: Broadside
 E: Hit object
 F: Overtuned
 G: Vehicle vs. Pedestrian
 H: Other

Involved Type Index:

A: Non-collision/rollover
 B: Pedestrian
 C: Other motor Vehicle
 D: Motorcycle
 E: Parked Motor Vehicle
 F: Public Vehicle
 G: Bicycle
 H: Animal
 I: Fixed Object
 J: Other/mobeable object
 X: Courtesy for out Agency

Primary Collision Factor

(PCF) Index:
 A: Driving under the influence
 B: Speeding
 C: Unsafe/Illegal turn
 D: Unsafe/Illegal lane change
 E: Inattentiveness
 F: Challenging/road rage
 G: Unsafe stop
 H: Right-of-way violation
 X: PCF not known



TRAFFIC ACCIDENTS

Santa Monica Police Department

DATE: 01/01/10-12/31/14
Location: 20th St Between Olympic & Pico Blvd

Incident #	Date	Time	Location	Beat	Violation	Accident Type	Collision type	Involved type	PCF	# Vehicles	# Injured
2010		1									
100042363	04/25/2010	2006	1900BLK 20TH ST	A008	21950(B)VC	B	G	B		1	1
2011		6									
110023562	03/07/2011	1805	20TH ST/VIRGINIA AVE	A008	21201(D)VC	B	D	G	H	2	1
110023760	03/08/2011	0925	20TH ST / VIRGINIA AVE	A008	21802(A)VC	D	D	G	C	2	1
110055221	05/29/2011	1201	20TH ST/VIRGINIA AVE	A008	21202(A)VC	B	A	G		1	1
110057862	06/05/2011	1039	20TH ST / VIRGINIA AVE	A008	21954(A)VC	B	G	B	X	1	1
110058600	06/07/2011	1235	20TH ST / PICO BLVD	A008	21202(A)VC	B	D	G	X	1	1
110078218	07/26/2011	1901	20TH ST / DELAWARE AVE	A008	21650.1VC	C	B	G	H	1	
2012		3									
120040114	04/11/2012	1044	20TH ST / OLYMPIC BLVD	A004	21202(A)VC	B	D	G	D	1	1
120060754	05/31/2012	1913	1800BLK 20TH ST ; ALLEY	A008	22107VC	H	A	G	C	1	
120140248	11/18/2012	1758	20TH ST / PICO BLVD	A008	21456(B)VC	B	G	B	H	1	1
2013		4									
130056706	05/16/2013	0935	20TH ST/DELAWARE AVE	A008	21801(A)VC	J	D	G	C	2	1
130084665	07/18/2013	1810	1700BLK 20TH ST	A008	22107VC	B	B	G	C	2	1
130092813	08/05/2013	1305	20TH ST/PICO BLVD	A008	21950(A)VC	B	G	B	H	2	1
130133588	10/30/2013	2207	20TH ST / OLYMPIC BLVD	A004	21950(A)VC	A	G	B	H	2	1
2014		2									
140137070	10/19/2014	0843	20TH ST / OLYMPIC BLVD	B003	21801(A)VC	B	D	G	C	1	1
140160623	12/09/2014	0925	20TH ST / PICO BLVD	B002	21202(A)VC	B	D	G	E	2	2

TOTAL ACCIDENTS: 16

Accident Type Index:

- A: Noninjury TA
- B: Injury TA
- C: CPI Noninjury TA
- D: CPI Injury TA
- E: Counter Report
- F: Fatal TA
- G: CPI Fatal TA
- H: H&R Misdemeanor
- J: H&R Felony
- K: PD Veh Only
- L: H&R Felony CPI
- M: H&R Misdemeanor CPI

Collision Type Index:

- A: Head-on
- B: Sideswipe
- C: Rear End
- D: Broadside
- E: Hit object
- F: Overturned
- G: Vehicle vs. Pedestrian
- H: Other

Involved Type Index:

- A: Non-collision/rollover
- B: Pedestrian
- C: Other motor Vehicle
- D: Motorcycle
- E: Parked Motor Vehicle
- F: Public Vehicle
- G: Bicycle
- H: Animal
- I: Fixed Object
- J: Other/mobeable object
- X: Courtesy for out Agency

Primary Collision Factor

- (PCF) Index:**
- A: Driving under the influence
 - B: Speeding
 - C: Unsafe/Illegal turn
 - D: Unsafe/Illegal lane change
 - E: Inattentiveness
 - F: Challenging/road rage
 - G: Unsafe stop
 - H: Right-of-way violation
 - X: PCF not known

Census Tract	CES 2.0 Score	CES 2.0 Percentile Range	Total Population	Race or ethnicity from 2010 Census (%)					
				Hispanic (%)	White (%)	African American (%)	Native American (%)	Asian American (%)	Other (%)
6037701801	35.13	71-75%	5867	37.2	35.9	8.7	0.4	14.4	3.5
6037701802	32.48	66-70%	4463	32.7	41.7	13.7	0.2	8.3	3.4

	A	B	C	D	E	F	G	H	I	J	K
1	S0802: MEANS OF TRANSPORTATION										
2	2006-2010 American Community Survey										
3	Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.										
4	Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on										
5	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides										
6	Estimates Program provides										
7	Subject		Census Tract 7018.01, Los Angeles County, California								
8			Total		Car, truck, or van --		Car, truck, or van --		Public transportation		
9			Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	
10	Workers 16 years and over		3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105	
11	AGE										
12	16 to 19 years		1.2%	+/-1.2	0.0%	+/-2.1	0.0%	+/-14.4	13.0%	+/-21.4	
13	20 to 24 years		7.0%	+/-3.8	6.4%	+/-3.8	0.0%	+/-14.4	31.7%	+/-40.1	
14	25 to 44 years		54.8%	+/-7.4	58.1%	+/-9.0	77.7%	+/-17.1	29.8%	+/-33.3	
15	45 to 54 years		19.6%	+/-5.9	13.3%	+/-5.4	9.8%	+/-10.7	19.9%	+/-23.1	
16	55 to 59 years		8.2%	+/-3.1	8.9%	+/-4.2	6.6%	+/-11.2	5.6%	+/-10.1	
17	60 years and over		9.2%	+/-4.7	13.3%	+/-7.4	5.9%	+/-9.3	0.0%	+/-21.8	
18	Median age (years)		38.0	+/-4.6	36.2	+/-2.7	42.4	+/-1.8	29.7	+/-14.9	

	A	B	C	D	E	F	G	H	I	J	K
19	SEX										
20	Male			46.3%	+/-6.3	43.5%	+/-6.8	49.6%	+/-14.7	51.6%	+/-36.3
21	Female			53.7%	+/-6.3	56.5%	+/-6.8	50.4%	+/-14.7	48.4%	+/-36.3
22	RACE AND HISPANIC OR LATINO										
23	One race			97.2%	+/-2.6	95.7%	+/-3.9	98.0%	+/-6.3	100.0%	+/-21.8
24	White			69.5%	+/-9.9	73.4%	+/-9.8	49.6%	+/-24.3	68.3%	+/-31.6
25	Black or African American			6.1%	+/-3.6	3.0%	+/-3.5	6.6%	+/-11.2	0.0%	+/-21.8
26	American Indian and Alaska Native			0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
27	Asian			7.0%	+/-3.2	5.0%	+/-3.4	28.1%	+/-23.3	18.6%	+/-24.5
28	Native Hawaiian and Other Pacific			0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
29	Some other race			14.5%	+/-7.7	14.3%	+/-9.4	13.7%	+/-15.3	13.0%	+/-21.4
30	Two or more races			2.8%	+/-2.6	4.3%	+/-3.9	2.0%	+/-6.3	0.0%	+/-21.8
31	Hispanic or Latino origin (of any race)			32.8%	+/-5.7	32.5%	+/-9.9	17.2%	+/-17.2	49.7%	+/-37.4
32	White alone, not Hispanic or Latino			51.4%	+/-6.7	55.2%	+/-9.2	48.0%	+/-24.2	31.7%	+/-40.1
33	CITIZENSHIP STATUS										
34	Native			70.7%	+/-6.6	78.5%	+/-9.4	69.5%	+/-23.6	44.7%	+/-39.6
35	Foreign born			29.3%	+/-6.6	21.5%	+/-9.4	30.5%	+/-23.6	55.3%	+/-39.6
36	Naturalized U.S. citizen			18.8%	+/-5.9	18.3%	+/-9.1	0.0%	+/-14.4	14.3%	+/-14.5
37	Not a U.S. citizen			10.5%	+/-4.5	3.2%	+/-2.7	30.5%	+/-23.6	41.0%	+/-34.6
38	LANGUAGE SPOKEN AT HOME AND										
39	Speak language other than English			37.0%	+/-6.8	33.3%	+/-9.0	39.1%	+/-23.3	55.3%	+/-39.6
40	Speak English "very well"			25.6%	+/-7.7	24.5%	+/-9.5	28.1%	+/-21.6	29.8%	+/-33.3
41	Speak English less than "very well"			11.4%	+/-4.7	8.8%	+/-4.9	10.9%	+/-16.9	25.5%	+/-24.8
42	EARNINGS IN THE PAST 12 MONTHS										
43	Workers 16 years and over with			3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105
44	\$1 to \$9,999 or loss			15.3%	+/-6.6	5.6%	+/-4.2	7.8%	+/-11.4	67.1%	+/-29.9
45	\$10,000 to \$14,999			5.5%	+/-3.3	8.7%	+/-5.3	1.6%	+/-4.9	0.0%	+/-21.8
46	\$15,000 to \$24,999			13.1%	+/-4.2	13.5%	+/-6.5	16.4%	+/-13.6	8.7%	+/-14.0
47	\$25,000 to \$34,999			14.2%	+/-4.9	13.8%	+/-6.9	15.2%	+/-18.4	0.0%	+/-21.8
48	\$35,000 to \$49,999			19.5%	+/-6.6	22.0%	+/-8.7	5.1%	+/-7.7	13.0%	+/-17.5
49	\$50,000 to \$64,999			8.3%	+/-3.7	9.1%	+/-4.4	27.3%	+/-20.4	0.0%	+/-21.8
50	\$65,000 to \$74,999			5.3%	+/-3.2	4.9%	+/-3.8	12.1%	+/-12.7	0.0%	+/-21.8
51	\$75,000 or more			18.6%	+/-4.9	22.5%	+/-7.9	14.5%	+/-11.7	11.2%	+/-19.1
52	Median earnings (dollars)			36,166	+/-5,509	40,324	+/-7,192	55,192	+/-29,769	2,500-	***
53	POVERTY STATUS IN THE PAST 12										
54	Workers 16 years and over for whom			3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105
55	Below 100 percent of the poverty level			10.2%	+/-6.4	2.5%	+/-3.2	1.6%	+/-4.9	54.0%	+/-36.1
56	100 to 149 percent of the poverty level			5.8%	+/-3.6	5.7%	+/-4.4	0.0%	+/-14.4	13.0%	+/-21.4
57	At or above 150 percent of the poverty			84.0%	+/-6.9	91.8%	+/-5.2	98.4%	+/-4.9	32.9%	+/-29.9

	A	B	C	D	E	F	G	H	I	J	K
58	Workers 16 years and over			3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105
59	OCCUPATION										
60	Management, business, science, and			47.5%	+/-6.5	56.6%	+/-9.8	60.2%	+/-22.2	18.6%	+/-24.5
61	Service occupations			26.5%	+/-8.0	27.1%	+/-11.4	17.6%	+/-18.4	31.1%	+/-35.8
62	Sales and office occupations			20.1%	+/-7.0	12.0%	+/-6.1	22.3%	+/-18.9	50.3%	+/-38.2
63	Natural resources, construction, and			2.6%	+/-2.5	1.1%	+/-1.5	0.0%	+/-14.4	0.0%	+/-21.8
64	Production, transportation, and material			3.3%	+/-3.1	3.3%	+/-2.9	0.0%	+/-14.4	0.0%	+/-21.8
65	Military specific occupations			0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
66	INDUSTRY										
67	Agriculture, forestry, fishing and hunting,			0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
68	Construction			0.9%	+/-1.1	1.4%	+/-1.9	0.0%	+/-14.4	0.0%	+/-21.8
69	Manufacturing			7.6%	+/-4.0	9.4%	+/-5.2	0.0%	+/-14.4	0.0%	+/-21.8
70	Wholesale trade			0.4%	+/-0.7	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
71	Retail trade			9.0%	+/-5.6	6.0%	+/-5.0	0.0%	+/-14.4	44.7%	+/-39.6
72	Transportation and warehousing, and			3.4%	+/-2.9	4.3%	+/-4.5	0.0%	+/-14.4	0.0%	+/-21.8
73	Information and finance and insurance,			9.8%	+/-4.0	10.0%	+/-5.5	7.4%	+/-11.2	7.5%	+/-13.2
74	Professional, scientific, management,			19.3%	+/-6.0	18.8%	+/-7.0	28.1%	+/-18.3	0.0%	+/-21.8
75	Educational services, and health care			25.4%	+/-6.0	24.9%	+/-7.4	32.4%	+/-20.3	33.5%	+/-32.3
76	Arts, entertainment, and recreation, and			11.8%	+/-4.4	11.9%	+/-6.0	6.6%	+/-9.6	14.3%	+/-14.5
77	Other services (except public			10.4%	+/-4.3	10.9%	+/-6.4	25.4%	+/-21.8	0.0%	+/-21.8
78	Public administration			1.5%	+/-1.6	1.7%	+/-2.4	0.0%	+/-14.4	0.0%	+/-21.8
79	Armed forces			0.4%	+/-0.7	0.7%	+/-1.1	0.0%	+/-14.4	0.0%	+/-21.8
80	CLASS OF WORKER										
81	Private wage and salary workers			77.0%	+/-6.4	81.6%	+/-6.5	84.8%	+/-16.2	88.8%	+/-19.1
82	Government workers			9.0%	+/-3.6	7.0%	+/-3.2	9.4%	+/-14.3	11.2%	+/-19.1
83	Self-employed workers in own not			14.0%	+/-6.2	11.4%	+/-5.6	5.9%	+/-9.3	0.0%	+/-21.8
84	Unpaid family workers			0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
85	PLACE OF WORK										
86	Worked in state of residence			100.0%	+/-1.3	100.0%	+/-2.1	100.0%	+/-14.4	100.0%	+/-21.8
87	Worked in county of residence			97.4%	+/-1.8	95.9%	+/-2.8	100.0%	+/-14.4	100.0%	+/-21.8
88	Worked outside county of residence			2.6%	+/-1.8	4.1%	+/-2.8	0.0%	+/-14.4	0.0%	+/-21.8
89	Worked outside state of residence			0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
90	Workers 16 years and over who did not			2,891	+/-348	1,888	+/-403	256	+/-115	161	+/-105
91	TIME LEAVING HOME TO GO TO										
92	12:00 a.m. to 4:59 a.m.			0.0%	+/-1.4	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8
93	5:00 a.m. to 5:29 a.m.			5.1%	+/-3.6	0.8%	+/-1.2	27.0%	+/-20.4	0.0%	+/-21.8
94	5:30 a.m. to 5:59 a.m.			2.0%	+/-1.5	3.0%	+/-2.2	0.0%	+/-14.4	0.0%	+/-21.8
95	6:00 a.m. to 6:29 a.m.			8.9%	+/-4.3	11.9%	+/-6.3	0.0%	+/-14.4	11.2%	+/-19.1
96	6:30 a.m. to 6:59 a.m.			4.9%	+/-2.7	4.6%	+/-3.3	10.9%	+/-13.1	8.7%	+/-14.0

	A	B	C	D	E	F	G	H	I	J	K
97	7:00 a.m. to 7:29 a.m.			9.4%	+/-5.6	10.8%	+/-8.5	14.1%	+/-16.8	0.0%	+/-21.8
98	7:30 a.m. to 7:59 a.m.			8.6%	+/-3.7	8.3%	+/-4.5	21.1%	+/-17.9	0.0%	+/-21.8
99	8:00 a.m. to 8:29 a.m.			14.9%	+/-5.8	14.6%	+/-7.7	4.7%	+/-7.1	54.0%	+/-36.1
100	8:30 a.m. to 8:59 a.m.			7.3%	+/-4.1	6.5%	+/-4.8	0.0%	+/-14.4	7.5%	+/-13.2
101	9:00 a.m. to 11:59 p.m.			38.9%	+/-8.1	39.6%	+/-10.4	22.3%	+/-19.4	18.6%	+/-24.0
102	TRAVEL TIME TO WORK										
103	Less than 10 minutes			15.4%	+/-6.3	7.1%	+/-5.5	9.4%	+/-14.3	11.2%	+/-19.1
104	10 to 14 minutes			22.7%	+/-8.4	29.4%	+/-10.1	12.5%	+/-13.3	0.0%	+/-21.8
105	15 to 19 minutes			14.3%	+/-5.0	15.9%	+/-5.9	14.1%	+/-11.2	0.0%	+/-21.8
106	20 to 24 minutes			10.1%	+/-4.6	4.1%	+/-3.1	37.1%	+/-24.6	13.0%	+/-21.4
107	25 to 29 minutes			2.1%	+/-2.1	2.5%	+/-3.1	5.5%	+/-8.9	0.0%	+/-21.8
108	30 to 34 minutes			14.3%	+/-6.3	17.1%	+/-8.4	9.0%	+/-14.2	8.7%	+/-14.0
109	35 to 44 minutes			9.9%	+/-4.7	10.5%	+/-5.7	10.9%	+/-16.9	37.3%	+/-38.4
110	45 to 59 minutes			5.2%	+/-2.9	6.1%	+/-4.1	1.6%	+/-4.9	7.5%	+/-13.2
111	60 or more minutes			5.9%	+/-4.5	7.2%	+/-5.3	0.0%	+/-14.4	22.4%	+/-31.8
112	Mean travel time to work (minutes)			21.9	+/-3.5	23.6	+/-4.2	20.4	+/-4.8	37.0	+/-12.1
113	Workers 16 years and over in households			3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105
114	HOUSING TENURE										
115	Owner-occupied housing units			28.4%	+/-9.3	35.9%	+/-13.8	13.7%	+/-14.5	11.2%	+/-19.1
116	Renter-occupied housing units			71.6%	+/-9.3	64.1%	+/-13.8	86.3%	+/-14.5	88.8%	+/-19.1
117	VEHICLES AVAILABLE										
118	No vehicle available			7.9%	+/-4.5	0.9%	+/-1.5	6.6%	+/-11.2	35.4%	+/-35.2
119	1 vehicle available			34.5%	+/-7.6	34.8%	+/-9.7	20.3%	+/-21.4	19.9%	+/-23.1
120	2 vehicles available			40.7%	+/-8.7	40.9%	+/-10.5	67.2%	+/-24.7	44.7%	+/-39.6
121	3 or more vehicles available			16.9%	+/-7.0	23.4%	+/-9.4	5.9%	+/-9.5	0.0%	+/-21.8
122	PERCENT IMPUTED										
123	Means of transportation to work			1.4%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
124	Time leaving home to go to work			4.4%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
125	Travel time to work			2.6%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
126	Vehicles available			0.0%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
127											

	A	B	C	D	E	F	G	H	I	J	K
135											
136											
137											
138											
139											
140											
141											

	A	B	C	D	E	F	G	H	I	J	K
142											
143											
144											
145											

	A	B	C	D	E	F	G	H	I	J	K
146											
147											

	A	B	C	D	E	F	G	H	I	J	K
148											

	L	M	N	O	P	Q	R	S	T	U	V
1											
2											
3											
4											
5											
6											
7	Census Tract 7018.02, Los Angeles County, California									Subject	
8	Total		Car, truck, or van --		Car, truck, or van --		Public transportation				
9	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of			
10	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over		
11									AGE		
12	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	16 to 19 years		
13	8.4%	+/-4.4	6.8%	+/-5.3	21.1%	+/-26.3	0.0%	+/-20.1	20 to 24 years		
14	62.0%	+/-7.5	65.5%	+/-9.3	44.7%	+/-29.5	33.3%	+/-24.3	25 to 44 years		
15	16.4%	+/-5.0	15.3%	+/-6.1	34.2%	+/-27.8	24.3%	+/-19.3	45 to 54 years		
16	5.6%	+/-3.0	6.6%	+/-3.8	0.0%	+/-28.8	7.9%	+/-11.8	55 to 59 years		
17	7.6%	+/-4.5	5.8%	+/-3.4	0.0%	+/-28.8	34.5%	+/-28.3	60 years and over		
18	35.7	+/-2.3	34.9	+/-3.3	34.8	+/-17.0	52.0	+/-9.5	Median age (years)		

	L	M	N	O	P	Q	R	S	T	U	N
19											SEX
20	56.1%	+/-7.1	52.8%	+/-8.6	55.3%	+/-30.9	39.0%	+/-21.5			Male
21	43.9%	+/-7.1	47.2%	+/-8.6	44.7%	+/-30.9	61.0%	+/-21.5			Female
22											RACE AND HISPANIC OR LATINO
23	98.0%	+/-1.5	97.9%	+/-1.7	100.0%	+/-28.8	94.4%	+/-10.2			One race
24	69.1%	+/-7.5	71.5%	+/-7.5	73.7%	+/-28.3	65.0%	+/-25.8			White
25	9.3%	+/-5.1	8.8%	+/-6.0	18.4%	+/-26.1	9.0%	+/-13.6			Black or African American
26	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1			American Indian and Alaska Native
27	11.3%	+/-6.0	10.2%	+/-5.9	7.9%	+/-14.2	0.0%	+/-20.1			Asian
28	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1			Native Hawaiian and Other Pacific
29	8.3%	+/-4.4	7.3%	+/-4.4	0.0%	+/-28.8	20.3%	+/-21.0			Some other race
30	2.0%	+/-1.5	2.1%	+/-1.7	0.0%	+/-28.8	5.6%	+/-10.2			Two or more races
31	20.2%	+/-7.3	15.0%	+/-5.8	23.7%	+/-32.6	59.3%	+/-23.5			Hispanic or Latino origin (of any race)
32	58.2%	+/-8.1	63.1%	+/-7.7	50.0%	+/-34.1	31.6%	+/-22.1			White alone, not Hispanic or Latino
33											CITIZENSHIP STATUS
34	74.2%	+/-8.4	80.3%	+/-7.4	85.1%	+/-18.3	42.4%	+/-26.9			Native
35	25.8%	+/-8.4	19.7%	+/-7.4	14.9%	+/-18.3	57.6%	+/-26.9			Foreign born
36	14.0%	+/-5.1	13.5%	+/-6.0	0.0%	+/-28.8	35.6%	+/-27.0			Naturalized U.S. citizen
37	11.8%	+/-5.4	6.2%	+/-4.1	14.9%	+/-18.3	22.0%	+/-19.1			Not a U.S. citizen
38											LANGUAGE SPOKEN AT HOME AND
39	31.2%	+/-8.7	25.6%	+/-7.7	31.6%	+/-33.7	60.5%	+/-24.3			Speak language other than English
40	20.2%	+/-7.3	16.3%	+/-6.1	23.7%	+/-32.6	27.1%	+/-23.3			Speak English "very well"
41	11.0%	+/-5.3	9.4%	+/-5.0	7.9%	+/-14.2	33.3%	+/-27.7			Speak English less than "very well"
42											EARNINGS IN THE PAST 12 MONTHS
43	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99			Workers 16 years and over with
44	7.9%	+/-4.3	4.6%	+/-4.5	5.3%	+/-11.6	24.9%	+/-20.7			\$1 to \$9,999 or loss
45	3.1%	+/-3.0	3.1%	+/-4.3	0.0%	+/-28.8	5.6%	+/-9.0			\$10,000 to \$14,999
46	14.1%	+/-4.8	11.8%	+/-5.4	0.0%	+/-28.8	49.7%	+/-28.2			\$15,000 to \$24,999
47	15.3%	+/-7.3	16.8%	+/-9.5	22.8%	+/-24.3	5.1%	+/-9.0			\$25,000 to \$34,999
48	20.3%	+/-5.9	25.6%	+/-7.9	7.0%	+/-12.2	6.8%	+/-11.1			\$35,000 to \$49,999
49	16.7%	+/-5.1	12.8%	+/-5.6	57.0%	+/-31.9	7.9%	+/-11.8			\$50,000 to \$64,999
50	6.1%	+/-2.9	8.3%	+/-4.0	0.0%	+/-28.8	0.0%	+/-20.1			\$65,000 to \$74,999
51	16.6%	+/-4.8	16.9%	+/-5.1	7.9%	+/-11.3	0.0%	+/-20.1			\$75,000 or more
52	40,640	+/-4,338	40,935	+/-4,918	52,024	+/-16,479	20,980	+/-829			Median earnings (dollars)
53											POVERTY STATUS IN THE PAST 12
54	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99			Workers 16 years and over for whom
55	3.1%	+/-3.2	3.5%	+/-4.4	0.0%	+/-28.8	7.9%	+/-12.1			Below 100 percent of the poverty level
56	4.4%	+/-3.7	5.9%	+/-5.0	0.0%	+/-28.8	0.0%	+/-20.1			100 to 149 percent of the poverty level
57	92.5%	+/-3.7	90.6%	+/-4.8	100.0%	+/-28.8	92.1%	+/-12.1			At or above 150 percent of the poverty

	L	M	N	O	P	Q	R	S	T	U	N
58	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over		
59									OCCUPATION		
60	53.0%	+/-7.4	54.3%	+/-8.7	30.7%	+/-29.6	15.8%	+/-17.0	Management, business, science, and		
61	15.1%	+/-6.3	17.1%	+/-8.2	0.0%	+/-28.8	13.6%	+/-15.4	Service occupations		
62	22.0%	+/-6.8	17.4%	+/-6.5	61.4%	+/-29.3	57.1%	+/-23.7	Sales and office occupations		
63	2.6%	+/-2.2	3.1%	+/-3.3	0.0%	+/-28.8	0.0%	+/-20.1	Natural resources, construction, and		
64	7.3%	+/-4.0	8.0%	+/-5.5	7.9%	+/-14.2	13.6%	+/-17.5	Production, transportation, and material		
65	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Military specific occupations		
66									INDUSTRY		
67	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Agriculture, forestry, fishing and hunting,		
68	1.7%	+/-1.8	2.4%	+/-2.6	0.0%	+/-28.8	0.0%	+/-20.1	Construction		
69	7.9%	+/-4.6	8.1%	+/-5.6	7.9%	+/-14.2	14.7%	+/-15.6	Manufacturing		
70	1.3%	+/-1.3	1.2%	+/-1.4	0.0%	+/-28.8	5.6%	+/-9.0	Wholesale trade		
71	7.3%	+/-3.9	9.4%	+/-5.5	0.0%	+/-28.8	5.1%	+/-9.0	Retail trade		
72	1.8%	+/-1.5	2.1%	+/-2.3	5.3%	+/-11.6	0.0%	+/-20.1	Transportation and warehousing, and		
73	23.6%	+/-7.2	19.3%	+/-7.5	54.4%	+/-31.6	9.0%	+/-13.6	Information and finance and insurance,		
74	15.7%	+/-5.4	16.6%	+/-5.8	0.0%	+/-28.8	15.3%	+/-19.0	Professional, scientific, management,		
75	18.2%	+/-6.5	18.7%	+/-8.0	18.4%	+/-26.1	25.4%	+/-28.9	Educational services, and health care		
76	15.7%	+/-5.6	15.1%	+/-7.2	0.0%	+/-28.8	19.2%	+/-18.5	Arts, entertainment, and recreation, and		
77	5.0%	+/-3.6	5.3%	+/-5.0	7.0%	+/-10.8	5.6%	+/-10.2	Other services (except public		
78	1.7%	+/-1.8	1.8%	+/-2.4	7.0%	+/-12.2	0.0%	+/-20.1	Public administration		
79	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Armed forces		
80									CLASS OF WORKER		
81	89.2%	+/-3.4	89.7%	+/-5.3	72.8%	+/-24.8	100.0%	+/-20.1	Private wage and salary workers		
82	5.4%	+/-2.7	3.7%	+/-3.0	12.3%	+/-16.7	0.0%	+/-20.1	Government workers		
83	5.4%	+/-2.7	6.6%	+/-4.6	14.9%	+/-21.8	0.0%	+/-20.1	Self-employed workers in own not		
84	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Unpaid family workers		
85									PLACE OF WORK		
86	99.7%	+/-0.7	100.0%	+/-3.1	94.7%	+/-11.6	100.0%	+/-20.1	Worked in state of residence		
87	98.8%	+/-1.2	98.7%	+/-1.4	94.7%	+/-11.6	100.0%	+/-20.1	Worked in county of residence		
88	0.9%	+/-1.0	1.3%	+/-1.4	0.0%	+/-28.8	0.0%	+/-20.1	Worked outside county of residence		
89	0.3%	+/-0.7	0.0%	+/-3.1	5.3%	+/-11.6	0.0%	+/-20.1	Worked outside state of residence		
90	1,777	+/-255	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over who did not		
91									TIME LEAVING HOME TO GO TO		
92	0.5%	+/-0.9	0.0%	+/-3.1	7.9%	+/-14.2	0.0%	+/-20.1	12:00 a.m. to 4:59 a.m.		
93	1.6%	+/-1.4	1.4%	+/-1.7	0.0%	+/-28.8	5.6%	+/-9.0	5:00 a.m. to 5:29 a.m.		
94	2.3%	+/-2.9	0.9%	+/-1.7	0.0%	+/-28.8	0.0%	+/-20.1	5:30 a.m. to 5:59 a.m.		
95	7.3%	+/-3.2	10.1%	+/-4.5	0.0%	+/-28.8	0.0%	+/-20.1	6:00 a.m. to 6:29 a.m.		
96	4.5%	+/-3.6	3.5%	+/-3.7	23.7%	+/-32.6	0.0%	+/-20.1	6:30 a.m. to 6:59 a.m.		

	L	M	N	O	P	Q	R	S	T	U	N
97	9.7%	+/-4.5	10.4%	+/-5.0	0.0%	+/-28.8	23.2%	+/-22.2	7:00 a.m. to 7:29 a.m.		
98	11.4%	+/-4.5	8.7%	+/-4.2	7.0%	+/-12.2	37.3%	+/-28.6	7:30 a.m. to 7:59 a.m.		
99	19.4%	+/-7.7	20.8%	+/-9.7	34.2%	+/-29.5	9.0%	+/-13.6	8:00 a.m. to 8:29 a.m.		
100	9.0%	+/-3.8	10.2%	+/-5.1	20.2%	+/-22.6	0.0%	+/-20.1	8:30 a.m. to 8:59 a.m.		
101	34.3%	+/-7.8	33.9%	+/-9.6	7.0%	+/-10.8	24.9%	+/-20.2	9:00 a.m. to 11:59 p.m.		
102									TRAVEL TIME TO WORK		
103	13.5%	+/-5.1	13.4%	+/-6.3	14.9%	+/-21.8	0.0%	+/-20.1	Less than 10 minutes		
104	17.1%	+/-5.7	18.2%	+/-7.0	0.0%	+/-28.8	20.3%	+/-19.2	10 to 14 minutes		
105	15.5%	+/-7.2	10.4%	+/-6.4	12.3%	+/-16.7	19.8%	+/-28.5	15 to 19 minutes		
106	6.5%	+/-4.3	3.6%	+/-2.9	42.1%	+/-34.3	0.0%	+/-20.1	20 to 24 minutes		
107	8.3%	+/-4.4	11.6%	+/-6.1	0.0%	+/-28.8	0.0%	+/-20.1	25 to 29 minutes		
108	20.3%	+/-7.0	26.3%	+/-8.3	14.9%	+/-17.3	0.0%	+/-20.1	30 to 34 minutes		
109	9.3%	+/-4.3	7.4%	+/-4.8	0.0%	+/-28.8	40.7%	+/-25.7	35 to 44 minutes		
110	3.2%	+/-2.8	4.4%	+/-3.7	0.0%	+/-28.8	0.0%	+/-20.1	45 to 59 minutes		
111	6.3%	+/-4.0	4.7%	+/-4.6	15.8%	+/-23.2	19.2%	+/-18.6	60 or more minutes		
112	23.9	+/-3.1	23.7	+/-3.3	25.0	+/-10.3	37.7	+/-13.6	Mean travel time to work (minutes)		
113	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over in households		
114									HOUSING TENURE		
115	13.9%	+/-6.0	14.7%	+/-7.1	29.8%	+/-27.6	0.0%	+/-20.1	Owner-occupied housing units		
116	86.1%	+/-6.0	85.3%	+/-7.1	70.2%	+/-27.6	100.0%	+/-20.1	Renter-occupied housing units		
117									VEHICLES AVAILABLE		
118	11.5%	+/-6.8	7.0%	+/-8.0	0.0%	+/-28.8	27.7%	+/-20.7	No vehicle available		
119	45.0%	+/-9.7	42.3%	+/-10.6	23.7%	+/-32.6	59.9%	+/-23.8	1 vehicle available		
120	26.2%	+/-9.0	28.7%	+/-10.3	76.3%	+/-32.6	6.8%	+/-11.1	2 vehicles available		
121	17.3%	+/-8.9	22.0%	+/-12.4	0.0%	+/-28.8	5.6%	+/-9.0	3 or more vehicles available		
122									PERCENT IMPUTED		
123	7.9%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Means of transportation to work		
124	14.1%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Time leaving home to go to work		
125	10.7%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Travel time to work		
126	1.6%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Vehicles available		
127											

	L	M	N	O	P	Q	R	S	T	U	V
128											
129											
130											
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146											
147											

	L	M	N	O	P	Q	R	S	T	U	V
148											

From: [Chandini Singh](#)
To: [Laura Beck](#)
Cc: [Travis Page](#); [Sarah Lejeune](#); [Colleen E. Stoll](#)
Subject: RE: ATP2 Application for 20th Street Bridge Crossing
Date: Tuesday, May 19, 2015 3:08:00 PM
Attachments: [Attachment 2 20th Street Bridge Crossing_ia comments.pdf](#)
[DPH LOS Santa Monica 20th St Bridge.pdf](#)
[LA Co DPH Guide for ATP 2015_final.docx](#)

Hi Laura,

Please find a letter of support attached for the 20th Street Bridge project attached.

Hi Travis, Sarah, and Colleen,

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

All,

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

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

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

Thanks!
Chanda

From: Laura Beck [mailto:Laura.Beck@SMGOV.NET]
Sent: Friday, May 08, 2015 4:19 PM
To: Chandini Singh
Subject: ATP2 Application for 20th Street Bridge Crossing

Dear Chanda:

The City of Santa Monica is applying for ATP Cycle 2 funds to implement pedestrian and bicycle path improvements for the 20th Street Bridge Crossing project. We believe this project will benefit the public health by enhancing pedestrians' and cyclists' sense of security, comfort and connection, which will promote Light Rail usage and encourage walking or bicycling as a preferable means of getting to school and work. Furthermore, by facilitating walking and biking and encouraging transit use through improved active transportation connections, the proposed project would also result in decreased automobile trips that produce GHG emissions impacting air quality and particularly harming persons with asthma and other environmentally-related health conditions. The City is currently implementing a Bloomberg Health and Wellbeing grant to look at the City of Santa Monica's overall wellbeing and supporting walkability, cited as one of the distinctive factors of wellbeing in Santa Monica.

We appreciate the information booklet prepared by the County Department of Public Health (DPH) to inform the City's discussion of community health status in the ATP application. We have completed the requested questionnaire and wanted to reach out to you and see if there might be an opportunity for DPH to provide input as noted below.

Sincerely,

Laura Beck, AICP

Senior Planner

City of Santa Monica, Strategic & Transportation Planning Division

laura.beck@smgov.net

310-458-8341 smgov.net/pcd

[facebook](#) | [youtube](#) | [twitter](#)

DPH Questionnaire

1. General Project Information

Project Sponsor:	City of Santa Monica
Contact Person:	Francie Stefan, Strategic & Transportation Planning Manager
Contact Phone/Email:	(310) 458-8341 francie.stefan@smgov.net
Partner Agency:	N/A

2. Project Title and Description

Project Title:	20 th Street Bridge Crossing
Project Type:	Infrastructure
Focus:	Walking and Biking
SPA:	Service Area 5 - West
Location & Project Description:	Pico Neighborhood in Santa Monica. 20 th Street and Michigan Avenue. Project will close a gap in the bicycle network by connecting discontinuous segments of Michigan Avenue across the Santa Monica Freeway at the existing 20th Street overcrossing and will also improve pedestrian access. See attached detailed project description.
Maps/Project Plans:	See Attached.
Selection Process & Community Input:	This project is a key component of the proposed Bergamot Connector and reflects community input on the Michigan Avenue Neighborhood Greenway - Final Concept Plan which was adopted in 2014 and the Bike Action Plan adopted in 2011. Santa Monica has taken a leadership role in supporting healthy and active lifestyles among its residents and people who work in the city, and this project is another step to promote that effort by providing higher quality pedestrian and cycling environments and by closing a gap in the bike route, which will encourage walking and biking as well as improve access to transit and the new light rail line.

3. DHP Engagement

As part of our efforts to create a Wellbeing Index for The Wellbeing Project the City has obtained data from the LA County Department of Public Health. Specifically, our partners at the RAND Corporation consulted with DPH while preparing the Wellbeing Index which includes measurements or assessments of the multiple dimensions of wellbeing, including: Outlook; Community; Place; Learning; Health; and, Economic Opportunity. www.smgov.net/wellbeing While the Index considered data available through DPH, it was determined by our research team that indicators from other sources had greater signal value (ie: better fit our wellbeing measurement needs); we did engage the following County staff/departments in providing data.

County Community Health Assessment Data
Nadiya Juma, MPH
njuma@ph.lacounty.gov

Data on gestational age at birth:
Chandra Higgins, MPH Epidemiologist

Data on Numbers and Causes of Death from:
Loren Lieb, MPH Supervising Epidemiologist
llieb@ph.lacounty.gov

The proposed bicycle and pedestrian infrastructure project will help address public health issues for people living in communities with higher obesity and other risk factors by encouraging walking and biking. Additionally, through improved active transportation connections, the proposed project would also result in decreased automobile trips that produce GHG emissions impacting air quality and particularly harming persons with asthma and other environmentally related health conditions.

4. Additional Goals and/or Assistance Needed from DPH

We would be interested in guidance regarding how best to quantify the public benefit(s) associated with these biking and walking infrastructure improvements. We would also like to know if you see additional data that would support our application for funds to improve facilities for walking and biking as a health and safety goal. Finally, it would be helpful if you would be willing to make a statement that this project would have health benefits.

ATTACHMENTS:
Project Description and Maps

DPH Questionnaire

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Contact Phone/Email:	(310) 458-8341 francie.stefan@smgov.net
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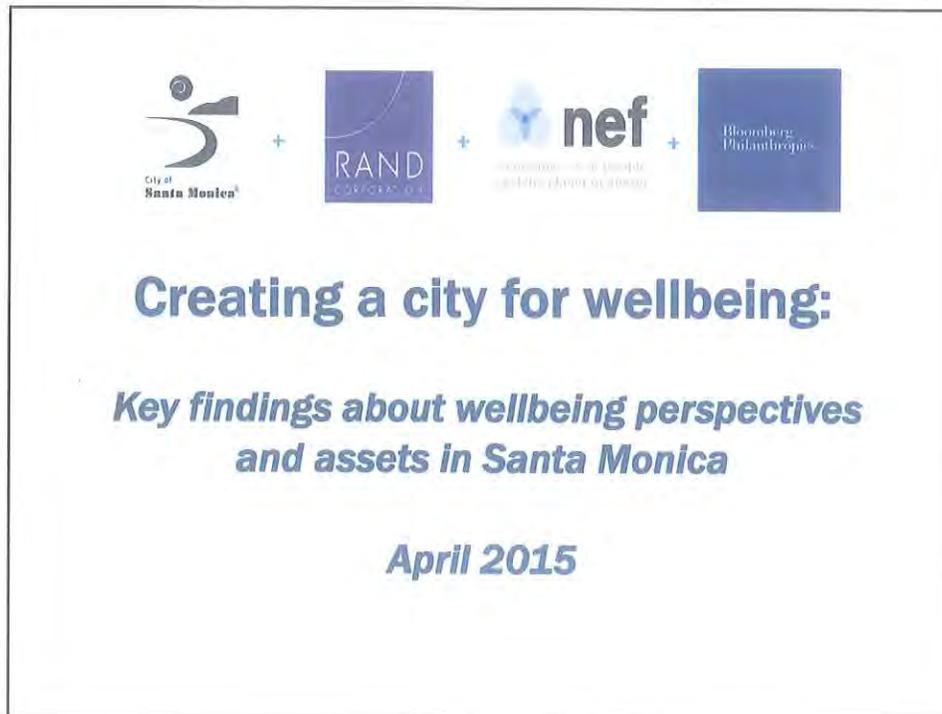
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llieb@ph.lacounty.gov

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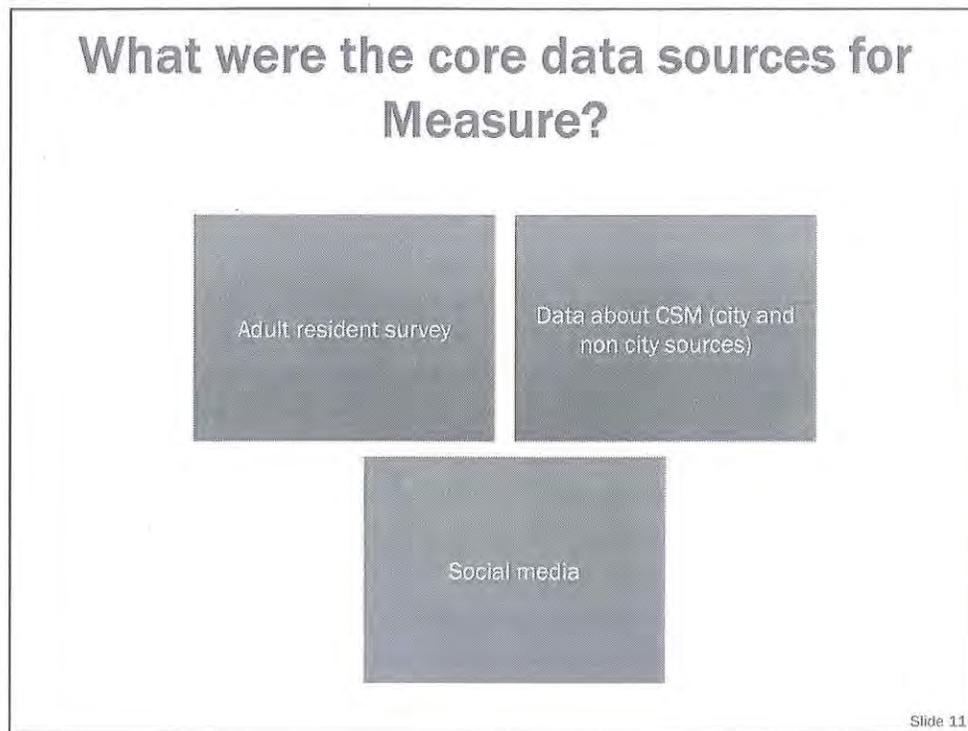
ATTACHMENTS:
Project Description and Maps



This presentation outlines key findings about wellbeing perspectives in Santa Monica. The findings reflect themes that emerged from analyses from three data sources: resident survey, city of Santa Monica (CSM) administrative data as well as other supplemental administrative or secondary data from other sources about Santa Monica; and social media data.

The data were gathered by the research team for the Wellbeing Project, after extensive efforts to develop a conceptual and then data framework. In what follows, we provide a summary of the key findings. Additional information about the data sources, mapping activities, analyses and, most importantly for this effort, the translation of data into city action, will be offered in a wellbeing project “how to” or sustainability guide for use by CSM and other cities.

The briefing deck will be of interest to a wide range of stakeholders, including CSM city leaders (both public and private sector) as well as representatives from other cities interested in the findings and CSM’s approach to this work. Please note that the full briefing deck will not usually be presented in entirety; rather sections of the briefing deck may form shorter presentations for City leaders and content for the Wellbeing Project website.



As noted earlier, there were three sources of data:

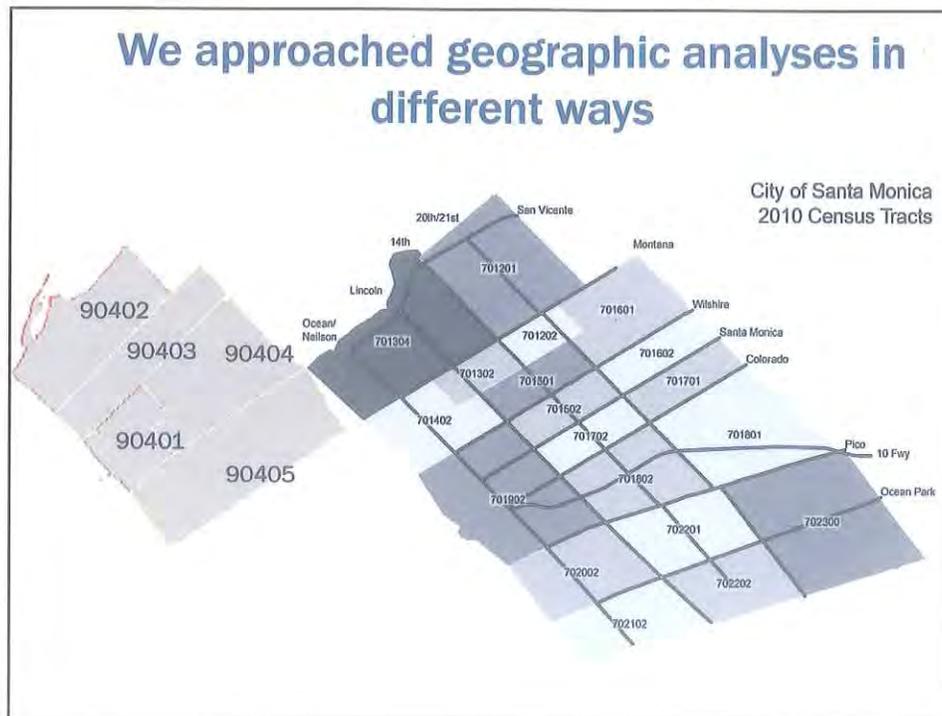
- We fielded a resident survey focused on dimensions of wellbeing in Fall 2014. The survey was designed to be approximately 15 minutes long. We drew the sample from multiple sources in the CSM (e.g., activity registrations) and then we also encouraged participation through outreach to various community based organizations. Survey respondents could also access the survey through the project website. The first City of Santa Monica Wellbeing Survey was launched in September 2014, and fielded online in both English and Spanish. Open for four weeks, we received over 2200 unique responses from Santa Monica residents, nearly four times the number of previous responses to Santa Monica resident surveys (though the response rate was approximately 11%, somewhat comparable to internet based surveys of this type). Though the Santa Monica population was well-represented overall, response rates were lower than desired for some demographic groups (e.g., Latino residents, residents between the ages of 18 and 24). To address this, our analysis was weighted to the population. The survey included questions spanning the five dimensions defined in the Santa Monica Wellbeing Index as well as personal wellbeing. Further, interest in the survey was reflected in the number of write-in responses we received to an open-ended question about the city and wellbeing (over 1700 responses).
- We also captured secondary data both from CSM and other sources (e.g.,

Other data sources on the City were reviewed

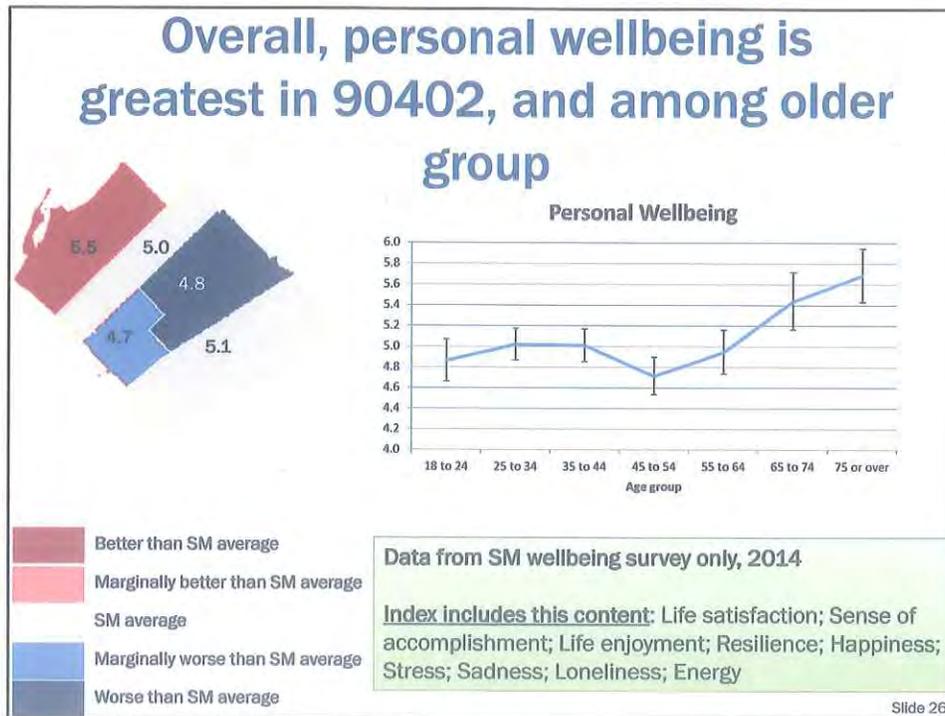
CSM or other	Data Source (department and/or data set name)
CSM	Police Department Data on homeless population Boards and Commissions Business types Big Blue Bus Library Active Net Youth wellbeing report card (e.g., EDI) Rent control Fire Water Code enforcement
Other secondary data from survey or administrative sources	American Community Survey/Census California Healthy Kids Survey (CHKS) California Health Interview Survey (CHIS) Los Angeles County Registrar-Recorder/County Clerk Los Angeles County Department of Public Health Santa Monica-Malibu Unified School District (SMMUSD) – primary, secondary and adult education Santa Monica College (SMC) USDA UCLA Extension BRFSS Zillow

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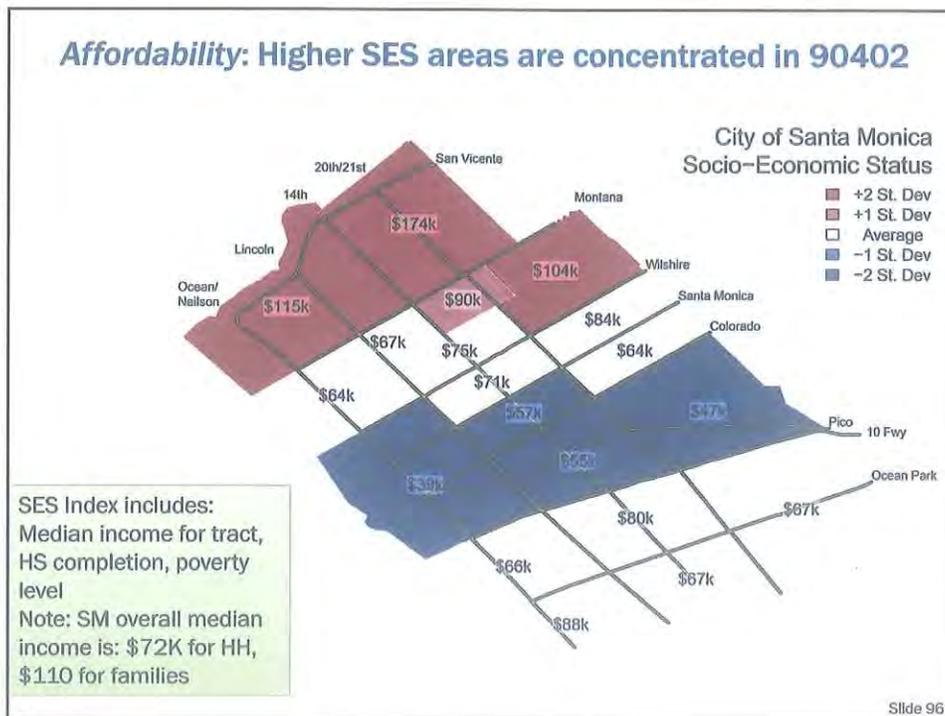
The table on this slide summarizes the sources of information from CSM as well as other administrative data sources. As noted, all of these data sources were reviewed, but not all data were ultimately used in this briefing deck of key findings, primarily due to their relevance to our wellbeing subdimension measure areas and, in some cases, data quality. For example, data from Big Blue Bus were accessed to capture transportation use and route distribution, but the team determined that the lack of unique tracking data (i.e., SmartCard data from passes) made it difficult to capture the types of data on public transport use we needed for our wellbeing framework.



Santa Monica is pioneering the effort to measure wellbeing at the local government level. Most of the analysis focused on how the community is doing as a *whole* in six key areas: Outlook, Community, Place, Learning, Health, and Economic Opportunity. However, we also looked at the findings by the five zip codes in Santa Monica to see if any meaningful patterns arose. In some instances, the team was able to look at the neighborhood level as defined by census tracts to help enrich assessment of wellbeing assets and needs throughout Santa Monica. Although it is impossible to capture all of the variability that exists within a zip code or neighborhood, these analyses provide a greater level of detail into how wellbeing varies across the city – and where City officials, community organizations, and residents may step in to produce meaningful change.



Now to the outlook data... From the survey data only, the team created a score of personal wellbeing, comprised of items related to life satisfaction, sense of accomplishment, life enjoyment, resilience, happiness, stress experience, sense of sadness, sense of loneliness, and energy level. The scale was then normalized on a 0-10 scale for interpretation ease. We set the overall CSM average to the mean of 5.0, and then plotted the values above and below by zip code. Red places have better than CSM averages, and blue have worse.



We created a SES (Socio-Economic Status) index, comprised of:

- The median income of residents in a census tract
- The percentage of residents without a HS degree in a census tract
- The percentage of residents with incomes below the federal poverty line

Overall, SES is high in CSM, but some areas near the business district are below CSM’s average of \$72K (closer to \$60K in that region). This, however, is not below the US average as median household income in US is \$51K. We know that income inequality can impact a community’s overall wellbeing and the satisfaction of residents.

Index creation:

We took a factor analysis approach to calculating this index. First, we collected a variety of variables that previous study suggests contribute to economic effects on wellbeing. Next, we used factor analysis to calculate how strongly each variable “loads” on a single latent concept (or concept like income inequality). Then, we calculated a weighted average of variables, with the weights determined by the factor analysis “loadings.”



S1903

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

2009-2013 American Community Survey 5-Year Estimates

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

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

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

Subject	Census Tract 7018.01, Los Angeles County, California				Census Tract 7018.02, Los Angeles County, California
	Total		Median income (dollars)		Total
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Households	2,583	+/-208	47,472	+/-13,907	1,840
One race--					
White	62.6%	+/-7.2	46,042	+/-32,208	57.2%
Black or African American	9.5%	+/-4.8	23,348	+/-15,350	14.2%
American Indian and Alaska Native	0.0%	+/-1.3	-	**	1.8%
Asian	17.6%	+/-5.7	53,879	+/-23,325	13.5%
Native Hawaiian and Other Pacific Islander	0.0%	+/-1.3	-	**	0.0%
Some other race	7.8%	+/-4.4	34,688	+/-32,273	9.1%
Two or more races	2.5%	+/-2.4	135,243	+/-126,614	4.1%
Hispanic or Latino origin (of any race)	28.3%	+/-6.3	34,063	+/-15,829	23.8%
White alone, not Hispanic or Latino	42.6%	+/-7.6	64,196	+/-40,768	46.1%
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER					
15 to 24 years	7.2%	+/-3.3	25,417	+/-35,062	7.4%
25 to 44 years	45.5%	+/-6.5	71,750	+/-36,529	38.1%
45 to 64 years	30.0%	+/-6.1	45,833	+/-31,131	36.8%
65 years and over	17.3%	+/-3.0	30,208	+/-4,858	17.7%
FAMILIES					
Families	1,210	+/-217	58,125	+/-15,745	828
With own children under 18 years	42.2%	+/-10.1	50,726	+/-14,648	39.6%
With no own children under 18 years	57.8%	+/-10.1	73,558	+/-32,836	60.4%
Married-couple families	57.4%	+/-11.4	96,800	+/-28,255	59.3%
Female householder, no husband present	37.2%	+/-11.8	29,900	+/-26,909	33.3%
Male householder, no wife present	5.5%	+/-4.4	61,875	+/-64,470	7.4%
NONFAMILY HOUSEHOLDS					
Nonfamily households	1,373	+/-241	34,144	+/-8,664	1,012
Female householder	50.0%	+/-10.4	33,057	+/-7,116	40.3%
Living alone	41.1%	+/-10.7	29,896	+/-14,206	27.7%
Not living alone	9.0%	+/-7.2	33,504	+/-21,598	12.6%
Male householder	50.0%	+/-10.4	41,176	+/-21,825	59.7%

Subject	Census Tract 7018.02, Los Angeles County, California		
	Total	Median income (dollars)	
	Margin of Error	Estimate	Margin of Error
Households	+/-88	55,375	+/-8,890
One race--			
White	+/-6.4	55,438	+/-10,098
Black or African American	+/-5.1	34,293	+/-42,448
American Indian and Alaska Native	+/-2.4	-	**
Asian	+/-4.9	73,092	+/-70,737
Native Hawaiian and Other Pacific Islander	+/-1.9	-	**
Some other race	+/-4.3	38,750	+/-46,693
Two or more races	+/-2.7	61,250	+/-132,422
Hispanic or Latino origin (of any race)	+/-6.2	46,875	+/-26,387
White alone, not Hispanic or Latino	+/-6.2	56,375	+/-20,800
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER			
15 to 24 years	+/-3.6	46,354	+/-26,194
25 to 44 years	+/-5.4	61,118	+/-27,640
45 to 64 years	+/-5.9	68,493	+/-19,486
65 years and over	+/-4.3	27,534	+/-10,750
FAMILIES			
Families	+/-124	70,071	+/-11,426
With own children under 18 years	+/-9.3	75,139	+/-10,747
With no own children under 18 years	+/-9.3	61,042	+/-16,933
Married-couple families	+/-11.4	77,179	+/-18,663
Female householder, no husband present	+/-11.0	54,643	+/-23,639
Male householder, no wife present	+/-5.0	45,139	+/-22,764
NONFAMILY HOUSEHOLDS			
Nonfamily households	+/-156	46,458	+/-8,888
Female householder	+/-9.4	43,516	+/-16,593
Living alone	+/-8.4	19,500	+/-16,297
Not living alone	+/-5.1	57,885	+/-15,823
Male householder	+/-9.4	50,694	+/-10,541
Living alone	+/-8.9	42,015	+/-10,505
Not living alone	+/-7.2	106,094	+/-83,392
PERCENT IMPUTED			
Household income in the past 12 months	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)

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

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

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

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

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An 'L' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An 'L' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An 'U' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Subject	Census Tract 7018.01, Los Angeles County, California				Census Tract 7018.02, Los Angeles County, California
	Total		Median income (dollars)		Total
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Living alone	39.7%	+/-10.2	26,896	+/-17,189	40.2%
Not living alone	10.3%	+/-5.8	135,660	+/-31,055	19.5%
PERCENT IMPUTED					
Household income in the past 12 months	21.0%	(X)	(X)	(X)	23.2%
Family income in the past 12 months	18.7%	(X)	(X)	(X)	26.2%
Nonfamily income in the past 12 months	19.8%	(X)	(X)	(X)	18.3%



S1903 | MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

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Subject	California			Census Tract 7018.01, Los Angeles County, California		
	Total	Median income (dollars)	Total	Median income (dollars)	Margin of Error	Margin of Error
	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Households	12,542,460	61,094	2,583	47,472	+/-208	+/-13,907
One race--						
White	67.6%	63,894	62.6%	46,042	+/-7.2	+/-32,208
Black or African American	6.5%	43,969	9.5%	23,348	+/-4.8	+/-15,350
American Indian and Alaska Native	0.7%	44,498	0.0%	-	+/-1.3	**
Asian	12.5%	76,806	17.6%	53,879	+/-5.7	+/-23,325
Native Hawaiian and Other Pacific Islander	0.3%	60,930	0.0%	-	+/-1.3	**
Some other race	9.4%	44,889	7.8%	34,688	+/-4.4	+/-32,273
Two or more races	2.9%	56,020	2.5%	135,243	+/-2.4	+/-126,614
Hispanic or Latino origin (of any race)	27.6%	47,082	28.3%	34,063	+/-6.3	+/-15,829
White alone, not Hispanic or Latino	50.9%	71,226	42.6%	64,196	+/-7.6	+/-40,768
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER						
15 to 24 years	3.6%	30,273	7.2%	25,417	+/-3.3	+/-35,062
25 to 44 years	36.0%	64,092	45.5%	71,750	+/-6.5	+/-36,529
45 to 64 years	39.9%	73,430	30.0%	45,833	+/-6.1	+/-31,131
65 years and over	20.5%	43,181	17.3%	30,208	+/-3.0	+/-4,858
FAMILIES						
Families	8,603,822	89,661	1,210	58,125	+/-217	+/-15,745
With own children under 18 years	47.7%	63,246	42.2%	50,726	+/-10.1	+/-14,648
With no own children under 18 years	52.3%	74,886	57.8%	73,558	+/-10.1	+/-32,836

Subject	California						Census Tract 7018.01, Los Angeles County, California					
	Total			Median income (dollars)			Total			Median income (dollars)		
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Married-couple families	71.7%	+/-0.2	85,024	+/-270	57.4%	+/-11.4	96,800	+/-28,255				
Female householder, no husband present	19.7%	+/-0.1	36,763	+/-235	37.2%	+/-11.8	29,900	+/-26,909				
Male householder, no wife present	8.6%	+/-0.1	48,015	+/-478	5.5%	+/-4.4	61,875	+/-64,470				
NONFAMILY HOUSEHOLDS												
Nonfamily households	3,936,638	+/-10,280	40,611	+/-178	1,373	+/-241	34,144	+/-8,664				
Female householder	52.8%	+/-0.2	35,160	+/-246	50.0%	+/-10.4	33,057	+/-7,116				
Living alone	42.6%	+/-0.2	30,322	+/-174	41.1%	+/-10.7	29,896	+/-14,206				
Not living alone	10.1%	+/-0.1	64,596	+/-707	9.0%	+/-7.2	33,504	+/-21,598				
Male householder	47.2%	+/-0.2	47,009	+/-301	50.0%	+/-10.4	41,178	+/-21,825				
Living alone	34.5%	+/-0.1	39,807	+/-344	39.7%	+/-10.2	26,896	+/-17,189				
Not living alone	12.7%	+/-0.1	71,319	+/-736	10.3%	+/-5.8	135,660	+/-31,055				
PERCENT IMPUTED												
Household income in the past 12 months	29.6%	(X)	(X)	(X)	21.0%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Family income in the past 12 months	30.2%	(X)	(X)	(X)	18.7%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Nonfamily income in the past 12 months	25.6%	(X)	(X)	(X)	19.8%	(X)	(X)	(X)	(X)	(X)	(X)	(X)

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

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

Explanation of Symbols:

1. An "est" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An "+" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An "est" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An "est" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An "(X)" means that the estimate is not applicable or not available.



S1901

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

2009-2013 American Community Survey 5-Year Estimates

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

Subject	Santa Monica city, California				
	Households		Families		Married-couple families
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total	46,439	+/-800	17,746	+/-567	13,210
Less than \$10,000	6.3%	+/-0.8	2.2%	+/-0.6	0.9%
\$10,000 to \$14,999	6.9%	+/-0.9	2.8%	+/-1.0	1.7%
\$15,000 to \$24,999	6.8%	+/-0.8	5.4%	+/-1.1	4.4%
\$25,000 to \$34,999	6.6%	+/-0.9	3.6%	+/-1.1	2.2%
\$35,000 to \$49,999	9.3%	+/-0.9	7.8%	+/-1.4	5.4%
\$50,000 to \$74,999	14.4%	+/-1.2	12.2%	+/-1.6	9.7%
\$75,000 to \$99,999	11.5%	+/-1.0	11.1%	+/-1.6	10.6%
\$100,000 to \$149,999	16.8%	+/-1.1	18.7%	+/-1.9	20.5%
\$150,000 to \$199,999	7.7%	+/-0.6	10.3%	+/-1.3	12.3%
\$200,000 or more	13.6%	+/-1.0	25.7%	+/-2.2	32.2%
Median income (dollars)	73,649	+/-4,123	112,016	+/-8,281	136,529
Mean income (dollars)	109,645	+/-3,730	161,097	+/-8,467	187,286
PERCENT IMPUTED					
Household income in the past 12 months	23.4%	(X)	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	27.0%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)

Subject	Santa Monica city, California		
	Married-couple families	Nonfamily households	
	Margin of Error	Estimate	Margin of Error
Total	+/-579	28,693	+/-1,007
Less than \$10,000	+/-0.5	9.1%	+/-1.2
\$10,000 to \$14,999	+/-0.9	9.4%	+/-1.4
\$15,000 to \$24,999	+/-1.1	7.8%	+/-1.2
\$25,000 to \$34,999	+/-0.9	8.6%	+/-1.2
\$35,000 to \$49,999	+/-1.4	10.3%	+/-1.3
\$50,000 to \$74,999	+/-1.7	15.7%	+/-1.7
\$75,000 to \$99,999	+/-1.7	11.5%	+/-1.5
\$100,000 to \$149,999	+/-2.2	15.6%	+/-1.5
\$150,000 to \$199,999	+/-1.7	5.8%	+/-0.9
\$200,000 or more	+/-2.8	6.0%	+/-1.1
Median income (dollars)	+/-9,514	54,936	+/-2,971
Mean income (dollars)	+/-10,231	76,885	+/-3,466
PERCENT IMPUTED			
Household income in the past 12 months	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	20.5%	(X)

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

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

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

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

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



S1901 INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

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

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

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

Subject	Census Tract 7018.02, Los Angeles County, California				
	Households		Families		Married-couple families
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total	1,840	+/-88	828	+/-124	491
Less than \$10,000	5.7%	+/-3.5	7.1%	+/-6.3	0.0%
\$10,000 to \$14,999	8.2%	+/-3.9	3.4%	+/-4.5	5.7%
\$15,000 to \$24,999	7.8%	+/-4.1	7.5%	+/-5.4	4.1%
\$25,000 to \$34,999	9.9%	+/-4.0	7.9%	+/-5.5	6.9%
\$35,000 to \$49,999	14.0%	+/-4.7	11.7%	+/-9.1	11.8%
\$50,000 to \$74,999	16.5%	+/-4.7	18.8%	+/-7.8	15.3%
\$75,000 to \$99,999	13.8%	+/-5.1	17.1%	+/-9.5	17.9%
\$100,000 to \$149,999	11.6%	+/-4.5	15.9%	+/-8.5	23.2%
\$150,000 to \$199,999	8.0%	+/-3.1	6.2%	+/-4.6	7.7%
\$200,000 or more	4.7%	+/-2.4	4.3%	+/-3.0	7.3%
Median income (dollars)	55,375	+/-8,890	70,071	+/-11,426	77,179
Mean income (dollars)	73,302	+/-7,404	77,232	+/-10,394	N
PERCENT IMPUTED					
Household income in the past 12 months	23.2%	(X)	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	26.2%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)

Subject

Santa Monica city, California

Subject	Santa Monica city, California				
	Families		Married-couple families		Nonfamily households
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total	17,746	+/-567	13,210	+/-579	28,693
Less than \$10,000	2.2%	+/-0.6	0.9%	+/-0.5	9.1%
\$10,000 to \$14,999	2.8%	+/-1.0	1.7%	+/-0.9	9.4%
\$15,000 to \$24,999	5.4%	+/-1.1	4.4%	+/-1.1	7.8%
\$25,000 to \$34,999	3.6%	+/-1.1	2.2%	+/-0.9	8.6%
\$35,000 to \$49,999	7.8%	+/-1.4	5.4%	+/-1.4	10.3%
\$50,000 to \$74,999	12.2%	+/-1.6	9.7%	+/-1.7	15.7%
\$75,000 to \$99,999	11.1%	+/-1.6	10.6%	+/-1.7	11.5%
\$100,000 to \$149,999	18.7%	+/-1.9	20.5%	+/-2.2	15.6%
\$150,000 to \$199,999	10.3%	+/-1.3	12.3%	+/-1.7	5.8%
\$200,000 or more	25.7%	+/-2.2	32.2%	+/-2.8	6.0%
Median income (dollars)	112,016	+/-8,281	136,529	+/-9,514	54,936
Mean income (dollars)	161,097	+/-8,467	187,286	+/-10,231	76,885
PERCENT IMPUTED					
Household income in the past 12 months	(X)	(X)	(X)	(X)	(X)
Family income in the past 12 months	27.0%	(X)	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	20.5%



S1903

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

2009-2013 American Community Survey 5-Year Estimates

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

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

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

Subject	Census Tract 7018.02, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,840	+/-88	55,375	+/-8,890
One race--				
White	57.2%	+/-6.4	55,438	+/-10,098
Black or African American	14.2%	+/-5.1	34,293	+/-42,448
American Indian and Alaska Native	1.8%	+/-2.4	-	**
Asian	13.5%	+/-4.9	73,092	+/-70,737
Native Hawaiian and Other Pacific Islander	0.0%	+/-1.9	-	**
Some other race	9.1%	+/-4.3	38,750	+/-46,693
Two or more races	4.1%	+/-2.7	61,250	+/-132,422
Hispanic or Latino origin (of any race)	23.8%	+/-6.2	46,875	+/-26,387
White alone, not Hispanic or Latino	46.1%	+/-6.2	56,375	+/-20,800
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	7.4%	+/-3.6	46,354	+/-26,194
25 to 44 years	38.1%	+/-5.4	61,118	+/-27,640
45 to 64 years	36.8%	+/-5.9	68,493	+/-19,486
65 years and over	17.7%	+/-4.3	27,534	+/-10,750
FAMILIES				
Families	828	+/-124	70,071	+/-11,426
With own children under 18 years	39.6%	+/-9.3	75,139	+/-10,747
With no own children under 18 years	60.4%	+/-9.3	61,042	+/-16,933
Married-couple families	59.3%	+/-11.4	77,179	+/-18,663
Female householder, no husband present	33.3%	+/-11.0	54,643	+/-23,639
Male householder, no wife present	7.4%	+/-5.0	45,139	+/-22,764
NONFAMILY HOUSEHOLDS				
Nonfamily households	1,012	+/-156	46,458	+/-8,888
Female householder	40.3%	+/-9.4	43,516	+/-16,593
Living alone	27.7%	+/-8.4	19,500	+/-16,297
Not living alone	12.6%	+/-5.1	57,885	+/-15,823
Male householder	59.7%	+/-9.4	50,694	+/-10,541
Living alone	40.2%	+/-8.9	42,015	+/-10,505
Not living alone	19.5%	+/-7.2	106,094	+/-83,392

4763



B01003 TOTAL POPULATION

Universe: Total population
2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

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

	Census Tract 2731 (part), Santa Monica city, Santa Monica CCD, Los Angeles County, California	Census Tract 7012.01, Santa Monica city, Santa Monica CCD, Los Angeles County, California	Census Tract 7012.02, Santa Monica city, Santa Monica CCD, Los Angeles County, California	Census Tract 7013.02, Santa Monica city, Santa Monica CCD, Los Angeles County, California
Estimate	0	4,274	3,164	4,476
Margin of Error	+/-13	+/-295	+/-191	+/-371
Total				

	Census Tract 7013.04 (part), Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7014.02 (part), Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7015.01, Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7015.02, Santa Monica city, Santa Monica CCD, Los Angeles County, California	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total	6,549	+/-474	6,872	+/-377	4,814	+/-413	3,869	+/-273

	Census Tract 7016.01, Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7016.02, Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7017.01, Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7017.02, Santa Monica city, Santa Monica CCD, Los Angeles County, California	
	Estimate	Margin of Error						
	4,373	+/-249	4,078	+/-367	3,248	+/-269	3,285	+/-438
Total								

	Census Tract 7018.01, Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7018.02, Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7019.02 (part), Santa Monica city, Santa Monica CCD, Los Angeles County, California		Census Tract 7020.02 (part), Santa Monica city, Santa Monica CCD, Los Angeles County, California	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total	5,711	+/-405	4,240	+/-425	3,616	+/-327	5,272	+/-437

	Estimate	Margin of Error	Census Tract 7021.02 (part), Santa Monica city, Santa Monica CCD, Los Angeles County, California	Estimate	Margin of Error	Census Tract 7022.01, Santa Monica city, Santa Monica CCD, Los Angeles County, California	Estimate	Margin of Error	Census Tract 7022.02, Santa Monica city, Santa Monica CCD, Los Angeles County, California	Estimate	Margin of Error	Census Tract 7023 (part), Santa Monica city, Santa Monica CCD, Los Angeles County, California
Total	6,785	+/-407		4,975	+/-378		3,734	+/-316		6,673	+/-345	

	Census Tract 7013.04 (part), Remainder of Santa Monica CCD, Santa Monica CCD, Los Angeles County, California	Census Tract 7014.02 (part), Remainder of Santa Monica CCD, Santa Monica CCD, Los Angeles County, California	Census Tract 7019.02 (part), Remainder of Santa Monica CCD, Santa Monica CCD, Los Angeles County, California	Census Tract 7020.02 (part), Remainder of Santa Monica CCD, Santa Monica CCD, Los Angeles County, California
	Estimate	Estimate	Estimate	Estimate
	0	0	0	0
	Margin of Error	Margin of Error	Margin of Error	Margin of Error
	+/-13	+/-13	+/-13	+/-13
Total				

	Census Tract 7021.02 (part), Remainder of Santa Monica CCD, Santa Monica CCD, Los Angeles County, California	Census Tract 9902 (part), Remainder of Santa Monica CCD, Santa Monica CCD, Los Angeles County, California
	Estimate	Estimate
	Margin of Error	Margin of Error
Total	0	0
	+/-13	+/-13

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

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

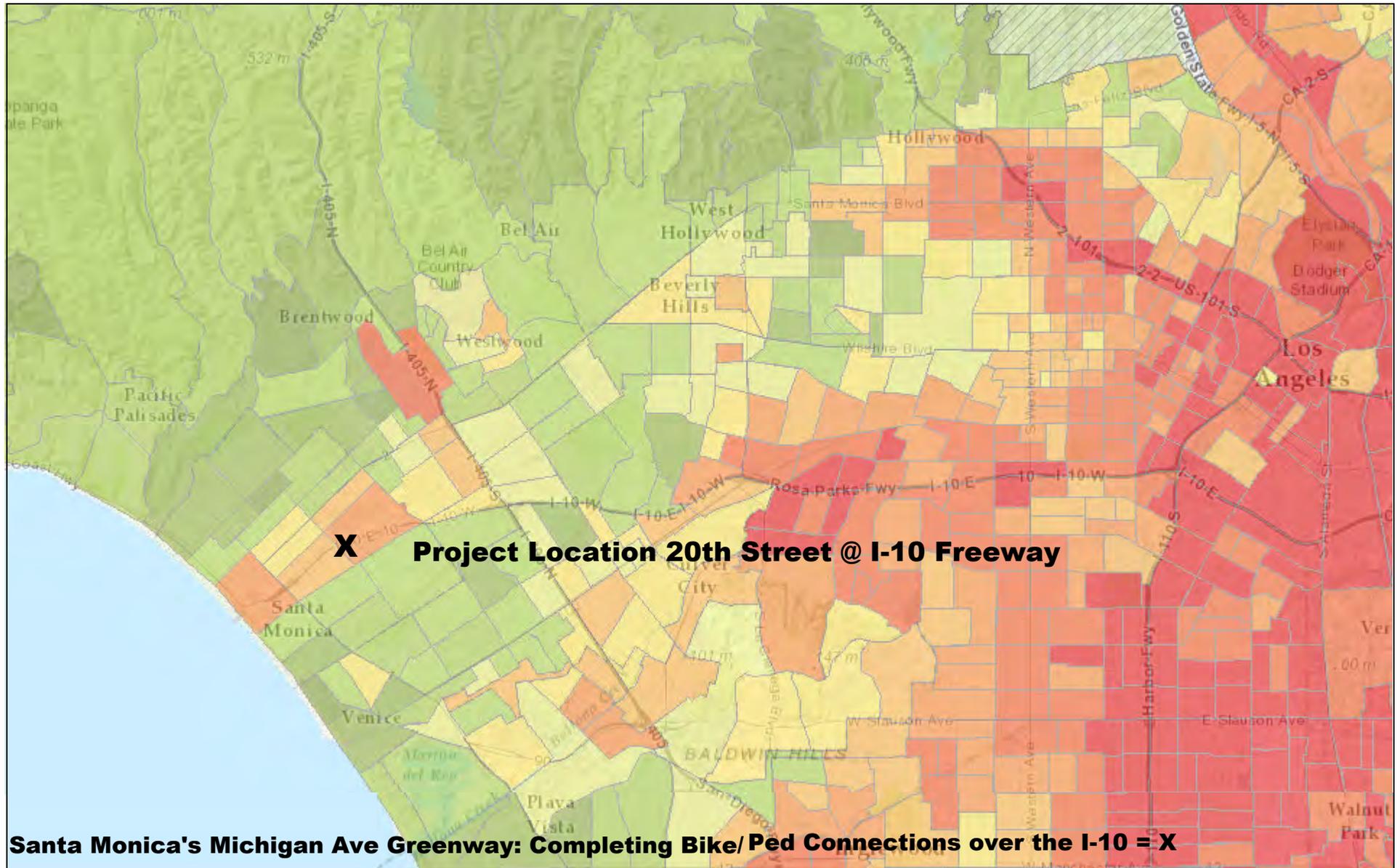
Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

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3. An "+" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
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7. An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An "(X)" means that the estimate is not applicable or not available.

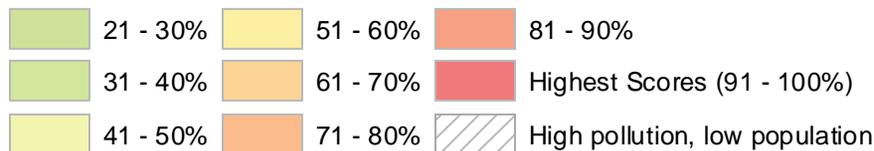
CalEnviroScreen 2.0 results



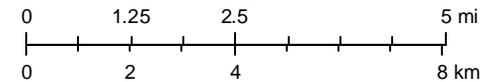
May 22, 2015

CalEnviroScreen 2.0 Results

Lowest Scores (Bottom 10%)
 11 - 20%



1:144,448



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

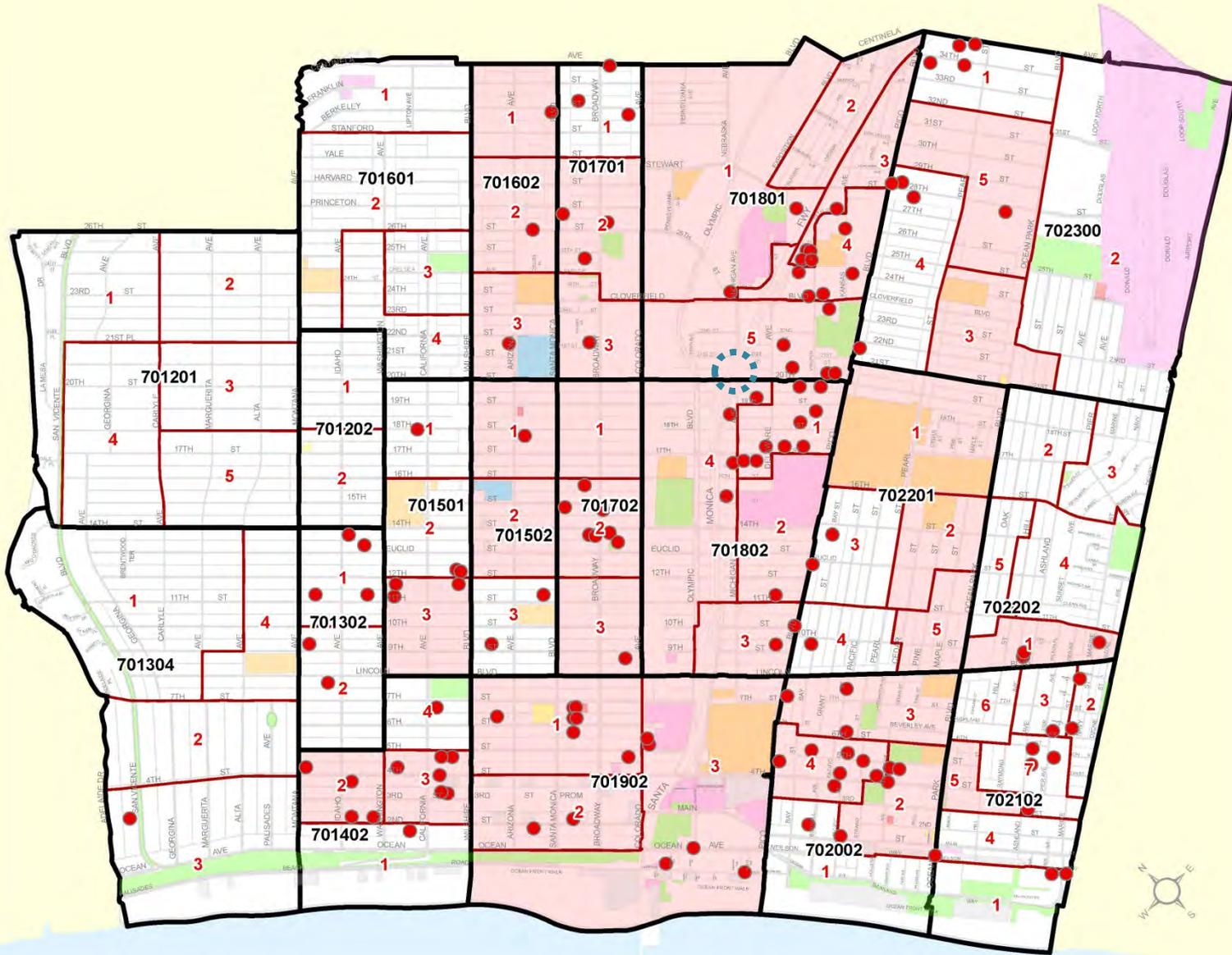
Project Nexus to Disadvantaged Communities

Direct Benefit to Publicly Assisted Affordable Rental Housing Projects



CITY OF
SANTA MONICA

Low & Moderate Income
Census Tract Areas



- Census Tracts
- Block Groups
- Low & Moderate Income Areas
- Publicly Assisted Affordable Rental Housing
- City Land
- Fire Station
- Hospital
- Library
- Park
- Parking
- School

Santa Monica is an exception city. Low & Moderate Income Areas are defined by census block groups with 38.8% or more of the population considered low/moderate.

CDBG law authorizes an exception for grantees with few or no areas in which 51% of the residents are low and moderate income to be able to undertake area benefit activities.

City of Santa Monica®

Disclaimer: This map of the City of Santa Monica has been provided for illustration purposes only. Every reasonable effort has been made to ensure the accuracy of the maps provided, however, some information may not be accurate. The City of Santa Monica ("City") provides this map on an "AS IS" basis. The City assumes no liability for damages arising from errors or omissions. THE MAPS ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to the implied warranties of accuracy, reliability, and fitness for a particular purpose. Do not use any business decisions based on this map before validating your decision with the appropriate City office.

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Census Tracts 701801 and 701802 highlighted
 (see location map in Part B Narrative)

Table 3-30 Inventory of Publicly Assisted Affordable Rental Housing in Santa Monica (continued)

Project/Location	Total Units	Funding Program/Source	Year Built/Rehabilitated	Type of Housing	Sponsor/Owner	Earliest Conversion Date(s)
Los Angeles County Affordable Housing						
Colorado Place 1444 14th Street	18	Housing mitigation for construction of One Colorado Place office project.	1982	Family	Privately owned, 99-year lease to LA Co. Housing Authority which manages the facility; nominal lease rate of \$1/year. RIG/LP Corp. owns the land and improvements which were purchased as part of housing mitigation agreement.	2081
Colorado Place 1855 9th Street	11		1982	Family		2081
Colorado Place 2006 20th Street	11		1982	Family		2081
Los Angeles County Public Housing						
175 Ocean Park Blvd.	22	Public Hsg./LA Co.	1985	Senior	Public Housing/LA Co.	Indefinite
Monica Manor 1901-07 11th Street	19	Public Hsg./LA Co.	1988	Family	Public Housing/LA Co.	Indefinite
City Assistance						
2017-23 20th Street	12	PNHTF	1983	Family/Senior	CCSM*	12/13/2008 +10 yrs*
2625 Kansas Avenue	16	PNHTF	1984	Family	CCSM	7/5/2009 + 10 yrs*
724 Pacific Avenue	8	Rental Rehab/CHARP	1984	Family	CCSM	3/21/2009 + 10 yrs*
2525 Kansas Avenue	20	PNHTF	1984	Family	CCSM	6/14/2009 +10 yrs*
1959 Cloverfield	62	CHARP	1985	Family	CCSM	11/30/2021 +15 yrs
1843 17th Street	8	PNHTF	1985	Family	CCSM	12/20/2009 +10 yrs*
2302 5th Street	6	CHARP/Rental Rehab	1986	Family/Senior	CCSM	12/30/2020*
1629 Michigan	4	PNHTF	1986	Family	CCSM	2/28/2021 + 15 yrs
1937 18th Street	6	PNHTF	1986	Family	CCSM	12/6/2020 + 15 yrs
1827 19th Street	6	PNHTF	1986	Family	CCSM	8/13/2021 + 15 yrs

Table 3-30 Inventory of Publicly Assisted Affordable Rental Housing in Santa Monica (continued)

Project/Location	Total Units	Funding Program/Source	Year Built/ Rehabilitated	Type of Housing	Sponsor/Owner	Earliest Conversion Date(s)
1808 17th Street	6	PNHTF	1986	Family	CCSM	12/13/2021 +15 yrs
1943 17th Street	7	PNHTF	1987	Other	CCSM	3/31/2022 + 15 yrs
2402 5th Street (OP 12)	6	LIHF	1987	Family/Senior	CCSM	12/30/2020 +15 yrs
2207 6th Street (OP 12)	6	LIHF	1987	Family/Senior	CCSM	12/30/2020 +15 yrs
2405-2407 4th Street	10	Colorado Place Housing Mitigation	1982	Family	Owned by PIJ/LP Corp., Leased to CCSM	2081
1917 17th Street	7	PNHTF	1987	Family	CCSM	12/18/2021 + 15 yrs
1314 18th Street	6	CHARP	1988	Family	CCSM	8/6/2022 + 15 yrs
1427 Berkeley	7	CHARP	1988	Family	CCSM	1/15/2021 +15 yrs
2009-15 Cloverfield	10	PNHTF/CHARP	1988	Family	CCSM	5/25/2023 + 15 yrs
2323 4th Street	6	CHARP	1988	Senior	Alternative Living for Aging	3/18/2032 + 10 yrs
2121 Arizona	11	CHARP	1988	Family	CCSM	6/3/2023 + 15 yrs
Ocean Park 43 Coop: 504 Ashland Ave. 536 Ashland Ave. 3005 Highland Ave. 642 Marine Street 518 Pier Avenue	43	HODAG/Redev	1989	Family	CCSM	10/21/2021*
3 Vicente Terrace	25	CHARP/Rental Rehab	1989	SRO	CCSM	4/4/2023 + 15 yrs
2020-30 Cloverfield	32	Rental Rehab/LIHTC	1989	Family/Senior	CCSM	4/25/2025
1038 2nd Street	15	CHTF	1991	Family	CCSM	5/15/2066
1952-56 Frank Street	5	PNHTF/CHARP	1992	Family	CCSM	7/16/2030 + 10 yrs
1434 Santa Monica	24	Rental Rehab	1992	Family		
1968 19th Street (Garcia)	7	LIHTC/RHCP/CHTF	1993	Family	CCSM	10/2031 + 10 yrs
1747 15th Street (Garcia)	7	LIHTC/RHCP/CHTF	1993	Family	CCSM	10/2031 + 10 yrs

Table 3-30 Inventory of Publicly Assisted Affordable Rental Housing in Santa Monica (continued)

Project/Location	Total Units	Funding Program/Source	Year Built/Rehabilitated	Type of Housing	Sponsor/Owner	Earliest Conversion Date(s)
1544 Berkeley Street (Garcia)	9	LIHTC/RHCP/CHTF	1993	Family	CCSM	10/2031 + 10 yrs
1828 17th Street (Garcia)	7	LIHTC/RHCP/CHTF	1993	Family	CCSM	10/2031 + 10 yrs
2423 Virginia Avenue	12	PNHTF	1993	Family	CCSM	6/2032 + 10 yrs
1423 2nd Street	44	CHTF	1994	SRO	CCSM	6/2043
1328 2nd Street	36	CHTF	1994	SRO	Step Up On Second	9/2043 + 25 yrs
1206 Pico Boulevard	26	HOME	1995	SRO	CCSM	11/2044 + 25 yrs
815 Ashland Avenue	45	CHTF/RHCP/LIHTC	1995	Family	CCSM	8/2049 + 25 yrs
1343 11th Street	8	CDBG (Rehab)	1996	Family	CCSM	2050
807 4th Street	17	CDBG (Rehab)	1996	Family	CCSM	2051
1144 12th Street	5	CDBG	1996	Family	1144 12th St. LLC	2028
931 Euclid Street	3	CDBG (Rehab)	1996	Family	Euclid LLC	2025
1422 7th Street	28	CDBG	1997	Family	JSM Ravenna	2026
1430 7th Street	28	CDBG	1997	Family	JSM Siena	2026
1422 6th Street	28	CDBG	1997	Family	JSM Firenze	2026
908 14th Street	3	CDBG	1997	Family	908 14th St. LLC	2026
937 11th Street	11	CDBG (Rehab)	1997	Family	CCSM	2051
205 Washington Avenue	22	CDBG (Rehab)	1997	Family	The Sovereign	2026
1117 3rd Street	4	CDBG	1997	Family	Edward James York	2026
1020 12th Street	22	HOME	1997	Special Needs	Upward Bound House	2046
11301 Wilshire Boulevard	12	HOME (Rehab)	1997	Disabled	New Directions Inc.	2046
1002 Marine Street	30	CDBG (Rehab)	1998	Family	CCSM	2050
1128-1144 5th Street	32	CDBG/CHTF	1998	Family	CCSM	2051
1118 5th Street	10	CDBG (Rehab)	1998	Family	CCSM	2052
1423 6th Street	24	CDBG	1998	Family	JSM Napoli	2027

Table 3-30 Inventory of Publicly Assisted Affordable Rental Housing in Santa Monica (continued)

Project/Location	Total Units	Funding Program/Source	Year Built/Rehabilitated	Type of Housing	Sponsor/Owner	Earliest Conversion Date(s)
1425 6th Street	24	CDBG	1998	Family	JSM Cielo	2027
1143 12th Street	11	CDBG (Rehab)	1998	Family	CCSM	2052
1149 12th Street	14	CDBG (Rehab)	1998	Family	CCSM	2052
1438 16th Street	17	CDBG	1999	Family	CCSM	2053
1544 9th Street	3	CDBG	1999	Family	Pines LLC	2028
855 Bay Street	15	HOME/CHARP (Rehab)	1999	Family	CCSM	2048
1227 9th Street	10	HOME/RHTF (rehab)	1999	Family	CCSM	2048
1017 4th Street	16	CDBG (Rehab)	1999	Family	CCSM	2054
911 2nd Street	16	CHTF/HOME (Rehab)	1999	Family	CCSM	2055
1925 20th Street	34	CHTF/TORCA (Rehab)	1999	Family	CCSM	2054
1514 14th Street	36	CHTF (Rehab)	2000	Family	CCSM	2055
821 11th Street	10	RHTF (Rehab)	2000	Family	CCSM	2055
1344 14th Street	11	RHTF/HOME (rehab)	2000	Family	CCSM	2054
225 San Vicente Blvd	36	RHTF (Rehab)	2000	Family	CCSM	2055
2112 Delaware Ave	38	RHTF/THTF/CDBG (Rehab)	2000	Family	CCSM	2055
2120 4th Street	27	RHTF (Rehab)	2000	Family	CCSM	2055
2260 28th Street	12	RHTF (Rehab)	2001	Family	CCSM	2056
2608 28th Street	12	RHTF (Rehab)	2001	Family	CCSM	2056
1005 Pico Boulevard	7	CDBG	2000	Family	Art Colony LLC	2028
708 Pico Boulevard	20	CDBG/PNHTF/LHTC	2000	Family	CCSM	2051
2428 34th Street	12	HOME/RHTF (Rehab)	2001	Family	CCSM	2056
813 9th Street	10	HOME/RHTF (Rehab)	2001	Family	CCSM	2056
1052 18th Street	15	RHTF (Rehab)	2001	Family	CCSM	2056
2243 28th Street	12	RHTF (Rehab)	2001	Family	CCSM	2056

Table 3-30 Inventory of Publicly Assisted Affordable Rental Housing in Santa Monica (continued)

Project/Location	Total Units	Funding Program/Source	Year Built/Rehabilitated	Type of Housing	Sponsor/Owner	Earliest Conversion Date(s)
2404 Kansas Ave	10	CDBG (Rehab)	2002	Family	CCSM	2057
420 Pico Blvd	25	HOME/RHTF (Rehab)	2002	Family	CCSM	2056
2449 Centinela Ave.	20	-RHTF (Rehab)	2002	Family	CCSM	2056
502 Colorado Ave	44	CHTF	2002	SRO	CCSM	2057
2028 14th Street	22	RHTF/THTF (Rehab)	2002	Family	CCSM	2055
1942 High Place	13	CDBG/THTF (Rehab)	2002	Family	CCSM	2057
1943 High Place	14	RHTF (Rehab)	2002	Family	CCSM	2057
2122 Pico Blvd	8	RHTF (Rehab)	2003	Family	CCSM	2058
2907 3rd Street	11	RHTF (Rehab)	2003	Family	CCSM	2056
1944 20th Street	8	RHTF	2006	Family	CCSM	2061
2211 4th Street	22	RHTF	2006	Family	CCSM	2061
2900 4th Street	19	RHTF	2006	Family	CCSM	2061
2209 Main Street	44	CHTF/LIHTC/MHP	2007	Family	CCSM	2062
1424 Broadway	44	CHTF/RHTF/LIHTC	2007	Family	CCSM	2062
1329 26th St	44	CDBG/RHTF/LIHTC	2007	Family	CCSM	2062
1751 Cloverfield Blvd.	51	HOME/RHTF/THTF	2007	Homeless	OPCC	2062
3031 Santa Monica Blvd.	47	RHTF	2007	Family	CCSM	2061
2411 Centinela	36	RHTF/LIHTC	2008	Family	CCSM	2063
1438 25th Street	12	RHTF (Rehab)	2008	Family	CCSM	2063
2320 34th Street	6	RHTF/HOME (Rehab)	2009	Family	CCSM	2063
1458 14th St.	20	RHTF/LIHTC	2010	Senior	Simpson Housing	2063
1548 5th St	46	HOME/RHTF/LIHTC	2009	Special Needs	Step Up on Fifth	2063
750 Marine Street	8	RHTF (Rehab)	2009	Family	CCSM	2063
2624 Santa Monica Blvd.	8	RHTF	2009	Special Needs	Step Up	2062

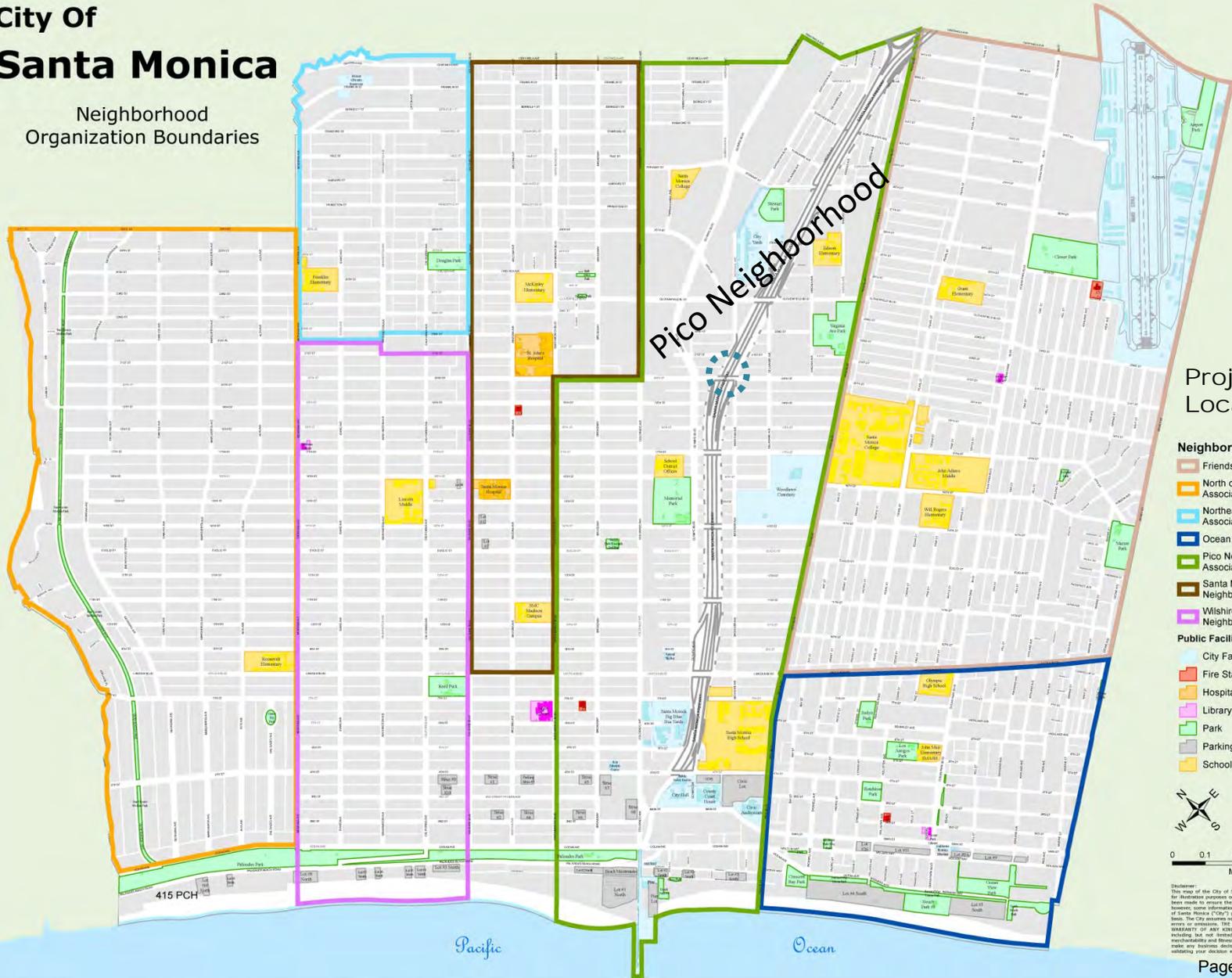
Table 3-30 Inventory of Publicly Assisted Affordable Rental Housing in Santa Monica (continued)

Project/Location	Total Units	Funding Program/Source	Year Built/Rehabilitated	Type of Housing	Sponsor/Owner	Earliest Conversion Date(s)
2029 20th Street	12	RHTF (Rehab)	2010	Family	CCSM	2063
2418 5th Street	6	RHTF/HOME (Rehab)	2010	Family	CCSM	2063
1513 Centinela	8	RHTF	2010	Family	CCSM	2063
844 Lincoln Blvd.	10	RHTF (Rehab)	2010	Family	CCSM	2063
217-223 Bicknell Ave.	13	RHTF (Rehab)	2011	Family	CCSM	2064
914 4th Street	16	RHTF (Rehab)	2011	Family	CCSM	2063
2602 Broadway	33	RHTF	Est. 2012	Family	CCSM	2063
1930 Stewart Street	105	THTF/RHTF/HOME/CDBG/CHTF (Rehab)	Est. 2012	Family	City of Santa Monica	2055
2802 Pico Blvd.	33	RHTF	Est. 2013	Family	CCSM	2064
1754 19th Street	49	RHTF	Est. 2013	Senior	FAME	2064
1959 High Place	45	RHTF	Est. 2013	Family	CCSM	2064
1701 Ocean Ave.	160	RHTF	Est. 2014	Family	Related/S.M. Village LLC	2063
520 Colorado Ave.	26	RHTF	Est. 2014	SRO	Step Up	2065
Total	3,465					

Source: City of Santa Monica and HUD Multifamily Assistance and Section 8 Contracts Database
 *Potential affordability controls expire during 10-year analysis period. Based on discussions with non-profit owner, affordable rents will be maintained.
 CCSM = Community Corporation of Santa Monica
 RHTF = Redevelopment Housing Trust Fund
 CDBG = Federal Community Development Block Grant
 THTF = TORCA Housing Trust Fund
 LIHTC = Federal Low Income Housing Tax Credits
 MHP = State of California Multifamily Housing Program
 CHTF = Citywide Housing Trust Fund
 CHARP = City Housing Acquisition and Rehabilitation Program
 HODAG = Housing Development Action Grant
 MERL = Multifamily Earthquake Repair Loan Program
 PNHTF = Pico Neighborhood Housing Trust Fund

City Of Santa Monica

Neighborhood
Organization Boundaries



Project
Location

Neighborhoods

- Friends of Sunset Park
- North of Montana Association
- Northeast Neighbors Association
- Ocean Park Association
- Pico Neighborhood Association
- Santa Monica Mid-City Neighbors
- Wishire/Montana Neighborhood Coalition

Public Facilities

- City Facility
- Fire Station
- Hospital
- Library
- Park
- Parking Lot
- School



Disclaimer: This map of the City of Santa Monica has been prepared for illustrative purposes only. Every reasonable effort has been made to ensure the accuracy of the maps provided. However, due to the nature of the data used, the City of Santa Monica ("CITY") provides this map on an "AS IS" basis. The CITY assumes no liability for damages, errors, omissions, or inaccuracies. THE MAPS ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Do not make any business decisions based on this map without consulting your decision with the appropriate City office.

Attachment I-5C

Transit Dependency and Car Ownership in Census Tracts 701807 and 701802

	A	B	C	D	E	F	G	H	I	J	K
1	S0802: MEANS OF TRANSPORTATION										
2	2006-2010 American Community Survey										
3	Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.										
4	Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on										
5	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program										
6											
7	Subject		Census Tract 7018.01, Los Angeles County, California								
8			Total		Car, truck, or van --		Car, truck, or van --		Public transportation		
9			Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	
10	Workers 16 years and over		3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105	
11	AGE										
12	16 to 19 years		1.2%	+/-1.2	0.0%	+/-2.1	0.0%	+/-14.4	13.0%	+/-21.4	
13	20 to 24 years		7.0%	+/-3.8	6.4%	+/-3.8	0.0%	+/-14.4	31.7%	+/-40.1	
14	25 to 44 years		54.8%	+/-7.4	58.1%	+/-9.0	77.7%	+/-17.1	29.8%	+/-33.3	
15	45 to 54 years		19.6%	+/-5.9	13.3%	+/-5.4	9.8%	+/-10.7	19.9%	+/-23.1	
16	55 to 59 years		8.2%	+/-3.1	8.9%	+/-4.2	6.6%	+/-11.2	5.6%	+/-10.1	
17	60 years and over		9.2%	+/-4.7	13.3%	+/-7.4	5.9%	+/-9.3	0.0%	+/-21.8	
18	Median age (years)		38.0	+/-4.6	36.2	+/-2.7	42.4	+/-1.8	29.7	+/-14.9	

	A	B	C	D	E	F	G	H	I	J	K
19	SEX										
20	Male		46.3%	+/-6.3	43.5%	+/-6.8	49.6%	+/-14.7	51.6%	+/-36.3	
21	Female		53.7%	+/-6.3	56.5%	+/-6.8	50.4%	+/-14.7	48.4%	+/-36.3	
22	RACE AND HISPANIC OR LATINO										
23	One race		97.2%	+/-2.6	95.7%	+/-3.9	98.0%	+/-6.3	100.0%	+/-21.8	
24	White		69.5%	+/-9.9	73.4%	+/-9.8	49.6%	+/-24.3	68.3%	+/-31.6	
25	Black or African American		6.1%	+/-3.6	3.0%	+/-3.5	6.6%	+/-11.2	0.0%	+/-21.8	
26	American Indian and Alaska Native		0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
27	Asian		7.0%	+/-3.2	5.0%	+/-3.4	28.1%	+/-23.3	18.6%	+/-24.5	
28	Native Hawaiian and Other Pacific		0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
29	Some other race		14.5%	+/-7.7	14.3%	+/-9.4	13.7%	+/-15.3	13.0%	+/-21.4	
30	Two or more races		2.8%	+/-2.6	4.3%	+/-3.9	2.0%	+/-6.3	0.0%	+/-21.8	
31	Hispanic or Latino origin (of any race)		32.8%	+/-5.7	32.5%	+/-9.9	17.2%	+/-17.2	49.7%	+/-37.4	
32	White alone, not Hispanic or Latino		51.4%	+/-6.7	55.2%	+/-9.2	48.0%	+/-24.2	31.7%	+/-40.1	
33	CITIZENSHIP STATUS										
34	Native		70.7%	+/-6.6	78.5%	+/-9.4	69.5%	+/-23.6	44.7%	+/-39.6	
35	Foreign born		29.3%	+/-6.6	21.5%	+/-9.4	30.5%	+/-23.6	55.3%	+/-39.6	
36	Naturalized U.S. citizen		18.8%	+/-5.9	18.3%	+/-9.1	0.0%	+/-14.4	14.3%	+/-14.5	
37	Not a U.S. citizen		10.5%	+/-4.5	3.2%	+/-2.7	30.5%	+/-23.6	41.0%	+/-34.6	
38	LANGUAGE SPOKEN AT HOME AND										
39	Speak language other than English		37.0%	+/-6.8	33.3%	+/-9.0	39.1%	+/-23.3	55.3%	+/-39.6	
40	Speak English "very well"		25.6%	+/-7.7	24.5%	+/-9.5	28.1%	+/-21.6	29.8%	+/-33.3	
41	Speak English less than "very well"		11.4%	+/-4.7	8.8%	+/-4.9	10.9%	+/-16.9	25.5%	+/-24.8	
42	EARNINGS IN THE PAST 12 MONTHS										
43	Workers 16 years and over with		3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105	
44	\$1 to \$9,999 or loss		15.3%	+/-6.6	5.6%	+/-4.2	7.8%	+/-11.4	67.1%	+/-29.9	
45	\$10,000 to \$14,999		5.5%	+/-3.3	8.7%	+/-5.3	1.6%	+/-4.9	0.0%	+/-21.8	
46	\$15,000 to \$24,999		13.1%	+/-4.2	13.5%	+/-6.5	16.4%	+/-13.6	8.7%	+/-14.0	
47	\$25,000 to \$34,999		14.2%	+/-4.9	13.8%	+/-6.9	15.2%	+/-18.4	0.0%	+/-21.8	
48	\$35,000 to \$49,999		19.5%	+/-6.6	22.0%	+/-8.7	5.1%	+/-7.7	13.0%	+/-17.5	
49	\$50,000 to \$64,999		8.3%	+/-3.7	9.1%	+/-4.4	27.3%	+/-20.4	0.0%	+/-21.8	
50	\$65,000 to \$74,999		5.3%	+/-3.2	4.9%	+/-3.8	12.1%	+/-12.7	0.0%	+/-21.8	
51	\$75,000 or more		18.6%	+/-4.9	22.5%	+/-7.9	14.5%	+/-11.7	11.2%	+/-19.1	
52	Median earnings (dollars)		36,166	+/-5,509	40,324	+/-7,192	55,192	+/-29,769	2,500-	***	
53	POVERTY STATUS IN THE PAST 12										
54	Workers 16 years and over for whom		3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105	
55	Below 100 percent of the poverty level		10.2%	+/-6.4	2.5%	+/-3.2	1.6%	+/-4.9	54.0%	+/-36.1	
56	100 to 149 percent of the poverty level		5.8%	+/-3.6	5.7%	+/-4.4	0.0%	+/-14.4	13.0%	+/-21.4	

	A	B	C	D	E	F	G	H	I	J	K
57	At or above 150 percent of the poverty		84.0%	+/-6.9	91.8%	+/-5.2	98.4%	+/-4.9	32.9%	+/-29.9	
58	Workers 16 years and over		3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105	
59	OCCUPATION										
60	Management, business, science, and		47.5%	+/-6.5	56.6%	+/-9.8	60.2%	+/-22.2	18.6%	+/-24.5	
61	Service occupations		26.5%	+/-8.0	27.1%	+/-11.4	17.6%	+/-18.4	31.1%	+/-35.8	
62	Sales and office occupations		20.1%	+/-7.0	12.0%	+/-6.1	22.3%	+/-18.9	50.3%	+/-38.2	
63	Natural resources, construction, and		2.6%	+/-2.5	1.1%	+/-1.5	0.0%	+/-14.4	0.0%	+/-21.8	
64	Production, transportation, and material		3.3%	+/-3.1	3.3%	+/-2.9	0.0%	+/-14.4	0.0%	+/-21.8	
65	Military specific occupations		0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
66	INDUSTRY										
67	Agriculture, forestry, fishing and		0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
68	Construction		0.9%	+/-1.1	1.4%	+/-1.9	0.0%	+/-14.4	0.0%	+/-21.8	
69	Manufacturing		7.6%	+/-4.0	9.4%	+/-5.2	0.0%	+/-14.4	0.0%	+/-21.8	
70	Wholesale trade		0.4%	+/-0.7	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
71	Retail trade		9.0%	+/-5.6	6.0%	+/-5.0	0.0%	+/-14.4	44.7%	+/-39.6	
72	Transportation and warehousing, and		3.4%	+/-2.9	4.3%	+/-4.5	0.0%	+/-14.4	0.0%	+/-21.8	
73	Information and finance and insurance,		9.8%	+/-4.0	10.0%	+/-5.5	7.4%	+/-11.2	7.5%	+/-13.2	
74	Professional, scientific, management,		19.3%	+/-6.0	18.8%	+/-7.0	28.1%	+/-18.3	0.0%	+/-21.8	
75	Educational services, and health care		25.4%	+/-6.0	24.9%	+/-7.4	32.4%	+/-20.3	33.5%	+/-32.3	
76	Arts, entertainment, and recreation, and		11.8%	+/-4.4	11.9%	+/-6.0	6.6%	+/-9.6	14.3%	+/-14.5	
77	Other services (except public		10.4%	+/-4.3	10.9%	+/-6.4	25.4%	+/-21.8	0.0%	+/-21.8	
78	Public administration		1.5%	+/-1.6	1.7%	+/-2.4	0.0%	+/-14.4	0.0%	+/-21.8	
79	Armed forces		0.4%	+/-0.7	0.7%	+/-1.1	0.0%	+/-14.4	0.0%	+/-21.8	
80	CLASS OF WORKER										
81	Private wage and salary workers		77.0%	+/-6.4	81.6%	+/-6.5	84.8%	+/-16.2	88.8%	+/-19.1	
82	Government workers		9.0%	+/-3.6	7.0%	+/-3.2	9.4%	+/-14.3	11.2%	+/-19.1	
83	Self-employed workers in own not		14.0%	+/-6.2	11.4%	+/-5.6	5.9%	+/-9.3	0.0%	+/-21.8	
84	Unpaid family workers		0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
85	PLACE OF WORK										
86	Worked in state of residence		100.0%	+/-1.3	100.0%	+/-2.1	100.0%	+/-14.4	100.0%	+/-21.8	
87	Worked in county of residence		97.4%	+/-1.8	95.9%	+/-2.8	100.0%	+/-14.4	100.0%	+/-21.8	
88	Worked outside county of residence		2.6%	+/-1.8	4.1%	+/-2.8	0.0%	+/-14.4	0.0%	+/-21.8	
89	Worked outside state of residence		0.0%	+/-1.3	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
90	Workers 16 years and over who did not		2,891	+/-348	1,888	+/-403	256	+/-115	161	+/-105	
91	TIME LEAVING HOME TO GO TO										
92	12:00 a.m. to 4:59 a.m.		0.0%	+/-1.4	0.0%	+/-2.1	0.0%	+/-14.4	0.0%	+/-21.8	
93	5:00 a.m. to 5:29 a.m.		5.1%	+/-3.6	0.8%	+/-1.2	27.0%	+/-20.4	0.0%	+/-21.8	
94	5:30 a.m. to 5:59 a.m.		2.0%	+/-1.5	3.0%	+/-2.2	0.0%	+/-14.4	0.0%	+/-21.8	

	A	B	C	D	E	F	G	H	I	J	K
95	6:00 a.m. to 6:29 a.m.		8.9%	+/-4.3	11.9%	+/-6.3	0.0%	+/-14.4	11.2%	+/-19.1	
96	6:30 a.m. to 6:59 a.m.		4.9%	+/-2.7	4.6%	+/-3.3	10.9%	+/-13.1	8.7%	+/-14.0	
97	7:00 a.m. to 7:29 a.m.		9.4%	+/-5.6	10.8%	+/-8.5	14.1%	+/-16.8	0.0%	+/-21.8	
98	7:30 a.m. to 7:59 a.m.		8.6%	+/-3.7	8.3%	+/-4.5	21.1%	+/-17.9	0.0%	+/-21.8	
99	8:00 a.m. to 8:29 a.m.		14.9%	+/-5.8	14.6%	+/-7.7	4.7%	+/-7.1	54.0%	+/-36.1	
100	8:30 a.m. to 8:59 a.m.		7.3%	+/-4.1	6.5%	+/-4.8	0.0%	+/-14.4	7.5%	+/-13.2	
101	9:00 a.m. to 11:59 p.m.		38.9%	+/-8.1	39.6%	+/-10.4	22.3%	+/-19.4	18.6%	+/-24.0	
102	TRAVEL TIME TO WORK										
103	Less than 10 minutes		15.4%	+/-6.3	7.1%	+/-5.5	9.4%	+/-14.3	11.2%	+/-19.1	
104	10 to 14 minutes		22.7%	+/-8.4	29.4%	+/-10.1	12.5%	+/-13.3	0.0%	+/-21.8	
105	15 to 19 minutes		14.3%	+/-5.0	15.9%	+/-5.9	14.1%	+/-11.2	0.0%	+/-21.8	
106	20 to 24 minutes		10.1%	+/-4.6	4.1%	+/-3.1	37.1%	+/-24.6	13.0%	+/-21.4	
107	25 to 29 minutes		2.1%	+/-2.1	2.5%	+/-3.1	5.5%	+/-8.9	0.0%	+/-21.8	
108	30 to 34 minutes		14.3%	+/-6.3	17.1%	+/-8.4	9.0%	+/-14.2	8.7%	+/-14.0	
109	35 to 44 minutes		9.9%	+/-4.7	10.5%	+/-5.7	10.9%	+/-16.9	37.3%	+/-38.4	
110	45 to 59 minutes		5.2%	+/-2.9	6.1%	+/-4.1	1.6%	+/-4.9	7.5%	+/-13.2	
111	60 or more minutes		5.9%	+/-4.5	7.2%	+/-5.3	0.0%	+/-14.4	22.4%	+/-31.8	
112	Mean travel time to work (minutes)		21.9	+/-3.5	23.6	+/-4.2	20.4	+/-4.8	37.0	+/-12.1	
113	Workers 16 years and over in households		3,031	+/-351	1,888	+/-403	256	+/-115	161	+/-105	
114	HOUSING TENURE										
115	Owner-occupied housing units		28.4%	+/-9.3	35.9%	+/-13.8	13.7%	+/-14.5	11.2%	+/-19.1	
116	Renter-occupied housing units		71.6%	+/-9.3	64.1%	+/-13.8	86.3%	+/-14.5	88.8%	+/-19.1	
117	VEHICLES AVAILABLE										
118	No vehicle available		7.9%	+/-4.5	0.9%	+/-1.5	6.6%	+/-11.2	35.4%	+/-35.2	
119	1 vehicle available		34.5%	+/-7.6	34.8%	+/-9.7	20.3%	+/-21.4	19.9%	+/-23.1	
120	2 vehicles available		40.7%	+/-8.7	40.9%	+/-10.5	67.2%	+/-24.7	44.7%	+/-39.6	
121	3 or more vehicles available		16.9%	+/-7.0	23.4%	+/-9.4	5.9%	+/-9.5	0.0%	+/-21.8	
122	PERCENT IMPUTED										
123	Means of transportation to work		1.4%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
124	Time leaving home to go to work		4.4%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
125	Travel time to work		2.6%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
126	Vehicles available		0.0%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
127											

	L	M	N	O	P	Q	R	S	T	U	V
1											
2											
3											
4											
5											
6											
7	Census Tract 7018.02, Los Angeles County, California									Subject	
8	Total		Car, truck, or van --		Car, truck, or van --		Public transportation				
9	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of			
10	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over		
11									AGE		
12	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	16 to 19 years		
13	8.4%	+/-4.4	6.8%	+/-5.3	21.1%	+/-26.3	0.0%	+/-20.1	20 to 24 years		
14	62.0%	+/-7.5	65.5%	+/-9.3	44.7%	+/-29.5	33.3%	+/-24.3	25 to 44 years		
15	16.4%	+/-5.0	15.3%	+/-6.1	34.2%	+/-27.8	24.3%	+/-19.3	45 to 54 years		
16	5.6%	+/-3.0	6.6%	+/-3.8	0.0%	+/-28.8	7.9%	+/-11.8	55 to 59 years		
17	7.6%	+/-4.5	5.8%	+/-3.4	0.0%	+/-28.8	34.5%	+/-28.3	60 years and over		
18	35.7	+/-2.3	34.9	+/-3.3	34.8	+/-17.0	52.0	+/-9.5	Median age (years)		

	L	M	N	O	P	Q	R	S	T	U	N
19											SEX
20	56.1%	+/-7.1	52.8%	+/-8.6	55.3%	+/-30.9	39.0%	+/-21.5			Male
21	43.9%	+/-7.1	47.2%	+/-8.6	44.7%	+/-30.9	61.0%	+/-21.5			Female
22											RACE AND HISPANIC OR LATINO
23	98.0%	+/-1.5	97.9%	+/-1.7	100.0%	+/-28.8	94.4%	+/-10.2			One race
24	69.1%	+/-7.5	71.5%	+/-7.5	73.7%	+/-28.3	65.0%	+/-25.8			White
25	9.3%	+/-5.1	8.8%	+/-6.0	18.4%	+/-26.1	9.0%	+/-13.6			Black or African American
26	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1			American Indian and Alaska Native
27	11.3%	+/-6.0	10.2%	+/-5.9	7.9%	+/-14.2	0.0%	+/-20.1			Asian
28	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1			Native Hawaiian and Other Pacific
29	8.3%	+/-4.4	7.3%	+/-4.4	0.0%	+/-28.8	20.3%	+/-21.0			Some other race
30	2.0%	+/-1.5	2.1%	+/-1.7	0.0%	+/-28.8	5.6%	+/-10.2			Two or more races
31	20.2%	+/-7.3	15.0%	+/-5.8	23.7%	+/-32.6	59.3%	+/-23.5			Hispanic or Latino origin (of any race)
32	58.2%	+/-8.1	63.1%	+/-7.7	50.0%	+/-34.1	31.6%	+/-22.1			White alone, not Hispanic or Latino
33											CITIZENSHIP STATUS
34	74.2%	+/-8.4	80.3%	+/-7.4	85.1%	+/-18.3	42.4%	+/-26.9			Native
35	25.8%	+/-8.4	19.7%	+/-7.4	14.9%	+/-18.3	57.6%	+/-26.9			Foreign born
36	14.0%	+/-5.1	13.5%	+/-6.0	0.0%	+/-28.8	35.6%	+/-27.0			Naturalized U.S. citizen
37	11.8%	+/-5.4	6.2%	+/-4.1	14.9%	+/-18.3	22.0%	+/-19.1			Not a U.S. citizen
38											LANGUAGE SPOKEN AT HOME AND
39	31.2%	+/-8.7	25.6%	+/-7.7	31.6%	+/-33.7	60.5%	+/-24.3			Speak language other than English
40	20.2%	+/-7.3	16.3%	+/-6.1	23.7%	+/-32.6	27.1%	+/-23.3			Speak English "very well"
41	11.0%	+/-5.3	9.4%	+/-5.0	7.9%	+/-14.2	33.3%	+/-27.7			Speak English less than "very well"
42											EARNINGS IN THE PAST 12 MONTHS
43	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99			Workers 16 years and over with
44	7.9%	+/-4.3	4.6%	+/-4.5	5.3%	+/-11.6	24.9%	+/-20.7			\$1 to \$9,999 or less
45	3.1%	+/-3.0	3.1%	+/-4.3	0.0%	+/-28.8	5.6%	+/-9.0			\$10,000 to \$14,999
46	14.1%	+/-4.8	11.8%	+/-5.4	0.0%	+/-28.8	49.7%	+/-28.2			\$15,000 to \$24,999
47	15.3%	+/-7.3	16.8%	+/-9.5	22.8%	+/-24.3	5.1%	+/-9.0			\$25,000 to \$34,999
48	20.3%	+/-5.9	25.6%	+/-7.9	7.0%	+/-12.2	6.8%	+/-11.1			\$35,000 to \$49,999
49	16.7%	+/-5.1	12.8%	+/-5.6	57.0%	+/-31.9	7.9%	+/-11.8			\$50,000 to \$64,999
50	6.1%	+/-2.9	8.3%	+/-4.0	0.0%	+/-28.8	0.0%	+/-20.1			\$65,000 to \$74,999
51	16.6%	+/-4.8	16.9%	+/-5.1	7.9%	+/-11.3	0.0%	+/-20.1			\$75,000 or more
52	40,640	+/-4,338	40,935	+/-4,918	52,024	+/-16,479	20,980	+/-829			Median earnings (dollars)
53											POVERTY STATUS IN THE PAST 12
54	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99			Workers 16 years and over for whom
55	3.1%	+/-3.2	3.5%	+/-4.4	0.0%	+/-28.8	7.9%	+/-12.1			Below 100 percent of the poverty level
56	4.4%	+/-3.7	5.9%	+/-5.0	0.0%	+/-28.8	0.0%	+/-20.1			100 to 149 percent of the poverty level

	L	M	N	O	P	Q	R	S	T	U	N
57	92.5%	+/-3.7	90.6%	+/-4.8	100.0%	+/-28.8	92.1%	+/-12.1	At or above 150 percent of the poverty		
58	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over		
59									OCCUPATION		
60	53.0%	+/-7.4	54.3%	+/-8.7	30.7%	+/-29.6	15.8%	+/-17.0	Management, business, science, and		
61	15.1%	+/-6.3	17.1%	+/-8.2	0.0%	+/-28.8	13.6%	+/-15.4	Service occupations		
62	22.0%	+/-6.8	17.4%	+/-6.5	61.4%	+/-29.3	57.1%	+/-23.7	Sales and office occupations		
63	2.6%	+/-2.2	3.1%	+/-3.3	0.0%	+/-28.8	0.0%	+/-20.1	Natural resources, construction, and		
64	7.3%	+/-4.0	8.0%	+/-5.5	7.9%	+/-14.2	13.6%	+/-17.5	Production, transportation, and material		
65	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Military specific occupations		
66									INDUSTRY		
67	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Agriculture, forestry, fishing and		
68	1.7%	+/-1.8	2.4%	+/-2.6	0.0%	+/-28.8	0.0%	+/-20.1	Construction		
69	7.9%	+/-4.6	8.1%	+/-5.6	7.9%	+/-14.2	14.7%	+/-15.6	Manufacturing		
70	1.3%	+/-1.3	1.2%	+/-1.4	0.0%	+/-28.8	5.6%	+/-9.0	Wholesale trade		
71	7.3%	+/-3.9	9.4%	+/-5.5	0.0%	+/-28.8	5.1%	+/-9.0	Retail trade		
72	1.8%	+/-1.5	2.1%	+/-2.3	5.3%	+/-11.6	0.0%	+/-20.1	Transportation and warehousing, and		
73	23.6%	+/-7.2	19.3%	+/-7.5	54.4%	+/-31.6	9.0%	+/-13.6	Information and finance and insurance,		
74	15.7%	+/-5.4	16.6%	+/-5.8	0.0%	+/-28.8	15.3%	+/-19.0	Professional, scientific, management,		
75	18.2%	+/-6.5	18.7%	+/-8.0	18.4%	+/-26.1	25.4%	+/-28.9	Educational services, and health care		
76	15.7%	+/-5.6	15.1%	+/-7.2	0.0%	+/-28.8	19.2%	+/-18.5	Arts, entertainment, and recreation, and		
77	5.0%	+/-3.6	5.3%	+/-5.0	7.0%	+/-10.8	5.6%	+/-10.2	Other services (except public		
78	1.7%	+/-1.8	1.8%	+/-2.4	7.0%	+/-12.2	0.0%	+/-20.1	Public administration		
79	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Armed forces		
80									CLASS OF WORKER		
81	89.2%	+/-3.4	89.7%	+/-5.3	72.8%	+/-24.8	100.0%	+/-20.1	Private wage and salary workers		
82	5.4%	+/-2.7	3.7%	+/-3.0	12.3%	+/-16.7	0.0%	+/-20.1	Government workers		
83	5.4%	+/-2.7	6.6%	+/-4.6	14.9%	+/-21.8	0.0%	+/-20.1	Self-employed workers in own not		
84	0.0%	+/-2.1	0.0%	+/-3.1	0.0%	+/-28.8	0.0%	+/-20.1	Unpaid family workers		
85									PLACE OF WORK		
86	99.7%	+/-0.7	100.0%	+/-3.1	94.7%	+/-11.6	100.0%	+/-20.1	Worked in state of residence		
87	98.8%	+/-1.2	98.7%	+/-1.4	94.7%	+/-11.6	100.0%	+/-20.1	Worked in county of residence		
88	0.9%	+/-1.0	1.3%	+/-1.4	0.0%	+/-28.8	0.0%	+/-20.1	Worked outside county of residence		
89	0.3%	+/-0.7	0.0%	+/-3.1	5.3%	+/-11.6	0.0%	+/-20.1	Worked outside state of residence		
90	1,777	+/-255	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over who did not		
91									TIME LEAVING HOME TO GO TO		
92	0.5%	+/-0.9	0.0%	+/-3.1	7.9%	+/-14.2	0.0%	+/-20.1	12:00 a.m. to 4:59 a.m.		
93	1.6%	+/-1.4	1.4%	+/-1.7	0.0%	+/-28.8	5.6%	+/-9.0	5:00 a.m. to 5:29 a.m.		
94	2.3%	+/-2.9	0.9%	+/-1.7	0.0%	+/-28.8	0.0%	+/-20.1	5:30 a.m. to 5:59 a.m.		

	L	M	N	O	P	Q	R	S	T	U	N
95	7.3%	+/-3.2	10.1%	+/-4.5	0.0%	+/-28.8	0.0%	+/-20.1	6:00 a.m. to 6:29 a.m.		
96	4.5%	+/-3.6	3.5%	+/-3.7	23.7%	+/-32.6	0.0%	+/-20.1	6:30 a.m. to 6:59 a.m.		
97	9.7%	+/-4.5	10.4%	+/-5.0	0.0%	+/-28.8	23.2%	+/-22.2	7:00 a.m. to 7:29 a.m.		
98	11.4%	+/-4.5	8.7%	+/-4.2	7.0%	+/-12.2	37.3%	+/-28.6	7:30 a.m. to 7:59 a.m.		
99	19.4%	+/-7.7	20.8%	+/-9.7	34.2%	+/-29.5	9.0%	+/-13.6	8:00 a.m. to 8:29 a.m.		
100	9.0%	+/-3.8	10.2%	+/-5.1	20.2%	+/-22.6	0.0%	+/-20.1	8:30 a.m. to 8:59 a.m.		
101	34.3%	+/-7.8	33.9%	+/-9.6	7.0%	+/-10.8	24.9%	+/-20.2	9:00 a.m. to 11:59 p.m.		
102									TRAVEL TIME TO WORK		
103	13.5%	+/-5.1	13.4%	+/-6.3	14.9%	+/-21.8	0.0%	+/-20.1	Less than 10 minutes		
104	17.1%	+/-5.7	18.2%	+/-7.0	0.0%	+/-28.8	20.3%	+/-19.2	10 to 14 minutes		
105	15.5%	+/-7.2	10.4%	+/-6.4	12.3%	+/-16.7	19.8%	+/-28.5	15 to 19 minutes		
106	6.5%	+/-4.3	3.6%	+/-2.9	42.1%	+/-34.3	0.0%	+/-20.1	20 to 24 minutes		
107	8.3%	+/-4.4	11.6%	+/-6.1	0.0%	+/-28.8	0.0%	+/-20.1	25 to 29 minutes		
108	20.3%	+/-7.0	26.3%	+/-8.3	14.9%	+/-17.3	0.0%	+/-20.1	30 to 34 minutes		
109	9.3%	+/-4.3	7.4%	+/-4.8	0.0%	+/-28.8	40.7%	+/-25.7	35 to 44 minutes		
110	3.2%	+/-2.8	4.4%	+/-3.7	0.0%	+/-28.8	0.0%	+/-20.1	45 to 59 minutes		
111	6.3%	+/-4.0	4.7%	+/-4.6	15.8%	+/-23.2	19.2%	+/-18.6	60 or more minutes		
112	23.9	+/-3.1	23.7	+/-3.3	25.0	+/-10.3	37.7	+/-13.6	Mean travel time to work (minutes)		
113	1,855	+/-267	1,272	+/-217	114	+/-74	177	+/-99	Workers 16 years and over in households		
114									HOUSING TENURE		
115	13.9%	+/-6.0	14.7%	+/-7.1	29.8%	+/-27.6	0.0%	+/-20.1	Owner-occupied housing units		
116	86.1%	+/-6.0	85.3%	+/-7.1	70.2%	+/-27.6	100.0%	+/-20.1	Renter-occupied housing units		
117									VEHICLES AVAILABLE		
118	11.5%	+/-6.8	7.0%	+/-8.0	0.0%	+/-28.8	27.7%	+/-20.7	No vehicle available		
119	45.0%	+/-9.7	42.3%	+/-10.6	23.7%	+/-32.6	59.9%	+/-23.8	1 vehicle available		
120	26.2%	+/-9.0	28.7%	+/-10.3	76.3%	+/-32.6	6.8%	+/-11.1	2 vehicles available		
121	17.3%	+/-8.9	22.0%	+/-12.4	0.0%	+/-28.8	5.6%	+/-9.0	3 or more vehicles available		
122									PERCENT IMPUTED		
123	7.9%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Means of transportation to work		
124	14.1%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Time leaving home to go to work		
125	10.7%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Travel time to work		
126	1.6%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	Vehicles available		
127											

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Project Name:		Michigan Ave Greenway: Completing Bike/Ped Expo Connecti							INFRASTRUCTURE				
2	Project Location:		Michigan Avenue/20th Street, Santa Monica											
3														
4	Bike Projects (Daily Person Trips for All Users) (Box 1A)							Project Costs (Box 1D)						
5			<i>Without Project</i>		<i>With Project</i>			Non-SR2S Infrastructure Project Cost		\$1,123,450				
6	Existing		271					SR2S Infrastructure Project Cost						
7	Forecast (1Yr after completi		273		1493									
8														
9			<i>Countdown</i>		<i>Reassess/Reallocate</i>			ATP Requested Funds (Box 1E)						
10	Existing Trips		30		89			Non-SR2S Infrastructure		\$986,760				
11	New Daily Trips (estimate		15		44.5			SR2S Infrastructure						
12	(1YR after completion) (actual)													
13	Project Information- Non SR2S Infrastructure							CRASH DATA (Box 1F) Last 5 Yr Annual Average						
14	Bike Class Type				Bike Class II			Fatal Crashes		0.2				
15	Average Annual Daily Traffic (AADT)				29,857			Injury Crashes		114		22.8		
16														
17	Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)							SAFETY COUNTERMEASURES (improvements) (Y or N)						
18			<i>Without Project</i>		<i>With Project</i>			Other reduction factor countermeasures						
19	Existing		575					Organized Intersection	Pedestrian countdown signal heads	N				
20	Forecast (1 YR after project completion)		575		840				Pedestrian crossing	N				
21									Advance stop bar before crosswalk	N				
22			<i>Without Project</i>		<i>With Project</i>			Roadways	Install overpass/underpass	N				
23	Existing step counts								Raised medians/refuge islands	N				
24	(All steps-1.2mi-1trip)								Pedestrian crossing [see signs and markings only]	N				
25	Existing miles walked							Pedestrian crossing [see safety features/work relations]	N					
26														
27	Safe Routes to School (SR2S) (Box 1 Total)													
28	Number of student enrollment													
29	Approximate no. of students living along school route proposed for improvement													
30	Percentage of students that currently walk or bike to school													
31	Projected percentage of students that will walk or bike to school after the project													
32														
33														
34														
35														
36														
37														
38														
39														
40														
41														
42														
43														
44														
45														

1) Infrastructure Inputs

2) NonInfrastructure Inputs

3) NonInfrastructure-All

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1																
2		Non-Infrastructure- All														
3																
4		Projected Non-ATP Users														
5																
6		Annual Mobility Benefit			\$0	Did not quantify mobility benefits.										
7																
8		Annual Health Benefit			\$0											
9																
10		Annual Recreational Benefit			\$0	Did not quantify recreational benefits.										
11																
12		Annual Safety Benefit			\$0	Safety benefits are assumed to be a reduction in Other Reduction Factor										
13																
14																
15																
16																
17																
18																
19		Fuel saved			\$0											
20																
21		Emissions Saved			\$0											
22																
23																
24		Fuel and Emissions Saved			\$0											
25																
26		Underlying assumptions for calculations:														
27																
28		1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.														
29		Source: Active Transportation for America: The Case for Increased Federal Investment														
30		in Bicycling and Walking, Rails to Trails Conservancy, page 22.														
31		http://www.railstotrails.org/resources/handler.ashx?id=298														
32		2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)														
33		3) Gasoline price per gallon is \$3.41 (incl. tax)														
34		4) Carbon price is \$25 per ton (updated \$2014 value)														
35		5) 2,000 lbs = 1 ton														
36																

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	\$30,000	\$6,924	

Infrastructure

Before Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0

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 before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

After Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0

1) Infrastructure Inputs 2) NonInfrastructure Inputs 3) NonInfrastructure-All 4) SR2S Infrastructure 5) Results 6a) Mobility 6b) Health 6c) Gas & Emissi

	A	B	C	D	E	F	G	H	I
1	20 Year Invest Summary Analysis								
2	Total Costs		\$1,123,450.00						
3	Net Present Cost		\$1,080,240.38						
4	Total Benefits		\$61,866,477.94						
5	Net Present Benefit		\$40,972,901.01						
6	Benefit-Cost Ratio		37.93						
7									
8	20 Year Itemized Savings								
9	Mobility		\$3,507,634.51						
10	Health		\$3,125,737.46						
11	Recreational		\$4,148,754.63						
12	Gas & Emissions		\$871,520.29						
13	Safety		\$50,212,831.04						
14									
15									
16									
17	Funds Requested		\$986,760.00						
18	Net Present Cost of Funds Requested		\$948,807.69						
19	Benefit Cost Ratio		43.18						
20									
21									
22									

1) Infrastructure Inputs 2) NonInfrastructure Inputs 3) NonInfrastructure-All 4) SR2S Infrastructure 5) Results

	A	B	C	D	E	F	G	H	I
1									
2	ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT								
3									
4	Current Walk Counts			Project Types					
5	Total miles walked	0.00		For M values:					
6	Total person Trips walked	575.00		20.38	min/trip	OFF STREET			Bike Class I
7	Total Steps walked	0.00		18.02	min/trip	ON STREET w/o parking benefit			Bike Class II
8				15.83	min/trip	ON STREET w/ parking benefit			Bike Class III
9	After the Project is Completed								
10	Total miles walked	0.00		\$13.03	Value of Time				
11	Total person trips walked	840.00							
12	Total Steps walked	0.00		600 steps=0.3mi=1 trip					
13									
14	Converted miles walked to trips	0		\$1	Value of Total Pedestrian Environmental Impacts per trip				
15	Difference of person trips walked	265							
16	Converted steps walked to trips	0							
17									
18									
19	Current Bike Counts								
20	Existing Commuters	30							
21	New Commuters	15							
22									
23									
24	Benefits, 2014 values								
25	Annual Mobility Benefit (Walking)	\$56,313							
26	Annual Mobility Benefit (Biking)	\$88,050.23							
27									
28	Total Annual Mobility Benefits	\$144,363							
29									
30	Sources:								
31	NCHRP 552 Methodology (Biking)								
32	Heuman (2006) as reported by HK Dept of Transport and Guidance (walking)								
33	1) Infrastructure Inputs 2) NonInfrastructure Inputs 3) NonInfrastructure-All 4) SR25 Infrastructure 5) Results 6a) Mobility								

	A	B	C	D	E	F	G	H
1								
2	<u>YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT</u>							
3								
4	<u>INFRASTRUCTURE</u>							
5	Cycling:							
6								
7	New Cyclists		746.5					
8								
9	Value of Health (ave. annual)		\$146					
10								
11	Annual Health Benefits		\$109,253					
12								
13								
14	Walking:							
15								
16	New Walkers		132.5					
17								
18	Value of Health		\$146					
19								
20	Annual Health Benefits		\$19,392					
21								
22								
23	Total Annual Health Benefits		\$128,645					
24								
25								
26	Source: NCHRP 552- Guidelines for Analysis of Investments in							
27	Bicycle Facilities, Appendix G.							
	1) Infrastructure Inputs		2) NonInfrastructure Inputs			3) NonInfrastructure-A		

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT	
INFRASTRUCTURE	
New Pedestrians	133
New Bicyclists	747
Avoided VMT due to Walking	8,447
Avoided VMT due to Biking	187,558
Fuel Saved	\$33,419
Emissions Saved	\$2,450
Fuel and Emissions saved	\$35,869
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/resourcehandler.ashx?id=2948	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	45	\$10 per trip
New Commuters	15	
Existing Recreational Users	89	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$55,180	
Value of Spending Recreational Time for Existing Recreational	\$44,144	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefit	\$99,324	

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	40	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$14,509	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational	\$14,509	

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 \$113,833

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION															
Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Install pedestrian countdown display	Install pedestrian crossing	Install advance stop bar before crosswalk (Narrow-based)	Install pedestrian overpass/underpass	Install raised median/refuge islands	Install pedestrian crossing (low-visibility) on marking only	Install pedestrian crossing (high-visibility) on marking only	Install pedestrian signal	Install bike lanes	Install dedicated pathway (separate roadway)	Install pedestrian crossing (high-visibility) on marking only	Install Pedestrian crossing			
Applicable Countermeasures	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
Crash Reduction Factors	35%	35%	35%	75%	45%	35%	35%	55%	35%	55%	35%	35%	35%	10%	
Service Life	20	20	10	20	20	10	20	20	20	20	20	20	20	20	
1st year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	*****	\$2,156,447	\$0	\$0	\$0	\$1,033,298
Total	6.2	22.3	1.8	24.3											
Cost/Year	\$4,139,347	\$11,343	\$7,624												

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

ECONOMIC EVALUATION (Constant Values)

Total Benefits	#####	\$36,760,063
Mobility Benefits	\$3,507,635	
Health Benefits	\$3,125,737	
Recreational Benefits	\$4,148,755	
Safety Benefits	#####	\$25,106,416
Gas & Emission Benefits	\$871,520	

Total Costs	\$1,123,430
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Benefit-Cost Ratio (BCR)	31.4
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NON-INFRASTRUCTURE-Non-SR2S and SR2S

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$144,363	\$128,645	\$113,833	\$1,033,298	\$35,869	\$1,456,007	\$1,123,450	1.02
2	\$147,250	\$131,218	\$116,109	\$1,053,964	\$36,586	\$1,485,127		
3	\$150,195	\$133,842	\$118,432	\$1,075,043	\$37,318	\$1,514,830		
4	\$153,199	\$136,519	\$120,800	\$1,096,544	\$38,064	\$1,545,126		
5	\$156,263	\$139,250	\$123,216	\$1,118,475	\$38,826	\$1,576,029		
6	\$159,388	\$142,035	\$125,681	\$1,140,844	\$39,602	\$1,607,550		
7	\$162,576	\$144,875	\$128,194	\$1,163,661	\$40,394	\$1,639,701		
8	\$165,827	\$147,773	\$130,758	\$1,186,934	\$41,202	\$1,672,495		
9	\$169,144	\$150,728	\$133,373	\$1,210,673	\$42,026	\$1,705,944		
10	\$172,527	\$153,743	\$136,041	\$1,234,886	\$42,867	\$1,740,063		
11	\$175,977	\$156,818	\$138,761	\$1,259,584	\$43,724	\$1,774,865		
12	\$179,497	\$159,954	\$141,537	\$1,284,776	\$44,598	\$1,810,362		
13	\$183,087	\$163,153	\$144,367	\$1,310,471	\$45,490	\$1,846,569		
14	\$186,749	\$166,416	\$147,255	\$1,336,681	\$46,400	\$1,883,501		
15	\$190,484	\$169,744	\$150,200	\$1,363,414	\$47,328	\$1,921,171		
16	\$194,293	\$173,139	\$153,204	\$1,390,683	\$48,275	\$1,959,594		
17	\$198,179	\$176,602	\$156,268	\$1,418,496	\$49,240	\$1,998,786		
18	\$202,143	\$180,134	\$159,393	\$1,446,866	\$50,225	\$2,038,762		
19	\$206,186	\$183,737	\$162,581	\$1,475,804	\$51,230	\$2,079,537		
20	\$210,309	\$187,412	\$165,833	\$1,505,320	\$52,254	\$2,121,127		
Total	\$3,507,635	\$3,125,737	\$2,765,836	\$25,106,416	\$871,520	\$35,377,144	\$1,123,450	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$1,033,298	\$0	\$1,033,298	\$0	1.02
2	\$0	\$0	\$0	\$1,053,964	\$0	\$1,053,964		
3	\$0	\$0	\$0	\$1,075,043	\$0	\$1,075,043		
4	\$0	\$0	\$0	\$1,096,544	\$0	\$1,096,544		
5	\$0	\$0	\$0	\$1,118,475	\$0	\$1,118,475		
6	\$0	\$0	\$0	\$1,140,844	\$0	\$1,140,844		
7	\$0	\$0	\$0	\$1,163,661	\$0	\$1,163,661		
8	\$0	\$0	\$0	\$1,186,934	\$0	\$1,186,934		
9	\$0	\$0	\$0	\$1,210,673	\$0	\$1,210,673		
10	\$0	\$0	\$0	\$1,234,886	\$0	\$1,234,886		
11	\$0	\$0	\$0	\$1,259,584	\$0	\$1,259,584		
12	\$0	\$0	\$0	\$1,284,776	\$0	\$1,284,776		
13	\$0	\$0	\$0	\$1,310,471	\$0	\$1,310,471		
14	\$0	\$0	\$0	\$1,336,681	\$0	\$1,336,681		
15	\$0	\$0	\$0	\$1,363,414	\$0	\$1,363,414		
16	\$0	\$0	\$0	\$1,390,683	\$0	\$1,390,683		
17	\$0	\$0	\$0	\$1,418,496	\$0	\$1,418,496		
18	\$0	\$0	\$0	\$1,446,866	\$0	\$1,446,866		
19	\$0	\$0	\$0	\$1,475,804	\$0	\$1,475,804		
20	\$0	\$0	\$0	\$1,505,320	\$0	\$1,505,320		
Total	\$0	\$0	\$0	\$25,106,416	\$0	\$25,106,416	\$0	
						Sum Total Benefits	Total Project Cost	
						\$25,106,416	\$0	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$144,363	\$128,645	\$113,833	\$516,649	\$35,869	\$939,358	\$1,123,450
2	\$147,250	\$131,218	\$116,109	\$526,982	\$36,586	\$958,145	
3	\$150,195	\$133,842	\$118,432	\$537,521	\$37,318	\$977,308	
4	\$153,199	\$136,519	\$120,800	\$548,272	\$38,064	\$996,855	
5	\$156,263	\$139,250	\$123,216	\$559,237	\$38,826	\$1,016,792	
6	\$159,388	\$142,035	\$125,681	\$570,422	\$39,602	\$1,037,127	
7	\$162,576	\$144,875	\$128,194	\$581,831	\$40,394	\$1,057,870	
8	\$165,827	\$147,773	\$130,758	\$593,467	\$41,202	\$1,079,027	
9	\$169,144	\$150,728	\$133,373	\$605,336	\$42,026	\$1,100,608	
10	\$172,527	\$153,743	\$136,041	\$617,443	\$42,867	\$1,122,620	
11	\$175,977	\$156,818	\$138,761	\$629,792	\$43,724	\$1,145,073	
12	\$179,497	\$159,954	\$141,537	\$642,388	\$44,598	\$1,167,974	
13	\$183,087	\$163,153	\$144,367	\$655,236	\$45,490	\$1,191,333	
14	\$186,749	\$166,416	\$147,255	\$668,340	\$46,400	\$1,215,160	
15	\$190,484	\$169,744	\$150,200	\$681,707	\$47,328	\$1,239,463	
16	\$194,293	\$173,139	\$153,204	\$695,341	\$48,275	\$1,264,253	
17	\$198,179	\$176,602	\$156,268	\$709,248	\$49,240	\$1,289,538	
18	\$202,143	\$180,134	\$159,393	\$723,433	\$50,225	\$1,315,328	
19	\$206,186	\$183,737	\$162,581	\$737,902	\$51,230	\$1,341,635	
20	\$210,309	\$187,412	\$165,833	\$752,660	\$52,254	\$1,368,468	
Sum Total Benefits							Total Project Cost
Total	\$3,507,635	#####	\$2,765,836	\$12,553,208	\$871,520	\$22,823,936	\$1,123,450

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$516,649	\$0	\$516,649	\$0	1.02
2	\$0	\$0	\$0	\$526,982	\$0	\$526,982		
3	\$0	\$0	\$0	\$537,521	\$0	\$537,521		
4	\$0	\$0	\$0	\$548,272	\$0	\$548,272		
5	\$0	\$0	\$0	\$559,237	\$0	\$559,237		
6	\$0	\$0	\$0	\$570,422	\$0	\$570,422		
7	\$0	\$0	\$0	\$581,831	\$0	\$581,831		
8	\$0	\$0	\$0	\$593,467	\$0	\$593,467		
9	\$0	\$0	\$0	\$605,336	\$0	\$605,336		
10	\$0	\$0	\$0	\$617,443	\$0	\$617,443		
11	\$0	\$0	\$0	\$629,792	\$0	\$629,792		
12	\$0	\$0	\$0	\$642,388	\$0	\$642,388		
13	\$0	\$0	\$0	\$655,236	\$0	\$655,236		
14	\$0	\$0	\$0	\$668,340	\$0	\$668,340		
15	\$0	\$0	\$0	\$681,707	\$0	\$681,707		
16	\$0	\$0	\$0	\$695,341	\$0	\$695,341		
17	\$0	\$0	\$0	\$709,248	\$0	\$709,248		
18	\$0	\$0	\$0	\$723,433	\$0	\$723,433		
19	\$0	\$0	\$0	\$737,902	\$0	\$737,902		
20	\$0	\$0	\$0	\$752,660	\$0	\$752,660		
Total	\$0	\$0	\$0	\$12,553,208	\$0	\$12,553,208	\$0	
				Sum Total Benefits		\$12,553,208	Total Project Cost	
						\$0	\$0	

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$72,181	\$64,323	\$113,833	\$1,033,298	\$17,934	\$1,301,569	\$1,123,450
2	\$73,625	\$65,609	\$116,109	\$1,053,964	\$18,293	\$1,327,600	
3	\$75,097	\$66,921	\$118,432	\$1,075,043	\$18,659	\$1,354,152	
4	\$76,599	\$68,260	\$120,800	\$1,096,544	\$19,032	\$1,381,235	
5	\$78,131	\$69,625	\$123,216	\$1,118,475	\$19,413	\$1,408,860	
6	\$79,694	\$71,017	\$125,681	\$1,140,844	\$19,801	\$1,437,037	
7	\$81,288	\$72,438	\$128,194	\$1,163,661	\$20,197	\$1,465,778	
8	\$82,914	\$73,886	\$130,758	\$1,186,934	\$20,601	\$1,495,093	
9	\$84,572	\$75,364	\$133,373	\$1,210,673	\$21,013	\$1,524,995	
10	\$86,263	\$76,871	\$136,041	\$1,234,886	\$21,433	\$1,555,495	
11	\$87,989	\$78,409	\$138,761	\$1,259,584	\$21,862	\$1,586,605	
12	\$89,748	\$79,977	\$141,537	\$1,284,776	\$22,299	\$1,618,337	
13	\$91,543	\$81,577	\$144,367	\$1,310,471	\$22,745	\$1,650,704	
14	\$93,374	\$83,208	\$147,255	\$1,336,681	\$23,200	\$1,683,718	
15	\$95,242	\$84,872	\$150,200	\$1,363,414	\$23,664	\$1,717,392	
16	\$97,147	\$86,570	\$153,204	\$1,390,683	\$24,137	\$1,751,740	
17	\$99,090	\$88,301	\$156,268	\$1,418,496	\$24,620	\$1,786,775	
18	\$101,071	\$90,067	\$159,393	\$1,446,866	\$25,113	\$1,822,511	
19	\$103,093	\$91,868	\$162,581	\$1,475,804	\$25,615	\$1,858,961	
20	\$105,155	\$93,706	\$165,833	\$1,505,320	\$26,127	\$1,896,140	
Total	\$1,753,817	\$1,562,869	\$2,765,836	\$25,106,416	\$435,760	\$31,624,698	\$1,123,450

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								
1	\$144,363	\$128,645	\$170,749	\$2,066,595	\$35,869	\$2,546,221	\$1,123,450	55.07
2	\$147,250	\$131,218	\$174,164	\$2,107,927	\$36,586	\$2,597,146		
3	\$150,195	\$133,842	\$177,647	\$2,150,086	\$37,318	\$2,649,089		
4	\$153,199	\$136,519	\$181,200	\$2,193,088	\$38,064	\$2,702,070		
5	\$156,263	\$139,250	\$184,824	\$2,236,949	\$38,826	\$2,756,112		
6	\$159,388	\$142,035	\$188,521	\$2,281,688	\$39,602	\$2,811,234		
7	\$162,576	\$144,875	\$192,291	\$2,327,322	\$40,394	\$2,867,459		
8	\$165,827	\$147,773	\$196,137	\$2,373,868	\$41,202	\$2,924,808		
9	\$169,144	\$150,728	\$200,060	\$2,421,346	\$42,026	\$2,983,304		
10	\$172,527	\$153,743	\$204,061	\$2,469,773	\$42,867	\$3,042,970		
11	\$175,977	\$156,818	\$208,142	\$2,519,168	\$43,724	\$3,103,829		
12	\$179,497	\$159,954	\$212,305	\$2,569,552	\$44,598	\$3,165,906		
13	\$183,087	\$163,153	\$216,551	\$2,620,943	\$45,490	\$3,229,224		
14	\$186,749	\$166,416	\$220,882	\$2,673,361	\$46,400	\$3,293,809		
15	\$190,484	\$169,744	\$225,300	\$2,726,829	\$47,328	\$3,359,685		
16	\$194,293	\$173,139	\$229,806	\$2,781,365	\$48,275	\$3,426,878		
17	\$198,179	\$176,602	\$234,402	\$2,836,993	\$49,240	\$3,495,416		
18	\$202,143	\$180,134	\$239,090	\$2,893,732	\$50,225	\$3,565,324		
19	\$206,186	\$183,737	\$243,872	\$2,951,607	\$51,230	\$3,636,631		
20	\$210,309	\$187,412	\$248,749	\$3,010,639	\$52,254	\$3,709,363		
Total	\$3,507,635	\$3,125,737	\$4,148,755	\$50,212,831	\$871,520	\$61,866,478	\$1,123,450	55.07

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.02
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
						Sum Total Benefits	Total Project Cost	
						\$0	\$0	

From: [Hsieh, Wei@CCC](mailto:Hsieh.We@CCC) on behalf of ATP@CCC
To: [Laura Beck](mailto:Laura.Beck@SMGOV.NET); [Jose Arroyo](mailto:Jose.Arroyo@SMGOV.NET)
Cc: ATP@CCC; [Hsieh, Wei@CCC](mailto:Hsieh.We@CCC); inquiry@atpcommunitycorps.org; [Lino, Edgar@CCC](mailto:Lino.Edgar@CCC); [Slade, Bryan@CCC](mailto:Slade.Bryan@CCC); [Rochte, Christie@CCC](mailto:Rochte.Christie@CCC)
Subject: RE: ATP2 for Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10.
Date: Friday, May 29, 2015 4:36:21 PM

Hi Laura,

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

- Restriping
- Buffer Landscape (Vine Plantings)

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: Laura Beck [<mailto:Laura.Beck@SMGOV.NET>]
Sent: Wednesday, May 20, 2015 5:44 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: Jose Arroyo
Subject: ATP2 for Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10.

Dear Wei Hsieh and Danielle Lynch,

The City of Santa Monica is preparing an ATP Cycle 2 Application for **Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10** project in which the CCC and/or certified community conservation corps may be eligible to participate. For your review and consideration, please find attached the following information: project title, project description, detailed estimate, project schedule, project map, preliminary plan, and an excerpt from the Michigan Avenue Neighborhood Greenway Final Concept Plan. Please let me know if you have any questions. I can be reached at 310-458-8341.

From: [Active Transportation Program](#)
To: [Laura Beck](#)
Cc: [Jose Arroyo](#); atp@ccc.ca.gov
Subject: Re: ATP2 for Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10.
Date: Tuesday, May 26, 2015 5:04:29 PM

Hello,

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

Thank you

On Thu, May 21, 2015 at 3:50 PM, Active Transportation Program

<inquiry@atpcommunitycorps.org> wrote:

Hi,

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

Thank you

Monica

On Wed, May 20, 2015 at 5:43 PM, Laura Beck <Laura.Beck@smgov.net> wrote:

Dear Wei Hsieh and Danielle Lynch,

The City of Santa Monica is preparing an ATP Cycle 2 Application for **Santa Monica's Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10** project in which the CCC and/or certified community conservation corps may be eligible to participate. For your review and consideration, please find attached the following information: project title, project description, detailed estimate, project schedule, project map, preliminary plan, and an excerpt from the Michigan Avenue Neighborhood Greenway Final Concept Plan. Please let me know if you have any questions. I can be reached at [310-458-8341](tel:310-458-8341).

We look forward to the opportunity to work with you.

Laura Beck, AICP

Senior Planner

City of Santa Monica, Strategic & Transportation Planning Division

laura.beck@smgov.net

[310-458-8341](tel:310-458-8341) smgov.net/pcd

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Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

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Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

Attachment J



May 31, 2015

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

Dear Ms. Nitsos:

On behalf of Santa Monica College I am writing to support the ATP2 application that the City of Santa Monica is submitting for the "Michigan Avenue Greenway: Completing Bike/Ped Expo Connections over the I-10" project.

The proposed improvements will improve the transportation network for our students and staff. By connecting discontinuous segments of Michigan Avenue across the Santa Monica Freeway at the existing 20th Street overcrossing, pedestrian and bicycle access between our main campus and the Bergamot Area – including the 26th St/Bergamot light rail station, the Expo bike/ped path, and our AET satellite campus located on Stewart Street - will be greatly improved.

The College's extensive transportation management, in partnership with the City of Santa Monica and its Big Blue Bus, has changed the transportation dynamic at SMC such that now more than 40 percent of SMC students and staff arrive at the Main Campus by means of public transportation during the morning rush hours. As we get closer to Expo's arrival, implementing the City's projects to provide facilities to support bicycles, pedestrians, and transit is a high priority that we strongly support.

We encourage you to approve this grant to allow the completion of this portion of the Michigan Avenue Neighborhood Greenway – an important component of the City's active transportation network – and improve access for pedestrians and bicyclists. We hope that you will support this application to create safer street and a better educated population that will support transit and help us reach our air quality and congestion reduction goals.

Sincerely,

A handwritten signature in blue ink that reads "Don Girard".

Don Girard
Senior Director, Government Relations and Institutional Communications



Metro®

May 19, 2015

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

Re: Letter of Support for Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10 Active Transportation Program (ATP) Application

Dear Director Dougherty:

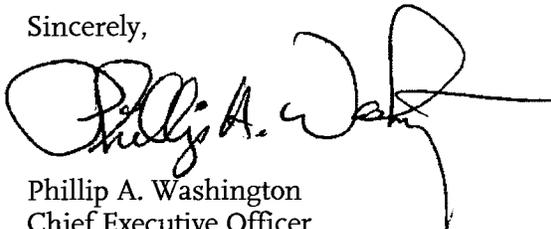
The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10 in the City of Santa Monica. This project will close a gap in the bicycle network, enhance pedestrian access, and link to LRT by connecting discontinuous segments of Michigan Avenue across the Santa Monica I-10 Freeway at the existing 20th Street overcrossing.

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 City of Santa Monica's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Michigan Ave Greenway: Completing Bike/Ped Expo Connections Over the I-10 for the ATP grant.

Sincerely,



Phillip A. Washington
Chief Executive Officer

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

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May 18, 2015

CALTRANS

Division of Local Assistance, MS 1

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

P.O. Box 942874

Sacramento, CA 94274-0001

Re: Santa Monica ATP Application – 20th Street Bridge Crossing

To Whom It May Concern:

The Los Angeles County Department of Public Health (DPH) is pleased to support the City of Santa Monica's efforts to secure funding under the Active Transportation Program (ATP) Cycle 2. The proposed 20th Street Bridge Crossing Project will close an existing bicycle and pedestrian gap over the Santa Monica freeway.

This project will provide a direct bicycle connection to the 26th St. / Bergamot Metro Light Rail Station and Expo Bicycle-Pedestrian Path by creating a bike path across the bridge. The proposed project will also widen the sidewalk that will enhance the safety and comfort of people walking. In addition, narrowing the travel lanes should cause speeds to slow, which should lead to a safer environment.

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

Sincerely,



Jean Armbruster
Director, PLACE Program



A community non-profit dedicated to biking and walking in the City of Santa Monica. Working to make Santa Monica a more sustainable, bikeable and walkable place to live, work and play.

Local Chapter of the
Los Angeles County Bicycle Coalition

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

May 26, 2015

Dear Ms. Nitsos:

Santa Monica Spoke enthusiastically supports the City of Santa Monica's Active Transportation Program (ATP) Cycle 2 application for the "Michigan Avenue Greenway: Completing Bike/Ped Expo Connections over the I-10" project.

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

The proposed ATP2 project will help close a gap in the bicycle network by connecting discontinuous segments of Michigan Avenue and by improving connections at the existing 20th Street overcrossing for the Pico Neighborhood separated for 50 years by the Santa Monica I-10 Freeway. The project improves safety and comfort for both bicyclists and pedestrians crossing the I-10 freeway using the 20th Street bridge by adding safer street crossings, protected bike lanes, wayfinding, and pedestrian-oriented lighting. These improvements will also serve the entire community by creating a direct, continuous and safe path with increased access via active transportation for people walking and biking to and from the new Expo light rail station and Expo bicycle-pedestrian path, access for the Pico and Sunset Park neighborhoods as well as connections to employment and residential centers, and other local destinations.

The gap closer of this project provides connectivity for a low-stress, convenient and safe east-west bike route that is sorely lacking in the citywide bike network and in the Pico corridor, it helps provides access for Safe Routes to School, including support for grant projects at Santa Monica High School that connect to Michigan Avenue. The improvements along this corridor will not only provide safe access for our community and neighborhoods, encouraging active transportation to and from the Expo Line, but also to the Civic Center, beaches, Main Street and downtown Santa Monica.

We encourage you to approve this grant and to allow the completion of this important part of the City's active transportation network and improve access to the new light rail station as well as to the new Expo bike/pedestrian path.

Sincerely,

Cynthia Rose
Director
Santa Monica Spoke



sustainablestreets.org | info@sustainablestreets.org

May 31, 2015

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

Dear Ms. Nitsos,

I am writing on behalf of Sustainable Streets to express support for the City of Santa Monica's Active Transportation program (ATP) Cycle 2 application for the "Michigan Avenue Greenway: Completing Bike/Ped Expo Connections over the I-10" project. This is a critical pathway for bicyclists and pedestrians who will use the Michigan Avenue Neighborhood Greenway to access the 26th Street/Bergamot light rail station and the Expo bike/ped path from the Pico and Sunset Park neighborhoods. The project will close a gap in the bicycle network by connecting discontinuous segments of Michigan Avenue across the Santa Monica Freeway at the existing 20th Street overcrossing. (Currently, there is a gap in the bike route along Michigan Avenue requiring bicyclists to travel on busy streets that lack bicycle and pedestrian amenities). Additionally, crossing the bridge at 20th Street as a pedestrian or bicyclist is uncomfortable and inconvenient. The proposed project will not only make a direct connection, but will make walking and biking more appealing with a protected bike lane across the bridge, safer street crossings, wayfinding, and additional lighting.

We encourage you to approve this grant to facilitate the completion of this important part of the City's active transportation network and improve access between the Pico and Sunset Park neighborhoods and the new light rail station as well as to the new Expo bike/ped path.

Sincerely,

A handwritten signature in black ink that reads "Ron Durgin". The signature is written in a cursive, flowing style.

Ron Durgin
Executive Director

Attachment K

MICHIGAN AVENUE NEIGHBORHOOD GREENWAY FINAL CONCEPT PLAN



Rationale for the Neighborhood Greenway

An Inviting Place to Be

During the Plan process, many Pico Neighborhood residents described a desire to enhance the visual character and the safety of their neighborhood. A goal of the concept design put forth here is to create a sense of place along the route and to inspire a sense of pride and ownership in the neighborhood. To this end, enhanced streetscape, pedestrian lighting for safety, lowered speeds, and neighborhood building elements are a cornerstone of this Concept Plan.

Serving Santa Monica's People

Over the past decade, Santa Monica, along with countless other cities around the US, has seen a shift in community preference toward active and diverse transportation options and an emphasis on the walkability and livability of neighborhoods. In addition, Santa Monica is poised to see a further shift in its transportation context when the Exposition Light Rail reaches Santa Monica in a few years. Ridership on the line is projected to reach 64,000 users daily by 2030. In the Pico Neighborhood specifically, residents already walk, bike and use public transportation to get to work in higher numbers than the rest of the City (see next page for a "Portrait of the Pico Neighborhood").

Generally in the US, studies from 2001 to 2009 have shown that 16 to 34-year-olds are driving less frequently than this same age cohort has in the past. The National Household Travel Survey for example, has shown a drop of 23% in annual number of vehicle-miles traveled by this age group. This shift illustrates a desire

and need for better accommodation of active forms of transportation in this neighborhood.

Focused on Safety

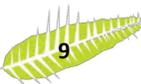
Analysis of available data, together with input from residents, has revealed that some of the streets on the Neighborhood Greenway corridor experience higher vehicular speeds and volumes, due to vehicular cut-through traffic. Many motorists use the MANGo streets as a shortcut to avoid traffic on the 10 Freeway and Olympic and Pico Boulevards, resulting in higher volumes and speeds within the residential setting of the Pico Neighborhood. The parallel boulevards are better suited for these regional automobile trips. The community has clearly expressed a desire for traffic calming and reduction of cut-through traffic in the Pico Neighborhood. Designing a Greenway for the MANGo corridor will serve the needs of a broad population, in age and demographics, and help reduce cut-through traffic on these streets to create a safer street space along MANGo itself.

Economically Sound

In addition to walking, biking and taking transit to work in higher numbers than the rest of the City, Pico Neighborhood residents also own fewer cars. Two out of five households in the neighborhood only have access to one car, while one in ten households do not have access to a car. This pattern of reduced dependence on the automobile is beneficial to residents. According to a 2013 report produced by the American Automobile Association (AAA), the average cost of automobile ownership is over \$9,000 per year. This figure includes maintenance, fuel, tires, insurance, and depreciation. The money saved can instead be used to meet residents' daily needs.

A Multi-Modal East-West Connector

The Greenway seeks to prioritize bicycle, pedestrian, and local automobile trips over cut-through traffic. A dedicated Greenway along the identified route provides the opportunity to improve connections for a diverse range of users for both local trips and regional trips utilizing transit. Providing a legible and inviting link for pedestrians and cyclists along the Neighborhood Greenway would provide enhanced access to many local destinations and fill a gap in the City's growing bikeway network (see map, below). South of the freeway, Pearl Street is the northernmost bicycle facility, which has many stop signs and has substantial grade changes. There are also insufficient bicycle connections to Santa Monica High School, which has heavily traveled streets on all four sides.



Portrait of the Pico Neighborhood

The Pico Neighborhood, through which the majority of the MANGO traverses, is located in the center of the City and bisected by the 10 Freeway. The Pico Neighborhood is the most ethnically diverse neighborhood in Santa Monica and is home to many significant community and regional institutions, including Santa Monica High School and Santa Monica College. The Bergamot Station Arts Center area has the City's greatest concentration of creative jobs and is the location of the Exposition Light Rail Bergamot Station.

Michigan Avenue is lined with mainly multi-family residential uses between 7th and 20th Streets. To the west of 7th Street, the corridor is characterized by civic uses including Santa Monica High School, City Hall, and a County Courthouse. To the east of 20th Street, the corridor is bordered by mixed industrial and institutional uses to the north of the 10 Freeway and primarily mixed single-family and multi-family residential uses to the south.

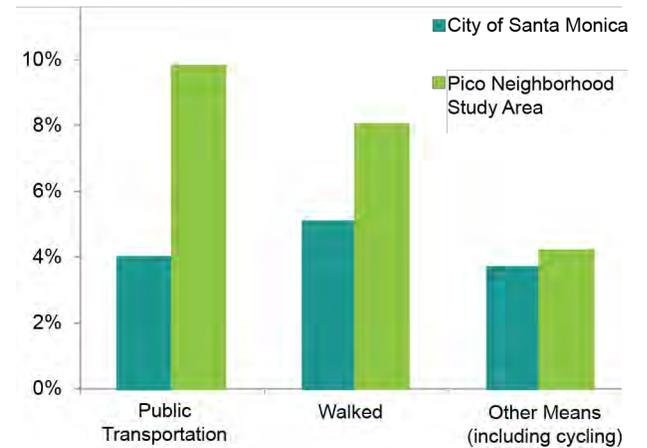
Those living in study area travel to work nearly twice as much via public transportation or on foot than do residents of the City of Santa Monica as a whole.

Existing Demand

Pico Neighborhood demographics indicate that more residents are already walking, biking, and using public transportation to get to work when compared to Santa Monica residents as a whole. Residents within the study area also own fewer cars than the overall Santa Monica average. According to the 2010 American Community Survey by the US Census Bureau, 21% of the working-age residents of the Pico Neighborhood walk, bike or take transit to work, which is a higher percentage than the rest of Santa Monica. Almost 1 in 10 residents in households within the Pico Neighborhood study area do not have access to a car, compared to 3% for the City of Santa Monica. Additionally, 41% of households have access to only 1 car in the study area. Less vehicle ownership suggests a more transit and active transportation reliant population. It is anticipated that this will only increase once the Expo line begins service. Furthermore, there has been an increase in school-aged residents within the study area. This population of school students would benefit from the Greenway to reach schools and parks. At the other end of the spectrum, the population of 65+ adults is expected to rise by a 2-4% share.

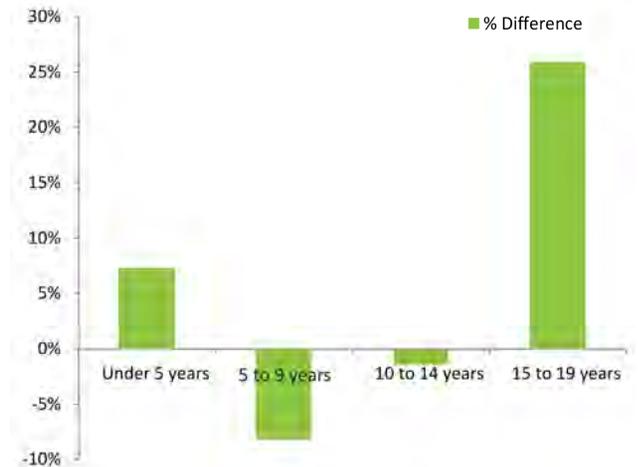
These individuals may benefit from enhanced and increased transportation options, calmed roadways, and an improved perception of safety and accessibility along the Michigan Avenue Neighborhood Greenway.

Individuals Who Use Public Transit, Walk, or Use Other Means (Including Cycling) to Commute

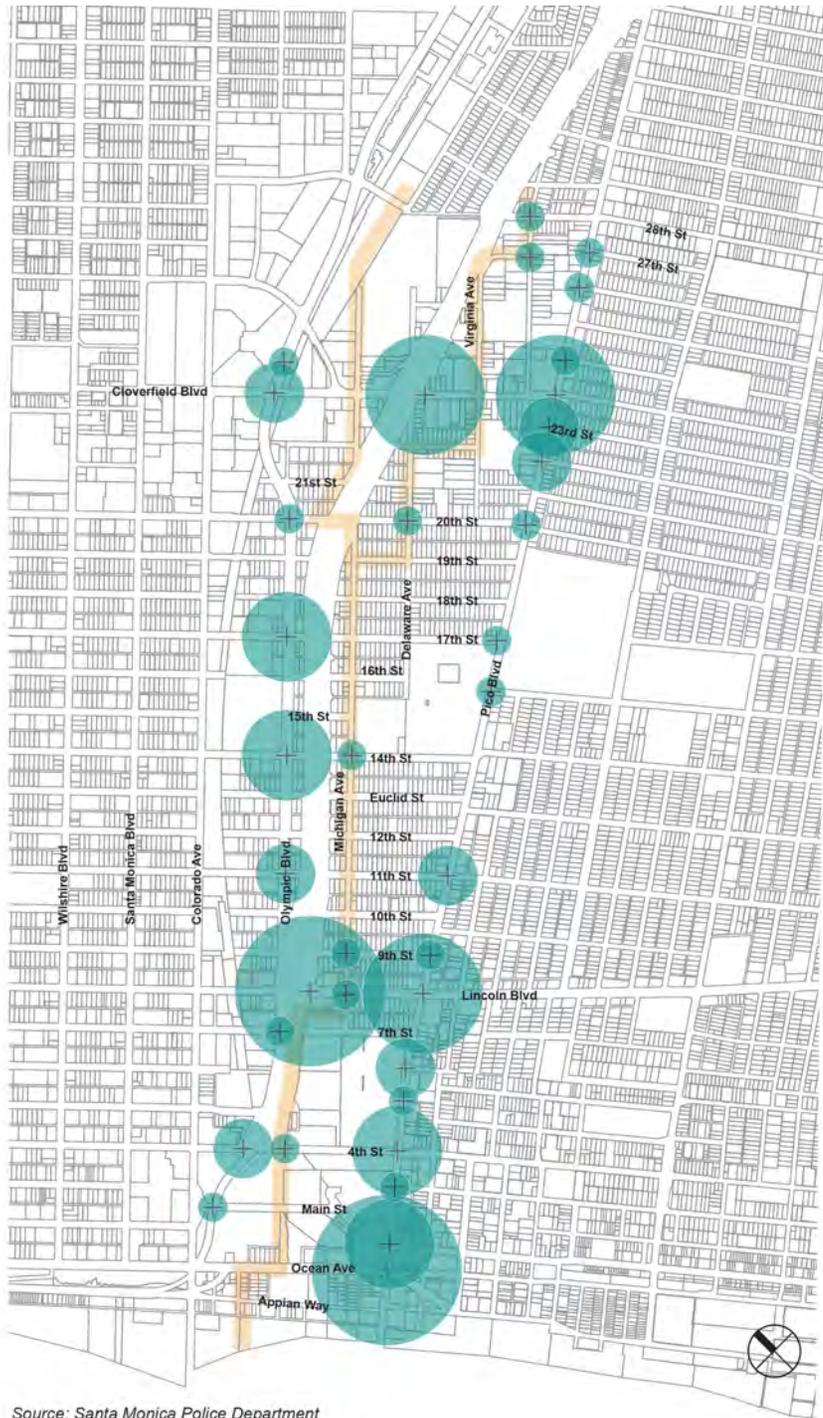


DP03: Selected Economic Characteristics 2007-2011 American Community Survey 5-Year Estimates; Census Tracts 7018.01, 7018.02, and City of Santa Monica

Citywide Change in School-Aged Population between 2000 and 2010



US Decennial Census DP-1-Geography-Santa Monica city, California: Profile of General Population and Housing Characteristics: 2000-2010



Bicycle-Involved Collisions



Bicycle Collisions

Collisions involving bicyclists on the MANGo corridor were highest at Lincoln Boulevard and Olympic Boulevard (south of the freeway) and at Delaware Avenue and Cloverfield Boulevard, both of which are areas with freeway interfaces that tend to increase traffic volumes.

The Santa Monica Bicycle Action Plan has called out 7th, 11th, and 14th Streets as proposed buffered bike lanes and 17th Street as a Bike Path/Multi-Use Trail. These connections will also benefit from the proposed MANGo route. Shifts to cycling trips on these less traveled streets may help reduce the number of bicycle collisions occurring along Pico and Olympic Boulevards.

Source: Santa Monica Police Department

Project Process and Community Outreach

Four Community Workshops, including the Pop-Up MANGo Interactive Planning Event

The MANGo visioning process was rooted in a strong foundation of community input, starting with a community workshop during project kick-off and goal setting in late 2012, continuing with the Pop-Up MANGo Interactive Workshop in September 2013, and culminating with two final community workshops in December 2013 and January 2014.

Pop-Up MANGo was the first event of its kind in Southern California and was fun and community-oriented with local musicians, food trucks, booths with local organizations, arts activities for children, and a 'passport' program that guided people through the temporary installations and gauged feedback. There were over 400 people in attendance. The event was designed to help MANGo continue to develop as a locally-rooted and locally-vetted project.

The Pico Neighborhood Association (PNA) and Santa Monica SPOKE (SM Spoke) were advisors throughout the process, involved in team meetings, workshop planning, direct outreach, and idea generation.

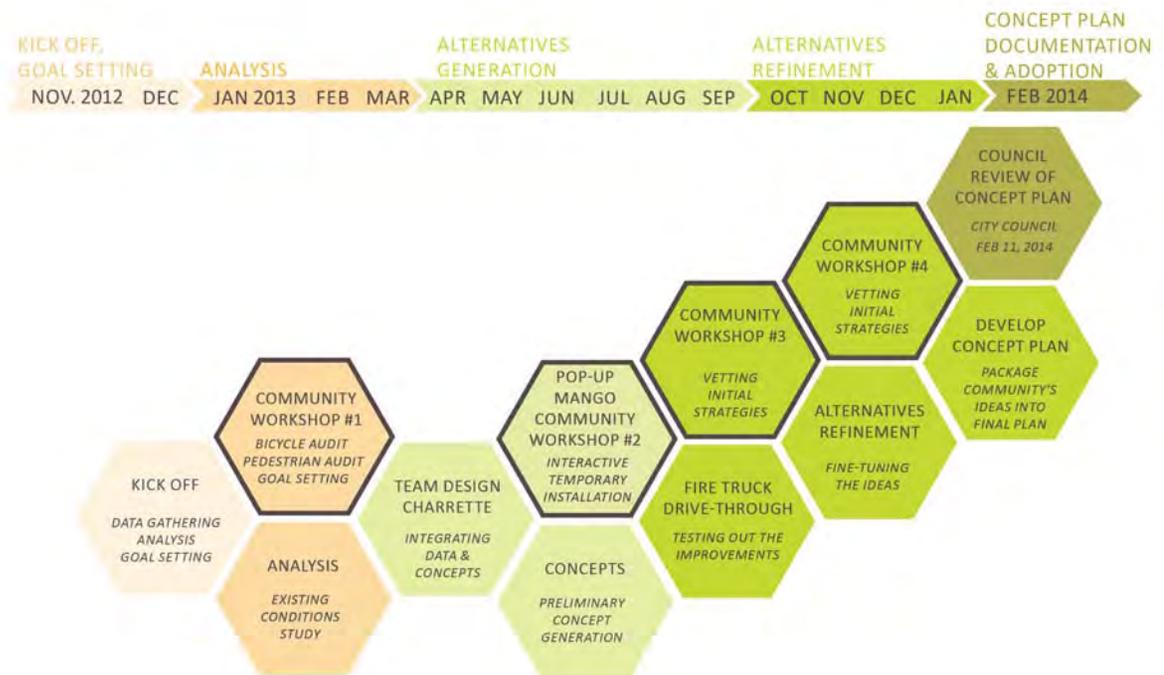
Multiple Stakeholder Meetings and Presentations

Throughout the process, additional small-group stakeholder meetings were held between November 2012 and February 2014 to gather ideas and vet strategies. Meetings were held with the following groups:

- Commission for the Senior Community
- Commission on the Status of Women
- Disabilities Commission
- Edison PTA & ELAC
- Planning Commission
- Recreation and Parks Commission
- Samohi PTSA
- SMC Transportation Task Force
- Social Services Commission
- Task Force on the Environment
- Virginia Avenue Park Advisory Board
- Virginia Avenue Park Parents

Pop-Up MANGo was the first event of its kind in Southern California. It brought out over 400 community members with local musicians, food trucks, booths with local organizations, and arts activities for children. A 'passport' program guided people through the temporary street installations to gauge feedback.

Overall Project Process



Workshop #1: Walk & Bike Audits

Date / Location: March 16, 2013, Virginia Ave Park

Topics: Goal Setting, Opportunities and Constraints, Audit of Walking and Bicycling Environment

Special Features: Bilingual Spanish/English meeting. Walk/bike audits through neighborhood. Free childcare. Refreshments. Bike valet.

Community Workshop #1 was held early-on in the planning process to focus in on the vision and goals for the project and to look at the opportunities along the corridor. During the workshop, project team members introduced the project, discussed the components and character of a "Greenway," and discussed how the project relates to City sustainability, social equity, and mobility goals.

Following a question and answer session, teams of community members performed walking and biking audits along the study corridor, identifying opportunities for improvement at specific stops along the way.

Participants also gave feedback on the safety, comfort, usability, and sense of place along the corridor. Feedback was gathered on bilingual Spanish/English walk and bike audit forms, general assessment checklists, and a large note pad that was set up in the meeting room. A total of 54 community members signed in and 45 audit forms were completed.

Workshop #1 Materials and Publicity

Bilingual Walk and Bike Audit Forms

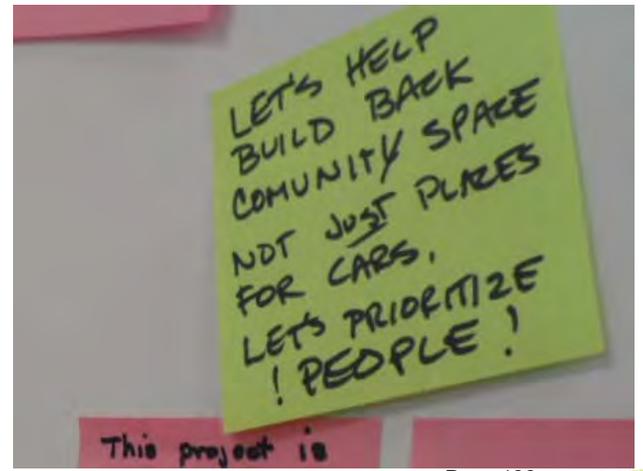


Bilingual Invitation

Bilingual Door Hanger



Workshop #1 Presentation, Audits, and Community Discussion



MANGo Greenway Design Goals

From the community workshops, stakeholder meetings, and commission meetings, several clear messages emerged as goals for the Michigan Avenue Neighborhood Greenway. Many respondents pointed out traffic volumes and speeds as major issues along the Corridor, which they'd like to see addressed through traffic calming and a more multi-modal emphasis on the street. Overall, workshop attendees were supportive of the effort to improve the walk and bike environment by reducing cut-through traffic to make the MANGo route a more neighborhood-serving facility.

Many participants expressed the need for pedestrian enhancements and the need to introduce improvements for cyclists of all ages and abilities. A few comments discussed the need to “think big” and introduce improvements that would more adequately respond to the needs of pedestrians and cyclists, such as dedicated bike-facilities and sidewalk widening. With the inclusion of these facilities, residents voiced concern for adequate parking, and requested that changes to the streetscape and roadway minimize future impacts on parking. As such, all the goals synthesized from these workshops incorporate the need to preserve on-street parking as much as possible in the Pico Neighborhood.

The project goals are listed to the right and are reflective of the analysis generated from all public meetings. The goals will be addressed in the following chapters.

Goal 1:

Slow Traffic Down

Goal 2:

Encourage Neighborhood Walking, Biking, & Mobility

Goal 3

Make Creative & Safe Community Space for All Ages

Goal 4:

Enhance with Greening & Sustainable Features



Envisioning the MANGo Corridor



The Bergamot Connector, Illustrative



* Corridor-wide elements are not shown, including signage, landscaping, and sharrows.

Legend

- | | | | |
|---|--|---|---------------------------------------|
|  | Greenway Corridor |  | Green Edges |
|  | Potential Neighborhood- Building Area (mini parks) |  | Chicanes |
|  | Neighborhood Destinations |  | Bulb-Outs with Enhanced Crosswalks |
|  | Special/Permeable Paving |  | Street Trees with Pedestrian Lighting |
|  | Bergamot Area Plan | | |
|  | Expo Bike and Pedestrian Path | | |

Notes

- 1** Crossing at 20th Street will connect “Central Greenway” section to the “Bergamot Connector” section.
- 2** Multi-use pathway along the eastern sidewalk of the 20th Street bridge (see section drawing on page 51). Sidewalk to be expanded to accommodate for planting or art to act as a freeway buffer.
- 3** Multi-use pathway linking 20th Street and Michigan Avenue to be provided adjacent to Crossroads School Campus (see section drawing on page 52).
- 4** Opportunity to repurpose this underutilized cul-de-sac, as a potential neighborhood-building/greening area.
- 5** Curb extensions to gain sidewalk space and reduce crossing distances. Design extensions to maintain appropriate turning radii for truck access to City Yards.
- 6** Neighborhood Greenway improvements to conform to the Bergamot Area Plan. Bike and pedestrian pathway to be provided through Bergamot to connect to the Agensys campus, as well as the Expo station and Bicycle-Pedestrian path.
- 7** Signage or mapping should be placed at the Expo station to help transit riders use and navigate the Neighborhood Greenway.

Key Map

