



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

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

**PROJECT unique APPLICATION NO.:**

07-Los Angeles-6

Auto populated

**Total ATP Funds Requested:**

\$ 1,153

(in 1000s)

Auto populated

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

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

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

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

**IMPLEMENTING AGENCY'S NAME:**

Los Angeles

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

1149 S. Broadway, Suite 400

Los Angeles

CA

90015

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Kevin Minne

**CONTACT PERSON'S TITLE:**

Transportation Engineer

**CONTACT PERSON'S PHONE NUMBER:**

213-847-4276

**CONTACT PERSON'S EMAIL ADDRESS :**

Kevin.Minne@lacity.org



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

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

07-5006

Implementing Agency's State Caltrans MA number

00152S

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

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

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

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

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





**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 5.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 95.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** \_\_\_\_\_

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

School name: \_\_\_\_\_

School address: \_\_\_\_\_

District name: \_\_\_\_\_

District address: \_\_\_\_\_

Co.-Dist.-School Code: \_\_\_\_\_

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

Total student enrollment: \_\_\_\_\_

% of students that currently walk or bike to school% \_\_\_\_\_ %

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

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

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

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



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

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

**For all trails projects:**

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

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

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

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

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		8/15/16
* CEQA Environmental Clearance:	_____		6/1/16
* NEPA Environmental Clearance:	_____		10/1/17
<b>CTC - PS&amp;E Allocation:</b>	_____		N/A
<b>CTC - Right of Way Allocation:</b>	_____		N/A
* Right of Way Clearance & Permits:	_____		3/1/18
Final/Stamped PS&E package:	_____		5/1/18
* <b>CTC - Construction Allocation:</b>			9/1/18
* Construction Complete:			4/1/20
* Submittal of “Final Report”			7/1/20

**PROJECT FUNDING** (in 1000s)

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

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

ATP funds for PA&amp;D: \_\_\_\_\_ \$205

ATP funds for PS&amp;E: \_\_\_\_\_

ATP funds for Right of Way: \_\_\_\_\_

ATP funds for Construction: \_\_\_\_\_ \$948

ATP funds for Non-Infrastructure: \_\_\_\_\_ *(All NI funding is allocated in a project's Construction Phase)***Total ATP funds being requested for this application/project:** \_\_\_\_\_ \$1,153**Local funds leveraging or matching the ATP funds:** \_\_\_\_\_ \$288

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:** \_\_\_\_\_ \$1,441**ATP - FUNDING TYPE REQUESTED:**

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

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

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

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

# ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

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

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

Implementing Agency's Name: City of Los Angeles

**Important:**

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

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## **Part B: Narrative Questions**

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

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

The Active Transportation Program is now the only state competitive program providing funding for pedestrian and bicycle projects such as this one. Regional and local funding sources for active transportation projects have decreased dramatically as the Transportation Activities Enhancement Program was discontinued and replaced by the Transportation Alternatives Program distributed through the ATP, and the State Transportation Improvement Program as well as local subvention dollars are projected to decline 65% from FY 2015 to FY 2016. Federal surface transportation dollars have not been growing at a rate sufficient to keep pace with increases in needs and costs.

The City of Los Angeles receives funds from local sales tax measures and from TDA Article 3 that can be used for capital expenditures. However, the City does not have enough to fully fund pedestrian and bicycle improvements.

The City can dedicate some local funds to the Orange Line Sherman Way Pedestrian Improvements Project. However, these are only enough to support a 20% local match for the project costs. Therefore, the City requires the ATP grant to support the improvements proposed as part of this project.

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

The Orange Line-Sherman Way project is consistent with transportation plans of both the Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (Metro)(Attachment I – Screening 2). Metro’s Long Range Transportation Plan (LRTP), adopted in 2009, emphasizes the importance of “more safe, connected and walkable pedestrian environments that promote non-motorized transport...” and notes that bicycle and pedestrian transportation are critical parts of a transit system. The Orange Line-Sherman Way Project implements the LRTP through improvements encouraging non-motorized transportation. The pedestrian and bicycle improvements will encourage residents, students, and employees to walk or bicycle, by making these modes of transportation safer and more comfortable.

The 2012-2035 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) notes that active transportation modes are increasingly important types of transportation, reducing congestion and air pollution and increasing health. The RTP/SCS discusses the increase in active transportation and the need to preserve and expand the active transportation infrastructure. The RTP/SCS also specifically calls for improvements bringing more sidewalks into compliance with the Americans with Disabilities Act (ADA). The RTP/SCS includes an Active Transportation Appendix with three policy goals: (1) decrease bicyclist and pedestrian fatalities and injuries, (2) develop an active transportation friendly environment, and (3) increase active transportation usage.

The Orange Line-Sherman Way Pedestrian Improvements Project implements the SCAG RTP/SCS through several strategies. It will bring non-compliant curb cuts into compliance with the ADA. It will implement strategies to reduce bicyclist and pedestrian injuries by establishing a pedestrian refuge in the median of busy Sherman Way, by creating a buffer between pedestrians and motor vehicles through trees at the street edge of several streets, by adding continental crosswalks and pedestrian lighting, and by constructing curb extensions. And it will create an active transportation friendly environment by placing wayfinding signage at critical locations, placing benches in locations where there are no places for pedestrians to rest, and placing bike racks in appropriate parts of the project area.

## Part B: Narrative Questions

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

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

The Orange Line Sherman Way Pedestrian and Bike Improvements Project centers on the Metro Orange Line Sherman Way Station, located in Canoga Park at the intersection of two heavily-traveled streets: Sherman Way and Canoga Avenue. The project area is a one-mile square bounded by Topanga Canyon Boulevard to the west, Saticoy Street to the north, De Soto Avenue to the east, and Vanowen Street to the south. Most improvements, primarily pedestrian improvements, are proposed along Sherman Way.

The **existing and projected number of daily pedestrian trips** was estimated using a half-mile walkshed from which potential users for the Orange Line Sherman Way Project would likely be drawn. Following NCHRP Report 770 guidance, the demand model used for the estimates incorporates key demographic and economic data from the American Community Survey 2009-2013 5-Year Summary File and the 2009 California add-on to the National Household Travel Survey (CA-NHTS) to estimate the total number of walk trips in a given project area based on household trip generation rates, median income, commute to work mode shares, and land use characteristics.

The demand model suggests that there are approximately **2,000** daily pedestrian trips in the area on the corridors being improved. With the proposed safety improvements, it is expected that the number of pedestrians will **increase 13% to almost 2,300** daily pedestrian trips five years after completion of the project in 2020. The demand model further provides some insight into the types of users and trip purposes: 68% of these trips will be made by residents en route to the various activity centers and community facilities located within the Project area, 19% by transit commuters to access the Orange Line station and other local bus services, 10% by employees who work in the area, and 3% by students. The user breakdown in the demand model tells us that this Project will be primarily neighborhood serving project, with some important first mile last mile mobility benefits for the 10% of residents in the Project area who use transit for their journey to work. This Project increases walkability and encourages residents to walk instead of drive for shorter, discretionary trips. This type of incremental mode shift in home-based trips under one mile can have a significant impact on community livability and health.

According to **ridership** data from the Los Angeles County Metropolitan Transportation Authority (Metro), In March 2015, 1,151 persons boarded the Metro Orange Line at the Sherman Way station on the average weekday, and 1,100 persons alighted from the Orange Line at this station. In addition, Metro Line 163 operates along Sherman Way with six stops in the project area in each direction. On the average weekday in March a total of 1,324 persons boarded this line within the project area and 1,231 alighted from it. This project will improve the safety and comfort of these transit riders getting to the station or bus stops and leaving the station or bus stops to go home or to one of the commercial or activity centers in the area.

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

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

X
X

The Orange Line Sherman Way Project will encourage increased walking and bicycling in the project area by improving routes and removing barriers linking persons to activity centers within the project area.

Some of these destinations are located on Sherman Way:

- Canoga Park Library
- Post Office
- Vallarta Supermarket
- Madrid Theater

Additional destinations are located within ¼ mile of Sherman Way:

- Canoga Senior Center
- Canoga Community Center and Historical Museum
- Canoga Park Youth Arts Center

- Boys and Girls Club
- Hart Street Elementary School
- Quimby Park

The project area also includes retail and commercial destinations. The demand model included the activity centers in developing estimates and projections of pedestrian activity. With improved pedestrian linkages and with the installation of new bike racks pedestrian and bicycle activity is expected to increase.

There are four schools are located in the project area, with a total of just under 2,000 students in grades 5-12. Two, Canoga Park High School and Canoga Park Elementary School, are on Topanga Canyon Boulevard at the western edge of the project area. A third school, N.E.W. Academy, is near the northern project boundary. The fourth, Hart Street Elementary School, is approximately one-quarter mile south of Sherman Way and in 2013-14 had an enrollment of 857 students. Hart Street Elementary School is the school most likely to benefit from the pedestrian improvements.

The Project will improve connections to activity centers in many ways (Figure 1-1 following). Among the current and projected users of the pedestrian enhancements are seniors participating in activities at the **Canoga Senior Center**, located on Jordan Avenue less than 2 blocks from Sherman Way. Currently, approximately 170 seniors come to the senior center on an average day; approximately 20 walk to the center from their homes. The project will improve linkages with the senior center through planned improvements at Sherman Way and Jordan Avenue: curb extensions, curb cut modifications, and continental crosswalks.

The project will also improve linkages for youth participating in activities at the **Boys and Girls Club** and the **Canoga Park Youth Arts Center**, both located on Remmet Avenue just north of Sherman Way. Approximately 170 youth participate in Boys and Girls Club activities on an average day; 240 participate weekly in activities at the Youth Arts Center. Participants in both will benefit from curb extensions and curb cut modifications at Sherman Way and Remmet.

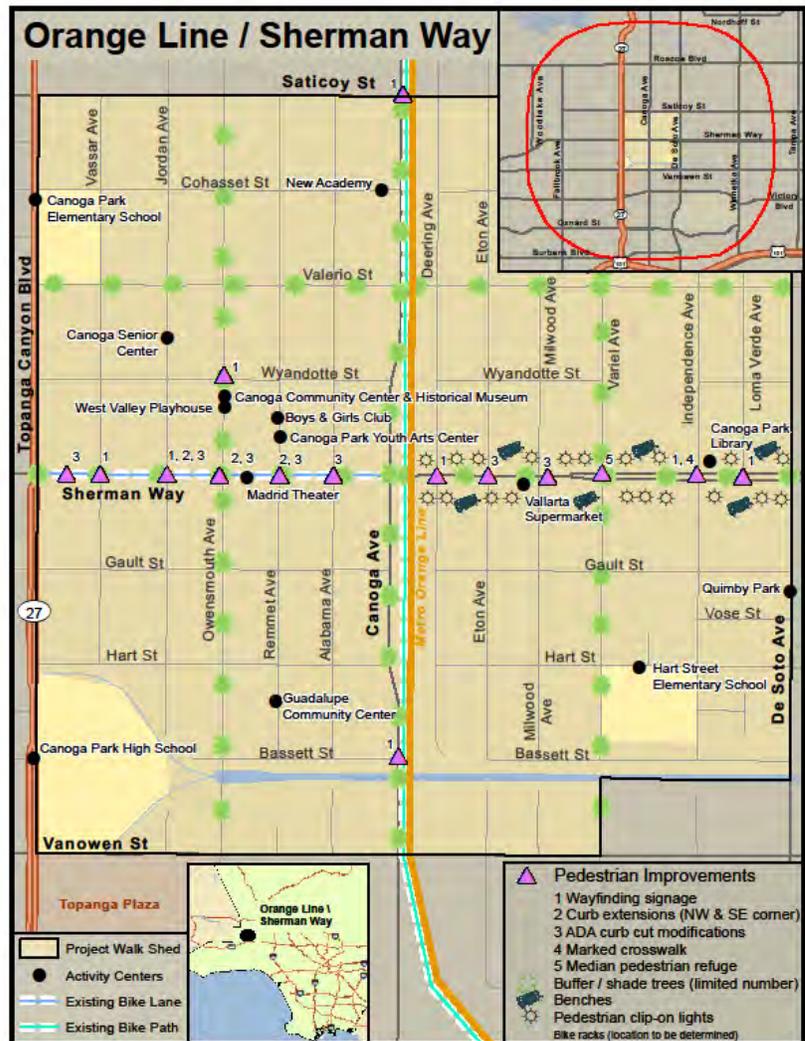
Connections to the **Canoga Community Center**, on Owensmouth near Sherman Way, will benefit from the curb extension planned for that intersection. The addition of continental crosswalks at Sherman Way and Independence will improve the safety of pedestrians crossing Sherman Way to go to and from the **Canoga Park library**. Installation of pedestrian lights in this area will improve linkages to the library by improving safety for persons walking to or from the library after dark.

Figure 1-1 Project Area Activity Centers and Improvements

Hart Street Elementary School is located ¼ mile from Sherman Way and Variel. The addition of a median pedestrian refuge at this intersection will enhance the linkages for students and families walking to and from the school.

Buffer/shade trees will improve linkages to these and other activity centers by enhancing safety and comfort of persons walking to these locations. Other improvements will improve linkages to activity centers by increasing comfort and confidence along pedestrian routes. The installation of wayfinding signs will encourage walking and bicycling to and from the activity centers, and

provide a more user-friendly environment, by providing information about the locations of these centers in relation to where an individual is at the time. Walking will be encouraged by the installation of benches along Sherman Way, so pedestrians will know that they can stop and rest; these benches will be helpful for pedestrians walking to and from the public library, Vallarta Supermarket, and other retail establishments on Sherman Way east of Canoga Avenue. Finally, the addition of bike racks at appropriate locations near retail and commercial establishments will encourage the use of bicycles for some trips, with the knowledge that bicyclists will be able to safely lock their bicycles while shopping and/or eating in the area.



**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 Orange Line Sherman Way Project is a top priority for both the City of Los Angeles and for the community of Canoga Park. Canoga Park includes a retail district, cultural and civic uses, and diverse and historical residential neighborhoods. Downtown Canoga Park, within the Project area, includes locally owned and operated retail and commercial uses, surrounded by a mix of residential uses, both historic single-family bungalows and multi-family housing. Sherman Way west of the Orange Line is a unique retail area with an eclectic mix of tenants, including vintage clothing stores, antiques, a theater, and other independently-owned businesses. Retail and commercial establishments are primarily located along Sherman Way and Canoga Avenue. Areas north and south of Sherman Way are primarily residential, with some multi-family housing and some single family homes. These mixed use areas have the potential for increased pedestrian and bicycle traffic with the implementation of safety and comfort features.

This project is a priority for Canoga Park in its effort to strengthen the community by expanding pedestrian and bicycle modes of transportation in the area. The potential advantage of a major transit center is the opportunity to strengthen retail and commercial areas with passengers walking or bicycling between the station and nearby businesses. The Canoga Park community, both business and residential, has worked for several years to take advantage of the transit center and expand active transportation in the area.

The Metro Orange Line dedicated busway opened in 2005, providing bus rapid transit service between North Hollywood and the Warner Center south of Canoga Park. The Orange Line Extension, including the Sherman Way Station, opened in 2012. Even before the opening of the Orange Line Extension, business and residential groups in Canoga Park were looking at ways to focus attention on transit and active transportation modes rather than the auto transportation mode historically favored in the San Fernando Valley. With the planned Orange Line Extension, Canoga Park groups were looking at ways to revitalize the community by developing pedestrian-friendly streets connecting the Orange Line Sherman Way Station to local neighborhoods, commercial services, and employment centers. They also focused

attention on the potential provided by the Orange Line to provide non-automobile access to more distant parts of southern California through the Orange Line's links to Metro Rail and Metrolink.

The Orange Line Sherman Way Project is important to the City of Los Angeles because it addresses the goals in the City's Draft Mobility Plan 2035 (Attachment I – 1). The Mobility Plan focuses on addressing health and safety problems in the city by establishing Complete Streets which will provide safe transportation for pedestrians, bicyclists, transit riders, and drivers. The Mobility Plan also incorporates the concepts included in the Metro First Last Mile Strategic Plan. The Mobility Plan includes a pedestrian analysis map, identifying targeted areas prioritized for pedestrian safety enhancements; segments of Sherman Way and Canoga Avenue in the project area are among those identified on this map.

The Project is also important to the City by implementing strategies identified in Metro's First Last Mile Strategic Plan adopted in 2014, focusing on improvements in the first mile and last mile to and from transit centers. Recommended strategies include pedestrian lighting, pedestrian seating, wayfinding signage, shade and buffer trees, and other strategies which have been included as part of the Orange Line Sherman Way Project.

## Part B: Narrative Questions

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

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

According to the Transportation Injury Mapping System (TIMS), between 2009 and 2012 there were 158 collisions within the one-square-mile project area involving pedestrians or bicyclists. Approximately 2/3 of these occurred on Sherman Way or within a ¼ mile influence area.

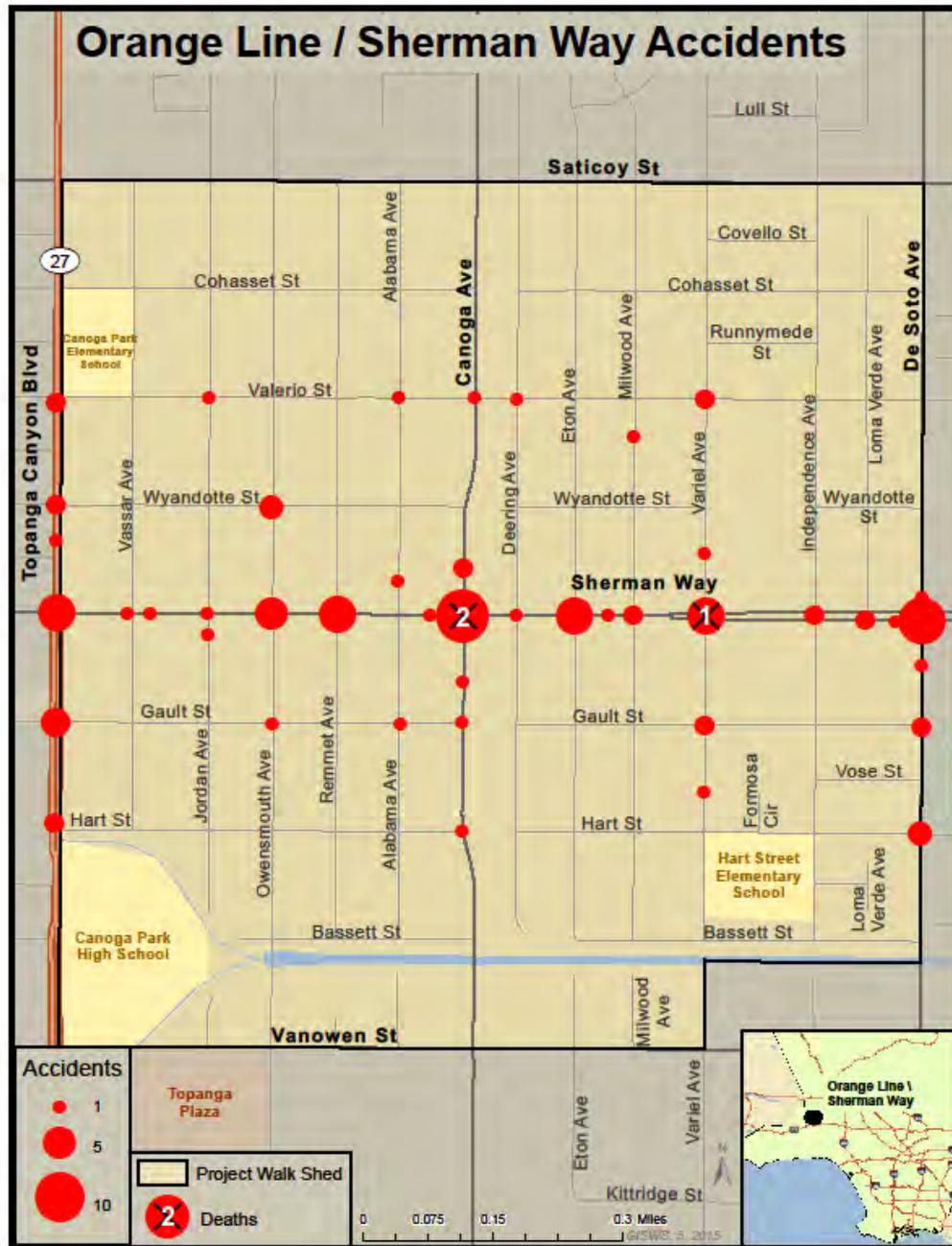
*Table 2-1 Summary of Collisions On Project Alignment and Surrounding Area 2009-2012*

Motor Vehicle Collision With	Sherman Way				Total	Within ¼ Mile Influence Area				Total
	Fatalities	Injuries				Fatalities	Injuries			
AIS Severity Level	1	2	3	4		1	2	3	4	
Pedestrian	1	3	14	12	30	1	6	19	19	45
Bicyclist	2	0	12	27	41	2	1	19	37	59
Total	3	3	26	39	71	3	7	38	56	104

1 – Fatality      2 – Injury (Severe)      3 – Injury (Other Visible)      4 -- Injury (Complaint of Pain)

A total of 71 pedestrian and bicycle collisions in the Project area occurred on Sherman Way, the major east-west street going through the Project area. Six pedestrian collisions occurred at Sherman Way and Variel, near a popular supermarket and a quarter-mile from Hart Street Elementary School. Two occurred at Sherman Way and Independence, near the public library, and three occurred at Sherman Way and Owensmouth, near the Canoga Community Center and West Valley Playhouse.

Figure 2-1 Collisions Between 2009 and 2012 Involving Pedestrians or Bicyclists



Of all the collisions in the Project area, 43 involved pedestrians or bicyclists under 18 years of age, and 13 of the total collisions involved pedestrians or bicyclists 64 and older. Both groups are more dependent on transit and active transportation, and both are vulnerable in collisions.

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

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

X
X
X
X

Sherman Way, a street with heavy vehicular traffic, can be crossed at six signalized locations between Topanga Canyon and De Soto: Jordan Avenue, Owensmouth Avenue, Remmet Avenue, Canoga Avenue, Orange Line Busway and bicycle/pedestrian path, and Variel. The project will implement several strategies to address safety hazards such as motor vehicle speed, limited visibility of pedestrians and crosswalks, and inadequate curb cuts. These strategies are summarized below.

**Reduces speeds**

**Curb extensions** at three intersections will increase the buffer between vehicles and pedestrians and will have a traffic-calming effect on motorists. These will enhance pedestrian safety by slowing vehicle traffic near these corners, establishing an extra buffer between automobile traffic and pedestrians on sidewalks, and shortening the distance required to cross Sherman Way. Two of the intersections identified for curb extensions are at Jordan Avenue near the Canoga Senior Center and at Remmet Avenue near the Boys and Girls Club and Canoga Park Youth Arts Center. The third intersection is at Sherman Way and Owensmouth Avenue near the Canoga Community Center. Each of the latter two intersections was the site of multiple collisions involving pedestrians or bicyclists between 2009 and 2012.

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

**Pedestrian lights** will increase the visibility of non-motorized users by providing illumination on the sidewalks not just the streets. Pedestrian lights will also increase the sense of security of pedestrians, and their willingness to walk on sidewalks where they are more visible.

**Eliminate potential conflict points between motorized and non-motorized users**

The addition of a limited number of **shade and buffer trees** will provide a buffer between pedestrians and automobile traffic, increasing safety. These buffer trees will also increase the comfort of pedestrians, and eliminate a barrier to walking, by providing some protection from the sun; average temperatures in the area exceed 90 degrees three months a year, and exceed 80 degrees two more months a year.

The **median pedestrian refuge** at Sherman Way and Variel will eliminate a potential conflict point by providing pedestrians with a safe place to wait if they are unable to complete crossing the street in one traffic signal cycle. The median will also encourage pedestrians to wait in the median rather than delaying motorists by completing the street-crossing when it is unsafe.

**Addresses inadequate or unsafe traffic control devices, crosswalks, sidewalks**

The addition of **continental crosswalks** will alert drivers to the potential of pedestrians cross the street. This is particularly important at intersections without any crosswalks, such as the intersection at Sherman Way and Independence leading to the Canoga Park Library. It will also improve the safety of pedestrians at intersections which currently have crosswalks but not continental crosswalks, such as Sherman Way and Jordan.

**Curb cut modifications** will correct unsafe pedestrian crossings at intersections where curb cuts are not ADA-compliant. These modifications will remove a barrier to mobility at these intersections. These modifications will improve safety and mobility for all pedestrians, but especially seniors and others with mobility disabilities.

All the improvements will be implemented to encourage people living or working in the area to walk or bicycle to different activity centers, by making active transportation safer and more convenient.

## **Part B: Narrative Questions**

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

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

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

The Orange Line Sherman Way Project was initially developed by the City's Community Redevelopment Agency (CRA/LA), working with the Office of Los Angeles City Council District 3, Canoga Park Neighborhood Council, and the Canoga Park Improvement Association. The latter two groups represent a variety of local stakeholders. The Canoga Park Neighborhood Council includes representatives from community based organizations, faith based organizations, home/condominium owners, renters, youth groups, seniors, schools, and retail and service businesses. The Canoga Park Improvement District includes members from a variety of businesses and community organizations in Canoga Park. Southern California Association of Governments (SCAG) supported efforts during development of "Canoga Connect," a planning document that illustrated opportunities for pedestrian and bicycle improvements in the project area. These stakeholder and public agency support groups were directly involved in identifying the need for the improvements included in the project.

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

The project grew out of "Canoga Connect," a study prepared in 2010 by the Department of City Planning, CRA/LA and Council District 3 (which includes the project area). Other stakeholders involved in this study included the Canoga Park Neighborhood Council, SCAG, and the Canoga Park-West Hills Chamber of Commerce. All participants were involved in a stakeholder workshop at the beginning of the planning process. The stakeholder workshop included a walking tour of the project area that allowed participants to engage the community, identify and understand the character of the project area, and ultimately catalogue the existing conditions and potential improvements around the Orange Line station location. In addition to the walking tour, two community workshops were held as part of the study in the summer of 2010 to engage the public on elements of Canoga Connect, which ultimately resulted in this project.

Prior to Canoga Connect, the Final Environmental Impact Report identified the need for improved active transportation connections as a mitigation measure for the Orange Line extension. While the public participation process of the environmental review was focused on the Orange Line extension, it did identify a

pedestrian and bicycle corridor along the alignment. Canoga Connect identified an opportunity to improve these connections at the station on Sherman Way.

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

The participation of the local stakeholders in the Canoga Connect study resulted in the identification of the need for pedestrian improvements in the area, and recommendations which grew out of the Canoga Connect workshops. In addition, the business community, through the Canoga Park Improvement Association, emphasized the importance of safe pedestrian linkages to encourage people to shop in the area; this need has remained a part of the project.

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

The local stakeholders mentioned previously will be contacted by the City during the implementation of the Project, to ensure regular communications with the local groups. As part of this communication process the City will establish and maintain a project website to provide information and receive feedback. The City will work with the Office of Council District 3 to provide regular updates to the Canoga Park Neighborhood Council, and will work with the Canoga Park Improvement Association to ensure regular communications with and feedback from the business community in the project area. Specific outreach will be conducted as part of the environmental clearance process.

## Part B: Narrative Questions

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

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

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

Most of the targeted users of the project are residents in the project area, which includes most of the community of Canoga Park. Residents of Canoga Park have poor health outcomes, **comparable to the rates in the County of Los Angeles and the State of California**, as indicated in data from the California Health Interview Survey's AskCHIS Neighborhood Edition:

1. 21% of adult residents between the ages of 18 and 64 have fair or poor health, the same as the rate for of all Los Angeles County residents between 18 and 64
2. 23% of adults in Canoga Park are obese
3. 8% of the adults in Canoga Park have been diagnosed with diabetes
4. 11% have been diagnosed with asthma.

In 2007, the Los Angeles County Department of Public Health released a report on "Preventing Childhood Obesity: the Need to Create Healthy Places." This report identified the extent of childhood obesity in Los Angeles County cities and communities. In Los Angeles City Council District 3, which includes Canoga Park, **19.3% of children were identified as obese.**

In 2011, Los Angeles County Public Health released a report on Obesity and Related Mortality in Los Angeles County. This report noted a coronary heart disease mortality rate of 169 per 100,000 persons between 2004 and 2008, a little higher than in the county as a whole which had a coronary heart disease mortality rate of 161 per 100,000.

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

The Project will enhance public health by providing safer and more user-friendly pedestrian facilities for persons in Canoga Park. Being able to walk safely will encourage residents to walk more. It is expected that residents in the project area will represent 68% of the users of the improved active transportation

paths. These are the people whose health is most likely to be enhanced with the improvements in the project area.

The Los Angeles County Department of Public Health report on childhood obesity notes the importance of creating more walkable communities. While children will not be the primary users of the improved pedestrian paths, they will benefit while going to youth activity centers such as the Boys and Girls Club and the Canoga Park Youth Arts Center, and to the schools in the project area. The report recommends that cities create more walkable communities. This report also notes the relationship between economic hardship and obesity. The Orange Line-Sherman Way project will address the health need for walkable communities by implementing a more pedestrian-friendly area in Canoga Park.

As noted above, obesity is a health problem for both adults and youth in the Canoga Park area. The Orange Line Sherman Way Project will enhance public health through improvements creating a more walkable area for youth and adults. The addition of bike racks will also make it easier to bicycle in the area, thus encouraging more bicycling. We expect that with increases in walking and bicycling, residents will be able to get more physical activity, which should ultimately reduce chronic conditions (like diabetes), obesity, and childhood obesity.

Increased walking and bicycling improve the health of residents in the Project area. The increased walking and bicycling will be for many purposes: shopping, using the public library, taking advantage of cultural activities in the area such as small theaters and community centers, and other purposes. With increased safety, security, and comfort, walking to these locations will be more inviting to residents in the area who will benefit from this additional walking.

This project also fits in with the County of Los Angeles Department of Public Health “Strategic Plan 2013-2017.” This strategic plan identifies six priority areas, with goals and objectives under each. Strategic Priority 1 focuses on Healthy and Safe Community Environments. Orange Line-Sherman Way project addresses Goal 1.1: Increase the capacity of community environments to support active living and healthy eating. Objective 1.1a focuses on increasing the number of jurisdictions implementing policies that “promote walkable, bikeable, and safe communities...” This Project to implement pedestrian improvements is designed to increase the walkability of this area. By creating an area which is more conducive to walking – by making safety improvements and by increasing the comfort of pedestrians –

the Project will encourage residents to walk and in that way contribute to improving public health of residents in the area.

The City contacted the Los Angeles County Department of Public Health PLACE program in developing this focus on public health impacts of the Project (Attachment I-4).

## Part B: Narrative Questions

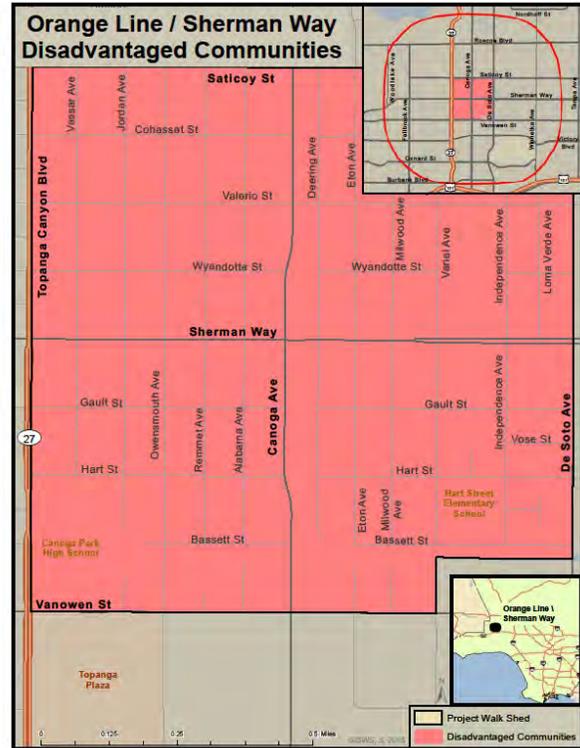
**QUESTION #5 BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

**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.

**Figure 5-1 Disadvantaged Communities**

The four Census tracts encompassing the Project are all disadvantaged communities and are shown in pink. The census tracts meet the definition of disadvantaged community on the basis of median family income and the California Communities Environmental Health Screen Tool 2.0



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

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

Which criteria does this project meet?

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

	X
	X
	X

The Orange Line Sherman Way Pedestrian Links Project area encompasses four census tracts.

*Table 5-1 Census Tract Data*

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037134520	\$38,286	5,256	33.32	66-70%	X	
6037134521	\$40,515	2,477	37.80	76-80%	X	X
6037134522	\$39,970	3,791	32.83	66-70%	X	
6037134001	\$38,850	3,856	38.01	76-80%	X	X

All four census tracts have median incomes below 80% of the statewide median family income. The California median income is \$61,094; 80% of this is \$48,875. The median incomes of the census tracts in the project area range from \$38,286 to \$40,515. Two of the four census tracts have CES scores in the 76<sup>th</sup>-80<sup>th</sup> percentile, one measure of disadvantaged communities.

In addition, between 79% and 94% of the students at each of the four schools located within the project area are eligible for Free or Reduced Price Meals (Attachment I-5)

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

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

100%

Each of the census tracts in the project area meets at least two criteria defining disadvantaged communities. All the money spent on the project will be expended in these census tracts.

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

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

The Orange Line Sherman Way Project will directly benefit persons in the disadvantaged communities of the project area by improving walking and bicycling conditions for these residents. These safety improvements will make it easier for residents to access shopping areas, grocery stores, transit, the public library and the

senior center. Census data indicate that 17% of the households in the project area have no vehicle available, so if the residents do not feel safe walking to activity centers, parks, and stores they will be limited in their ability to access these locations. Residents need a safe environment in which to walk, and the project will provide this increased level of safety.

The Project will also benefit residents by offering better access to employment locations, both local employers and those reached on public transit. This will benefit workers who walk or bicycle to work at one of the retail or other businesses in or near the project area. It will also benefit workers who use transit for their commute or to look for work. A safer path to work and transit will expand the employment opportunities for residents

The Project will benefit disadvantaged students by providing a safe walking or bicycling environment. The school closest to the planned improvements, Hart Street Elementary School, is also the school with the largest percentage of students eligible for Free and Reduced Price Meals.

## 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.)**

In reviewing the elements of the Orange Line Sherman Way Station linkages, the City considered a more extensive project incorporating elements included in the original plan for the project. Some elements were eliminated because they were not cost-effective in relation to increasing pedestrian and bicycling in the project area. For example, the original plan included major modifications to two alleys; these were not included in the plan because they were considered too expensive and unlikely to increase active transportation in the area. The current Project, as described throughout this application, is the most cost-effective while providing safety and comfort benefits to increase active transportation in the project area.

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

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

According to the ATP Benefit/Cost Tool, this Project has a benefit to cost (B/C) ratio of 30.39. This means that for every dollar invested, the Project will generate \$30.39 in benefits. Such a large B/C ratio clearly indicates a good investment, with benefits that will well-exceed costs. The benefit to funds requested ratio is 40.52, implying that the Project is a good use of government funds.

Regarding feedback, the ATP Benefit/Cost Tool assumes population grows at 2.0 percent, based on historic growth rates in California from 1955 to 2011. However, SCAG’s 2016 growth forecast by jurisdiction predicts a much lower rate between now and 2040 (approximately 0.5 percent annually). Therefore, a future iteration of the ATP Benefit/Cost Tool may wish to provide more localized assumptions for population growth. This will

help take into account the difference between benefits in higher versus lower-growth areas of the State. Additional feedback on potential model enhancements for the next cycle of the ATP Benefit/Cost Tool is documented in Attachment I-6.

**Part B: Narrative Questions**  
**Detailed Instructions for: Question #7**

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

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

The estimated total cost of the Orange Line Sherman Way Project is \$1,441,109. The City will use local funds for a local match of \$288,222, representing 20% of the total cost.

## Part B: Narrative Questions

### Detailed Instructions for: **Question #8**

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

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

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

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

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

California Conservation Corps representative:

Name: Wei Hsieh

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

Phone: (916) 426-9170

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

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below **(Attachments I – 8 and G)**
- Concrete and curb removal and crushed miscellaneous base**
- Access ramps**
- Buffer/shade trees, benches, bicycle racks**
- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

## **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 Los Angeles has been the successful recipient of millions of dollars in ATP-type grants over the past several years. We have received and successfully managed and delivered State and Federal Safe Routes to School grants, Highway Safety Improvement Program (HSIP) grants, and federal/state grants programmed by Los Angeles County Metro through their biennial Call for Projects. We have not been delinquent in any such grants and have the experience and in-house expertise to meet the stringent CTC guidelines. Additionally, the City of Los Angeles has been recently recognized by Caltrans as a model agency in the delivery of HSIP projects.

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

## **Part C: Application Attachments**

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

### **List of Application Attachments**

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

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

# Application Signature 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: <u>5/27/15</u>
Name: <u>Nazario Saucedo</u>	Phone: <u>213-847-3333</u>
Title: <u>Director, Bureau of Street Services</u>	e-mail: <u>nazario.saucedo@lacity.org</u>

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

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

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

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

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

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

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

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

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

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

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

# Project Programming Request Attachment B

07-Los Angeles-6  
**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/21/2015

Project Information:					
<b>Project Title:</b> Orange Line-Sherman Way Pedestrian Links, 07-Los Angeles-6					
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	VAR			

**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)				257				257	
PS&E									
R/W									
CON						1,184		1,184	
<b>TOTAL</b>				257		1,184		1,441	

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)				205				205	CTC/Caltrans
PS&E									Notes:
R/W									
CON						948		948	
<b>TOTAL</b>				205		948		1,153	

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

Date: 5/21/2015

Project Information:					
<b>Project Title:</b> Orange Line-Sherman Way Pedestrian Links, 07-Los Angeles-6					
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	VAR			

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
<b>Fund No. 2:</b>	City Matching (Local Return)								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)				52				52	City of Los Angeles	
PS&E									Notes:	
R/W										
CON						236		236		
TOTAL				52		236		288		
<b>Fund No. 3:</b>									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										
<b>Fund No. 4:</b>									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										
<b>Fund No. 5:</b>									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										
<b>Fund No. 6:</b>									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										
<b>Fund No. 7:</b>									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										

# Engineer's Checklist

## Attachment C

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

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

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

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

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

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

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

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: FC  
 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: FC  
a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate  
b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First):

Title:

Engineer License Number

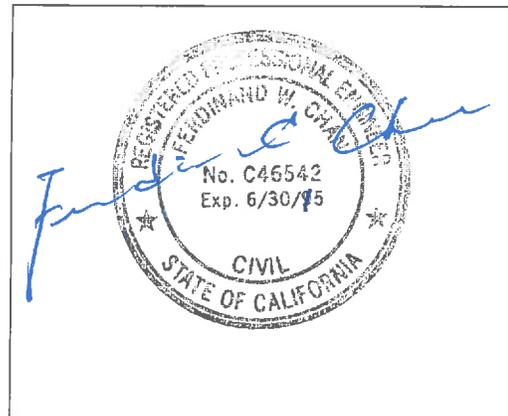
Signature: Ferdinand Chan

Date:

Email:

Phone:

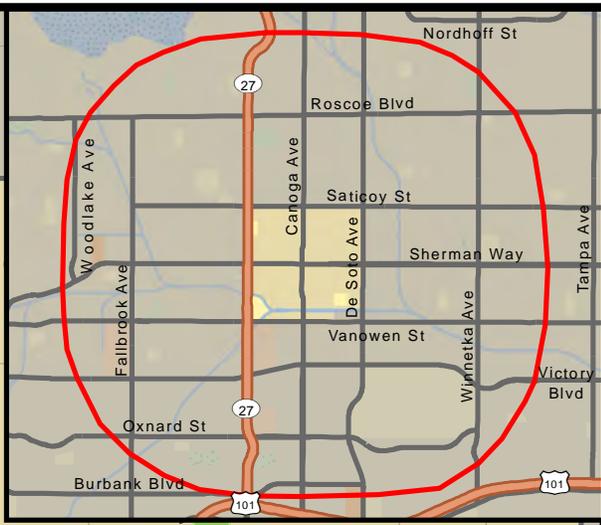
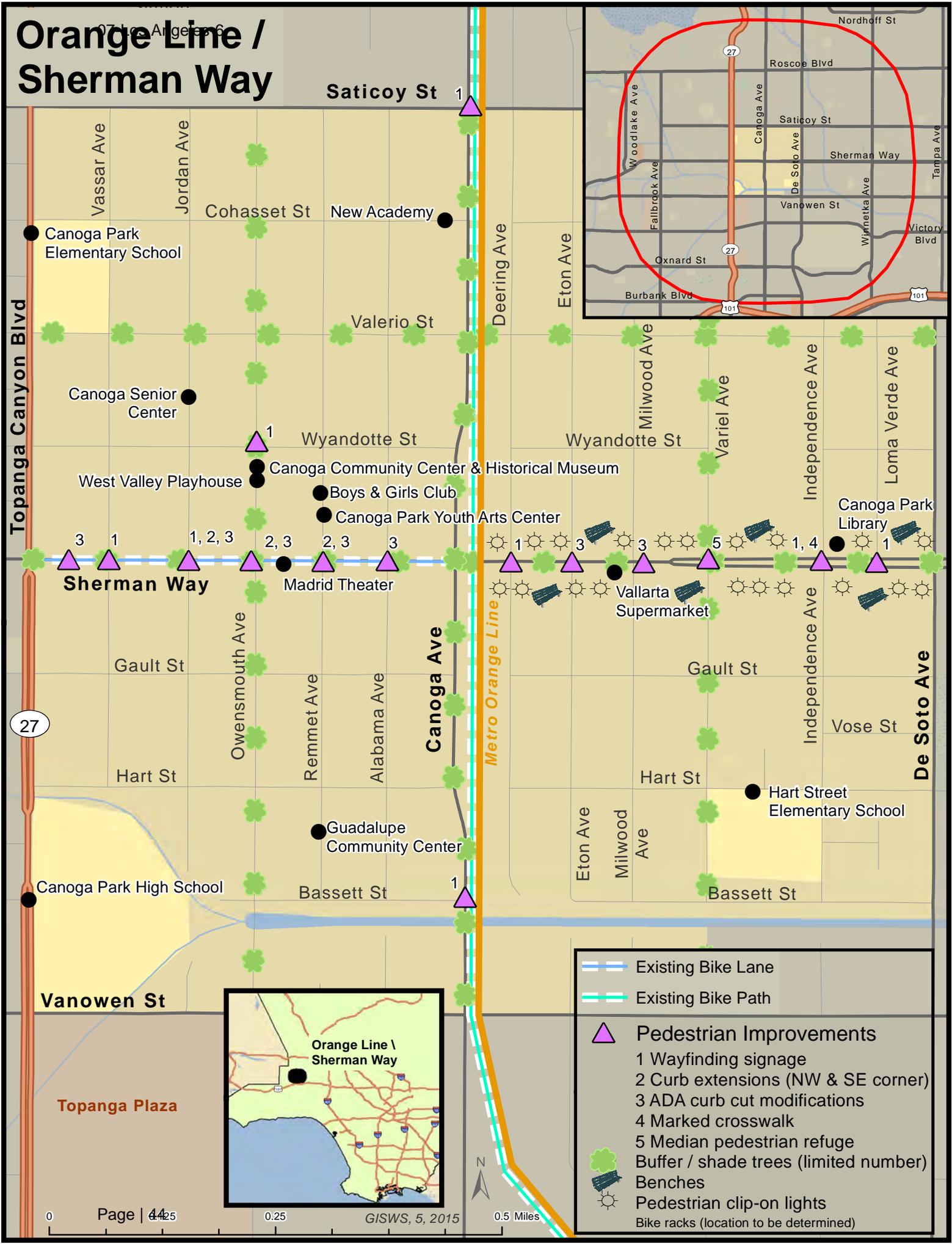
**Engineer's Stamp:**



# Project Location Map

## Attachment D

# Orange Line / Sherman Way



-  Existing Bike Lane
-  Existing Bike Path
-  Pedestrian Improvements
  - 1 Wayfinding signage
  - 2 Curb extensions (NW & SE corner)
  - 3 ADA curb cut modifications
  - 4 Marked crosswalk
  - 5 Median pedestrian refuge
-  Buffer / shade trees (limited number)
-  Benches
-  Pedestrian clip-on lights
-  Bike racks (location to be determined)

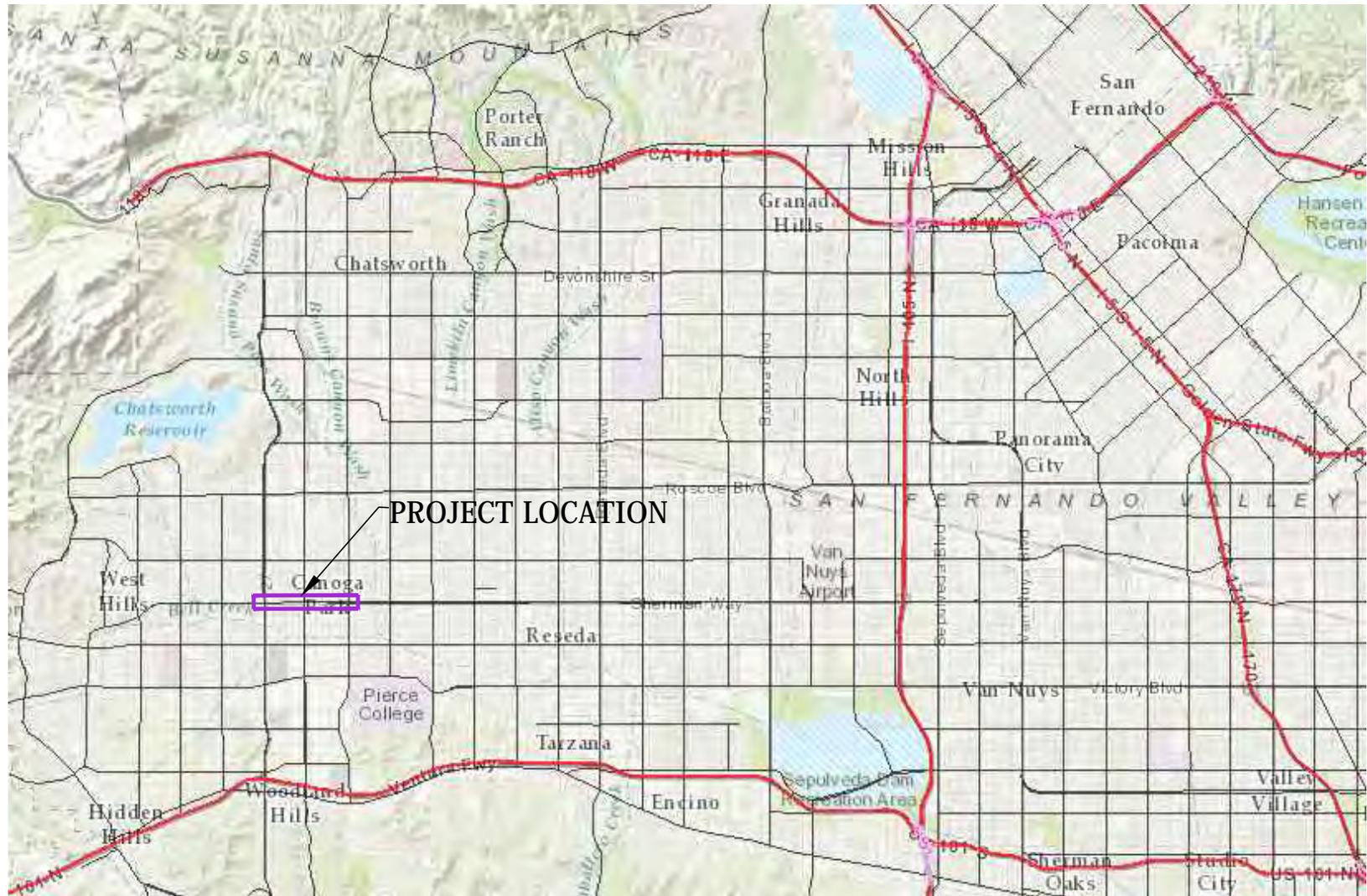
Project Map/Plans  
Existing and Proposed  
Conditions  
Attachment E

07-Los Angeles-6



Quality • Timeliness • Efficiency

# CITY OF LOS ANGELES ORANGE LINE-SHERMAN WAY PEDESTRIAN LINKS ACTIVE TRANSPORTATION PROGRAM - CYCLE 2 VICINITY MAP 07-Los Angeles-6



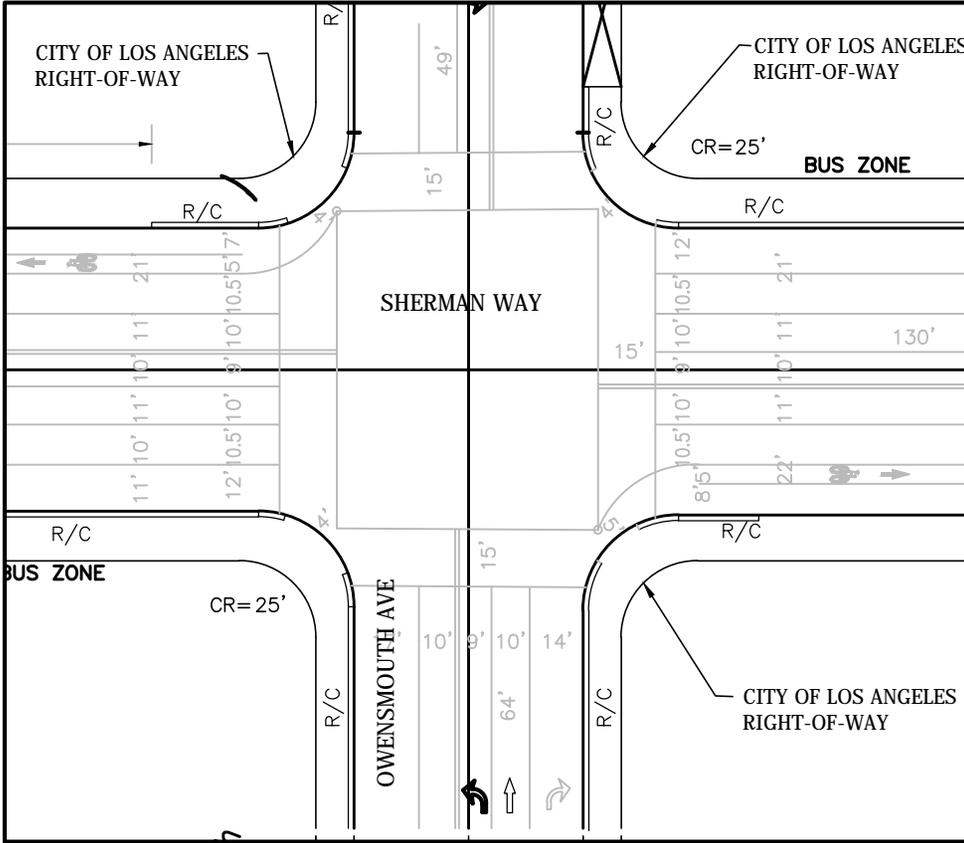
NOT TO SCALE

07-Los Angeles-6



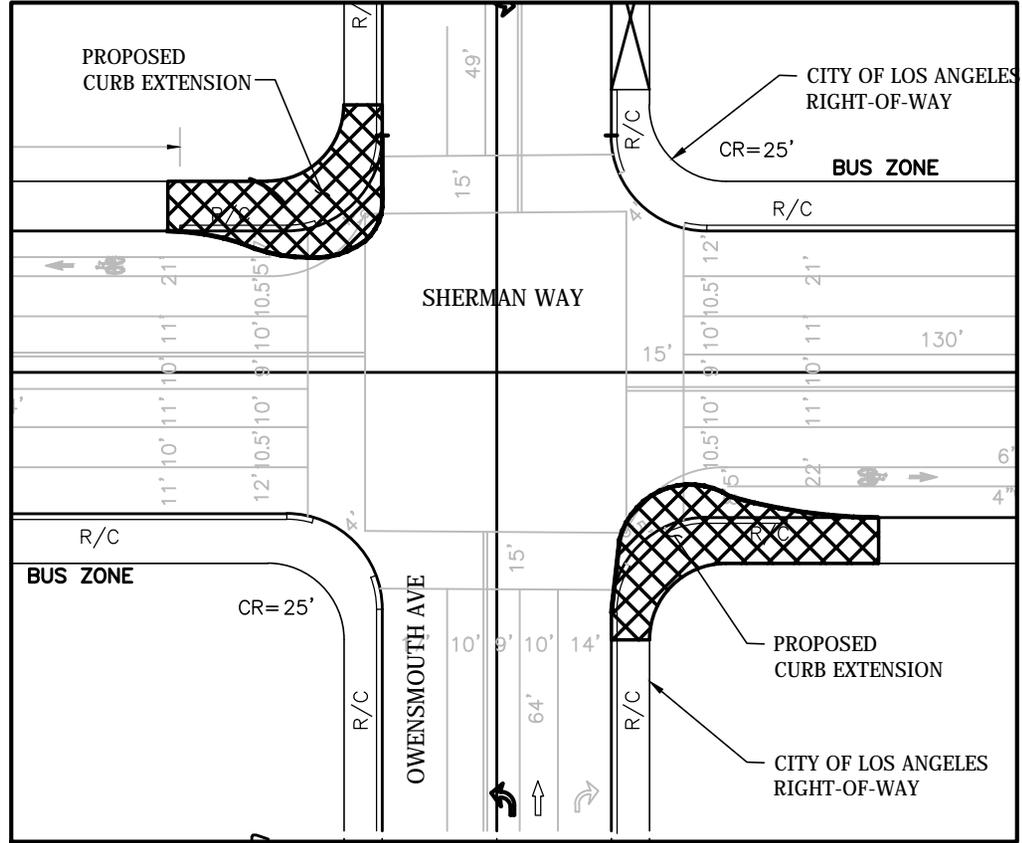
Quality • Timeliness • Efficiency

CITY OF LOS ANGELES  
ORANGE LINE-SHERMAN WAY PEDESTRIAN LINKS  
ACTIVE TRANSPORTATION PROGRAM - CYCLE 2  
PROJECT CROSS-SECTION  
07-Los Angeles-6



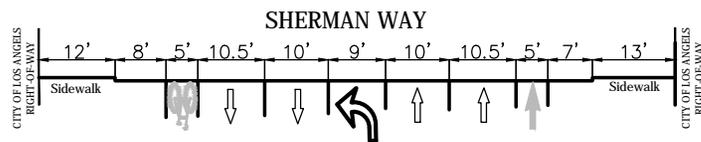
EXISTING CONDITIONS

SCALE: 1"=50'

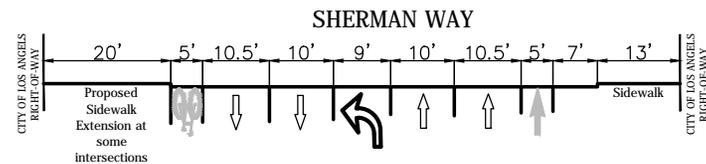


PROPOSED CONDITIONS

SCALE: 1"=50'



SCALE: 1"=30'



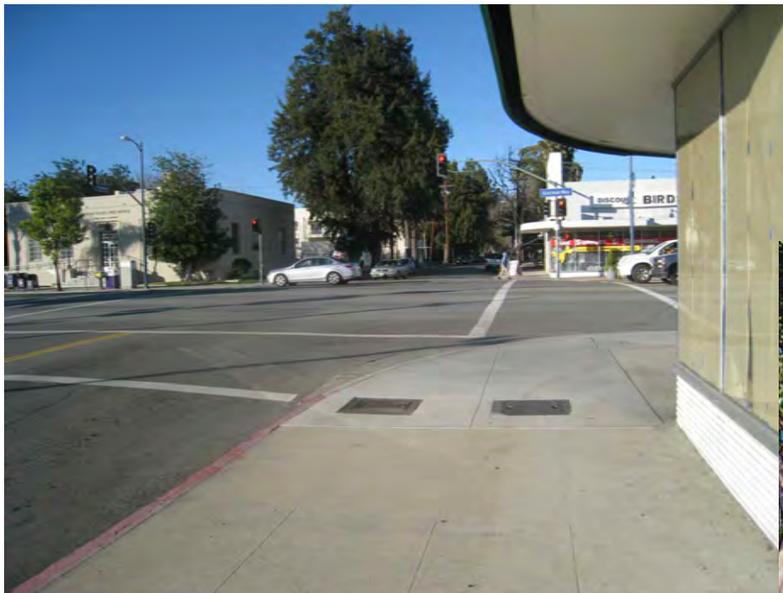
SCALE: 1"=30'

07-Los Angeles-6

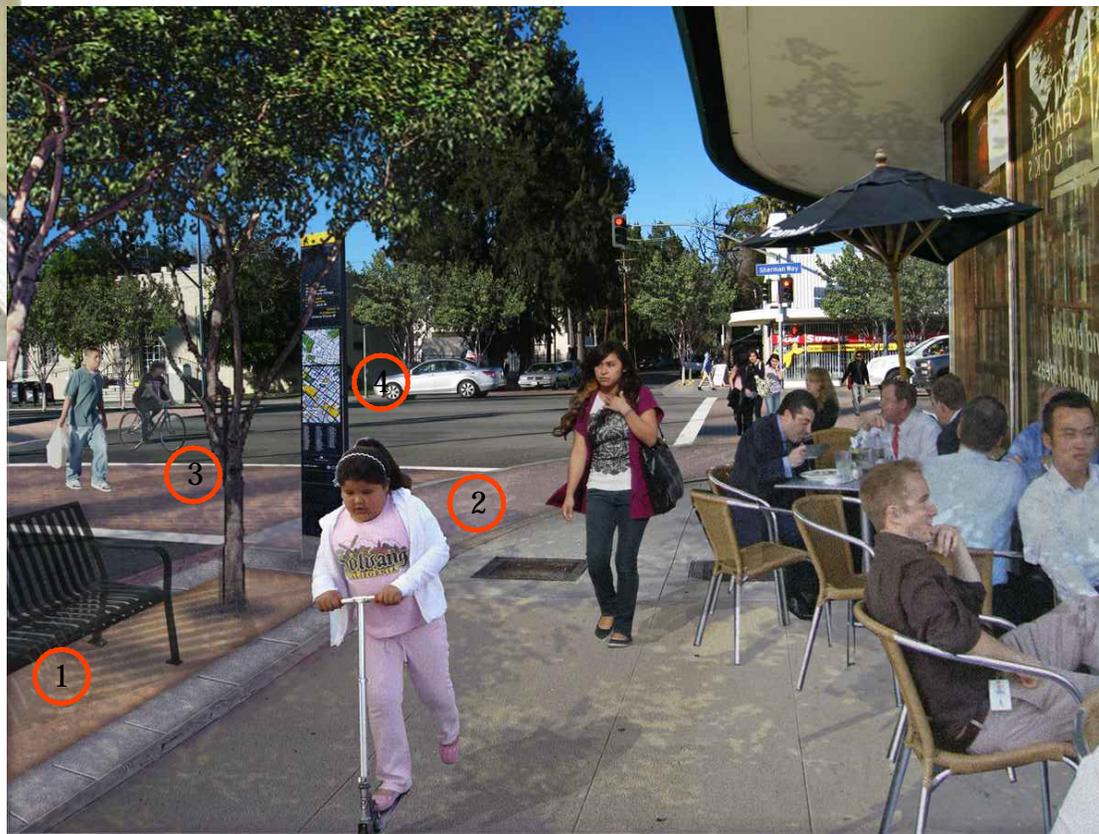


Quality • Timeliness • Efficiency

# CITY OF LOS ANGELES ORANGE LINE-SHERMAN WAY PEDESTRIAN LINKS ACTIVE TRANSPORTATION PROGRAM - CYCLE 2 EXISTING AND PROPOSED CONDITIONS 07-Los Angeles-6



EXISTING CONDITIONS



PROPOSED ELEMENTS:

- ① BENCHES
- ② CURB EXTENSION
- ③ STREET SHADE TREES
- ④ WAYFINDING SIGNAGE

PROPOSED CONDITIONS



NOT TO SCALE

# Photos of Existing Conditions Attachment F

Sherman Way and Alabama Avenue



Curb cut not ADA-compliant

Sherman Way and Alabama Avenue



Non-compliant curb-cut (different view)

Sherman Way and Alabama Avenue



Non-compliant curb cut (close-up view)

Sherman Way and Owensmouth Avenue



Non-compliant curb-cut

Sherman Way and Independence Avenue



No crosswalk at intersection close to public library

Sherman Way and Independence Avenue



No marked crosswalks at busy intersection near public library

Sherman Way and Independence Avenue



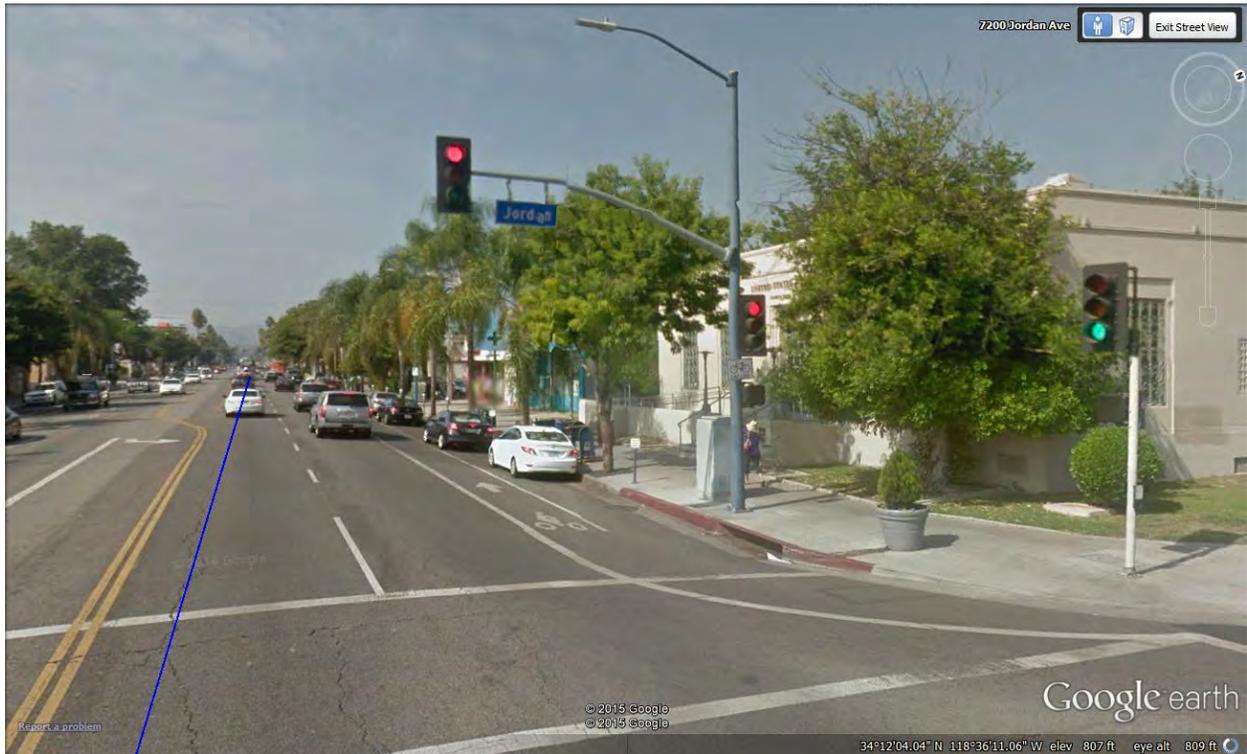
No marked crosswalks

Sherman Way and Eton



Busy street, no pedestrian lights, few trees

Sherman Way at Jordan Avenue



Location of Planned Curb Extension

Canoga Avenue Looking North from Sherman Way



Lack of Buffer/Shade Trees on west side of street

# Project Estimate 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 Los Angeles		
Application ID:	07-Los Angeles-6	Prepared by:	Bureau of Street Services
		Date:	4/30/2015
Project Description:	Pedestrian enhancement improvements: Refuge Median Island, Curb Extension, Continental Crosswalks Pedestrian Lighting, Bike Racks, Wayfinding Signage, Benches		
Project Location:	Sherman Way between De Soto Ave and Topanga Canyon Blvd, in the City of Los Angeles.		

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization	1	LS	\$60,000.00	\$60,000	100%	\$60,000						
2	Construction Sign	4	EA	\$1,500.00	\$6,000	100%	\$6,000						
3	Traffic control: Daily Set-up & Take Down	1	LS	\$40,000.00	\$40,000	100%	\$40,000						
4	Asphalt Concrete Removal (For Refuge Media and Curb Extension	2000	SF	\$4.50	\$9,000	100%	\$9,000					100%	\$9,000
5	Asphalt Concrete Removal, by Cold Milling (Continental Crosswalk legs)	9200	SF	\$1.30	\$11,960	100%	\$11,960						
6	Concrete Removal (for Curb Extension)	2300	SF	\$3.50	\$8,050	100%	\$8,050					100%	\$8,050
7	Unclassified Excavation, incl. Backfill & Haul-away	100	CY	\$70.00	\$7,000	100%	\$7,000					100%	\$7,000
8	Integral Curb & Gutter Removal	1000	SF	\$8.00	\$8,000	100%	\$8,000					100%	\$8,000
9	Crushed Miscellaneous Base (CMB) 4" thick	7200	SF	\$1.50	\$10,800	100%	\$10,800					100%	\$10,800
10	Crushed Miscellaneous Base (CMB) 6" thick	900	SF	\$1.75	\$1,575	100%	\$1,575					100%	\$1,575
11	Asphalt Concrete Pavement	2500	SF	\$8.00	\$20,000	100%	\$20,000						
12	3" Thick Concrete	7200	SF	\$9.00	\$64,800	100%	\$64,800					100%	\$64,800
13	Decomposed Granite (DG)	3600	SF	\$2.00	\$7,200	100%	\$7,200	100%	\$7,200			100%	\$7,200
14	Cobblestone Paving @ Refuge Median	200	SF	\$18.00	\$3,600	100%	\$3,600						
15	Access Ramps	24	EA	\$3,500.00	\$84,000	100%	\$84,000					100%	\$84,000
16	Integral Curb & Gutter	1,300	LF	\$33.00	\$42,900	100%	\$42,900					100%	\$42,900
17	Imported Top Soil, Placed and Compacted	200	CY	\$50.00	\$10,000	100%	\$10,000	100%	\$10,000			100%	\$10,000
18	Street Tree (for Shade)	200	EA	\$850.00	\$170,000	100%	\$170,000	100%	\$170,000			100%	\$170,000
19	Landscape Planting for Refuge Median Island	400	SF	\$8.50	\$3,400	100%	\$3,400	100%	\$3,400			100%	\$3,400
20	Irrigation System	400	SF	\$6.50	\$2,600	100%	\$2,600	100%	\$2,600			100%	\$2,600
21	Water Meter, Controller & Backflow Device	1	EA	\$7,500.00	\$7,500	100%	\$7,500					100%	\$7,500
22	Pedestrian Lighting	20	EA	\$12,500.00	\$250,000	100%	\$250,000						
23	Striping, Pavement Markings, Signs Around School	1	LS	\$20,000.00	\$20,000	100%	\$20,000						
24	Continental Crosswalks (Per Leg)	8	EA	\$3,000.00	\$24,000	100%	\$24,000						
25	Bicycle Racks	24	EA	\$600.00	\$14,400	100%	\$14,400					100%	\$14,400
26	Benches	6	EA	\$1,500.00	\$9,000	100%	\$9,000					100%	\$9,000
27	Wayfinding signage	10	EA	\$4,000.00	\$40,000	100%	\$40,000						
<b>Subtotal of Construction Items:</b>					<b>\$935,785</b>		<b>\$935,785</b>		<b>\$193,200</b>				<b>\$460,225</b>
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>10.00%</b>	<b>\$93,579</b>								
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,029,364</b>								

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$
<b>Preliminary Engineering (PE)</b>	
Environmental Studies and Permits(PA&ED):	\$ 257,341
Plans, Specifications and Estimates (PS&E):	-
<b>Total PE:</b>	<b>\$ 257,341</b>
	<b>25.00%</b> 25% Max

**Engineer's Estimate (for Construction Items Only)**

**Note: Cost can apply to more than one category. Therefore may be over 100%.**

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
						%	\$	%	\$	%	\$	%	\$
<b>Right of Way (RW)</b>													
	Right of Way Engineering:			\$	-								
	Acquisitions and Utilities:			\$	-								
	<b>Total RW:</b>			\$	-								
<b>Construction (CON)</b>													
	Construction Engineering (CE):			\$	154,405	<b>15.00%</b>	15% Max						
	Total Construction Items & Contingencies:				\$1,029,364								
	<b>Total CON:</b>			\$	<b>1,183,768</b>								
<b>Total Project Cost Estimate:</b>													
				\$	<b>1,441,109</b>								

# Non-Infrastructure Work Plan (Form 22-R) Attachment H

**Not Applicable**

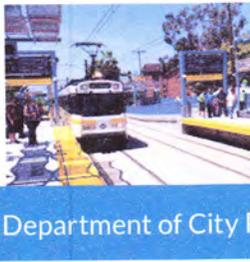
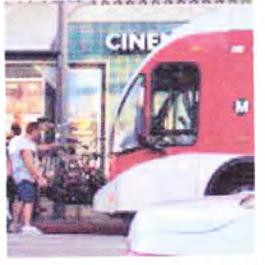
ATTACHMENT I – 1

City of Los Angeles: Mobility Plan 2035

# Mobility Plan 2035

## An Element of the General Plan

April 2015 - Draft



 Los Angeles Department of City Planning

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# Action Plan

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## Discussion

An implementation program is a coordinated series of actions the City hopes to take in the future that are broadly intended to advance, over the long term, the General Plan's goals, policies, and objectives. An implementation program is thus a follow-up measure and Chapter 6 is a menu of such programs the City will consider pursuing. Taken as a whole, these programs represent the City's best thinking today on what actions should be taken to make sure that the Plan's aspirations are achieved. Many of these programs can be pursued through initiatives already underway, such as the current effort to rewrite the City's zoning code and LADOT's Strategic Plan.

Other programs will require the securing of additional resources. As such, the precise programs the City may pursue, in which order, and when, will in part be opportunity-driven, dependent on the availability of funding, staffing, and other necessary resources.

Program implementation is in large part contingent upon the availability of adequate funding. Funding is likely to change over time due to economic conditions and to fluctuations in the priorities of federal, state and regional funding agencies. None of the projects included here can be implemented unless specific funding is made available.

The Mobility Plan 2035 is implemented by a broad range of programs which

encompass amendments to existing plans, ordinances, development standards and design guidelines; capital investments/projects; coordination of economic development/development review processes; and interagency/interjurisdictional coordination. The Action Plan describes each of the implementation programs and identifies the City agencies responsible for implementation. The programs are organized into 15 categories and each program includes reference to the pertinent policies that it implements.

The Action Plan also includes the programs that were originally included as part of the 2010 Bicycle Plan and those programs have subsequently been integrated into this plan.

## Network Concept Maps

The following maps depict the modal priorities established by the Mobility Plan today. Network concepts are not part of a street's official designation. The Plan recognizes that cities are dynamic and transportation systems may be modified over time.

**Map B – Transit Enhanced Network:** The following map depicts a network of streets prioritized for transit. The Transit Enhanced Network is described in Policy 2.5 of this Plan and sample treatments are presented in the Complete Streets Design Guide. The Transit Enhanced Network covers approximately 300 miles throughout the City of Los Angeles.

**Map C1-C5 – Neighborhood Enhanced Network:** The following maps depict a network of approximately 800 miles of collector, local, and some arterial streets identified to provide a calm and safe environment for walking, biking, and circulation of slower moving modes. The Neighborhood Enhanced Network is described in Policy 2.4 of this Plan. Examples of treatments for Neighborhood Enhanced Network components are presented in the Complete Streets Design Guide.

**Map D1 – D2 – Bicycle Enhanced Network and Bicycle Lane Network:** The following maps depict a network of arterial streets and other rights-of-way prioritized for bicycle movement. The Bicycle Enhanced Network is described in Policy 2.6 of this Plan. Priority segments identified in Maps C1-C5 (Neighborhood Enhanced Network) provide gap closures to the protected bicycle (cycle tracks) lane system

within the Bicycle Enhanced Network. Sample treatments are presented in the Complete Streets Design Guide. The Bicycle Enhanced Network consists of:

**Bicycle Paths -** Bicycle facilities outside of the roadway, such as the LA River bicycle path. Bicycle Paths cover approximately 150 miles.

**Protected Bicycle Lanes (cycle tracks) -** Bicycle facilities on arterials roadways with physical separation. Protected Bicycle Lanes cover approximately 300 miles and are a subset of the Bicycle Lane Network.

**Priority Neighborhood Enhanced Network -** Bicycle facilities on neighborhood serving streets that provide connections within the cycle track system. Covers approximately 50 miles.

The Bicycle Lane Network consists of: **Bicycle Lanes -** Bicycle facilities on arterial roadways with striped separation. Bicycle Lanes cover approximately 700 miles. A subset of the lanes are proposed to be upgraded to protected bicycle lanes.

**Map E – Vehicle Enhanced Network:** The following map depicts a network of streets prioritized for vehicular movement. The Vehicle Network is described in Policy 2.7 of this Plan. The Vehicle Enhanced Network covers approximately 80 miles of arterials throughout the City of Los Angeles.

**Map F – Pedestrian Analysis:** The following map depicts targeted areas on arterial streets prioritized for pedestrian safety enhancements. Pedestrian

infrastructure is described in Chapter 2.3 of this Plan and sample treatments are presented in the Complete Streets Design Guidelines. This analysis is a snapshot in time and will require update as implementation occurs.

Map G – Goods Movement: The following map depicts the existing

freight movement facilities (including the major intermodal terminals: LAX, Van Nuys Airport, Port of Los Angeles). Goods Movement is discussed in Policies 1.8, 2.8, and 4.12 of this Plan. Goods movement is further discussed on a regional level in Metro’s Countywide Strategic Truck Arterial Network.

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## Program Categories

Communication

Data + Analysis

Education

Enforcement

Engineering

Funding

Legislation

Maintenance

Management

Operations

Parking/Loading Zones

Planning + Land use

Public Space

Schools

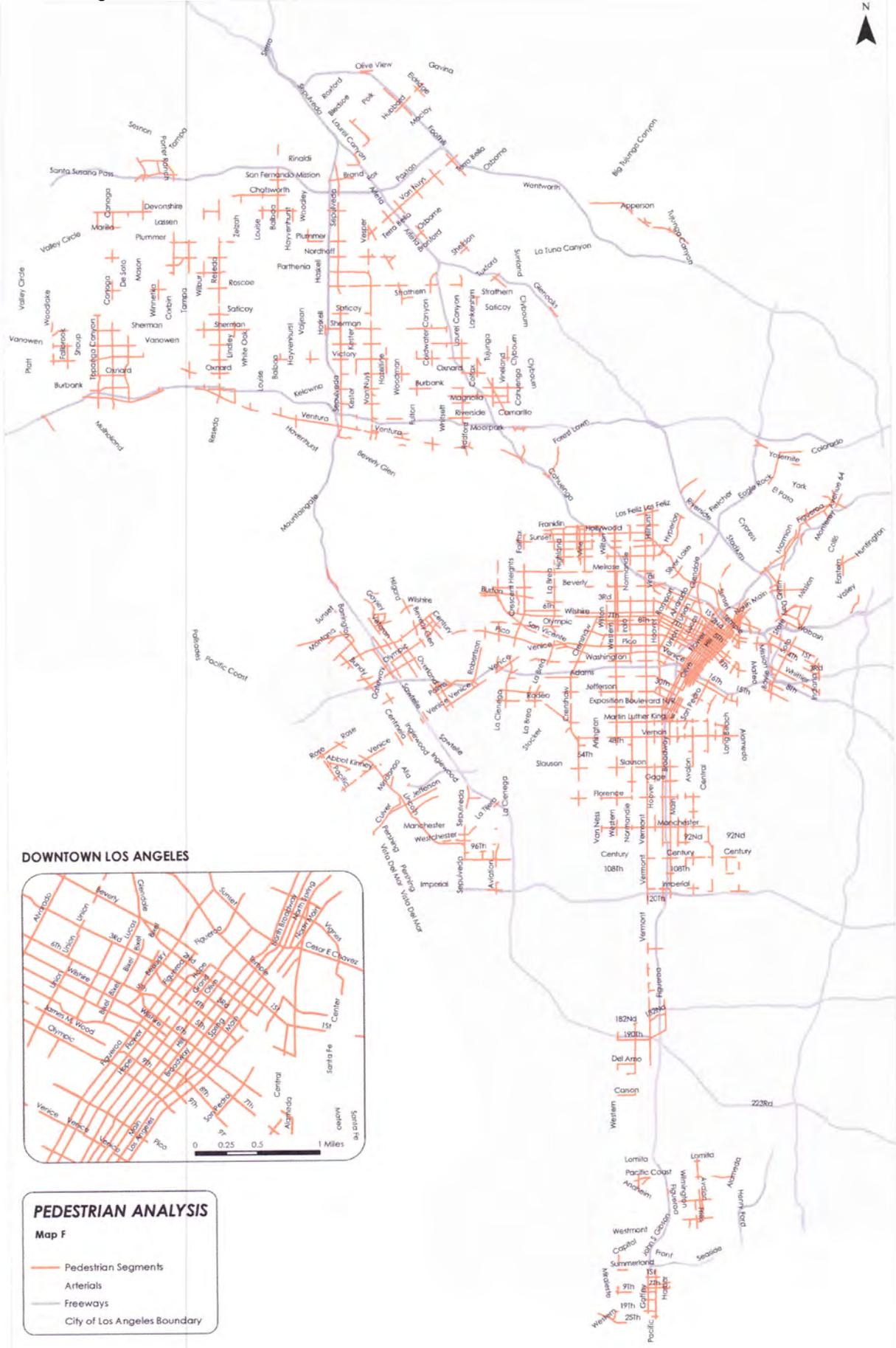
Support Features

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It is important to emphasize that none of the programs described in Chapter 7 represent a mandatory duty or other official obligation on the part of the City. On the contrary, priorities and perspectives continually evolve. New techniques and superior methods to achieve the Plan’s aspirations may be identified. Conversely, what worked at one time may no longer work. As such, the program strategies the City may pursue are subject to change. The City thus retains the flexibility to make adjustments and mid-course corrections as deemed advisable, and may do so without formally amending the Mobility Plan.

### Implementation of the Plan depends on four factors:

1. Significant and sustained funding for projects and staff, particularly by prioritizing projects in federal, state, and local transportation programs
2. A commitment by key city agencies to implement the recommended strategies
3. A strong partnership with the community
4. Political support



## Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
ENG.19	First Mile/Last Mile Transit Connectivity Program. Install pedestrian and bicycle connectivity improvements at every major Metro transit station by providing enhanced sidewalk amenities such as landscaping, shading, lighting, directional signage, shelters, curb extensions and mid-block crosswalks where feasible, ADA ramps, lead pedestrian interval signal phases, secure bike parking, etc.	DOT	3.5	Engineering
F.1	Commercial Vehicle Related Revenue: Dedicate revenues generated by commercial vehicle fees to roadway-related purposes	DOT	1.7, 4.6	Funding
F.2	Congestion and Cordon Pricing. Evaluate potential revenues and performance improvements in congestion relief from the implementation of congestion or cordon pricing. Identify the boundaries of, and access points in and out of cordon pricing districts on which to implement congestion pricing.	DOT, DCP, Mayor's Office, CLA, SCAG	4.6, 4.8	Funding
F.3	Coordinated Grant Application. Establish a coordinated effort to apply for and administer federal, state, and local transportation grants to provide additional funding to support transportation and streetscape efforts.	Mayor's Office	1.2, 4.6, 4.11	Funding
F.4	Funding Reports. Identify the total amount of funding needed to design, construct and maintain transportation related priority projects on an on-going basis. Identify existing sources of funds and evaluate funding gaps.	CAO, DOT, BOE, BSS, BOS	1.7, 4.6	Funding
F.5	Maintenance Options. Establish procedures and protocols to facilitate partnerships with community groups and the private sector to provide maintenance of street investments; encourage the utilization of assessment districts by local non-profits or businesses to fund and maintain specific infrastructure improvements	DOT, BOE, BSS, LASAN	4.10, 4.6	Funding
F.6	Priority Grading System (PGS). Pursue funding for projects based upon the criteria established by the PGS as defined by the Strategic Capital Planning Group.	DOT, DCP, BOE, BSS, BSL, LASAN	1.7, 4.6	Funding
F.7	State Highway Control. Identify funding, and initiate process with Caltrans to transfer oversight of, and improve State Highways within the City limits including Lincoln, Santa Monica, Venice and Topanga Canyon Boulevards.	Mayor's Office, DOT, DCP	2.13, 4.6,	Funding
F.8	State Highway Funding. Coordinate with Caltrans, other local, regional, state and federal agencies, and the private sector to identify and implement funding alternatives for the City's transportation network including the State highway system.	Mayor's Office, DOT, DCP	2.13, 4.11, 4.6	Funding
F.9	Active Transportation Funding. Update Mobility Plan every five years to stay competitive for state funding of active transportation grants.	DCP, DOT	1.2, 2.15, 4.6	Funding
L.1	Advocacy for Funding Multi-Modal Infrastructure Projects. Aggressively advocate for continued and expanded Federal, State, Regional, and Local funding for multi-modal transportation programs and infrastructure projects in transportation legislation. Ensure representation of issues with City's lobbyists in Sacramento and Washington DC.	Mayor's Office, City Council, CLA	1.2, 3.5, 4.6	Legislation

ATTACHMENT I – 2

COLLISION DATA AND MAPS

Orange Line Sherman Way Accidents Within ¼ Mile of Sherman Way

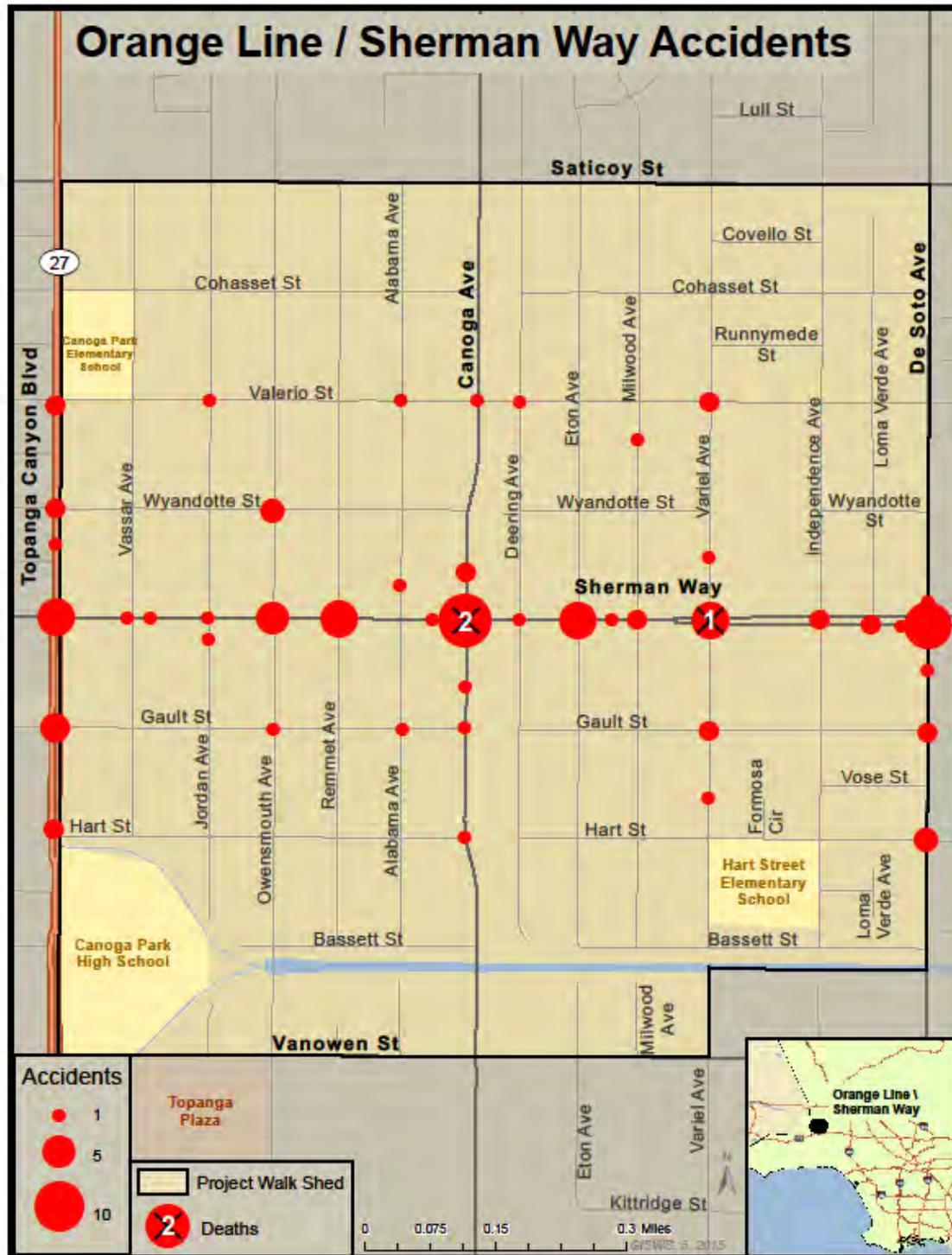
Summary of Injuries and Fatalities

Summary of Most Common Traffic Violations Causing Injuries and Fatalities

Map: Pedestrian and Bicycle Collisions in Total Project Area

Map: Collisions Involving Pedestrians or Bicyclists Under 18 Years of Age

Map: Collisions Involving Pedestrians or Bicyclists 64 and Older



**Summary of Injuries and Fatalities Within the Project Alignment (Sherman Way) and/or ¼-Mile Project Influence Area**

Motor Vehicle Collision With	Within Project Limits				Total	Within ¼ Mile Influence Area				Total
	Fatalities	Injuries				Fatalities	Injuries			
<i>AIS Severity Level</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>		<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	
Pedestrian	1	3	14	12	30	1	6	19	19	45
Bicyclist	2	0	12	27	41	2	1	19	37	59
<b>Total</b>	<b>3</b>	<b>3</b>	<b>26</b>	<b>39</b>	<b>71</b>	<b>3</b>	<b>7</b>	<b>38</b>	<b>56</b>	<b>104</b>

1 - Fatal

2 - Injury (Severe)

3 - Injury (Other Visible)

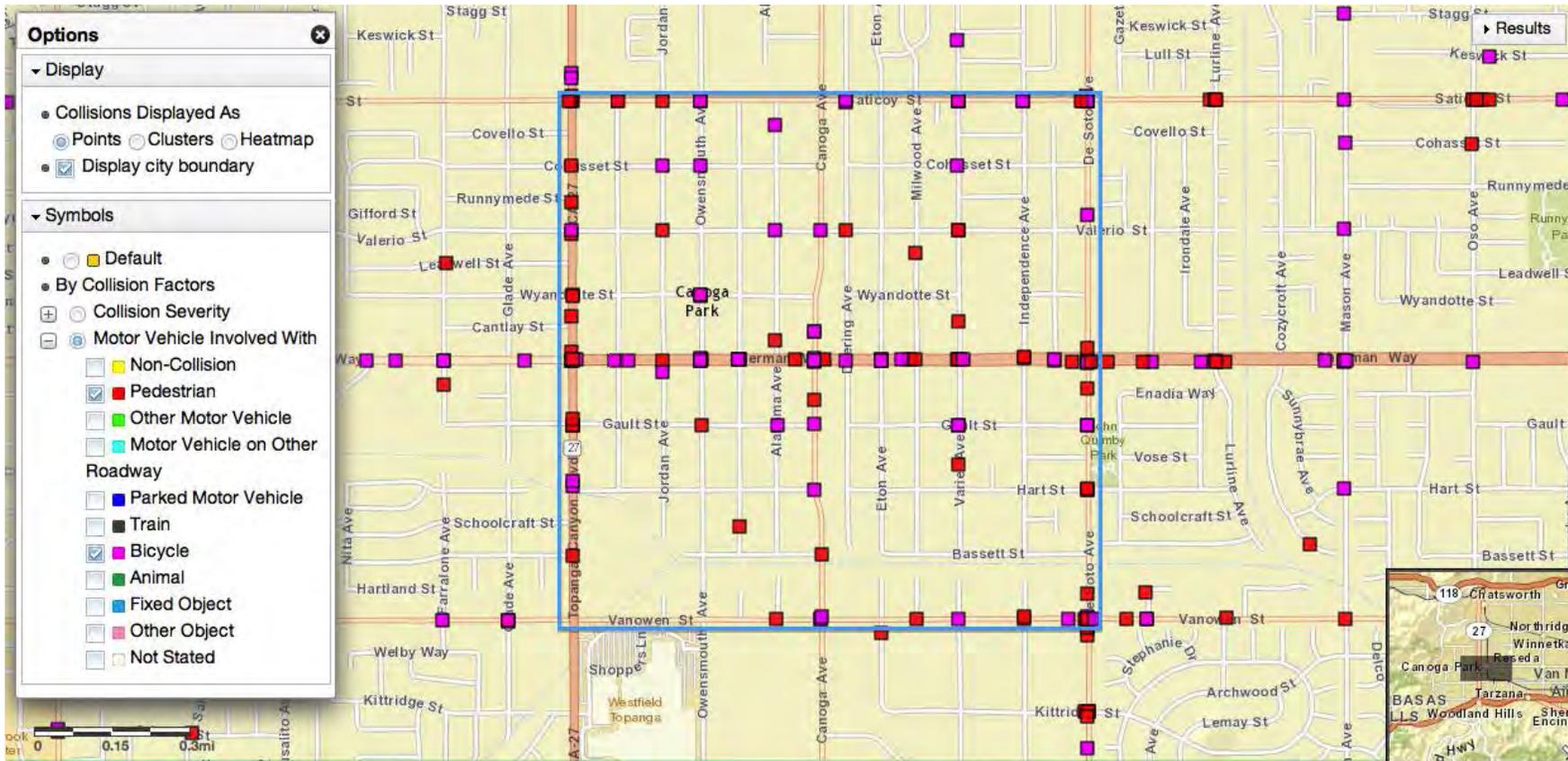
4 - Injury (Complaint of Pain)

**Summary of Most Common Traffic Violations Causing Injuries and/or Fatalities**

VIOL

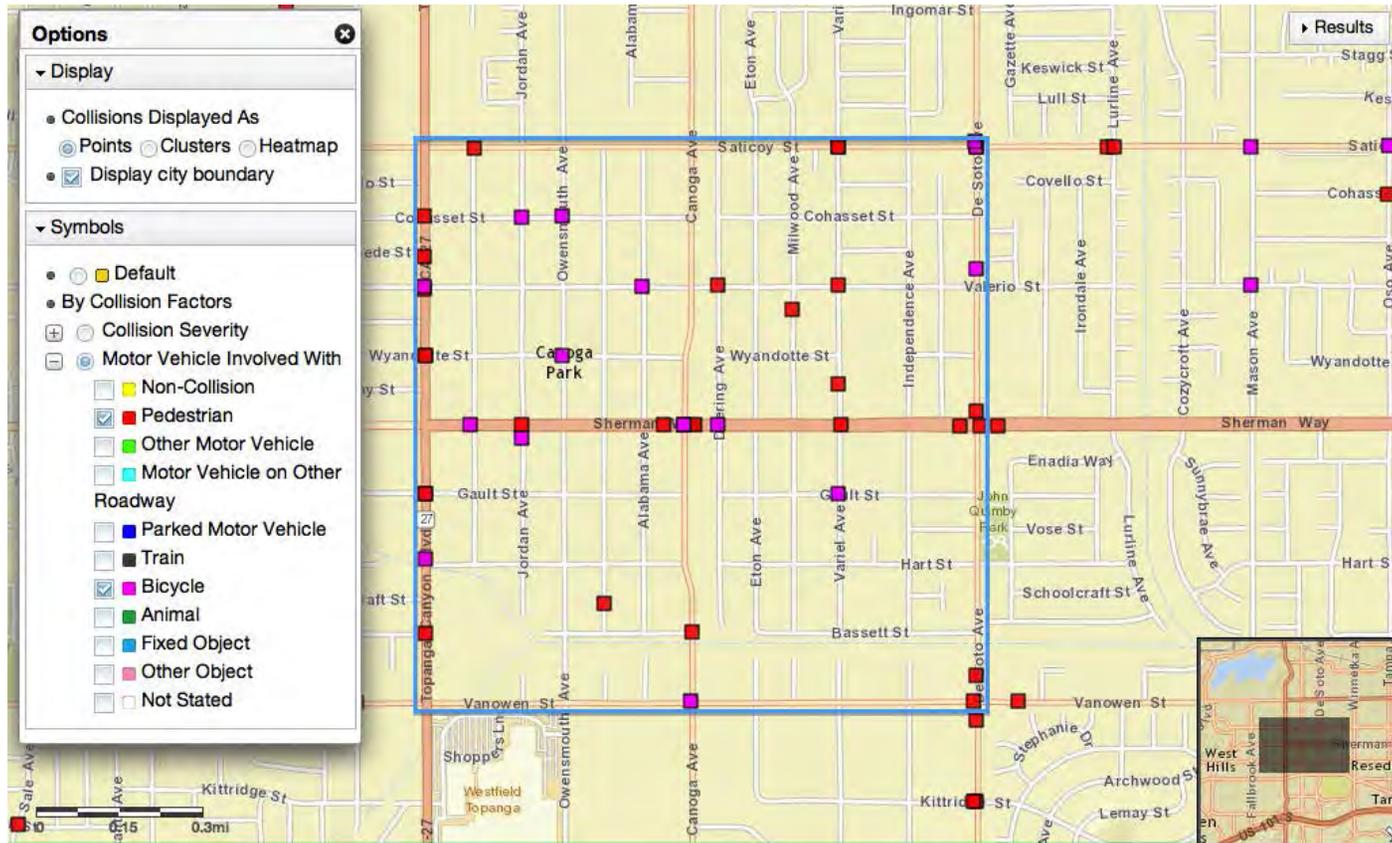
Code	Within Project Limits		Within Influence Area		Violation Type
	Incident Count	%	Incident Count	%	
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	0		1	1%	Riding a bicycle while under the influence of alcohol
21202	0		0	0%	Bicyclist, failure to use right edge of roadway.
21451	0		0	0%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedestrians lawfully within the intersection or an adjacent crosswalk
21453	7	10%	8	8%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	1	1%	2	2%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	15	22%	20	20%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
21658	0		0	0%	Laned roadways (2 or more lanes in direction of travel), straddling or changing when unsafe.
21801	3	4%	4	4%	Left turns or U-turns yield until reasonably safe.
21802	1	1%	3	3%	Yield signs, yield until reasonably safe
21804	5	7%	8	8%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an immediate hazard
21950	18	26%	25	25%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		0	0%	Sidewalk, failure to yield to pedestrian on.
21954	2	3%	4	4%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21956	1	1%	2	2%	Walking on roadway, other than pedestrian's left edge.
22100	1	1%	1	1%	Turn at intersection, improper position
22106	1	1%	1	1%	Starting or backing when unsafe.
22107	1	1%	2	2%	Unsafe turn, and/or without signalling.
22350	3	4%	3	3%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	1	1%	3	3%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	2	3%	2	2%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	1	1%	1	1%	Under the influence of alcohol while driving a vehicle
0	6	9%	12	12%	Violation Not Reported/Unknown
Count	69		102		
Total	72		105		
Missing	3		3		

### Pedestrian and Bicycle Collisions in Total Project Area



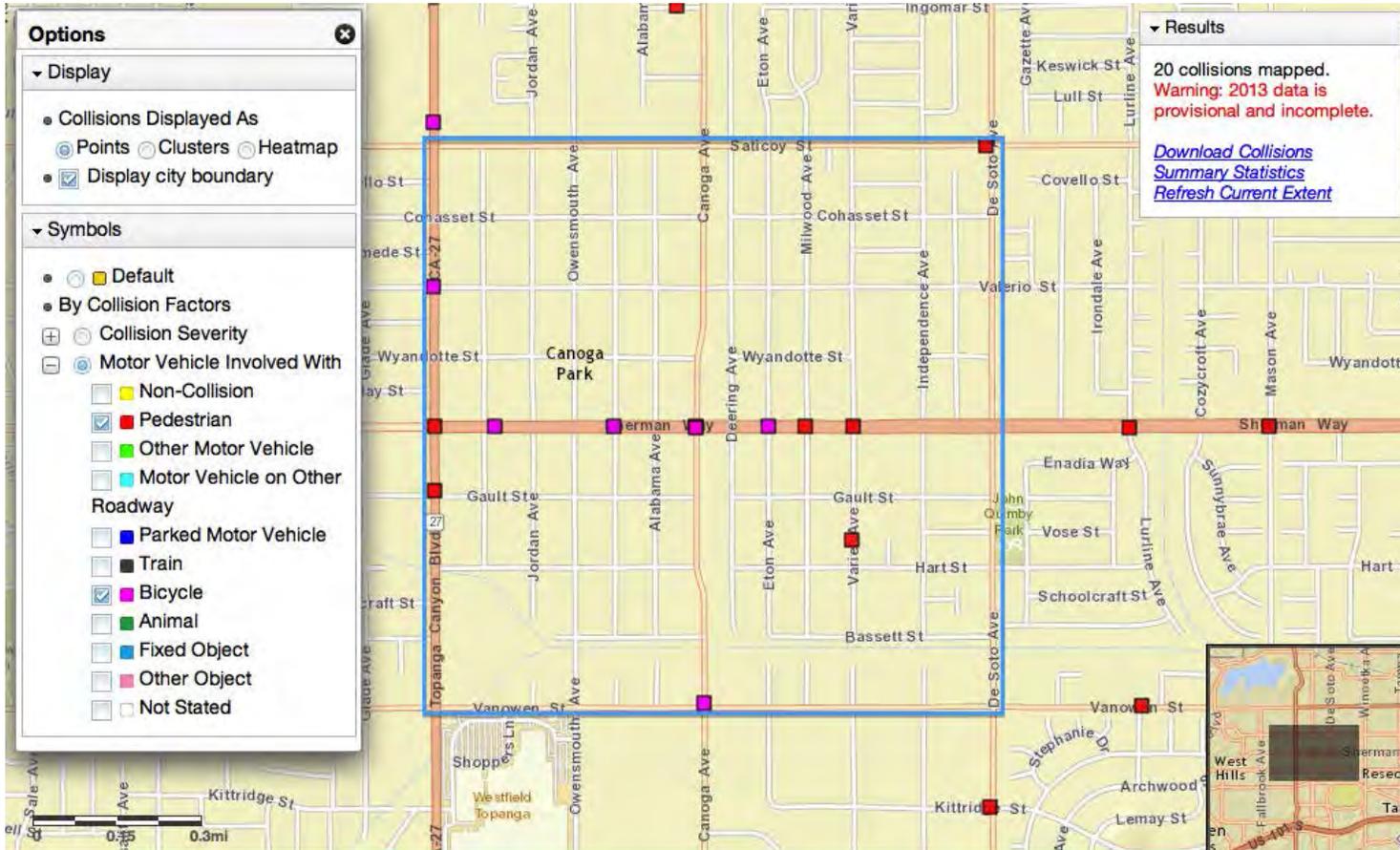
These data represent one-square mile centered on Orange Line Sherman Way Station. The data show collisions in the walk shed (1/2 mile in any direction from the Orange Line Sherman Way Station)

### Collisions Involving Pedestrians or Bicyclists Under 18 Years of Age



Data show collisions within one-half mile of Orange Line Sherman Way station

### Collisions Involving Pedestrians or Bicyclists 64 Years of Age and Older



Data show collisions within one-half mile of Orange Line Sherman Way station

ATTACHMENT 1 – 4

PUBLIC HEALTH

Los Angeles County Department of Public Health: Letter of Support

AskCHIS Neighborhood Edition: Health Data Summary (State, County, Canoga Park Zipcode)

Los Angeles County Department of Public Health

Preventing Childhood Obesity: The Need to Create Health Places

Los Angeles County Department of Public Health

Obesity and Related Mortality in Los Angeles County

Los Angeles County Department of Public Health

Strategic Plan 2013-2017



**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

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Los Angeles, California 90005  
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[www.publichealth.lacounty.gov](http://www.publichealth.lacounty.gov)

**BOARD OF SUPERVISORS**

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Fifth District

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: Los Angeles ATP Application – Orange Line-Sherman Way Station Pedestrian Linkages**

To Whom It May Concern:

The Los Angeles County Department of Public Health (DPH) is pleased to support the City of Los Angeles' efforts to secure funding under the Active Transportation Program (ATP) Cycle 2. The proposed project will promote walking and bicycling connections to transit and enhance safety along this critical corridor.

This project includes installation of curb extensions, high-visibility crosswalks, and wayfinding signage to make it safer, more comfortable, and easier to navigate the project area. The proposed project will also add pedestrian scale lighting that will enhance safety and comfort of people walking, but also enhance the visibility of pedestrians to motorists during the evening.

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 deter crime. Los Angeles' 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 Los Angeles to work towards the goals of safe, sustainable, active transportation.

Sincerely,

Jean Armbruster  
Director, PLACE Program

	State	Counties	Zip Codes
	California	Los Angeles County	91303
Ever diagnosed with asthma (18+)	13.7% (13.1% - 14.3%) 27,796,500	12.2% (11.3% - 13.2%) 7,402,100	10.7% (8.6% - 12.7%) 22,500
Ever diagnosed with diabetes (18+)	8.4% (7.9% - 8.8%) 27,796,500	8.8% (8.0% - 9.5%) 7,402,100	7.7% (6.3% - 9.2%) 22,500
Fair or poor health (18-64)	17.9% (17.2% - 18.6%) 23,392,900	21.4% (20.2% - 22.7%) 6,305,200	20.5% (17.0% - 24.0%) 20,200
Obese (BMI ≥ 30) (18+)	24.8% (24.1% - 25.5%) 27,796,500	24.7% (23.5% - 26.0%) 7,402,100	22.9% (19.9% - 26.0%) 22,500

# Preventing childhood obesity: the need to create healthy places

A Cities and Communities Health Report  
October 2007



## Steps toward Healthy Places

### 1. Incorporate health into local planning decisions

Urban design and land use policies impact residents' health and physical activity levels. Creating healthier communities calls for urban planners, architects, engineers, developers, and public health professionals to form new alliances and work together to support new approaches to urban planning – approaches that emphasize making physical activity the easy choice. Cities can create communities that are more walkable and bikeable through zoning regulations and building codes, and by considering design elements such as proximity of residential areas to stores, jobs, schools, and recreation areas; mixed-use developments; continuity of sidewalks and streets; public transportation access; and the aesthetic and safety aspects of the physical environment. Cities can also include language in their City General Plans that relates to public health. For additional information, visit the Local Government Commission website at [www.lgc.org/free-publicland\\_use/factsheets/neighborhood\\_planning.html](http://www.lgc.org/free-publicland_use/factsheets/neighborhood_planning.html).



### 2. Increase access to parks and green spaces

Parks and green spaces provide economic benefits by increasing property tax revenue and attracting businesses, as well as provide health benefits by improving air quality through removal of pollutants, improving water quality and reducing runoff, and lowering air temperatures. Additionally, parks and recreational areas contribute significantly to the social capital of communities by increasing community involvement and providing safe places where residents can gather and children can play. In urban areas, access to parks can be increased through pocket and rooftop parks. One way businesses and other organizations can invest in their communities is through the 'Adopt a Park Sponsorship Program'. Organizations can sponsor a new or existing park, recreation or scholastic program, or beautification or maintenance project. This can significantly improve the quality of life for local residents while making good business sense ([lacounty.parks.org](http://lacounty.parks.org)).

### 3. Improve public access and safety in recreation areas

Recreation areas are a community resource for the enjoyment of children and adults alike, but safety concerns can be a significant barrier to using these areas for physical activity. Cities and civic organizations can work together to maintain recreation areas for clean, safe usage during daytime and early evening hours by using Crime Prevention Through Environmental Design (CPTED) approaches ([www.cpted-watch.com](http://www.cpted-watch.com)).

### 4. Develop collaborations with schools

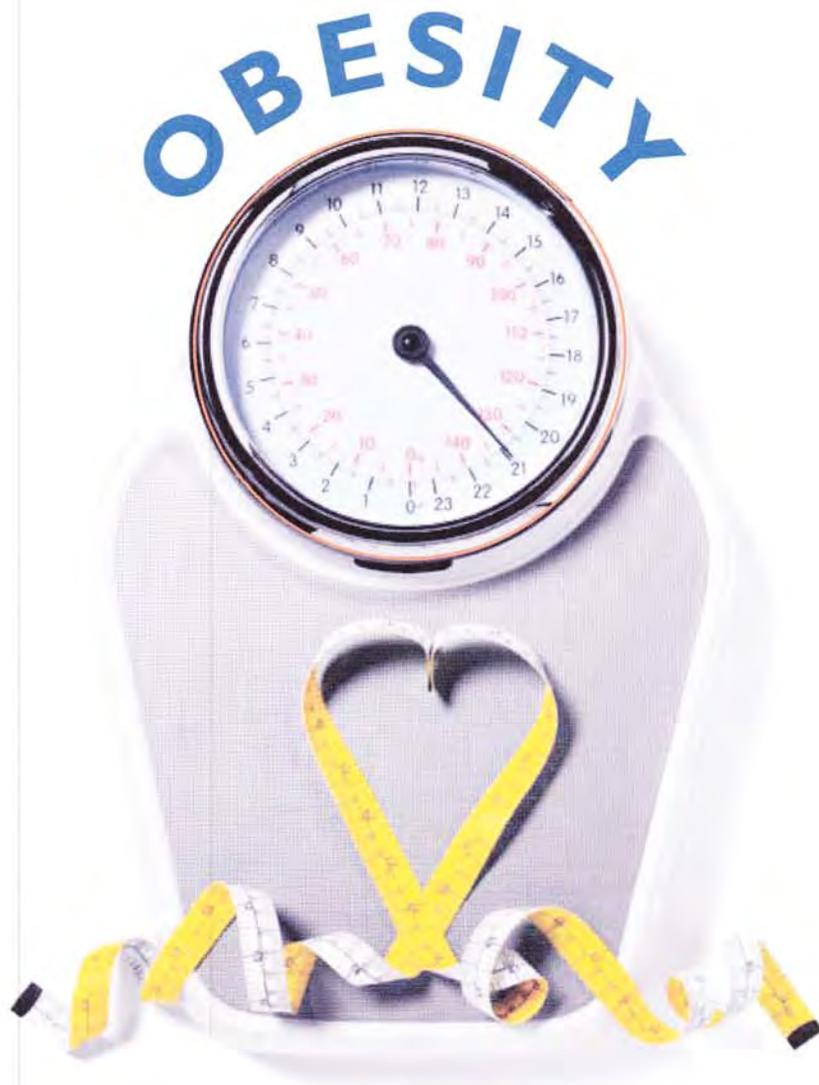
Schools are a critical part of children's daily activities, playing an important role in both physical activity and nutrition. Areas where cities can collaborate with schools to create and support healthier learning environments for children include:



- **School siting** – where a school is located can have significant health and environmental effects. Local governments and school boards have much to gain by working together to site schools where they will support smart growth, promote physical activity and stronger communities, and avoid adverse impacts on neighborhood traffic patterns.
- **Joint and community-use agreements** – enabling school resources (e.g. fields, recreation areas, and fitness facilities) to be utilized by community members after school hours can provide significant benefit to the surrounding community.
- **School Wellness Policies** – communities can assist schools in developing health promoting policies that reflect local needs and priorities while meeting federal and state requirements.

City/Community Name	Prevalence of Childhood Obesity, 2005 (%)	Rank of 2005 Obesity Prevalence (low to high)	InterCity Economic Hardship Index	Rank of Economic Hardship (low to high)	Park Area per Capita (Acres/1K persons)**	Rank of Park Area per Capita (high to low)
♦ Hawaiian Gardens	32.9 *	124	73.1	107	0.6	107
♦ Hawthorne	27.5	90	61.7	89	0.9	89
♦ Hermosa Beach	7.4 *	8	16.6	1	6.6	29
♦ Hidden Hills	9.4 *	12	21.8	3	0.0	122
♦ Huntington Park	30.6	118	83.4	122	0.8	90
♦ Inglewood	27.3	87	63.2	91	1.1	79
♦ Irwindale	40.9 *	128	59.1	85	1427.2	1
♦ La Canada Flintridge	11.4	13	30.9	18	9.6	22
♦ <b>LA City, All Districts</b>	<b>25.4</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>
♦ LA City Council District 01	28.2	102	82.8	120	4.2	42
♦ LA City Council District 02	24.1	67	47.4	60	21.7	16
♦ LA City Council District 03	19.3	43	44.9	53	7.6	26
♦ LA City Council District 04	24.3	68	44.7	52	15.6	18
♦ LA City Council District 05	18.1	38	31.7	20	4.1	44
♦ LA City Council District 06	29.0	108	68.2	99	4.5	40
♦ LA City Council District 07	28.8	106	69.5	102	7.8	25
♦ LA City Council District 08	29.3	111	73.3	108	1.5	69
♦ LA City Council District 09	29.1	109	91.1	127	0.4	112
♦ LA City Council District 10	25.9	78	66.2	96	0.4	116
♦ LA City Council District 11	20.3	50	33.7	22	46.5	9
♦ LA City Council District 12	21.2	52	41.2	43	12.9	21
♦ LA City Council District 13	27.8	98	71.5	105	0.9	87
♦ LA City Council District 14	26.6	82	68.3	100	1.4	73
♦ LA City Council District 15	27.3	86	67.6	98	3.0	53
La Crescenta-Montrose	12.8	20	34.8	25	0.4	115
♦ La Mirada	19.8	47	40.6	38	4.3	41
♦ La Puente	27.8	97	68.8	101	0.8	93
♦ La Verne	15.3	30	35.9	28	15.2	19
Ladera Heights	17.4 *	34	29.0	11	35.9	11
Lake Los Angeles	25.4 *	72	65.7	93	1.2	77
♦ Lakewood	21.8	56	41.1	40	2.8	55
♦ Lancaster	18.7	41	53.7	73	5.0	34
♦ Lawndale	26.9	83	58.6	82	0.6	102
Lennox	31.4 *	120	87.2	124	0.2	118
Littlerock	25.4 *	73	61.6	88	0.0	122
♦ Lomita	29.2	110	42.8	48	0.7	96
♦ Long Beach	22.4	59	57.6	80	3.9	48
♦ Lynwood	24.0	66	82.4	119	0.6	101
♦ Malibu	8.9 *	10	22.3	4	219.9	2
♦ Manhattan Beach	4.2	2	21.4	2	5.7	32
♦ Maywood	37.4	125	83.3	121	0.6	105
♦ Monrovia	2.8 *	1	46.7	59	101.6	3
♦ Monterey Park	15.0	28	52.4	67	1.6	67
North El Monte	21.9 *	57	38.1	37	0.0	122
♦ Norwalk	28.4	105	59.1	84	1.0	84

1st quartile (1st to 32nd)
  2nd quartile (33rd to 64th)
  3rd quartile (65th to 96th)
  4th quartile (97th to 128th)



## and Related Mortality in Los Angeles County

A Cities and Communities Health Report



## FINDINGS

Overall, adult obesity rates in the County increased from 13.6% in 1997 to 22.2% in 2007, while the obesity rates among school-aged children increased from 18.9% in 1999 to 23.0% in 2008. While deaths from coronary heart disease and stroke have declined slightly in recent years, CHD, stroke, and diabetes have remained the #1, #2, and #6 leading causes of death in the County since 1999, respectively.<sup>12</sup> All three diseases also rank among the leading causes of premature death, defined as death before age 75 years.

Marked racial/ethnic disparities exist for obesity and death from obesity-related causes. Latinos (29.4%) and African Americans (29.2%) have much higher adult obesity rates than whites (17.6%) and Asians/Pacific Islanders (8.9%). Among school-aged children, Pacific Islanders (37.1%) and Latinos (27.5%) have the highest obesity rates. In addition, African Americans experience higher mortality from diabetes, stroke, and CHD than other racial/ethnic groups.

Table I (pages 6-8) presents the rates and rankings of adult and child obesity and mortality for diabetes, stroke, and CHD for 81 cities, 15 Los Angeles City Council Districts, and 32 unincorporated communities.

Adult obesity prevalence varied considerably across cities and communities, with the lowest in San Marino (8.4%) and the highest in East Compton (39.9%), an almost fivefold difference. The prevalence was strongly correlated with economic hardship (correlation coefficient [ $r$ ]=0.87,  $p<0.0001$ ), with higher obesity prevalence generally found in cities and communities with greater economic hardship. Although areas with high adult obesity rates appeared to concentrate in certain geographic locations, the prevalence of obesity sometimes varied greatly among different cities in the same Service Planning Area (Figure 1).

The prevalence of child obesity also varied significantly among cities and communities, from a low of 3.4% in Manhattan Beach to a high of 38.7% in Walnut Park, and was also found to be strongly correlated with economic hardship ( $r=0.86$ ,  $p<0.0001$ ). Additionally, we observed a strong correlation between the rates of adult obesity and child obesity ( $r=0.84$ ,  $p<0.0001$ ).

Obese adults are at risk for developing many chronic conditions. We examined correlations between the prevalence of adult obesity and the mortality rates for diabetes, stroke, and CHD with and without controlling for economic hardship. We found a strong correlation ( $r=0.83$ ,  $p<0.0001$ ) between the prevalence of adult obesity and the diabetes mortality rate. The strength of the correlation was reduced, but still moderate ( $r=0.55$ ,  $p<0.0001$ ), after controlling for economic hardship. The prevalence of adult obesity was also moderately correlated with mortality rates for stroke ( $r=0.42$ ,  $p<0.0001$ ) and CHD ( $r=0.45$ ,  $p<0.0001$ ). These correlations remained moderate after controlling for economic hardship ( $r=0.40$ ,  $p<0.0001$  for stroke;  $r=0.39$ ,  $p<0.0001$  for CHD). In addition, economic hardship was correlated strongly with diabetes mortality ( $r=0.75$ ,  $p<0.0001$ ) and moderately with mortality rates for stroke ( $r=0.26$ ,  $p=0.0057$ ) and CHD ( $r=0.31$ ,  $p<0.0004$ ).

Table I – Continued

City/Community	Adult Obesity Prevalence 2007 <sup>†</sup>			Child Obesity Prevalence 2008 <sup>††</sup>		Diabetes Mortality 2004-2008		Stroke Mortality 2004-2008		CHD Mortality 2004-2008	
	Percent	95% CI	Rank & Quartile	Percent	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile
Hacienda Heights	19.2	16.9-21.8	44	20.0	42	20	20	29	5	119	18
Hawaiian Gardens	27.0	24.0-30.5	83	33.4*	117	–	–	–	–	114	13
Hawthorne	28.6	25.2-32.5	94	25.9	73	24	35	44	86	185	104
Hermosa Beach	12.7	10.1-16.1	16	5.1*	3	–	–	42	75	132	33
Huntington Park	29.3	25.3-33.8	97	30.3	107	44	93	29	5	136	37
Inglewood	29.6	26.4-33.4	105	26.8	78	36	79	48	96	215	123
La Canada Flintridge	10.1	8.3-12.5	3	8.5*	10	–	–	34	21	116	17
La Crescenta-Montrose	15.2	13.5-17.2	26	9.6	11	–	–	38	45	146	53
La Habra Heights	15.8	13.4-18.9	28	–	–	–	–	44	86	138	43
La Mirada	20.8	17.8-24.4	52	17.6	36	20	20	36	30	152	63
La Puente	31.2	27.1-35.6	115	27.8	87	32	70	28	4	119	18
La Verne	19.8	17.5-22.6	46	12.6	19	24	35	38	45	169	86
Lake Los Angeles	28.9	24.3-34.1	95	25.1*	69	–	–	–	–	219	124
Lakewood	21.2	18.2-24.9	54	20.9	49	24	35	39	53	160	75
Lancaster	26.0	22.0-30.7	77	21.2	51	41	90	55	105	212	121
Lawndale	28.4	24.9-32.4	92	22.9	59	22	31	37	36	151	60
Lennox	32.6	28.2-37.6	116	–	–	32	70	40	58	130	29
Lomita	23.3	20.3-26.7	61	27.2	79	23	34	33	18	150	59
Long Beach	24.5	21.4-28.0	70	21.5	56	24	35	43	83	199	115
Los Angeles (City of) ‡	22.4	21.0-24.1	n/a	25.4	n/a	24	n/a	39	n/a	161	n/a
LA City Council District 1	23.3	20.4-26.7	61	27.8	87	29	54	37	36	138	43
LA City Council District 2	20.5	18.5-22.9	50	22.5	56	20	20	36	30	187	106
LA City Council District 3	18.8	17.0-20.8	43	18.2	38	20	20	41	69	169	86
LA City Council District 4	16.4	14.4-18.9	32	22.9	59	15	7	33	18	137	41
LA City Council District 5	12.3	11.0-13.9	10	18.9	40	15	7	31	14	129	27
LA City Council District 6	24.9	22.3-27.8	72	27.6	84	24	35	36	30	169	86
LA City Council District 7	26.1	23.3-29.4	79	29.1	100	32	70	40	58	179	99
LA City Council District 8	35.1	30.8-40.0	119	30.1	106	43	92	59	108	219	124
LA City Council District 9	36.7	32.6-41.2	122	29.5	105	39	84	48	96	190	109
LA City Council District 10	23.4	21.1-26.0	63	28.1	91	26	45	45	90	174	94
LA City Council District 11	12.3	10.4-14.7	10	20.0	42	14	5	36	30	123	22
LA City Council District 12	17.5	15.8-19.6	39	21.3	53	19	16	37	36	184	102
LA City Council District 13	20.6	18.0-23.8	51	27.6	84	25	42	35	26	144	50
LA City Council District 14	23.8	20.6-27.6	66	26.4	76	29	54	34	21	141	46
LA City Council District 15	30.4	27.8-33.4	110	27.8	87	29	54	48	96	178	98
Lynwood	37.8	32.5-43.4	123	27.7	86	29	54	58	107	195	111
Malibu	10.4	8.4-12.9	4	5.9*	6	–	–	–	–	78	1
Manhattan Beach	12.5	9.9-15.9	14	3.4	1	–	–	38	45	93	3
Marina del Rey	9.9	7.9-12.4	2	–	–	–	–	–	–	147	55
Maywood	30.1	25.8-34.9	107	28.7	94	49	98	–	–	181	101
Monrovia	22.4	19.8-25.5	57	20.4	47	27	48	42	75	162	76
Montebello	26.0	23.0-29.4	77	23.3*	63	36	79	36	30	156	65
Monterey Park	16.1	14.2-18.5	30	15.8	31	19	16	30	10	107	10
Norwalk	27.2	23.9-31.1	86	26.0	75	34	77	40	58	175	95

‡ Rankings are provided for the 15 Los Angeles City Council Districts rather than for the city in its entirety

1st quartile (0-24th percentile)    2nd quartile (25th-49th percentile)    3rd quartile (50th-74th percentile)    4th quartile (75th-100th percentile)

## DISCUSSION, CONTINUED

A number of anti-obesity efforts are currently underway in the County. The Department of Public Health received a two-year \$15.9 million grant in 2010 from the Centers for Disease Control and Prevention to improve nutrition, increase physical activity, and reduce obesity in the County, particularly in communities most impacted by the epidemic. The focus of the project, RENEW LA County (see page 12), is on policy, systems, and environmental change strategies to **make the healthy choice the easy choice** in communities where conditions often make these choices very difficult. The success and sustainability of this project and related efforts in the County will depend upon the participation of a broad range of stakeholders, including local residents and community organizations, schools, cities, other public agencies, public and private employers, and the health care community.

### RECOMMENDATIONS<sup>^</sup> To Address the Obesity Epidemic

#### Cities:

- Prioritize parks and other green space in land-use decisions
- Support community recreation programs
- Develop and implement pedestrian and bicycle master plans
- Promote mixed-use development
- Increase public transit options and improve bicycle access between transit stations and surrounding communities
- Create incentives (e.g. streamlining permitting, finding spaces, reducing fees)
  - For restaurants that offer healthy food items and encourage provision of calorie and nutrition information on menus and menu boards
  - For full service supermarkets, farmers' markets, and other businesses that offer affordable, fresh produce
- Promote community gardens
- Establish nutrition standards for foods and beverages purchased by and distributed in city programs or at city facilities

#### Communities:

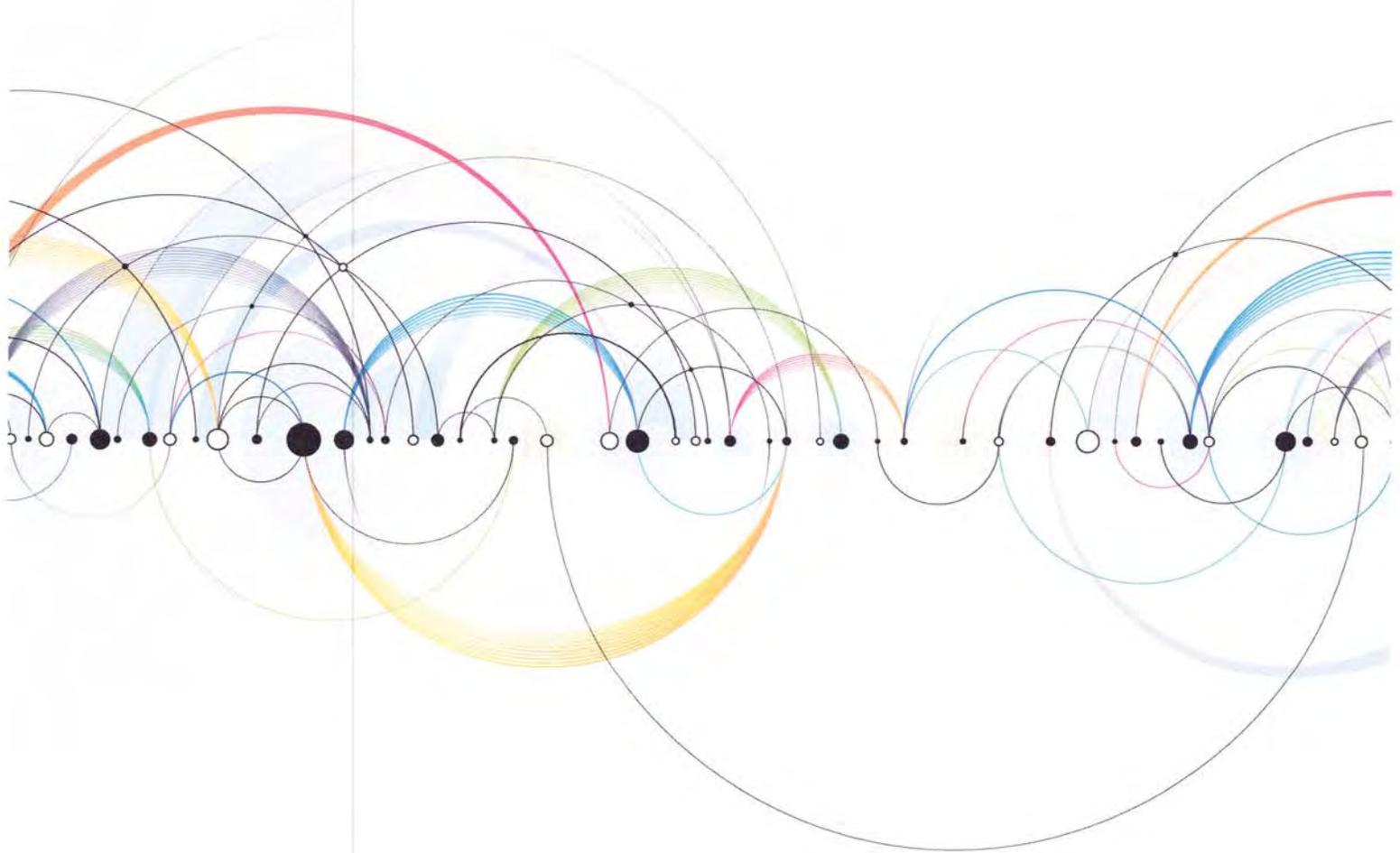
- Participate in your city's land-use policy and planning meetings
- Organize walking groups, community bike rides, and other recreational activities
- Promote healthier food options (e.g., outreach to local merchants such as corner store owners and support farmers' markets and community gardens)



County of Los Angeles Department of Public Health

# Strategic Plan

## 2013-2017



## Strategic Priority 1

### Healthy and Safe Community Environments

*Support and develop neighborhoods and institutions that support healthy lifestyles.*

#### **Goal 1.1: Increase the capacity of community environments to support active living and healthy eating.**

- Obj.1.1.a Increase the number of local jurisdictions that implement transit-oriented districts and other land use planning policies that promote walkable, bikeable, and safe communities and use of mass transit while avoiding displacement of affordable housing.
- Obj.1.1.b Increase hospital and other institutional support for and promotion of breastfeeding.
- Obj.1.1.c Implement policies and practices to improve nutrition and physical activity in schools and child care settings.
- Obj.1.1.d Increase engagement with cities, public institutions, businesses, and community-based organizations to increase access to and demand for healthy food and beverage options, and reduce access to and demand for less healthy options.
- Obj.1.1.e Implement media and other public education efforts to promote increased fruit and vegetable consumption, increased tap water consumption, reduced consumption of beverages with added sugar, reduced salt intake, and reduced food and beverage portion sizes.
- Obj.1.1.f Promote smaller portion options through restaurant industry engagement and consumer education.
- Obj.1.1.g Develop strategies to increase participation in the Supplemental Nutrition Assistance Program (SNAP) and increase healthy food and beverage purchases among SNAP participants, including incentives for purchasing fresh produce.
- Obj.1.1.h Increase the capacity of community-based agencies to improve preconception health through the use of web-based platforms.

#### **Goal 1.2: Increase the capacity of community environments to support tobacco-free living.**

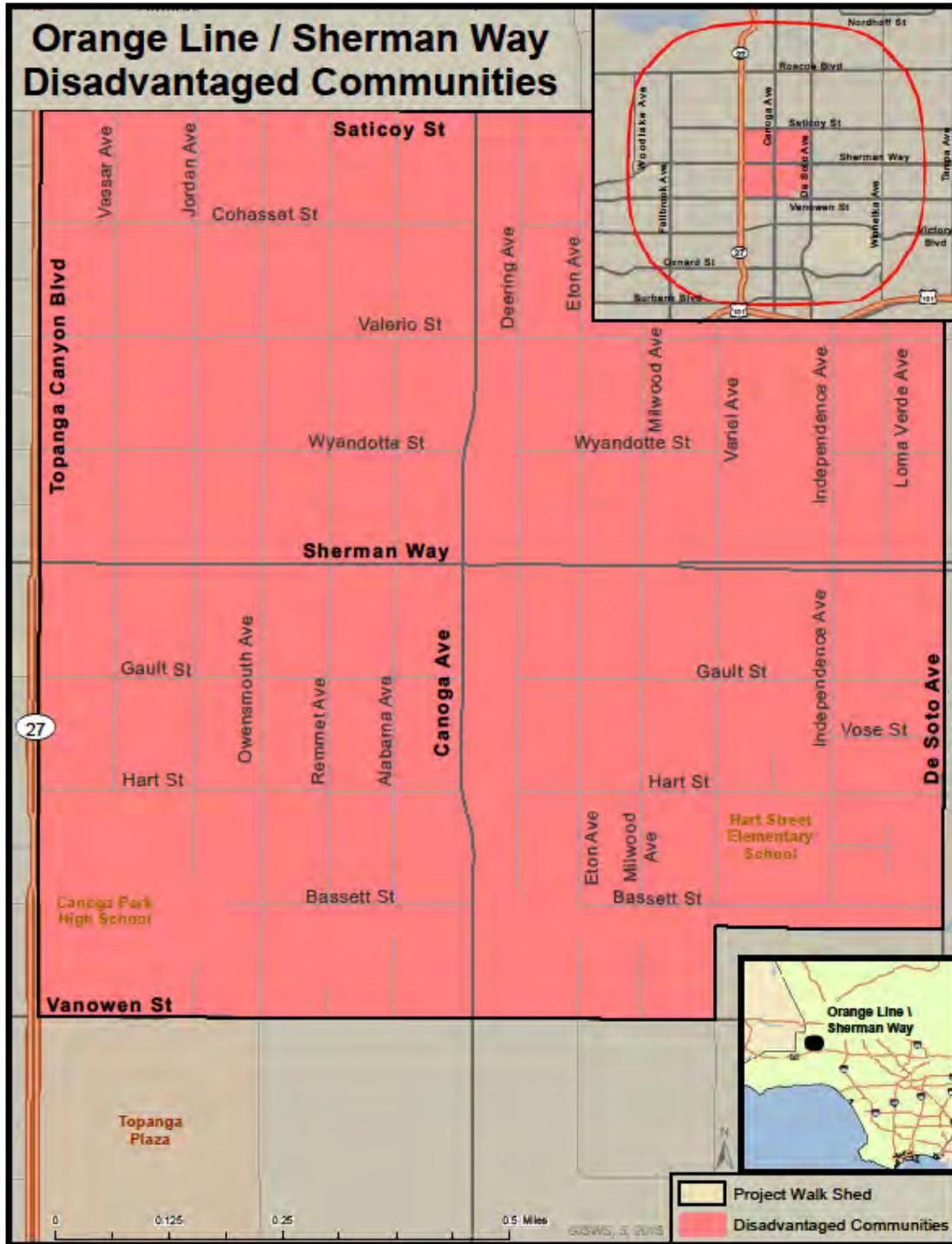
- Obj.1.2.a Assist cities with adopting evidence-based strategies to reduce exposure to secondhand smoke in multi-unit housing and outdoor areas.
- Obj.1.2.b Engage with cities and unincorporated areas to reduce youth access to tobacco products.
- Obj.1.2.c Work with businesses to reduce employee exposure to secondhand smoke and increase access to and utilization of effective tobacco cessation services.
- Obj.1.2.d Implement communication campaigns to increase utilization of effective tobacco cessation services.

ATTACHMENT I – 5

DISADVANTAGED COMMUNITIES

Disadvantaged Community Map (Canoga Park)

Free and Reduced Price Meals Eligibility in Canoga Park Schools



Map shows disadvantaged communities in four census tracts comprising project area, based on median family income and California Communities Environmental Health Screen Tool 2.0. Project area also meets the definition based on student eligibility for Free or Reduced Price Meals (see below)

This table provides information on the students eligible for Free or Reduced Price Meals for each of the schools in the Orange Line Sherman Way Project area for the 2013-14 academic year.

<b>School Name</b>	<b>Low Grade</b>	<b>High Grade</b>	<b>Enrollment (K-12)</b>	<b>Adjusted Percent (%) Eligible FRPM (K-12)</b>
Hart Street Elementary	K	5	857	<b>93.9%</b>
N.E.W. Academy Canoga Park	K	5	481	<b>89.0%</b>
Canoga Park Senior High	9	12	1,661	<b>79.5%</b>
Canoga Park Elementary	K	5	820	<b>80.9%</b>

ATTACHMENT I – 6

B/C Tool – Results and Analysis

# Appendix I: BC Tool

## Orange Line/Sherman Way Bike and Pedestrian Improvements



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## Appendixes

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## Results Overview for Project

**Table 1. Results by Benefits Category**

<b>Result Category</b>	<b>Result Value</b>
Total Mobility Benefits	\$536,972
Health Benefits	\$184,913
Recreational Benefits	\$207,524
Safety Benefits	\$62,638,133
Gas & Emission Benefits	\$14,740
<b>Sum Total Benefits</b>	<b>\$63,582,282</b>
<b>Sum Present Value Benefits</b>	<b>\$42,109,243</b>
<b>Sum Total Project Cost</b>	<b>\$1,441,109</b>
<b>Sum Present Value Cost</b>	<b>\$1,385,682</b>
<b>Net Present Value</b>	<b>\$40,723,561</b>
BCA Ratio	30.39
Net Present Cost of Funds Requested	\$1,039,262
Benefits to Funds Requested Ratio	40.52

The table above includes the breakdown of results for the Project. As shown in the table, the Project net present value is \$40.72 million, and the benefit to cost ratio is 30.39. This means that for every dollar invested, the Project will generate \$30.39 in benefits. With such strong net benefits, any funds invested in this Project will be well-leveraged. Total funding requested from the State for this project is \$1.08 million (or present value of \$1.04 million), which equates to a benefit-to-funds requested ratio of 40.52.

As shown in the table, the largest benefit of the Project is improved safety, followed by mobility. This makes sense given the Project's goal to improve cyclist and pedestrian access to transit. Specifically, the Project will add crosswalks, pedestrian lighting, improved landscaping, and class II and III bike lanes in an area close to a metro station and several bus lines. The Project will provide a safe route for pedestrians and cyclists to access public transit, and in turn provide improved mobility for people seeking non-auto modes of transport.

## Screenshots of Model Results for Project

The following sections illustrate the results from the B/C Tool for Project F5629. Each section provides a screen shot of a worksheet in the B/C Tool with results of the Project.

### 2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

**Figure 2-1. Parameters in the Tool**

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



## 2.3 Infrastructure Inputs

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

Figure 2-3. Infrastructure Inputs

<b>Project Name:</b>	F5629		<b>INFRASTRUCTURE</b>
<b>Project Location:</b>			

Bike Projects (Daily Person Trips for All Users) (Box 1A)		
	Without Project	With Project
Existing	0	0
Forecast (1 Yr after completion)	0	0
	Commuters	Recreational Users
Existing Trips	0	0
New Daily Trips (estimate)	0	0
(1 YR after completion) (actual)	0	0

Project Information- Non SR2S Infrastructure	
Bike Class Type	0
Average Annual Daily Traffic (AADT)	0

Project Costs (Box 1D)		
Non-SR2S Infrastructure Project Cost		\$1,441,109
SR2S Infrastructure Project Cost		\$0

ATP Requested Funds (Box 1E)		
Non-SR2S Infrastructure		\$1,080,832
SR2S Infrastructure		\$0

CRASH DATA (Box 1F)		
	Last 5 Yrs	Annual Average
Fatal Crashes	3	0.6
Injury Crashes	74	14.8
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)		
	Without Project	With Project
Existing	2035	2195
Forecast (1 YR after project completion)	2091	2195
Existing step counts (600 steps=0.3mi=1 trip)	0	0
Existing miles walked	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	Y
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	Y
Roadways	Pedestrian signals	N
	Bike lanes	N
	Sidewalk/pathway (to avoid walking along roadway)	N
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
Other reduction factor countermeasures		Y

Safe Routes to School (SR2S) (Box 1C)	
Number of student enrollment	Total 0
Approximate no. of students living along school route proposed for improvement	0
Percentage of students that currently walk or bike to school	0%
Projected percentage of students that will walk or bike to school after the project	0.00%

## 2.4 Non-Infrastructure Inputs

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

**Figure 2-4. Non-Infrastructure Inputs**

<b>Project Name:</b>	F5629		<b>NON-INFRASTRUCTURE</b>
<b>Project Location:</b>	0		

<b>Outreach ( SR25)- (Box 2A)</b> Participants (School Enrollment) <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>		<b>Outreach (Non SR25)- (Box 2B)</b> Participants <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>	
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<b>Perception (must be marked with an "x")- (Box 2C)</b> <i>Mark all applicable categories with an "x"</i> Outreach is Hands-on (self-efficacy) <input type="checkbox"/> Overcome Barriers (e.g., dist, time, etc.) <input type="checkbox"/> Eliminates Hazards/Threats (speed, crime, etc.) <input type="checkbox"/> Connected or Addresses Connectivity Challenge <input type="checkbox"/> Creating Value in Using Active Transportation <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="0"/>		<b>Promotional Effort (must be marked with an "x")- (Box 2D)</b> <i>Mark all applicable categories with an "x"</i> Effort Targets 5 E's or 5 P's <input type="checkbox"/> Knowledgeable Staff/Educator <input type="checkbox"/> Partnership/Volunteers <input type="checkbox"/> Creates Community Ownership/Relationship <input type="checkbox"/> Part of Bigger Effort (e.g., political support) <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="0"/>	
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<b>Age (must be marked with an "x")- (Box 2E)</b> <i>Mark only one category with an "x"</i> Younger than 10 <input type="checkbox"/> 10-12 <input type="checkbox"/> 13-24 <input type="checkbox"/> 25-55 <input type="checkbox"/> 55+ <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="FALSE"/>		<b>Duration (must be marked with an "x")- (Box 2F)</b> <i>Mark only one category with an "x"</i> One Day <input type="checkbox"/> One Month <input type="checkbox"/> One Year <input type="checkbox"/> Multiple Years <input type="checkbox"/> Continuous Effort <input type="checkbox"/> <b>Weighted Score</b> <input type="text" value="FALSE"/>	
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<b>Projected New Active Trans Riders</b> Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> <b>Longitudinal New Users</b> <input type="text" value="0.00"/>		<b>Projected New Active Trans Riders</b> Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> <b>Longitudinal New Users</b> <input type="text" value="0.00"/>	
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<b>CRASH DATA - (Box 2G)</b>		<b>Assumption:</b>	
	Last 5 Yrs	Annual	Benefits only accrue for five years, unless the project is ongoing.
Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	
Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	
PDO	<input type="text" value="0"/>	<input type="text" value="0"/>	

## 2.5 Non-Infrastructure—All

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

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

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



## 2.7 Results

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

**Figure 2-7. Results**

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$1,441,109
Net Present Cost	\$1,385,682
Total Benefits	\$63,582,282
Net Present Benefit	\$42,109,243
Benefit-Cost Ratio	30.39
<i>20 Year Itemized Savings</i>	
Mobility	\$536,971.87
Health	\$184,912.80
Recreational	\$207,524
Gas & Emissions	\$14,740
Safety	\$62,638,133
Funds Requested	\$1,080,832
Net Present Cost of Funds Requested	\$1,039,262
Benefit Cost Ratio	40.52

## 2.8 Mobility

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

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

<b>ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT</b>					
<b>Current Walk Counts</b>		<b>Project Types</b>			
Total miles walked	0.00	For M values:			
Total person Trips walked	2,091.00	20.38 min/trip	OFF STREET		Bike Class I
Total Steps walked	0.00	18.02 min/trip	ON STREET w/o parking benefit		Bike Class II
		15.83 min/trip	ON STREET w/ parking benefit		Bike Class III
<b>After the Project is Completed</b>					
Total miles walked	0.00	\$13.03	Value of Time		
Total person trips walked	2,195.00				
Total Steps walked	0.00	600 steps=0.3mi=1 trip			
<b>Converted miles walked to trips</b>					
Converted miles walked to trips	0	\$1	Value of Total Pedestrian Environmental Impacts per trip		
Difference of person trips walked	104				
Converted steps walked to trips	0				
<b>Current Bike Counts</b>					
Existing Commuters	0				
New Commuters	0				
<b>Benefits, 2014 values</b>					
Annual Mobility Benefit (Walking)	\$22,100.00				
Annual Mobility Benefit (Biking)	\$0.00				
<b>Total Annual Mobility Benefits</b>	<b>\$22,100.00</b>				
Sources:					
NCHRP 552 Methodology (Biking)					
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)					

## 2.9 Health

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

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

<b>YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT</b>			
<b>INFRASTRUCTURE</b>			
<b>Cycling:</b>			
New Cyclists	0		
		GDP Deflator	
Value of Health (ave.annual)	\$146	2006	0.9429
		2014	1.0781
Annual Health Benefits	\$0.00		
<b>Walking:</b>			
New Walkers	52		
Value of Health	\$146		
Annual Health Benefits	\$7,610.40		
<b>Total Annual Health Benefits</b>	<b>\$7,610</b>		
Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G. (Estimated annual per capita cost savings of direct and/indirect of physical activity)			

## 2.10 Reduced Gas & Emissions Benefits

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

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

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT	
<b>INFRASTRUCTURE</b>	
New Pedestrians	52
New Bicyclists	0
Avoided VMT due to Walking	3,315
Avoided VMT due to Biking	0
Fuel Saved	565
Emissions Saved	41
Fuel and Emissions saved	\$607
<b>Underlying assumptions for calculations:</b>	
1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)	
2) Assume 50% of new walkers and cyclists choose not to drive their cars	
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.	
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.	
<a href="http://www.railstotrails.org/resourcehandler.ashx?id=2948">http://www.railstotrails.org/resourcehandler.ashx?id=2948</a>	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

## 2.11 Recreational Benefits

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

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

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT		
<b>Biking</b>		
New Recreational Users	0	\$10 per trip
New Commuters	0	
Existing Recreational Users	0	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$0	
Value of Spending Recreational Time for Existing Recreational Users	\$0	
Potential number of recreational time outdoors	124	
<b>Annual Biking Recreational Benefits</b>	<b>\$0</b>	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		
<b>Walking</b>		
Total Recreational pedestrians	16	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$5,694	\$1 per trip
Potential number of recreational time outdoors	365	
<b>Annual Walking Recreational Benefits</b>	<b>\$5,694</b>	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		
<b>Total Annual Recreational Benefits</b>	<b>\$5,694</b>	

## 2.12 Safety Benefits

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

**Figure 2-12. Safety Benefits for non-SR2S Infrastructure Projects**

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 signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing				
Applicable Countermeasures	N	N	N	N	Y	Y	Y	N	N	N	N	N	Y			
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%			
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20			
	\$920,707	\$920,707	\$552,424	\$2,762,121	\$1,657,273	\$920,707	\$1,288,990	\$2,025,556	\$1,288,990	\$2,946,263	\$1,104,849	\$1,288,990	\$368,283			
	FALSE	FALSE	FALSE	FALSE	\$1,657,273	\$920,707	\$1,288,990	FALSE	FALSE	FALSE	FALSE	FALSE	\$368,283			
1st year	\$0	\$0	\$0	\$0	\$1,657,273	\$920,707	\$1,288,990	\$0	\$0	\$0	\$0	\$0	\$368,283	\$1,288,990	\$1,288,990	

	Fatal	Injury	PDO	Total
Frequency	0.6	14.8	0	15.4
Cost/crash	\$4,130,347	\$81,393	\$7,624	

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

## 2.13 Undiscounted Benefits

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

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

ECONOMIC EVALUATION (Constant Values)		INFRASTRUCTURE - Non SR2S								
<b>Total Benefits</b>	\$63,374,758	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
Mobility Benefits	\$536,972	<b>PROJECT OPEN</b>								
Health Benefits	\$184,913	1	\$22,100	\$7,610	\$5,694	\$1,288,990	\$607	\$1,325,001	\$1,441,109	1.02
Recreational Benefits	\$207,524	2	\$22,542	\$7,763	\$5,808	\$1,314,770	\$619	\$1,351,501		
Safety Benefits	\$62,638,133	3	\$22,993	\$7,918	\$5,924	\$1,341,065	\$631	\$1,378,531		
Gas & Emission Benefits	\$14,740	4	\$23,453	\$8,076	\$6,043	\$1,367,886	\$644	\$1,406,102		
		5	\$23,922	\$8,238	\$6,163	\$1,395,244	\$657	\$1,434,224		
		6	\$24,400	\$8,403	\$6,287	\$1,423,149	\$670	\$1,462,908		
		7	\$24,888	\$8,571	\$6,412	\$1,451,612	\$683	\$1,492,166		
		8	\$25,386	\$8,742	\$6,541	\$1,480,644	\$697	\$1,522,010		
		9	\$25,894	\$8,917	\$6,671	\$1,510,257	\$711	\$1,552,450		
		10	\$26,412	\$9,095	\$6,805	\$1,540,462	\$725	\$1,583,499		
		11	\$26,940	\$9,277	\$6,941	\$1,571,272	\$739	\$1,615,169		
		12	\$27,479	\$9,463	\$7,080	\$1,602,697	\$754	\$1,647,472		
		13	\$28,028	\$9,652	\$7,221	\$1,634,751	\$769	\$1,680,422		
		14	\$28,589	\$9,845	\$7,366	\$1,667,446	\$785	\$1,714,030		
		15	\$29,160	\$10,042	\$7,513	\$1,700,795	\$800	\$1,748,311		
		16	\$29,744	\$10,243	\$7,663	\$1,734,811	\$816	\$1,783,277		
		17	\$30,339	\$10,447	\$7,817	\$1,769,507	\$833	\$1,818,942		
		18	\$30,945	\$10,656	\$7,973	\$1,804,897	\$849	\$1,855,321		
		19	\$31,564	\$10,870	\$8,132	\$1,840,995	\$866	\$1,892,428		
		20	\$32,196	\$11,087	\$8,295	\$1,877,815	\$884	\$1,930,276		
<b>Total Costs</b>	\$1,441,109							<b>Sum Total Benefits</b>	<b>Total Project Cost</b>	
<b>Benefit-Cost Ratio (BCR)</b>	44.0	<b>Total</b>	\$536,972	\$184,913	\$138,349	\$31,319,067	\$14,740	\$32,194,040	\$1,441,109	

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

NON-INFRASTRUCTURE-Non-SR2S and SR2S								INFRASTRUCTURE- SR2S									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								<b>PROJECT OPEN</b>									
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.02	1	\$0	\$0	\$0	\$1,288,990	\$0	\$1,288,990	\$0	1.02
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0		2	\$0	\$0	\$0	\$1,314,770	\$0	\$1,314,770	\$0	
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3	\$0	\$0	\$0	\$1,341,065	\$0	\$1,341,065	\$0	
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0		4	\$0	\$0	\$0	\$1,367,886	\$0	\$1,367,886	\$0	
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0		5	\$0	\$0	\$0	\$1,395,244	\$0	\$1,395,244	\$0	
6									6	\$0	\$0	\$0	\$1,423,149	\$0	\$1,423,149	\$0	
7									7	\$0	\$0	\$0	\$1,451,612	\$0	\$1,451,612	\$0	
8									8	\$0	\$0	\$0	\$1,480,644	\$0	\$1,480,644	\$0	
9									9	\$0	\$0	\$0	\$1,510,257	\$0	\$1,510,257	\$0	
10									10	\$0	\$0	\$0	\$1,540,462	\$0	\$1,540,462	\$0	
11									11	\$0	\$0	\$0	\$1,571,272	\$0	\$1,571,272	\$0	
12									12	\$0	\$0	\$0	\$1,602,697	\$0	\$1,602,697	\$0	
13									13	\$0	\$0	\$0	\$1,634,751	\$0	\$1,634,751	\$0	
14									14	\$0	\$0	\$0	\$1,667,446	\$0	\$1,667,446	\$0	
15									15	\$0	\$0	\$0	\$1,700,795	\$0	\$1,700,795	\$0	
16									16	\$0	\$0	\$0	\$1,734,811	\$0	\$1,734,811	\$0	
17									17	\$0	\$0	\$0	\$1,769,507	\$0	\$1,769,507	\$0	
18									18	\$0	\$0	\$0	\$1,804,897	\$0	\$1,804,897	\$0	
19									19	\$0	\$0	\$0	\$1,840,995	\$0	\$1,840,995	\$0	
20									20	\$0	\$0	\$0	\$1,877,815	\$0	\$1,877,815	\$0	
<b>Sum Total Benefits</b>							<b>Total Project Cost</b>		<b>Sum Total Benefits</b>							<b>Total Project Cost</b>	
<b>Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		<b>Total</b>	\$0	\$0	\$0	\$31,319,067	\$0	\$31,319,067	\$0	

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

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure							COMBO PROJECTS- NonSR2S & SR2S Infrastructure								
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
<b>PROJECT OPEN</b>								<b>PROJECT OPEN</b>							
1	\$22,100	\$7,610	\$5,694	\$644,495	\$607	\$680,506	\$1,441,109	1	\$11,050	\$3,805	\$5,694	\$1,288,990	\$303	\$1,309,843	\$1,441,109
2	\$22,542	\$7,763	\$5,808	\$657,385	\$619	\$694,116		2	\$11,271	\$3,881	\$5,808	\$1,314,770	\$309	\$1,336,039	
3	\$22,993	\$7,918	\$5,924	\$670,533	\$631	\$707,998		3	\$11,496	\$3,959	\$5,924	\$1,341,065	\$316	\$1,362,760	
4	\$23,453	\$8,076	\$6,043	\$683,943	\$644	\$722,158		4	\$11,726	\$4,038	\$6,043	\$1,367,886	\$322	\$1,390,015	
5	\$23,922	\$8,238	\$6,163	\$697,622	\$657	\$736,602		5	\$11,961	\$4,119	\$6,163	\$1,393,244	\$328	\$1,417,816	
6	\$24,400	\$8,403	\$6,287	\$711,575	\$670	\$751,334		6	\$12,200	\$4,201	\$6,287	\$1,423,149	\$335	\$1,446,172	
7	\$24,888	\$8,571	\$6,412	\$725,806	\$683	\$766,360		7	\$12,444	\$4,285	\$6,412	\$1,451,612	\$342	\$1,475,095	
8	\$25,386	\$8,742	\$6,541	\$740,322	\$697	\$781,688		8	\$12,693	\$4,371	\$6,541	\$1,480,644	\$348	\$1,504,597	
9	\$25,894	\$8,917	\$6,671	\$755,129	\$711	\$797,321		9	\$12,947	\$4,458	\$6,671	\$1,510,257	\$355	\$1,534,689	
10	\$26,412	\$9,095	\$6,805	\$770,231	\$725	\$813,268		10	\$13,206	\$4,548	\$6,805	\$1,540,462	\$362	\$1,565,383	
11	\$26,940	\$9,277	\$6,941	\$785,636	\$739	\$829,533		11	\$13,470	\$4,639	\$6,941	\$1,571,272	\$370	\$1,596,691	
12	\$27,479	\$9,463	\$7,080	\$801,349	\$754	\$846,124		12	\$13,739	\$4,731	\$7,080	\$1,602,697	\$377	\$1,628,625	
13	\$28,028	\$9,652	\$7,221	\$817,375	\$769	\$863,046		13	\$14,014	\$4,826	\$7,221	\$1,634,751	\$385	\$1,661,197	
14	\$28,589	\$9,845	\$7,366	\$833,723	\$785	\$880,307		14	\$14,294	\$4,922	\$7,366	\$1,667,446	\$392	\$1,694,421	
15	\$29,160	\$10,042	\$7,513	\$850,397	\$800	\$897,913		15	\$14,580	\$5,021	\$7,513	\$1,700,795	\$400	\$1,728,309	
16	\$29,744	\$10,243	\$7,663	\$867,405	\$816	\$915,872		16	\$14,872	\$5,121	\$7,663	\$1,734,811	\$408	\$1,762,876	
17	\$30,339	\$10,447	\$7,817	\$884,754	\$833	\$934,189		17	\$15,169	\$5,224	\$7,817	\$1,769,507	\$416	\$1,798,133	
18	\$30,945	\$10,656	\$7,973	\$902,449	\$849	\$952,873		18	\$15,473	\$5,328	\$7,973	\$1,804,897	\$425	\$1,834,096	
19	\$31,564	\$10,870	\$8,132	\$920,498	\$866	\$971,930		19	\$15,782	\$5,435	\$8,132	\$1,840,995	\$433	\$1,870,778	
20	\$32,196	\$11,087	\$8,295	\$938,908	\$884	\$991,369		20	\$16,098	\$5,543	\$8,295	\$1,877,815	\$442	\$1,908,193	
Sum Total Benefits								Sum Total Benefits							
Total Project Cost								Total Project Cost							
Total	\$536,972	\$184,913	\$138,349	\$15,659,533	\$14,740	\$16,534,507	\$1,441,109	Total	\$268,486	\$92,456	\$138,349	\$31,319,067	\$7,370	\$31,825,728	\$1,441,109

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

COMBO PROJECTS- SR25 Infrastructure and NonInfrastructure									SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS								
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
<b>PROJECT OPEN</b>									<b>PROJECT OPEN</b>								
1	\$0	\$0	\$0	\$644,495	\$0	\$644,495	\$0	1.02	1	\$22,100.00	\$7,610	\$8,541	\$2,577,980	\$607	\$2,616,838	\$1,441,109	44.12
2	\$0	\$0	\$0	\$657,385	\$0	\$657,385			2	\$22,542	\$7,763	\$8,712	\$2,629,540	\$619	\$2,669,175		
3	\$0	\$0	\$0	\$670,533	\$0	\$670,533			3	\$22,993	\$7,918	\$8,886	\$2,682,130	\$631	\$2,722,558		
4	\$0	\$0	\$0	\$683,943	\$0	\$683,943			4	\$23,453	\$8,076	\$9,064	\$2,735,773	\$644	\$2,777,009		
5	\$0	\$0	\$0	\$697,622	\$0	\$697,622			5	\$23,922	\$8,238	\$9,245	\$2,790,488	\$657	\$2,832,550		
6	\$0	\$0	\$0	\$711,575	\$0	\$711,575			6	\$24,400	\$8,403	\$9,430	\$2,846,298	\$670	\$2,889,201		
7	\$0	\$0	\$0	\$725,806	\$0	\$725,806			7	\$24,888	\$8,571	\$9,619	\$2,903,224	\$683	\$2,946,985		
8	\$0	\$0	\$0	\$740,322	\$0	\$740,322			8	\$25,386	\$8,742	\$9,811	\$2,961,289	\$697	\$3,005,924		
9	\$0	\$0	\$0	\$755,129	\$0	\$755,129			9	\$25,894	\$8,917	\$10,007	\$3,020,514	\$711	\$3,066,043		
10	\$0	\$0	\$0	\$770,231	\$0	\$770,231			10	\$26,412	\$9,095	\$10,207	\$3,080,925	\$725	\$3,127,364		
11	\$0	\$0	\$0	\$785,636	\$0	\$785,636			11	\$26,940	\$9,277	\$10,411	\$3,142,543	\$739	\$3,189,911		
12	\$0	\$0	\$0	\$801,349	\$0	\$801,349			12	\$27,479	\$9,463	\$10,620	\$3,205,394	\$754	\$3,253,709		
13	\$0	\$0	\$0	\$817,375	\$0	\$817,375			13	\$28,028	\$9,652	\$10,832	\$3,269,502	\$769	\$3,318,783		
14	\$0	\$0	\$0	\$833,723	\$0	\$833,723			14	\$28,589	\$9,845	\$11,049	\$3,334,892	\$785	\$3,385,159		
15	\$0	\$0	\$0	\$850,397	\$0	\$850,397			15	\$29,160	\$10,042	\$11,270	\$3,401,590	\$800	\$3,452,862		
16	\$0	\$0	\$0	\$867,405	\$0	\$867,405			16	\$29,744	\$10,243	\$11,495	\$3,469,622	\$816	\$3,521,919		
17	\$0	\$0	\$0	\$884,754	\$0	\$884,754			17	\$30,339	\$10,447	\$11,725	\$3,539,014	\$833	\$3,592,358		
18	\$0	\$0	\$0	\$902,449	\$0	\$902,449			18	\$30,945	\$10,656	\$11,959	\$3,609,794	\$849	\$3,664,205		
19	\$0	\$0	\$0	\$920,498	\$0	\$920,498			19	\$31,564	\$10,870	\$12,199	\$3,681,990	\$866	\$3,737,489		
20	\$0	\$0	\$0	\$938,908	\$0	\$938,908			20	\$32,196	\$11,087	\$12,443	\$3,755,630	\$884	\$3,812,239		
<b>Sum Total Benefits</b>							<b>Total Project Cost</b>		<b>Sum Total Benefits</b>							<b>Total Project Cost</b>	<b>Benefit Cost Ratio</b>
<b>Total</b>	\$0	\$0	\$0	\$15,659,533	\$0	\$15,659,533	\$0		<b>Total</b>	\$536,972	\$184,913	\$207,524	\$62,638,133	\$14,740	\$63,582,282	\$1,441,109	44.12

## 2.14 Discounted Benefits

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

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

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS														
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
<b>PROJECT OPEN</b>														
										4.00%	\$40,723,561.01	30.39		
1	\$22,100	\$7,610	\$8,541	\$2,577,980	\$607	\$2,616,838	\$2,516,190	\$1,441,109	\$1,385,682				1,080,832	1,039,262
2	\$22,542	\$7,763	\$8,712	\$2,629,540	\$619	\$2,669,175	\$2,467,802		\$0					
3	\$22,993	\$7,918	\$8,886	\$2,682,130	\$631	\$2,722,558	\$2,420,344		\$0					
4	\$23,453	\$8,076	\$9,064	\$2,735,773	\$644	\$2,777,009	\$2,373,799		\$0					
5	\$23,922	\$8,238	\$9,245	\$2,790,488	\$657	\$2,832,550	\$2,328,149		\$0					
6	\$24,400	\$8,403	\$9,430	\$2,846,298	\$670	\$2,889,201	\$2,283,377		\$0					
7	\$24,888	\$8,571	\$9,619	\$2,903,224	\$683	\$2,946,985	\$2,239,466		\$0					
8	\$25,386	\$8,742	\$9,811	\$2,961,289	\$697	\$3,005,924	\$2,196,399		\$0					
9	\$25,894	\$8,917	\$10,007	\$3,020,514	\$711	\$3,066,043	\$2,154,161		\$0					
10	\$26,412	\$9,095	\$10,207	\$3,080,925	\$725	\$3,127,364	\$2,112,735		\$0					
11	\$26,940	\$9,277	\$10,411	\$3,142,543	\$739	\$3,189,911	\$2,072,105		\$0					
12	\$27,479	\$9,463	\$10,620	\$3,205,394	\$754	\$3,253,709	\$2,032,257		\$0					
13	\$28,028	\$9,652	\$10,832	\$3,269,502	\$769	\$3,318,783	\$1,993,175		\$0					
14	\$28,589	\$9,845	\$11,049	\$3,334,892	\$785	\$3,385,159	\$1,954,845		\$0					
15	\$29,160	\$10,042	\$11,270	\$3,401,590	\$800	\$3,452,862	\$1,917,252		\$0					
16	\$29,744	\$10,243	\$11,495	\$3,469,622	\$816	\$3,521,919	\$1,880,382		\$0					
17	\$30,339	\$10,447	\$11,725	\$3,539,014	\$833	\$3,592,358	\$1,844,220		\$0					
18	\$30,945	\$10,656	\$11,959	\$3,609,794	\$849	\$3,664,205	\$1,808,755		\$0					
19	\$31,564	\$10,870	\$12,199	\$3,681,990	\$866	\$3,737,489	\$1,773,971		\$0					
20	\$32,196	\$11,087	\$12,443	\$3,755,630	\$884	\$3,812,239	\$1,739,856		\$0					
	<b>Total Mobility Benefits</b>	<b>Health Benefits</b>	<b>Recreational Benefits</b>	<b>Safety Benefits</b>	<b>Gas &amp; Emission Benefits</b>	<b>Sum Total Benefits</b>	<b>Sum Present Value Benefit</b>	<b>Sum Total Project Cost</b>	<b>Sum Present Value Cost</b>				<b>Sum Funds Requested</b>	<b>Sum PV Funds Requested</b>
	\$536,972	\$184,913	\$207,524	\$62,638,133	\$14,740	\$63,582,282	\$42,109,243	\$1,441,109	\$1,385,682				\$1,080,832	\$1,039,262

## Potential for Model Enhancements

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

### Types of Inputs

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

### Calculation Logic

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

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

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

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

### Other Recommendations

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

### User Interface

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

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

ATTACHMENT I – 8

Los Angeles Conservation Corps Communications

**Subject:** Fwd: City of Los Angeles ATP Cycle 2 Project Proposals

**From:** Kevin Minne (kevin.minne@lacity.org)

**To:** ellenblackman@att.net; heather@ammatransitplanning.com; adam.christian@hdrinc.com;

**Cc:** adilia.clerk@lacity.org;

**Date:** Tuesday, May 19, 2015 4:13 PM

Please see the response below from the local corps for the Orange Line project and Walk Pico project. I've also attached the documents that were sent to them originally for your reference. Thank you.

----- Forwarded message -----

**From:** Active Transportation Program <[inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)>

**Date:** Tue, May 19, 2015 at 4:06 PM

**Subject:** Re: City of Los Angeles ATP Cycle 2 Project Proposals

**To:** Kevin Minne <[kevin.minne@lacity.org](mailto:kevin.minne@lacity.org)>

**Cc:** "atp@ccc.ca.gov" <[atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)>, Adilia Clerk <[adilia.clerk@lacity.org](mailto:adilia.clerk@lacity.org)>, Ferdy Chan <[ferdy.chan@lacity.org](mailto:ferdy.chan@lacity.org)>

Hi Elizabeth,

Bo Savage of the Los Angeles Conservation Corps has responded that they are able to assist the City with each project, specifically:

**Sherman Way Ped Improvements Elements, elements:**

- 4
- 6
- 7
- 8
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- 10
- 12
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- 20
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- 25
- 26

**Pico Elements**

- 4
- 5

07-Los Angeles-6

- 6
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- 30

**Colorado**

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- 29-34
- 36-40

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Bo ([bsavage@lacorps.org](mailto:bsavage@lacorps.org)) directly if your project receives funding.

Thank you!  
Monica

On Fri, May 15, 2015 at 11:13 AM, Kevin Minne <[kevin.minne@lacity.org](mailto:kevin.minne@lacity.org)> wrote:  
Wei and Danielle,

I'm anticipating submitting three applications for consideration under cycle 2 of the Active Transportation Program listed below:

- 07-Los Angeles-06, Orange Line/Sherman Way Pedestrian Links
- 07-Los Angeles-07, Walk Pico! A Catalyst for Community Vitality and Connectivity
- 07-Los Angeles-09, Colorado Bl Pedestrian and Bicycle Active Transportation Improvements

For each of these projects, I've attached a project title, project description, detailed estimate, project schedule, project map, and any preliminary plans.

Please let me know if your organizations would like to be included as part of any of these projects. If possible, could you outline the line items in the detailed estimate that would be appropriate to partner on. If not possible, please let me know what kinds of elements you are able to partner on and I'll indicate that on the detailed estimate included in the final application.

Please note that these estimates and project elements may change slightly with the final application submittal. Thank you.

Kevin Minne  
City of Los Angeles  
Bureau of Street Services - Engineering Division  
213-847-4276

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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 | [inquiry@atpccommunitycorps.org](mailto:inquiry@atpccommunitycorps.org)

**PROJECT TITLE** Orange Line-Sherman Way Pedestrian Links  
ATP Cycle 2 ID#: 07-Los Angeles-06

**PROJECT SPONSOR** City of Los Angeles – Bureau of Street Services

**PROJECT LOCATION**

The project is located in the City of Los Angeles along Sherman Way between Topanga Canyon Bl and De Soto Ave. Various other improvements bounded by Vanowen St, Topanga Canyon Bl, Saticoy St, and De Soto Ave.

**PROJECT DESCRIPTION**

Pedestrian and bike improvements linking Metro Orange Line Sherman Way station with nearby destinations. Improvements designed to improve safety include pedestrian lighting, wayfinding signage, curb extensions, benches, ADA-curb cuts, etc.

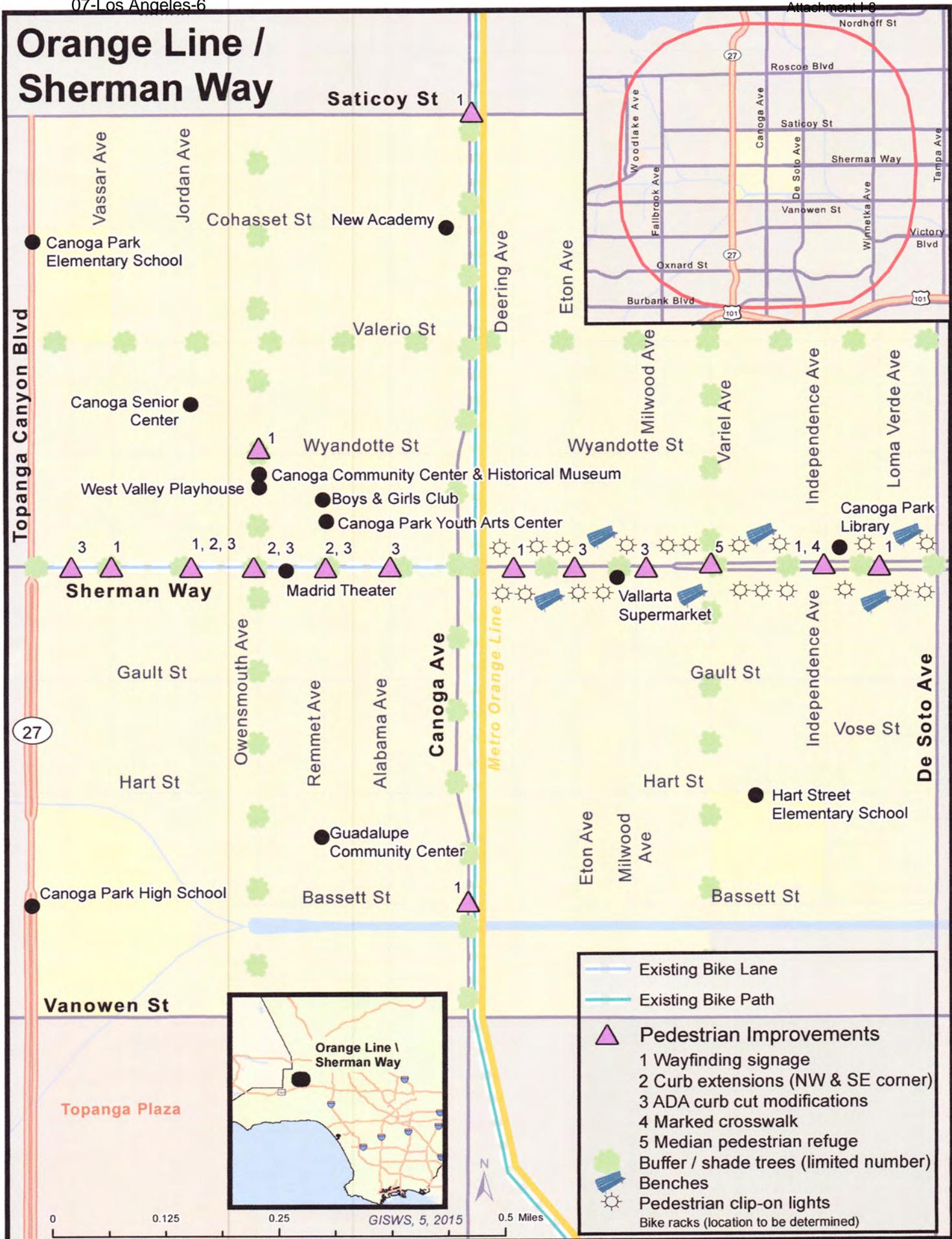
**DETAILED PROJECT SCHEDULE**

	<b><u>Task</u></b>	<b>Begin</b>	<b>End</b>	<b>Duration (months)</b>
<b>Preliminary Engineering Phase</b>	• Submittal of Allocation of PS&E with CTC	June./2016	Aug./2016	2 months
	• Submittal to Caltrans Request for Authorization to Proceed with Preliminary Engineering	Aug./2016	Sept./2016	1 month
	• Approval to Proceed with Preliminary Engineering	Oct./2016	Nov./2016	1 month
	• Preliminary Design (must start within 6 months of receiving E-76 approval from Caltrans)	Nov./2016	Nov./2017	12 months
	• Submittal of Preliminary Environmental Studies (PES) form to Caltrans; NEPA approval by Caltrans	Jul./2017	Oct./2017	3 months
	• Right-of-Way Certification	Dec./2017	Mar./2018	3 months
	• Submittal of Allocation for Construction to CTC	Jun./2018	Aug./2018	2 months
<b>Construction Phase</b>	• Submittal to Caltrans Request for Authorization to Proceed with Construction	Aug/2018	Sept./2018	2 months
	• Approval to Proceed with Construction (E-76)	Sept./2018	Nov./2018	2 months
	• Construction	Apr./2019	Apr./2020	12 months
	• Report of Completion (required for both Design and Construction Projects)	Jul./2020	Sept./2020	3 months

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 Los Angeles													
Application ID:	07-Los Angeles-06				Prepared by:	BSS			Date:					
Project Description:	Pedestrian enhancement improvements: Refuge Median Island, Curb Extension, Continental Crosswalks Pedestrian Lighting, Bike Racks, Wayfinding Signage, Benches													
Project Location:	Sherman Way between De Soto Ave and Topanga Canyon Blvd, in the City of Los Angeles.													
Engineer's Estimate and Cost Breakdown:														
Engineer's Estimate (for Construction Items Only)						Cost Breakdown								
						Note: Cost can apply to more than one category. Therefore may be over 100%.								
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
1	Mobilization	1	LS	\$60,000.00	\$60,000	100%	\$60,000							
2	Construction Sign	4	EA	\$1,500.00	\$6,000	100%	\$6,000							
3	Traffic control: Daily Set-up & Take Down	1	LS	\$40,000.00	\$40,000	100%	\$40,000							
4	Asphalt Concrete Removal (For Refuge Media and Curb Extension	2000	SF	\$4.50	\$9,000	100%	\$9,000							
5	Asphalt Concrete Removal, by Cold Milling (Continental Crosswalk legs)	9200	SF	\$1.30	\$11,960	100%	\$11,960							
6	Concrete Removal (for Curb Extension)	2300	SF	\$3.50	\$8,050	100%	\$8,050							
7	Unclassified Excavation, incl. Backfill & Haul-away	100	CY	\$70.00	\$7,000	100%	\$7,000							
8	Integral Curb & Gutter Removal	1000	SF	\$8.00	\$8,000	100%	\$8,000							
9	Crushed Miscellaneous Base (CMB) 4" thick	7200	SF	\$1.50	\$10,800	100%	\$10,800							
10	Crushed Miscellaneous Base (CMB) 6" thick	900	SF	\$1.75	\$1,575	100%	\$1,575							
11	Asphalt Concrete Pavement	2500	SF	\$8.00	\$20,000	100%	\$20,000							
12	3" Thick Concrete	7200	SF	\$9.00	\$64,800	100%	\$64,800							
13	Decomposed Granite (DG)	3600	SF	\$2.00	\$7,200	100%	\$7,200	100%	\$7,200					
14	Cobblestone Paving @ Refuge Median	200	SF	\$18.00	\$3,600	100%	\$3,600							
15	Access Ramps	24	EA	\$3,500.00	\$84,000	100%	\$84,000							
16	Integral Curb & Gutter	1,300	LF	\$33.00	\$42,900	100%	\$42,900							
17	Imported Top Soil, Placed and Compacted	200	CY	\$50.00	\$10,000	100%	\$10,000	100%	\$10,000					
18	Street Tree (for Shade)	200	EA	\$850.00	\$170,000	100%	\$170,000	100%	\$170,000					
19	Landscape Planting for Refuge Median Island	400	SF	\$8.50	\$3,400	100%	\$3,400	100%	\$3,400					
20	Irrigation System	400	SF	\$6.50	\$2,600	100%	\$2,600	100%	\$2,600					
21	Water Meter, Controller & Backflow Device	1	EA	\$7,500.00	\$7,500	100%	\$7,500							
22	Pedestrian Lighting	20	EA	\$12,500.00	\$250,000	100%	\$250,000							
23	Striping, Pavement Markings, Signs	1	LS	\$20,000.00	\$20,000	100%	\$20,000							
24	Continental Crosswalks (Per Leg)	8	EA	\$3,000.00	\$24,000	100%	\$24,000							
25	Bicycle Racks	24	EA	\$600.00	\$14,400	100%	\$14,400							
26	Benches	6	EA	\$1,500.00	\$9,000	100%	\$9,000							
27	Wayfinding signage	10	EA	\$4,000.00	\$40,000	100%	\$40,000							
<b>Subtotal of Construction Items:</b>					<b>\$935,785</b>		<b>\$935,785</b>		<b>\$193,200</b>					
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>10.00%</b>	<b>\$93,579</b>									
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,029,364</b>									
Project Cost Estimate:														
Type of Project Delivery Cost						Cost \$								
<b>Preliminary Engineering (PE)</b>														
Environmental Studies and Permits(PA&ED):						\$	257,341							
Plans, Specifications and Estimates (PS&E):						\$	-							
<b>Total PE:</b>						<b>\$</b>	<b>257,341</b>	<b>25.00%</b>	<b>25% Max</b>					

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
<b>Right of Way (RW)</b>													
	Right of Way Engineering:			\$	-								
	Acquisitions and Utilities:			\$	-								
	<b>Total RW:</b>			<b>\$</b>	<b>-</b>								
<b>Construction (CON)</b>													
	Construction Engineering (CE):			\$	154,405	15.00%		15% Max					
	Total Construction Items & Contingencies:				\$1,029,364								
	<b>Total CON:</b>			<b>\$</b>	<b>1,183,768</b>								
<b>Total Project Cost Estimate:</b>				<b>\$</b>	<b>1,441,109</b>								

# Orange Line / Sherman Way



- Existing Bike Lane
- Existing Bike Path
- Pedestrian Improvements
  - 1 Wayfinding signage
  - 2 Curb extensions (NW & SE corner)
  - 3 ADA curb cut modifications
  - 4 Marked crosswalk
  - 5 Median pedestrian refuge
- Buffer / shade trees (limited number)
- Benches
- Pedestrian clip-on lights
- Bike racks (location to be determined)

## **Attachment I – Narrative Attachments – Contents**

### Attachment I – Screening 2

#### Regional Transportation Plans (excerpts):

SCAG Regional Transportation Plan / Sustainable Communities Strategy

Metro Long Range Transportation Plan

### Attachment I – 1

City of Los Angeles: Mobility Plan 2035

### Attachment I – 2

#### Collision Data and Maps

Summary of Injuries and Fatalities

Summary of Most Common Traffic Violations Causing Injuries and Fatalities

Map: Total Pedestrian and Bicycle Collisions in project Area

Map: Collisions Involving Pedestrians or Bicyclists Under 18 Years of Age

Map: Collisions Involving Pedestrians or Bicyclists 64 and Older

### Attachment I – 4

#### Public Health

Los Angeles County Department of Public Health: Letter of Support

AskCHIS Neighborhood Edition: Health Data Summary (State, County, Canoga Park Zipcode)

Los Angeles County Department of Public Health

Preventing Childhood Obesity: The Need to Create Health Places

Obesity and Related Mortality in Los Angeles County

Strategic Plan 2013-2017

07-Los Angeles-6

Attachment I – 5

Disadvantaged Communities

Disadvantaged Community Map (Canoga Park)

Free and Reduced Price Meals Eligibility in Canoga Park Schools

Attachment I – 6

B/C Tool

Attachment I – 8

Los Angeles Conservation Corps Communications

Narrative Questions  
Back-up Information  
Attachment I

ATTACHMENT I – SCREENING 2

REGIONAL TRANSPORTATION PLANS (excerpts):

SCAG Regional Transportation Plan / Sustainable Communities Strategy

Metro Long Range Transportation Plan



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



*Southern California Association of Governments*  
**ADOPTED APRIL 2012**



## PASSENGER AND HIGH-SPEED RAIL

The SCAG region is served by a network of intercity passenger and commuter rail services which operate on the region's rail network, often sharing facilities with freight rail. They operate at higher speeds and have less frequent station stops than traditional transit services, and are more likely to serve intercity and interregional trips.

Amtrak operates interregional and intercity passenger rail service. Four of Amtrak's fifteen long-distance routes serve our region, and of these, only two offer daily service. Amtrak provides much more frequent intercity passenger rail service via the Pacific Surfliner. This 351-mile-long service traverses the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor. Amtrak's Pacific Surfliner is the second-most-used service in Amtrak's national fleet, moving nearly 9 percent of the system's total national ridership. Pacific Surfliner ridership is growing at a rate of over 8 percent a year.

The Southern California Regional Rail Authority (Metrolink) is the sole operator of the Metrolink system, which serves primarily as a commuter rail service in our region. Metrolink provides service on 512 track miles along seven routes in Ventura, Orange, Los Angeles, San Bernardino, Riverside, and San Diego Counties. Five routes (i.e., the Ventura County Line, the Orange County Line, the Antelope Valley Line, the Inland Empire/Orange County Line, and the SR-91 Line) share portions of the LOSSAN Corridor with the Pacific Surfliner.

Metrolink has recently been pursuing innovative marketing, ticket pricing, and operations strategies to increase ridership and reduce costs. In May 2011, Metrolink started express service demonstration programs on its San Bernardino and Antelope Valley lines. This service shaves a large amount of time off conventional trips. By skipping most stops, travel time is reduced by 33 percent to just one hour on the San Bernardino Line, and by 25 percent to an hour-and-a-half on the Antelope Valley Line. Metrolink has also implemented specific train service for sporting, as well as other special events.

Despite these services, fast and efficient interregional and intercity ground transportation remains an issue within our region. One potential solution is high-speed rail. In November of 2008, California voters passed Proposition 1A, authorizing nearly \$9 billion in bonds to build a statewide high-speed train (HST) system and an additional \$950 million to upgrade connectivity of current rail services to the proposed HST. Subsequently, the federal government committed \$3.6 billion through the American Recovery and Reinvestment

Act (ARRA) of 2009. Phase I of the HST program will connect San Francisco with Los Angeles and Anaheim and include several intermediate stops. Phase I is expected to be implemented during the RTP/SCS timeframe. Phase II will add connections to Sacramento, Ontario, Riverside, and San Diego.

The HST program presents an enormous opportunity for the state and the region, but faces significant challenges. The latest total costs for Phase I are estimated at \$98.5 billion, and the state has secured only \$12.6 billion in funds for Phase I to date. The California High-Speed Rail Authority, in partnership with the Federal Railroad Administration (FRA), has chosen to begin construction in the San Joaquin Valley, using federal High-Speed and Intercity Passenger Rail funds.

Due to the federal mandate of building the initial operating segment in the San Joaquin Valley, local stakeholders are seeking to divert a portion of unallocated Proposition 1A revenues to fund and construct speed improvements to the LOSSAN and Metrolink corridors. This would provide faster speeds and better service to our region sooner and act as a phased high-speed rail implementation. Once the high-speed train is built, three different rail passenger markets will be served through complementary systems.

## ACTIVE TRANSPORTATION

Active transportation modes (e.g., bicycling and walking) are essential and increasingly important modes of transportation. These non-motorized modes are low-cost, do not emit greenhouse gases, help reduce roadway congestion, and increase health and the quality of life. As the region works toward reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of our residents.

National Household Travel Survey (NHTS) data indicate that approximately 21 percent of all trips in the region in 2009 were conducted by walking (19 percent) or bicycling (2 percent), representing an approximately 75 percent increase from the 12 percent active transportation mode share in 2000 (FIGURE 1.3). The 2009 NHTS data also showed that there was an 11 percent decrease in driving, from 84 percent to 75 percent. More active transportation has placed a greater focus on the preservation, maintenance, and expansion of active transportation infrastructure. As the population in the SCAG region grows and matures, and as parts of the region move toward denser, mixed-use, and transit-oriented development, the demand for and use of active transportation will increase.

- Increasing the frequency and quality of fixed-route bus service and the introduction of local community circulators to provide residents of smart growth developments with the option of taking transit over using a car to make short, local trips, and
- The implementation of transit priority facilities, such as bus lanes and traffic signal priority.

## Active Transportation

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

The majority of commuters within the SCAG region commute via car, truck, or van. According to the American Community Survey, in 2009, more than 85 percent of all commuters traveled to work by car, truck, or van, and less than 4 percent traveled to work via an active transportation mode (0.7 percent bicycled and 2.5 percent walked to work). In addition, the National Household Travel Survey (NHTS) data indicate that approximately 20.9 percent of all trips were conducted by walking (19.2 percent) or bicycling (1.7 percent). This represents an approximately 75 percent increase from the 11.9 percent active transportation mode share in 2000. In addition, NHTS data indicate that 75.0 percent of all trips in 2009 were conducted by driving, and this is an approximately 10.6 percent decrease from the 83.9 percent mode share in 2000.

Additional analysis regarding active transportation needs to be conducted in order to develop a better understanding of the users and their needs. The current level of data is extremely limited and does not provide a comprehensive overview of the current active transportation community. Active transportation users have differing levels of experience and confidence, which influences their decision to utilize active transportation. SCAG recognizes that there are a number of factors that motivate people to use active transportation. Increased data collection may provide a clearer understanding of the needs and deficiencies associated with active transportation.

Active transportation is not only a form of transportation in itself; it is also a means by which to access rail and bus service. Accessibility is one of the primary performance measures used to evaluate active transportation, by measuring how well the current infrastructure provides individuals with the opportunity to access destinations or facilities.

Using a two-mile buffer for bicyclists and a half-mile buffer for pedestrians, we found that our current transit infrastructures provides 97 percent of our residents access to transit via bicycle and 86 percent access to transit by walking. While many individuals have access to transit stations by biking or walking, numerous other factors may influence an individual's decision to use active transportation.

Safety is an important factor that individuals consider when determining whether or not they should walk or bike to their destination. Based on data from the Statewide Integrated Traffic Records System (SWITRS), in 2008, 4.0 percent of all traffic-related fatalities in the SCAG region involved bicyclists, and 4.3 percent of all traffic-related injuries involved bicyclists. In addition, 20.9 percent of all traffic-related fatalities in the SCAG region involved a pedestrian, and 5.7 percent of traffic-related injuries involved pedestrians.

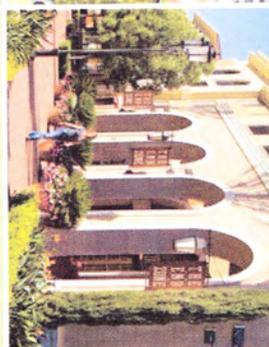
While each of the counties in the SCAG region currently has its own active transportation plan, the RTP/SCS aims at developing a regional active transportation system that closes the gaps and provides connectivity between counties and local jurisdictions. While bicyclists are legally allowed to use any public roadway in California unless specifically prohibited, many bicyclists may be more inclined to utilize bikeways. Currently, 42.6 percent of the region's residents have easy access to 4,315 miles of bikeways. Local jurisdictions in the region have proposed an additional 4,980 miles of bikeways in this RTP/SCS that would increase this access to 62.4 percent of all residents. In order to close the remaining gaps in the bikeway network, this RTP/SCS goes a step further to include an additional 827 miles of bikeways to complete the SCAG Regional Bikeway Network.

In order to make active transportation a more attractive and feasible mode of travel for the different users in our region, additional infrastructure improvements need to be made. The 2012–2035 RTP/SCS calls for improvements that would bring significant amount of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA). Given that all trips, including vehicular trips, start with walking, it is important to ensure that the sidewalks and streets are accommodating to all users. In all, the RTP/SCS's active transportation improvements exceed \$6.7 billion.

# ACTIVE TRANSPORTATION APPENDIX



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



*Southern California Association of Governments*  
ADOPTED APRIL 2012

## Policy Recommendations

While SCAG is not an implementing agency SCAG may work with local jurisdictions to assist them with developing policies and projects that may improve active transportation.

### Agencies, Groups and Individuals in Bicycle and Walking Planning

Federal and state regulations require SCAG to plan and accommodate for bicycle and walking transportation. As the region's MPO, SCAG develops regional planning strategies and encourages local jurisdictions to think about transportation at the regional level, since individual travel decisions are not bound by political boundaries and often transverse multiple jurisdictions. A regional approach towards transportation planning will provide increased connectivity and accessibility. The 2012 RTP has been developed in cooperation and collaboration with federal, state and local stakeholders. Each stakeholder plays a different role in the development and final adoption of the RTP.

#### FEDERAL GOVERNMENT

Federal statutes have mandated Metropolitan Planning Organizations (MPOs) to include pedestrian and bicycle facility strategies as part of their overall systematic approach in addressing current and future transportation demands.

#### STATE OF CALIFORNIA

The State of California and Caltrans has long supported active transportation planning, design policies and practices.

#### COUNTIES

Each county within the SCAG region has developed and maintained a bicycle and walking master plan to guide their active transportation development.

#### CITIES

Many of the cities within the SCAG region have developed and maintained a bicycle and/or walking plan as part of their circulation element or as a separate document. These

plans are used to guide their transportation development and assist them with the implementation of their active transportation policies.

## Performance Measures

In addition to the established goals and objectives the following performance measures have been identified in an effort to maximize the benefits of active transportation modes:

1. Change in Active Transportation mode share: Increase bicycling and walking in the SCAG region by creating and maintaining an active transportation system that includes well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security.
2. Change in the amount of Active Transportation facilities: Increase accommodation and planning for bicyclists and pedestrians (including persons with disabilities) for all transportation planning projects.
3. Change in the number of accidents involving Active Transportation users: Decrease bicyclist and pedestrian fatalities and injuries by increasing transportation safety.
4. Change in land use patterns and Active Transportation: Support local jurisdictions comply with the Complete Streets Act and the development of local active transportation plans. SCAG will also work with local jurisdictions in developing a regional active transportation plan.

## Proposed Policies

The goals, objectives and policies in this report were derived from information gathered over the course of the planning process, including public input, review of bicycle and pedestrian master plans from local jurisdictions throughout the region.

### GOAL 1: DECREASE BICYCLIST AND PEDESTRIAN FATALITIES AND INJURIES

- **Objective 1.1:** SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.
  - **Policy 1.1.1:** SCAG will work with local jurisdictions to provide comprehensive education for all road users.

## GOAL 2: DEVELOP AN ACTIVE TRANSPORTATION FRIENDLY ENVIRONMENT THROUGHOUT THE SCAG REGION

- **Objective 2.1:** Produce a comprehensive regional active transportation plan
  - Policy 2.1.1: SCAG will work with local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network
  - Policy 2.1.2: SCAG will work with local jurisdictions to connect all cities in the SCAG region via bicycle facilities
  - Policy 2.1.3: SCAG will work with local jurisdictions to complete the California Coastal Trail

The need for active transportation needs to be fully considered for all transportation planning projects. Increased accommodation for bicyclists and pedestrians requires increased funding, multi-modal planning, programming, and design. As planners increase accommodation for active transportation users, an increase in bicyclist and pedestrian safety should also occur.

Research by Dr. Jennifer Dill, Portland State University Associate Professor, and anecdotal evidence from New York City (NYC) indicate that increases in dedicated bicycle facilities (bicycle lanes and bicycle paths) in those cities have resulted in greater bicycle usage. In addition, in NYC, while bicycling use has doubled along with the number of bicycle facilities, bicycle fatalities have not grown, and injuries have actually declined in total. Collaborative efforts that are capable of integrating the needs of all commuters are essential to developing a safe and accessible transportation system for all users.

Adoption of the SCAG Regional Bikeway Network would increase bicycle facilities by 827.5 miles beyond existing local plans, and may further promote ridership in the SCAG region. In addition, SCAG may partner with local jurisdictions on grant opportunities such as the Caltrans Bicycle Transportation Account (BTA) or Safe Routes to School (SRTS) projects. SCAG may also provide local jurisdictions with assistance in the development of their local active transportation plans and by providing them with Pedestrian Safety Action Plan (PSAP) workshops. The SCAG Compass Blueprint program may further assist local jurisdictions with the development of innovative transportation and land-use planning projects.

Adoption of a Complete Streets Policy that would ensure that all streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability—motorists, pedestrians, bicyclists, and public transportation riders.

## GOAL 3: INCREASE ACTIVE TRANSPORTATION USAGE IN THE SCAG REGION

- **Objective 3.1:** Adoption of a Safe Routes to School Policy
  - Policy 3.1.1: Enable and encourage children, including those with disabilities to walk and bicycle to school
  - Policy 3.1.2: Make bicycling and walking to school a safer and more appealing transportation method, thereby encouraging a healthy and active lifestyle from an early age
  - Policy 3.1.3: Facilitate the planning, development, and implementation of project and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grade K-8)
- **Objective 3.2:** Adoption of a Complete Streets Policy
  - Policy 3.2.1: Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements
  - Policy 3.2.2: Encourage local jurisdictions to develop and implement Complete Streets Policies.

Increasing bicycling and walking requires well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security. While pedestrian sidewalks are fairly well established in most areas, it is estimated that there are only 4,315 miles of dedicated bicycle facilities in the region, with an additional 7,154 miles planned.

Reliable data for planning is also needed to increase active transportation and investments. Active transportation data needs include, but are not limited to, comprehensive user statistics, user demographics, bicycle travel patterns/corridors, accident mapping, bikeway system characteristics, and sub-regional improvement projects and funding needs.



I want a mobile future.

2009 Long Range Transportation Plan



Metro



## Bicycles and Pedestrians



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

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

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

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

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

### Bicycle Programs

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

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

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

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

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

### Pedestrian Priority Improvement Program

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

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

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

### Call for Projects

FIGURE BB

#### Bicycle Program

\$ IN MILLIONS  
ESCALATED TO YEAR OF EXPENDITURE

<b>Constrained Plan</b>	\$11.7 m/yr in 2009 dollars	\$ 287
<b>Strategic Plan</b>	\$12.5 m/yr in 2009 dollars	\$ 302

FIGURE CC

#### Pedestrian Program

\$ IN MILLIONS  
ESCALATED TO YEAR OF EXPENDITURE

<b>Constrained Plan</b>	\$11.7 m/yr in 2009 dollars	\$ 287
<b>Strategic Plan</b>	\$10.0 m/yr in 2009 dollars	\$ 242

FIGURE DD

#### Transportation Enhancements Program

\$ IN MILLIONS  
ESCALATED TO YEAR OF EXPENDITURE

<b>Constrained Plan</b>	\$2.3 m/yr in 2009 dollars	\$ 72
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## THE SUSTAINABILITY OF OUR TRANSPORTATION SYSTEM DEPENDS UPON THE INTERFACE BETWEEN MODES.

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

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

# Letters of Support Attachment J

**Metro**

May 19, 2015

Malcolm Dougherty  
Director  
California Department of Transportation  
P.O. Box 942873  
Sacramento, CA 94273-0001Re: Letter of Support for Orange Line Sherman Way Pedestrian and Bicycle Improvements  
Project Active Transportation Program (ATP) Application

Dear Director Dougherty:

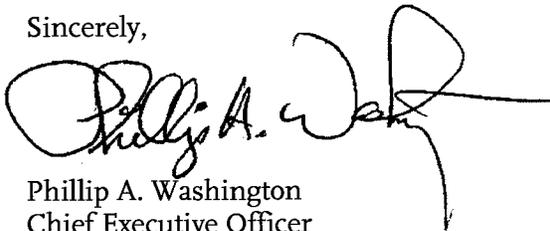
The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Orange Line Sherman Way Pedestrian and Bicycle Improvements Project in the City of Los Angeles. This project will improve safety, and encourage increased walking and bicycling in the area surrounding the Metro Orange Line Sherman Way Station.

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 Los Angeles's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Orange Line Sherman Way Pedestrian and Bicycle Improvements Project for the ATP grant.

Sincerely,

Phillip A. Washington  
Chief Executive Officer



## BOB BLUMENFIELD

Councilmember, Third District

May 21, 2015

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

**Re: Orange Line-Sherman Way Pedestrian Links, ATP Cycle 2 ID# 07-Los Angeles 06**

Dear Mr. Dougherty:

As the Councilmember representing most of the West San Fernando Valley communities in the City of Los Angeles, I express my full support for the ATP Cycle 2 proposal submitted by the Los Angeles Department of Public Works, Bureau of Street Services, entitled *Orange Line-Sherman Way Pedestrian Links*.

I am deeply committed to making public transportation convenient and accessible in the West San Fernando Valley and I have been a strong advocate for improvements to the Metro Orange Line and the surrounding areas.

Because of the increasing demand for access to public transit and alternative modes of transportation in the San Fernando Valley region, there is a critical need to enhance last mile connections. The proposed pedestrian and bike improvements will link the Metro Orange Line Sherman Way station with the downtown of the Canoga Park neighborhood. This project will improve safety and enhance the streetscape experience along Sherman Way by including pedestrian lighting, way finding signage, curb extensions, benches and ADA curb cuts.

I look forward to continuing to work with the California Department of Transportation on transit improvements that will make a difference in the mobility of the region and the West San Fernando Valley. I highly encourage your support and funding of the *Orange Line-Sherman Way Pedestrian Links*. If you have any questions, please contact my Planning Director, Cesar Diaz at (213) 473-7003.

Sincerely,

BOB BLUMENFIELD  
Councilmember  
City of Los Angeles

cc: City of Los Angeles, Bureau of Street Services

CITY HALL 200 N. Spring St. Room 415, Los Angeles, CA 90012 213.473.7003 fax 213.473.7567

