



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-1

Auto populated

Total ATP Funds Requested:

\$ 1,506

(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

100 S. Main St., 9th Floor

Los Angeles

CA

90012

IMPLEMENTING AGENCY'S CONTACT PERSON:

Michelle Mowery

CONTACT PERSON'S TITLE:

Senior Bicycle Coordinator

CONTACT PERSON'S PHONE NUMBER:

213-972-4962

CONTACT PERSON'S EMAIL ADDRESS :

michelle.mowery@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:

[Empty text box for Project Partnering Agency's Name]

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for Zip Code]
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

[Empty text box for Contact Person Name]

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person Title]

CONTACT PERSON'S PHONE NUMBER:

[Empty text box for Contact Person Phone Number]

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person Email Address]

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

07-5006R

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)

City of Los Angeles - Pedestrian & Bicycle Neighborhood Intersection Enhancements

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

This project designs and constructs pedestrian & bicycle neighborhood intersection enhancements at 4 locations identified in the City's Mobility Plan 2035 as part of the Neighborhood Enhanced Network, with accompanying outreach and education.

PROJECT LOCATION: (Max of 250 Characters)

Various locations throughout the City of Los Angeles.



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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.080213 /long. -118.351117

Congressional District(s):

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

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>3,320</u>	Bicyclists	<u>836</u>
One Year Projection:	Pedestrians	<u>3,561</u>	Bicyclists	<u>1,034</u>
Five Year Projection:	Pedestrians	<u>3,700</u>	Bicyclists	<u>1,076</u>

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

Bicycle: Class I Class II Class III Other Neighborhood Enhanced Network

Pedestrian: Sidewalk Crossing Other _____

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

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation** % of Project 75.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 25.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

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

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

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

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

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

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

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/29/16
* CEQA Environmental Clearance:	_____		7/29/16
* NEPA Environmental Clearance:	_____		4/30/18
CTC - PS&E Allocation:	_____		6/29/18
CTC - Right of Way Allocation:	N/A		N/A
* Right of Way Clearance & Permits:	_____		3/29/19
Final/Stamped PS&E package:	_____		4/30/19
* CTC - Construction Allocation:			6/28/19
* Construction Complete:			12/30/22
* Submittal of “Final Report”			6/30/23

**PROJECT FUNDING** (in 1000s)

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

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

ATP funds for PA&D:	\$55	
ATP funds for PS&E:	\$222	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$934	
ATP funds for Non-Infrastructure:	\$295	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$1,506	

Local funds leveraging or matching the ATP funds: \$377

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$0

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

TOTAL PROJECT FUNDS: **\$1,883**

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-City of Los Angeles-01

Implementing Agency's Name: Los Angeles Department of Transportation

Important:

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

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Part B: Narrative Questions

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

1. Demonstrated fiscal needs of the applicant:

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

The City of Los Angeles has just over \$8.7 million available in Transportation Development Act Article 3 funds for FY 2016-17 through FY 2018-19, and has active transportation needs totaling \$330.0 million over the next ten years. In order for the City of Los Angeles to make meaningful progress toward implementing the Neighborhood Intersection Enhancement plans for bicycle and pedestrian improvements proposed in this application, its limited local funding must be used to leverage state and federal resources. The City has committed **\$376,567**, or 20 percent, in local matching funds for this project. The remaining **\$1,506,267**, or 80 percent, is requested from the ATP.

2. Consistency with Regional Plan.

This project is consistent with the Southern California Association of Governments (SCAG) *2012 Regional Transportation Plan (RTP)* and the Los Angeles Metropolitan Transportation Authority (Metro) *Long Range Transportation Plan (LRTP)*. It meets all of the *RTP's* Active Transportation goals, specifically: 1) decrease bicyclist and pedestrian fatalities and injuries, 2) develop an Active Transportation-Friendly environment throughout the SCAG region, and 3) increase active transportation usage in the SCAG region. The Metro *LRTP* states that bicycle and pedestrian programs are critical components of a successful transportation system. See **Attachment I** (Screening Question 2) for relevant pages from the SCAG *RTP* and Metro *LRTP*.

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 City of Los Angeles’s proposed low-stress Neighborhood Enhanced Network is expected to encourage new users to walk and/or ride a bicycle along designated corridors, as well as attract many existing bicycle riders who currently use busy arterial roadways nearby.

To implement both its ambitious 2010 *Bicycle Master Plan* and *Mobility Plan 2035*, the City of Los Angeles is proposing to create a series of “catalyst hubs”—street treatments intended to encourage new users to walk/or ride a bicycle along key corridors designated by the City as part of its “Neighborhood Enhanced Network” (NEN). The four locations proposed in this application—McKinley Avenue at 88th Place, Meridian Street at Avenue 50, Rosewood Avenue at Martel Avenue, and Telfair Avenue at Montague Street—represent the first phase of a scalable, comprehensive strategy to increase the mode share for active transportation across the city. The focus on the NEN and the recruitment of new users derives from the City’s understanding that a large share of residents would likely switch to non-motorized modes of travel if they perceived a significant increase in the safety and adequacy of active transportation facilities offered by the City. The NEN typically involves streets with lower ADT than arterials or main thoroughfares, and is more likely to attract these first-time or less experienced users due to slower, lower volume traffic and a more pleasant and friendly environment.

Each of the four catalyst hub locations serves the intersection of two NEN corridors. At each of the intersections, the City of Los Angeles will construct pedestrian, bicycle, and general traffic calming improvements, such as a central mini-roundabout, splitter islands with pedestrian refuge islands and continental crosswalks, appropriate traffic control, wayfinding signage, and pavement markings (including bicycle shared-lane markings, or “sharrows”). At all four locations, curbs will be reconstructed with ADA-compliant access ramps, and sidewalks will be constructed where currently missing. The proposed treatments will become standard designs within the city, which will enable efficient implementation at other locations as more intersections are prioritized. The four proposed locations will also serve as exemplary demonstrations for neighboring communities that can rally to replicate the enhancements, creating continuous corridors of safer infrastructure. **Figure 1-1** and **Attachment D** show the four proposed project locations, and **Attachment F** presents existing conditions at the four intersections.

To quantify the potential increase in walking and biking associated with each of the four catalyst hubs, the McKinley Avenue at 88th Place hub was analyzed as a representative location with the potential for increased walking and biking. An estimated 830 pedestrians and 209 bicycle riders currently pass within ¼-mile of the McKinley Avenue at 88th Place intersection on a daily basis, volumes that are roughly similar to those at the other three proposed locations for Neighborhood Intersection Enhancements. Multiplying these figures by four allows us to estimate that 3,320 pedestrians and 836 bicycle riders currently use the streets within ¼-mile of all four project locations. One year after project completion, 890 pedestrians and 259 bicycle riders are expected to pass within ¼-mile of the McKinley Avenue at 88th Place intersection daily, equating to 3,561 pedestrians and 1,034 bicycle riders across all four project locations. Five years following project completion, in 2027, the number of pedestrians and bicycle riders traveling daily within ¼-mile of the McKinley Avenue at 88th Place intersection is expected to increase by seven percent and 24 percent, respectively, to 925 pedestrians and 269 bicycle riders. Similar increases are expected to occur at the other three locations, bringing the total estimated non-motorized users within ¼-mile of the four locations for Neighborhood Intersection Enhancements to 3,700 pedestrians and 1,076 bicycle riders. In addition, the number of pedestrians and bicycle riders along neighborhood streets should increase substantially citywide as infrastructure for the planned Neighborhood Enhanced Network grows out from the Neighborhood Intersection Enhancements at these four initial catalyst hubs.

The existing and projected numbers of daily pedestrian and bicycle trips were estimated using a ½-mile walkshed and three-mile bikeshed,¹ from which potential users for the initial Neighborhood Enhanced Network corridors would likely be drawn. The demand model incorporates key demographic and economic data from the American Community Survey 2009-2013 5-Year Summary File and the 2009 California add-on to the National Household Travel Survey (CA-NHTS) to estimate the total number of walk and bike trips in a given project area based on household trip generation rates, median income, commute to work mode shares, and land use characteristics. Further documentation on the model methodology and results is shown in **Attachment I-1-A**.

¹ Federal Register (2011). Final Policy Statement on the Eligibility of Pedestrian and Bicycle improvements Under Federal Transit Law. Retrieved from <https://www.federalregister.gov/articles/2011/08/19/2011-21273/final-policy-statement-on-the-eligibility-of-pedestrian-and-bicycle-improvements-under-federal>

Figure 1-1: Location of the proposed Neighborhood Intersection Enhancements within Los Angeles



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

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

With the adoption of the 2010 *Bicycle Master Plan*, the City of Los Angeles embarked on a new journey to create a truly bikeable city by implementing a network of 1,680 miles of bicycle facilities over a 30-year period. The plan laid out three main networks of bikeways: the Green Network of bicycle paths like the Exposition Bike Path; the Backbone Network of arterial bicycle lanes, designed in a two-mile grid; and the Neighborhood Network of bicycle-friendly streets in a one-mile grid. The city *Mobility Plan 2035* brought the vision further along by combining pedestrian- and bicycle-friendly elements along neighborhood streets into a low-stress Neighborhood Enhanced Network. This project will help the City of Los Angeles implement this vision by providing the first elements of four Neighborhood Enhanced Corridors in diverse regions of Los Angeles. Each of the Neighborhood Intersection Enhancements presents a key opportunity to begin a connected network of pedestrian- and bicycle-friendly streets across the city. The neighborhood streets included in this project connect with existing pedestrian and bicycle facilities nearby, closing key gaps in the overall active transportation network. In addition, the Neighborhood Enhanced Corridors will integrate with the regional transit network. For instance, McKinley Avenue and 88th Place are about one mile from stations on both the Metro Silver and Blue Lines, Meridian Street and Avenue 50 are part of a local network connecting with the Highland Park Metro Gold Line station, and Montague Street connects with the San Fernando Road Bike Path.

Since each of these four Neighborhood Intersection Enhancements locations is immediately adjacent to multiple high-traffic arterial commercial corridors, they will provide a key connection to a variety of activity generators. **Table 1-1** provides a list of schools, parks, shopping, large employment centers, and other major area attractions within 1.5 miles² of each of the proposed Neighborhood Intersection Enhancements locations. The maps in **Figures 1-2** through **1-5** (also **Attachment I-1-B**) show many of these activity centers in relation to the project locations. Notably, many of the locations are adjacent to schools

² This application used a 1.5-mile radius to identify nearby activity generators rather than the 3-mile bikeshed due to the high number of destinations in these dense parts of the city.

and colleges, such as Haddon Avenue Elementary School, Watts Learning Center, Fairfax High School, and Occidental College.

Neighborhood Intersection Enhancements Locations	Destinations Served
McKinley Avenue at East 88 th Place	Avalon Gardens public housing community; commercial establishments along Avalon Boulevard and Central Avenue; Green Meadows Recreation Center; the local office of the Los Angeles Housing Authority; Metro Blue Line Firestone Station; Metro Silver Line Manchester Station; Watts Learning Center Middle School.
Meridian Street at Avenue 50	Buchanan Street Elementary School; commercial destinations along York Boulevard; Franklin High School; Metro Gold Line Highland Park Station; Occidental College; Yorkdale Elementary School; York Park.
Rosewood Avenue at Martel Avenue	Commercial destinations in and around Hollywood and West Hollywood, including Melrose Avenue, Beverly Boulevard, Fairfax Avenue, the Grove, and the Original Farmers Market; Fairfax High School; Fairfax Library; Future Metro Purple Line Wilshire/Fairfax Station (2023); Museum of the Holocaust; Pan Pacific Park; Poinsettia Recreation Center; Wilshire Boulevard’s “Museum Row”, including the Los Angeles County Museum of Art (LACMA).
Telfair Avenue at Montague Street	Commercial destinations along San Fernando Road and Osborne Street; Haddon Avenue Elementary School; Hansen Dam Park; The City of San Fernando (via Telfair Avenue); Pacoima Middle School Montague Charter Academy; San Fernando Road Metrolink Bike Path; San Fernando Valley Japanese-American Community Center.

The non-infrastructure activities outlined in **Attachment H** will further encourage walking and bicycling along the proposed Neighborhood Enhanced Network corridors. Tasks A through B in the *Non-Infrastructure Project Work Plan* will all serve to communicate the benefits and proper usage of the

Neighborhood Intersection Enhancements, while also providing a forum for the community to participate in the implementation of the improvements and create a sense of neighborhood ownership of the facilities.

Figure 1-2: Activity centers and connections within a 1.5-mile radius of McKinley Avenue at East 88th Place

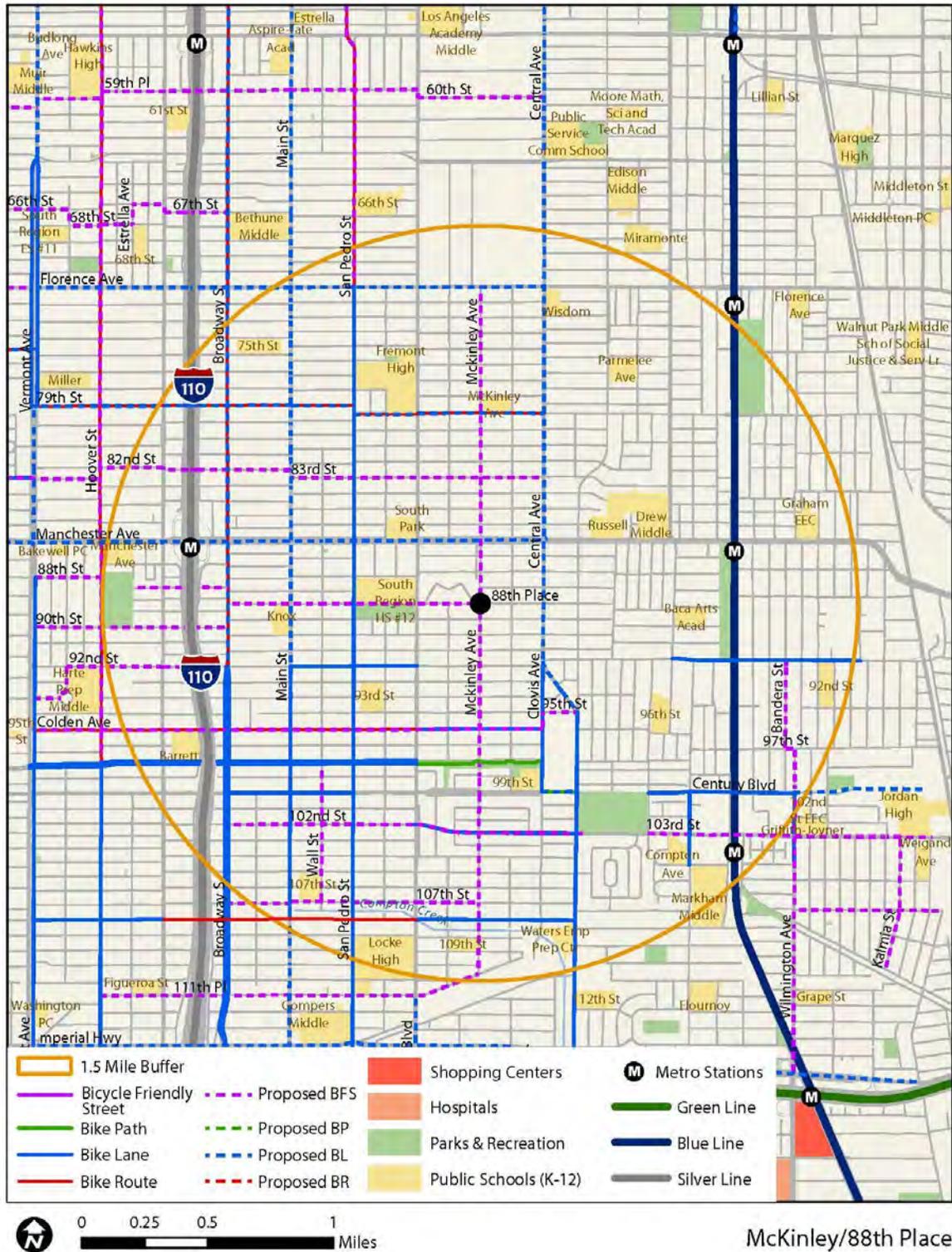


Figure 1-3: Activity centers and connections within a 1.5-mile radius of Meridian Street at Avenue 50

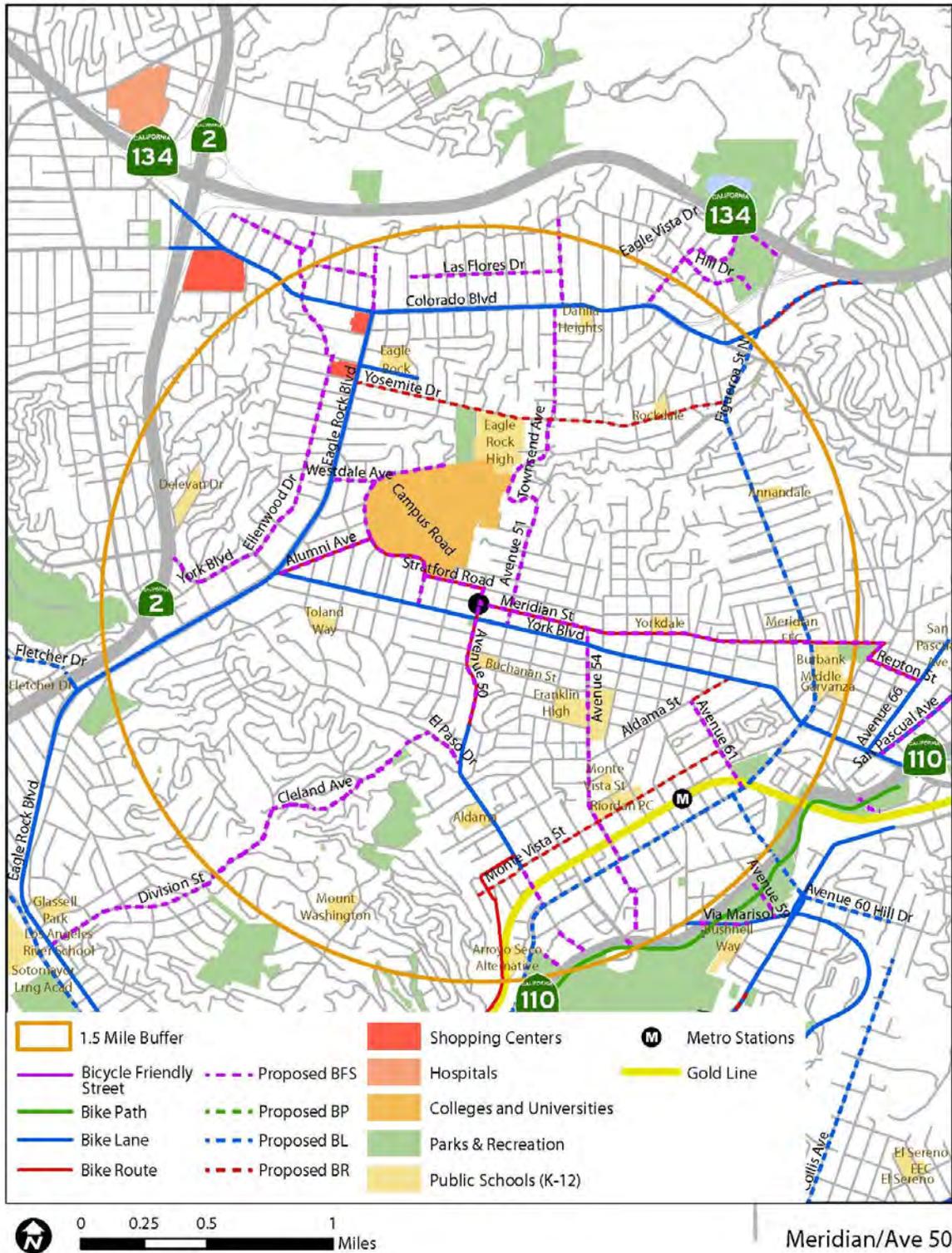


Figure 1-4: Activity centers and connections within a 1.5-mile radius of Rosewood Avenue at Martel Avenue

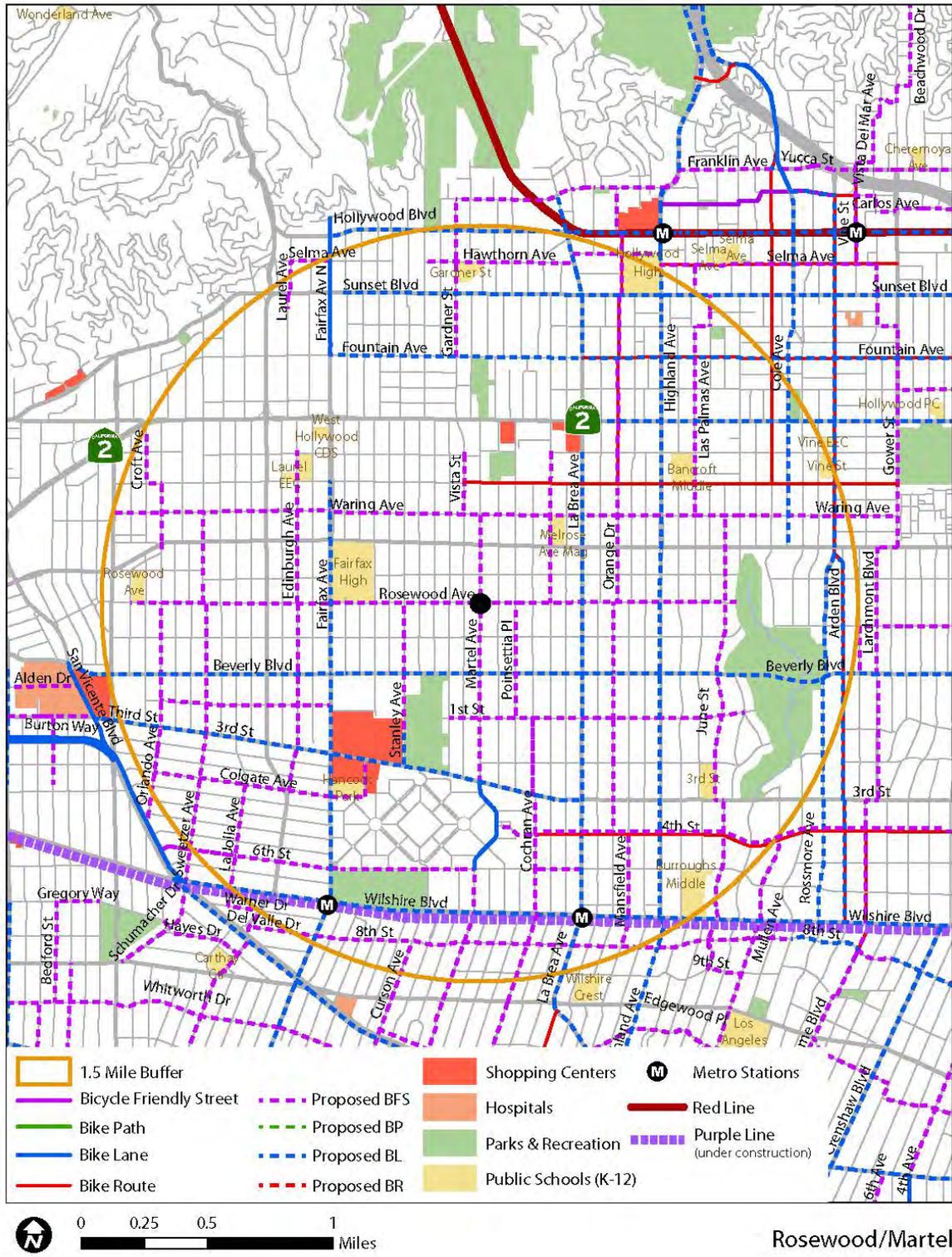
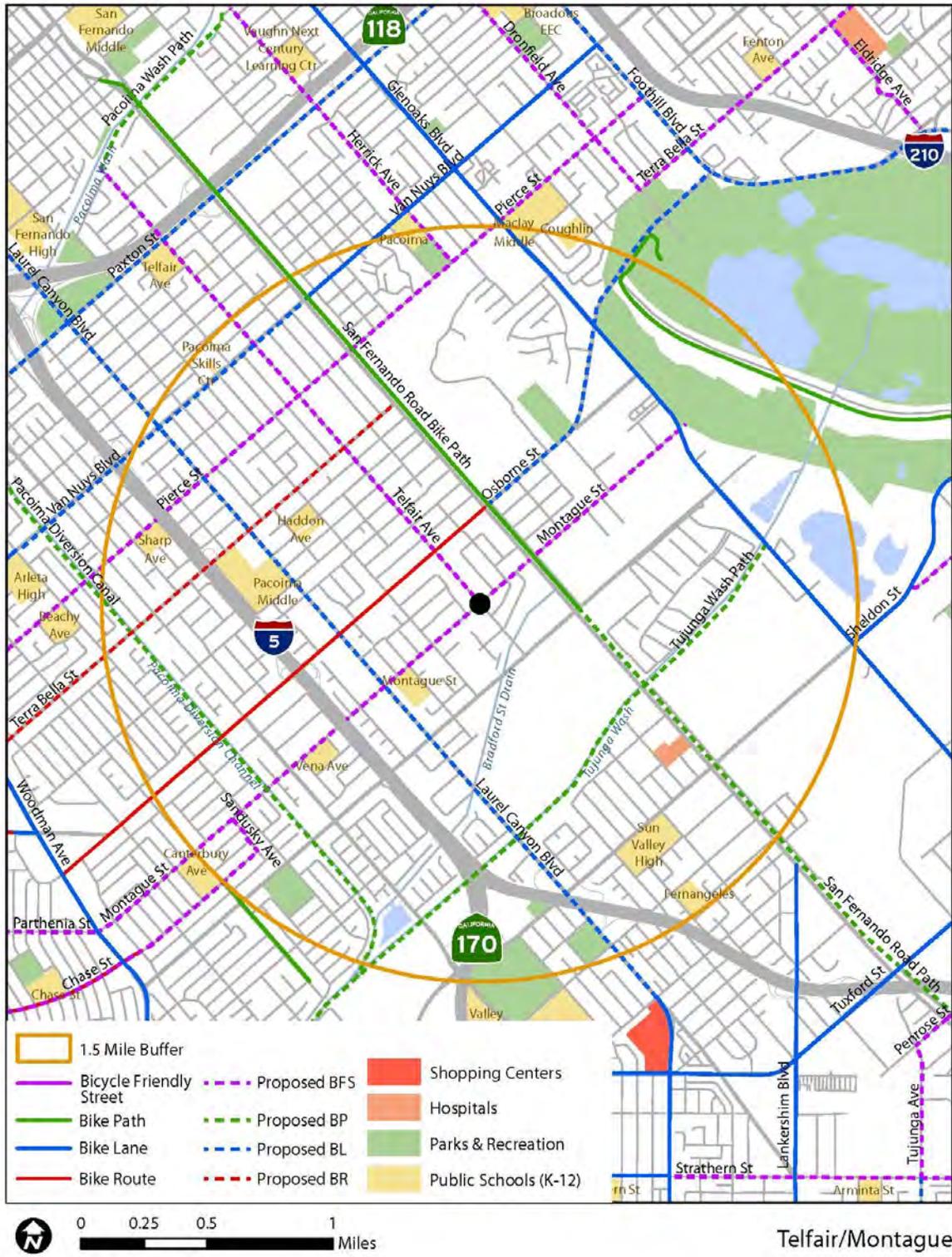


Figure 1-5: Activity centers and connections within a 1.5-mile radius of Telfair Avenue at Montague Street



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

Since the adoption of the *2010 Bicycle Master Plan*, the City has primarily been focused on implementing Class II bicycle lane projects along major roadways to lay the groundwork/grid for connecting neighborhoods to one another. The Los Angeles Department of Transportation (LADOT) is now turning its focus and priorities toward implementing more low-stress bicycle facilities, including bicycle-friendly streets (AKA bicycle boulevards) and Separated Bicycle Lanes (AKA cycle tracks). The Bicycle Friendly Streets network will primarily serve residential neighborhoods between the arterial Backbone Network, connecting to local schools, parks, commercial districts, and other neighborhood amenities to connect people to places for short trips (see **Attachment I-1-C1**). The proposed Neighborhood Intersection Enhancements and accompanying treatments are a vital amenity when constructing a bicycle-friendly street.

In addition to the City's *2010 Bicycle Master Plan*, the forthcoming *Mobility Plan 2035* identifies a citywide Neighborhood Enhanced Network that is intended to provide a local low-stress bicycle and pedestrian experience by introducing site-specific enhancements to slow vehicular traffic speeds (see **Attachment I-1-C2**). The proposed package of Neighborhood Intersection Enhancements will help implement this low-stress network. The plan also includes a number of policies and objectives that directly support active transportation, including establishing target operating speeds, an aggressive Vision Zero collision reduction policy, and Complete Street guidelines. The Neighborhood Enhanced Network specifically is intended to provide a local low-stress bicycle and pedestrian experience by introducing site-specific enhancements to reduce motor vehicle travel speeds.

The proposed non-infrastructure outreach and education activities will allow the City to actively involve the community stakeholders throughout the implementation process. A prior outreach effort has been conducted as part of the Active Streets Los Angeles campaign in South Los Angeles, and this proposed project is a key opportunity to use and build upon the lessons learned during that thorough public outreach exercise.

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.)**

Within ¼ mile of the four proposed Neighborhood Intersection Enhancements locations, the Statewide Integrated Traffic Record System (SWITRS) reported 68 pedestrian- and bicycle-related collisions involving injuries between January 2008 and December 2012. Of those 68 collisions, five resulted in serious injuries (three people walking and two people bicycling). Among the four project locations, the area around McKinley Avenue at 88th Place saw the highest number of pedestrian- and bicycle-related collisions during this period (24), with Meridian Street at Avenue 50 close behind (20). **Table 2-1** lists the details of the collisions within ¼ mile of the proposed project locations.

The five most commonly cited reasons for these pedestrian- and bicycle-related collisions are:

- Failure of motorists to yield to pedestrians within crosswalks (22 percent)
- Failure of pedestrians outside of crosswalks to yield to motorists (12 percent)
- Motorists traveling at unsafe speeds for prevailing conditions (7 percent)
- Motorists starting or backing when unsafe (7 percent)
- Motorists failing to stop at intersections with stop signs (5 percent)

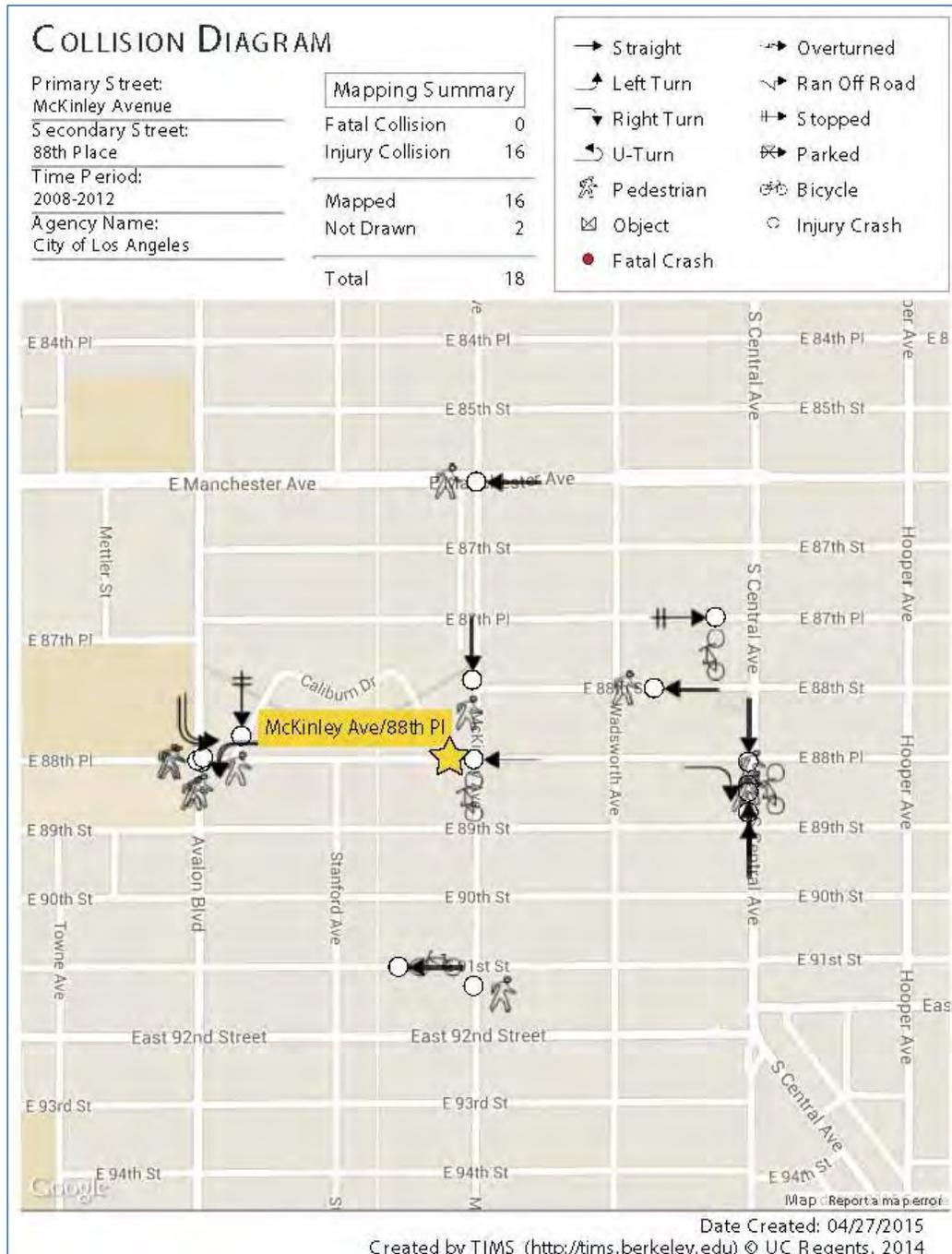
This collision data suggests that motorists and pedestrians are often failing to yield to each other, at and outside of intersections, and that motorists are operating their vehicles too fast for the prevailing street conditions.

Table 2-1: Pedestrian- and Bicycle-Related Collision Details Totaled among the Four Project Locations

Motor Vehicle Collision with	At Project Intersection					Within ¼-mile Influence Area				
	Fatalities/Injuries				Total	Fatalities/Injuries				Total
	AIS Severity Level	Fatal	Severe Injury	Visible Injury	Complaint of Pain		Fatal	Severe Injury	Visible Injury	Complaint of Pain
Pedestrian	0	0	4	2	6	0	3	25	18	46
Bicyclist	0	0	2	3	5	0	2	13	7	22
Total	0	0	6	5	11	0	5	38	25	68

The Collision Diagram in **Figure 2-1** illustrates the pedestrian-and bicycle-related collisions within ¼ mile of the proposed Neighborhood Intersection Enhancements for McKinley Avenue at East 88th Place. Collision diagrams at the same scale for the other three project locations are included in **Attachment I-2-A**.

Figure 2-1: Pedestrian- and bicycle-related collisions involving injuries within a ¼-mile radius of McKinley Avenue at 88th Place between January 2008 and December 2012 (SWITRS via TIMS database).



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

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

X
X
X
X
X
X

In aggregate, the safety countermeasures proposed for this project are estimated to result in a crash reduction factor of **27 percent**, resulting in a reduction of an average of **0.85 injuries** per year within the project influence area. The sections below describe specific safety benefits of the project’s components.

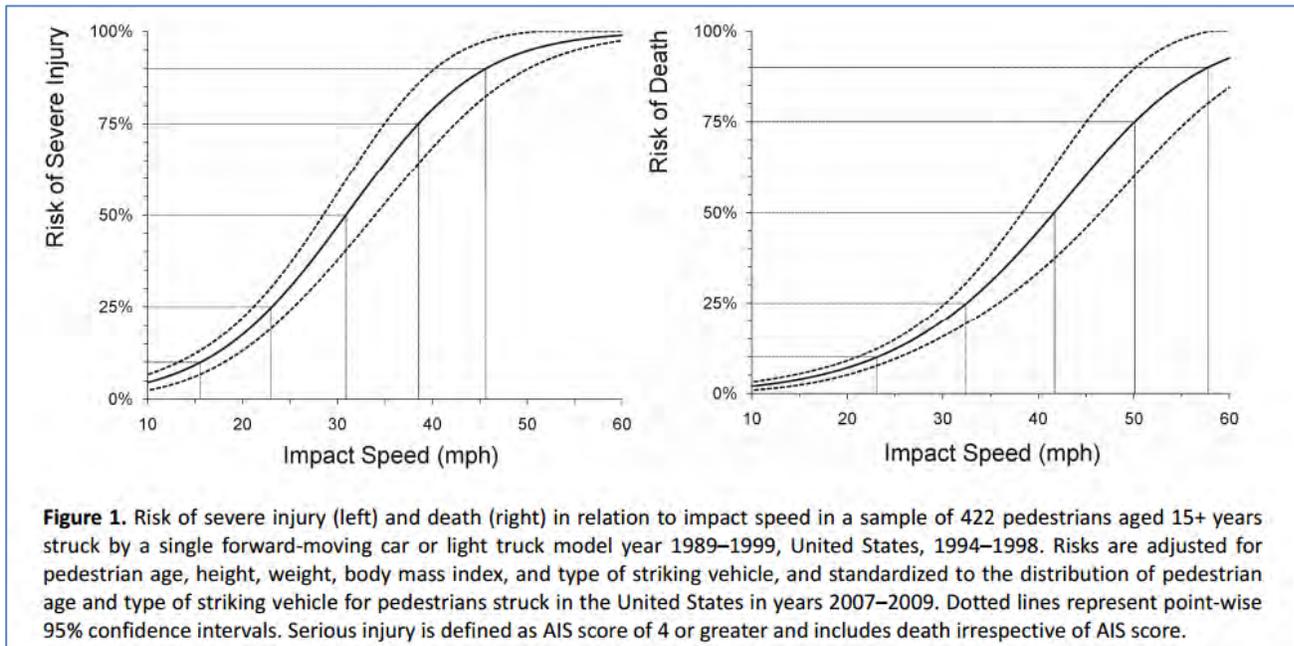
Reduce speed and/or volume of motor vehicles in the proximity of non-motorized users

Studies have shown that traffic calming features, such as the proposed Neighborhood Intersection Enhancements, can effectively lower motor vehicle speeds and volumes along neighborhood streets.³ The City’s *Mobility Plan 2035* states that streets in the Neighborhood Enhanced Network must reduce travel speeds to or below 15 mph and/or keep motor vehicle volumes at or below 1,500 vehicles per day. The safety benefits of lower traffic speeds can be summed up in **Figure 2-2** below,⁴ which clearly shows that the risk of severe injury and death decrease drastically as motor vehicle impact speed declines. In addition to increased safety and comfort for roadway users along these traffic-calmed routes, local residents will likely benefit from the decrease in traffic, noise, and local air pollution.

³ For a list of citations, see: <http://pedbikesafe.org/BIKESAFE/references.cfm#trafficalming>

⁴ Taken from: <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>

Figure 2-2: Relationship between motor vehicle impact speed and risk of severe injury/death in a collision with a pedestrian



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

The proposed intersection treatments, including the mini-roundabout and accompanying signage, will enhance the visibility between motorists and non-motorized roadway users at the identified locations. The pedestrian refuge islands built into the splitter islands allow pedestrians to cross one half of the street at a time, allowing them to focus on traffic coming from one direction at a time.

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

Between 2008 and 2012, the most common cause (27 percent) of bicycle- and pedestrian-related collisions within the project impact areas was the failure of motorists to yield to pedestrians within crosswalks and to stop properly at stop sign-controlled intersections, suggesting that the existing intersections are not functioning optimally for these neighborhoods. The proposed Neighborhood Intersection Enhancements aim to reduce motor vehicle speeds and cross-regional trips on the neighborhood roads that are better suited for arterials. The installation of high-visibility continental crosswalks and sidewalks, where currently missing, will further create safer facilities for pedestrians, and the addition of stenciled bicycle shared-lane markings (“sharrows”) will enhance the positioning, visibility, and comfort of bicycle riders.⁵

⁵ <http://www.fhwa.dot.gov/publications/research/safety/pedbike/10041/10041.pdf>

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

The mini-roundabouts constructed as part of the proposed Neighborhood Intersection Enhancements will reduce the number of conflict points from 32 at traditional four-way intersections to eight, especially conflicts related to left turns and broadside crashes.⁶ The splitter islands with refuge islands will provide physical separation to pedestrians who cross the roadways.

Improves local traffic law compliance for both motorized and non-motorized users

Replacing stop signs with mini-roundabout treatments will allow all users to move through the identified locations in a slow, predictable, and constant maneuver, eliminating the frequent non-compliance with stop signs.

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

While reducing collisions of all types and severity, mini-roundabout treatments specifically help the most vulnerable road users by:

- reducing the number and severity of type of collisions between pedestrians and automobiles,
- reducing motor vehicle speeds to an average of 20 mph, and
- requiring pedestrians to cross fewer traffic lanes without a physical refuge, shortening the distance crossed.

In particular, mini-roundabouts decrease the likelihood of collisions caused by high-speed, left-turn movements, and angle conflicts. Mini-roundabouts also have the potential to eliminate conflicts related to non-compliance with traffic control signals or STOP signs, as they do not require bicycle riders to stop at the intersection.

The potential for safety benefits is truly seen when looking at the pedestrian- and bicycle-related collision history for a one-mile radius around each of the four proposed Neighborhood Intersection Enhancements locations (see **Figure 2-3** below for McKinley Avenue at East 88th Place and **Attachment I-2-B** for the other three project locations). Because the Neighborhood Enhanced Network corridors will provide a low-stress alternative to high-speed, high-volume commercial arterials, a significant number of pedestrians and bicycle riders are expected to use the calmer neighborhood streets and thus decrease their likelihood of being involved in relatively high-speed collisions with motor vehicles. The traffic calming effects of the proposed Neighborhood Intersection Enhancements will effectively lower the speed and frequency of traffic

⁶ http://safety.fhwa.dot.gov/intersection/roundabouts/presentations/safety_aspects/short.cfm

along the neighborhood streets, while diverting through vehicles, providing a safer alternative to the principal arterials a few blocks away.

In addition to the safety benefits brought about by the infrastructure improvements, the non-infrastructure outreach and education activities proposed in this application will further improve the safety of roadway users in the affected neighborhoods by teaching potential users of all modes how to properly use the new Neighborhood Intersection Enhancements and by raising awareness of the presence of non-motorized traffic.

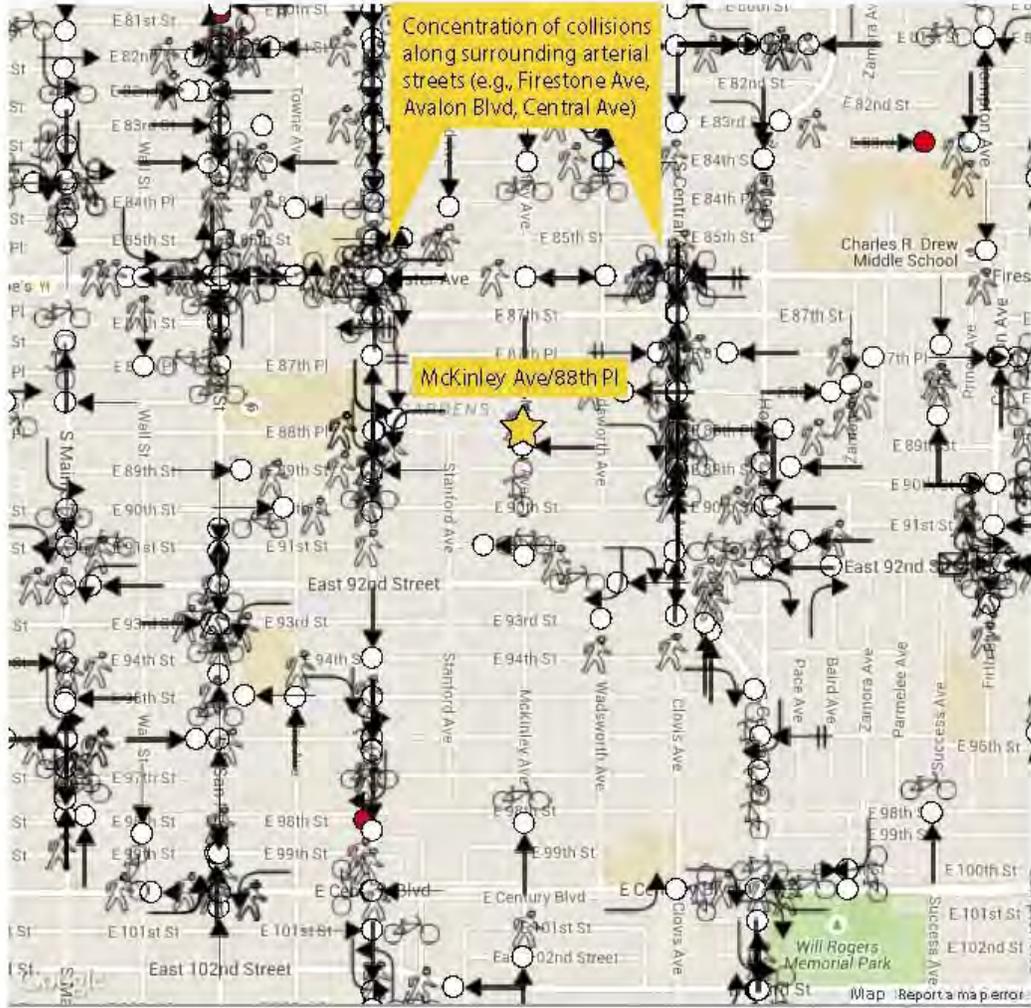
Figure 2-3: *Pedestrian- and bicycle-related collisions involving personal injuries within a one-mile radius of McKinley Avenue at 88th Place between January 2008 and December 2012 (SWITRS via TIMS database).*

COLLISION DIAGRAM

Primary Street:
McKinley Avenue
Secondary Street:
88th Place
Time Period:
2008-2012
Agency Name:
City of Los Angeles

Mapping Summary		
Fatal Collision	6	
Injury Collision	275	
Mapped	281	
Not Drawn	38	
Total	319	

→ Straight	↔ Overturned
↖ Left Turn	↘ Ran Off Road
↗ Right Turn	⏸ Stopped
↻ U-Turn	🚗 Parked
🚶 Pedestrian	🚲 Bicycle
📦 Object	🚗 Injury Crash
🔴 Fatal Crash	



Date Created: 05/12/2015
Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

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)

Several community stakeholders have been involved in the planning process during the lead-up to this proposal to construct Neighborhood Intersection Enhancements at four locations as part of larger Neighborhood Enhanced Network corridors (see **Attachment I-3-A** for sample public participation flyers). Among other public participation opportunities, Bicycle Friendly Streets and Neighborhood Enhanced Networks have been specifically discussed with the community-at-large during work on the *2010 Bicycle Master Plan*, the draft *Mobility Plan 2035*, and the ongoing Active Streets Los Angeles campaign.⁷ During development of the City's *Bicycle Master Plan* and *Mobility Plan 2035*, when the overall low-stress Neighborhood Enhanced Network was identified, the project teams received input from neighborhood councils, university students, bicycle advocacy groups, neighborhood residents, and others during workshops and through written or online communications. In particular, members from traditionally disadvantaged communities were solicited for input. Other stakeholders included:

- Environmental groups
- Law enforcement (LAPD) and fire department (LAFD) staff
- Local elected officials, including City Councilmembers
- Los Angeles Unified School District
- Public health professionals and advocates
- Regional planning agencies (Los Angeles County and Southern California Association of Governments)
- Transit agency staff (Los Angeles County Metropolitan Transportation Authority)

⁷ <http://la-bike.org/activestreetsla>

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)City of Los Angeles 2010 Bicycle Master Plan⁸

Public participation in the development of the 2010 *Bicycle Master Plan* began with four public workshops from February to March in 2008. The workshops were held in the San Fernando Valley, Central Los Angeles, West Los Angeles, and Harbor areas. The website www.labikeplan.org was launched during the same time period to provide a location for the public to submit bicycle route suggestions and provide written comments. Over the next year (March 2008-May 2009), City staff made presentations to, and received feedback from, various groups including neighborhood councils, university students, and bicycle advocacy groups.

Following the release of the plan in the fall of 2009, five public workshops were held between October and November 2009. During the public comment period, which extended from May 2009 to January 2010, over 1,000 public comments were received by letter, comment card, e-mail, and via an on-line comment form. In particular an extensive number of suggestions were received on potential bicycle routes. And finally, an electronic survey was conducted to assess community preference regarding bicycle infrastructure, policies and programs. The survey received over 1,000 responses.



Public workshops were conducted around the City during the development of the 2010 Bike Master Plan Update

⁸ http://planning.lacity.org/cwd/gnlpln/transelt/newbikeplan/toc_bicycleplan.htm

City of Los Angeles *Mobility Plan 2035*⁹

Throughout the development of the *Mobility Plan 2035*, participation and feedback has been a critical element. Since Fall of 2011, City staff have been to over 90 public community meetings throughout the city (including meetings the City has held: four public workshops during Spring of 2012 and our two scoping meetings during Spring of 2013, seven regional planning forums in Spring of 2014), implemented an online town hall to hear from those who do not have the time to go to traditional meetings, and worked with various agencies, nonprofits, and community groups.

Active Streets Los Angeles (2013-2015)¹⁰

The Los Angeles County Bicycle Coalition (LACBC) and the City of Los Angeles have been conducting extensive outreach in South Los Angeles to assist residents in identifying potential locations and preferred treatments for bicycle-friendly streets in their neighborhoods. This was critical, as many residents of this disadvantaged region of the city were less likely to participate in the larger planning efforts taking place at the citywide level. In addition to the initial campaign to create a bicycle-friendly street along Budlong Avenue, LACBC has facilitated the exploration of other potential segments. The LACBC created a fun and simple toolkit¹¹ of potential treatments for bicycle-friendly streets that stakeholders can use to articulate the type of improvements they would like to see in their communities.



[Top]: Online Townhall MindMixer site

[Bottom]: Community members were engaged during public workshops

⁹ <http://la2b.org/>

¹⁰ <http://la-bike.org/activestreetsla>

¹¹ <https://ladotbikeblog.wordpress.com/category/active-streets-la/>

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)

Throughout the public participation process, stakeholders consistently stated they desire a low-stress network of bicycle and pedestrian facilities that will allow them to safely and comfortably access destinations without feeling it necessary to drive. Neighborhood Intersection Enhancements and their specific components were frequently favored by stakeholders since they directly serve residential neighborhoods and cater to all abilities of bicycle riders. There was also a strong desire to slow vehicular traffic on residential streets, and the proposed Neighborhood Intersection Enhancements are proven treatments to accomplish this traffic calming. While the *2010 Bicycle Master Plan* prioritized a neighborhood network for bicycle riding, the city *Mobility Plan 2035* recognized through public outreach that this neighborhood network can, and should, also serve local pedestrian activity. The public participation process has also improved the effectiveness of the overall active transportation planning effort by focusing the City's priorities on intersections and corridors that have been identified for improvement by the community.

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

The Los Angeles Department of Transportation (LADOT) will consult with the individual City Council offices during the project design phase, and outreach will be done with residents in the surrounding project vicinity. Before, during, and/or immediately following construction of the Neighborhood Intersection Enhancements, LADOT will conduct educational outreach through the following channels (see **Attachment H: Non-Infrastructure Project Work Plan** for more information):

- Pop-up demonstration events before construction to simulate the proposed Neighborhood Intersection Enhancements (four total events)
- Public workshops in each location's surrounding neighborhood during or immediately following construction of the Neighborhood Intersection Enhancements (four total workshops)
- Online webinar/video explaining the benefits of the Neighborhood Intersection Enhancements and how to travel through the reconstructed intersections (one webinar)

During the pop-up demonstrations and public workshops, LADOT will conduct pre- and post-installation evaluation to gauge the acceptance and understanding of the Neighborhood Intersection Enhancements.

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)

In April 2015, the City of Los Angeles adopted *The Plan for a Healthy Los Angeles*, which is the new health and wellness element of the City's General Plan. In developing this plan, the City created *The Health Atlas* which allows for a data-informed analysis of health issues in the City of Los Angeles. The atlas data shows that the health status of the targeted users for the areas immediately surrounding the proposed Neighborhood Intersection Enhancements is at risk. **Table 4-1** provides a sample of the health status data for the areas that contain the four proposed locations for Neighborhood Intersection Enhancements.¹²

Table 4-1: Existing Health Indicators among the Project Locations

Health Indicator	Locations of Proposed Neighborhood Intersection Enhancements				
	City- or Countywide	McKinley Ave at 88 th Pl	Meridian St at Avenue 50	Rosewood Ave at Martel Ave	Telfair Ave at Montague St
Childhood Obesity (% area population)	22% (City)	30%	25%	24%	29%
Adult Obesity (% area population)	24% (County)	31%	22%	20%	19%
Diabetes Mortality (mortality rate per 100,000 residents)	24.0 (City)	40.8	29.3	12.9	35.0
Children not meeting physical activity guidelines (% area population)	71% (County)	75%	64%	73%	61%

¹² <http://healthyplan.la/>

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

The provision of safe and comfortable pedestrian and bicycling facilities, such as those proposed in this application for Neighborhood Enhanced Network corridors, as well as neighborhood traffic calming will encourage more people to walk and/or ride a bicycle for commuting, running errands, going to/from school, recreation, or any other purpose. In turn, the increase in active transportation is a major step in addressing high rates of asthma, diabetes, and youth inactivity. One year after completion, this project will generate 42 additional daily walk trips and 44 additional daily bicycle trips in the influence area of each of the four locations. The additional walk trips equate to 25,200 more steps taken per day within each of the four project areas, and an average ten-minute increase in daily physical activity per each additional person trip.¹³ As the individual Neighborhood Enhanced Network corridors are implemented, the larger network of low-stress walking and bicycling facilities will encourage even more people to engage in healthy, active transportation, with the benefits scaling up to the citywide level.

Recent clinical trials and a number of large cohort studies provide strong evidence for the value of physical activity in reducing the incidence of type 2 diabetes. A randomized trial evaluating lifestyle interventions among 577 people evaluated the impact of diet only changes, exercise only changes, diet plus exercise changes, and no intervention on the prevention of type 2 diabetes. **The study found that individuals in the exercise groups had the lowest cumulative incidences of type 2 diabetes compared to control groups—41 percent and 68 percent, respectively.**¹⁴ Similarly, an examination of the Centers for Disease Control and Prevention’s 2003 national *Youth Risk Behavior Survey*, a cross-sectional survey of health risk behaviors among a representative sample of high school students in the United States, found that encouraging continued physical activity among students could help manage asthma.¹⁵

In addition to the cardiovascular health and weight benefits of providing active transportation facilities, the Neighborhood Intersection Enhancements help decrease the rate of injurious and deadly crashes involving pedestrians and bicycle riders (see response to *Question 2-e*).

The Los Angeles County Department of Public Health’s *Strategic Plan 2013-2017* also lists diabetes as an important health indicator and includes the implementation of “evidence-based strategies to prevent

¹³ Based on average 0.3 mile trip.

¹⁴ Sigal, et al., 2004.

¹⁵ Jones, et al., 2006.

motor vehicle, pedestrian and bicyclist injuries” as a strategic objective to influence the County’s health indicators (p.12).

Encouraging more trips to occur on bike or foot can also provide air pollution reduction health benefits for local communities. The ATP Benefit/Cost Tool assumes 50 percent of new bike trips displace previous automobile trips, resulting in an annual reduction of **5,528 vehicle miles traveled** within each of the four project influence areas and also improving local air quality.

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.

	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.

X

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

X

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

X

Figure 5-1 shows the locations of the four proposed intersections to receive Neighborhood Intersection Enhancements relative to identified disadvantaged communities.¹⁶ **Table 5-1** summarizes how the four project locations score relative to various accepted disadvantaged community indicators. Two of the four project locations meet the CES score criteria for disadvantaged communities, while all four are located in neighborhoods with local schools that qualify as disadvantaged based on high rates of students receiving free or reduced-price meals.

¹⁶ Based on the California Communities Environmental Health Screen Tool 2.0

Figure 5-1: The Four Project Locations Relative to Disadvantaged Communities with High CES Scores

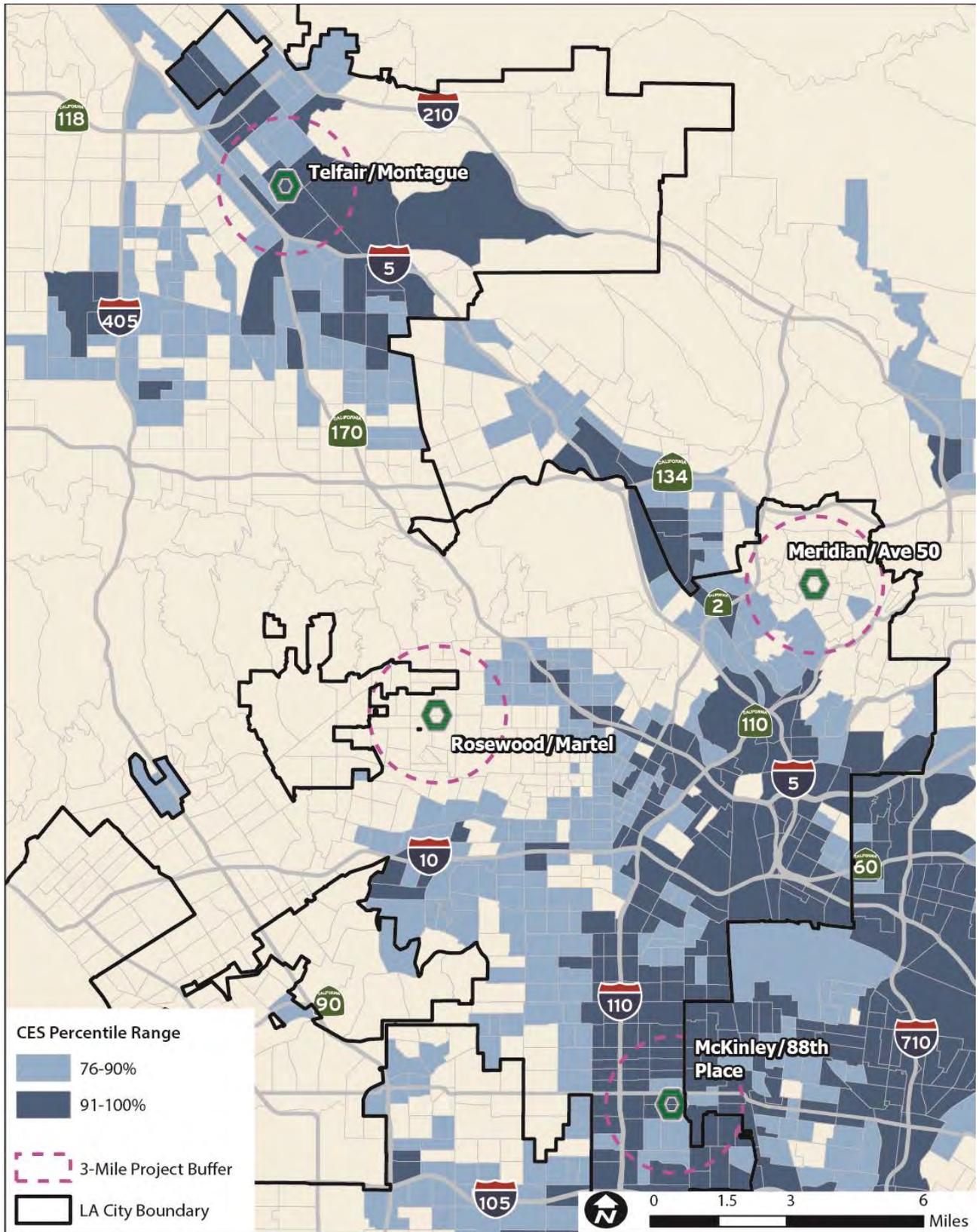


Table 5-1: Disadvantaged Community Indicators among the Project Locations

Project Location (Census Tract)	Median Household Income	Population	% FRPM at Adjacent School	CES		Project Nexus to Disadvantaged Communities	
				Score	Percentile	Located Within	Directly Benefits
McKinley Ave at 88 th Pl (6037240010)	\$26,538	3,809	75.6% (Buchanan St ES)	48.14	91-95%	X	
Meridian St at Ave 50 (6037183401)	\$61,587	2,811	76.0% (South Park ES)	22.81	46-50%	X	
Rosewood Ave at Martel Ave (6037214000)	\$100,446	3,579	79.5% (Fairfax HS)	21.53	41-45%	X	
Telfair Ave at Montague St (6037104810)	\$51,208	5,250	83.2% (Pacoima MS)	48.13	91-95%	X	

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

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

100%

The four proposed locations for Neighborhood Intersection Enhancements are within disadvantaged communities, as defined by the ATP Guidelines. All funds requested will be expended in these identified communities.

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 project is expected to provide a direct, meaningful, and assured benefit to users in the communities immediately surrounding the proposed Neighborhood Intersection Enhancements through improved safety, increased mobility, access to employment and activity centers, and fitness opportunities. The accompanying non-infrastructure outreach and education programs will also provide members of these disadvantaged communities with valuable safety education and increased awareness related to non-motorized travel, as well as an opportunity to interact directly with a city agency making improvements that will affect them and their families. **Table 5-2** summarizes select disadvantaged community mobility indicators that might be positively addressed by improved active transportation infrastructure.

Table 5-2: Disadvantaged Community Mobility Indicators among the Project Locations

Disadvantaged Community Indicator	Locations of Proposed Neighborhood Intersection Enhancements				
	Citywide	McKinley Ave at 88 th Pl	Meridian St at Avenue 50	Rosewood Ave at Martel Ave	Telfair Ave at Montague St
Hardship Index ¹⁷	48	85	57	40	70
Households w/o Access to Automobile (% area population)	7%	11%	5%	10%	4%
Commuters walking, bicycling, taking transit to work (% area population)	16%	24%	15%	21%	10%
Walkability Index ¹⁸	31.0	37.0	33.0	42.0	21.0
Park acres per 1,000 residents	8.9	0.4	3.6	19.0	9.9

¹⁷ The Hardship Index compares the 2010 economic conditions of one Community Plan Area to another. Based on a methodology developed by the Nelson A. Rockefeller Institute of Government, the Index standardizes U.S. Census Bureau demographic and socio-economic variables, including unemployment, age dependency, education, income level, crowded housing, and poverty, and then averages them together, yielding a score on a scale of 0-100.

¹⁸ Walkability is a measure of the pedestrian environment within each Community Plan Area. The Walkability Index is based on a number of factors that influence whether a person will walk, including land use diversity, residential density, retail density, and intersection density. Higher scores represent more walkable areas.

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.)

There are a number of alternative locations where two Neighborhood Enhanced Network corridors intersect, but the identified locations in this application were ultimately chosen based on a combination of the following criteria:

- Feasibility (intersection geometry, roadway widths, average daily traffic, posted speed limit, estimated cost of implementation)
- Absence of other Neighborhood Intersection Enhancements within a 1.5-mile radius (i.e., these initial treatments will help educate local neighborhood stakeholders about the benefits of the NEN facilities prior to widespread implementation)
- Access to schools, parks
- Pedestrian/bicycle rider comfort level
- Proximity to major arterial streets
- Public support/participation
- Safety (potential to reduce bicycle- and/or pedestrian-related collisions, including those on surrounding high intensity arterial streets)

The Los Angeles Department of Transportation first identified 12 potential locations for Neighborhood Intersection Enhancements based on the above criteria. Further feasibility studies by the city Bureau of Street Services determined the final list of four locations that would move forward to the grant application phase based on intersection geometry, roadway widths, estimated cost of implementation and greatest benefit-cost ratio. These four selected locations for Neighborhood Intersection Enhancements will therefore provide the greatest benefits for the cost of implementation, and be shovel-ready upon approval of grant funds.

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

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

The project benefit-to-cost (B/C) ratio is 14.65, and the benefits to funds requested ratio is 17.44. This means that for every dollar invested, the project will generate \$14.65 in benefits. With such a large, positive B/C ratio, the project is clearly a good investment with benefits that will outweigh the costs.

The project will create more pedestrian- and bicycle-friendly streets by implementing Neighborhood Intersection Enhancements initially at four locations, and ultimately throughout the City of Los Angeles. The proposed intersection treatments, including mini-roundabouts, have been shown to calm motor vehicle traffic and thus reduce the risk of collisions (especially those resulting in severe injury or death). Beneficiaries of the project will include bicyclists already traveling around Los Angeles, who will now feel safer on these improved corridors. The project also aims to attract new bicyclists. Pedestrians will benefit from the reduced traffic speeds and volumes along these important neighborhood streets.

Benefits of this project depend on the level of demand from pedestrians and cyclists, and thus the population projection is important for calculating total benefits. The ATP Benefit/Cost Tool assumes a 2.0 percent population growth rate, based on historic growth rates in California from 1955 to 2011. However, the Southern California Association of Governments (SCAG) estimates that many areas in the SCAG region will grow at a much lower rate between now and 2040 (approximately 0.5 percent). Therefore, a future iteration of the ATP Benefit/Cost Tool may wish to provide more localized assumptions for population growth. This will help take into account the difference between benefits in higher versus lower-growth areas within the state. Additional feedback on potential model enhancements for the next cycle of the ATP Benefit/Cost Tool is documented in **Attachment I-6-B**.

Part B: Narrative Questions

Detailed Instructions for: Question #7

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

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

The City is providing **\$376,567** in local funding towards a total project cost of **\$1,882,834**, for a local match percentage of 20 percent. ATP non-infrastructure funds will be used to conduct educational outreach related to the Neighborhood Intersection Enhancements within each of the four projects' neighborhoods. ATP construction funds will be used to relocate curbs and curb ramps, construct a central island/circle and splitter refuge islands for the mini-roundabout, install the appropriate signage, stripe high-visibility continental crosswalks at the intersection approaches, and install shared-lane markings ("sharrows") along the designated Neighborhood Enhanced Network corridors. At some locations, sidewalks will be constructed to close existing gaps in the sidewalk network (*no right-of-way acquisition is required*). See **Attachment E** for a typical intersection diagram with participating items.

Funding Source	Amount	%
Local Match Funds – Proposition C	\$376,567	20.0%
<i>Subtotal Local Sources</i>	<i>\$376,567</i>	<i>20.0%</i>
Active Transportation Program (ATP) Cycle 2 Request	\$1,506,267	80.0%
Total Sources	\$1,882,834	100%
Project Approvals & Environmental Documents	\$55,514	2.95%
Plans, Specifications & Estimates	\$222,055	11.8%
Non-Infrastructure Programs	\$295,141	15.7%
Construction	\$1,310,125	69.6%
Total Uses	\$1,882,834	100%

Part B: Narrative Questions

Detailed Instructions for: Question #8

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

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

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

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

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

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

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

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below:
- Asphalt Concrete Removal, per inch of thickness (3")
 - Concrete Removal (3" thick)
 - Concrete Removal (6" thick driveway/street)
 - Unclassified Excavation, including Backfill & Haul-away
 - Concrete Curb Removal
 - Integral Curb & Gutter
 - Crushed Miscellaneous Base (CMB) 4"thick & 8" thick
 - 6" thick Concrete (driveway/street)
 - 3" thick Concrete

Access Ramps

Concrete Curb Type 'A', 'C', or 'D'

Integral Concrete Curb and Gutter, a=2', b=8'

- 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. The City has received and successfully managed and delivered state and federal Safe Routes to School, Highway Safety Improvement Program (HSIP), Los Angeles County Metropolitan Transportation Authority Call for Projects, and Metro ExpressLanes Net Toll Revenue Re-Investment grants. The City has not been delinquent in any such grants and has the experience and in-house expertise to meet the stringent ATP guidelines. Additionally, the City 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.

ATTACHMENT A: Signature Page



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>May 29, 2015</u>
Name: <u>Seleta Reynolds</u>	Phone: <u>(213) 972-8480</u>
Title: <u>General Manager</u>	e-mail: <u>Seleta.Reynolds@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>

ATTACHMENT B: Project Programming Request

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/18/2015

Project Information:					
Project Title: City of Los Angeles - Pedestrian & Bicycle Neighborhood Intersection Enhancements					
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)				300				300	
PS&E					223			223	
R/W									
CON					42	1,318		1,360	
TOTAL				300	265	1,318		1,883	
ATP Funds Infrastructure Cycle 2									
Proposed Funding Allocation (\$1,000s)									Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				44				44	
PS&E					178			178	Notes:
R/W									
CON						1,048		1,048	
TOTAL				44	178	1,048		1,270	
ATP Funds Non-infrastructure Cycle 2									
Proposed Funding Allocation (\$1,000s)									Program Code
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					42	8		50	
TOTAL					42	8		50	
ATP Funds Plan Cycle 2									
Proposed Funding Allocation (\$1,000s)									Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Previous Cycle									
Proposed Funding Allocation (\$1,000s)									Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Future Cycles									
Proposed Funding Allocation (\$1,000s)									Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/18/2015

Project Information:					
Project Title:	City of Los Angeles - Pedestrian & Bicycle Neighborhood Intersection Enhancements				
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	VAR			

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
Fund No. 2:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 3:	Local Funds (Prop C)								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)				11				11		
PS&E					45			45	Notes:	
R/W										
CON						262		262		
TOTAL				11	45	262		318		
Fund No. 4:	ATP 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)				245				245		
PS&E									Notes:	
R/W									Pop Up Demonstrations	
CON										
TOTAL				245				245		
Fund No. 5:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 6:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 7:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										

ATTACHMENT C: Engineer's Checklist

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: PC
 - 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: PC
 - 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: PC
(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: PC
 - 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: PC

- 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: PC

- 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: PC

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: PC

- 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): Chan, Pauline

Title: Senior Transportation Engineer

Engineer License Number: C45556

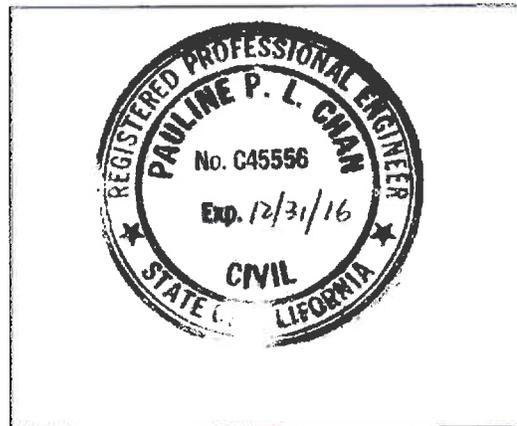
Signature: *Pauline Chan*

Date: 5/28/15

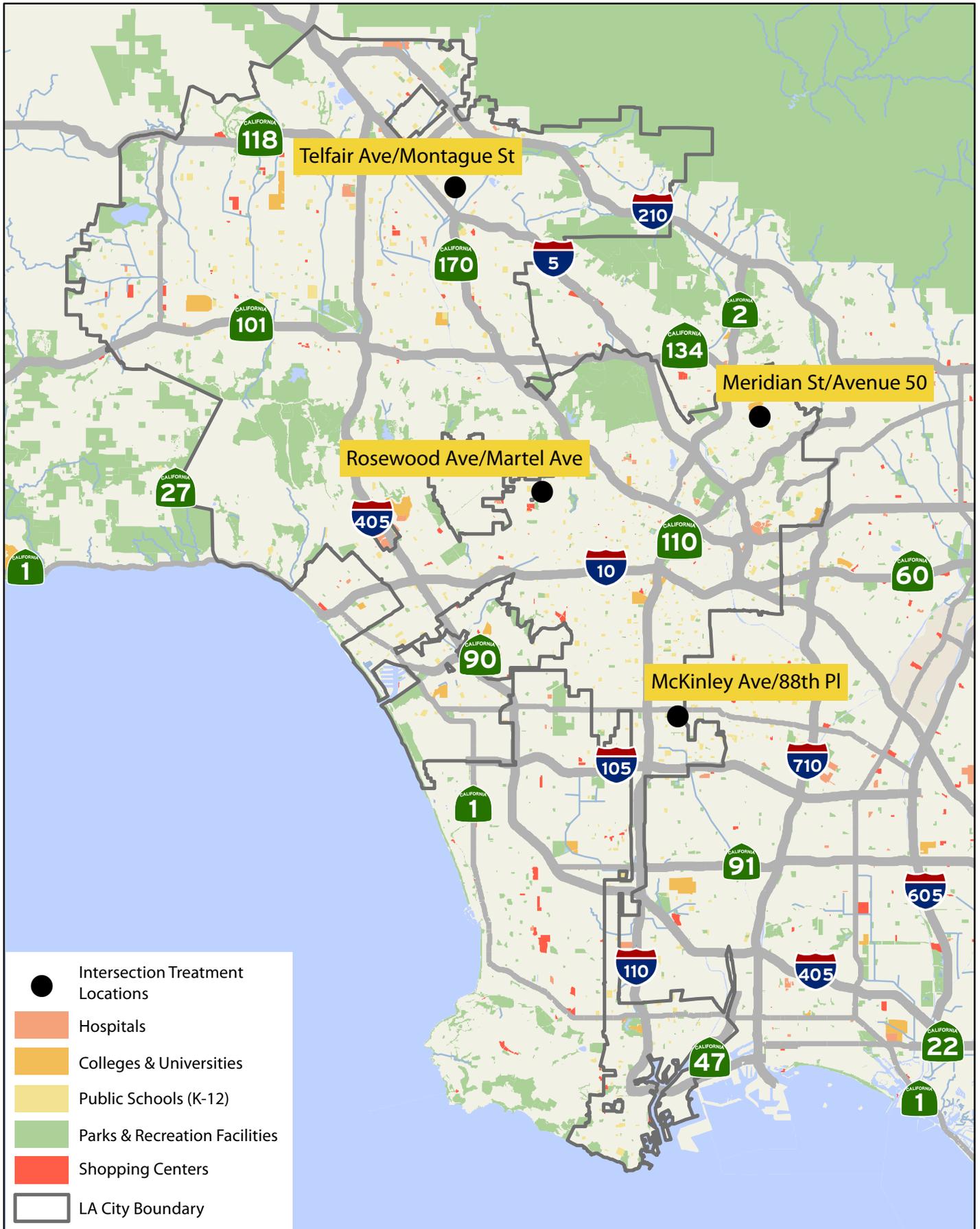
Em ail: pauline.chan@lacity.org

Phone: (213) 928-9705

Engineer's Stamp:



ATTACHMENT D: Project Area Map

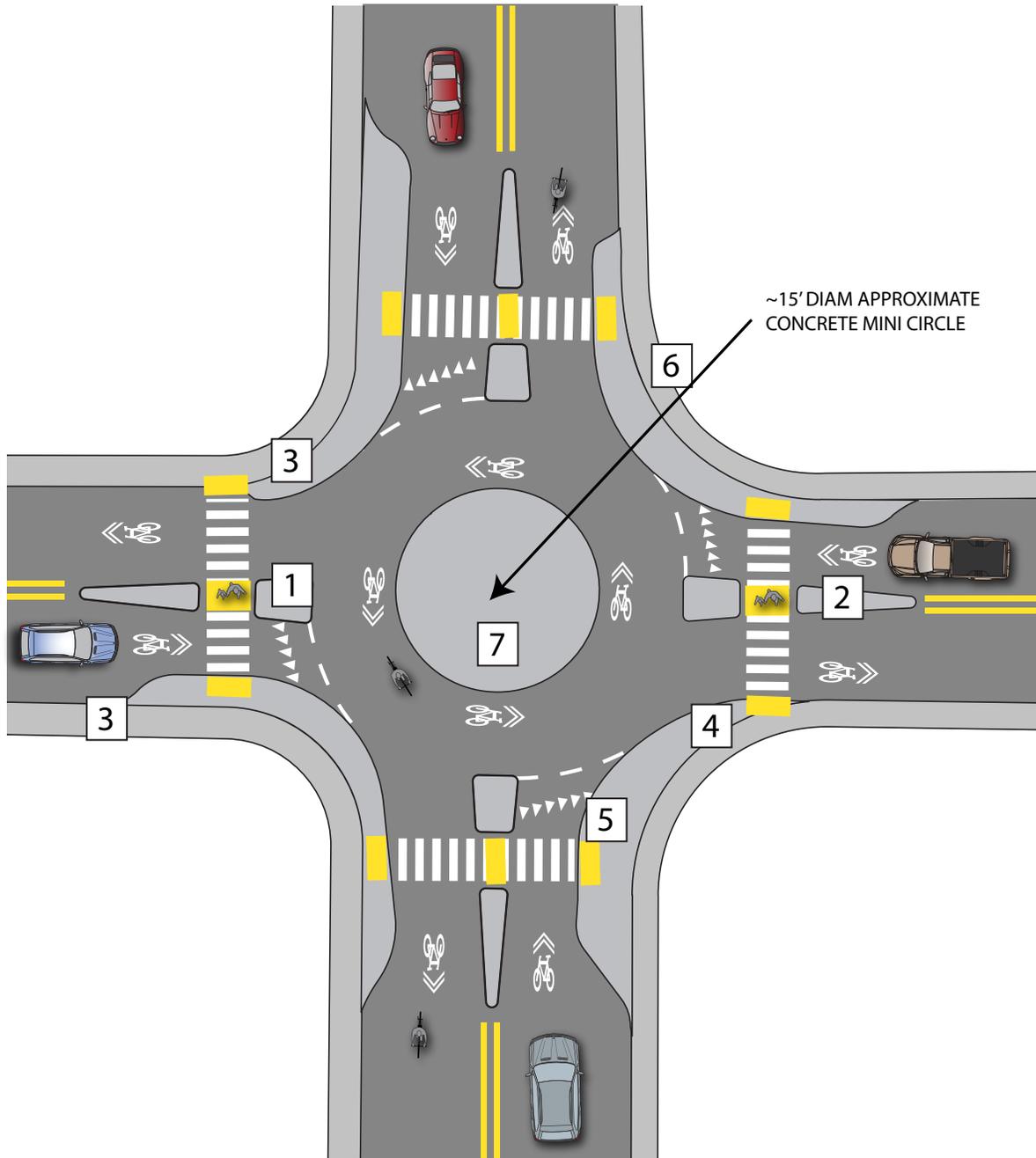


Attachment D - Project Area Map

ATTACHMENT E: PROJECT PLANS

ATTACHMENT E: PROJECT PLANS

TYPICAL NEIGHBORHOOD INTERSECTION ENHANCEMENTS DIAGRAM



PARTICIPATING ITEMS

- | | | |
|--|---|-------------------------|
| 1 Splitter Island | 4 ADA-Compliant Curb Ramps | 7 Central Island |
| 2 Refuge Island and Continental Crosswalk | 5 Advance Yield Line and Yield Signage | |
| 3 Pedestrian Crossing Signage | 6 Sidewalk Construction | |

Note: Final design to be determined during PS&E on a site-by-site basis

ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS

ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS



McKinley Avenue at 88th Place, overview



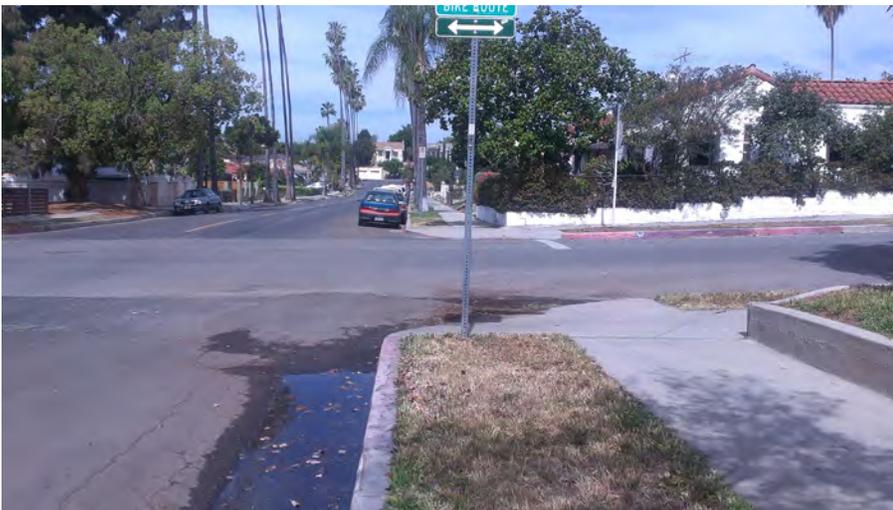
88th Place at KcKinley Avenue, no curb ramps



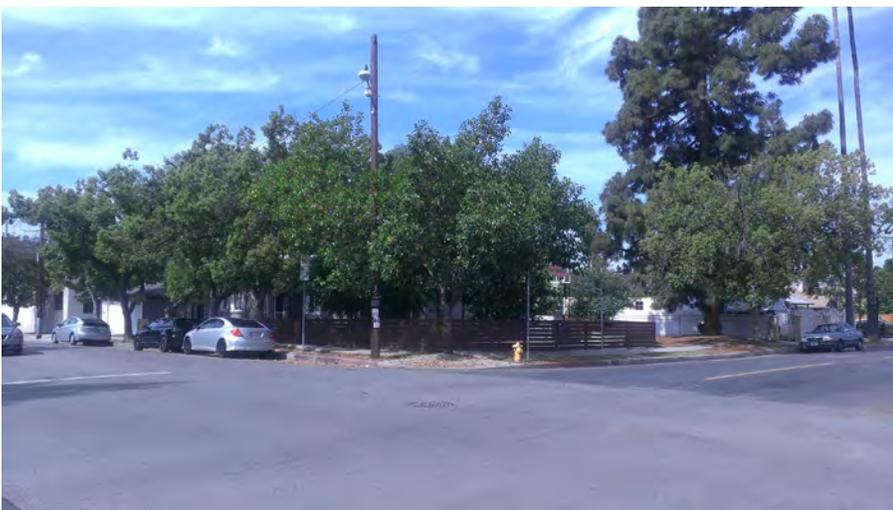
Meridian Street and Avenue 50, overview



Meridian Street and Avenue 50, no crosswalk



Meridian Street and Avenue 50, no crosswalk



Meridian Street and Avenue 50, Wide intersection



Rosewood Avenue at Martel Avenue, overview



Rosewood Avenue at Martel Avenue, street view



Telfair Avenue at Montague Street, overview



Telfair Avenue at Montague Street, no sidewalk (will be constructed as part of this project)



Telfair Avenue at Montague Street, ramp to sidewalk gap (will be constructed as part of this project)



Telfair Avenue at Montague Street, ramp to sidewalk gap (will be constructed as part of this project)



Montague Street at Telfair Avenue, BSS measuring for sidewalk gap closure. No curb ramp.

ATTACHMENT G: ENGINEER'S ESTIMATE

Detailed Engineer's Estimate and Total Project Cost													
Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).													
Project Information:													
Agency:	City of Los Angeles												
Application ID:	07-Los Angeles-1			Prepared by:	City of Los Angeles			Date:	5/27/2015				
Project Description:	This project designs and constructs pedestrian & bicycle neighborhood intersection enhancements at 4 locations identified in the City's Mobility Plan 2035 as part of the Neighborhood Enhanced Network, with accompanying outreach and education.												
Project Location:	Various locations throughout 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 (2% to 5% of Construction Cost)	1	LS	\$44,000.00	\$44,000	100%	\$44,000						
2	Survey and Layout	1	LS	\$40,000.00	\$40,000	100%	\$40,000						
3	Construction Sign	8	EA	\$1,500.00	\$12,000	100%	\$12,000						
4	Traffic Control	1	LS	\$40,000.00	\$40,000	100%	\$40,000						
5	Asphalt Concrete Removal, per inch of thickness (3")	5600	SF	\$2.50	\$14,000	100%	\$14,000						
6	Asphalt Concrete Removal, per inch of thickness (3") (for Circle)	5600	SF	\$2.50	\$14,000	100%	\$14,000						
7	Concrete Removal (3" thick)	4800	SF	\$3.50	\$16,800	100%	\$16,800						
8	Concrete Removal (6" thick driveway/street)	1440	SF	\$6.50	\$9,360	100%	\$9,360						
9	Unclassified Excavation, inc. Backfill & Haul-away	520	CY	\$70.00	\$36,400	100%	\$36,400						
10	Concrete Curb Removal	1200	LF	\$8.00	\$9,600	100%	\$9,600						
11	Tree Removal	8	EA	\$1,500.00	\$12,000			100%	\$12,000				
12	Integral Curb & Gutter	1200	LF	\$8.00	\$9,600	100%	\$9,600						
13	Crushed Miscellaneous Base (CMB) 4"thick	10560	SF	\$1.50	\$15,840	100%	\$15,840						
14	Crushed Miscellaneous Base (CMB) 4"thick (for Circle)	7040	SF	\$1.50	\$10,560	100%	\$10,560						
15	Crushed Miscellaneous Base (CMB) 8"thick	15200	SF	\$2.00	\$30,400	100%	\$30,400						
16	4" thick Asphalt Concrete Pavement	3600	SF	\$4.00	\$14,400	100%	\$14,400						
17	6" thick Concrete (driveway/street)	3300	SF	\$11.00	\$36,300	100%	\$36,300						
18	3" thick Concrete	20052	SF	\$9.00	\$180,468	100%	\$180,468						
19	3" thick Concrete (for Circle)	748	SF	\$9.00	\$6,732	100%	\$6,732						
20	Access Ramps	32	EA	\$3,500.00	\$112,000	100%	\$112,000						
21	Concrete Curb Type 'A', 'C', or 'D'	1200	LF	\$21.85	\$26,220	100%	\$26,220						
22	Integral Concrete Curb and Gutter, a=2", b=8"	260	LF	\$37.00	\$9,620	100%	\$9,620						
23	Integral Concrete Curb and Gutter, a=2", b=8"(for Circle)	260	LF	\$37.00	\$9,620	100%	\$9,620						
24	Continental Crosswalks	16	EA	\$3,000.00	\$48,000	100%	\$48,000						
25	Thermoplastic Pavement Markings	1	LS	\$25,300.00	\$25,300	100%	\$25,300						
26	Signage on Std. Metal Post	26	EA	\$500.00	\$13,000	100%	\$13,000						
27	GTE Vault Protect in Place/Relocate	4	EA	\$20,000.00	\$80,000	100%	\$80,000						
28	Guy-Wire Modification	4	EA	\$3,000.00	\$12,000	100%	\$12,000						
Subtotal of Construction Items:					\$888,220		\$876,220		\$12,000				
Construction Item Contingencies (% of Construction Items):				25.00%	\$222,055								
Total (Construction Items & Contingencies) cost:					\$1,110,275								
Project Cost Estimate:													
Type of Project Delivery Cost					Cost \$								
Preliminary Engineering (PE)													
Environmental Studies and Permits(PA&ED):					\$	55,514							
Plans, Specifications and Estimates (PS&E):					\$	222,055							
Total PE:					\$	277,569	25%	25% Max					

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	%	\$	%	\$	%	\$	%	\$
Right of Way (RW)													
Right of Way Engineering:													
Acquisitions and Utilities:													
Total RW:						\$		-					
Construction (CON)													
Construction Engineering (CE):						\$		199,850		15%		15% Max	
Total Construction Items & Contingencies:						\$		1,110,275					
Total CON:						\$		1,310,125					
Total Project Cost Estimate:						\$		1,587,693					

ATTACHMENT H: NON-INFRASTRUCTURE WORK PLAN

ATTACHMENT H: NON-INFRASTRUCTURE WORK PLAN:

Exhibit 22-R ATP Non-Infrastructure Project Work Plan				
Fill in the following items:				
Date: (1)	25-May-15			
Project Number: (2)	07-City of Los Angeles-01			
Project Location(s): (3a)	Various locations throughout the City of Los Angeles			
" " (3b)				
" " (3c)				
Project Description: (4)	Develop an education and outreach program to provide guidance and information related to the planning, design and usage of neighborhood intersection enhancements, targeting drivers, pedestrians and bicyclists.			
Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)				
<i>For Department use only</i>				
You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:				
Task Summary:				
Click the links below to navigate to "Task Details" tabs:				
Task	Task Name	Start Date	End Date	Cost
Task "A"	Communication Products	Jul-2016	May-2017	\$ 12,287.40
Task "B"	Pop-up Demonstrations	Jul-2016	Jun-2017	\$ 232,801.24
Task "C"	Public Workshops	Jul-2018	Jun-2019	\$ 42,379.60
Task "D"	User Safety Video and Webinar	Aug-2019	Nov-2019	\$ 7,673.06
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 295,141.30

TASK "A" DETAIL				
Task Name (5a):		Communication Products		
Task Summary (5b):		Develop a project name, logo, and marketing materials to promote the project and encourage public participation.		
Task Schedule (5c):		Start Date : Jul-2016	End Date: May-2017	
Activities (6a):				
		Deliverables (6b):		
1.	Develop project name and logo to be used on all outreach materials.	Project name and logo.		
2.	Develop communication materials that incorporate the project logo to increase project recognition and ensure communications are consistently and effectively applied.	Letter templates, social media graphics, website banners, and neighborhood intersection enhancement infographics.		
3.	Produce a project brochure in the form of a printed postcard to be mailed to residents and businesses within one mile of each neighborhood intersection enhancements project.	Postcards and managed mailing list.		
4.	Design a branded project webpage to be added to the ladot.lacity.org website	Project webpage.		
5.	Develop a project sticker with "rules of the road" tips on the back and the project logo on the front.	Double-sided project sticker.		
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager (Sr. Project Coordinator)	16	\$122.65	\$ 1,962.40
Party 2 -	Project Planner (Planning Assistant)	40	\$99.12	\$ 3,964.80
Party 3 -	Graphic Designer (Student Prof Worker)	80	\$44.19	\$ 3,535.20
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 9,462.40
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 9,462.40
Task Notes (8):				
<p>As a first step, the City will give the project a "catchy" name that will be used on all outreach materials. Once a project name and logo have been developed, staff will generate marketing products to facilitate communication among all stakeholder groups, including residents, community groups, businesses, and cyclists. The project's communication materials will include:</p> <ul style="list-style-type: none"> ● Project Postcards - Provide information to local homes and businesses across the City with general project information, public involvement opportunities, and general mini-roundabout driving techniques. ● Neighborhood Intersection Enhancements/Mini-Roundabout Infographics - Lay members of the public often require a compelling, explanatory graphic to tell the stories buried in statistics. An infographic will be used to convert complex information and statistics on Neighborhood Intersection Enhancements (and mini-roundabouts in particular) into a visual representation that anyone can understand. ● Managed Mailing List - Email postcard information and news updates to all members of the list. ● Project Stickers - Describe "rules of the road" for Neighborhood Intersection Enhancements (including mini-roundabouts). 				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below:		Travel (9a):	\$	-
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	2,825.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
				Total Other Costs (9g):
TASK GRAND TOTAL (10g):				\$ 12,287.40

Task "A" Other Costs:

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (8a)			
Type of Travel	Quantity	Unit Cost \$	Total \$
1.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	-
Total Travel Cost:			\$

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Printing of postcards	7,500	each	\$0.15	\$ 1,125.00
2. Neighborhood Intersection Enhancements/Mini-Roundabout stickers	2,000	each	\$0.85	\$ 1,700.00
3.			\$	-
4.			\$	-
5.			\$	-
6.			\$	-
7.			\$	-
8.			\$	-
9.			\$	-
10.			\$	-
11.			\$	-
12.			\$	-
13.			\$	-
14.			\$	-
15.			\$	-
16.			\$	-
17.			\$	-
18.			\$	-
19.			\$	-
20.			\$	-
Total:	9500		\$1	\$ 2,825.00
Total Supplies/Materials Cost:			\$	2,825.00

Itemized Equipment Cost (8b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (8b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.			\$	-
2.			\$	-
3.			\$	-
4.			\$	-
5.			\$	-
6.			\$	-
7.			\$	-
8.			\$	-
9.			\$	-
10.			\$	-
11.			\$	-
12.			\$	-
13.			\$	-
14.			\$	-
15.			\$	-
16.			\$	-
17.			\$	-
18.			\$	-
19.			\$	-
20.			\$	-
Total:	0		\$0	\$ -
Total Equipment Cost:			\$	-

Itemized Incentives Cost (8d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (8d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.			\$	-
2.			\$	-
3.			\$	-
4.			\$	-
5.			\$	-
6.			\$	-
7.			\$	-
8.			\$	-
9.			\$	-
10.			\$	-
11.			\$	-
12.			\$	-
13.			\$	-
14.			\$	-
15.			\$	-
16.			\$	-
17.			\$	-
18.			\$	-
19.			\$	-
20.			\$	-
Total:	0		\$0	\$ -
Total Incentives Cost:			\$	-

TASK "B" DETAIL				
Task Name (5a):		Pop-up Demonstrations		
Task Summary (5b):		Organize and conduct pop-up demonstrations to provide residents with an opportunity to experience how the Neighborhood Intersection Enhancements will look and feel before they are installed.		
Task Schedule (5c):		Start Date : Jul-2016	End Date: Jun-2017	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Conduct four (4) pop-up demonstrations in the following locations: McKinley Avenue/88th Place, Meridian Street/Avenue 50, Rosewood Avenue/Martel Avenue, and Telfair Avenue/Montague Street. The demonstrations will give residents an opportunity to experience how the traffic pattern will work once the Neighborhood Intersection Enhancements are installed.	Four (4) pop-up demonstrations.		
2.	Develop event outreach materials for each pop-up demonstration.	Event flyer, street banners, social media graphics, and website images.		
3.	Develop event education materials and project information boards to provide education and outreach to event participants.	Education boards and project brochure.		
4.	Partner with local advocacy organizations, community groups, and other project stakeholders to market the event and raise awareness.	Press releases and earned media coverage.		
5.	Conduct a pre and post survey to determine demonstration and outreach effectiveness. Feedback will be used to guide future implementation.	Four (4) surveys and compiled report of results.		
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager (Sr. Project Coordinator)	160	\$114.06	\$ 18,249.28
Party 2 -	Graphic Designer (Student Prof Worker)	512	\$44.19	\$ 22,624.36
Party 3 -	Outreach Specialist (Transp Planning Assc II)	160	\$111.00	\$ 17,760.00
Party 4 -	Project Planner (Planning Assistant)	128	\$99.12	\$ 12,687.24
Party 5 -	Project Planner (Project Assistant)	288	\$75.34	\$ 21,697.40
Party 6 -	Transportation Engineer (PM III)	448	\$154.86	\$ 69,376.04
Party 7 -	Transportation Engineer (PM II)	512	\$124.88	\$ 63,936.92
Subtotal Party Costs (6d):				\$ 226,331.24
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 226,331.24
Task Notes (8):				
<p>Pop-up events give people an opportunity to see and evaluate public realm improvements hands-on. The pop-up technique is an incredibly useful tool that helps residents visualize the scale and appearance of potential improvements. Because not everyone is comfortable using mini-roundabouts and other elements of the proposed Neighborhood Intersection Enhancements, a temporary reconfiguration can provide a venue for residents to become more confident navigating these proposed treatments. Los Angeles has a history of conducting successful pop-up demonstrations, having conducted a pop-up separated bike lane ("cycle track") on Chandler Boulevard during CicLAvia on March 22, 2015, that attracted over 1,000 participants.</p> <p>This task will organize and conduct four (4) pop-up demonstrations showcasing how the Neighborhood Intersection Enhancements (including the mini-roundabouts) will work at the following locations:</p> <ul style="list-style-type: none"> • McKinley Street/88th Place - South Los Angeles • Meridian Street/Avenue 50 - Northeast Los Angeles • Rosewood Avenue/Martel Avenue - Hollywood • Telfair Avenue/Montague Street - San Fernando Valley <p>A pre- and post-demonstration survey will be conducted to determine the effectiveness of the outreach effort. The survey will be available in both on-line and printed formats. Results will be compiled and shared with multiple project stakeholders.</p>				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <p style="text-align: center;">Itemized "Other Costs" Section</p>		Travel (9a):	\$	-
		Equipment (9b):	\$	2,250.00
		Supplies/Materials (9c):	\$	4,220.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 6,470.00
TASK GRAND TOTAL (10g):				\$ 232,801.24

Task "B" Other Costs:

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Type of Travel	Quantity	Unit Cost \$	Total \$
1.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	-
Total Travel Cost: \$			-

Itemized Equipment Cost (8b)					
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task					
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$	
1. Traffic Cones	50	each	18	\$	900.00
2. Potted Plants	35	each	30	\$	1,050.00
3. Straw Wattle (for mini-roundabout inner circle)	1	each	300	\$	300.00
4.				\$	-
5.				\$	-
6.				\$	-
7.				\$	-
8.				\$	-
9.				\$	-
10.				\$	-
11.				\$	-
12.				\$	-
13.				\$	-
14.				\$	-
15.				\$	-
16.				\$	-
17.				\$	-
18.				\$	-
19.				\$	-
20.				\$	-
Total:	86		\$348	\$	2,250.00
Total Equipment Cost: \$				2,250.00	

Itemized Supplies/Materials Cost (8c)					
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task					
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$	
1. Chalk	100	each	\$1	\$	100.00
2. Traffic Tape	6	each	\$120.00	\$	720.00
3. Printed Event Flyers and Posters	4,000	each	\$0.20	\$	800.00
4. Pop-up demonstration street banner	5	each	\$240	\$	1,200.00
5. Printed Pre- and Post-Survey Card	2,000	each	\$0.20	\$	400.00
6. Printed Education Boards (24" x 36")	40	each	\$25	\$	1,000.00
7.				\$	-
8.				\$	-
9.				\$	-
10.				\$	-
11.				\$	-
12.				\$	-
13.				\$	-
14.				\$	-
15.				\$	-
16.				\$	-
17.				\$	-
18.				\$	-
19.				\$	-
20.				\$	-
Total:	6151		\$386	\$	4,220.00
Total Supplies/Materials Cost: \$				4,220.00	

Itemized Incentives Cost (8d)					
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task					
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$	
1.				\$	-
2.				\$	-
3.				\$	-
4.				\$	-
5.				\$	-
6.				\$	-
7.				\$	-
8.				\$	-
9.				\$	-
10.				\$	-
11.				\$	-
12.				\$	-
13.				\$	-
14.				\$	-
15.				\$	-
16.				\$	-
17.				\$	-
18.				\$	-
19.				\$	-
20.				\$	-
Total:	0		\$0	\$	-
Total Incentives Cost: \$				0	

TASK "C" DETAIL				
Task Name (5a):		Public Workshops		
Task Summary (5b):		Host a public workshop at each proposed neighborhood intersection enhancement location to discuss any concerns or questions related to the project during the planning and construction process.		
Task Schedule (5c):		Start Date : Jul-2018	End Date: Jun-2019	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Conduct one public workshop in the general area of each proposed Neighborhood Intersection Enhancements location.	Four (4) public workshops, attendance records, and earned media coverage.		
2.	Develop education materials providing project information, "rules of the road" and best practices at locations with Neighborhood Intersection Enhancements (including mini-roundabouts) for motorists, pedestrians and bicyclists.	Public meeting boards, graphics, and presentation.		
3.	Conduct a user survey soliciting feedback on general perceptions of the project, positive and negative experiences with various neighborhood intersection enhancements, and points of confusion as seen from the user's perspective.	Four (4) user surveys and report of compiled results.		
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager (Sr. Project Coordinator)	64	\$101.17	\$ 6,474.84
Party 2 -	Graphic Designer (Student Prof Worker)	64	\$44.19	\$ 2,828.04
Party 3 -	Outreach Specialist (Transp Planning Assc II)	64	\$98.46	\$ 6,301.24
Party 4 -	Project Planner (Planning Assistant)	64	\$99.12	\$ 6,343.60
Party 5 -	Project Planner (Project Assistant)	64	\$64.66	\$ 4,138.24
Party 6 -	Transportation Engineer (PM III)	64	\$125.79	\$ 8,050.76
Party 7 -	Transportation Engineer (PM II)	64	\$110.05	\$ 7,042.88
Subtotal Party Costs (6d):				\$ 41,179.60
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 41,179.60
Task Notes (8):				
<p>Public outreach in this task will target residents and stakeholders in close proximity to each proposed Neighborhood Intersection Enhancements location. Each public workshop will:</p> <ul style="list-style-type: none"> • Provide easy access to LADOT staff to successfully educate the public on the projects goals, objectives, and timeline. • Educate all users on how to best navigate the Neighborhood Intersection Enhancements as a driver, cyclist and pedestrian. • Highlight the benefits of Neighborhood Intersection Enhancements and illustrate how conflict points would be reduced relevant to each unique project. <p>A user survey will be conducted to understand the public perception of the project and give each participant an opportunity to share their positive and negative experiences and points of confusion as seen from the user's perspective. The survey will be available in both on-line and printed formats. Results will be compiled and shared with multiple project stakeholders.</p> <p>Each public workshop will be hosted before the pop-up demonstration and early in the design process. By involving the public early on, they will feel more engaged in the process and take ownership of the design and project. Results from the user survey will help guide the focus areas and education items to be explained and promoted during the pop-up demonstration.</p>				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <p>Itemized "Other Costs" Section</p>		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	1,200.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 1,200.00
TASK GRAND TOTAL (10g):				\$ 42,379.60

Task "C" Other Costs:

Itemized Travel Cost (8a)				
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task				
Type of Travel	Quantity	Unit Cost \$	Total \$	
1.		\$		-
2.		\$		-
3.		\$		-
4.		\$		-
5.		\$		-
6.		\$		-
7.		\$		-
8.		\$		-
9.		\$		-
10.		\$		-
11.		\$		-
12.		\$		-
13.		\$		-
14.		\$		-
15.		\$		-
16.		\$		-
17.		\$		-
18.		\$		-
19.		\$		-
20.		\$		-
Total	0	\$		-
Total Travel Cost:				\$

Itemized Equipment Cost (8b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$
2.				\$
3.				\$
4.				\$
5.				\$
6.				\$
7.				\$
8.				\$
9.				\$
10.				\$
11.				\$
12.				\$
13.				\$
14.				\$
15.				\$
16.				\$
17.				\$
18.				\$
19.				\$
20.				\$
Total:	0		\$0	\$
Total Equipment Cost:				\$

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. 24"x36" poster printing for public meeting boards (5 at each meeting)	20	each	\$25	\$ 500.00
2. Event flyer and poster	1,000	each	\$0.20	\$ 200.00
3. Printed User Survey Cards	2,000	each	\$0.25	\$ 500.00
4.				\$
5.				\$
6.				\$
7.				\$
8.				\$
9.				\$
10.				\$
11.				\$
12.				\$
13.				\$
14.				\$
15.				\$
16.				\$
17.				\$
18.				\$
19.				\$
20.				\$
Total:	3020		\$25.45	\$ 1,200.00
Total Supplies/Materials Cost:				\$ 1,200.00

Itemized Incentives Cost (8d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$
2.				\$
3.				\$
4.				\$
5.				\$
6.				\$
7.				\$
8.				\$
9.				\$
10.				\$
11.				\$
12.				\$
13.				\$
14.				\$
15.				\$
16.				\$
17.				\$
18.				\$
19.				\$
20.				\$
Total:	0		\$0	\$
Total Incentives Cost:				\$

TASK "D" DETAIL				
Task Name (5a):		User Safety Video and Webinar		
Task Summary (5b):		Produce a user safety video and webinar explaining how to navigate Neighborhood Intersection Enhancements (such as mini-roundabouts) as a driver, bicyclist and pedestrian.		
Task Schedule (5c):		Start Date : Aug-2019	End Date: Nov-2019	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Produce a user safety video explaining how to navigate the proposed Neighborhood Intersection Enhancements as a driver, bicyclist, and pedestrian	User Safety Video		
2.	Conduct a webinar utilizing the user safety video to provide on-line education for Los Angeles residents regarding the Neighborhood Intersection Enhancement projects.	Neighborhood Intersection Enhancements Safety Webinar		
3.	Share the user safety video by posting on project website, YouTube channel, and through local advocacy organizations	Earned media coverage.		
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager (Sr. Project Coordinator)	8	\$122.65	\$ 981.20
Party 2 -	Graphic Designer (Student Prof Worker)	4	\$44.19	\$ 176.75
Party 3 -	Outreach Specialist (Transp Planning Assc II)	8	\$119.36	\$ 954.89
Party 4 -	Project Planner (Planning Assistant)	4	\$99.12	\$ 396.48
Party 5 -	Project Planner (Project Assistant)	16	\$78.39	\$ 1,254.22
Party 6 -	Transportation Engineer (PM III)	12	\$125.79	\$ 1,509.52
Subtotal Party Costs (6d):				\$ 5,273.06
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 5,273.06
Task Notes (8):				
<p>Though research shows that injury crash rates drop after Neighborhood Intersection Enhancements, including mini-roundabouts, replace a traditional intersection, proposals for these treatments often meet stiff public resistance. Some drivers and cyclists find mini-roundabouts and other components of Neighborhood Intersection Enhancements, unfamiliar and confusing. To explain how to navigate the proposed Neighborhood Intersection Enhancements, this task will develop a user safety video aimed at educating drivers, bicyclists, and pedestrians on their shared responsibilities at these enhanced crossings. Once developed, the video will be promoted through the City's social media channels and project website. The City will also incorporate the video into a Neighborhood Intersection Enhancements safety webinar open to the public. The user safety video will not only be an instrumental component of the Neighborhood Intersection Enhancement outreach program, but will also serve as a valuable tool in any future LADOT intersection enhancement project.</p>				
Other Costs:				
<p>You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:</p>				
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <p style="text-align: center;">Itemized "Other Costs" Section</p>		Travel (9a):	\$	-
		Equipment (9b):	\$	2,400.00
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 2,400.00
TASK GRAND TOTAL (10g):				\$ 7,673.06

ATTACHMENT I: Narrative Questions Backup Information

ATTACHMENT I - SCREENING QUESTION 2



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



Southern California Association of Governments
ADOPTED APRIL 2012



Goals and Benefits

Under SB 375, the primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita greenhouse gas emissions from automobiles and light trucks. As stated above, this leads to strategies that can help reduce per capita vehicle miles traveled over the next 25 years.

The strategies contained in the 2012–2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. Because it is the latest refinement of an evolving regional blueprint that SCAG began in 2000, the 2012–2035 RTP/SCS will help the region contend with many ongoing issues across a wide range of concerns, including placemaking, the cost of living, the environment, health, responsiveness to the market place, and mobility.

1. Better Placemaking

As Southern California becomes more congested and crowded, creating better places to live and work has become increasingly important. A completely car-oriented lifestyle made sense in Southern California a couple of generations ago, when the region was less dense and there were few options other than driving. Indeed, Southern Californians still need their cars and highly value the freedom of using them, but because of traffic congestion and the hassle factor, more people today are seeking good “placemaking”—that is, the process of developing options for locations where they can live and work that include a pleasant and convenient walking environment that reduces their reliance on their car. Communities that promote walkable environments and alternative transportation create more opportunities for an active lifestyle, improve safety and accessibility for marginalized communities, and help preserve natural areas and resources. The strategies outlined in the 2012–2035 RTP/SCS promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure.

2. Lower Cost to Taxpayers and Families

While attractive in many ways, the traditional suburban lifestyle is expensive both to families and taxpayers. The cost of maintaining a large house and yard and multiple vehicles can consume most of a family’s income. The cost of building the roads, water and sewer lines, and other infrastructure required for low density communities is very high, and taxpayers usually pay at least part of the bill, especially for

ongoing maintenance. By including options that create more compact neighborhoods and placing everyday destinations closer to homes and closer to one another, the 2012–2035 RTP/SCS’s strategies can reduce the cost of development for taxpayers and reduce the everyday costs of housing and transportation.

3. Benefits to Public Health and the Environment

Public health and environmental protection have long been linked to the way our region is planned and the way public services are delivered. Many strategies in the 2012–2035 RTP/SCS will provide widespread benefits within the region for both public health and environmental protection. Municipal water and sewer systems, for example, ensure clean water. Better placemaking will allow people to walk and bicycle more regularly in their daily lives, and promotes the development of urban parks, thus providing more opportunities for recreation and exercise. Reducing the footprint of new development protects farmland that provides regional food, maintains wildlife habitat, decreases air pollution, and improves opportunities for green stormwater solutions that will improve water quality.

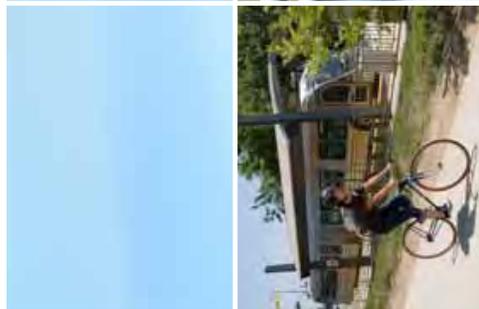
4. Greater Responsiveness to Demographics and the Changing Housing Market

The traditional suburban development pattern that characterizes much of Southern



Image courtesy of City of Lancaster

ACTIVE TRANSPORTATION



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



Southern California Association of Governments
DRAFT DECEMBER 2011

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.

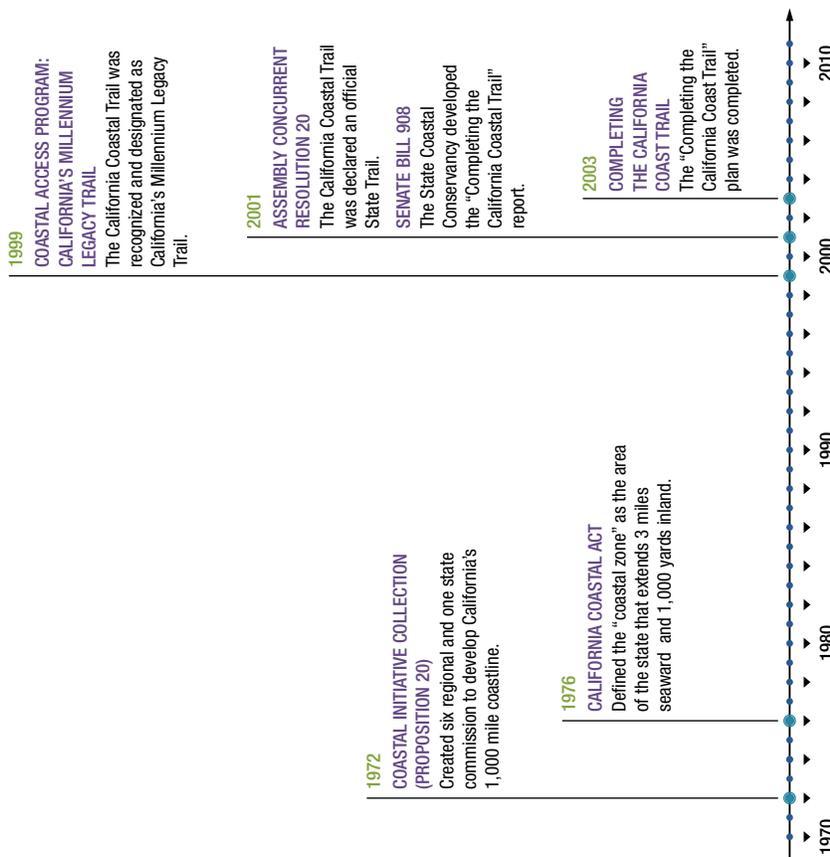
- Policy 1.1.2: SCAG will work with local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multi-modal conflicts.

- Policy 1.1.3: SCAG will partner with local advocacy groups and bicycle related businesses to provide bicycle-safety curricula to the general public.

The 2006 Strategic Highway Safety Plan (SHSP) established goals to make walking and street crossing safer; and improve bicycle safety. The SHSP intended on achieving these goals by 2010, reducing the number of pedestrian fatalities attributed to vehicle collisions and the number of bicycle roadway fatalities by 25 percent from their 2000 level. These goals were established by the Legislature in the 2002 California Blueprint for Bicycling and Walking, and assumed that the Legislature's mobility goal of a 50 percent increase in bicycling and pedestrian trips by 2010 would also be achieved.

Improved data collection regarding pedestrian and bicycle trip characteristics, facility conditions and injuries and fatalities would provide local jurisdictions with a clearer understanding of the active transportation conditions within their jurisdictions. Analysis generated from this data would also provide decision makers with a better understanding of the deficiencies and needs within the existing active transportation system.

FIGURE 14 California Coastal Trail Timeline



- 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 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

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.

GOAL 4: ENCOURAGE THE DEVELOPMENT OF LOCAL ACTIVE TRANSPORTATION PLANS

- Objective 4.1: SCAG will assist local jurisdictions with the development and maintenance of their local active transportation plans

- Policy 4.1.1: SCAG will work with local jurisdictions in the development of bicycle/pedestrian plans for all cities in the region
- Objective 4.2: Develop Pedestrian Safety Action Plans
 - Policy 4.2.1: SCAG will work with local jurisdictions in the development of PSAPs by conducting workshops
- Objective 4.3: Encourage the use of Intelligent Traffic Strategies
 - Policy 4.3.1: Encourage the use of Intelligent Traffic Signals that are able to detect slower pedestrians in signalized crosswalks and extend the signal time appropriately

SCAG will work with all member counties and cities to develop bicycle and walking plans and policies. Active transportation plans have been created or updated within the previous four years are eligible for BTA funds.

Air Quality Improvements

In addition to increased mobility for all users throughout the SCAG region, implementation of the 2012-2035 RTP/SCS will further improve the environment and congestion of the region through the reduction of vehicle miles traveled (VMT).

Potential VMT Reduction

As described previously, active transportation has grown dramatically in recent years. This trend is expected to continue into the foreseeable future aided by several factors. First, dramatic increase in the bicycle network, as demonstrated earlier, will result in improved access to bicycle network for the Region's residents by more than 50 percent. Second, more compact mixed use urban forms in the future will be much more conducive to biking and walking. Third, better coordination with other modes, primarily transit, will become an incentive for some to switch to biking or walking. Most importantly, a significant change in the culture that values a healthy lifestyle, bikeability and walkability will become a greater impetus in promoting active transportation as a viable means of accessing opportunities. Given this context and survey data that supports dramatic increase in bicycling and walking mode shares in recent years, it is reasonable to assume this trend will continue into the future. For example, according to the NHTS data, bicycle mode share increased for all trips from 0.8 percent in 2000 to over 1.7 percent in 2009.

42 Active Transportation

This is an increase of almost 9 percent on an annualized basis. The share of walk trips for all trip purposes increased by approximately 6 percent on an annualized basis during the same period.

So, if we assumed annualized increase of 9 percent in mode share of bicycle trips for all trips, the potential bicycle mode share could be as high as 4.4 percent in 2020 and as high as 16 percent in 2035. However, it is somewhat unrealistic to assume that 9 percent growth rate could be sustained over such a long period of time. On the other hand, given the significant investments proposed for active transportation and the current trends, it is reasonable to assume that at least 2/3 of all trips shorter than 3 miles or half of all trips that are 5 miles or less could be converted to Active transportation by 2035.

As indicated earlier, based on NHTS-CA Survey for all trips, bicycling and walking mode share for all trips are approximately 1.7 percent and 19.24 percent respectively for 2009. This represents a little over 50% of all trips less than 3 miles. Assuming 2/3 of all trips under 3 miles or half of all trips under 5 miles as the upper limit of Active Transportation mode share in 2035, relative increase (from the base year of 2008) in bicycling and walking mode shares can be estimated as 1.7 percent and 3.1 percent in 2020, and 3.9 percent and 6.3 percent in 2035. Relative reduction in VMT resulting from these mode shifts are estimated at approximately 7.8 million miles and 20.4 million miles for 2020 and 2035 respectively.

metro.net/longrangeplan



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

FIGURE CC

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

FIGURE DD

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

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

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

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

ATTACHMENT I-1-A: User Forecast Model Results

Year of Completion 2019 confirm

Bike Projects (Daily Person Trips for All Users) (Box1A)											
	Without Project	With Project									
Existing	209										
Forecast (1 Yr after completion)	214	258	45								
<table border="0" style="width:100%"> <tr> <td style="width:50%">Existing Trips</td> <td style="width:25%">Commuters 39</td> <td style="width:25%">Recreational Users 71</td> <td></td> </tr> <tr> <td>New Daily Trips (1 YR after project completion)</td> <td>11</td> <td>14</td> <td>25</td> </tr> </table>				Existing Trips	Commuters 39	Recreational Users 71		New Daily Trips (1 YR after project completion)	11	14	25
Existing Trips	Commuters 39	Recreational Users 71									
New Daily Trips (1 YR after project completion)	11	14	25								
Project Information- Non SR2S Infrastructure											
Bike Class Type		Class III									
Average Annual Daily Traffic (AADT)		1,500									

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)											
	Without Project	With Project									
Existing	830										
Forecast (1 YR after project completion)	848	890	42								
<table border="0" style="width:100%"> <tr> <td style="width:50%">Existing step counts (600 steps=0.3mi=1 trip)</td> <td style="width:25%">Without Project 508,780</td> <td style="width:25%">With Project 534,219</td> <td></td> </tr> <tr> <td>Existing miles walked</td> <td>254</td> <td>267</td> <td></td> </tr> </table>				Existing step counts (600 steps=0.3mi=1 trip)	Without Project 508,780	With Project 534,219		Existing miles walked	254	267	
Existing step counts (600 steps=0.3mi=1 trip)	Without Project 508,780	With Project 534,219									
Existing miles walked	254	267									

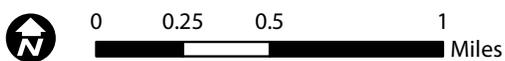
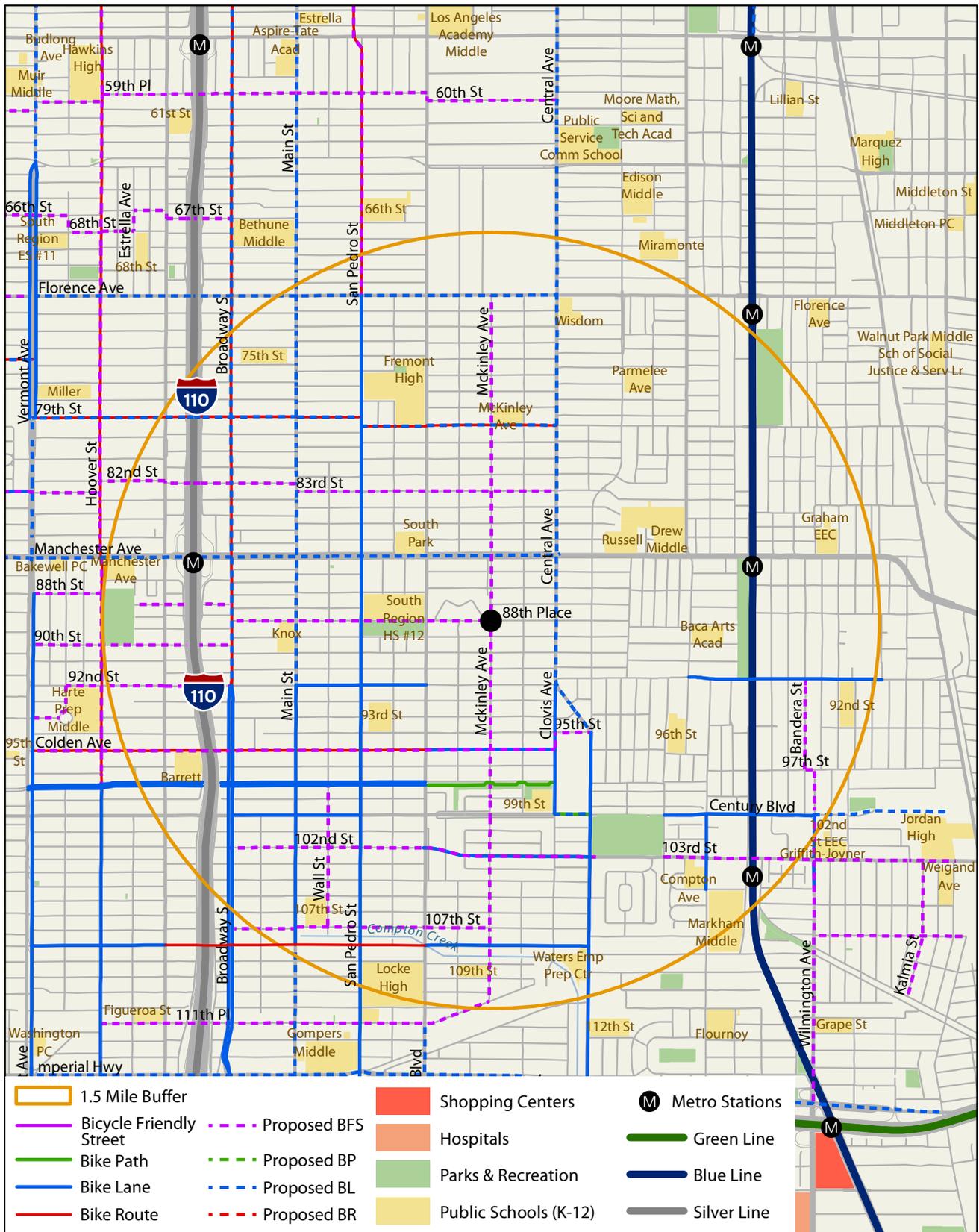
Safe Routes to School (SR2S) (Box 1C)		Total
Number of student enrollment		3,086
Approximate no. of students living along school route proposed for improvement		93
Percentage of students who currently walk or bike to school		32.00%
Projected percentage of students who will walk or bike to school after the project		32.00%

PART A			
ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)			
ESTIMATION OF ACTIVE TRANSPORTATION USERS			
	Pedestrians	Bicyclists	
Existing Counts	830	209	
One Year Projection	890	258	
Five Year Projection	925	269	

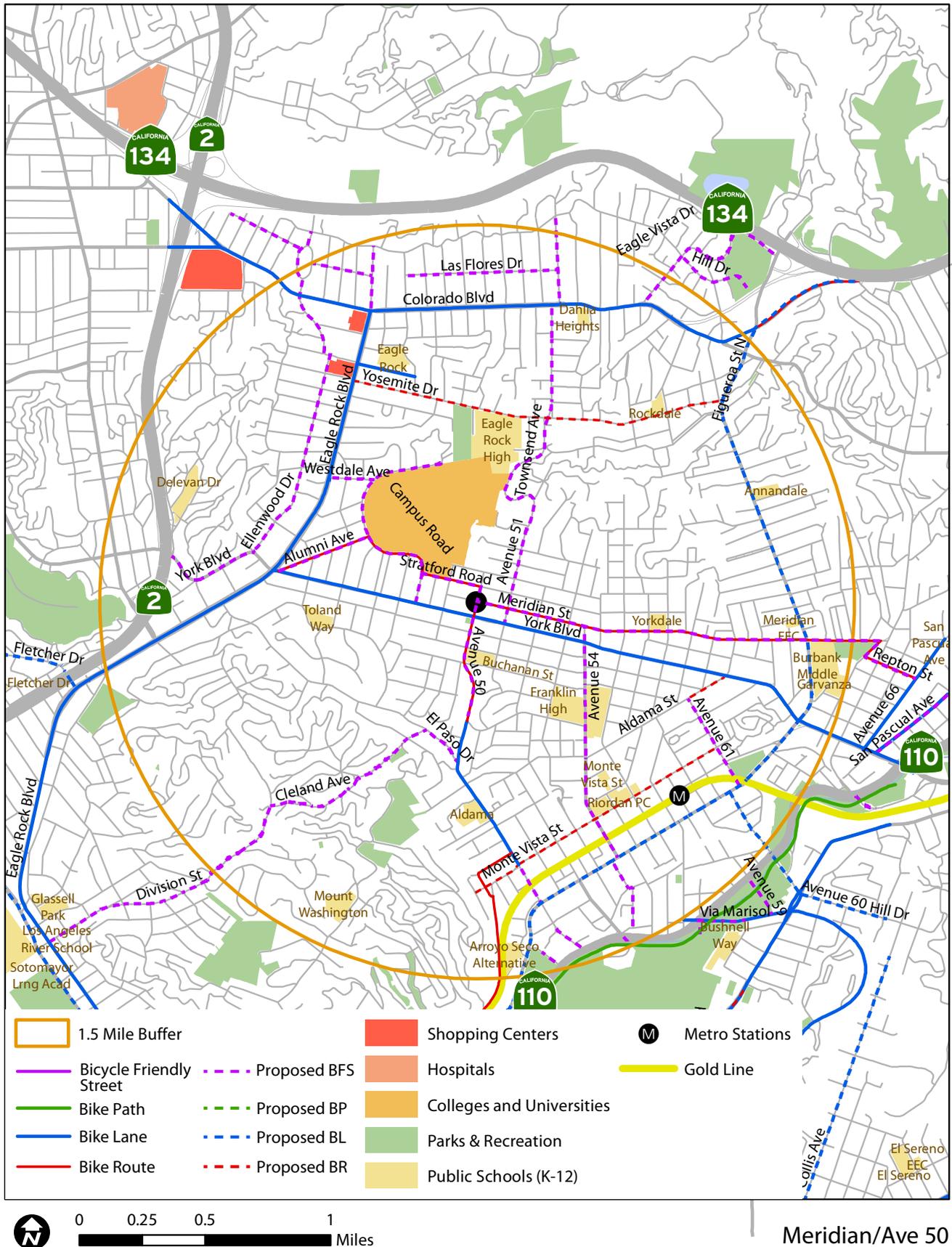
Breakdown of Pedestrian Trip Types--Available Only for Demand Model Outputs				
		Without Project	With Project	% Increase
Forecast (1 YR after project completion)				
Residents	50%	422	443	
Employees	11%	90	94	
Transit commuters	34%	288	303	
Students 5th – 12th Grade	6%	48	48	
Total Trips		848	888	4.7%

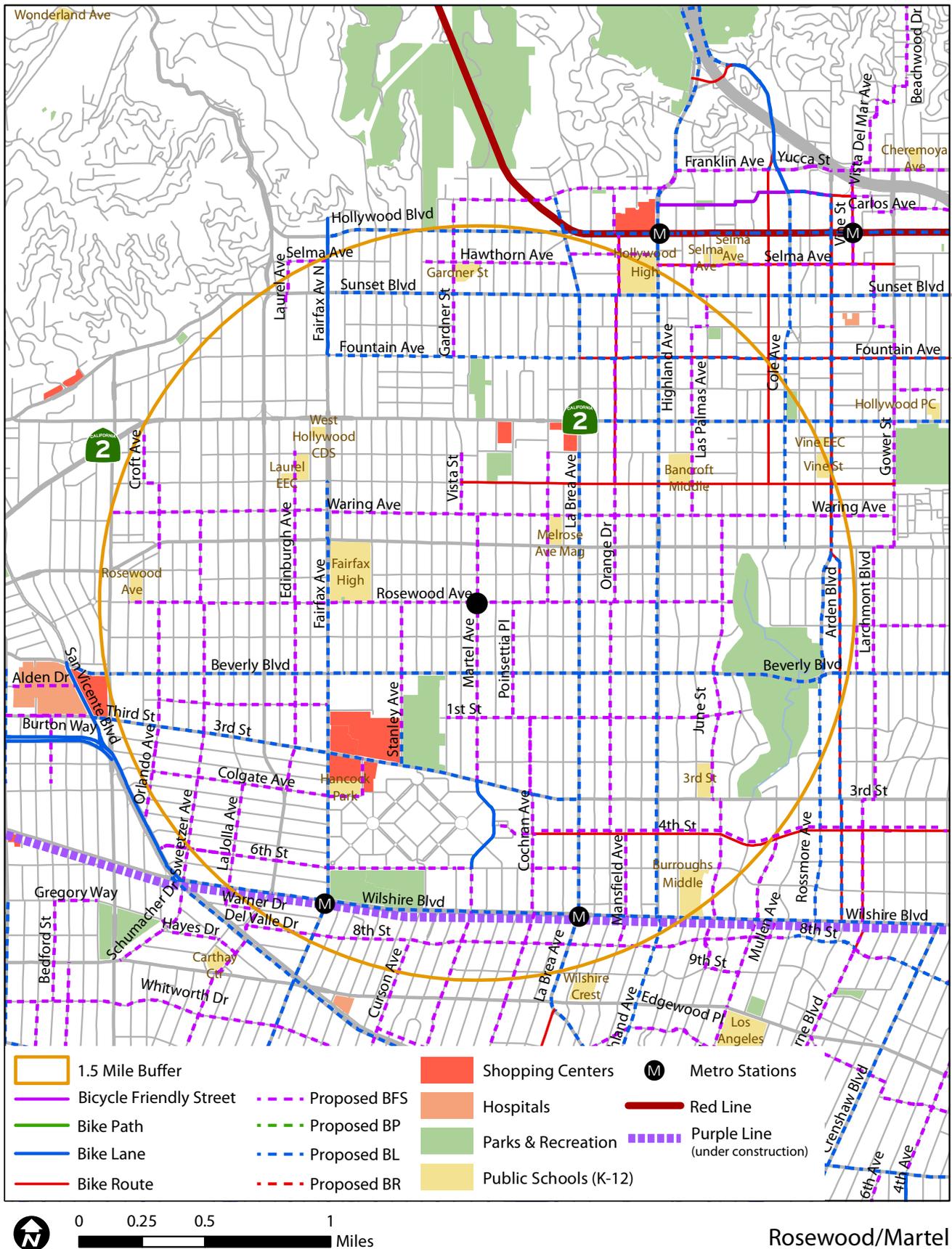
Forecast (5 YR after project completion) -- use in Question 1A				
		Without Project	With Project	% Increase
Daily Bicycle Trips		217	269	24%
Daily Pedestrian Trips		862	925	7%

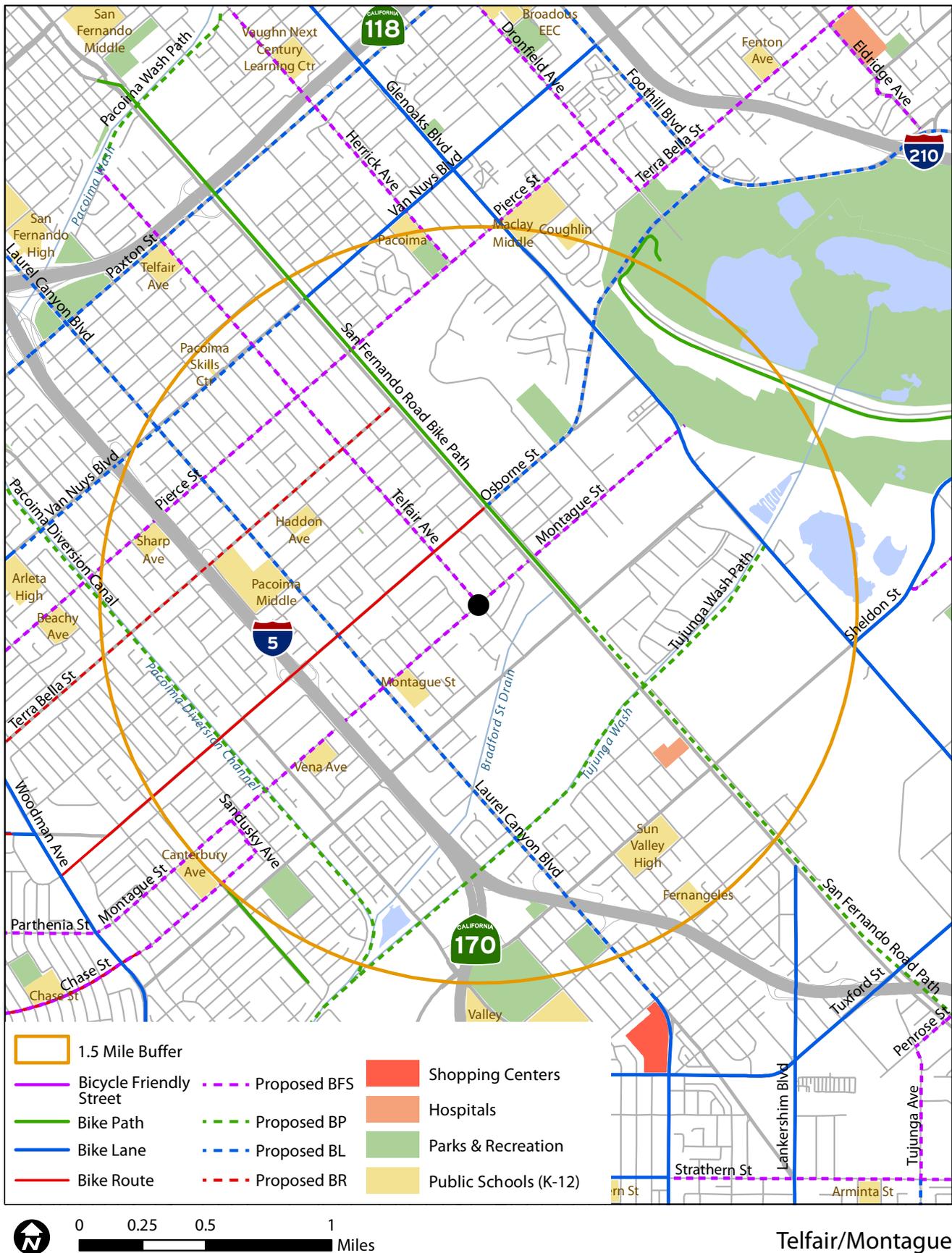
ATTACHMENT I-1-B: Connections



McKinley/88th Place







ATTACHMENT I-1-C1 2010 City of Los Angeles Bicycle Master Plan Update

Chapter 3 Bicycling

Los Angeles needs more bikeways. This is evident to anyone who regularly rides a bike in Los Angeles, or to anyone who pulls up a map of bicycling facilities in the City. Once one rides more, it also becomes evident that, whether a bike facility is present or not, Los Angeles is often not a supportive environment for bicyclists. To address both issues the City must employ a variety of programs and policies while aggressively building new infrastructure.

To make Los Angeles a better place to bicycle, the 2010 Plan presents programs and policies in ten categories. These categories are the traditional E's of Bicycle Planning, enriched by a couple of innovative E's: Equity: Streets, Equity: Parking, Equity: Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economic: Financing, Evaluation and Cooperation, and Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks. The E's are covered in greater detail below.

To improve Los Angeles' bicycling infrastructure, the 2010 Plan introduces three new bikeway networks: the [Backbone Bikeway Network \(Backbone\)](#), the [Neighborhood Bikeway Network \(Neighborhood\)](#), and the [Green Bikeway Network \(Green.\)](#) These three networks together designate a 1,684 mile Citywide Bikeway System. The 2010 Plan's objective is to increase the total mileage of the bikeway system while balancing the multiple roles city streets play in accommodating cars, trucks, transit, parking, pedestrians, and bicycles. The formulation of the three networks allows the 2010 Plan to accomplish this objective.

To encourage a broad diversity of bicyclists the City introduces the Bicycle Friendly Street (BFS), a new Class III Route design that introduces street-calming engineering treatments on local and

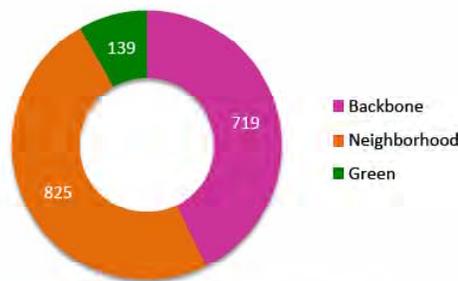
1,684 Miles...



collector streets, in order to provide a comfortable bicycling environment. BFS solutions will be utilized primarily on the Neighborhood Network to create a pleasant and safe environment for relaxed riding, especially for bicyclists who are more sensitive to motor vehicle traffic.

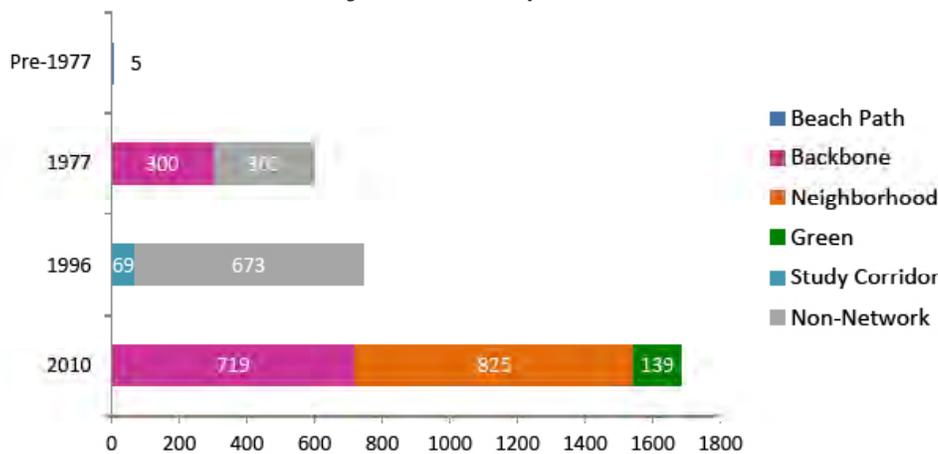
Today the City has approximately 334 miles of bikeways. This includes a total of 49 miles of bicycle paths, 167 miles of bicycle lanes, and 119 miles of bicycle routes (see description of each bikeway type below). However, this is not nearly enough in a city of 464 square miles and 6,500 miles of roadways. The current bikeway system is a patchwork of corridors and segments - it does not form a comprehensive, interconnected network. By closing critical gaps, making connectivity a focus, and adding many miles of facilities, the 2010 Plan seeks to provide a connected network.

Citywide Bikeway System: Three Networks



Prior to the 2010 Plan the City adopted two other bicycle plans. The first Plan was adopted in 1977. The 1977 Bicycle Plan established a 600 mile Citywide System of bikeways. The Citywide System was intended to serve both recreational and transportation needs. Included within the Citywide System was a 300-mile Backbone System. A new Bicycle Plan was completed and adopted in 1996 and then re-adopted in 2002 and 2007. The 1996 Plan designated a total bikeway system of 673 miles plus 69 miles of study corridors. Thus, the 2010 Plan exceeds its predecessors substantially in its commitment to bikeways- it is the most ambitious bicycle plan to date. The Plan establishes three new bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. Each has a distinctive character but together they work in concert to support a variety of bicyclists.

Bicycle Plan Comparisons



Each of the existing 334 miles of existing bikeways has been allocated to one of the three networks. So, although the concept of the three networks is new to this 2010 Plan each component of the system is launched with some number of bikeways already assigned to it. The Backbone concentrates on providing an interconnected system of streets that facilitates 24/7 bicyclist mobility on key arterials; the Neighborhood Network enhances the pleasant environment of local streets to facilitate relaxed riding; and the Green Network enhances pedestrian and bicyclist access to the City’s green corridors, particularly along river channels and segregated transit rights-of-way.

The **719 mile Backbone Network**, comprised primarily of bicycle lanes, will enable access to major employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources. It is expected that the Backbone will initially be used primarily by experienced riders who are comfortable riding close to moderate to heavy traffic volumes. However, in time, by resolving the perceived and actual dangers to bicyclists on arterials, the Backbone streets may become more accessible to riders less comfortable with greater traffic volume. Today the Backbone consists of 124 miles of bicycle lanes and 64 miles of routes (52 of which will be converted to lanes over time). The 2010 Plan will add an additional 554 miles of lanes, 16 miles of routes, and 12 miles of bicycle friendly streets to complete the development of the 719 mile Backbone.

Backbone Network

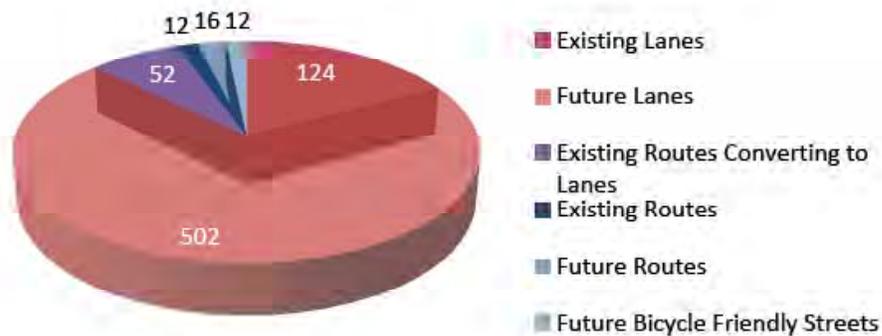


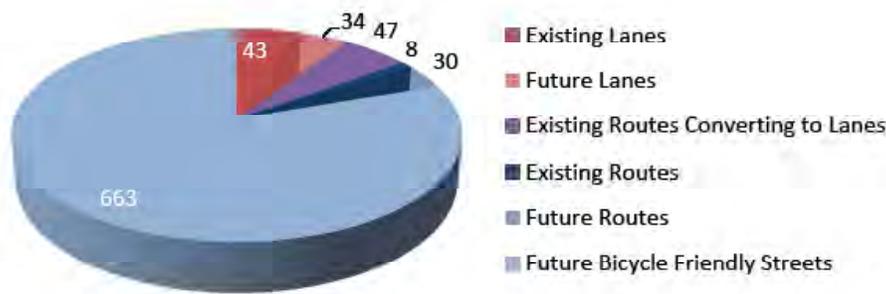
Photo Credit: Will Campbell



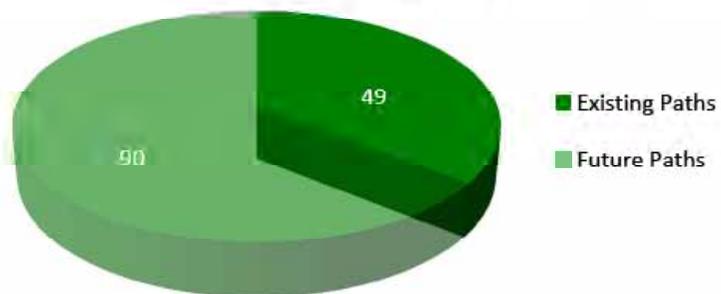
Photo Credit: LACBC Blog

The **825 mile Neighborhood Network** is comprised primarily of Bicycle-Friendly Streets, (on Local and Collector Streets) which are characterized by low traffic volumes and slower speeds. The Neighborhood Network provides a network, generally parallel to the Backbone Network, where bicyclists of all experience levels may feel comfortable riding. The Neighborhood Network will enable all bicycle riders, including children, women, families, young adults, and seniors, to access neighborhood facilities including schools, libraries, shopping districts, and parks and open space. The Neighborhood Network will also provide lower speeds, less traffic, and a less threatening environment than bikeways on arterial roadways. Many of the streets are comfortable for bicycle riding today but may benefit from wayfinding and additional street calming measures such as roundabouts and traffic diverters. Examples of these strategies are included in the Technical Handbook. Today the Neighborhood Network has a total of 98 miles: 43 miles are lanes, 51 miles are routes, and 4 bicycle friendly miles have been recently added. An additional 34 miles of lanes, 47 miles of existing routes converting to lanes, 30 miles of routes, and 663 miles of bicycle friendly streets will be installed as a result of this Plan to bring the total network to 825 miles.

Neighborhood Network



Green Network



2010 Bicycle Plan
Bicycling

The **139 mile Green Network** enhances access, through bicycle paths and shared use paths, to the City's green open spaces particularly river channels like the Los Angeles River. Enhanced access improves these spaces, bringing the public closer to them. This accelerates the public's appreciation of these spaces, and so, in the long term accelerates their enhancement. In turn, improvements to these spaces that are not specifically for bicyclists still adds to the overall value of the bicycle experience. For example, the on-going greening of Ballona Creek has made it a more relaxing and inspiring place to ride.

The Green Network will appeal to multiple types of riders, including the experienced transportation or recreational bicyclist who appreciates the long unencumbered distances along the paths and the beginning bicyclist who may only want to travel a short distance and is not yet comfortable riding in close proximity to vehicular traffic. Today, the bicycle paths are crowded on different days of the week by a variety of bicyclists from the avid bicyclist who commutes many miles to work along the Los Angeles River Bicycle Path to the family of recreational riders who chooses to ride along the Beach Path on a Saturday afternoon. Although the smallest of the three networks the Green Network is 35% complete with 49 miles finished and 90 miles left to construct.

Each network works with the others to enhance their individual functions, so that the whole is greater than the sum of the parts. Segments of each network were chosen with the other networks in mind to achieve maximum coverage. The target types of bicyclists for each network



Photo Credit: Will Campbell



Bicycle Classification System

The Federal and State transportation system recognizes three primary bikeway facilities; Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III).

Bicycle Paths (Class I)

Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. They are located within or adjacent to river corridors (Arroyo Seco, Ballona Creek, Los Angeles River), transit corridors (Orange Line), City parks (Balboa Park), or the coast (Venice Beach/Marvin Braude).¹ The Green Network is entirely comprised of Bicycle Paths. Bicycle Paths are popular for utilitarian and recreational riding.²



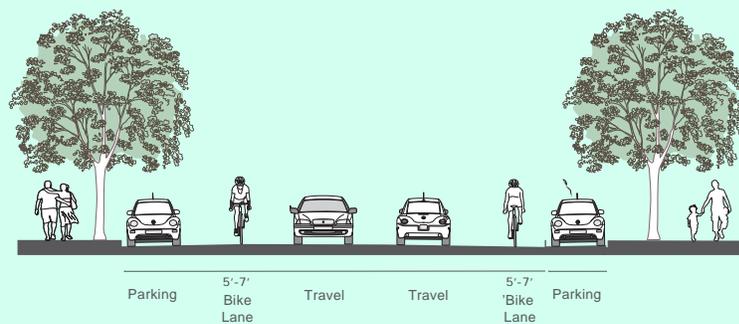
The Orange Line Bus Rapid Transit (BRT) bicycle path and the proposed bicycle path along the Expo Light Rail Transit Line (LRT) provide valuable connections to mass transit and facilitate easier, more comfortable commutes for all types of riders. Class I facilities are typically preferred by less experienced riders and bicycle commuters whose trips are longer than a few miles. In the public outreach survey, 35% of respondents answered that bicycle paths were their preferred facility, although only 16% responded that bike paths were needed to help reach their destinations.

¹Coastal paths such as the Marvin Braude/Venice Beach Path serve City of Los Angeles residents, and are owned and maintained by the County of Los Angeles and the City of Los Angeles.

²A 2002 survey by Los Angeles County Department of Beaches and Harbors found that over 40% of bicyclists using the Marvin Braude Bicycle Path during weekday commute hours were engaged in a utilitarian trip (commuting or errands).

Bicycle Lanes (Class II)

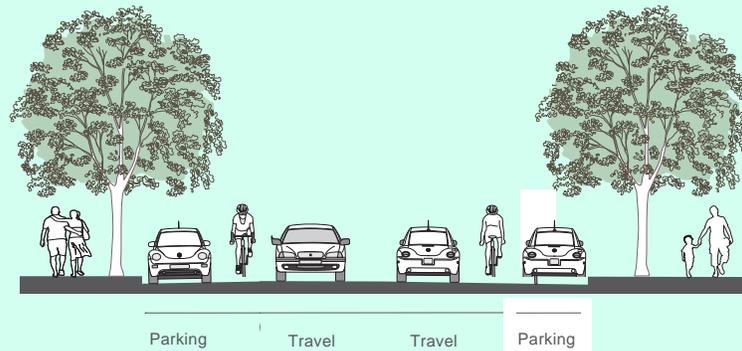
Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Lanes are most commonly found on major arterials (Sunset and Venice Boulevard) and on wide collector streets (Chandler Boulevard, Griffith Park Boulevard) and comprise the majority of the bikeways included in the Backbone.



Bicycle lane widths on urban roadways can range from five to seven feet but should not exceed seven feet to keep motor vehicles from driving in them. Bicycle lanes along commercial corridors tend to provide access to destinations, making them useful for utilitarian trips. In the online public outreach survey conducted for this Plan, respondents answered that bicycle lanes were the most preferred (43%) and most needed (63%) facility.

Bicycle Routes and Bicycle Friendly Streets (Class III)

Bicycle-Friendly Streets and Bicycle Routes (Class III) are in-road bikeways where bicycles and motor vehicles share the roadway. They are typically intended for streets with low traffic volumes, signalized intersections at crossings or wide outside lanes. While Bicycle Routes are a common bikeway designation adopted by the State, this Plan introduces the new concept of the Bicycle-Friendly Street (BFS).



Bicycle Routes (Routes) are preferably located on collector and lower volume arterial streets (51st Street, Wilbur Avenue) but currently the majority of the existing routes are located on heavily traveled arterials (Westwood, Broadway). To remedy this, the 2010 Plan recommends that Routes located on an arterial roadway with high traffic volumes and speeds be designated as Future Lanes and that the use of Routes on arterials in the future be used in limited situations to either close a gap in the Backbone Network or when a physical constraint would prevent the installation of a lane for a particular stretch of roadway. Because it will not be feasible, due to inadequate road width or lack of environmental review, to immediately upgrade most of the existing Routes to Lanes the 2010 Plan establishes a pilot strategy (Program 1.1.5 A Enhanced Bicycle Routes) to add shared lane markings (sharrows) in the public right-of-way on selected routes which meet the guidelines as established by the State of California MUTCD.

In the public outreach survey, 9% of respondents answered that bicycle routes on major arterials were their most preferred facility, versus 12% of respondents who answered that bicycle routes on local streets were most preferred. For the type of facility most needed to reach destinations, 15% answered bicycle routes on major arterials and 5% answered bicycle routes on local streets.

Bicycle-Friendly Streets (BFS) are lower volume residential local and collector streets and comprise the majority of the roadways included in the Neighborhood Bikeway Network. A Bicycle-Friendly Street shall be defined as a Local and/or Collector Street that includes at least two traffic-calming engineering treatments in addition to signage and shared lane markings. A toolbox of potential engineering treatments is included in Section Four of the Technical Design Handbook.

BFS's are designated primarily on collector and local roadways. These corridors generally parallel major commercial corridors and, therefore, have the greatest potential to provide continuous bicycle access to neighborhood schools, libraries, parks, and retail areas. Wherever possible, BFS take advantage of existing signalized intersections and grade-separation infrastructure such as bridge or tunnel crossings of flood control channels or freeways. Current obstacles which require modification through capital infrastructure improvements are identified on the Neighborhood Bikeway Network Maps.

At-grade crossing improvements have been proposed wherever a BFS intersects a major arterial roadway with no existing traffic signal. These intersections should be improved by providing refuge islands, bicyclist activated crossings, or traffic signals. Non-motorized (bicycle/pedestrian) bridges or tunnels are recommended to provide continuity where proposed BFS's terminate at flood control channels or freeways. Due to security concerns tunnels are the least favorable option but when tunnels are considered they shall be designed to meet Crime Prevention Through Environment Design (CPTED) standards.

were considered in relation to the others, and the types of potential engineering solutions on each network were drawn up with the other networks in mind. In this sense the networks have co-evolved, and are mutually reinforcing.

The Backbone and the Neighborhood Network work together to provide all types of bicyclists complete access to City streets. Bicyclists can access the Backbone via local elements of the Neighborhood Network, travel along the Backbone for a distance, and then return to the Neighborhood Network for their last mile. Without the Neighborhood Network, bicyclists may find the beginning and ending of trips to be harrowing, whereas without the Backbone, long distance trips may be difficult and stressful. For the bicyclist concerned with personal security, the Backbone may offer a good nighttime alternative to the Neighborhood Network, with its wider spaces, better lighting, and greater foot traffic. For the bicyclist who is averse to heavy traffic, the Neighborhood Network offers a daytime alternative to the more trafficked arterials of the Backbone.

At their core, all three networks enhance neglected open spaces, and in this fashion, all three networks work together. Indeed, the Backbone and Neighborhood Networks, where they integrate seamlessly with the Green Network, put the City's lively street activities in touch with its natural beauty. For those close, but not immediately adjacent to a segment of the Green Network, the Neighborhood Network offers a low traffic option to access the Green Network, providing bicyclists (and pedestrians) with recreational options nearly totally free of motor vehicle traffic.

Similarly, there are clear opportunities for these networks to work with other non-bicycle networks and to facilitate seamless bicycle linkages to and from our neighboring jurisdictions, wherever feasible. The Backbone especially, can link up with Metro's multi-pronged transit system, particularly the light-rail lines (LRT), the subway, and the Rapid Bus Network. A number of neighboring cities such as Burbank, Calabasas, Culver City, Glendale, Long Beach, Monterey Park, Pasadena, San



2010 Bicycle Plan
Bicycling

Fernando, Santa Monica, and West Hollywood have each adopted a bicycle plan and the City's 2010 Plan includes a complementary system of roadways to link to the roadways in those other plans. It is hoped that neighboring jurisdictions that have not yet developed a bicycle plan will look to the City's 2010 Plan for guidance to ensure that a bicyclist traveling between the jurisdictions has a smooth and seamless experience.

The Networks are, at their core, not only a physical network of inter-connected streets and paths but also an organizing structure, around which to focus the Plan's many policies and programs that are defined in Chapter 4. A holistic approach to creating supportive bicycling environments on network elements will necessarily make use of many policies and programs.

With capital funding limited, and hundreds of miles of street facilities to maintain and improve, merely providing bicycle facilities would not provide the beneficial results that this 2010 Plan envisions. In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter, as we have seen with collisions that occur within bicycle facilities. Conversely, infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists. Just as the Networks weave together to form a complete Citywide Bikeway System, the Plan offers an opportunity to focus a variety of its individual programs on a portion of a network in order to improve dramatically the safety and convenience of those select corridors.

Both the Neighborhood Network and the Backbone represent a rethinking of the City's streets as more than conduits for moving motor vehicle traffic. Streets are our most abundant open spaces, and the Backbone and Neighborhood Networks provide the opportunity to enhance the function of these streets for bicyclists, pedestrians, and indirectly, by making them more civilized as open space, and enhancing their function as places for commerce.



Photo Credit: Devan Wells

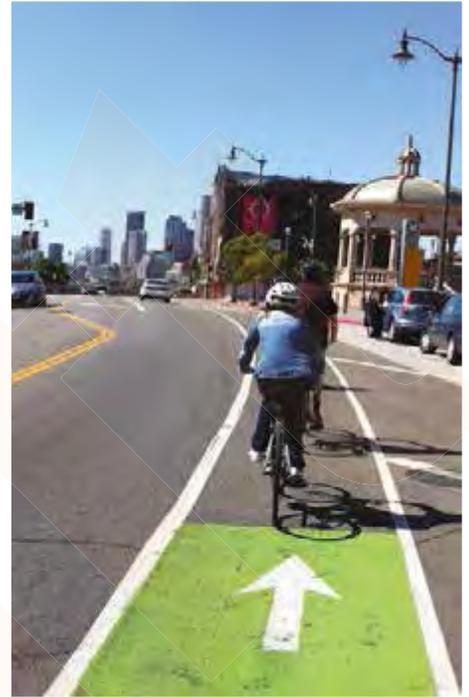


Objectives

- Vision Zero: Decrease transportation related fatality rate to zero by 2035.
- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually.
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035. (Refer to Complete Streets Design Guide for targeted operating speeds).
- Establish 100 school slow zones operating within 1/2 mile of schools by 2035.
- Increase the percentage of females* who travel by bicycle to 35% of all riders by 2035. (*The presence of females riding on a bikeway is typically cited as an indicator that the bikeway provides a safe and comfortable environment for less experienced riders. Therefore, this measurement is a good proxy for understanding the degree to which a particular bikeway has succeeded in attracting the range of bicyclists between eight and 80 years of age).

Policies

- 1.1 Roadway User Vulnerability
- 1.2 Complete Streets
- 1.3 Safe Routes to Schools
- 1.4 Design Safe Speeds
- 1.5 Railroad Crossings
- 1.6 Multi-Modal Detour Facilities
- 1.7 Regularly Maintained Streets
- 1.8 Goods Movement Safety
- 1.9 Recreational Trail Separation



1.1 Roadway User Vulnerability:

Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Our streets need to be safe for all users. By planning and designing for the most vulnerable users, we ensure our streets will be safe for all. Roadways should operate in a manner that considers the presence of people who walk and bike, children, the

elderly, and the mobility-impaired. In many cases, roadways are designed to facilitate vehicle throughput first, rather than other modes. The design and operation of our streets to create a safe and livable environment for people is a priority for our City.

1.2 Complete Streets:

Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a city's general plan. The idea behind complete streets is to make streets safe, comfortable, and convenient for people of all mode types.

A transportation system that accommodates the needs and considers the safety of all users is at the foundation of a well-designed city. An effective transportation system allows for the use of multiple modes and in the end results in providing a variety of options for people to move around in ways that best suit them.

The approach to implementing complete streets in the City of Los Angeles has taken shape through a layered network concept. The Complete Street Network

layers roadway systems that prioritize a certain mode (transit/bicycle/vehicle) within each layer. While each street will still accommodate all modes, layering networks serves to emphasize a particular mode on a particular street as part of a larger system. A layered network approach has the benefit of increasing connectivity between modes. Enhancing the system for one type of mode can have shared benefits for another.

Expanding the active transportation network increases opportunities for the transit dependant by better connecting people to work, education, and recreation. A transportation system that is more balanced is also more equitable by providing a means of cost-effective travel. Implementing complete street policies will ensure that the City of Los Angeles has more viable options for travel.



2.3 Pedestrian Infrastructure:

Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Walking is a vital component to a city's circulation since most every journey starts and ends with walking. There are multiple benefits to investing in pedestrian infrastructure. Enhancing the environment can promote more walking, reduce reliance on other modes for shorter trips, promote health, increase the vitality of streets, and more. Providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features encourages people to take trips on foot instead of car. This helps to reduce cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

The Pedestrian Enhanced Districts (PEDs) provided in the maps section in Chapter 6 of the Plan call out initial analysis done to find out where pedestrian improvements on arterial

streets could be prioritized to provide better walking connections to and from the major destinations within communities. Further analysis and prioritization will be done as funding and projects come through based on safety, public health, equity, access, social, and/or economic benefit objectives.

The Neighborhood Network was established in the 2010 Bicycle Plan as a network of local streets comfortable for bicycling. The Mobility Plan recognizes that this network can also serve local neighborhood pedestrian activity. The Neighborhood Enhanced Network reflects the synthesis of the two ideas and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation.

2.4 Neighborhood Enhanced Network:

Provide a network of locally serving streets for people who walk and bike.

The Neighborhood Enhanced Network is a selection of streets that provide comfortable and safe routes for localized travel of slower moving modes such as walking and bicycling. This network complements Pedestrian Enhanced Districts and the Bicycle Enhanced Network by identifying non arterial streets important to the movement of people who walk and bike. Criteria for

streets on the Neighborhood Enhanced Network may include vehicular travel that does not exceed 1500 vehicles a day and the 85th percentile of travel speed is equal to or less than 15 mph, in order to provide a safe and comfortable experience for people who travel by walking, bicycling, or other non-motorized modes.

ATTACHMENT I -2-A: TIMS Collision Diagram (1/4 mile radius)

COLLISION DIAGRAM

Primary Street:
McKinley Avenue

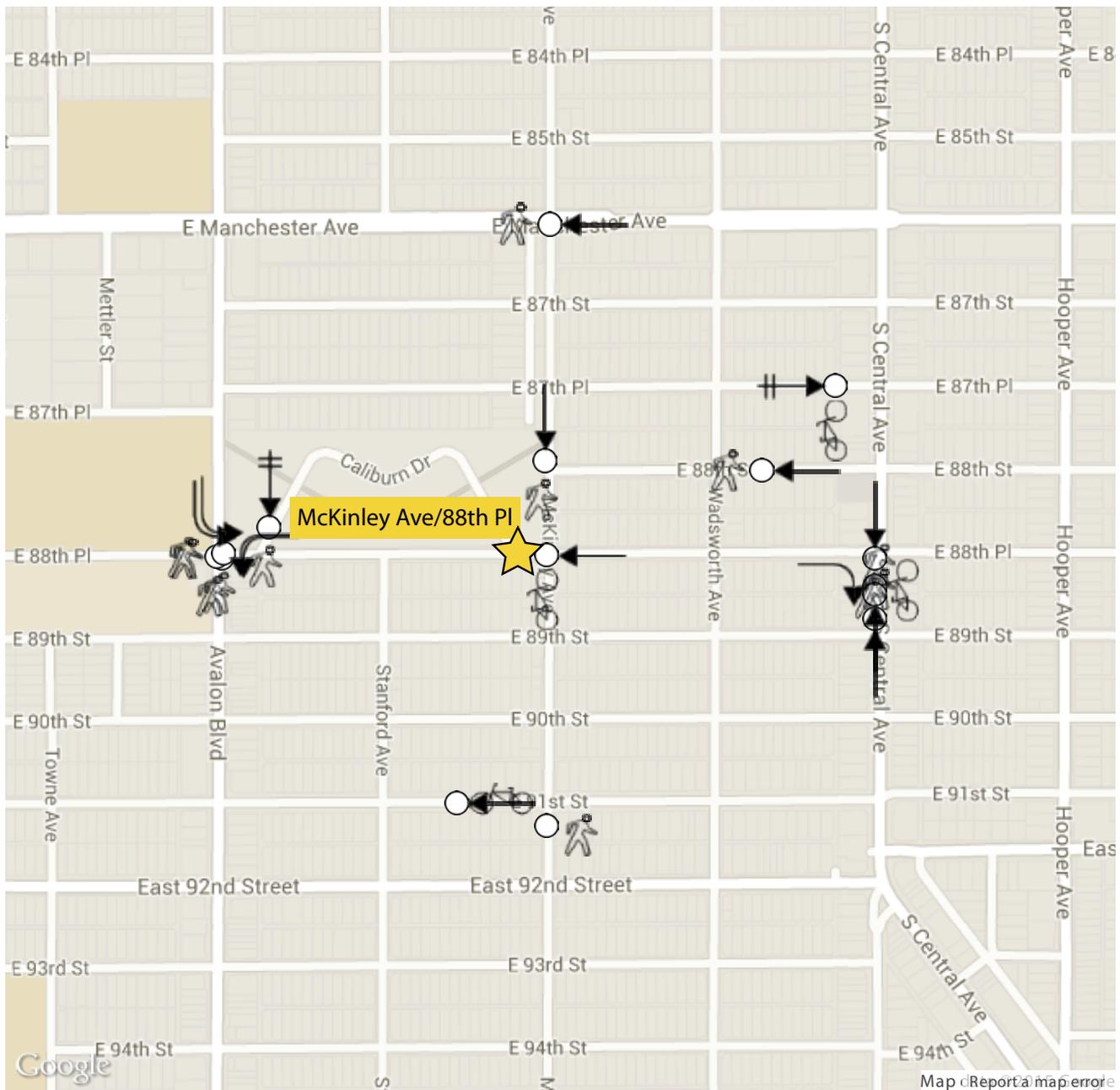
Secondary Street:
88th Place

Time Period:
2008-2012

Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	0
Injury Collision	16
Mapped	16
Not Drawn	2
Total	18

→ Straight	↯ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 04/27/2015

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

COLLISION DIAGRAM

Primary Street:
Meridian Street

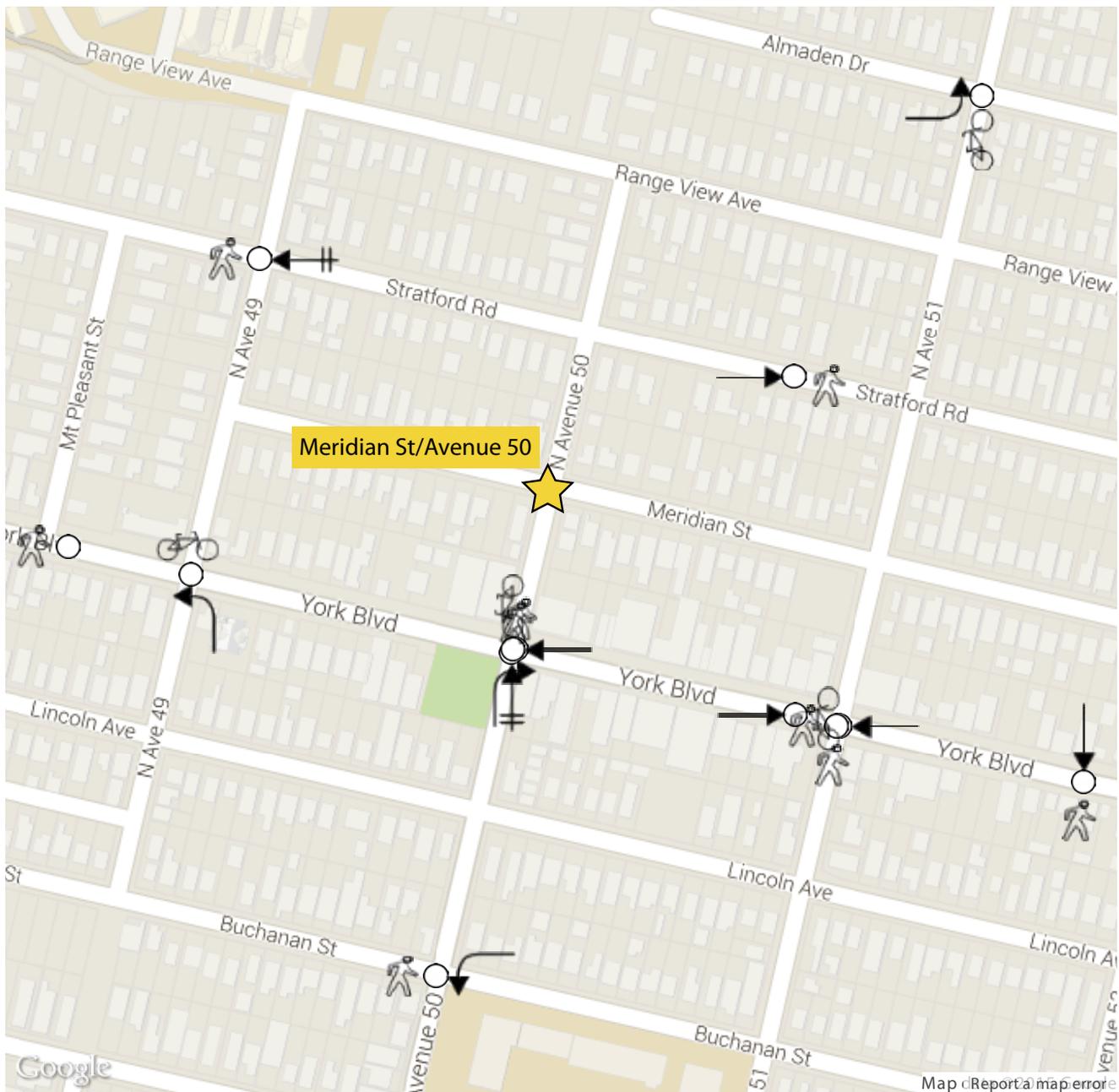
Secondary Street:
Avenue 50

Time Period:
2008-2012

Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	0
Injury Collision	13
Mapped	13
Not Drawn	5
Total	18

→ Straight	↪ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊠ Parked
🚶 Pedestrian	🚲 Bicycle
⊠ Object	○ Injury Crash
● Fatal Crash	



Date Created: 04/27/2015
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COLLISION DIAGRAM

Primary Street:
Rosewood Avenue

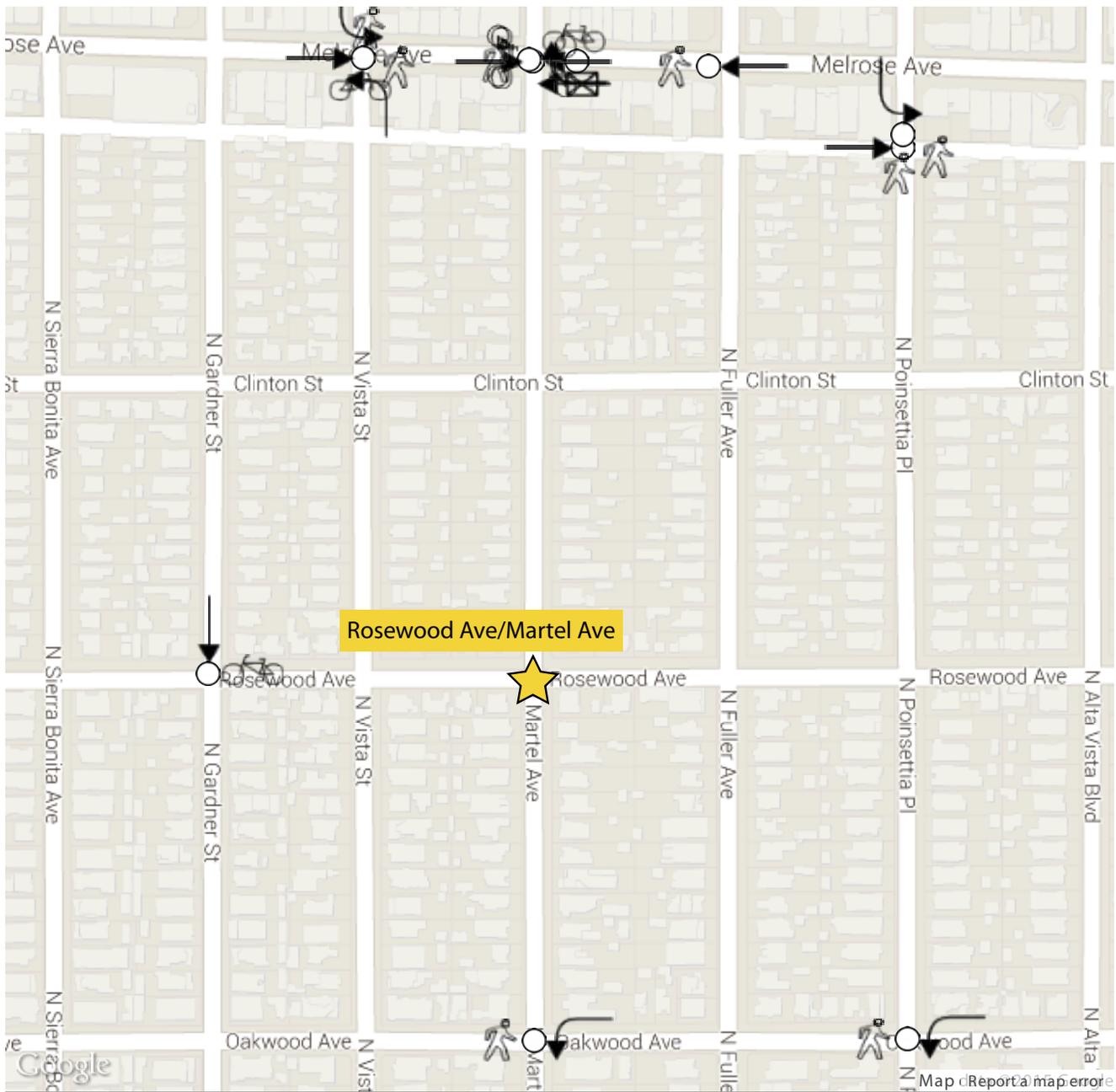
Secondary Street:
Martel Avenue

Time Period:
2008-2012

Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	0
Injury Collision	14
Mapped	14
Not Drawn	2
Total	16

→ Straight	↪ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 04/27/2015
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COLLISION DIAGRAM

Primary Street:
Telfair Avenue

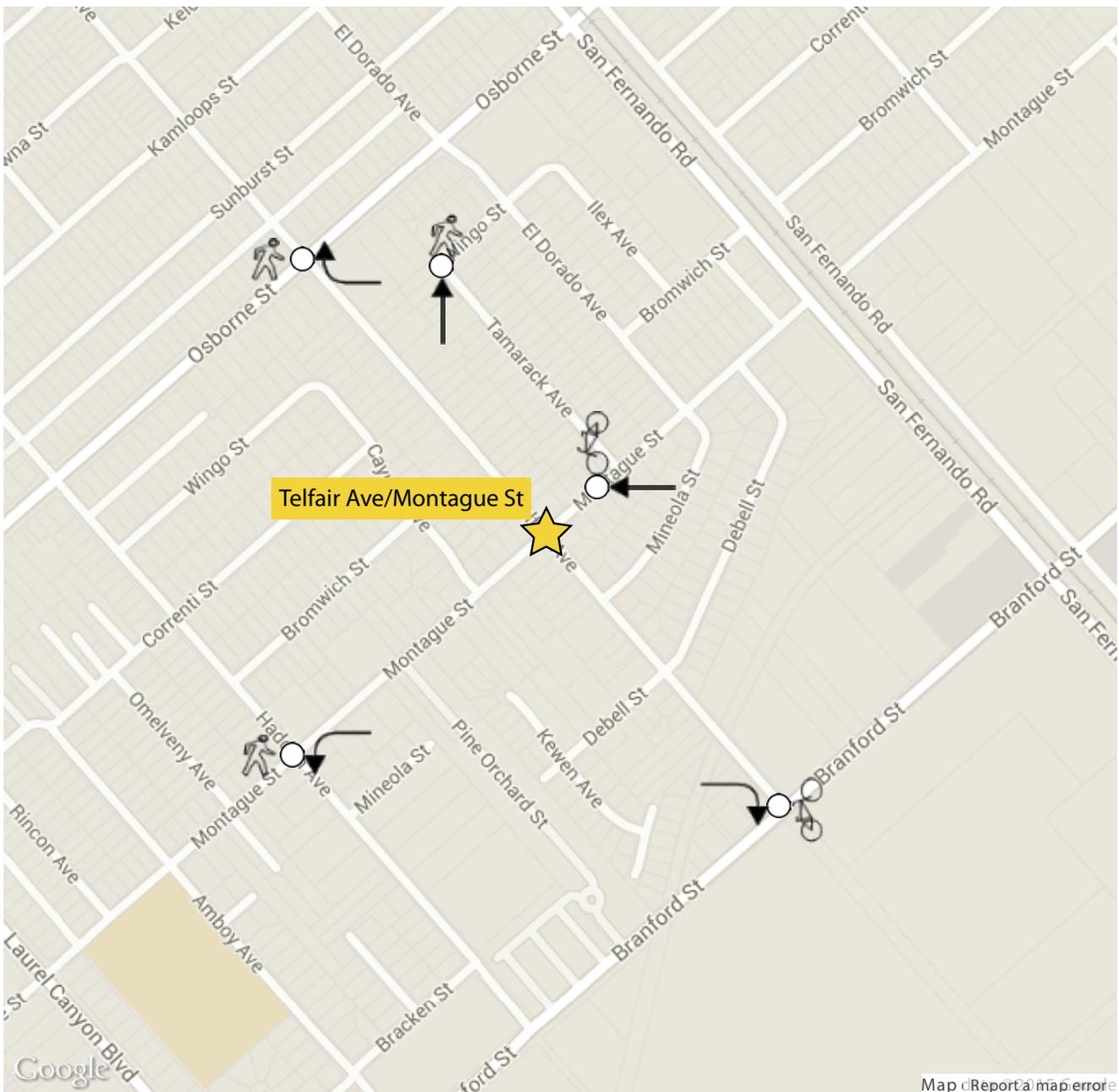
Secondary Street:
Montague Street

Time Period:
2008-2012

Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	0
Injury Collision	5
Mapped	5
Not Drawn	1
Total	6

→ Straight	↘ Overturned
↶ Left Turn	↗ Ran Off Road
↷ Right Turn	⊞ Stopped
↺ U-Turn	⊠ Parked
🚶 Pedestrian	🚲 Bicycle
⊠ Object	○ Injury Crash
● Fatal Crash	



Date Created: 04/27/2015
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ATTACHMENT I -2-B: TIMS Collision Diagram (1 mile radius)

COLLISION DIAGRAM

Primary Street:
McKinley Avenue

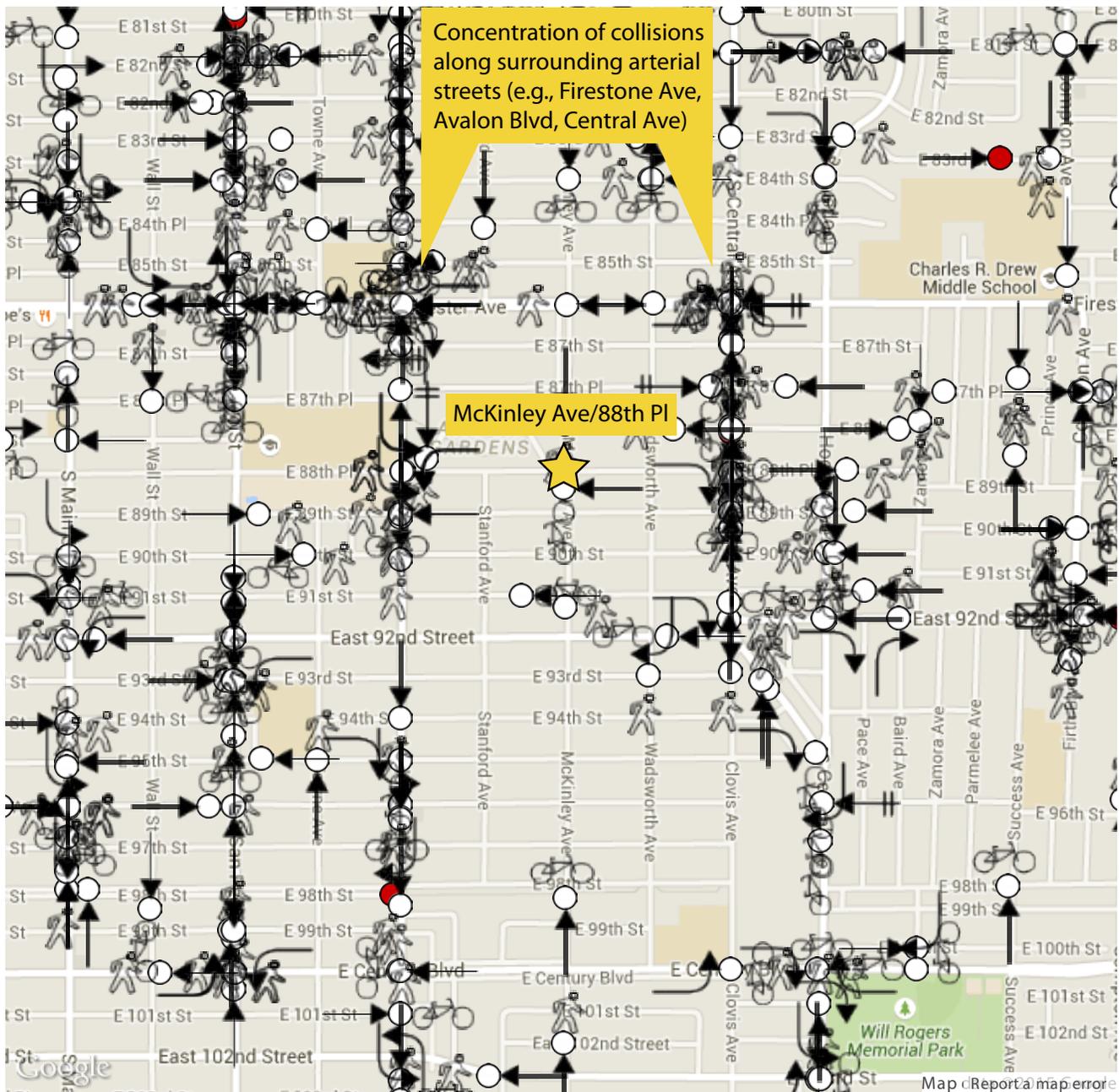
Secondary Street:
88th Place

Time Period:
2008-2012

Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	6
Injury Collision	275
<hr/>	
Mapped	281
Not Drawn	38
<hr/>	
Total	319

→ Straight	↘ Overturned
↶ Left Turn	↗ Ran Off Road
↷ Right Turn	⊞ Stopped
↻ U-Turn	⊠ Parked
🚶 Pedestrian	🚲 Bicycle
⊠ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/12/2015

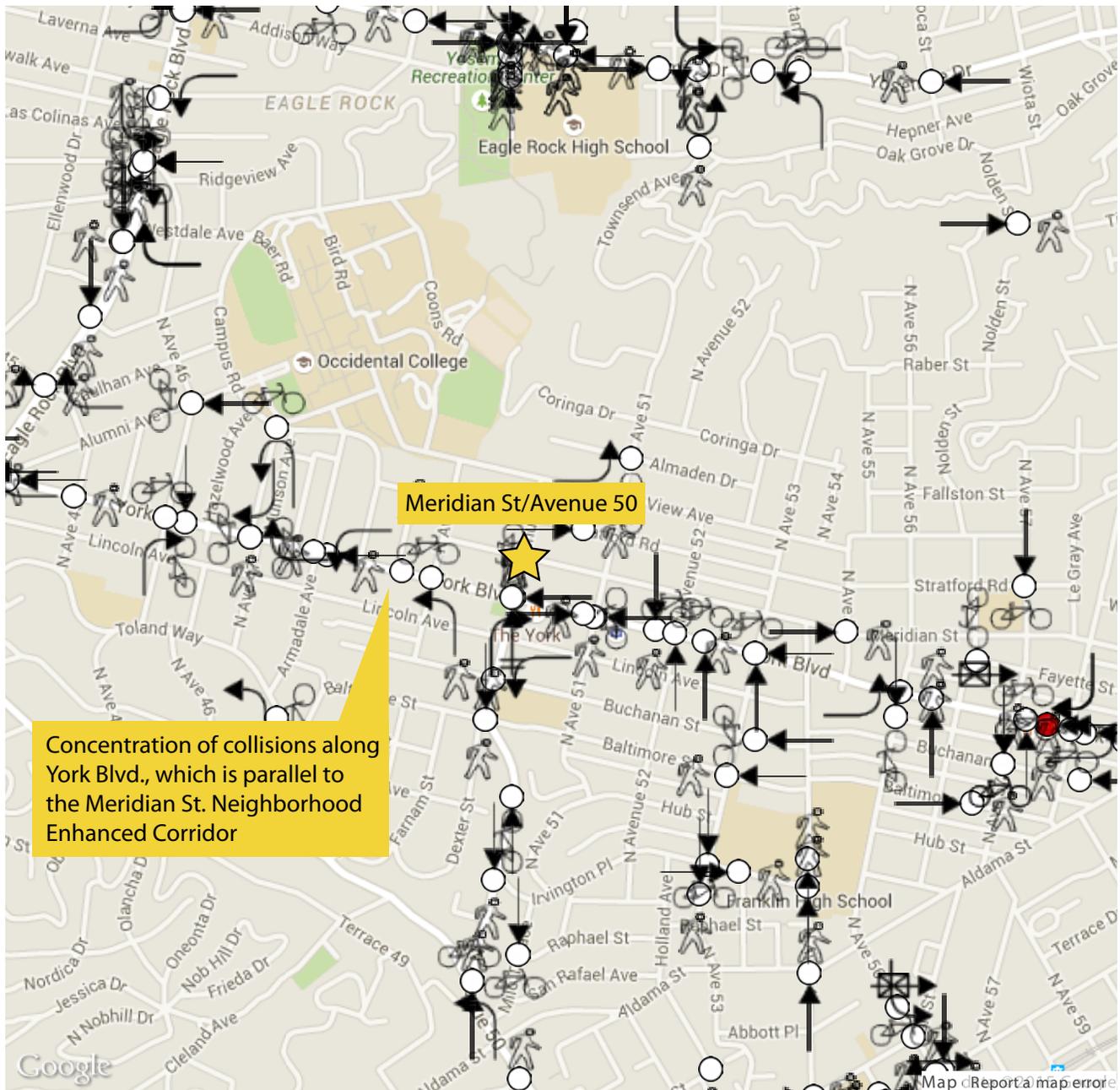
Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

COLLISION DIAGRAM

Primary Street:
Meridian Street
Secondary Street:
Avenue 50
Time Period:
2008-2012
Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	1
Injury Collision	121
Mapped	122
Not Drawn	18
Total	140

→ Straight	↶ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊠ Parked
🚶 Pedestrian	🚲 Bicycle
⊠ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/12/2015

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

COLLISION DIAGRAM

Primary Street:
Rosewood Avenue

Secondary Street:
Martel Avenue

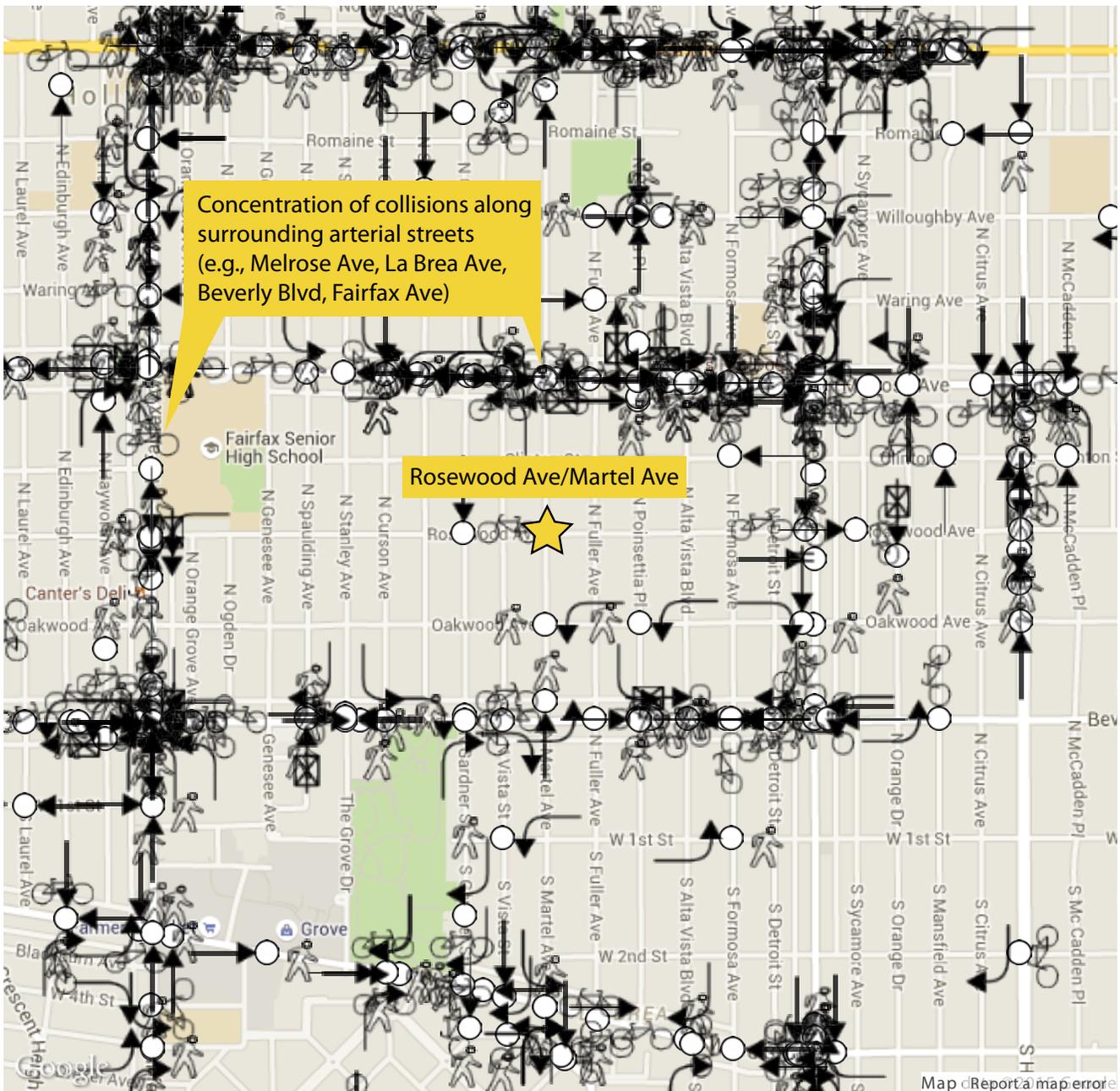
Time Period:
2008-2012

Agency Name:
City of Los Angeles

Mapping Summary

Fatal Collision	1
Injury Collision	356
Mapped	357
Not Drawn	52
Total	409

→ Straight	↪ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	⊞ Stopped
↻ U-Turn	⊠ Parked
🚶 Pedestrian	🚲 Bicycle
⊠ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/12/2015

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

COLLISION DIAGRAM

Primary Street:
Telfair Avenue

Secondary Street:
Montague Street

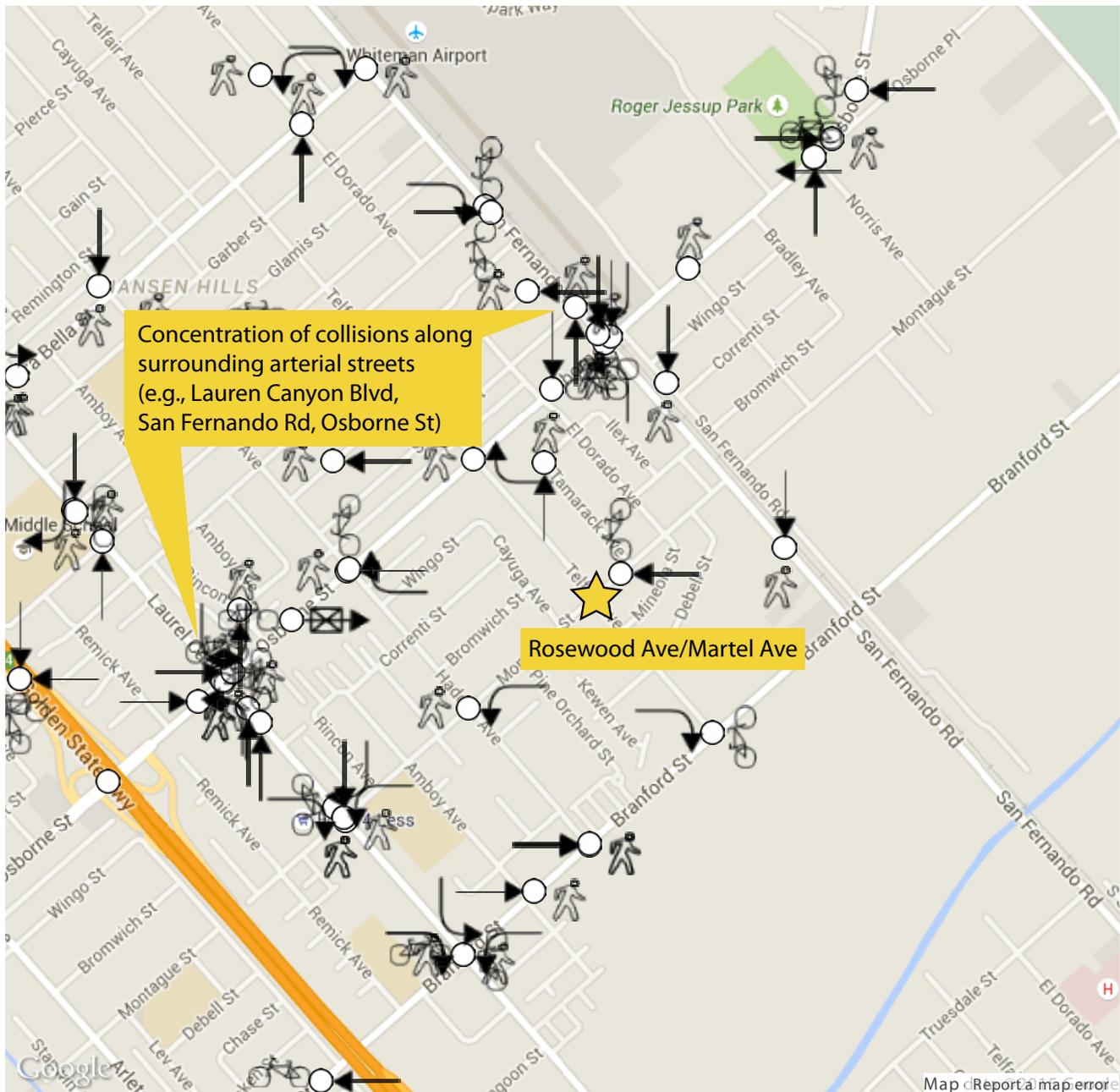
Time Period:
2008-2012

Agency Name:
City of Los Angeles

Mapping Summary

Fatal Collision	0
Injury Collision	63
Mapped	63
Not Drawn	10
Total	73

→ Straight	↶ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/12/2015

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

ATTACHMENT I-3-A: Public Participation



Los Angeles Department of City Planning



Planning Activities
for Youth!

Join the Department of City Planning for 7 Community Planning Forums to give feedback on 3 Citywide Initiatives:



MOBILITY PLAN 2035



PLAN FOR A HEALTHY
LOS ANGELES ♥

For more information, please visit:

Mobility Plan 2035: la2b.org

re:code LA: recode.la

Plan for a Healthy Los Angeles: healthyplan.la



- 1 **NORTH VALLEY**
Saturday, March 15th • 9am - noon
Granada Hills Recreation Center
16730 Chatsworth St., Granada Hills, CA 91344
- 2 **CENTRAL**
Wednesday, March 19th • 5pm - 8pm
Metro Headquarters (near Patsaouras Plaza)
One Gateway Plaza, Los Angeles, CA 90012
- 3 **SOUTH LOS ANGELES**
Saturday, March 22nd • 9am - noon
Martin Luther King, Jr. Recreation Center
3916 S. Western Ave., Los Angeles, CA 90062
- 4 **EAST**
Saturday, March 29th • 9am - noon
Boyle Heights City Hall
2130 E. First St., Los Angeles, CA 90033
- 5 **WEST**
Wednesday, April 2nd • 6pm - 9pm
Westwood United Methodist Church
10497 Wilshire Blvd., Los Angeles CA 90024
- 6 **SOUTH VALLEY**
Saturday, April 5th • 9am - noon
Marvin Braude Constituent Service Center
6262 Van Nuys Blvd., Van Nuys, CA 91401
- 7 **HARBOR**
Saturday, April 12th • 10am - 1pm
Peck Park Community Center
560 N. Western Ave., San Pedro, CA 90732

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. The hearing facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. Spanish-language translation will be provided, and other languages may also be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the hearing by calling (213) 978-1207.

Como entidad cubierta bajo el Título II de la Ley para Personas con Discapacidades, la Ciudad de Los Angeles no discrimina. La facilidad donde la junta se llevará a cabo y su estacionamiento es accesible para sillas de ruedas. Traductores de Lengua de Muestra, dispositivos de oído, u otras ayudas auxiliares se pueden hacer disponibles si usted las pide por adelantado. Traducción en español estará disponible, y otros lenguajes se pueden hacer disponibles. Para asegurar la disponibilidad de éstos servicios, por favor haga su petición al mínimo de tres días (72 horas) antes de la reunión, llamando a (213) 978-1207.

Active Streets LA

Walk. Bike. Live.



Saturday, October 19, 2013

5940 S. Budlong Street, Los Angeles, CA 90043 (Budlong Elementary)

10am – 1pm

Walk/Bike event at 11:00am

Free snacks and raffle

For more information:
eileen@trustsouthla.org
323-233-4118 (12 – 3pm)

Join us for a fun raffle and a community walk and bike ride around Budlong Elementary School!

Active Streets LA empowers communities to create safe walking and bicycling routes to parks, schools, and local businesses along their neighborhood streets.



ATTACHMENT I-6-B: BENEFIT COST TOOL- DETAILED RESULTS

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	\$2,305,060
Health Benefits	\$183,660
Recreational Benefits	\$1,999,995
Safety Benefits	\$3,375,180
Gas & Emission Benefits	\$30,530
Sum Total Benefits	\$7,894,425
Sum Present Value Benefits	\$5,235,288
Sum Total Project Cost	\$371,758
Sum Present Value Cost	\$357,460
Net Present Value	\$4,877,828
BCA Ratio	14.65
Net Present Cost of Funds Requested	\$300,178
Benefits to Funds Requested Ratio	17.44

The table above includes the breakdown of results for the project. As shown in the table, the project net present value is \$4.88 million, and the benefit-to-cost ratio is 14.65. This means that for every dollar invested, the project will generate \$14.65 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 \$312,158 (or present value of \$300,178), which equates to a benefit-to-funds requested ratio of 17.44.

As shown in the table, the largest benefit of the project is improved safety, followed by mobility and recreation. These benefits make sense given that the project's goal to encourage cycling by implementing safe and pedestrian-/bicycle-friendly Neighborhood Intersection Enhancements around the city. In particular, the project will implement 4 mini-roundabouts and enhance crosswalks throughout Los Angeles. With safer bicycle routes throughout the city, people will have the option to get around more parts of the city by bike, either to access a destination (such as running errands or commuting to work) or for recreation.

2 Screenshots of Model Results for Project

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

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

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

2.3 Infrastructure Inputs

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

Figure 2-3. Infrastructure Inputs

Bike Projects (Daily Person Trips for All Users) (Box 1A)			Project Costs (Box 1D)		
	Without Project	With Project	Non-SR2S Infrastructure Project Cost		\$298,000
Existing	209		SR2S Infrastructure Project Cost		\$0
Forecast (1 Yr after completion)	214	258			
	Commuters	Recreational Users			
Existing Trips	39	71			
New Daily Trips (estimate)	11	14			
(1 YR after completion) (actual)	11	14			
Project Information- Non SR2S Infrastructure			ATP Requested Funds (Box 1E)		
Bike Class Type	Bike Class III		Non-SR2S Infrastructure		\$238,400
Average Annual Daily Traffic (AADT)	1500		SR2S Infrastructure		\$0
			CRASH DATA (Box 1F)		
			Last 5 Yrs	Annual Average	
			Fatal Crashes	0	0
			Injury Crashes	16	3.2
			PDO	0	0
Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			SAFETY COUNTERMEASURES (improvements) (Box 1G)		
	Without Project	With Project			Y or N (Capitalized)
Existing	830		Signalized Intersection	Pedestrian countdown signal heads	N
Forecast (1 YR after project completion)	848	890		Pedestrian crossing	N
				Advance stop bar before crosswalk	N
	Without Project	With Project	Unsignalized Intersection	Install overpass/underpass	N
Existing step counts (600 steps=0.3mi=1trip)	0	0		Raised medians/refuge islands	Y
Existing miles walked	0	0		Pedestrian crossing (new signs and markings only)	Y
			Roadways	Pedestrian crossing (safety features/curb extensions)	N
Safe Routes to School (SR2S) (Box 1C)				Pedestrian signals	N
	Total			Bike lanes	N
Number of student enrollment	3086			Sidewalk/pathway (to avoid walking along roadway)	N
Approximate no. of students living along school route proposed for improvement	93		Pedestrian crossing (with enhanced safety features)	N	
Percentage of students that currently walk or bike to school	32%		Pedestrian crossing	N	
Projected percentage of students that will walk or bike to school after the project	32.00%		Other reduction factor countermeasures	Y	

2.4 Non-Infrastructure Inputs

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

Figure 2-4. Non-Infrastructure Inputs

Outreach (SR2S) - (Box 2A) Participants (School Enrollment) 0 Current Active Trans Walker/Bicyclist Users 0 Percentage of Current Active Trans Walkers/Bicyclists 0% Project Cost \$0 ATP Requested Funds \$0 Duration of Outreach (months) 0 Outreach to new users 0		Outreach (Non SR2S) - (Box 2B) Participants 250 Current Active Trans Walker/Bicyclist Users 60 Percentage of Current Active Trans Walkers/Bicyclists 24% Project Cost \$73,758 ATP Requested Funds \$73,785 Duration of Outreach (months) 24 Outreach to new users 190													
Perception (must be marked with an "x") - (Box 2C) <i>Mark all applicable categories with an "x"</i> Outreach is Hands-on (self-efficacy) x Overcome Barriers (e.g., dist, time, etc.) x Eliminates Hazards/Threats (speed, crime, etc.) x Connected or Addresses Connectivity Challenge x Creating Value in Using Active Transportation x Weighted Score 0.25		Promotional Effort (must be marked with an "x") - (Box 2D) <i>Mark all applicable categories with an "x"</i> Effort Targets 5 E's or 5 P's x Knowledgeable Staff/Educator x Partnership/Volunteers x Creates Community Ownership/Relationship x Part of Bigger Effort (e.g., political support) x Weighted Score 0.25													
Age (must be marked with an "x") - (Box 2E) <i>Mark only one category with an "x"</i> Younger than 10 10-12 13-24 25-55 x 55+ Weighted Score 0.15		Duration (must be marked with an "x") - (Box 2F) <i>Mark only one category with an "x"</i> One Day One Month One Year Multiple Years x Continuous Effort Weighted Score 0.20													
Projected New Active Trans Riders Outreach to New Users 0 Weighted Value of Outreach 0.85 Longitudinal New Users 0.00		Projected New Active Trans Riders Outreach to New Users 190 Weighted Value of Outreach 0.85 Longitudinal New Users 40.38													
CRASH DATA - (Box 2G) <table border="1"> <thead> <tr> <th></th> <th>Last 5 Yrs</th> <th>Annual</th> </tr> </thead> <tbody> <tr> <td>Fatal Crashes</td> <td>0</td> <td>0</td> </tr> <tr> <td>Injury Crashes</td> <td>0</td> <td>0</td> </tr> <tr> <td>PDO</td> <td>0</td> <td>0</td> </tr> </tbody> </table>			Last 5 Yrs	Annual	Fatal Crashes	0	0	Injury Crashes	0	0	PDO	0	0	Assumption: Benefits only accrue for five years, unless the project is ongoing.	
	Last 5 Yrs	Annual													
Fatal Crashes	0	0													
Injury Crashes	0	0													
PDO	0	0													

2.5 Non-Infrastructure—All

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

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All				
Projected New ATP Users		40.38		
Annual Mobility Benefits	\$0	Did not quantify mobility benefits.		
Annual Health Benefits	\$5,909			
Annual Recreational Benefits	\$0	Did not quantify recreational benefits.		
Annual Safety Benefits	\$0	reduction in Other Reduction Factor Countermeasures.		
Fuel saved	\$0			
Emissions Saved	\$0			
Fuel and Emissions Saved	\$0			
Underlying assumptions for calculations:				
1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg. Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/resourcehandler.ashx?id=2948				
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)				
3) Gasoline price per gallon is \$3.41 (incl. tax)				
4) Carbon price is \$25 per ton (updated \$2014 value)				
5) 2,000 lbs = 1 ton				
ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION				
Countermeasures				OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)				10%
Service Life				5
1st year				\$0
	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

2.6 SR2S Infrastructure

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

Figure 2-6. SR2S Infrastructure Project Benefits

SAFE ROUTES TO SCHOOL			
Infrastructure			
Before Project			
No. of students enrollment	3,086		
Approximate no. of students living along school route proposed for improvement	93	Assumptions: 1) 180 school days 2) 2 miles distance to school = 1 hour walk 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk) 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage. 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids. 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.	
Percent that currently walks/bikes to school	32%		
Number of students that walk/bike to school	29.76		
After Project			
No. of students enrollment	3,086		
Approximate no. of students living along school route proposed for improvement	93		
Projected percentage of students that will walk or bike because of the project	32%		
Number of students that will walk/bike to school after the project	29.76		
ATP Shift	0		
Fuels Saved	\$0.00		
Emissions Saved	\$0.00		
Annual Mobility Benefits	\$0		
Annual Health Benefits	\$0		
Annual Safety Benefits	\$69,456		
Fuel and Emissions Saved	\$0		
Recreational Benefits	\$0		

2.7 Results

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

Figure 2-7. Results

20 Year Invest Summary Analysis	
Total Costs	\$371,758
Net Present Cost	\$357,460
Total Benefits	\$7,894,425
Net Present Benefit	\$5,235,288
Benefit-Cost Ratio	14.65
<i>20 Year Itemized Savings</i>	
Mobility	\$2,305,060
Health	\$183,660
Recreational	\$1,999,995
Gas & Emissions	\$30,530
Safety	\$3,375,180
Funds Requested	\$312,185
Net Present Cost of Funds Requested	\$300,178
Benefit Cost Ratio	17.44

2.8 Mobility

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

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

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT					
Current Walk Counts		Project Types			
Total miles walked	0.00	For M values:			
Total person Trips walked	848.00	20.38 min/trip	OFF STREET		Bike Class I
Total Steps walked	0.00	18.02 min/trip	ON STREET w/o parking benefit		Bike Class II
		15.83 min/trip	ON STREET w/ parking benefit		Bike Class III
After the Project is Completed					
Total miles walked	0.00	\$13.03	Value of Time		
Total person trips walked	890.00				
Total Steps walked	0.00	600 steps=0.3mi=1 trip			
Converted miles walked to trips	0	\$1	Value of Total Pedestrian Environmental Impacts per trip		
Difference of person trips walked	42				
Converted steps walked to trips	0				
Current Bike Counts					
Existing Commuters	39				
New Commuters	11				
Benefits, 2014 values					
Annual Mobility Benefit (Walking)	\$8,925.00				
Annual Mobility Benefit (Biking)	\$85,943.71				
Total Annual Mobility Benefits	\$94,868.71				
Sources:					
NCHRP 552 Methodology (Biking)					
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)					

2.9 Health

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

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

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT			
INFRASTRUCTURE			
Cycling:			
New Cyclists	22		
		GDP Deflator	
Value of Health (ave.annual)	\$146	2006	0.9429
		2014	1.0781
Annual Health Benefits	\$3,219.79		
Walking:			
New Walkers	21		
Value of Health	\$146		
Annual Health Benefits	\$3,073.43		
Total Annual Health Benefits	\$6,293		
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	
INFRASTRUCTURE	
New Pedestrians	21
New Bicyclists	22
Avoided VMT due to Walking	1,339
Avoided VMT due to Biking	5,528
Fuel Saved	1,171
Emissions Saved	86
Fuel and Emissions saved	\$1,257
Underlying assumptions for calculations:	
1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)	
2) Assume 50% of new walkers and cyclists choose not to drive their cars	
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.	
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.	
http://www.railstotrails.org/resourcehandler.ashx?id=2948	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

2.11 Recreational Benefits

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

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

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT			
Biking			
New Recreational Users	14	\$10	per trip
New Commuters	11		
Existing Recreational Users	71	\$4	per trip
Value of Spending Recreational Time for New Recreational Users	\$17,360		
Value of Spending Recreational Time for Existing Recreational Users	\$35,216		
Potential number of recreational time outdoors	124		
Annual Biking Recreational Benefits	\$52,576		
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)			
Walking			
Total Recreational pedestrians	6	15%-	See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$2,300	\$1	per trip
Potential number of recreational time outdoors	365		
Annual Walking Recreational Benefits	\$2,300		
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.			
Total Annual Recreational Benefits	\$54,876		

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														
		SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES						
Countermeasures	Applicable Countermeasures	Install pedestrian countdown signal heads	Install pedestrian crossing (bicycle box)	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised pedestrian 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	OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	N	N	N	N	N	N	N	N	N	N	N	N	N	N		
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			
	\$65,115	\$65,115	\$39,069	\$195,344	\$117,206	\$65,115	\$91,160	\$143,252	\$91,160	\$208,367	\$78,138	\$91,160	\$26,046			
	FALSE	FALSE	FALSE	FALSE	\$117,206	\$65,115	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE			
1st Year	\$0	\$0	\$0	\$0	\$117,206	\$65,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,046	\$69,456	
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Injury	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	
PDO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cost/Crash	\$4,130,347	\$81,393	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$7,624	\$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										
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor		
PROJECT OPEN										
1	\$94,869	\$6,293	\$54,876	\$69,456	\$1,257	\$226,750	\$298,000	1.02		
2	\$96,766	\$6,419	\$55,973	\$70,845	\$1,282	\$231,285				
3	\$98,701	\$6,547	\$57,092	\$72,262	\$1,307	\$235,910				
4	\$100,675	\$6,678	\$58,234	\$73,707	\$1,333	\$240,629				
5	\$102,689	\$6,812	\$59,399	\$75,181	\$1,360	\$245,441				
6	\$104,743	\$6,948	\$60,587	\$76,685	\$1,387	\$250,350				
7	\$106,838	\$7,087	\$61,799	\$78,218	\$1,415	\$255,357				
8	\$108,974	\$7,229	\$63,035	\$79,783	\$1,443	\$260,464				
9	\$111,154	\$7,374	\$64,295	\$81,378	\$1,472	\$265,673				
10	\$113,377	\$7,521	\$65,581	\$83,006	\$1,502	\$270,987				
11	\$115,644	\$7,671	\$66,893	\$84,666	\$1,532	\$276,407				
12	\$117,957	\$7,825	\$68,231	\$86,359	\$1,562	\$281,935				
13	\$120,316	\$7,981	\$69,595	\$88,087	\$1,594	\$287,573				
14	\$122,723	\$8,141	\$70,987	\$89,848	\$1,625	\$293,325				
15	\$125,177	\$8,304	\$72,407	\$91,645	\$1,658	\$299,191				
16	\$127,681	\$8,470	\$73,855	\$93,478	\$1,691	\$305,175				
17	\$130,234	\$8,639	\$75,332	\$95,348	\$1,725	\$311,279				
18	\$132,839	\$8,812	\$76,839	\$97,255	\$1,759	\$317,504				
19	\$135,496	\$8,988	\$78,376	\$99,200	\$1,795	\$323,854				
20	\$138,206	\$9,168	\$79,943	\$101,184	\$1,831	\$330,331				
Total	\$2,305,060	\$152,909	\$1,133,330	\$1,687,960	\$30,530	\$5,959,419	\$298,000		Sum Total Benefits	\$5,959,419
									Total Project Cost	\$298,000
Total Costs	\$371,738									
Benefit-Cost Ratio (BCR)	15.9									

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

NON-INFRASTRUCTURE-Non-SR2S and SR2S										
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		
PROJECT OPEN										
1	\$0	\$5,909	\$0	\$0	\$0	\$5,909	\$73,758	1.02		
2	\$0	\$6,027	\$0	\$0	\$0	\$6,027				
3	\$0	\$6,148	\$0	\$0	\$0	\$6,148				
4	\$0	\$6,271	\$0	\$0	\$0	\$6,271				
5	\$0	\$6,396	\$0	\$0	\$0	\$6,396				
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20										
Total	\$0	\$30,751	\$0	\$0	\$0	\$30,751	\$73,758		Sum Total Benefits	Total Project Cost

INFRASTRUCTURE-SR2S										
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		
1	\$0	\$0	\$0	\$69,456	\$0	\$69,456	\$0	1.02		
2	\$0	\$0	\$0	\$70,845	\$0	\$70,845				
3	\$0	\$0	\$0	\$72,262	\$0	\$72,262				
4	\$0	\$0	\$0	\$73,707	\$0	\$73,707				
5	\$0	\$0	\$0	\$75,181	\$0	\$75,181				
6	\$0	\$0	\$0	\$76,685	\$0	\$76,685				
7	\$0	\$0	\$0	\$78,218	\$0	\$78,218				
8	\$0	\$0	\$0	\$79,783	\$0	\$79,783				
9	\$0	\$0	\$0	\$81,378	\$0	\$81,378				
10	\$0	\$0	\$0	\$83,006	\$0	\$83,006				
11	\$0	\$0	\$0	\$84,666	\$0	\$84,666				
12	\$0	\$0	\$0	\$86,359	\$0	\$86,359				
13	\$0	\$0	\$0	\$88,087	\$0	\$88,087				
14	\$0	\$0	\$0	\$89,848	\$0	\$89,848				
15	\$0	\$0	\$0	\$91,645	\$0	\$91,645				
16	\$0	\$0	\$0	\$93,478	\$0	\$93,478				
17	\$0	\$0	\$0	\$95,348	\$0	\$95,348				
18	\$0	\$0	\$0	\$97,255	\$0	\$97,255				
19	\$0	\$0	\$0	\$99,200	\$0	\$99,200				
20	\$0	\$0	\$0	\$101,184	\$0	\$101,184				
Total	\$0	\$0	\$0	\$1,687,950	\$0	\$1,687,950	\$0		Sum Total Benefits	Total Project Cost

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

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure											
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost				
PROJECT OPEN											
1	\$94,869	\$12,202	\$54,876	\$34,728	\$1,257	\$197,931	\$371,758				
2	\$96,766	\$12,446	\$55,973	\$35,422	\$1,282	\$201,889					
3	\$98,701	\$12,695	\$57,092	\$36,131	\$1,307	\$206,927					
4	\$100,675	\$12,949	\$58,234	\$36,853	\$1,333	\$210,946					
5	\$102,689	\$13,208	\$59,399	\$37,591	\$1,360	\$214,247					
6	\$104,743	\$13,473	\$60,587	\$38,342	\$1,387	\$217,008					
7	\$106,838	\$13,747	\$61,799	\$39,109	\$1,415	\$219,248					
8	\$108,974	\$14,029	\$63,035	\$39,891	\$1,443	\$221,268					
9	\$111,154	\$14,316	\$64,295	\$40,689	\$1,472	\$223,084					
10	\$113,377	\$14,609	\$65,581	\$41,503	\$1,502	\$224,984					
11	\$115,644	\$14,916	\$66,893	\$42,333	\$1,532	\$226,973					
12	\$117,957	\$15,230	\$68,231	\$43,180	\$1,562	\$228,755					
13	\$120,316	\$15,552	\$69,595	\$44,043	\$1,594	\$230,530					
14	\$122,723	\$15,883	\$70,987	\$44,924	\$1,625	\$248,001					
15	\$125,177	\$16,224	\$72,407	\$45,823	\$1,658	\$253,369					
16	\$127,681	\$16,574	\$73,855	\$46,739	\$1,691	\$258,636					
17	\$130,234	\$16,933	\$75,332	\$47,674	\$1,725	\$263,605					
18	\$132,839	\$17,301	\$76,839	\$48,627	\$1,759	\$268,877					
19	\$135,496	\$17,678	\$78,376	\$49,600	\$1,795	\$274,254					
20	\$138,206	\$18,064	\$79,943	\$50,592	\$1,831	\$279,739					
Total	\$2,305,060	\$183,660	\$1,335,330	\$842,795	\$30,530	\$4,696,975	\$371,758	Sum Total Benefits	Total Project Cost		

COMBO PROJECTS- NonSR2S & SR2S Infrastructure											
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost				
PROJECT OPEN											
1	\$47,434	\$3,147	\$54,876	\$69,166	\$628	\$175,540	\$298,000				
2	\$48,383	\$3,210	\$55,973	\$70,845	\$641	\$179,051					
3	\$49,351	\$3,274	\$57,092	\$72,622	\$654	\$182,632					
4	\$50,338	\$3,339	\$58,234	\$73,707	\$667	\$186,285					
5	\$51,344	\$3,406	\$59,399	\$75,181	\$680	\$190,011					
6	\$52,371	\$3,474	\$60,587	\$76,885	\$694	\$193,811					
7	\$53,419	\$3,544	\$61,799	\$78,218	\$708	\$197,687					
8	\$54,487	\$3,614	\$63,035	\$79,783	\$722	\$201,641					
9	\$55,577	\$3,687	\$64,295	\$81,378	\$736	\$205,674					
10	\$56,688	\$3,760	\$65,581	\$83,006	\$751	\$209,787					
11	\$57,822	\$3,836	\$66,893	\$84,666	\$766	\$213,983					
12	\$58,979	\$3,912	\$68,231	\$86,359	\$781	\$218,262					
13	\$60,158	\$3,991	\$69,595	\$88,087	\$797	\$222,628					
14	\$61,361	\$4,070	\$70,987	\$89,848	\$813	\$227,080					
15	\$62,589	\$4,152	\$72,407	\$91,645	\$829	\$231,622					
16	\$63,840	\$4,235	\$73,855	\$93,478	\$846	\$236,254					
17	\$65,117	\$4,320	\$75,332	\$95,348	\$862	\$240,979					
18	\$66,420	\$4,406	\$76,839	\$97,255	\$880	\$245,799					
19	\$67,748	\$4,494	\$78,376	\$99,200	\$897	\$250,715					
20	\$69,103	\$4,584	\$79,943	\$101,184	\$915	\$255,729					
Total	\$1,152,530	\$76,454	\$1,353,930	\$1,687,590	\$15,265	\$4,265,170	\$298,000	Sum Total Benefits	Total Project Cost		

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

COMBO PROJECTS- SR22 Infrastructure and Noninfrastructure																
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS							
									Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN																
1	\$0	\$5,909	\$0	\$34,728	\$0	\$40,637	\$73,758	1.02	\$94,868.71	\$12,202	\$82,313	\$138,911	\$1,257	\$329,552	\$371,758	21.24
2	\$0	\$6,027	\$0	\$35,422	\$0	\$41,450			\$95,766	\$12,466	\$83,950	\$141,690	\$1,282	\$336,143		
3	\$0	\$6,148	\$0	\$36,131	\$0	\$42,279			\$96,701	\$12,695	\$85,639	\$144,523	\$1,307	\$342,866		
4	\$0	\$6,271	\$0	\$36,853	\$0	\$43,124			\$100,675	\$12,949	\$87,351	\$147,414	\$1,333	\$349,723		
5	\$0	\$6,396	\$0	\$37,591	\$0	\$43,987			\$102,689	\$13,208	\$89,099	\$150,362	\$1,360	\$356,718		
6	\$0	\$0	\$0	\$38,342	\$0	\$38,342			\$104,743	\$6,948	\$90,880	\$153,369	\$1,387	\$357,328		
7	\$0	\$0	\$0	\$39,109	\$0	\$39,109			\$106,838	\$7,087	\$92,698	\$156,437	\$1,415	\$364,475		
8	\$0	\$0	\$0	\$39,891	\$0	\$39,891			\$108,974	\$7,229	\$94,552	\$159,565	\$1,443	\$371,764		
9	\$0	\$0	\$0	\$40,689	\$0	\$40,689			\$111,154	\$7,374	\$96,443	\$162,757	\$1,472	\$379,199		
10	\$0	\$0	\$0	\$41,503	\$0	\$41,503			\$113,377	\$7,521	\$98,372	\$166,012	\$1,502	\$386,783		
11	\$0	\$0	\$0	\$42,333	\$0	\$42,333			\$115,644	\$7,671	\$100,339	\$169,332	\$1,532	\$394,519		
12	\$0	\$0	\$0	\$43,180	\$0	\$43,180			\$117,957	\$7,825	\$102,346	\$172,719	\$1,562	\$402,409		
13	\$0	\$0	\$0	\$44,043	\$0	\$44,043			\$120,316	\$7,981	\$104,393	\$176,173	\$1,594	\$410,458		
14	\$0	\$0	\$0	\$44,924	\$0	\$44,924			\$122,723	\$8,141	\$106,481	\$179,697	\$1,625	\$418,667		
15	\$0	\$0	\$0	\$45,823	\$0	\$45,823			\$125,177	\$8,304	\$108,611	\$183,291	\$1,658	\$427,040		
16	\$0	\$0	\$0	\$46,739	\$0	\$46,739			\$127,681	\$8,470	\$110,783	\$186,956	\$1,691	\$435,581		
17	\$0	\$0	\$0	\$47,674	\$0	\$47,674			\$130,234	\$8,639	\$112,998	\$190,695	\$1,725	\$444,293		
18	\$0	\$0	\$0	\$48,627	\$0	\$48,627			\$132,839	\$8,812	\$115,238	\$194,509	\$1,759	\$453,178		
19	\$0	\$0	\$0	\$49,600	\$0	\$49,600			\$135,496	\$8,988	\$117,564	\$198,400	\$1,795	\$462,242		
20	\$0	\$0	\$0	\$50,592	\$0	\$50,592			\$138,206	\$9,168	\$119,915	\$202,368	\$1,831	\$471,487		
Total	\$0	\$30,751	\$0	\$863,795	\$0	\$874,546	\$73,758		\$2,305,060	\$183,660	\$1,999,995	\$3,375,180	\$30,590	\$7,894,425	\$371,758	21.24

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
PROJECT OPEN														
1	\$94,869	\$12,202	\$82,313	\$138,911	\$1,257	\$329,552	\$316,877	\$371,758	\$357,460	4.00%	\$4,877,827.91	14.65	312,185	300,178
2	\$96,766	\$12,446	\$83,960	\$141,690	\$1,282	\$336,143	\$310,783	\$0	\$0					
3	\$98,701	\$12,695	\$85,639	\$144,523	\$1,307	\$342,866	\$304,807	\$0	\$0					
4	\$100,675	\$12,949	\$87,351	\$147,414	\$1,333	\$349,723	\$298,945	\$0	\$0					
5	\$102,689	\$13,208	\$89,099	\$150,362	\$1,360	\$356,718	\$293,196	\$0	\$0					
6	\$104,743	\$6,948	\$90,880	\$153,369	\$1,387	\$357,328	\$282,402	\$0	\$0					
7	\$106,838	\$7,087	\$92,698	\$156,437	\$1,415	\$364,475	\$276,971	\$0	\$0					
8	\$108,974	\$7,229	\$94,552	\$159,565	\$1,443	\$371,764	\$271,644	\$0	\$0					
9	\$111,154	\$7,374	\$96,443	\$162,757	\$1,472	\$379,199	\$266,420	\$0	\$0					
10	\$113,377	\$7,521	\$98,372	\$166,012	\$1,502	\$386,783	\$261,297	\$0	\$0					
11	\$115,644	\$7,671	\$100,339	\$169,332	\$1,532	\$394,519	\$256,272	\$0	\$0					
12	\$117,957	\$7,825	\$102,346	\$172,719	\$1,562	\$402,409	\$251,344	\$0	\$0					
13	\$120,316	\$8,141	\$104,393	\$176,173	\$1,594	\$410,458	\$246,510	\$0	\$0					
14	\$122,723	\$8,470	\$106,481	\$179,697	\$1,625	\$418,667	\$241,770	\$0	\$0					
15	\$125,177	\$8,304	\$108,611	\$183,291	\$1,658	\$427,040	\$237,120	\$0	\$0					
16	\$127,681	\$8,470	\$110,783	\$186,956	\$1,691	\$435,581	\$232,560	\$0	\$0					
17	\$130,234	\$8,639	\$112,998	\$190,695	\$1,725	\$444,293	\$228,088	\$0	\$0					
18	\$132,839	\$8,812	\$115,258	\$194,509	\$1,759	\$453,178	\$223,702	\$0	\$0					
19	\$135,496	\$8,988	\$117,564	\$198,400	\$1,795	\$462,242	\$219,400	\$0	\$0					
20	\$138,206	\$9,168	\$119,915	\$202,368	\$1,831	\$471,487	\$215,180	\$0	\$0					
TOTAL														
Total Mobility Benefits	\$2,305,060	\$183,660	\$1,999,995	\$3,375,180	\$30,530	\$7,894,425	\$5,235,288	\$371,758	\$357,460				\$312,185	\$300,178

3 Potential for Model Enhancements

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

Types of Inputs

- **City-specific parameters**—we understand that this first version of the B/C Tool was kept general so that it could be used by different cities throughout California. However, this means that some of the parameters used may not be appropriate for a particular city. For example, the two percent population growth rate assumed in the model is an average for California from 1955 to 2011. However, currently the population growth rate in Los Angeles is closer to 0.5 percent¹, much smaller than the California average.
- **Construction start and end dates**—allowing the B/C Tool to adapt to different construction start and end dates depending on the project will provide a more precise estimate of net benefits.

Calculation Logic

- **Discount methodology**—the B/C Tool currently discounts the project costs and benefits starting the same year, implying that benefits and costs begin at the same time. Benefits generally start accruing after the project is complete, while costs are experienced at the beginning. Caltrans may want to consider adapting the discounting formulas so that benefits start after construction is complete.
- **Forecast methodology**—currently the BC Tool grows each benefit category by the population growth rate. Caltrans may want to consider adapting the B/C Tool to allow for different growth factors for each benefit category, as the future growth of these benefit categories may differ. For instance, generally a person's value of time is expected to grow at approximately 1.2 percent per year². Thus benefit categories that depend on a person's value of time will be affected by this growth rate.
- **SR2S Safety Benefits**—it appears the B/C Tool includes safety benefits for SR2S infrastructure projects into the project's total benefits even when data is only entered for non-SR2S infrastructure projects. Because the SR2S safety data is linked directly to the result for safety benefits of non-SR2S infrastructure projects, this benefit is counted in two places. Thus safety benefits are likely over-estimated for all non-SR2S projects.
- **Non-infrastructure project crash rate data**—the B/C Tool uses the five-year crash rate data provided (rather than the annual data) to calculate safety benefits for non-infrastructure projects. This methodology differs from that of the infrastructure projects, where the B/C Tool uses the annual crash rate data. We wanted to point out this inconsistency.

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

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

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.

ATTACHMENT I-8: CONFIRMATION OF CCC COORDINATION

Request for ATP Application Coordination - LA Ped/Bike Neighborhood Intersection Enhancements

ATP@CCC <ATP@ccc.ca.gov>

Fri, May 22, 2015 at 4:35 PM

To: "ryanjohnson@altaplanning.com" <ryanjohnson@altaplanning.com>

Cc: "Hsieh, Wei@CCC" <Wei.Hsieh@ccc.ca.gov>, "ATP@CCC" <ATP@ccc.ca.gov>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>, "Lino, Edgar@CCC" <Edgar.Lino@ccc.ca.gov>, "Rochte, Christie@CCC" <Christie.Rochte@ccc.ca.gov>

Hi Ryan,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager

Programs & Operations Division

California Conservation Corps

1719 24th Street

Sacramento, CA 95816

[\(916\) 341-3154](tel:9163413154)

Wei.Hsieh@ccc.ca.gov

ATTACHMENT I-8: Community Conservation Corps Correspondence

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Date: Wed, May 27, 2015 at 11:02 AM
Subject: Re: Request for ATP Application Coordination - LA Ped/Bike Neighborhood Intersection Enhancements
To: Ryan Johnson <ryanjohnson@altaplanning.com>
Cc: Emily Marshall Duchon <emilyduchon@altaplanning.com>

Hi Ryan,

Bo Savage of the Los Angeles Conservation Corps has responded that they are able to assist with the following items: 5-9, 11-13, 15-20.

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) directly if your project receives funding.

Thank you!

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

ATTACHMENT J: LETTERS OF SUPPORT

ATTACHMENT J: LETTERS OF SUPPORT



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

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

May 26, 2015

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

Re: Letter of Support for City of Los Angeles Pedestrian & Bicycle Neighborhood Intersection Enhancements Active Transportation Program (ATP) Application

Dear Director Dougherty:

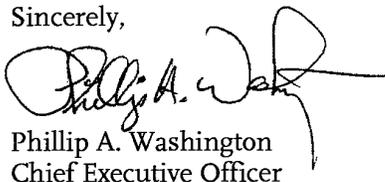
The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the City of Los Angeles Pedestrian & Bicycle Neighborhood Intersection Enhancements in the City of Los Angeles. This project will design and construct a package of Bicycle Friendly Street (BFS) intersection treatments at locations identified as BFS routes in the City's 2010 Bicycle Master Plan, with accompanying outreach and education programs to inform the public on proper use

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 City of Los Angeles Pedestrian & Bicycle Neighborhood Intersection Enhancements for the ATP grant.

Sincerely,



Phillip A. Washington
Chief Executive Officer



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

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

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

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

www.publichealth.lacounty.gov



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May 11, 2015

California Department of Transportation Active Transportation Program
P.O. Box 942874
Sacramento, California 94274-0001

**RE: Letter of Support for the Los Angeles Bicycle Friendly Street Mini-Roundabouts Project
Active Transportation Program Application**

To Whom It May Concern:

The Los Angeles County Department of Public Health (DPH) is pleased to support the Active Transportation Program (ATP) funding request for the "City of Los Angeles Bicycle Friendly Street Mini-Roundabouts Project."

DPH recognizes the importance and benefits of enhancing safety and access for people walking and using bicycles for transportation in Los Angeles. These efforts are consistent with the Southern California Association of Government's Regional Transportation Plan. The Project is also in line with DPH's goals to promote the use of active transportation for physical activity, and reduce motor vehicle use and speed, which is associated with noise, pollution, and injuries.

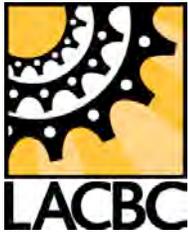
The Los Angeles Bicycle Friendly Street Mini-Roundabouts Project will close gaps between existing and planned bicycle facilities and link to schools, libraries, and other key destinations within the city. It will help implement the goals and strategies of the Los Angeles 2010 Bicycle Plan, the draft Mobility Plan 2035, and the Los Angeles Department of Transportation Strategic Plan by serving as the foundation for a network of neighborhood streets that will safely connect people to places. The Project includes the installation of 11 mini-roundabouts along proposed neighborhood friendly corridors, enhanced pedestrian crossings at the mini-roundabout locations, traffic-calming strategies along the identified segments, and bicycle and pedestrian wayfinding signage. In addition, the Project includes public outreach to inform and engage stakeholders of the potential benefits and scope of the proposed improvements.

We believe this project has the potential to improve local and regional bikeway connectivity, which will result in increased safety, mobility, and transportation options for people using all modes. We respectfully request that you give favorable consideration to this application.

Sincerely,

A handwritten signature in black ink, appearing to be "J. Armbruster".

Jean Armbruster
Director, PLACE Program



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

Bicycle Coalition at UCLA
 Carson Bicycle Coalition
 Culver City Bicycle Coalition
 Downey Bicycle Coalition
 Montebello Bicycle Coalition
 Pomona Valley Bicycle Coalition
 Santa Clarita Valley Bicycle Coalition
 Santa Monica Spoke
 USC Bicycle Coalition
 Walk Bike Burbank
 Walk Bike Glendale
 West Hollywood Bicycle Coalition

May 22, 2015

California Department of Transportation
 Active Transportation Program
 P.O. Box 942874
 Sacramento, California 94274-0001

**Support for the Los Angeles Bicycle Friendly Street Mini-Roundabouts Project
 Active Transportation Program Application**

To Whom It May Concern:

The Los Angeles County Bicycle Coalition (LACBC) is pleased to support the Active Transportation Program (ATP) funding request for the City of Los Angeles Bicycle Friendly Street Mini-Roundabouts Project. LACBC recognizes the importance and benefits of enhancing safety and access for people walking and using bicycles for transportation in the City of Los Angeles. LACBC was instrumental in adopting the 2010 Bicycle Plan and continues to advocate for its implementation through projects like this one.

The Los Angeles Bicycle Friendly Street Mini-Roundabouts Project will close gaps between existing and planned bicycle facilities and link to schools, libraries, and other key destinations within the City. The project will implement the goals and strategies of the City of Los Angeles 2010 Bicycle Plan, the draft Mobility Plan 2035, and the LADOT Strategic Plan by serving as the foundation for a network of neighborhood streets that will safely connect people to places.

The project includes the installation of 11 mini-roundabouts along proposed neighborhood friendly corridors, enhanced pedestrian crossings at the mini-roundabout locations, traffic calming strategies along the identified segments, and bicycle and pedestrian wayfinding signage. Extensive public outreach will also be conducted as part of the project to inform stakeholders of the potential benefits and scope of upcoming improvements.

Our *Active Streets L.A.* outreach program, conducted in partnership with LADOT and T.R.U.S.T. South L.A., documented community support for traffic calming and neighborhood safety improvements. We look forward to assisting LADOT in outreach for these kinds of critical projects citywide.

We believe this Project will greatly improve local and regional bikeway connectivity and provide increased safety, mobility, and transportation options for people using all modes. The reduced motor vehicle speeds, noise, and pollution will create more livable, breathable neighborhoods for



Page 2 of 2

all Angelenos. If you have any questions about this support, I can be reached at (213) 629-2142, ext. 127. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Bruins", is positioned above the printed name.

Eric Bruins
Planning & Policy Director



ERIC GARCETTI
MAYOR

May 20, 2015

Mr. Brian P. Kelly
Secretary
California State Transportation Agency
P.O. Box 942874
Sacramento, California 94274-0001

RE: Active Transportation Program – Los Angeles Department of Transportation

Dear Mr. Kelly:

I write in support of the Los Angeles Department of Transportation's (LADOT) Active Transportation Program funding requests for two projects: the Los Angeles Regional Bikeshare Program Expansion Project and the Pedestrian and Bicycle Neighborhood Intersection Enhancements Project.

The Los Angeles Regional Bikeshare Program Expansion Project will add 20 bikeshare stations to Los Angeles' existing Downtown Bikeshare Pilot Program, expanding the pilot program's reach and better linking the neighborhoods of South Los Angeles, West Adams, Exposition Park, and the University of Southern California to Downtown Los Angeles. The Pedestrian and Bicycle Neighborhood Intersection Enhancements Project will close gaps between existing and planned bicycle facilities to link schools, libraries, and other key destinations to the city's bicycle facility network.

These projects will greatly improve local and regional connectivity, spur economic development, and provide increased safety, mobility, and transportation options for all Angelenos.

I encourage your support and funding of this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Garcetti'.

ERIC GARCETTI
Mayor

ATTACHMENT K: ADDITIONAL INFORMATION

Not applicable to this application