



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-Lancaster-2

Auto populated

Total ATP Funds Requested:

\$ 6,259

(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:

Lancaster

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

44933 N. Fern Avenue

Lancaster

CA

93534

IMPLEMENTING AGENCY'S CONTACT PERSON:

Stephen Carrillo

CONTACT PERSON'S TITLE:

Assistant Engineer

CONTACT PERSON'S PHONE NUMBER:

(661) 945-6861

CONTACT PERSON'S EMAIL ADDRESS :

scarrillo@cityoflancasterca.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

07-5419R

Implementing Agency's State Caltrans MA number

00265S

* 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)

Pedestrian Gap Closure Improvements

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Construction of curb, gutter, and sidewalk improvements to close the gap between existing improvements in order to increase pedestrian safety and mobility.

PROJECT LOCATION: (Max of 250 Characters)

Various Locations between 25th Street West to 20th Street East, and between Avenue H to Avenue L (Approx. 13.6 sq. mi.)



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 _____ % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 100.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 3

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: Multiple Schools
 School address: Multiple Schools
 District name: Lancaster School District
 District address: 44711 N. Cedar Ave, Lancaster, CA 93534
 Co.-Dist.-School Code: 19-64667-6014765

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.2 mile

Total student enrollment:	<u>2,096</u>
% of students that currently walk or bike to school%	<u>44.6</u> %
Approx. # of students living along route proposed for improvement:	<u>12</u>
Percentage of students eligible for free or reduced meal programs **	<u>84.5</u> %

**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:	_____		3/24/17
* NEPA Environmental Clearance:	_____		3/24/17
CTC - PS&E Allocation:	_____		6/23/17
CTC - Right of Way Allocation:	_____		7/28/17
* Right of Way Clearance & Permits:	_____		3/23/18
Final/Stamped PS&E package:	_____		7/27/18
* CTC - Construction Allocation:			10/26/18
* Construction Complete:			6/28/19
* Submittal of “Final Report”			7/26/19

**PROJECT FUNDING** (in 1000s)

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

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

ATP funds for PA&D:	\$80	
ATP funds for PS&E:	\$240	
ATP funds for Right of Way:	\$873	
ATP funds for Construction:	\$5,066	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$6,259

Local funds leveraging or matching the ATP funds: \$1,565

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

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

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

TOTAL PROJECT FUNDS: \$7,824

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-Lancaster-2

Implementing Agency's Name: City of Lancaster

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 **Detailed Instructions for: Screening Criteria**

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

1. Demonstrated fiscal needs of the applicant:

The Active Transportation Program is currently the one state competitive program providing funding for pedestrian and bicycle projects. Regional and local funding sources for active projects have decreased dramatically as the Transportation Activities Enhancement Program was discontinued and replaced by the Transportation Alternative Program distributed through ATP and the State Transportation Improvement Program. Also, local subvention dollars are projected to decline 65% from FY 2013-14 to 2015-16. Federal surface transportation dollars have not been growing at a rate sufficient to keep pace with increased in needs and costs.

The City of Lancaster receives Transportation Development Act and Local Return funds; however, much of this has already been committed to implementing the City's Capital Improvement Program. In order for Lancaster to make meaningful progress toward implementing the Master Plan for Trails and Bikeways, our limited local funds must be used to leverage state and federal resources. The City has committed \$1,564,650, or 20%, in local match. The remaining \$6,258,600 is needed from the ATP.

2. Consistency with Regional Plan.

This project supports and is consistent with regional transportation goals of the Southern California Association of Governments (SCAG) and Metro. The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) has the following goals: 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, among others related to developing complete streets and healthy,



active communities. This project will help meet all these goals through improved safety measures and increased opportunities for using active transportation modes.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

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

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The City of Lancaster proposes to close the gap in the non-motorized user transportation network with the construction of curb, gutter, and sidewalk improvements at 37 locations within the City's Urban Core. One year after completion (2020), projections estimate a 20% increase in active transportation users.

The proposed project area is a 13.6 square mile area of the City that represents the Urban Core. It is a mixture of schools, single family residences, high density residences, commercial, industrial, and health care related properties. This project will encourage walking and bicycling among all users by increasing safety and perceptions of safety, as well as connecting to transit access points and local destinations. According to 2013 American Community Survey, the total population in the project area is 86,342. This is 55% of the total population of the City. Adults 65 years and older make up 17.2% of the population and 51.1% of the population are families with children under the age of 18. Additional groups of note are the 12,704 children (9 – 17ys) and the 9,801 persons with disabilities. Also, within the project area, there are 821 working individuals whose households do not own a vehicle. This project will enable the resident workforce to reach additional destinations, enjoy safer travel, and will encourage additional users to choose non-motorized transportation.

Within the project area there are an estimated 15,931 pedestrian trips. One year after completion (2020), the pedestrian trip count is anticipated to increase by 20% to 19,117. Five-year projections under a "Build" scenario estimate a 30% increase from current levels to 20,710. Daily pedestrian trips were estimated based on trip counts taken at the public schools within the project area and on demand modeling to estimate current and project use in the project area.



Following NCHRP Report 770 guidance, the demand model incorporates key demographic and economic data from the American Community Survey 2009-2013 5-Year Summary File and the 2009 California add-on to the National Household Travel Survey (CA-NHTS) to estimate the total number of walk trips in a given project area based on household trip generation rates, median income, commute to work mode shares, and land use characteristics.

Figure 1- Typical Conditions in the Urban Core. Sidewalk Gaps Cause Pedestrians to Walk Close to Vehicular Travel Lanes



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

The proposed project will improve local and inter-jurisdictional pedestrian trips by closing the gap between existing improvements to move non-motorized users away from the vehicular lanes of travel to increase safety and to encourage increased use.



The proposed project is in the Urban Core of the City of Lancaster and encompasses eight public schools, Antelope Valley Hospital, the Lancaster Metrolink Station, and Downtown Lancaster. At the improvement locations within the project area, the gap between existing sidewalk improvements can vary between 10' to 1,100'. Non-motorized users traveling along these gaps are forced to walk in the unimproved shoulder, or on the edge of pavement, sometimes within feet of vehicular traffic.

Where the improvements take place at unimproved intersections, new pedestrian curb ramps and bulb-outs will be installed. The curb bulb-outs will shorten crossing distances to allow for safer street crossings.

Specific improvements to transportation-related destinations are described below:

Elementary Schools: The Urban Core encompasses eight public schools. Where improvements occur at along a route to school, improvements will be based on Lancaster's Safe Routes to Schools Master Plan. Where improvements occur at intersections, pedestrian curb bulb-outs will be installed as well as high visibility crosswalks. The three main schools impacted by the proposed improvements are Desert View Elementary School, Sierra Elementary School, and Sunnydale Elementary School. These improvements occur at less than ¼ mile from the school.

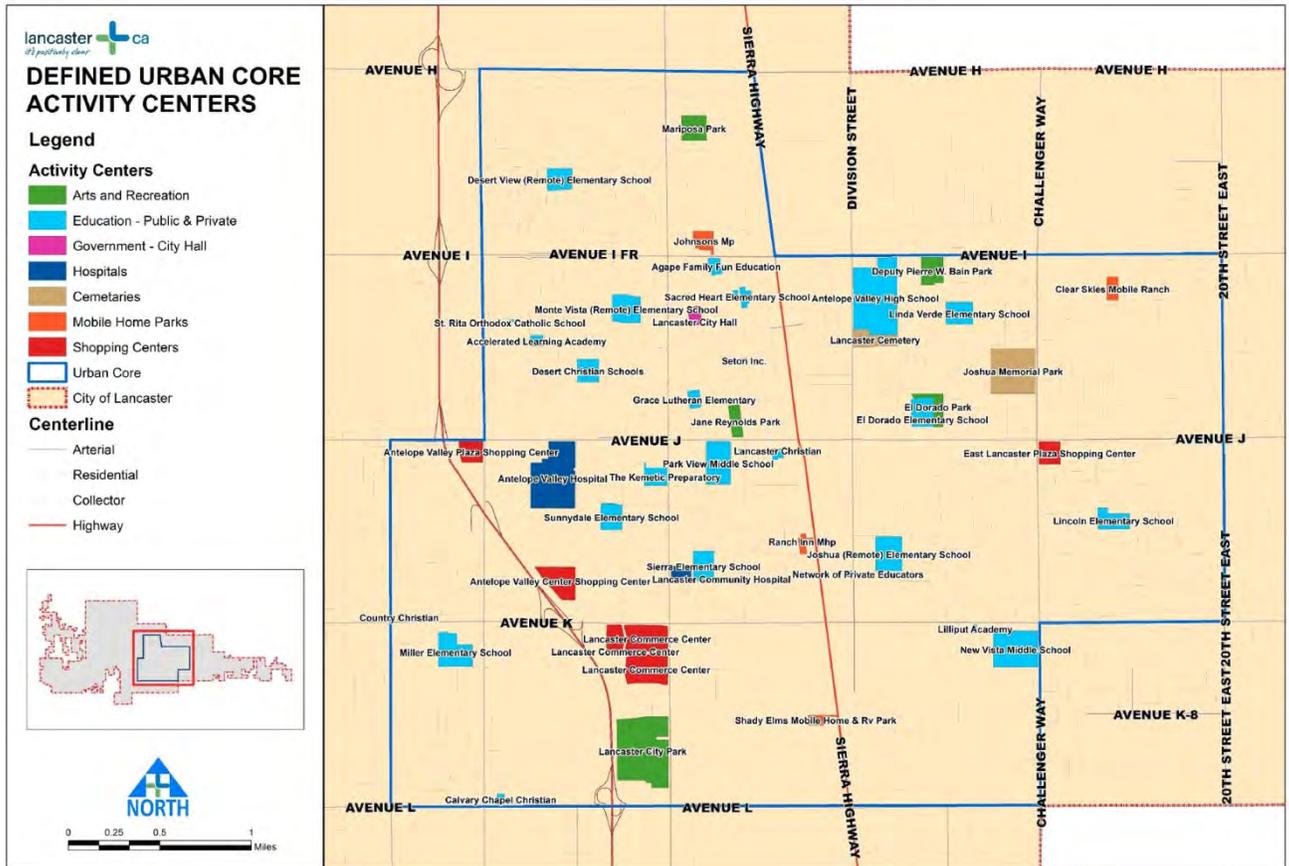
Existing Facilities: Project will close the sidewalk gaps leading to the Lancaster Metrolink Station. The station provides access to the Antelope Valley line, which terminates at Union Station in Los Angeles and serves 10 additional stations along the way. This station has approximately 360 boardings per Quarter, according to Metrolink. At the Lancaster Metrolink Station, riders can connect with Santa Clarita Transit, Antelope Valley Transit Authority, Amtrak ThruWay Bus, Eastern Sierra Transit authority, and Kern Regional Transit. Improvements will also close the sidewalk gaps to the Kaiser Permanente medical facility on Avenue L, and Antelope Valley Hospital on 15th Street West. Antelope Valley Hospital is the major regional hospital in the Antelope Valley and is one of 14 trauma centers in Los Angeles County.



Antelope Valley Transit Authority: The AVTA serves the City of Lancaster and provides service within the Urban Core. There are 7 AVTA routes that run within the Urban Core and improvements will close the sidewalk gap leading to AVTA bus stops. These 7 routes have a daily ridership of over 8,000 users.

This project will encourage more users of active transportation as it expands the existing network, increases safety for commuters and recreational users. Figure 2 presents the Urban Core along with major activity centers.

Figure 2 - Urban Core with Activity Centers





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

The proposed project is part of a comprehensive effort of the City of Lancaster to promote active transportation. Lancaster began its effort in 2009 by revitalizing the western edge of its downtown area. Since then it has developed all of Downtown Lancaster utilizing complete streets planning through its Master Plan of Trails and Bikeways.

Lancaster City Council adopted an updated General Plan in 2009. Two components of the General Plan, the Plan for Active Living and the Plan for Physical Mobility, specify how the City will enable more trips to be made by foot or bicycle. Recommendations for these plans are consistent with elements of the proposed project. Objective 14.4 states that the City aims to “Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.”

The City completed the Lancaster Master Plan of Trails and Bikeways in 2012. The goals developed during the planning process are consistent with the goals and objectives of ATP Cycle 2: 1) Provide a safe, connected, and convenient street environment where all people can travel throughout Lancaster without a vehicle; 2) Create a network of off-street shared-use paths and trails within the City that is well located, safe, and secure; 3) Provide amenities and facilities to increase the number of bicyclists and pedestrians by enticing more people to use their bicycles or walk instead of driving; 4) Promote the health of Lancaster residents by providing more opportunities to bicycle or walk for commuting, recreating, shopping and visiting; 5) Support safe access to and from schools; 6) Develop routes and facilities to enhance the economic viability of Lancaster. This project will help the City meet all of these goals. The specific elements of this project, connections to transit, and safety improvements, are consistent with recommendations of the Master Plan of Trails and Bikeways (Attachment I-1).

With 65 pedestrian collisions and 8 fatalities, safety improvements within the Urban Core are a top priority for the City of Lancaster.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

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

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

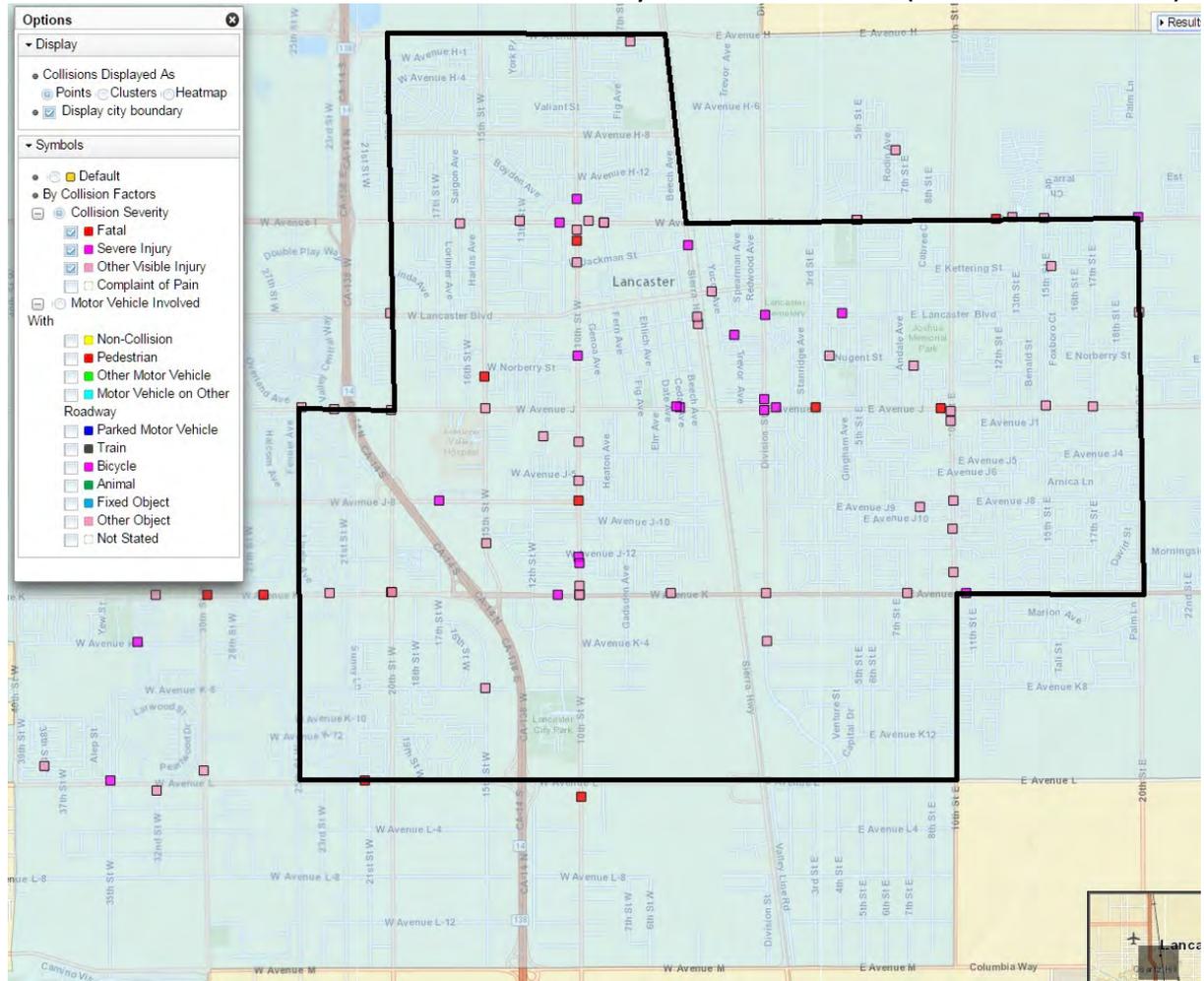
The collision history for the Urban Core was compiled using data beginning January 1, 2009 and ending December 31, 2013 from the UC Berkeley Transportation Injury Mapping System (TIMS) database. Between 2009 and 2013 there were a total of 73 collisions/incidents involving pedestrians within the Urban Core. Table 1 below demonstrates the injuries and fatalities that resulted from these collisions. Figure 3 below illustrates the collisions/incidents within the Urban Core.

Table 1 - Summary of Injuries and Fatalities

2009-2013 Motor Vehicle Collision With	Fatality	Injury (Severe)	Injury (Complaint of Pain)	Injury (Other Visible)	Total
Pedestrian	8	18	2	45	73



Figure 3 - Pedestrian Collisions within the Urban Core between January 2009 and December 2013 (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 compliance with local traffic laws 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.

Where no sidewalk, curb and gutter exist, there is a high safety risk for pedestrians using the streets with the Urban Core. The proposed project elements were developed to increase safety



and provide separation between motorists and pedestrians. This project perfectly complements the City's Pavement Management Program, which is the mechanism to implement the Master Plan of Trails and Bikeways restriping of streets to incorporate bike lane improvements and road diets. As the roads are resurfaced, the new striping is in conformance with the Master Plan of Trails and Bikeways.

As shown in Figure 3 above, 73 incidents – 8 involving fatalities – occurred in the Urban Core between 2009 and 2013. Of the pedestrian collisions, 11% occurred with pedestrians in the road, including the unpaved shoulder. By constructing curb, gutter, and sidewalk between existing improvements, pedestrians will be moved away from the vehicular travel lanes and will be able to use the road network more safely. Locations such as Avenue H-8, 17th Street West to 15th Street West, Avenue J-8, 15th Street West to 13th Street West, and Division Street, from Kettering Street to Avenue J are only some of the locations that would benefit from these improvements.

Additionally, a location such as Sierra Hwy, from Avenue J-2 to Avenue L-12 is heavily traveled street with developed commercial properties on the west side of the street. With no existing sidewalk, pedestrians walk within the commercial parking lots and the shoulder of Sierra Hwy. The construction of sidewalk through this area will clearly define a safe zone for pedestrians to travel.

Approximately 33% of the collisions occurred while pedestrians were crossing in a crosswalk. By installing pedestrian curb bulb-outs, crossing distances will be shortened to allow for increased safety at intersections. Bulb-outs also increase the visibility of pedestrians waiting to cross by extending the sidewalk into the parking lane. Higher visibility and safety will also be aided by the inclusion of high visibility crosswalk to accompany the new bulb-outs.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

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

The project location was identified from the 2012 development of the Lancaster Master Plan of Trails and Bikeways and the Safe Routes to Schools Master Plan. For the Master Plan of Trails and Bikeways, A Technical Advisory Committee was assembled and included representatives from the City Planning Department, Manager's Office, Parks Department, Public Works Department, residents, Antelope Valley Transit Authority, local business owners, Los Angeles County DPH, Antelope Valley Union High School District, Eastside Union School District, School District, County Sheriff's Department, Equestrian and Trails advocates, High Desert Cyclists, and the consultant team. Additional public involvement included:

- Around 210 community members responded to a survey distributed in English and Spanish.
- Over 237 people attended seven public workshops. Participants included community members, residents with disabilities, seniors, and City representatives.

The Safe Routes to Schools (SRTS) Plan public involvement process included school principals, duty aides, crossing guards, parents, students, and representatives from the Parent Teacher Organization, the School District, City Planning Department, City Manager's Office, City Parks, Recreation, and Arts Department, and Antelope Valley Partners for Health (AVPH), Kaiser Permanente, and County DPH.

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

The Master Plan of Trails and Bikeways public involvement included:



- Outreach conducted by AVPH
- The Master Plan of Trails and Bikeways Technical Advisory Committee (TAC): The TAC advised the project team of current concerns and provided guidance and input on the Master Plan. TAC involvement included holding four meetings, identifying issues for cyclists, pedestrians, equestrians, and the disabled; helping develop the Goals, Policies and Actions of this Plan; reviewing preliminary plan results; commenting on the Draft Plan.
- A community survey available in English and Spanish on the Plan website from September 2010 through December 2010. The City and other advocacy groups passed out hard copies of the survey at community meetings events.
- The City held three different types of public workshops, for a total of seven meetings with the public.
- Walk audits
- Public comments accepted via e---mail, mail, and fax

Development of the SRTS Plan included walk audit workshops at each of the three schools in the Project area.

Documentation for these activities is provided in Attachment I-3.

- 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)**

Master Plan of Bike and Trails workshops helped form the idea of a complete streets project, that would not only make the roadways safer and easier to use, but also a more inviting, beautiful environment to encourage use. During the survey phase of the workshops, 73% of respondents said they rode bicycles for health and 81% reported their bicycle riding was for enjoyment. The result of these workshops was a Plan to aid in the scoping and prioritization of future infrastructure projects.



During SRTS workshops at the public schools, stakeholders expressed concerns about high speeds and the difficult pedestrian crossings. These comments all helped to shape the specific improvements and safety countermeasures that became this Project.

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

Public involvement will continue to be very important to this Project. Community forums or workshops will be held at appropriate intervals such as before breaking ground or after construction is complete. During on-going outreach, Lancaster will re-engage representatives from the various advisory committees and other stakeholders who have indicated their interest in the project.

The public will also be involved through the City's SRTS Program and the School District's partnership with AVPH. Additionally, the schools in this project area also part of a HEAL (Healthy Eating Active Living) Zone in partnership with AVPH and Kaiser Permanente. Both of these programs include significant public involvement and promotion of healthy and active living.



Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

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

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

The California Health Interview Survey (CHIS) provides important data on the current health status of the adults in this community. According to the CHIS, the overall health of adults ages 18 to 64 in this project area is similar to that of adults throughout LA County (21.4% of adults have fair or poor health) and to adults throughout California (17.9% of adults have fair or poor health). For the ZIP code in this project area, 93534, CHIS reported that:

- 18.5% adults have fair or poor health.
- 32.5% of individuals 18 years and over are categorized as obese. This rate of adult obesity is higher than that of LA County (24.7%) and of California (24.8%).
- 13.6% of adults in this community have been diagnosed with asthma. This rate is very similar to that of LA County (12.2%) and of California (13.6%). The prevalence of adults diagnosed with diabetes (9.6%) is slightly higher than that of Los Angeles County (8.8%) and of California (8.4%).
- Only 28.7% of adults walked for transportation or leisure for at least 150 minutes a week—a rate that is lower than that of Los Angeles County (35%) and of California (33.3%).

Data for these health outcomes for children ages 0 to 17 is only available at the regional level, the Antelope Valley. According to LA County Department of Public Health's 2013 Key Indicators of Health by Service Planning Area:

- 20.3% of students in grade 5, 7 and 9 in the Antelope Valley are obese.
- 12.2% of children ages 0 to 17 have been diagnosed with asthma.



- 8.7% of children 6 to 17 years old were found to be inactive.

Kidsdata.org offers some relevant data about child health for students enrolled in Lancaster School District's Elementary Schools: In 2014,

- Only 31.1% of 7th graders met all grade level fitness standards.
- Only 18.9 % of 5th graders met the fitness standards for their grade.

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

This Project is part of the implementation of a larger network and citywide changes that are aimed at increasing opportunities for walking, which will have a greater health impact beyond the project. This project within the Urban Core will enhance Public health community-wide by providing access to a safe active transportation. This project will also improve infrastructure for pedestrians to access homes, schools, commercial and health centers, transit stops and hubs. The 3,186 projected new users (Question #1) will have the opportunity to walk to popular destinations. As the "lack of physical activity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke and other chronic health conditions in the United States," according to the CDC, this Project's focus on promoting active transportation will begin addressing Lancaster's concerning health indicators, such as obesity, asthma, and diabetes rates.

These measures included in the project are intended to increase active transportation safety. Between 2009 and 2013, there were 73 collisions involving pedestrians. Active Living Research reports in their "The Role of Transportation in Promoting Physical Activity" Infographic that traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to 15%. A 15% reduction means 20 fewer collisions each year.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

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.

Table 2 - Disadvantaged Community

Census Tract	Median Income	< 80% State Median	Population	CES	
				Score	Percentile
9005.01	\$45,461	Y	6,704	25.09	51-55%
9005.04	\$63,109	N	5,820	23.39	46-50%
9005.05	\$42,315	Y	3,859	19.18	36-40%
9005.06	\$48,646	Y	4,670	15.61	26-30%
9006.06	\$92,823	N	4,010	24.48	51-55%
9006.07	\$35,114	Y	4,077	23.69	46-50%
9006.08	\$58,953	N	3,535	19.20	36-40%
9006.09	\$37,083	Y	5,459	19.00	36-40%
9007.01	\$30,292	Y	4,785	28.63	61-65%
9007.03	\$31,657	Y	3,758	27.26	56-60%
9007.04	\$36,990	Y	3,007	22.53	46-50%
9007.05	\$39,237	Y	4,785	28.75	61-65%
9008.03	\$55,051	N	9,411	21.77	41-45%
9008.04	\$36,928	Y	3,525	28.46	61-65%
9008.05	\$54,250	N	4,776	21.75	41-45%
9008.06	\$15,474	Y	3,488	30.27	61-65%
9010.09	\$61,833	N	5,525	18.67	36-40%
9010.11	\$60,784	N	5,148	16.35	26-30%



The project is in a disadvantaged community due to the median income by census tract being less than 80% of the State median income (\$48,875). The project provides a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

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

**What percent of the funds requested will be expended in the disadvantaged community? 61 %
Explain how this percent was calculated.**

Eleven of 18 census tracts within the Urban Core meet the criteria for a disadvantaged community by having a median income less than 80% of the State median. The State median household income (\$61,094) was identified through ACS 2013 5-year estimates. Eighty percent of the State's median is \$48,875.

This project will benefit all communities within the project area; however, only 11 census tracts (out of 18 total) fell below the State median threshold. Therefore, a conservative estimate of 61% was used to describe the funds expended in the disadvantaged 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.

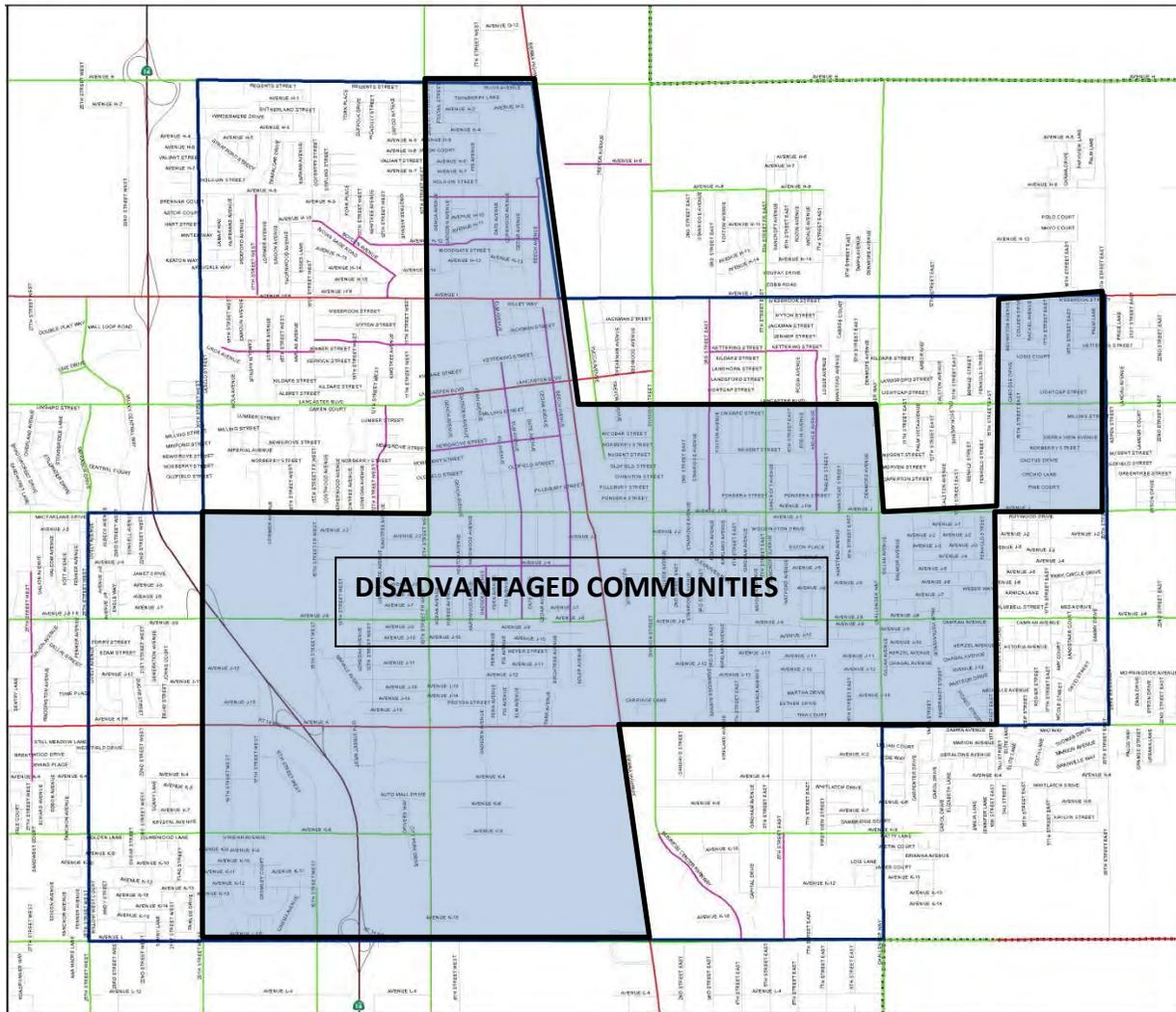
As shown above, 11 of the 18 census tracts making up the project area are disadvantaged communities. This project is expected to provide a direct, meaningful, and assured benefit to users in these communities through increased safety near schools, commercial centers and residences; increased mobility including opportunities to enjoy active transportation; increased access to public transit, to local commercial and health center destination; and increased recreational opportunities.

A total of 48,117 disadvantaged individuals live within the project area. The project elements described throughout this application will enable these individuals living below the poverty line to walk, to multiple bus stops, to a health center, to Downtown Lancaster, and to numerous other destinations.



Increased opportunities to use active transportation will radically improve the health of this community. The majority of 5th and 7th graders aren't at recommended fitness levels and the majority of adults aren't active enough. This complete project will provide safer access for those who may have to walk, or ride transit out of necessity and improve their health in the process.

Figure 4 - Disadvantaged Communities





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.)

The City considered two alternatives. Alternative 1 is the proposed project described in this application. Through increased safety and improved access for cyclists and pedestrians, this project will achieve all of the published ATP program goals. The project cost (\$7,823,249) is reasonable when compared to the number of active transportation trips that will be generated and the health improvements residents will receive – all detailed in earlier portions of the application.

Alternative 2 would have been a scaled back version of the proposed project only targeting improvements close to public schools. Although a less expensive project, costing about \$800,000, there were less pedestrian improvements connecting to transit and activity centers. Additionally, this alternative would have only served 10% of the community that is served in Alternative 1. With fewer improvements, it would be difficult to achieve the resultant benefits, including the multiple health improvements the community of the Urban Core may realize. Additionally, in this smaller sized project, the project benefit to cost (B/C) ratio was calculated to be 3.85 as opposed to the B/C of 16.58 for Alternative 1. The smaller B/C ratio in Alternative 2 is attributed to fewer observed collisions in the smaller project area.

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

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

The project benefit to cost (B/C) ratio is 16.58 and the benefits to funds requested ratio is 20.73. This means that for every dollar invested, the project will generate \$16.58 in benefits. With



such a large, positive B/C ratio, the project is clearly a good investment with benefits that will outweigh the costs.

Regarding feedback for the ATP Benefit/Cost Tool, one comment is on the population growth rate. The Tool assumes population grows at 2.0 percent, based on historic growth rates in California from 1955 to 2011. However, the Southern California Association of Governments (SCAG) estimates that many areas in the SCAG region will grow at a much lower rate between now and 2040 (approximately 0.5 percent). Therefore, a future iteration of the ATP Benefit/Cost Tool may wish to provide more localized assumptions for population growth. This will help take into account the difference between benefits in higher versus lower---growth areas of the State.



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 total project cost, include preliminary engineering, right of way, and construction is \$7,823,249. The City of Lancaster propose to provide a 20% (\$1,564,650) local match of the total project costs, this would require a need for \$6,258,599 in ATP funds. It is planned that the matching fund sources will be a combination of TDA Article 8 and Proposition C funds.

\$100,000 in ATP funds (\$80,000 local) will be expended for PA&ED in Fiscal Year 16/17

\$1,490,704 in ATP funds (\$298,141 local) will be expended for PS&E and R/W in Fiscal Year 17/18.

\$6,332,545 in ATP funds (\$1,266,509 local) will be expended for Construction in Fiscal Year 18/19.

This is detailed in Attachment B, ATP-PPR.



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 (0 points).

California Conservation Corps - Traffic Control and Traffic Signing/Striping

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

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 Lancaster has not experienced any grant failures to date. The City has a history of successful grant management and the development, implementation, and maintenance of both large and small capital improvement projects. The City currently has three Safe Route to School projects totaling \$1,350,000 in SR2S funds. All total, the City currently has over \$10 million in State and Federal grant funds programmed in its Capital projects. Below is a table showing the list of State and Federal projects over the last five years.

Table 3 - Past Grant History

Grant Name	Grant Type	Grant ID Number	Amount
5th Street East Corridor Improvements	ATP	ATPL-5419 (046) Cycle 1	\$ 85,000
Safe Route to School Master Plan	ATP	ATPLNI-5419 (045) Cycle 1	\$ 322,000
Bike Lanes 20th Street West / Avenue J-8 to Avenue L	BTA	BTA 1112-07-LA-04 FY11/12	\$ 202,810
Lancaster Blvd/ Valley Central to 10th Street West	BTA	BTA 1112-07-LA-03 FY11/12	\$ 243,000
Avenue K-8 Bike Facilities Improvements	BTA	BTA 1213-07-LA-06 FY12/13	\$ 858,237
Avenue J Median Improvements	HSIP	HSIPL-5419 (032) Cycle 3	\$ 373,030
Rural Intersection Enhancements	HSIP	HSIPL-5419 (035) Cycle 2	\$ 510,030
Avenue I/40th Street West Turn Pocket	HSIP	HSIPL-5419 (025) Cycle 2	\$ 239,760
Neighborhood Traffic Calming	HSIP	HSIPL-5419 (029) Cycle 3	\$ 410,000
Avenue L/Challenger Way Roundabout	HSIP	HSIPL-5419 (033) Cycle 4	\$ 690,300
15th Street West /Lancaster Blvd Roundabout	HSIP	HSIPL-5419 (043) Cycle 5	\$ 897,800
15th Street East /Lancaster Blvd Roundabout	HSIP	HSIPL-5419 (046) Cycle 5	\$ 882,900
10th Street West / 30th Street West at Avenue I	HSIP	HSIPL-5419 (041) Cycle 4	\$ 210,000
Install Solar-Powered LED Stop Signs	HSIP	HSIPL-5419 (040) Cycle 4	\$ 393,200
East Avenue I between Challenger Way/Price Lane	HSIP	HSIPL 5419 (xxx) Cycle 6	\$ 1,231,400
Avenue I between Price Lane / 35th Street East	HSIP	HSIPL 5419 (xxx) Cycle 6	\$ 1,482,600
Avenue I Resurfacing	STPL	STPL-5419 (019) -	\$ 1,252,719
Traffic Signal Equipment	STPL	STPL-5419 (031) -	\$ 1,055,000
Avenue H Rehab 20th Street West to Sierra Hwy	STPL	STPL-5419 (044) -	\$ 1,500,000
Miller Elementary School, Street/Sidewalk Improvements	SR2S	SR2SL-5419 (038) Cycle 10	\$ 450,000
Cole Middle School/Bonita Elementary	SR2S	SR2SL-5419 (037) Cycle 10	\$ 450,000
Valley View Elementary Pedestrian Improvements	SR2S	SR2SL-5419 (030) Cycle 9	\$ 450,000
Total Awards			\$ 14,189,786

- B. Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

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

List of Application Attachments

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

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

Application Signature

Attachment A

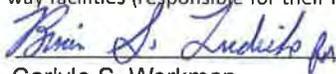


Part C: Attachments Attachment A: Signature Page

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

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

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

Signature:  Date: 5/27/2015
 Name: Carlyle S. Workman Phone: (661) 723-6079
 Title: Public Works Manager e-mail: cworkman@cityoflancafterca.org

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: May 27, 2015
 Name: Dr. Michele Bowers Phone: (661) 948-4661
 Title: Superintendent of Lancaster e-mail: bowersm@lancafterca.org
School District

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

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

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

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

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

Project Programming Request

Attachment B

ATP PROJECT PROGRAMMING REQUEST

Date: 29-May

Project Information:					
Project Title:	Pedestrian Gap Closure Improvements				
District	County	Route	EA	Project ID	PPNO
07	LA				

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)				100				100
PS&E				300				300
R/W					1,091			1,091
CON						6,333		6,333
TOTAL				400	1,091	6,333		7,824

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				80				80	Caltrans
PS&E				240				240	Notes:
R/W					873			873	
CON						5,066		5,066	
TOTAL				320	873	5,066		6,259	

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

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

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

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

ATP PROJECT PROGRAMMING REQUEST

Date: 29-May

Project Information:					
Project Title: Pedestrian Gap Closure Improvements					
District	County	Route	EA	Project ID	PPNO
07	LA				

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)				20				20	City of Lancaster
PS&E				60				60	Notes:
R/W					218			218	
CON						1,267		1,267	
TOTAL				80	218	1,267		1,565	

Fund No. 3:	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. 4:	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. 5:	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. 6:	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. 7:	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									

Engineer's Checklist

Attachment C

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. Vicinity map /Location map

Engineer's Initials: RMF

- 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: RMF

- 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: RMF

(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: RMF

- 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: RMH

- 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: RMH

- 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: RMH

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: RMH

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

Licensed Engineer:

Name (Last, First):

Title:

Engineer License Number

Signature: _____

Date:

Email:

Phone:

Engineer's Stamp:



Project Location Map

Attachment D

ATTACHMENT D – PROJECT LOCATION MAP



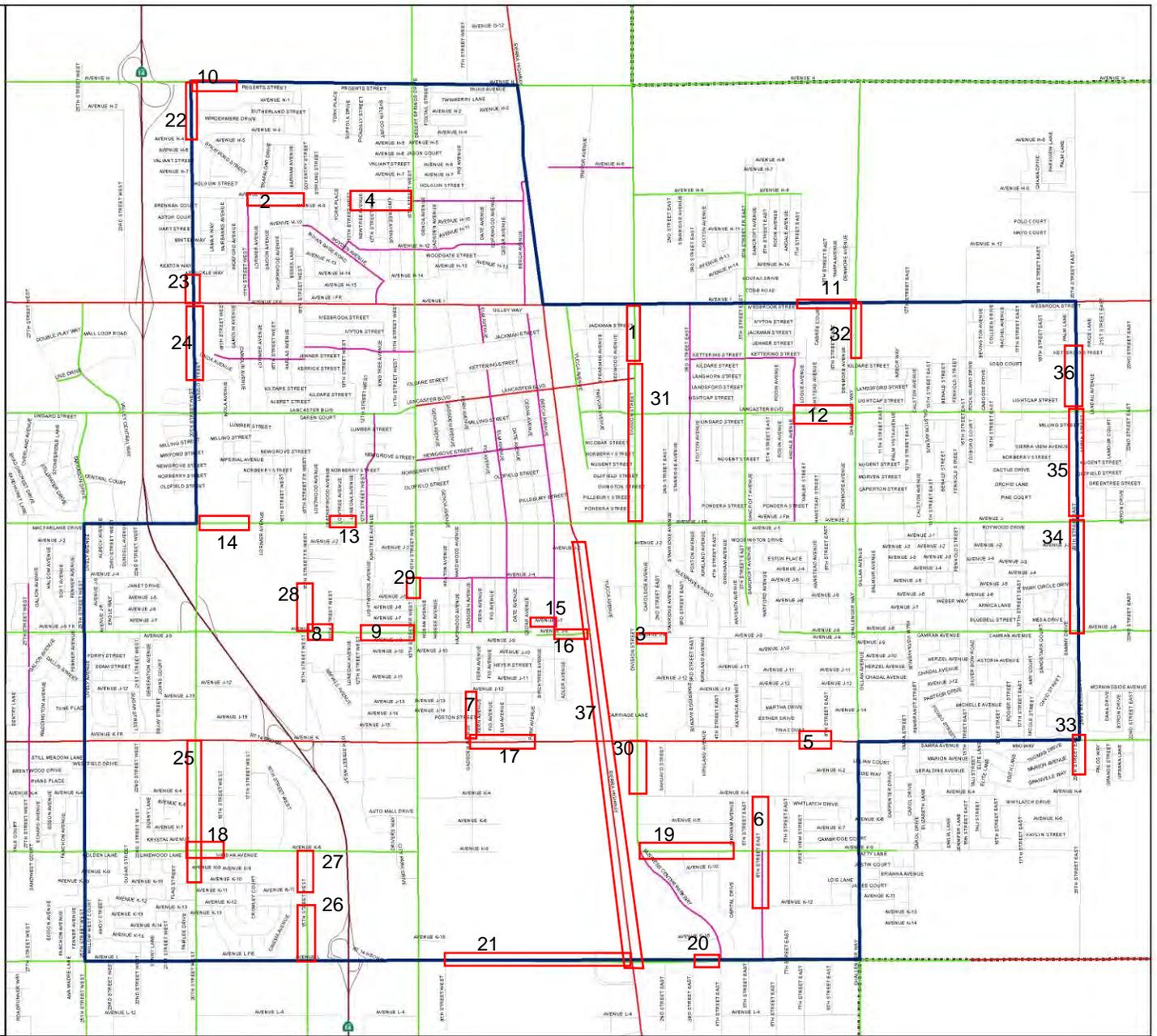
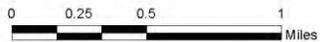
STREET NETWORK DEFINED URBAN CORE

LEGEND

- CITY OF LANCASTER
- URBAN CORE
- STATE HIGHWAY

FUNCTIONAL CLASSIFICATION SYSTEM

- 2 OTHER FWY OR EXPWY
- 3 OTHER PRINCIPAL ARTERIAL
- 4 MINOR ARTERIAL
- 5 MAJOR COLLECTOR
- 6 MINOR COLLECTOR
- 7 LOCAL



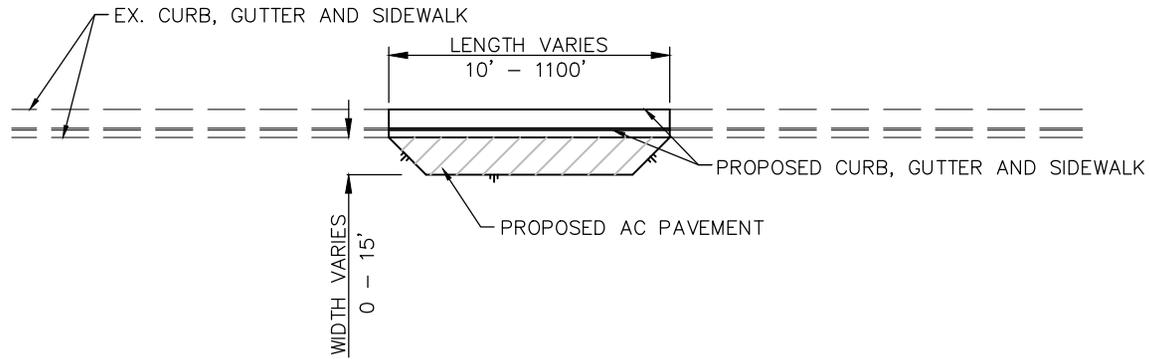
ATTACHMENT D - PROJECT LOCATIONS

No.	Street	Segment	Location
1	Division Street	Avenue I to Kettering Street	Both Sides
2	Avenue H-8	17th Street West to 15th Street West	Both Sides
3	Avenue J-8 (AVE J-9)	Division Street to 2nd Street East	South side
4	Avenue H-8	13th Street West to 10th Street West	Both Sides
5	Avenue K	7th Street East to 8th Street East	North side
6	5th Street East	Avenue K-4 to Avenue K-12	East Side
7	Gadsden Avenue	Avenue J-12 to Avenue K	Both Sides
8	Avenue J-8	15th Street West to 13th Street West	North side
9	Avenue J-8	12th Street West to 10th Street West	South side
10	Avenue H	20th Street West to 18th Street West	South side
11	Avenue I	7th Street East to Challenger Way	South side
12	Lancaster Blvd	Andale Avenue to Challenger Way	South side
13	Avenue J (FR)	Leatherwood Street to Loneoak Street	North side
14	Avenue J	20th Street West to 17th Street West	South side
15	Avenue J-7	Cedar Avenue to Beech Avenue	Both Sides
16	Avenue J-8	Beech Avenue to Sierra Hwy	Both Sides
17	Avenue K	Gadsden Avenue to Park Avenue	North side
18	Avenue K-8	West of 20th Street West to 18th Street West	North side
19	Avenue K-8	Division Street to Gingham Street	North side
20	Avenue L	3rd Street East to Division Street	Both Sides
21	Avenue L	8th Street West to Sierra Hwy	Both Sides
22	20th Street West	Avenue H to Avenue H-4	Both Sides
23	20th Street West	Arbuckle Way to Avenue I	West side
24	20th Street West	Avenue I to Louise Avenue	Both Sides
25	20th Street West	Avenue K to Avenue K-10	West side
26	15th Street West	Park Somerset Drive to Avenue L	East Side
27	15th Street West	Avenue K-8 to Avenue K-11	West side
28	15th Street West	Avenue J-5 to Avenue J-8	East Side
29	10th Street West (FR)	Avenue J-4 to Avenue J-5	West side
30	Division Street	Avenue K to Avenue K-4	West side
31	Division Street	Kettering Street to Avenue J	West side
32	Challenger Way	Avenue I to Kettering Street	East Side
33	20th Street East	Avenue K to Ogden Ln	East Side
34	20th Street East	Avenue J to Avenue J-8	East Side
35	20th Street East	Lancaster to Avenue J	East Side
36	20th Street East	Jackman Street to Lancaster Blvd	Both Sides
37	Sierra Hwy	Avenue J-2 to Columbia Way (Ave L-12)	West side

Project Map/Plans

**Existing and Proposed
Conditions**

Attachment E



PLANS PREPARED UNDER THE SUPERVISION OF
RAYMOND M. HUNT FOR THE CITY OF LANCASTER

CAPITAL PROGRAM MANAGER R.C.E. NO. C28540

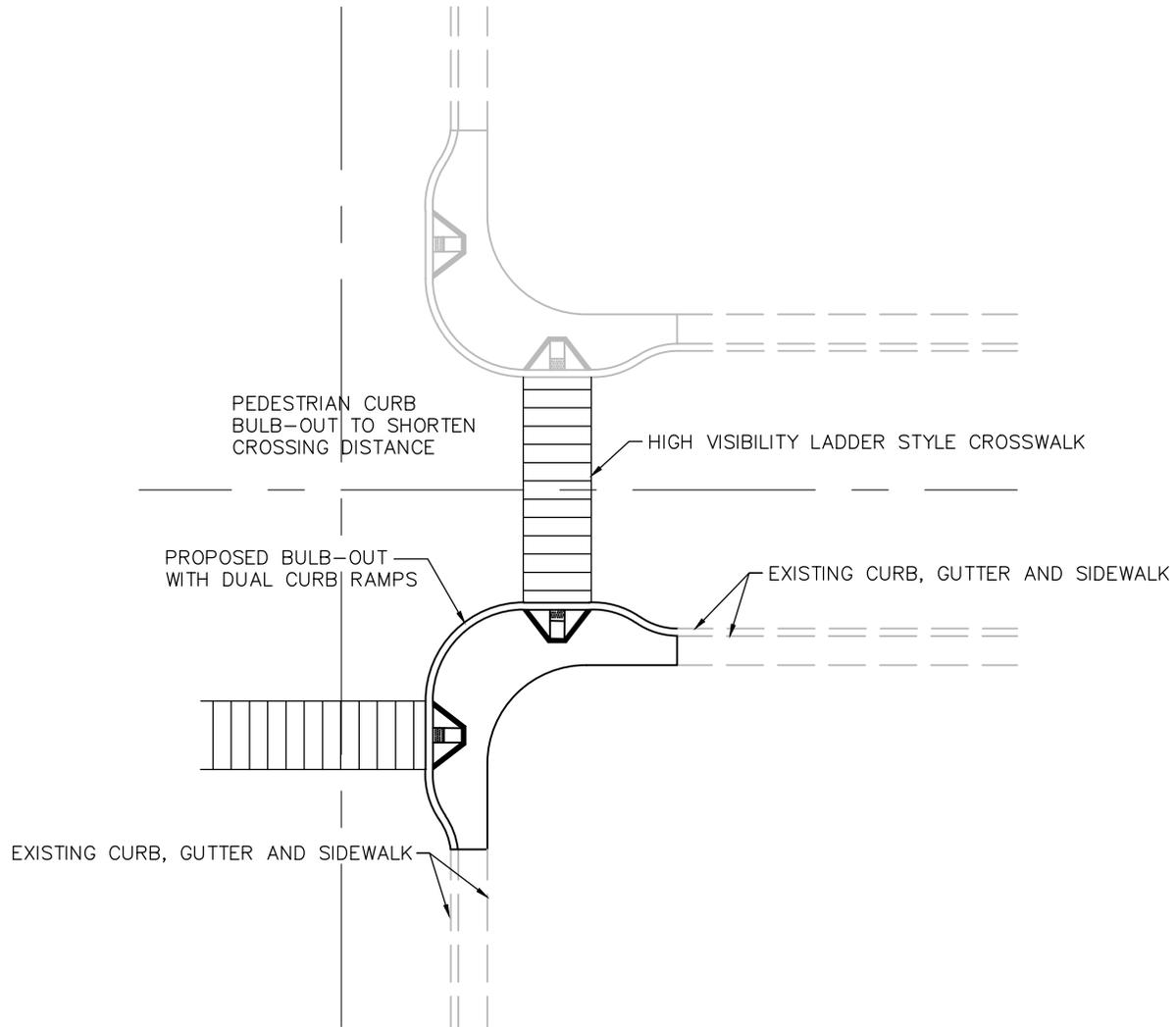
REVISIONS

REVISED BY _____	DATE _____	REVISED BY _____	DATE _____	REVISED BY _____	DATE _____
APPROVED _____	DATE _____	APPROVED _____	DATE _____	APPROVED _____	DATE _____

CITY OF LANCASTER

PEDESTRIAN GAP CLOSURES

ATP CYCLE 2 GRANT
TYPICAL SIDEWALK GAP CLOSURE



PLANS PREPARED UNDER THE SUPERVISION OF
RAYMOND M. HUNT FOR THE CITY OF LANCASTER

CAPITAL PROGRAM MANAGER R.C.E. NO. C02540

REVISIONS

REVISED BY _____	DATE _____	REVISED BY _____	DATE _____	REVISED BY _____	DATE _____
APPROVED _____	DATE _____	APPROVED _____	DATE _____	APPROVED _____	DATE _____

CITY OF LANCASTER

PEDESTRIAN GAP CLOSURES

ATP CYCLE 2 GRANT
TYPICAL INTERSECTION GAP CLOSURE

Photos of Existing Conditions

Attachment F

ATTACHMENT F



Picture 1 – Division Street, Avenue I to Kettering Street. No Sidewalk, Pedestrians Walk In The Street



Picture 2 - Avenue H-8, 15th Street West to 17th Street West. No Sidewalk or Curb Ramps

ATTACHMENT F



Picture 3 - Avenue J-8, Division Street to 2nd Street East. No Sidewalk



Picture 4 - Avenue H-8, 10th Street West to 13th Street West. No Sidewalk

ATTACHMENT F



Picture 5 - Avenue K, 7th Street East to 8th Street East. No Sidewalk, Curb and Gutter



Picture 6 - 5th Street East, Avenue K-4 to Avenue K-12. No Sidewalk, Curb and Gutter

ATTACHMENT F



Picture 7 - Gadsden Street, Avenue J-12 to Avenue K. No Sidewalk, Children Walking in the Street



Picture 8 - Avenue J-8, 13th Street West to 15th Street West. No Sidewalk, Curb and Gutter.

ATTACHMENT F



Picture 9 - Avenue J-8, 12th Street West to 10th Street West. No Sidewalk



Picture 10 - Avenue H, 18th Street West to 20th Street West. No Sidewalk

ATTACHMENT F



Picture 11 - Avenue I, 7th Street East to Challenger Way. No Sidewalk, Curb and Gutter



Picture 12 - Lancaster Blvd, Andale Avenue to Challenger Way. No Sidewalk

ATTACHMENT F



Picture 13 - Avenue J FR, Leatherwood Avenue to Loneoak Avenue. No Sidewalk on the Frontage Road, Pedestrains Either Have to Walk in the Street or on the Frontage Median.



Picture 14 - Avenue J, 17th Street West to 20th Street West. No Sidewalk, Commercial Centers at the 20th Street West Intersection

ATTACHMENT F



Picture 15 - Avenue J-7, Cedar Avenue to Beech Avenue. No Sidewalk



Picture 16 - Avenue J-8, Beech Avenue to Sierra Hwy. No Sidewalk

ATTACHMENT F



Picture 17 - Avenue K, Gadsden Avenue to Park Avenue. No Sidewalk on the North Side, Pedestrians Have to Walk on the Frontage Divider



Picture 18- Avenue K-8, 20th Street West to 18th Street West. North Side Has No Sidewalk and Not Enough Room for Pedestrians.

ATTACHMENT F



Picture 19 - Avenue K-8, Division Street to Gingham Street. Sidewalk Gaps in the Business Park



Picture 20 - Avenue L, 3rd Street East to Business Center Pkwy. No Sidewalk

ATTACHMENT F



Picture 21 - Avenue L, 8th Street West to Sierra Hwy. Sidewalk Gaps Leading to Kaiser Permanente Hospital



Picture 22 - 20th Street West, Avenue H to Avenue H-4. No Sidewalk on Both Sides

ATTACHMENT F



Picture 23 - 20th Street West, Arbuckle Way to Avenue I. No Sidewalk



Picture 24 - 20th Street West, Avenue I to Louise Avenue. No Sidewalk, Curb and Gutter on Both Sides Leading to Commercial Area

ATTACHMENT F



Picture 25 - 20th Street West, Avenue K to Avenue K-10. Sidewalk Gaps Leading to Shopping Center



Picture 26 - 15th Street West, Park Somerset Drive to Avenue L. No Curb, Gutter and Sidewalk

ATTACHMENT F



Picture 27 - 15th Street West, Avenue K-8 to Avenue K-11. No Sidewalk



Picture 28 - 15th Street West, Avenue J-5 to Avenue J-8. Sidewalk Gap Leading to Bus Stop

ATTACHMENT F



Picture 29 - 10th Street West (Fr.), Avenue J-4 to Avenue J-4. No Sidewalk on the Frontage Road Connecting to 10th Street West



Picture 30 - Division Street, Avenue K to Avenue K-4. No Sidewalk

ATTACHMENT F



Picture 31 - Division Street, Kettering Street to Avenue J. No Sidewalk, Curb and Gutter. Pedestrians Have to Walk Close to Traffic Lanes



Picture 32 - Challenger Way, Avenue I to Kettering Street. No Sidewalk, Curb and Gutter

ATTACHMENT F



Picture 33 - 20th Street East, Avenue K to Ogden Ln. Sidewalk Gap



Picture 34 - 20th Street East, Avenue J to Avenue J-8. No Sidewalk, Curb and Gutter

ATTACHMENT F



Picture 35 - 20th Street East, Lancaster Blvd to Avenue J. No Sidewalk, Curb and Gutter. Bus Stop is in the Unpaved Shoulder



Picture 36 - 20th Street East, Jackman Street to Lancaster Blvd. Gaps in the Sidewalk

ATTACHMENT F



Picture 37 - Sierra Hwy, Avenue J-2 to Avenue L-12. A Heavily Commercial Area with No Sidewalk

Project Estimate

Attachment G

Detailed Engineer's Estimate and Total Project Cost

Pedestrian Gap Closure Improvements

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 Lancaster		
Application ID:	07-Lancaster-2	Prepared by:	Stephen Carrillo
		Date:	5/21/2015
Project Description:	Construction of curb, gutter, and sidewalk improvements to close the gap between existing improvements in order to increase pedestrian safety and mobility.		
Project Location:	Various Locations between 20th Street West to 20th Street East, and between Avenue H to Avenue L		

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	General												
2	Mobilization/Demobilization	1	LS	\$100,000.00	\$100,000	100%	\$1,000						
3	Pedestrian and Worker Safety	1	LS	\$20,000.00	\$20,000	100%	\$200						
4	Traffic Control	1	LS	\$70,000.00	\$70,000	100%	\$700						
5	Improvements												
6	Roadway Excavation	272,940	SF	\$1.00	\$272,940	100%	\$2,729						
7	AC Pavement	272,940	SF	\$3.00	\$818,820	100%	\$8,188						
8	Aggregate Base	272,940	SF	\$1.00	\$272,940	100%	\$2,729						
9	PCC Curb and Gutter	31,142	LF	\$40.00	\$1,245,680	100%	\$12,457						
10	PCC Sidewalk	355,314	SF	\$5.00	\$1,776,570	100%	\$17,766						
11	PCC Curb Ramp	58	EA	\$2,500.00	\$145,000	100%	\$1,450						
12	PCC Bulb-Out	16	EA	\$8,000.00	\$128,000	100%	\$1,280						
13	Streetlight System	1	LS	\$716,000.00	\$716,000	100%	\$7,160						
14	Traffic Striping and Signing	1	LS	\$100,000.00	\$100,000	100%	\$1,000						
15													
16													
Subtotal of Construction Items:					\$5,665,950		\$56,660						
Construction Item Contingencies (% of Construction Items):				10.00%	\$566,595								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$6,232,545								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	100,000		
Plans, Specifications and Estimates (PS&E):	300,000		
Total PE:	\$ 400,000	6.42%	25% Max
Right of Way (RW)			
Right of Way Engineering:	100,000		
Acquisitions and Utilities:	990,704		
Total RW:	\$ 1,090,704		
Construction (CON)			
Construction Engineering (CE):	100,000	1.58%	15% Max
Total Construction Items & Contingencies:	\$6,232,545		
Total CON:	\$ 6,332,545		
Total Project Cost Estimate:		\$ 7,823,249	

**Non-Infrastructure Work Plan
(Form 22-R)**

Attachment H

Not Applicable

**Narrative Questions
Back-up Information**

Attachment I

Attachment I – Screening Criteria 2

- 1. SCAG 2012-2035 RTP/SCS (Excerpt)**
- 2. Metro Long Range Plan (Excerpt)**
- 3. Metro Countywide Sustainability Planning Policy & Implementation Plan (Excerpt)**

COASTAL TRAILS

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

SAFE ROUTES TO SCHOOL

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

COMPLETE STREETS

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

- Encourage and support local jurisdictions to develop “Active Transportation Plans” for their jurisdictions if they do not already have one,

- Encourage and support local jurisdictions to develop comprehensive educational programs for all road users,
- Encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts,
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public,
- Encourage children, including those with disabilities, to walk and bicycle to school,
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network,
- Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities,
- Encourage local jurisdictions to complete the California Coastal Trail,
- Encourage the use of intelligent traffic signals and other technologies that detect slower pedestrians in signalized crosswalks and extend signal time as appropriate,
- Support the facilitation, planning, development, and implementation of projects and activities that will improve safety and reduce traffic and air pollution in the vicinity of primary and middle schools, and
- Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements.

Policy Recommendations

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

Agencies, Groups and Individuals in Bicycle and Walking Planning

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

FEDERAL GOVERNMENT

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

STATE OF CALIFORNIA

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

COUNTIES

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

CITIES

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

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

Performance Measures

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

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

Proposed Policies

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

GOAL 1: DECREASE BICYCLIST AND PEDESTRIAN FATALITIES AND INJURIES

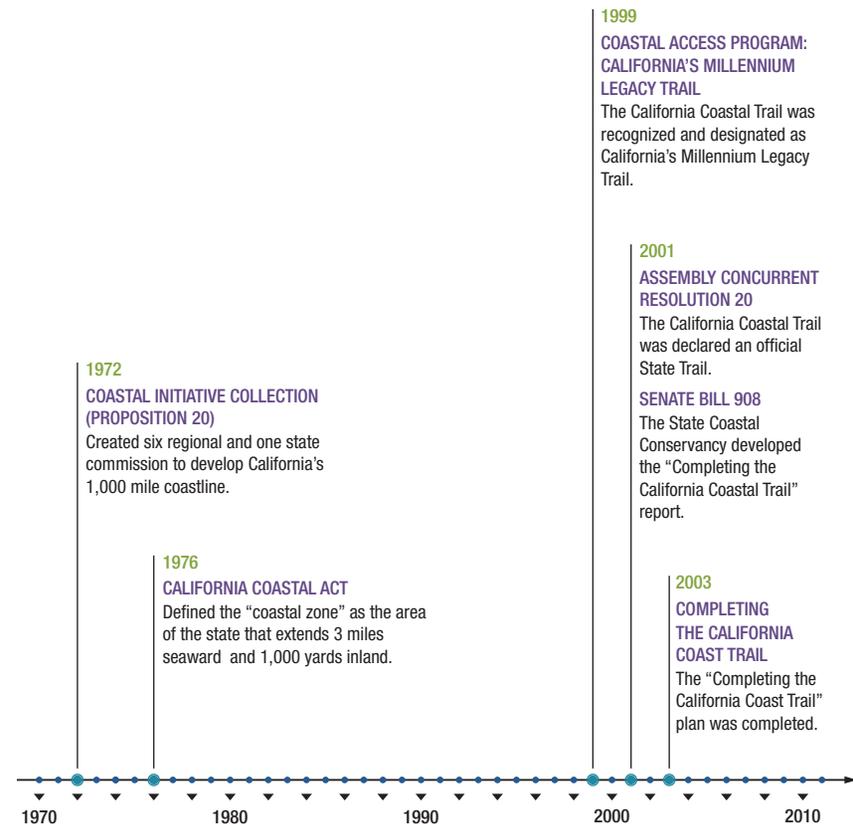
- **Objective 1.1:** SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.
 - Policy 1.1.1: SCAG will work with local jurisdictions to provide comprehensive education for all road users.

- 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



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

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

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

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

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

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

GOAL 3: INCREASE ACTIVE TRANSPORTATION USAGE IN THE SCAG REGION

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

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

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

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. 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 percent 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.

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,



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.

Attachment I- Screening Criteria 2

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

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

Pedestrian Priority Improvement Program

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

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

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

Call for Projects

FIGURE BB

Bicycle Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

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

FIGURE CC

Pedestrian Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

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

FIGURE DD

Transportation Enhancements Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

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

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

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

Metro Countywide Sustainability Planning Policy & Implementation Plan

Adopted December, 2012



Section 1: Overview, Purpose and Background

1.1 Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is dedicated to the sustainability of Los Angeles County's people, environment, and economy. Many people and organizations share these goals and are pursuing visions of sustainability in their own households, neighborhoods, businesses, cities, and region-wide. Metro's unique role in achieving a sustainable future is to plan, fund, construct, and operate a transportation system that improves residents' health and well-being, strengthens the economy, and enhances the natural environment.

The Metro Countywide Sustainability Planning Policy is a complement to Metro's efforts to improve air quality and increase transportation choices that have been underway for more than two decades. It is a tool for better defining the agency's long-term, desired sustainability outcomes in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

The Policy's focus on coordination and collaboration with respect to sustainability comes at a time of great opportunity as Metro is significantly expanding its transit system, implementing highway improvements, and supporting the development of active transportation networks. To successfully implement these projects and gain support for future projects, Metro will be increasingly called upon to quantify its contributions to society, not just in terms of mobility, but with respect to a broad range of social, economic, and environmental indicators. This is evident from the Livability Principles that influence funding decisions made by federal agencies, the addition of climate change metrics in Regional Transportation Plans (per California Senate Bill 375), and the increased interest from local stakeholders in assessing the health impacts of transportation projects. The Policy was developed in consideration of these factors to establish a planning framework for advancing the mission and goals of the agency, in concert with a broader set of sustainability priorities.

1.2 Purpose

The Countywide Sustainability Planning Policy is a guide to:

- > More fully integrate sustainability into the agency's planning functions,
- > Complement and provide a framework for building upon federal, state, regional and local sustainability policies and plans, and
- > Foster collaboration and inspire partnerships that will lead to more sustainable communities.

The policy demonstrates the agency's continued commitment to sustainability as a core business value and as a strategy for enhancing the quality, efficiency, and value of the transportation system for constituents.

The policy is organized into five sections:

1. Overview, Purpose & Background
2. Planning a Sustainable Transportation System
3. Planning Guidance
4. Policy Implementation & Impact
5. Conclusion

1.3 Background

Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. To advance this mission, Metro has adopted a set of values to guide agency actions. These values include a commitment to sustainability. The agency's business goals reiterate the importance of promoting sustainability by reducing greenhouse gas emissions and increasing energy efficiency. "Sustainability" became an official part of the agency's work program in 2007 when the Board of Directors, with guidance from the Ad Hoc Sustainability Committee, adopted the Sustainability Implementation Plan. The Plan included the following Sustainability Mission and Vision, accompanied by a list of short-term and long-term projects through Fiscal Year 2012.

Mission:

We will provide leadership in sustainability within the Los Angeles region without compromising our core mission of moving people efficiently and effectively.

Vision:

We will be the leader in maximizing the sustainability efforts and its benefits to Los Angeles County's people, finances, and environment.

Building on the overarching guidance of the Sustainability Implementation Plan, the Ad Hoc Sustainability Committee and supporting staff have generally focused on advancing strategies in three primary areas:

1. Leadership, Coordination, and Outreach: Lead the region's sustainability efforts by supporting internal coordination and by collaborating with regional stakeholders.
2. Sustainable Agency and Practices: Minimize environmental impacts from the design, construction, operation, and maintenance of Metro's facilities and operations.
3. Sustainable Regional Transportation System: Plan and implement a regional transportation system that increases mobility, fosters walkable and livable communities, and minimizes GHG emissions and environmental impacts.

The Countywide Sustainability Planning Policy is intended to define outcomes and establish measurements related to the third focus area: developing a Sustainable Regional Transportation System and as a result will further the first focus area related to Leadership, Coordination and Outreach. The Policy broadens Metro's approach to sustainability from focusing on a particular project or transportation mode to developing a more holistic and system-based framework for sustainability analysis and planning. In addition to supporting the environmental aspects of sustainability, the framework also more fully embraces the social and economic dimensions of sustainability.

Understanding a place's "accessibility" –residential density and job centrality—can help define appropriate sustainability strategies. For example, while walking to work may be a great option for more sustainable living in a location where many residents and jobs are close together (Clusters C and D); this option will likely not be widely available in locations where residents and jobs are far apart (Clusters A and B).

Applying the Framework to Real Places

The Accessibility Clusters are general. The policies presented in relation to each cluster will be relevant in many cases, but variation to a policy and a greater level of differentiation may be justified in particular circumstances. Any given corridor may traverse multiple Accessibility Clusters and therefore judgment, data, and creativity will be needed to craft solutions and to customize strategies appropriate to the local community. Empirical data at a finer geographic scale (i.e. census block group, census block) should be used to confirm the relevance of the Accessibility Clusters and strategies.

Section 3: Planning Guidance

3.1 Introduction

This section presents guidance to support Metro in implementing the principles and achieving the priorities established by the policy. The guidance recognizes that many of the priorities can be achieved simply by providing the opportunity for more people to drive less, and in more efficient vehicles. A reduction in per capita vehicle miles traveled (VMT), which can be achieved through mode shift, is associated with the following benefits:

1. Reduced vehicular, bicycle, and pedestrian collisions
2. Reduced fuel use
3. Reduced traffic congestion, particularly during rush hour
4. Reduced emissions of criteria pollutants, resulting in reduced respiratory ailments especially for young children and older adults
5. Reduced greenhouse gas emissions (GHGs)
6. Increased use of active transportation and transit
7. Increased physical activity contributing to a reduction in diseases related to a sedentary lifestyle, such as obesity
8. Economic benefits through the reduction of household transportation costs
9. Reduced infrastructure costs and associated environmental benefits accrued from energy, waste, water reduction and land preservation

When measures to reduce VMT are complemented by actions to increase the efficiency of vehicles through enhancements in technology and congestion reduction, the full range of sustainability priorities presented in the policy can be achieved. Advancements in vehicle technology are particularly important for increasing the efficiency and reducing the impacts of trips that are critical to the health of our economy. In goods movement, for example, an increase in vehicle miles travelled is a sign of strong economic growth. To support this growth, while achieving a broader range of sustainability

Attachment I-1

- 1. City of Lancaster General Plan (Excerpt)**
- 2. City of Lancaster Master Plan of Trails and Bikeways
(Excerpt)**

Lancaster provides a bigger mall and

Lancaster is a place where youth

Lancaster is a place where families

Lancaster is a place where we can

Lancaster is a place where we

Lancaster is a place where people



Lancaster General Plan 2030

Soaring Into the Future

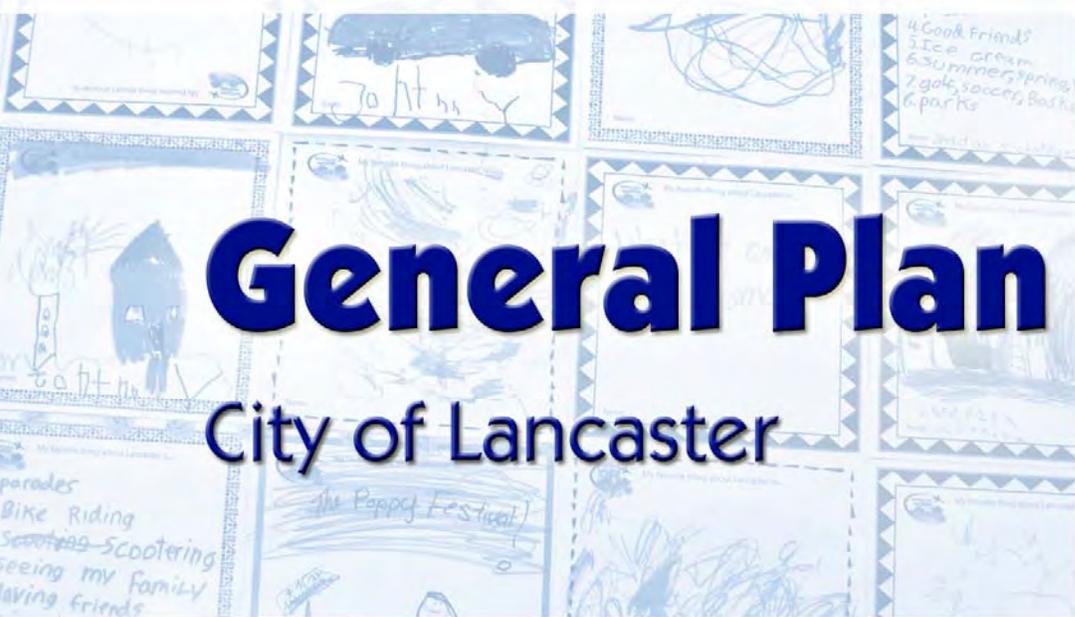


July 14, 2009

Challenge

General Plan 2030

City of Lancaster



Visions



PLAN FOR PHYSICAL MOBILITY

14.4.1(b)

Work with the California High-Speed Rail Authority and other agencies to support the development of a high speed rail system through the Antelope Valley.

Status: Existing program
Responsibility: Administration, Planning and Public Works
Departments
Time Frame: Ongoing
Funding Source: State and private resources

14.4.1(c)

Support and encourage the development of an efficient transportation system for the entire community, emphasizing the particular needs of the transit dependent individuals in the City, such as senior citizens, the handicapped, and students through such actions as:

- Assisting the local transit providers in the coordination, location and scheduling of public transit services and facilities.
- Working with Palmdale, Los Angeles County, and other agencies to maintain and enhance local transit service routes and schedules into a linked, valley-wide system.
- Urging the timely extension of public transit between urban residential areas and industrial employment centers.
- Examining alternatives to fixed route transit services within rural areas, such as demand response services, volunteer driver programs and taxi voucher programs.

Status: Existing program
Responsibility: Lancaster Public Works Department, Los Angeles Metro City of Palmdale, AVTA and other agencies
Time Frame: Ongoing
Funding Source: Department budgets



Alternative Transportation Modes

Despite the funds committed to roadway and highway construction, Southern California still suffers from significant traffic congestion. Although the City of Lancaster does not experience the degree of traffic congestion of other communities, it is not immune from these problems. If Lancaster continues to rely primarily on the private automobile, congestion problems will mount, and desired levels of service may not be maintained. After conducting significant research on roadway needs, the Southern California Association of Governments (SCAG) and Caltrans have concluded that Southern California cannot build its way out of severe traffic congestion. While the construction of new roadways is critical, roadway construction must be balanced with the expansion of alternatives to the use of the private automobile, including carpooling, public transit, bicycles, and walking. The following presents Lancaster's program to facilitate such alternatives.

“Community members expressed the need to provide for a city-wide interconnecting system of paths and trails that will allow residents to commute by walking or bicycling to residential, commercial, employment and open space areas.”
– Community Vision Report

OBJECTIVE 14.4

Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

Policy 14.4.1:

Under the guidance of the Transportation Master Plan, support and encourage the various public transit companies, ridesharing programs and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile, and accommodate those households within the Urbanizing Area of the City that rely on public transit.

Specific Actions:

14.4.1(a)

Promote programs to increase Metrolink ridership, to lessen traffic congestion on SR14 and to improve local air quality.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Department budget



14.4.1(d)

Utilize various media resources as addressed in the City's Communications Master Plan to highlight transportation alternatives.

Status: Existing program
Responsibility: Administration (Communications Manager),
Public Works Department
Time Frame: Ongoing
Funding Source: General fund

14.4.1(e)

Implement the recommendations of the Transportation Master Plan to the Transit System.

Status: New program
Responsibility: Public Works
Time Frame: Priority 3
Funding Source: Department budget

Policy 14.4.2:

Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

Specific Actions:

14.4.2(a)

Through the development review process, ensure that new developments make adequate provision for bus stop and turnout areas as necessary for both public transit and school bus service, as well as park-and-ride facilities identified as necessary.

Status: Existing program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development review fees

PLAN FOR PHYSICAL MOBILITY

14.4.2(b)

Investigate the potential for development of a transportation hub within the City, providing for connectivity between local and regional transportation services and destinations.

Status: New Program
Responsibility: Public Works and other agencies
Time Frame: Ongoing
Funding Source: Department budgets

14.4.2(c)

Through the Capital Improvement program, implement maintenance and improvement programs to improve bus stop facilities.

Status: New Program
Responsibility: Public Works Department and AVTA
Time Frame: Priority 3
Funding Source: Department budget and Capital Improvement Fund

Policy 14.4.3:

Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders (see also Policy 10.2.4 and subordinate specific actions of the Plan for Active Living).

Specific Actions:

14.4.3(a)

Revise the zoning ordinance to require commercial and industrial developments to provide reasonable and secure bicycle storage space for both patrons and employees.

Status: New program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department budget



14.4.3(b)

Provide bicycle racks at public facilities and at convenient locations along major public streets as resources allow.

Status: Existing program
Responsibility: Public Works and Parks, Recreation and Arts Departments
Time Frame: Ongoing
Funding Source: Department budgets

14.4.3(c)

Through the adoption and implementation of a Master Plan for Trails, require bikeways to link residential neighborhood areas with parks, scenic areas, and other points of interest. These bikeways also should be designed to encourage intra-city travel to employment areas, civic and commercial areas, and schools.

Status: New program
Responsibility: Planning and Public Works Departments
Time Frame: Priority 2
Funding Source: Development review fees

Policy 14.4.4:

Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.

Specific Actions:

14.4.4(a)

As part of the development and environmental review process, require implementation of transportation demand management programs for new commercial and industrial development based on local government responsibilities in the Los Angeles County Congestion Management Plan as applicable.

Status: Existing program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department budget, development review fees

PLAN FOR PHYSICAL MOBILITY

14.4.4(b)

Work with local and regional transportation agencies to identify and promote a variety of trip reduction programs.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Department budget, Capital Improvements Fund

Policy 14.4.5:

Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Specific Actions:

14.4.5(a)

Require ramps and other design features which comply with Federal and State regulations regarding transportation accessibility for the disabled in new developments, and, where practical, construct these facilities in existing urban areas.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Development review fees

14.4.5(b)

Through the development review process, require developers to include pedestrian access ways to buildings to encourage pedestrian activity.

Status:	Existing
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget, development review fees



14.4.5(c)

Encourage transit supportive uses in close proximity to the Metrolink station (see also related policies and Specific Actions under Objective 16.4).

Status:	New program
Responsibility:	Redevelopment Agency and Planning Department
Time Frame:	Priority 2
Funding Source:	General Fund, Planning and Redevelopment Agency budgets

Commodity Movement

In addition to the movement of people within a community, a major function of a city's transportation system is to facilitate the movement of commodities. If the City of Lancaster is to successfully expand its industrial base, the establishment and maintenance of truck routes and rail access to industrial areas will be critical. In addition, it is essential that utility companies have the necessary infrastructure and capacity to transport sufficient energy to serve the needs of the community. It is also important for Lancaster to promote the construction of new alternative energy systems and infrastructure that can produce energy for local demand as well as transport energy for regional use. The following outlines the General Plan's program to facilitate the movement of commodities within the City.

OBJECTIVE 14.5

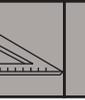
Ensure the ability to safely move commodities within and through the City of Lancaster, including availability of truck routes, pipelines, and other utility corridors, in such a manner as to minimize impacts on adjacent land uses and enhance Lancaster residents' quality of life.

Policy 14.5.1:

Provide adequate roadways and a support system to accommodate both automobile and truck traffic.



CITY OF LANCASTER MASTER PLAN OF TRAILS AND BIKEWAYS



Attachment I-1



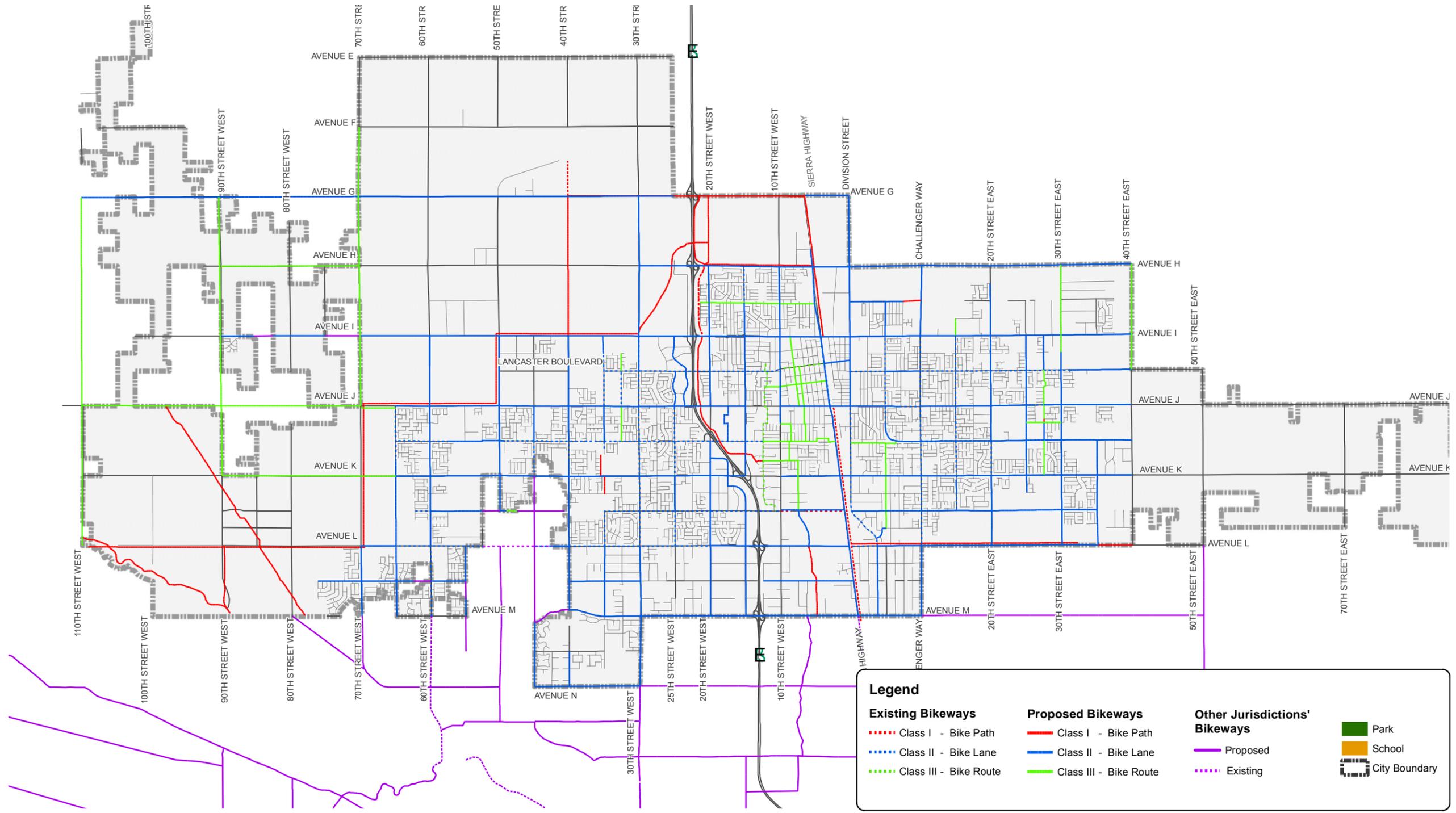
The City will use this Master Plan to create complete streets to provide safer travel for all users. The City also aims to develop a network of trails that serve a variety of recreational needs. The following goals provide broad statements describing a desired vision; the policies and actions provide the method to achieving the goal.

Goals

1. Provide a safe, connected, and convenient street environment where people of all ages and physical abilities can travel throughout Lancaster without a vehicle.
2. Create a network of off-street shared-use paths and trails within the City that is well located, safe, and secure.
3. Provide amenities and facilities to increase the number of bicyclists and pedestrians by enticing more people to use their bicycles or walk instead of driving.
4. Promote the health of Lancaster residents by providing opportunities to bicycle or walk for commuting, recreating, shopping and visiting.
5. Support safe access to and from schools.
6. Develop routes and facilities to enhance the economic viability of Lancaster, including promotional events and activities supportive of "Destination Lancaster."

Attachment I-1

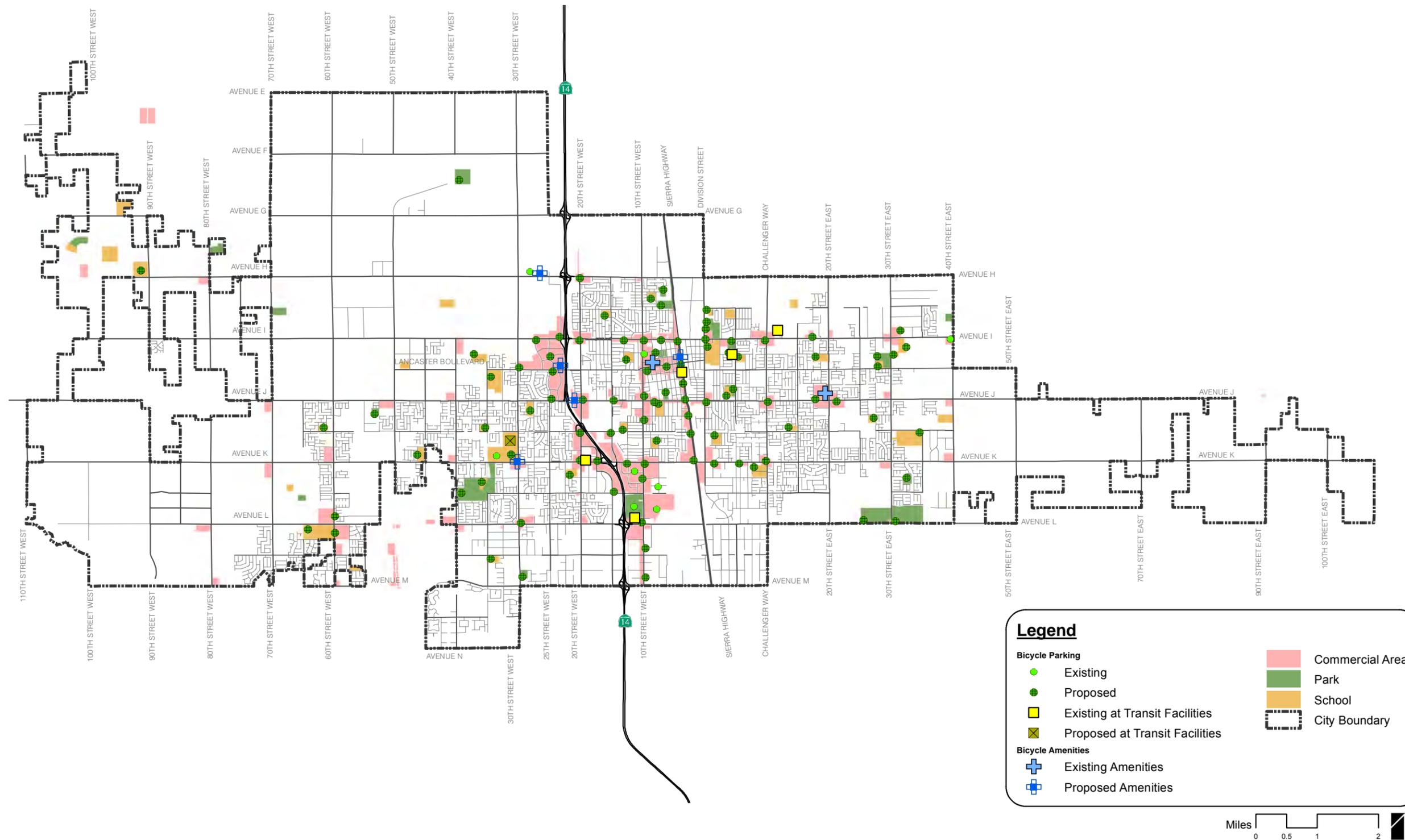
MAP 6-1: EXISTING AND PROPOSED BIKEWAYS



Lancaster Proposed Bikeway Network

Attachment I-1

MAP 6-4: EXISTING AND PROPOSED BICYCLE PARKING, AMENITIES AND INTERMODAL LINKS



Existing and Proposed Bicycle Parking, Intermodal Links and Amenities

Lancaster Master Plan of Trails and Bikeways

Attachment I-2

- 1. Transportation Injury Mapping System (TIMS)
Collisions from 1/1/2009 to 12/31/2013 for the Project
Location and Influence Area**
- 2. TIMS Map of Collisions/Incidents in Project Location and
Influence Area**

Attachment I-2

Source: TIMS, SWITRS GIS MAP

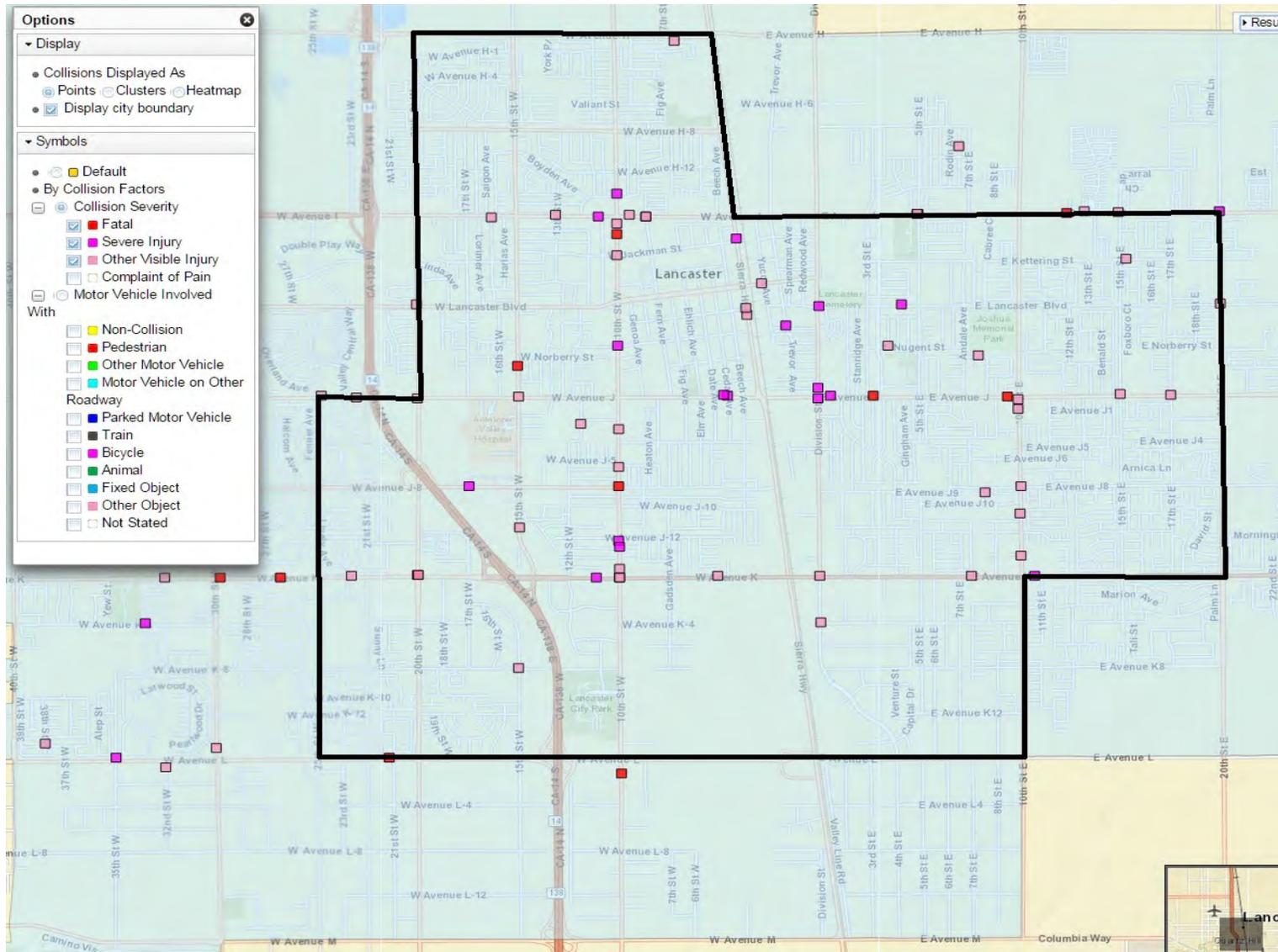
#	Date of Collision	Location		Severity of Injuries
1	1/19/2009	AVENUE K	10TH ST WEST	Injury (Severe)
2	1/5/2009	AVENUE I	16TH ST	Injury (Complaint of Pain)
3	1/2/2009	AVENUE J 8	15TH ST WEST	Injury (Severe)
4	2/10/2009	7TH ST	AVENUE K	Injury (Other Visible)
5	3/21/2009	AVENUE 1	20TH ST EAST	Injury (Severe)
6	4/12/2009	AVENUE I	15TH ST EAST	Injury (Other Visible)
7	3/6/2009	AVENUE J	DENMORE AV	Fatal
8	7/12/2009	15TH ST WEST	NORBERRY ST	Fatal
9	7/10/2009	10TH ST WEST	NEWGROVE AV	Injury (Severe)
10	8/20/2009	AVENUE I	FERN AV	Injury (Other Visible)
11	2/22/2010	AVENUE K	20TH ST WEST	Fatal
12	9/13/2009	LANCASTER BL	20TH ST EAST	Injury (Other Visible)
13	10/16/2009	15TH ST EAST	AVENUE J	Injury (Other Visible)
14	10/22/2009	AVENUE I	20TH ST WEST	Injury (Severe)
15	12/2/2009	10TH ST WEST	JACKMAN ST	Injury (Other Visible)
16	12/2/2009	15TH ST WEST	YOUNGBLOOD PL	Injury (Other Visible)
17	12/12/2009	OLDFIELD ST	TABLER AV	Injury (Other Visible)
18	1/13/2010	10TH ST WEST	JACKMAN ST	Fatal
19	2/2/2010	SIERRA HWY	JACKMAN AV	Injury (Severe)
20	1/12/2010	20TH ST WEST	AVENUE K	Injury (Other Visible)
21	2/1/2010	LANCASTER BL	DIVISION ST	Injury (Severe)
22	2/15/2010	10TH ST WEST	AVENUE H-14	Injury (Severe)
23	3/3/2010	DIVISION ST	AVENUE J	Injury (Severe)
24	3/12/2010	LANCASTER BL	5TH ST EAST	Injury (Severe)
25	3/12/2010	CHALLENGER WY	AVENUE J-10	Injury (Other Visible)
26	3/13/2010	10TH ST EAST	AVENUE J	Injury (Other Visible)
27	3/13/2010	20TH ST WEST	AVENUE J	Injury (Other Visible)
28	4/13/2010	LANCASTER BL	YUCCA AV	Injury (Other Visible)
29	5/6/2010	AVENUE J-9	HANSTEAD AV	Injury (Other Visible)
30	6/12/2010	AVENUE I	13TH ST WEST	Injury (Other Visible)
31	8/10/2010	5TH ST EAST	AVENUE I	Injury (Other Visible)
32	8/6/2010	AVENUE J	15TH ST WEST	Injury (Other Visible)
33	9/2/2010	AVENUE I	5TH ST EAST	Injury (Other Visible)
34	9/4/2010	AVENUE J	CEDAR AV	Injury (Severe)
35	9/13/2010	10TH ST WEST	AVENUE I	Injury (Other Visible)
36	11/4/2010	10TH ST WEST	AVENUE J-4	Injury (Other Visible)
37	11/12/2010	20TH ST WEST	LANCASTER BL	Injury (Other Visible)
38	11/14/2010	NUGENT ST	4TH ST EAST	Injury (Other Visible)
39	4/29/2011	10TH ST WEST	AVENUE J 8	Fatal
40	1/10/2011	AVENUE I	FERN AV	Injury (Other Visible)
41	12/6/2010	15TH ST WEST	AVENUE K-8	Injury (Other Visible)
42	2/10/2011	CHALLENGER WY	AVENUE J	Injury (Other Visible)
43	2/18/2011	DIVISION ST	AVENUE J	Injury (Severe)
44	2/22/2011	AVENUE K	10TH ST WEST	Injury (Other Visible)

Attachment I-2

45	3/5/2011	KETTERING ST	PALO VISTA DR	Injury (Other Visible)
46	5/2/2011	DIVISION ST	AVENUE K 4	Injury (Other Visible)
47	6/6/2011	AVENUE K	PARK AV	Injury (Other Visible)
48	6/9/2011	10TH ST WEST	AVENUE J-6	Injury (Other Visible)
49	6/14/2011	AVENUE J	DIVISION ST	Injury (Severe)
50	6/16/2011	10TH ST WEST	AVENUE K	Injury (Complaint of Pain)
51	7/20/2011	AVENUE 1	10TH ST WEST	Injury (Other Visible)
52	8/5/2011	TRIXIS AV	PRIMROSE DR	Injury (Other Visible)
53	8/17/2011	SIERRA HWY	MILLING ST	Injury (Other Visible)
54	9/27/2011	KINGTREE AV	AVENUE J-2	Injury (Other Visible)
55	9/8/2011	AVENUE I	5TH ST EAST	Injury (Other Visible)
56	11/10/2011	AVENUE J	25TH ST W	Injury (Other Visible)
57	6/20/2011	AVENUE J	FOXTON AV	Fatal
58	2/16/2012	AVENUE L	21ST WEST	Fatal
59	11/17/2011	AVENUE I	12TH ST EAST	Injury (Other Visible)
60	12/8/2011	AVENUE J-8	CHALLENGER WY	Injury (Other Visible)
61	2/4/2012	AVENUE J	CEDAR AV	Injury (Severe)
62	6/2/2012	AVENUE I	12TH ST EAST	Fatal
63	4/21/2012	CHALLENGER WY	AVENUE J 14	Injury (Other Visible)
64	4/14/2012	AVENUE J	SUNDELL AV	Injury (Other Visible)
65	4/22/2012	AVENUE K	DIVISION ST	Injury (Other Visible)
66	5/2/2012	AVENUE K	11TH ST EAST	Injury (Severe)
67	5/8/2012	AVENUE J	17TH ST EAST	Injury (Other Visible)
68	7/22/2012	AVENUE K	22ND ST W	Injury (Other Visible)
69	9/26/2012	10TH ST WEST	AVENUE J12	Injury (Severe)
70	8/29/2012	MILLING ST	SIERRA HWY	Injury (Other Visible)
71	9/14/2012	10TH ST WEST	AVENUE J-13	Injury (Severe)
72	11/29/2012	TREVOR AV	NEWGROVE ST	Injury (Severe)
73	11/7/2012	10TH ST WEST	AVENUE K	Injury (Other Visible)

Attachment I-2

Pedestrian-Involved Collisions/Incidents within Project Area



Source: TIMS, SWTRS GIS Map

Attachment I-3

1. City of Lancaster General Plan: Public Involvement (Excerpt)

Attachment I-3

A complete copy of the Lancaster Master Plan of Trails and Bikeways is available at: <http://www.cityoflancasterca.org/index.aspx?page=920>



Public input was an essential part of preparing this Master Plan. A comprehensive public outreach program was implemented in order to learn about the local cycling, walking, and trails environment, to understand needs and ensure they are met, and to set priorities. The outreach program included the following elements:

- Antelope Valley Partners for Health (AVPH) Outreach
- Master Plan of Trails and Bikeways Technical Advisory Committee
- Lancaster Master Plan of Trails and Bikeways Survey
- Public Workshops
- Walk Audits
- Public Comments via e-mail, mail, and fax

AVPH played a pivotal role in conducting outreach. They incorporated the Master Plan of Trails and Bikeways into their existing activities, outreached to existing clients, and expanded their promotion of the Plan to ensure as much public input as possible.

Master Plan Technical Advisory Committee

The Master Plan of Trails and Bikeways Technical Advisory Committee (TAC) was comprised of representatives from the following stakeholders:

- City Planning Department
- City Manager's Office
- City Parks Department
- City Public Works Department
- Residents
- Antelope Valley Transit Authority
- Local business owners
- Los Angeles County Department of Public Health
- Antelope Valley Union High School District
- Eastside Union School District
- Lancaster School District
- Los Angeles County Sheriff's Department
- Equestrian and Trails advocates
- High Desert Cyclists, and
- Consultant team.

The Technical Advisory Committee was assembled to advise the project team of current concerns, and to provide guidance and input on the development of the Master Plan. The Committee held a total of four meetings.

The first meeting took place early in the planning process to illuminate issues for cyclists, pedestrians, equestrians, and the disabled. During the second meeting, the TAC helped develop the Goals, Policies and Actions of this Plan. During the third meeting, the TAC reviewed preliminary plan results including draft bicycle routes, pedestrian improvements, ADA barriers, and trails. The TAC reviewed and commented on the Draft Plan during the fourth and final meeting.





Attachment I-3

Lancaster Master Plan Survey

In order to assess the needs and users' priorities of the bicycle, pedestrian, and trails system, the City conducted a survey. The City made the Lancaster Master Plan of Trails and Bikeways Survey available in both English and Spanish on the Master Plan of Trails and Bikeways website from September 2010 through December 3, 2010. In conjunction with other advocacy groups, the City passed out hard copies of the survey during community meetings and at community events. A total of 210 community members responded. Each question was analyzed to understand the community's needs and how bicycling, the pedestrian environment, and trails in Lancaster can be improved.

The survey asked questions such as:

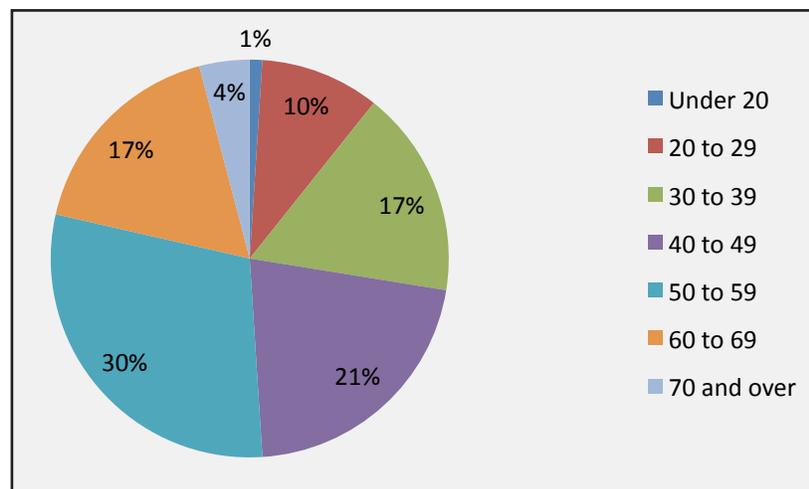
- why the respondent rides a bicycle / walks / uses trails;
- how often he / she rides / walks / uses trails;
- areas in need of improvement;
- barriers to travel, and
- areas in need of bicycle parking, among others.

The following discussion summarizes and analyzes the results of the survey.

QUESTION 1: WHAT IS YOUR AGE?

As shown in Chart 2-1, survey respondents have a wide range of ages. The majority (30 percent) of respondents are age 50 to 59, with another 21 percent age 40 to 49. Seventeen percent of respondents are 60 to 69, and another 17 percent are 30 to 39.

CHART 2-1: AGE OF SURVEY RESPONDENTS



Attachment I-3

Public Workshops

The City held three different types of public workshops, for a total of seven meetings with the public. The public was notified about the meetings through multiple channels:

- Antelope Valley Press' Community Section advertisements
- Television Channel 3's "Local Edition" program
- Flyer and literature distribution at Health and Resource Fairs
- Announcements at chamber group meetings including Antelope Valley Chamber (Lancaster), Palmdale Chamber, Hispanic Chamber, African American Chamber and the Quartz Hill Chamber
- Targeted agencies and businesses for interested parties for flyer and literature distribution including bicycle shops, animal feed stores, Easter Seals, Desert Haven, and Senior Centers
- E-mail blast to non-profit groups in the community, City's e-mail listserv, and interested parties that filled out the information section of the survey

The purpose and timing of each workshop is explained further below.

GENERAL PUBLIC WORKSHOPS

The City invited the general public to a series of three workshops to present the purpose of the Master Plan of Trails and Bikeways, understand concerns, take comments and questions, and prioritize capital improvement projects. Outcomes of each workshop are briefly described below.

Workshop 1: September 27, 2010

The first workshop took place on September 27, 2010 from 6:00 pm to 8:30 pm. The consultant team presented the overall scope for the Master Plan of Trails and Bikeways, the tentative schedule, and example recommendations for bikeways, trails, and pedestrian features. The workshop attendees commented and asked questions after the presentation. Attendee concerns and questions included:

- Narrow / substandard existing bike lanes
- Safety / Security; use of cameras
- High speed limits
- Freeway ramp treatments; bridge overpass opportunities
- Equestrian trail opportunities
- Bike path loops
- Bike and Trails Access points
- Rubberized Sidewalk Loop
- Trees / Shade along trails
- Signage at trails
- Directional signage / pavement markings



*Exercise loops,
shade-giving
trees, and
directional
signage may
encourage
active
transportation*

Attachment I-3

- Ave. H
- Crossings at Sierra Highway at Ave. K-8, Ave. K, and Ave. J
- Jackson from 15th St. W to Sierra Highway
- 15th St. W
- 10th St. W Retail area
- Between Ave. L & Ave. K at 10th St. to Sierra Highway – New development
- Amargosa Creek
- 20th St. W
- 30th St. W
- Ave. L
- Ave. G fairgrounds access
- Facilities
 - Plant 42 access and facilities in area
 - Shade / shelter areas

Workshop 2: June 29, 2011

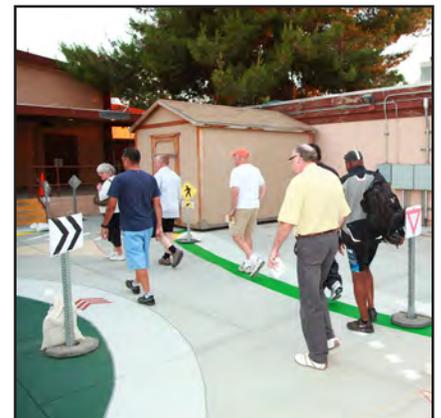
Over 160 people attended the second workshop, including community members and City staff. The City Manager kicked off the workshop with a brief introduction to the planning effort, and the importance of ushering in a new era for Lancaster. The Chair of the Architectural and Design Commission and a representative from Antelope Valley Partners for Health both gave brief statements.

The Consultant team gave a brief presentation about the planning effort to date and major findings. The team showed before and after pictures of communities that have embraced active living, and the transformational effect the plan could have on Lancaster when implemented. The team presented existing and proposed draft maps including: equestrian trails, pedestrian trails, missing sidewalks, jogging loops, intersection improvements, and bikeways.

After questions and comments were heard, workshop attendees participated in several interactive exercises.

City staff set up a mock roundabout for workshop participants to travel through and navigate. Roundabouts and mini-circles have many advantages compared to signalized and stop-controlled intersections, but are often misunderstood, as they are uncommon in the United States compared to Europe and other countries. City staff took advantage of this workshop to provide an educational introduction to roundabouts.

Staff created another outdoor exercise to show the importance of street connectivity. They created two different types of street networks in each box: one well-connected network, and the other, with many culs-de-sac and endpoints. Participants were to travel from point A to point B (which were equidistant in both boxes), and take note of their travel times. Participants found it took much longer to get to their destination when traveling in a disconnected street network.



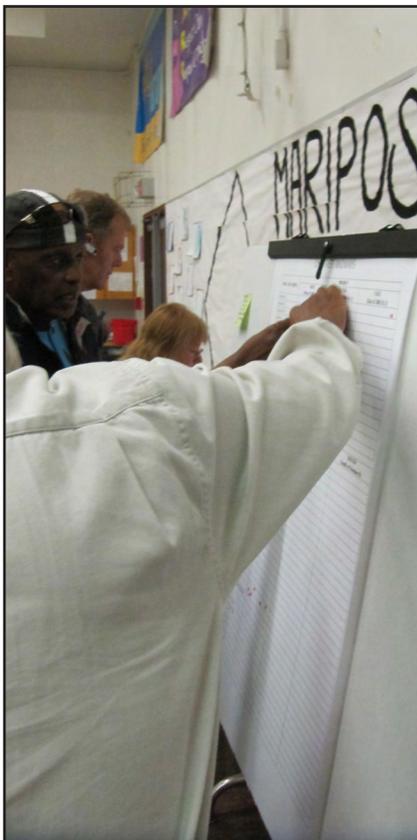
Attachment I-3

After completing the outdoor exercises, attendees returned inside to participate in a prioritization exercise. Attendees were asked to respond to the planned projects, and to prioritize them with sticker dots. Each participant was given 20 red dots, and 20 blue dots. Participants placed red dots next to their highest project priorities, blue dots for second priority projects, and no dots for third priority projects. In scoring the exercise, two points are given for each red dot, and one for each blue dot. Participants prioritized among five different types of improvements: equestrian trails, bikeways, missing sidewalks, pedestrian intersection improvements, and off-street multi-purpose pedestrian / bicycle trails. The results of the exercise are displayed in the following tables.



TABLE 2-1: PUBLIC MEETING ON-STREET BIKEWAY PRIORITIES

Street	Section	Score
30th St. W	South	147
Avenue J	Central	128
Avenue K	Central	72
Avenue J	East	56
Avenue J-4	East	52
30th St. W	North	44
Avenue J	West	42
Avenue M	West	42
Avenue N	West	42
Avenue M	Central	42
Sierra Highway	North	36
50th St. W	Central	30
60th St. W	South	30
Avenue K	West	26
Sierra Highway	Central	26
50th St. W	South	26
Avenue G	Central	25
30th St. W	Central	23
Lancaster Boulevard	West	22
Avenue L	Central	22
60th St. W	North	18
15th St. W	Central	18
10th St. W	Central	18
10th St. W	South	16
Avenue I	Central	12
Avenue G	West	10



Attachment I-3

TABLE 2-5: PUBLIC WORKSHOP OFF-STREET TRAILS PRIORITIES

Off-street Trail	Score
California Aqueduct Bike Path	69
Sierra Highway Bike Path	66
Amargosa Creek Bike Path	56
Jogging Loop 1: 35th St. W, Avenue K-8, Sierra Highway, Avenue J	44
California Aqueduct Trail	38
Avenue L Bike Path	31
Avenue K-8 Bike Path	30
Avenue I, Lancaster Blvd., 35th St. W, 50th St. W loop Multipurpose Path	29
35th St. W from Lancaster Boulevard to Avenue K-8 Multipurpose Path	25
Jogging Loop 2: Lancaster Boulevard, 30th St. E, Soccer Center, Avenue J-8, 5th St. E	22
40th St. West Bike Path	19
Avenue G Bike Path	17
Amargosa Creek Trail	16
Water Channel Bike Path	16
Utility Corridor Bike Path	16
Avenue H Bike Path	14
Avenue K-8 from 30th St. W to 15th St. W Trail	10
Avenue K-8 from 35th St. E to Littlerock Wash	6
Utility Corridor Trail	5
Water Channel Trail	4
Avenue H Trail	3
Littlerock Wash Trail	2
Avenue G / Division Street Trail	2

Workshop 3: October 18, 2011

A third public workshop was held to present the Draft Master Plan of Trails and Bikeways. At the workshop, the consultant team presented final recommendations and created boards that summarized primary chapters of the Plan.

Attachment I-3

EQUESTRIAN WORKSHOPS



The City invited members of the equestrian community to attend focused workshops to ensure that the needs and concerns of the equestrian community were incorporated into the Plan. Outcomes of both workshops are briefly described below.

Workshop 1: October 25, 2010

Twenty community members attended the first equestrian workshop. The consultant team did a brief presentation about the overall scope of the Master Plan of Trails and Bikeways, and then presented in detail the scope for the trails section. This included a discussion of a backbone trail network, trail integration in new development, trailhead facilities, trail amenities, and surfacing and fencing of trails. Comments from the workshop included:

- Survey was difficult to understand and answer for equestrians because Lancaster does not currently have existing trails
- Equestrians and runners need a backbone north/south and east/west trail network that have destinations in mind or connect up to other trails
- Cars and drivers have a lack of respect and awareness for equestrians
- Parallel bike paths and equestrian paths need a fence or separator
- The Amargosa Creek Pathway needs to include equestrian facilities as stated in the plan
 - The Horse Access parking on Avenue H needs pull through for horses
 - 1 mile of the network should be open to equestrians
 - There should be a connection to the County Trail



Workshop 2: August 11, 2011

Thirty-two equestrian stakeholders attended the second equestrian workshop. The consultant team presented draft proposed equestrian trails, existing trails, and types of trail amenities. Comments on the trails plan included:

- Need for bicyclist education when sharing trails
- An additional trail may be available on the east side of Lancaster not currently on the map
- Water and other amenities are needed on the trails
- Trailhead locations must be identified in the Plan
- Trails should connect to outside jurisdictions, Los Angeles County and Palmdale
- Concern for shared use with ATVs, motorcycles, and other motorized vehicles - should be prevented from using the trails
- Design guidelines should follow those of Los Angeles County



Attendees were asked to respond to the planned projects, and to prioritize them with sticker dots. Each participant was given 20 green dots, and 20 yellow dots. Participants placed green dots next to their highest project

Attachment I-3

DISABLED STAKEHOLDERS WORKSHOPS



The Master Plan of Trails and Bikeways contains an Americans with Disabilities Act (ADA) Transition Plan. As part of the requirements of the ADA Transition Plan, and to ensure the rest of the components of the Master Plan are barrier free, the City hosted two workshops with the disabled community. Outcomes of both workshops are briefly described below.

Workshop 1: November 1, 2010

Nineteen community members attended the first disabled stakeholders workshop. The City provided sign-language translation for hearing-impaired attendees. The consultant team did a brief presentation about the overall scope of the Master Plan of Trails and Bikeways, and then presented in detail the scope for the ADA Transition Plan. This included a discussion of the purpose of the transition plan, barriers to disabled travel including lack of sidewalks, poor push button placement, inaccessible ramps, lack of truncated domes, etc. Attendees then engaged in discussion about barriers in the City.

Workshop 2: August 11, 2011

The Antelope Valley Senior Center hosted the second workshop to address barriers to disabled travel. Twenty-five community members, including seniors, disabled residents, staff, assistants, and others. The consultant team presented the purpose of the ADA Transition Plan, the sections of a compliant transition plan, types of barriers (missing ramps, sidewalks, audio signals, etc.), how to create compliant facilities, and the purpose of the workshop, including asking for feedback and prioritization. Comments included:

- Desired bus route through Avenue K and 30th St. E
- Avenue J and Sierra Highway have missing meter covers that make sidewalk discontinuous
- Avenue I and 17th St. W has poorly placed push buttons
- 20th St. W has a grocery store that is difficult to access
- Need for better crosswalks at Fern Avenue and Jackman Street



Attendees were asked to respond to the planned projects, and to prioritize them with sticker dots. Each participant was given 20 green dots, and 20 yellow dots. Participants placed green dots next to their highest project priorities, yellow dots for second priority projects, and no dots for third priority projects. In scoring these, two points are given for each green dot, and one for each yellow dot. Participants prioritized among missing sidewalks, and pedestrian intersection improvements with barriers to disabled travel. The results of the exercise are displayed in the following tables. The dot exercise has limitations given the type and level of attendance. The rankings displayed are of workshop attendees only, and serve as one tool to prioritize projects.



Attachment I-4

- 1. CHIS Public Health Statistic for Urban Core**
- 2. County of Los Angeles Department of Public Health
Strategic Plan 2013-2017**
- 3. County of Los Angeles Department of Public Health LA
Health Data Snapshot**
- 4. County of Los Angeles Department of Public Health
Mortality in Los Angeles County 2011**
- 5. Centers for Disease Control and Prevention CDC
Recommendations for Improving Health through
Transportation Policy**
- 6. Pedestrian & Bicycle Information Center Health Benefits
Fact Sheet**
- 7. Active Living Research “The Role of Transportation in
Promoting Physical Activity” Infographic**

Attachment I-4

AskCHIS Neighborhood Edition: Lancaster

	California			Los Angeles County			93534			93535			93536		
Indicators	%	95% CI	Population	%	95% CI	Population	%	95% CI	Population	%	95% CI	Population	%	95% CI	Population
Ever diagnosed with asthma (18+)	0.137	0.131 - 0.143	27796500	0.122	0.113 - 0.132	7402100	0.136	0.102 - 0.171	26200	0.129	0.095 - 0.163	46800	0.145	0.111 - 0.179	44700
Ever diagnosed with asthma (1-17)	0.154	0.14 - 0.167	8629700	0.15	0.133 - 0.167	2204000	NA		9800	0.194	0.147 - 0.241	21400	0.196	0.149 - 0.244	15700
Ever diagnosed with diabetes (18+)	0.084	0.079 - 0.088	27796500	0.088	0.08 - 0.095	7402100	0.096	0.075 - 0.117	26200	0.099	0.079 - 0.12	46800	0.087	0.068 - 0.106	44700
Fair or poor health (18-64)	0.179	0.172 - 0.186	23392900	0.214	0.202 - 0.227	6305200	0.185	0.148 - 0.223	22300	0.197	0.159 - 0.234	41300	0.14	0.108 - 0.172	38400
Fair or poor health (65+)	0.274	0.261 - 0.287	4403600	0.33	0.312 - 0.348	1096900	NA		3800	NA		5400	NA		6300
Fair or poor health (0-17)	0.06	0.051 - 0.068	9134500	0.06	0.049 - 0.07	2334000	NA		10400	NA		22600	NA		16500
Obese (BMI >= 30) (18+)	0.248	0.241 - 0.255	27796500	0.247	0.235 - 0.26	7402100	0.325	0.275 - 0.375	26200	0.351	0.3 - 0.402	46800	0.28	0.231 - 0.329	44700
Overweight for age (weight >= 95th percentile) (2-11)	0.136	0.118 - 0.153	4997900	0.144	0.12 - 0.168	1262600	NA		5800	NA		12200	NA		8500
Overweight or obese (BMI >= 85th percentile) (12-17)	0.324	0.295 - 0.353	3127100	0.366	0.333 - 0.399	811500	NA		3300	NA		7900	NA		6500
Regular physical activity (5-17)	0.208	0.191 - 0.225	6610500	0.199	0.177 - 0.22	1684100	NA		7200	0.207	0.157 - 0.256	16400	NA		12500
Walked at least 150 minutes (18+)	0.333	0.325 - 0.341	27796500	0.35	0.335 - 0.364	7402100	0.287	0.251 - 0.323	26200	0.286	0.251 - 0.322	46800	0.318	0.275 - 0.362	44700

Neighborhood Edition are not direct estimates. For more

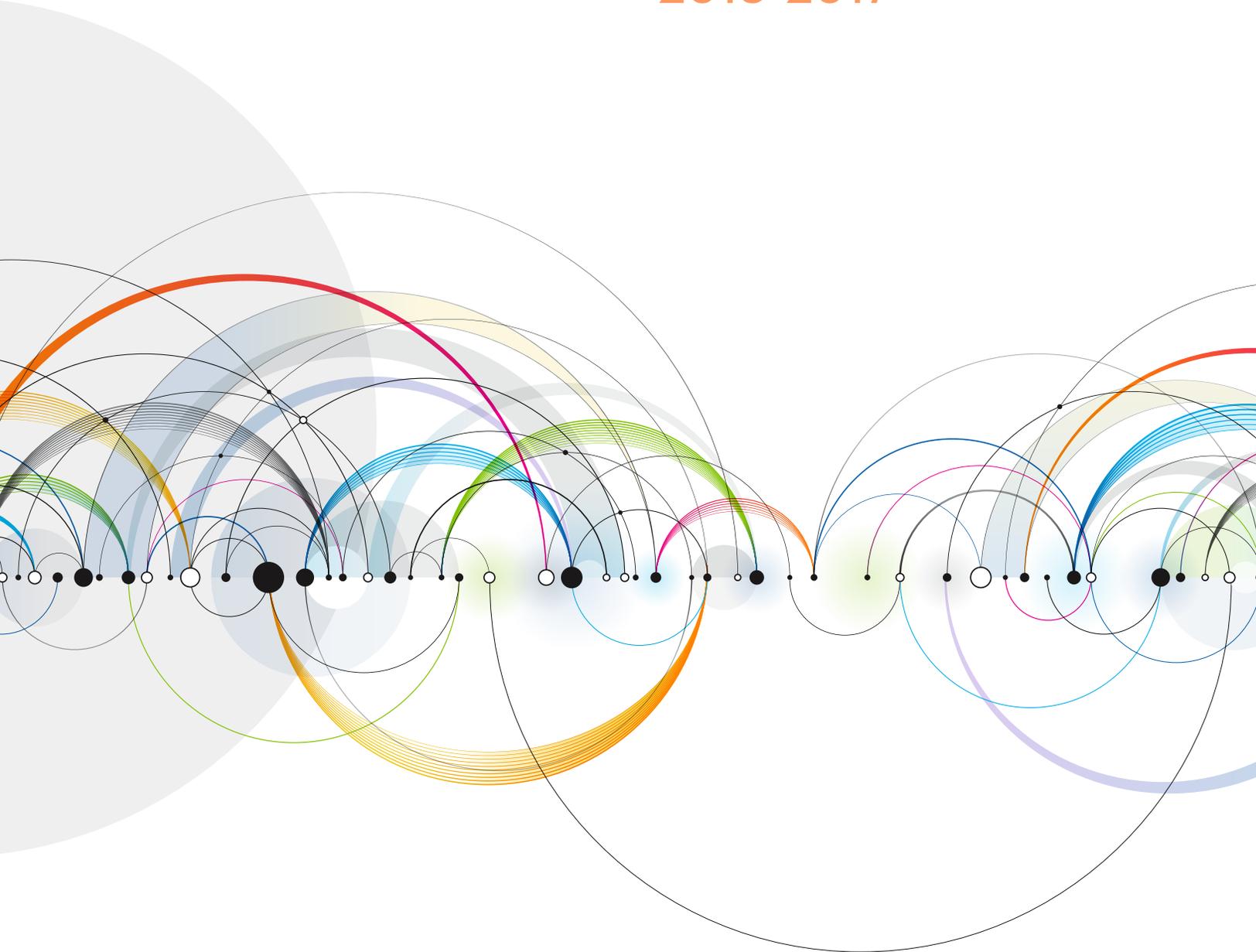
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County of Los Angeles Department of Public Health

Strategic Plan

2013-2017



Strategic Priority 1

Healthy and Safe Community Environments

Support and develop neighborhoods and institutions that support healthy lifestyles.

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

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

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

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

Attachment I-4

- Obj.1.2.e Work with health care organizations to adopt and implement a standard protocol for tobacco use screening and referral to cessation services.
- Obj.1.2.f Engage with school districts, schools and teachers to provide tobacco-use prevention education and cessation resources at schools with high rates of tobacco use.

Goal 1.3: Increase community safety and decrease potential for injuries.

- Obj.1.3.a Support efforts to reduce gang violence among youth, including the County's Parks After Dark Program and other support services and policy interventions for high-risk youth.
- Obj.1.3.b Expand partnerships and pursue funding to increase injury and violence prevention efforts, including prevention of traffic collisions, fall injuries among seniors, drug-related poisonings, suicide, homicide, intimate partner violence, and trauma and abuse across the lifespan.
- Obj.1.3.c Implement evidence-based strategies to prevent motor vehicle, pedestrian and bicyclist injuries.

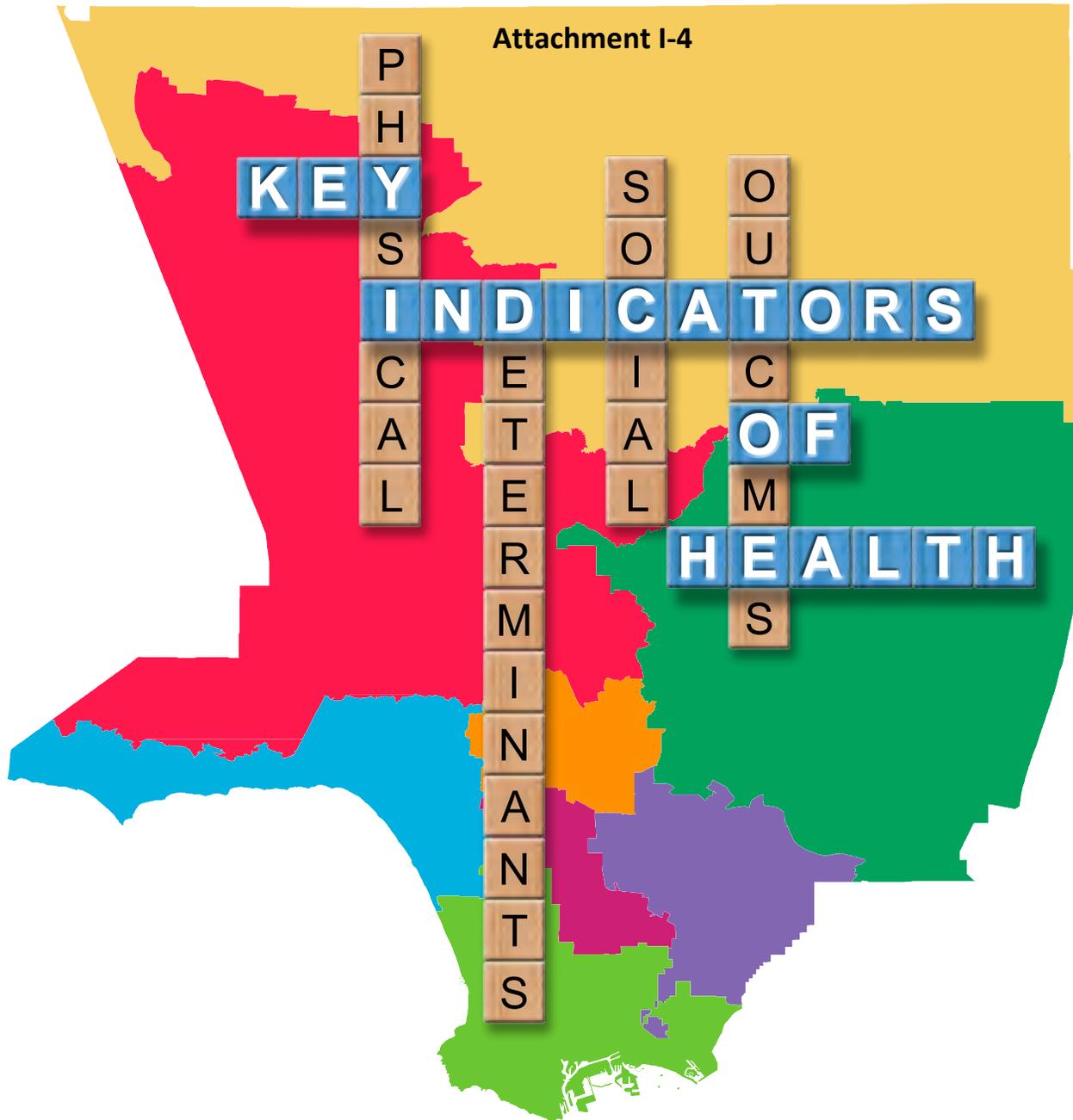
Goal 1.4: Reduce community environmental hazards.

- Obj.1.4.a Work with community organizations to educate residents on strategies to improve healthy conditions in multi-unit housing.
- Obj.1.4.b Quantify the potential short and long-term impacts of environmental hazards by modeling linkages between exposures and diseases and injuries.
- Obj.1.4.c Identify potential interventions to reduce the exposure to and impact of environmental hazards, and quantify the impacts and value of those interventions.
- Obj.1.4.d Address illegal food operations that pose a public health risk through public education and enforcement.
- Obj.1.4.e Improve data reporting, analysis, interpretation, and notification of environmental hazards to the public and affected industry.
- Obj.1.4.f Inform the general public on the nature of climate change, its potential effects, and actions they can take to reduce greenhouse emissions and minimize impacts on health.

Goal 1.5: Reduce the impact of substance abuse and addiction.

- Obj.1.5.a Implement and evaluate evidence-based prevention services that respond to locally identified alcohol and drug problems.
- Obj.1.5.b Improve treatment outcomes by expanding use of evidence based practices, including use of MAT (medication-assisted treatment).
- Obj.1.5.c Develop and begin implementation of a strategic action plan to address the growing public health problem of prescription drug use and abuse.
- Obj.1.5.d Assist cities and communities with adopting evidence-based strategies to reduce youth access and availability to alcohol and other drugs (AOD), and minimize the related health and social consequences.

Attachment I-4



by **SERVICE PLANNING AREA**

HEALTH STATUS

Health-Related Quality of Life

- Percent of adults reporting their health to be fair or poor²
- Average number of days in past month adults reported regular daily activities were limited due to poor physical/mental health²
- Average number of unhealthy days (due to poor mental or physical health) in the past month reported by adults^{2e}
- Average number of poor mental health days in the past month reported by adults²
- Percent of adults who receive the social and emotional support they need²

Special Health Care Needs

- Percent of children ages 0-17 years who have special health care needs^{2f}
- Percent of children ages 2-17 years ever diagnosed with ADD/ADHD²
- Percent of adults who provided care or assistance during the past month to another adult living with a long-term illness or disability²

*The estimate is statistically unstable (relative standard error ≥ 23%)

	HP 2020	National	LA County	Antelope Valley	San Fernando	San Gabriel	Metro	West	South	East	South Bay
				SPA1	SPA2	SPA3	SPA4	SPA5	SPA6	SPA7	SPA8
Percent of adults reporting their health to be fair or poor ²	N/A	16.1 ^{B2}	20.7	26.7	18.5	20.1	24.5	7.4	30.5	24.1	17.6
Average number of days in past month adults reported regular daily activities were limited due to poor physical/mental health ²	N/A	2.3 ^{B2}	2.1	2.6	2.5	1.8	2.1	1.7	2.5	2.0	1.7
Average number of unhealthy days (due to poor mental or physical health) in the past month reported by adults ^{2e}	N/A	6.2 ^{B2}	5.4	6.2	5.8	5.2	5.7	4.2	6.1	5.3	5.0
Average number of poor mental health days in the past month reported by adults ²	N/A	3.5 ^{B2}	3.3	3.8	3.6	3.0	3.4	2.0	4.0	3.5	2.9
Percent of adults who receive the social and emotional support they need ²	N/A	N/A	64.0	59.6	63.5	60.8	74.8	83.8	53.9	51.2	68.8
Percent of children ages 0-17 years who have special health care needs ^{2f}	N/A	N/A	15.8	20.8	15.5	14.7	16.6	17.5	12.5	15.2	18.2
Percent of children ages 2-17 years ever diagnosed with ADD/ADHD ²	N/A	8.4 ^{NC}	6.0	7.3	7.4	5.3*	7.2*	4.6	4.2	4.6	7.2
Percent of adults who provided care or assistance during the past month to another adult living with a long-term illness or disability ²	N/A	N/A	20.0	20.4*	17.4	24.1	11.3*	16.6*	16.9*	25.5*	24.0



	HP 2020	National	LA County	Antelope Valley SPA1	San Fernando SPA2	San Gabriel SPA3	Metro SPA4	West SPA5	South SPA6	East SPA7	South Bay SPA8
Insurance											
• Percent of children ages 0-17 years who are uninsured ²	0.0	7.0 ^{NC}	5.0	2.7*	4.2	4.3*	6.6*	3.0*	8.6*	6.5	2.9*
• Percent of adults ages 18-64 years who are uninsured ²	0.0	21.3 ^{NU}	28.5	19.5	27.0	26.9	35.5	12.7	38.2	32.4	26.7
• Percent of children ages 0-17 years who do not have dental insurance ²	N/A	N/A	21.8	18.0	22.0	22.0	24.3	28.4	24.2	20.8	18.5
• Percent of adults ages 18+ years who do not have dental insurance ²	N/A	N/A	51.8	44.7	49.0	51.0	61.1	39.4	62.9	53.0	49.3
Regular Source of Care											
• Percent of children 0-17 years with no regular source of health care ²	0.0	3.3 ^{NC}	4.8	3.7*	3.8	4.5*	5.2*	4.0*	7.3*	5.1	4.5*
• Percent of adults 18-64 years with no regular source of health care ²	10.6	N/A	23.4	17.6	25.1	22.6	25.4	22.5	29.4	20.0	21.0
Access to Health Care											
• Percent of children ages 0-17 years who have difficulty accessing medical care ²	N/A	N/A	12.3	12.7*	9.6	11.8	12.1	4.5*	17.7	16.4	10.1
• Percent of adults who reported difficulty accessing medical care ²	N/A	N/A	31.7	26.7	28.9	31.9	38.0	17.0	44.6	34.6	28.5
• Percent of children who did not see a doctor when needed in the past year because they could not afford it ²	N/A	1.7 ^{NC}	6.1	5.6*	3.5	6.0*	3.0*	4.9*	9.9*	8.2	6.4
• Percent of adults who did not see a doctor when needed in the past year because they could not afford it ²	N/A	6.5 ^{NA2}	16.0	13.3	16.8	15.1	17.7	12.2	18.7	17.8	14.0
Access to Dental Care											
• Percent of children ages 3-17 years who did not obtain dental care (including check-ups) in the past year because they could not afford it ²	N/A	6.1 ^{NC}	12.6	9.0	9.6	13.9	11.3	8.5	14.9	16.6	12.2
• Percent of adults who did not obtain dental care (including check-ups) in the past year because they could not afford it ²	N/A	N/A	30.3	31.3	29.8	27.7	37.6	19.4	35.0	33.9	27.4
Access to Mental Health Care											
• Percent of children ages 3-17 years who tried to get mental or behavioral health care in the past year ²	N/A	N/A	7.8	11.4	7.7	7.7	8.1	7.0*	5.8*	8.0*	8.3
• Percent of adults who tried to get mental health care in the past year ²	N/A	N/A	7.5	8.3	8.8	6.2	8.4	10.6	6.6	5.8	6.5

Attachment I-4



	HP 2020	National	LA County	Antelope Valley SPA1	San Fernando SPA2	San Gabriel SPA3	Metro SPA4	West SPA5	South SPA6	East SPA7	South Bay SPA8	
Overweight & Obesity												
• Percent of children in grades 5, 7, & 9 who are obese (BMI above the 95th percentile) ⁹	N/A	N/A	22.4	20.3	19.8	20.8	26.7	15.3	29.0	25.7	20.7	
• Percent of adults who are obese (BMI ≥ 30.0) ²	30.5 ^{HP}	28.3 ^{NA}	23.6	34.8	21.1	23.9	20.1	9.8	32.7	30.1	22.7	
• Percent of adults who are overweight (25.0 ≤ BMI < 30.0) ²	N/A	34.5 ^{NA}	37.1	36.1	36.4	35.0	33.2	33.5	37.3	40.1	42.8	
Diabetes												
• Percent of adults ever diagnosed with diabetes ²	N/A	9.0 ^{NA}	9.5	10.7	9.3	7.7	7.3	5.5	10.1	15.1	9.8	
• Diabetes death rate (age-adjusted per 100,000 population) ¹⁰	N/A	20.8 ^{MH}	20.2	40.6	15.7	19.8	18.1	9.3	34.1	27.5	18.3	
Cardiovascular Disease												
• Percent of adults ever diagnosed with hypertension ²	26.9	25.5 ^{NA}	24.0	29.0	23.9	25.4	20.4	17.1	28.4	24.4	24.5	
• Percent of adults ever diagnosed with high cholesterol ²	N/A	N/A	25.6	26.4	28.4	23.9	24.1	24.8	22.9	25.4	26.5	
• Coronary heart disease death rate (age-adjusted per 100,000 population) ¹⁰	100.8	123.7 ^{MC}	128.6	182.7	129.9	118.1	118.5	101.2	178.2	122.3	130.8	
• Stroke death rate (age-adjusted per 100,000 population) ¹⁰	33.8	39.1 ^{MH}	33.7	37.3	32.2	36.0	28.9	28.2	45.5	33.7	33.4	
• Stroke death rate for African-Americans (age-adjusted per 100,000 population) ¹⁰	33.8	53.0 ^{MC}	49.6	**	91.5	60.6	47.2	**	55.1	**	41.7	
Reproductive Health												
• Rate of births (per 1,000 live births) to teens ages 15-19 years ⁶	N/A	34.2 ^{BH}	28.1	33.9	18.9	22.4	35.5	6.0	51.1	30.9	25.7	
• Percent of low weight (<2,500 grams) births (per 100 live births) ⁶	7.8	8.2 ^{BH}	7.1	8.3	7.1	6.4	7.1	6.8	8.1	6.6	7.1	
• Percent of low weight (<2,500 grams) African American births (per 100 live births) ⁶	7.8	13.5 ^{BH}	11.8	11.7	10.5	10.5	11.7	9.4	13.4	12.0	10.6	
• Infant death rate (per 1,000 live births) ⁶	6.0	6.2 ^{MH}	4.6	5.8	4.4	4.1	5.0	3.2	6.1	3.7	4.7	
• African American infant death rate (per 1,000 live births) ⁶	6.0	11.6 ^{MH}	9.8	9.0	6.8	***	14.4	***	9.5	***	11.2	
Musculoskeletal												
• Percent of adults diagnosed with arthritis ²	N/A	23.3 ^{NA}	17.4	24.0	16.4	20.1	16.0	17.7	15.7	18.2	15.7	
• Percent of women 65 years or older diagnosed with osteoporosis ²	N/A	N/A	26.7	24.7*	27.3	27.3	32.3	24.9	21.6*	30.0	22.1	

Attachment I-4



Mental Health

	HP 2020	National	LA County	Antelope Valley SPA1	San Fernando SPA2	San Gabriel SPA3	Metro SPA4	West SPA5	South SPA6	East SPA7	South Bay SPA8
• Percent of adults ever diagnosed with depression ²	N/A	17.5 ^B	12.2	14.6	13.9	10.6	13.4	13.4	10.8	11.7	10.7
• Percent of adults with current depression ²	N/A	N/A	8.3	12.6	8.9	6.4	9.3	10.3	8.0	7.6	7.7
• Percent of adults at risk for major depression ²	N/A	N/A	10.4	11.9	12.0	8.5	11.6	5.8*	13.3	10.5	9.3
• Percent of adults ever diagnosed with anxiety ²	N/A	N/A	11.3	15.9	12.5	9.1	12.0	13.7	10.1	11.4	10.2
• Percent adults with current anxiety ²	N/A	N/A	6.4	6.6	7.2	5.3	7.4	7.6	6.9	5.6	5.5
• Alzheimer's disease death rate (age-adjusted per 100,000 population) ¹⁰	N/A	25.1 ^{MH}	21.0	30.6	25.7	19.8	13.3	24.0	18.3	21.0	20.1

Communicable Diseases

• Incidence of HIV/AIDS (annual new cases per 100,000 population) among adolescents and adults (ages 13+ years) ^{11a}	13.0	19.7 ^A	24.9	15.4	13.2	9.4	79.0	18.1	32.3	15.5	26.3
• HIV infection-related mortality rate (age-adjusted per 100,000 population) ¹⁰	3.3	2.6 ^{MH}	3.0	**	1.4	1.7	6.4	**	7.1	1.8	3.5
• Incidence of primary and secondary Syphilis (annual new cases per 100,000 population) ^{11b}	N/A	4.5 ^S	8.1	2.1	6.1	2.2	27.1	7.2	10.5	4.9	4.7
• Incidence of Chlamydia (annual new cases per 100,000 population) ^{11b}	N/A	457.6 ^S	512.9	538.6	320.5	353.2	587.7	277.5	999.5	488.0	504.9
• Incidence of Gonorrhea (annual new cases per 100,000 population) ^{11b}	N/A	104.2 ^S	103.4	73.0	57.9	40.2	204.7	72.8	231.9	58.4	109.2
• Incidence of Tuberculosis annual new cases per 100,000 population) ¹²	1.0	3.4 ^T	7.3	5.2	5.5	8.1	12.8	3.6	8.1	7.6	5.8

Respiratory Disease

• Percent of children ages 0-17 years with current asthma (ever diagnosed with asthma and reported still have asthma and/or had an asthma attack in the past year) ²	N/A	N/A	9.0	12.2*	9.1	7.8	4.3*	4.8	9.4	9.9	11.5
• Pneumonia/Influenza mortality rate (age-adjusted per 100,000 population) ¹⁰	N/A	15.1 ^{MH}	21.3	23.0	19.3	20.9	21.0	19.0	24.6	21.5	23.6
• COPD/Emphysema mortality rate (age-adjusted per 100,000 population) ¹⁰	N/A	40.6 ^{MC}	30.3	78.8	27.3	33.3	21.3	22.3	31.3	30.7	32.4



BUILT ENVIRONMENT FOR PHYSICAL ACTIVITY

The built environment includes the settings and structures around us, the spaces where we live, play, learn, and work. Growing evidence demonstrates the relationship between features of the built environment and health; the built environment can contribute to disease and injury or promote good health and habits.^{1,2}

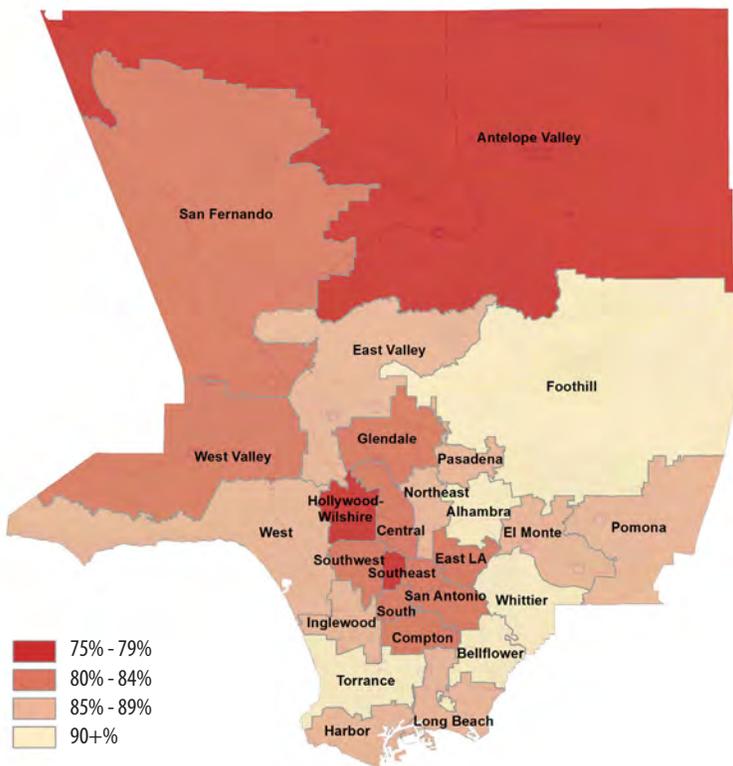
Characteristics of the community or neighborhood that discourage physical activity, such as unsafe walking paths or lack of parks, can increase the risk for obesity, diabetes, and other chronic health conditions.^{3,4,5} Conversely, built environments that allow people to engage in physical activity, including walkable sidewalks, safe bike paths, parks, and open space, improve health and well-being.⁶

To assess perceptions of the built environment among our local population, the 2011 Los Angeles County Health Survey asked adults (18+ years old) about the environments in which they live, walk, and exercise.

Neighborhood Resources for Physical Activity

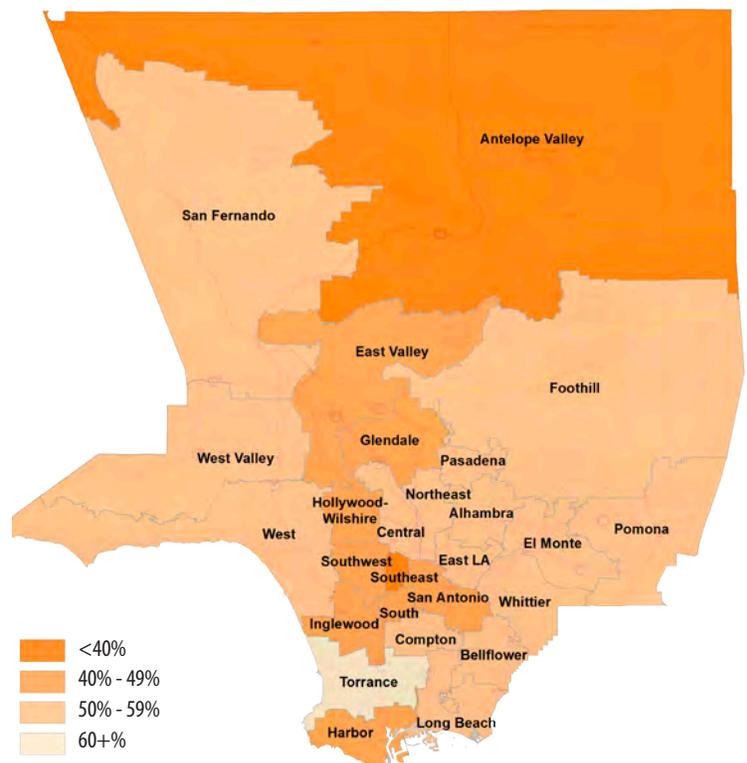
- 52% percent of adults in the County reported they use walking paths, parks, playgrounds or sports fields in their neighborhood, 34% of adults do not use these resources, and 14% reported that their neighborhood does not have these facilities.

Figure 1: Percent of Adults Who Reported That They Have Parks, Playgrounds, or Sports Fields in Their Neighborhood, by Health District, LACHS 2011



- The presence of walking paths, parks, playgrounds, or sports fields varied geographically, with Antelope Valley, Hollywood/Wilshire, and Southeast Health Districts having the lowest percent of residents reporting resources for outdoor physical activity (Figure 1).
- Use of walking paths, parks, playgrounds or sports fields varied by Health District, with the Torrance Health District having the highest use of these facilities, and the Southeast and Antelope Valley Health Districts having the lowest use (Figure 2).

Figure 2: Percent of Adults Who Used Walking Paths, Parks, Playgrounds, or Sports Fields in Their Neighborhood, by Health District, LACHS 2011



LA Health

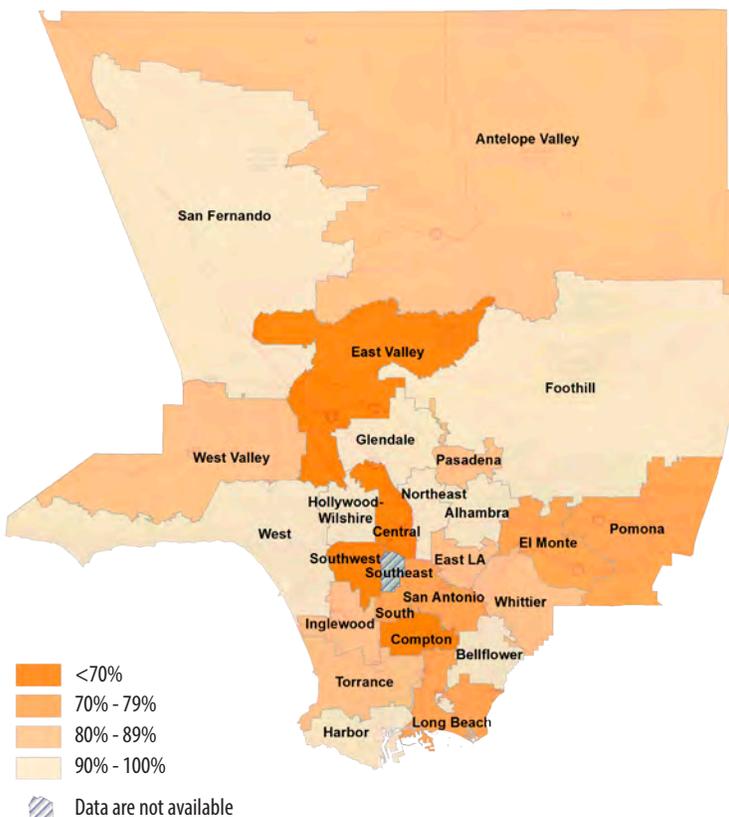
DATA SNAPSHOT



Perceived Safety of Neighborhood

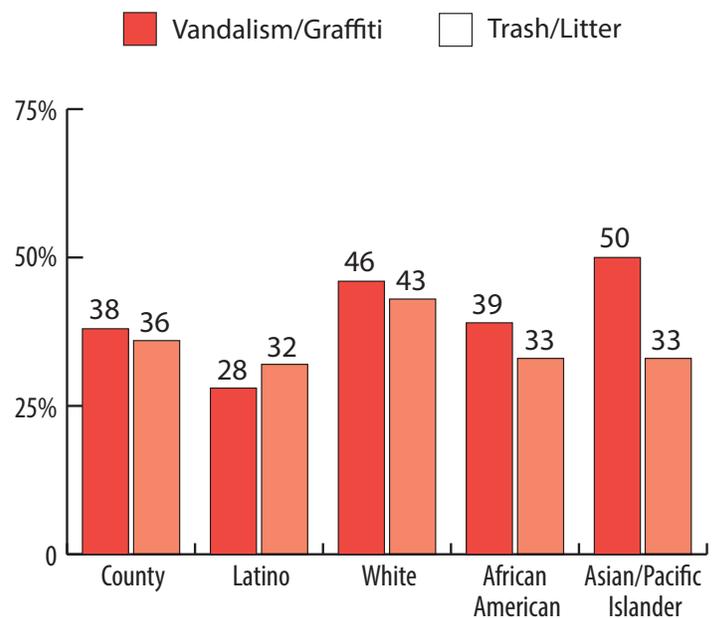
- Among those who reported using walking paths, parks, playgrounds, or sports fields in their neighborhood, 91 reported they were safe to use. However, among those who did not use these places, 81% reported they were safe, while 9% did not know if they were safe.
- Overall, 84% of adults in the County reported that they perceived their neighborhood to be safe from crime. Perceived neighborhood safety from crime varied geographically by Health District (Figure 3).
- 69% of adults reported that there was adequate lighting around buildings and on streets, and that the streets and sidewalks were well-maintained in their neighborhood.
- Only 62% of residents living in poverty reported having well-maintained streets and sidewalks, and adequate lighting in their neighborhood, compared to 71% of residents with higher household incomes.

Figure 3: Percent of Adults Who Perceived Their Neighborhood to be Safe from Crime, by Health District, LACHS 2011



- Graffiti, vandalism, trash or litter on the streets can deter residents from walking and engaging in other healthy forms of exercise.
 - A higher percentage of Asians/Pacific Islander (50%) and whites (46%) reported no vandalism or graffiti in their neighborhood compared to 39% of African Americans and 28% of Latinos (Figure 4).
 - More whites (43%) reported that their neighborhood did not have trash and litter on the streets or properties compared to 33% of Asians/Pacific Islanders, 33% of African Americans, and 32% of Latinos.

Figure 4: Percent of Adults Who Reported No Vandalism/ Graffiti or Trash/Litter in their Neighborhood, by Race/Ethnicity, LACHS 2011



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3. Sallis JF, Saelens BE, Frank LD, Conway TL, Slymen DJ, Cain KL, Chapman JE, Kerr J. Neighborhood Built Environment and Income: Examining Multiple Health Outcomes. Soc Sci Med. 2009; 68:1285-93.
4. Mujahid MS, Diez Roux AV, Shen M, Gowda D, Sa' nchez B, Shea S, Jacobs DR, Jackson SA. Relation between Neighborhood Environments and Obesity in the Multi-Ethnic Study of Atherosclerosis. Am J Epidemiol 2008;167:1349-1357.
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CDC Recommendations for Improving Health through Transportation Policy

Centers for Disease Control and Prevention

The U.S. transportation system has been shaped by multiple policy inputs and concrete actions which have arisen from transportation and community planners, funding agencies and others at Federal, state and local levels. Today, the system is designed to move people and goods efficiently; however, there is a growing awareness across communities that transportation systems impact quality of life and health. Government and non-government agencies are seeking innovative policies and programs that protect and promote health while accomplishing the primary transportation objectives.

The Opportunity

Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people.

With this goal in mind, the Centers for Disease Control and Prevention (CDC) has identified transportation policies that can have profound positive impact on health. CDC supports strategies that can provide a balanced portfolio of transportation choices that supports health and reduces health care costs. Transportation policy can:

- Reduce injuries associated with motor vehicle crashes
- Encourage healthy community design
- Promote safe and convenient opportunities for physical activity by supporting active transportation infrastructure
- Reduce human exposure to air pollution and adverse health impacts associated with these pollutants
- Ensure that all people have access to safe, healthy, convenient, and affordable transportation

Rationale

The current U.S. transportation infrastructure focuses on motor vehicle travel and provides limited support for other transportation options for most Americans.

- Physical activity and active transportation have declined compared to previous generations. The lack of physical activity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke and other chronic health conditions in the United States.
- Motor vehicle crashes continue to be the leading cause of injury-related death for many age groups. Pedestrians and bicyclists are at an even greater risk of death from crashes than those who travel by motor vehicles.
- Many Americans view walking and bicycling within their communities as unsafe because of traffic and the lack of sidewalks, crosswalks, and bicycle facilities.

CDC Recommendations for Improving Health through Transportation Policy Centers for Disease Control and Prevention

- Although using public transportation has historically been safer than highway travel in light duty vehicles, highway travel has grown more quickly than other modes of travel.
- A lack of efficient alternatives to automobile travel disproportionately affects vulnerable populations such as the poor, the elderly, people who have disabilities and children by limiting access to jobs, health care, social interaction, and healthy foods.
- Although motor vehicle emissions have decreased significantly over the past three decades, air pollution from motor vehicles continues to contribute to the degradation of our environment and adverse respiratory and cardiovascular health effects.
- Transportation accounts for approximately one-third of all U.S. greenhouse gas emissions contributing to climate change.

Recommendations

The following are key recommendations for bringing public health considerations into transportation issues.

Reduce injuries associated with motor vehicle crashes

Motor vehicle travel has become safer over time, but motor vehicle crashes are still the leading cause of death for people ages 1–34. Improving the safety and efficiency of motor vehicles and their occupants is critical to improving transportation policy and the public’s health.

Transportation policies are needed to improve the safety of motor vehicles and their occupants to prevent crashes, and advances in medical care are needed to increase the survivability of victims of crashes that do occur.

Recommendations:

- Provide incentives to states that implement, strengthen, and/or continue to use effective interventions that improve road traffic safety. Examples of interventions include:
 - Primary seatbelt laws
 - Child safety seat and booster seat laws
 - Alcohol-impaired driving countermeasures
 - Motorcycle and bicycle helmet laws
 - Distracted driving laws
 - Lower speed limits and other efforts to reduce speeding within communities.
 - Comprehensive graduated driver licensing systems
 - Roadway design measures such as installation of centerline rumble strips
 - Education on safe driving, bicycling, and walking
 - Community designs that promote reduced traffic speeds in neighborhoods
- Increase support for new and existing technologies to improve the safety of motor vehicles. Examples include:
- Technologies that enable vehicles to withstand crashes with lower risk of injuries to occupants
- Vehicle designs and technologies that lower risk for non-occupants

Attachment I-4

CDC Recommendations for Improving Health through Transportation Policy Centers for Disease Control and Prevention

- Technologies to prevent alcohol impaired driving
- Study the effectiveness of providing incentives for Americans to reduce vehicle miles traveled by using alternatives to single occupancy vehicle travel. Examples of strategies include:
 - High occupancy vehicle lanes
 - Congestion pricing
 - Parking pricing
 - Carpools, vanpools, and improved public transportation
- Bring health, transportation and community planners together to address roadway safety issues through community design.
- Ensure access to trauma care for victims of motor vehicle crashes in order to improve survival outcomes after a crash.

Improve Air Quality

Transportation-related air pollutants are one of the largest contributors to unhealthy air quality. Exposure to traffic emissions has been linked to many adverse health effects including: premature mortality, cardiac symptoms, exacerbation of asthma symptoms, diminished lung function, increased hospitalization and others. Motor vehicles are a significant source of air pollution in urban areas.

Recommendations:

- Reduce human exposure to transportation-related air pollution and the adverse health impacts associated with air pollutants by:
 - Retrofitting existing diesel vehicles with current pollution control measures to reduce emissions.
 - Requiring effective inspection and maintenance programs for medium- and heavy-duty vehicles.
 - Providing incentives for motor vehicle drivers to purchase vehicles with technologies designed to control pollution and reduce emissions.
 - Strengthening congestion mitigation and air quality programs.
 - Seeking solutions to reduce pollution generated by ports, high-volume roadways and railroads
- Improve the respiratory and cardiovascular health of the U.S. population by improving air quality. Possible strategies include:
 - Promoting transportation choices and innovative transportation measures that reduce emissions
 - Shifting to active transportation and public transportation modes
 - Reducing vehicle miles traveled per capita
- Support policies that reduce environmental pollution (including greenhouse gas emissions) by changing to renewable energy sources, strengthening fuel efficiency

CDC Recommendations for Improving Health through Transportation Policy

Centers for Disease Control and Prevention

policies, and expanding programs that reduce the number of vehicles in the fleet with poor fuel economy.

Expand Public Transportation

Public transportation systems reduce the necessity for single occupancy vehicle trips, reduce the production of automobile emissions, increase incidental physical activity, and provide necessary transportation access for people with physical, economic, or other limitations that impede their access to and use of a single occupancy motor vehicle. Policies that encourage public transportation infrastructure are needed to improve access for all people.

Recommendations:

- Explore opportunities to increase funding to strengthen the positive health impacts associated with expanded public transportation options. For example:
 - Encourage funding decisions that strengthen public transportation
 - Encourage states to increase investments in public transportation, congestion relief, air quality improvements, and other options, and to remove barriers to use of gas tax revenues for public transportation and bicycle-pedestrian improvements
 - Give state, regional, and local governments more flexibility to choose from transportation funding categories to meet local transportation needs
 - Explore the extent to which program requirements and resources can be made to be more comparable for public transportation, highways, non-motorized and rail travel alternatives to encourage investments in all modes of transportation
 - Provide incentives to support a strong network of public transportation options, including bus rapid transit and light rail, which connect housing and jobs as well as improve access to healthy foods, medical care, and other services
- Work with government and non-government organizations to develop and implement model transportation planning policies that encourage transit-oriented developments and other mixed-use development, and increase connectivity among neighborhoods and communities for all transportation modes.
- Work with federal agencies and non-governmental organizations to establish a federal policy that would promote bicycling and walking to public transportation stations by making these connecting trips easier, faster, and safer by:
 - Providing bicycle storage at public transportation stations, bus stops, and city car-share point of departure locations
 - Assessing and addressing safety hazards for pedestrians and bicyclists through safety measures such as well-lighted crosswalks and signal timing, and integrating those safety enhancements for pedestrian and bicycle access to public transportation stations, bus stops, and city car-share locations
 - Removing barriers to pedestrians and bicyclists on roads and intersections near public transportation stations and bus stops
 - Enhancing the public transportation system to accommodate bicyclists and pedestrians

CDC Recommendations for Improving Health through Transportation Policy
Centers for Disease Control and Prevention

Promote Active Transportation

Active transportation systems should connect the places where people live, learn, work, shop, and play by providing safe and convenient walking and bicycling facilities. The safety of all road users can increase as more people choose active transportation.

Recommendations:

- Promote safe and convenient opportunities for physical activity by supporting active transportation infrastructure, such as:
 - Well-lit sidewalks, shared-use paths, and recreational trails
 - Safe roadway crossings
 - Creation of bicycle-supporting infrastructure including shared-use paths and interventions that reduce motor vehicle traffic and vehicle speed on neighborhood streets (e.g. bicycle boulevards)
 - Safe pedestrian and bicycling connections to public transportation
 - Safe and convenient pedestrian and bicycling connections to public park and recreation areas
- Increase opportunities for physical activity by devoting increased resources to non-motorized transportation options.
- Consider incentives for states and regions that reduce vehicle miles traveled per capita and implement active living environments that promote walking and bicycling, using public transportation, and reducing air pollution (including greenhouse gas emissions).
- Provide states with tools necessary to evaluate and effectively increase investments in bicycle and pedestrian infrastructure and programming. Activities to be evaluated could include:
 - Comprehensive street design measures, such as “complete streets,” which provide safe and convenient travel for all users of the street, such as expanding space for bicycle lanes and sidewalks, placing bus stops in safe and convenient locations, and making improvements accessible for disabled users
 - Complementary systems of shared-use paths connected to roadways that provide safe places to walk and bicycle for children, the elderly, and the general public
 - Bicycle-supporting infrastructure including shared use paths and interventions that reduce motor vehicle traffic and speed on neighborhood streets to provide direct, safe routes for bicyclists
 - “Safe Routes to School” initiatives including the development of sidewalks, shared-use paths and bicycle infrastructure to ensure that children can walk and bicycle safely to school. Safe Routes to School programs also include support activities, such as education, encouragement, enforcement, and evaluation
- Bring health, transportation and community planners together to develop safe, convenient, and complete pedestrian and bicycle master plans, including an inventory of current sidewalks, bicycle facilities, recreational trails, and shared-use paths, which can be incorporated into city general plans and capital improvement programs.

CDC Recommendations for Improving Health through Transportation Policy Centers for Disease Control and Prevention

- Work with state and local transportation and planning officials to integrate and enforce use of pedestrian and bicycle design guidelines and evidence-based safety standards into transportation planning practice and support evaluation of innovative designs.
- Bring together specialists in transportation, energy, community planning and health to establish federally recommended guidelines for the inclusion of active transportation infrastructure in building and development efforts.
- Explore opportunities for increasing availability of funds for establishing active transportation initiatives.

Encourage Healthy Community Design

Healthy community design incorporates elements (such as transportation networks, street designs, and zoning/land use policies) that work synergistically to promote health and safety.

Recommendations:

- Work with government and non-government organizations to develop and implement model transportation and land use planning policies that encourage transit-oriented and mixed-use developments. Encourage:
 - Dense networks of connected streets which serve the needs of all transportation modes; for example, adopting measures such as “complete streets”
 - Roads that include robust infrastructure for bicycling and walking while mitigating the potential adverse effects of motor vehicle travel
- Enable state and local planners to protect residents from local air pollution and noise from high-volume roadways, ports, and airports by discouraging development (including schools) near these air pollution and noise pollution sources and, where possible, constructing barriers to reduce nearby residents’ exposure.
- Support research to assist transportation agencies to develop street networks that facilitate active transportation and public transportation by increasing connectivity and limiting block size.
- Provide assistance to local planners to design and locate destinations for children (such as schools, parks, and libraries) within neighborhoods so that children can reach destinations without having to cross busy streets.
- Work with federal, state, and local transportation officials to ensure that all people have access to safe, healthy, convenient, and affordable transportation options regardless of age, income and other socioeconomic factors.
- Support policies that reduce vehicle miles traveled per capita, including land use policies that reduce vehicular travel, increase public transportation service, and increase active transportation infrastructure.

Design to Minimize Adverse Health and Safety Consequences

Attachment I-6

BC Tool

City of Lancaster Pedestrian Gap Closure Improvements

Project Name:
Project Location:

Pedestrian Gap Closure Improvements
 en 25th Street West to 20th Street East, and between Avenue H to Avenue

INFRASTRUCTURE

BIKE PROJECTS (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing		
Forecast (1 Yr after completion)		
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR after completion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$7,197,389
SR2S Infrastructure Project Cost	\$625,860

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$5,757,911
SR2S Infrastructure	\$500,688

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	8	1.6
Injury Crashes	65	13
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	15931	
Forecast (1 YR after project completion)	17524	19117
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)

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

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	2,096
Approximate no. of students living along school route proposed for improvement	12
Percentage of students that currently walk or bike to school	46.90%
Projected percentage of students that will walk or bike to school after the project	49.25%

Project Name:

Pedestrian Gap Closure Improvements

NON-INFRASTRUCTURE

Project Location:

etween 25th Street West to 20th Street East, and between Avenue H to Avenue L

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)	
Outreach to new users	0

Outreach (Non SR2S)- (Box 2B)	
Participants	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0%
Project Cost	\$0
ATP Requested Funds	\$0
Duration of Outreach (months)	
Outreach to new users	0

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	
Overcome Barriers (e.g., dist, time, etc.)	
Eliminates Hazards/Threats (speed, crime, etc.)	
Connected or Addresses Connectivity Challenges	
Creating Value in Using Active Transportation	

Promotional Effort (must be marked with an "x")- (Box 2D)	
Effort Targets 5 E's or 5 P's	
Knowledgeable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	

Age (must be marked with an "x")- (Box 2E)	
Younger than 10	
10-12	
13-24	
25-55	
55+	

Duration (must be marked with an "x")- (Box 2F)	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	0

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes		0
Injury Crashes		0
PDO		0

Assumption:

Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

Projected New ATP Users	0
Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Recreational Benefits	\$0
Annual Safety Benefits	\$0

Did not quantify mobility benefits.

Did not quantify recreational benefits.

Safety benefits are assumed to be a reduction in Other Reduction Factor Countermeasures.

Fuel saved	\$0
Emissions Saved	\$0
Fuel and Emissions Saved	\$0

Underlying assumptions for calculations:

- 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>
- Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
- Gasoline price per gallon is \$3.41 (incl. tax)
- Carbon price is \$25 per ton (updated \$2014 value)
- 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	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	2,096
Approximate no. of students living along school route proposed for improvement	12
Percent that currently walks/bikes to school	47%
Number of students that walk/bike to school	5.628

After Project

No. of students enrollment	2,096
Approximate no. of students living along school route proposed for improvement	12
Projected percentage of students that will walk or bike because of the project	49%
Number of students that will walk/bike to school after the project	5.91

ATP Shift	102
Fuels Saved	\$17.31
Emissions Saved	\$1.27

Annual Mobility Benefits	\$662
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Annual Health Benefits	\$41
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Annual Safety Benefits	\$3,577,778
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Fuel and Emissions Saved	\$19
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Recreational Benefits	\$0
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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.

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis

Total Costs	\$7,823,249.00
Net Present Cost	\$7,522,354.81
Total Benefits	\$188,340,548.32
Net Present Benefit	\$124,734,087.00
Benefit-Cost Ratio	16.58

20 Year Itemized Savings

Mobility	\$8,241,039.79
Health	\$2,833,369.00
Recreational	\$3,178,706.44
Gas & Emissions	\$226,226.65
Safety	\$173,861,206.45

Funds Requested	\$6,258,599.00
Net Present Cost of Funds Requested	\$6,017,883.65
Benefit Cost Ratio	20.73

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	17,524.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	19,117.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	1,593
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	0
New Commuters	0

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$338,513
Annual Mobility Benefit (Biking)	\$0.00

Total Annual Mobility Benefits	\$338,513
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Project Types

For M values:

20.38 min/trip	OFF STREET	Bike Class I
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

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

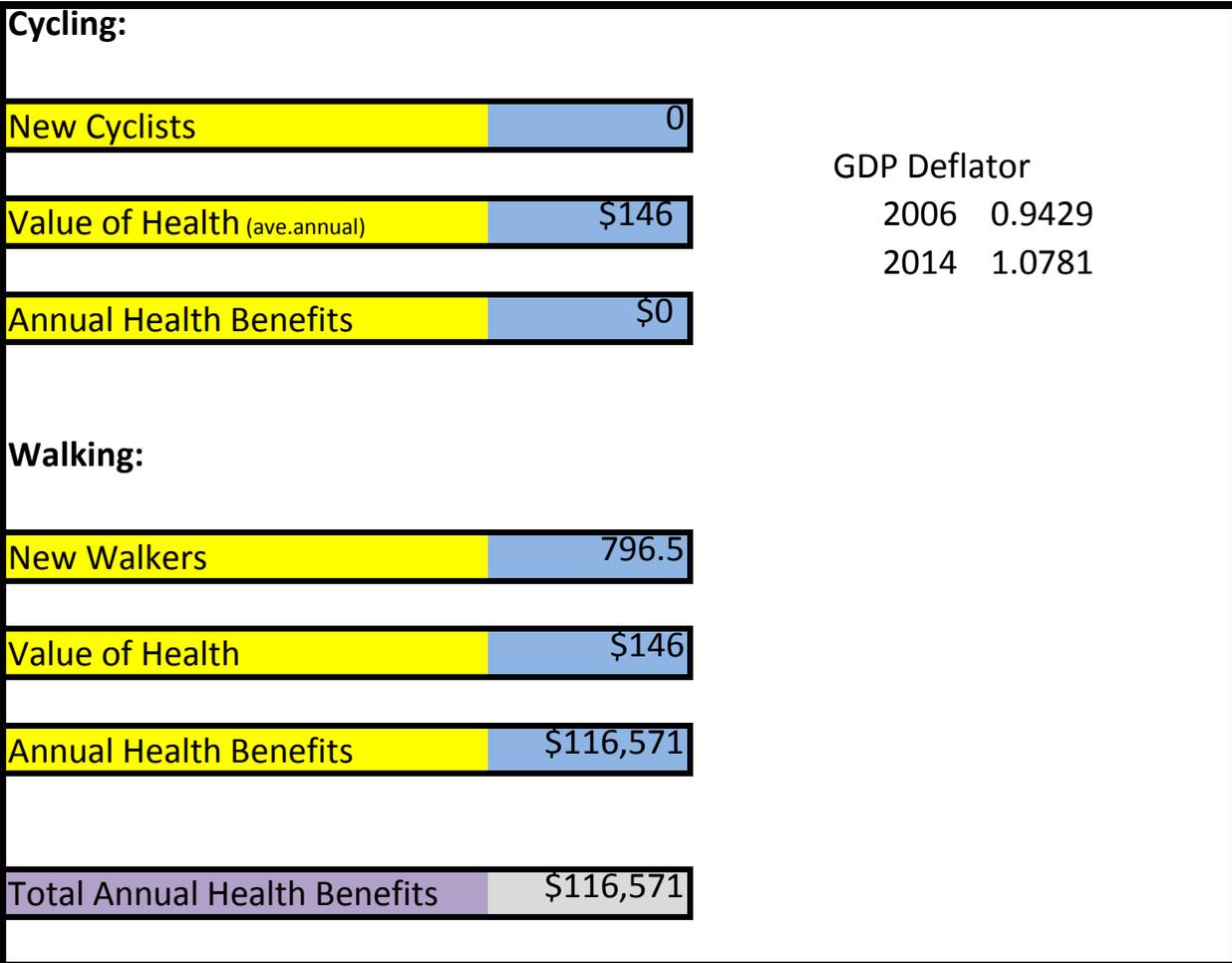
Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE



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)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	797
New Bicyclists	0
Avoided VMT due to Walking	50,777
Avoided VMT due to Biking	0
Fuel Saved	\$8,657
Emissions Saved	\$635
Fuel and Emissions saved	\$9,292

Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
- 2) Assume 50% of new walkers and cyclists choose not to drive their cars
- 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 4) Gasoline price per gallon is \$3.41 (incl. tax)
- 5) Carbon price is \$25 per ton
- 6) 250 working days
- 7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	0	\$10 per trip
New Commuters	0	
Existing Recreational Users	0	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$0	
Value of Spending Recreational Time for Existing Recreational Users	\$0	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$0	
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	239	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$87,217	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$87,217	
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	\$87,217
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ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/ underpass	Install raised medians/ refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	pathway (to avoid walking along roadways)	crossing (with enhanced safety measures)	Install Pedestrian crossing			
Applicable Countermeasures	Y	Y	Y	N	N	Y	Y	N	N	Y	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		
1st year	\$1,916,667	\$1,916,667	\$1,150,000	\$0	\$0	\$1,916,667	\$2,683,334	\$0	\$0	\$6,133,334	\$0	\$0	\$0	\$3,577,778	\$3,577,778

	Fatal	Injury	PDO	Total
Frequency	1.6	13	0	14.6
Cost/crash	\$4,130,347	\$81,393	\$7,624	

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

ECONOMIC EVALUATION (Constant Values)

Total Benefits	#####
Mobility Benefits	\$8,241,040
Health Benefits	\$2,833,369
Recreational Benefits	\$3,178,706
Safety Benefits	#####
Gas & Emission Benefits	\$226,227

Total Costs	\$7,823,249
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Benefit-Cost Ratio (BCR)	23.7
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INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$338,513	\$116,571	\$87,217	\$3,577,778	\$9,292	\$4,129,371	\$7,197,389	1.02
2	\$345,283	\$118,902	\$88,961	\$3,649,334	\$9,478	\$4,211,958		
3	\$352,188	\$121,280	\$90,740	\$3,722,321	\$9,668	\$4,296,197		
4	\$359,232	\$123,706	\$92,555	\$3,796,767	\$9,861	\$4,382,121		
5	\$366,417	\$126,180	\$94,406	\$3,872,702	\$10,058	\$4,469,764		
6	\$373,745	\$128,704	\$96,294	\$3,950,156	\$10,259	\$4,559,159		
7	\$381,220	\$131,278	\$98,220	\$4,029,160	\$10,464	\$4,650,342		
8	\$388,844	\$133,903	\$100,185	\$4,109,743	\$10,674	\$4,743,349		
9	\$396,621	\$136,581	\$102,188	\$4,191,938	\$10,887	\$4,838,216		
10	\$404,554	\$139,313	\$104,232	\$4,275,776	\$11,105	\$4,934,980		
11	\$412,645	\$142,099	\$106,317	\$4,361,292	\$11,327	\$5,033,680		
12	\$420,898	\$144,941	\$108,443	\$4,448,518	\$11,554	\$5,134,353		
13	\$429,316	\$147,840	\$110,612	\$4,537,488	\$11,785	\$5,237,040		
14	\$437,902	\$150,797	\$112,824	\$4,628,238	\$12,020	\$5,341,781		
15	\$446,660	\$153,813	\$115,081	\$4,720,803	\$12,261	\$5,448,617		
16	\$455,593	\$156,889	\$117,382	\$4,815,219	\$12,506	\$5,557,589		
17	\$464,705	\$160,027	\$119,730	\$4,911,523	\$12,756	\$5,668,741		
18	\$473,999	\$163,227	\$122,125	\$5,009,753	\$13,011	\$5,782,116		
19	\$483,479	\$166,492	\$124,567	\$5,109,948	\$13,272	\$5,897,758		
20	\$493,149	\$169,822	\$127,058	\$5,212,147	\$13,537	\$6,015,713		
						Sum Total Benefits	Total Project Cost	
Total	\$8,224,963	\$2,832,366	\$2,119,138	\$86,930,603	\$225,775	\$100,332,846	\$7,197,389	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$662	\$41	\$0	\$3,577,778	\$19	\$3,578,500	\$625,860	1.02
2	\$675	\$42	\$0	\$3,649,334	\$19	\$3,650,070		
3	\$688	\$43	\$0	\$3,722,321	\$19	\$3,723,071		
4	\$702	\$44	\$0	\$3,796,767	\$20	\$3,797,533		
5	\$716	\$45	\$0	\$3,872,702	\$20	\$3,873,483		
6	\$731	\$46	\$0	\$3,950,156	\$21	\$3,950,953		
7	\$745	\$46	\$0	\$4,029,160	\$21	\$4,029,972		
8	\$760	\$47	\$0	\$4,109,743	\$21	\$4,110,571		
9	\$775	\$48	\$0	\$4,191,938	\$22	\$4,192,783		
10	\$791	\$49	\$0	\$4,275,776	\$22	\$4,276,639		
11	\$807	\$50	\$0	\$4,361,292	\$23	\$4,362,171		
12	\$823	\$51	\$0	\$4,448,518	\$23	\$4,449,415		
13	\$839	\$52	\$0	\$4,537,488	\$24	\$4,538,403		
14	\$856	\$53	\$0	\$4,628,238	\$24	\$4,629,171		
15	\$873	\$54	\$0	\$4,720,803	\$25	\$4,721,755		
16	\$890	\$56	\$0	\$4,815,219	\$25	\$4,816,190		
17	\$908	\$57	\$0	\$4,911,523	\$26	\$4,912,513		
18	\$926	\$58	\$0	\$5,009,753	\$26	\$5,010,764		
19	\$945	\$59	\$0	\$5,109,948	\$27	\$5,110,979		
20	\$964	\$60	\$0	\$5,212,147	\$27	\$5,213,199		
						Sum Total Benefits	Total Project Cost	
Total	\$16,076	\$1,003	\$0	\$86,930,603	\$451	\$86,948,134	\$625,860	

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	\$338,513	\$116,571	\$87,217	\$1,788,889	\$9,292	\$2,340,481	\$7,197,389
2	\$345,283	\$118,902	\$88,961	\$1,824,667	\$9,478	\$2,387,291	
3	\$352,188	\$121,280	\$90,740	\$1,861,160	\$9,668	\$2,435,037	
4	\$359,232	\$123,706	\$92,555	\$1,898,383	\$9,861	\$2,483,738	
5	\$366,417	\$126,180	\$94,406	\$1,936,351	\$10,058	\$2,533,412	
6	\$373,745	\$128,704	\$96,294	\$1,975,078	\$10,259	\$2,584,081	
7	\$381,220	\$131,278	\$98,220	\$2,014,580	\$10,464	\$2,635,762	
8	\$388,844	\$133,903	\$100,185	\$2,054,871	\$10,674	\$2,688,478	
9	\$396,621	\$136,581	\$102,188	\$2,095,969	\$10,887	\$2,742,247	
10	\$404,554	\$139,313	\$104,232	\$2,137,888	\$11,105	\$2,797,092	
11	\$412,645	\$142,099	\$106,317	\$2,180,646	\$11,327	\$2,853,034	
12	\$420,898	\$144,941	\$108,443	\$2,224,259	\$11,554	\$2,910,095	
13	\$429,316	\$147,840	\$110,612	\$2,268,744	\$11,785	\$2,968,296	
14	\$437,902	\$150,797	\$112,824	\$2,314,119	\$12,020	\$3,027,662	
15	\$446,660	\$153,813	\$115,081	\$2,360,401	\$12,261	\$3,088,216	
16	\$455,593	\$156,889	\$117,382	\$2,407,609	\$12,506	\$3,149,980	
17	\$464,705	\$160,027	\$119,730	\$2,455,761	\$12,756	\$3,212,980	
18	\$473,999	\$163,227	\$122,125	\$2,504,877	\$13,011	\$3,277,239	
19	\$483,479	\$166,492	\$124,567	\$2,554,974	\$13,272	\$3,342,784	
20	\$493,149	\$169,822	\$127,058	\$2,606,074	\$13,537	\$3,409,640	
						Sum Total	
						Benefits	Total Project Cost
Total	\$8,224,963	#####	\$2,119,138	\$43,465,302	\$225,775	\$56,867,544	\$7,197,389

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$662	\$41	\$0	\$1,788,889	\$19	\$1,789,611	\$625,860	1.02
2	\$675	\$42	\$0	\$1,824,667	\$19	\$1,825,403		
3	\$688	\$43	\$0	\$1,861,160	\$19	\$1,861,911		
4	\$702	\$44	\$0	\$1,898,383	\$20	\$1,899,149		
5	\$716	\$45	\$0	\$1,936,351	\$20	\$1,937,132		
6	\$731	\$46	\$0	\$1,975,078	\$21	\$1,975,875		
7	\$745	\$46	\$0	\$2,014,580	\$21	\$2,015,392		
8	\$760	\$47	\$0	\$2,054,871	\$21	\$2,055,700		
9	\$775	\$48	\$0	\$2,095,969	\$22	\$2,096,814		
10	\$791	\$49	\$0	\$2,137,888	\$22	\$2,138,750		
11	\$807	\$50	\$0	\$2,180,646	\$23	\$2,181,525		
12	\$823	\$51	\$0	\$2,224,259	\$23	\$2,225,156		
13	\$839	\$52	\$0	\$2,268,744	\$24	\$2,269,659		
14	\$856	\$53	\$0	\$2,314,119	\$24	\$2,315,052		
15	\$873	\$54	\$0	\$2,360,401	\$25	\$2,361,353		
16	\$890	\$56	\$0	\$2,407,609	\$25	\$2,408,580		
17	\$908	\$57	\$0	\$2,455,761	\$26	\$2,456,752		
18	\$926	\$58	\$0	\$2,504,877	\$26	\$2,505,887		
19	\$945	\$59	\$0	\$2,554,974	\$27	\$2,556,005		
20	\$964	\$60	\$0	\$2,606,074	\$27	\$2,607,125		
						Sum Total		
						Benefits	Total Project Cost	
Total	\$16,076	\$1,003	\$0	\$43,465,302	\$451	\$43,482,832	\$625,860	

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	\$169,587	\$58,306	\$87,217	\$3,577,778	\$4,655	\$3,897,544	\$7,823,249
2	\$172,979	\$59,472	\$88,961	\$3,649,334	\$4,748	\$3,975,494	
3	\$176,438	\$60,662	\$90,740	\$3,722,321	\$4,843	\$4,055,004	
4	\$179,967	\$61,875	\$92,555	\$3,796,767	\$4,940	\$4,136,104	
5	\$183,567	\$63,112	\$94,406	\$3,872,702	\$5,039	\$4,218,827	
6	\$187,238	\$64,375	\$96,294	\$3,950,156	\$5,140	\$4,303,203	
7	\$190,983	\$65,662	\$98,220	\$4,029,160	\$5,243	\$4,389,267	
8	\$194,802	\$66,975	\$100,185	\$4,109,743	\$5,348	\$4,477,052	
9	\$198,698	\$68,315	\$102,188	\$4,191,938	\$5,455	\$4,566,594	
10	\$202,672	\$69,681	\$104,232	\$4,275,776	\$5,564	\$4,657,925	
11	\$206,726	\$71,075	\$106,317	\$4,361,292	\$5,675	\$4,751,084	
12	\$210,860	\$72,496	\$108,443	\$4,448,518	\$5,788	\$4,846,106	
13	\$215,077	\$73,946	\$110,612	\$4,537,488	\$5,904	\$4,943,028	
14	\$219,379	\$75,425	\$112,824	\$4,628,238	\$6,022	\$5,041,888	
15	\$223,767	\$76,934	\$115,081	\$4,720,803	\$6,143	\$5,142,726	
16	\$228,242	\$78,472	\$117,382	\$4,815,219	\$6,266	\$5,245,581	
17	\$232,807	\$80,042	\$119,730	\$4,911,523	\$6,391	\$5,350,492	
18	\$237,463	\$81,643	\$122,125	\$5,009,753	\$6,519	\$5,457,502	
19	\$242,212	\$83,275	\$124,567	\$5,109,948	\$6,649	\$5,566,652	
20	\$247,056	\$84,941	\$127,058	\$5,212,147	\$6,782	\$5,677,985	
						Sum Total Benefits	Total Project Cost
Total	\$4,120,520	\$1,416,684	\$2,119,138	\$86,930,603	\$113,113	\$94,700,059	\$7,823,249

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	\$339,174	\$116,612	\$130,825	\$7,155,557	\$9,311	\$7,751,479	\$7,823,249	24.07
2	\$345,958	\$118,944	\$133,442	\$7,298,668	\$9,497	\$7,906,508		
3	\$352,877	\$121,323	\$136,110	\$7,444,641	\$9,687	\$8,064,639		
4	\$359,934	\$123,750	\$138,833	\$7,593,534	\$9,881	\$8,225,931		
5	\$367,133	\$126,225	\$141,609	\$7,745,405	\$10,078	\$8,390,450		
6	\$374,476	\$128,749	\$144,442	\$7,900,313	\$10,280	\$8,558,259		
7	\$381,965	\$131,324	\$147,330	\$8,058,319	\$10,485	\$8,729,424		
8	\$389,604	\$133,951	\$150,277	\$8,219,485	\$10,695	\$8,904,013		
9	\$397,397	\$136,630	\$153,282	\$8,383,875	\$10,909	\$9,082,093		
10	\$405,345	\$139,362	\$156,348	\$8,551,553	\$11,127	\$9,263,735		
11	\$413,451	\$142,150	\$159,475	\$8,722,584	\$11,350	\$9,449,009		
12	\$421,720	\$144,993	\$162,665	\$8,897,035	\$11,577	\$9,637,990		
13	\$430,155	\$147,892	\$165,918	\$9,074,976	\$11,808	\$9,830,749		
14	\$438,758	\$150,850	\$169,236	\$9,256,476	\$12,044	\$10,027,364		
15	\$447,533	\$153,867	\$172,621	\$9,441,605	\$12,285	\$10,227,912		
16	\$456,484	\$156,945	\$176,073	\$9,630,437	\$12,531	\$10,432,470		
17	\$465,613	\$160,084	\$179,595	\$9,823,046	\$12,782	\$10,641,119		
18	\$474,926	\$163,285	\$183,187	\$10,019,507	\$13,037	\$10,853,942		
19	\$484,424	\$166,551	\$186,850	\$10,219,897	\$13,298	\$11,071,021		
20	\$494,113	\$169,882	\$190,588	\$10,424,295	\$13,564	\$11,292,441		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	\$8,241,040	\$2,833,369	\$3,178,706	\$173,861,206	\$226,227	\$188,340,548	\$7,823,249	24.07

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	\$339,174	\$116,612	\$130,825	\$7,155,557	\$9,311	\$7,751,479	\$7,453,345	\$7,823,249	\$7,522,355	4.00%	\$117,211,732.19	16.58	6,258,599	6,017,884
2	\$345,958	\$118,944	\$133,442	\$7,298,668	\$9,497	\$7,906,508	\$7,310,011	\$0	\$0					
3	\$352,877	\$121,323	\$136,110	\$7,444,641	\$9,687	\$8,064,639	\$7,169,434	\$0	\$0					
4	\$359,934	\$123,750	\$138,833	\$7,593,534	\$9,881	\$8,225,931	\$7,031,561	\$0	\$0					
5	\$367,133	\$126,225	\$141,609	\$7,745,405	\$10,078	\$8,390,450	\$6,896,338	\$0	\$0					
6	\$374,476	\$128,749	\$144,442	\$7,900,313	\$10,280	\$8,558,259	\$6,763,716	\$0	\$0					
7	\$381,965	\$131,324	\$147,330	\$8,058,319	\$10,485	\$8,729,424	\$6,633,645	\$0	\$0					
8	\$389,604	\$133,951	\$150,277	\$8,219,485	\$10,695	\$8,904,013	\$6,506,075	\$0	\$0					
9	\$397,397	\$136,630	\$153,282	\$8,383,875	\$10,909	\$9,082,093	\$6,380,958	\$0	\$0					
10	\$405,345	\$139,362	\$156,348	\$8,551,553	\$11,127	\$9,263,735	\$6,258,247	\$0	\$0					
11	\$413,451	\$142,150	\$159,475	\$8,722,584	\$11,350	\$9,449,009	\$6,137,896	\$0	\$0					
12	\$421,720	\$144,993	\$162,665	\$8,897,035	\$11,577	\$9,637,990	\$6,019,860	\$0	\$0					
13	\$430,155	\$147,892	\$165,918	\$9,074,976	\$11,808	\$9,830,749	\$5,904,093	\$0	\$0					
14	\$438,758	\$150,850	\$169,236	\$9,256,476	\$12,044	\$10,027,364	\$5,790,553	\$0	\$0					
15	\$447,533	\$153,867	\$172,621	\$9,441,605	\$12,285	\$10,227,912	\$5,679,196	\$0	\$0					
16	\$456,484	\$156,945	\$176,073	\$9,630,437	\$12,531	\$10,432,470	\$5,569,981	\$0	\$0					
17	\$465,613	\$160,084	\$179,595	\$9,823,046	\$12,782	\$10,641,119	\$5,462,866	\$0	\$0					
18	\$474,926	\$163,285	\$183,187	\$10,019,507	\$13,037	\$10,853,942	\$5,357,811	\$0	\$0					
19	\$484,424	\$166,551	\$186,850	\$10,219,897	\$13,298	\$11,071,021	\$5,254,776	\$0	\$0					
20	\$494,113	\$169,882	\$190,588	\$10,424,295	\$13,564	\$11,292,441	\$5,153,723	\$0	\$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested
	\$8,241,040	\$2,833,369	\$3,178,706	\$173,861,206	\$226,227	\$188,340,548	\$124,734,087	\$7,823,249	\$7,522,355				\$6,258,599	\$6,017,884

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

VMT Reduction		Average fuel price (November 2013-November 2014) http://www.eia.gov/toi
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social Cost of Carbon
Price of CO2 (per lb)	\$0.01	for Regulatory Impact Analysis
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

Reasons for Bicycling	Percent
------------------------------	----------------

Recreation	33
Exercise or health	28
Personal errands	17
Visit a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking	Percent
----------------------------	----------------

Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

**Estimated Annual Per Capita Cost Savings
(direct and/or indirect of physical activity)**

Study/Agency	Per Capita Cost Savings (\$)				
Washington DOH					19
Garrett et al.					57
South Carolina DOH					78
Georgia Department of Human Resources					79
Colditz					91
Minnesota DOH					>100
Goetz et al.					172
Pronk et al.					176
Pratt					330
Michigan Fitness Foundation					1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of \$128 was determined by taking the median value of ten noted studies above for year 2006\$. The updated 2014\$ value is \$13.03.

Gross Domestic Product (GDP Deflator)

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019. <http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf> page 217-218.

Attachment I-8

- 1. Email Correspondence with the California Conservation Corps**
- 2. Email Correspondence with the Community Conservation Corps**

RE: Lancaster - ATP Cycle 2 Grant Project - Pedestrian Gap Closures

Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>

Fri 5/29/2015 4:33 PM

To: Carrillo, Stephen <scarrillo@cityoflancasterca.org>;

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

Hi Stephen,

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

- Traffic Control
- Traffic Striping & Signing

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

Thank you,

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

From: Carrillo, Stephen [<mailto:scarrillo@cityoflancasterca.org>]

Sent: Thursday, May 21, 2015 3:36 PM

To: ATP@CCC

Subject: Lancaster - ATP Cycle 2 Grant Project - Pedestrian Gap Closures

Please see the below information for our proposed ATP Cycle 2 grant project, Pedestrian Gap Closures project. Please let me know if the California Conservation Corps would wish to participate on this project.

Project Title: Pedestrian Gap Closures

Project Description:

The City of Lancaster proposes to increase the safety and mobility of pedestrians by constructing curb, gutter, and sidewalk improvements to close the gap between existing improvements. The improvements are target in about 42 locations within the Urban Core of Lancaster. The project would construct over 31,000 lineal feet of curb and gutter, and 355,000 square feet of concrete sidewalks. Additionally, pedestrian curb bulb-outs will be constructed at intersections with the project area.

Stephen Carrillo, P.E.
Assistant Engineer
City of Lancaster
Development Services Department
P: (661) 945-6861
F: (661) 723-6221



Carrillo, Stephen

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Friday, May 22, 2015 7:36 PM
To: Carrillo, Stephen; atp@ccc.ca.gov
Subject: Re: Lancaster - ATP Cycle 2 Grant Project - Pedestrian Gap Closures

Hi Stephen,

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

Thank you

On Thu, May 21, 2015 at 3:37 PM, Carrillo, Stephen <scarrillo@cityoflancafterca.org> wrote:

Please see the below information for our proposed ATP Cycle 2 grant project, Pedestrian Gap Closures project. Please let me know if the Community Conservation Corps would wish to participate on this project.

Project Title: Pedestrian Gap Closures

Project Description:

The City of Lancaster proposes to increase the safety and mobility of pedestrians by constructing curb, gutter, and sidewalk improvements to close the gap between existing improvements. The improvements are target in about 42 locations within the Urban Core of Lancaster. The project would construct over 31,000 lineal feet of curb and gutter, and 355,000 square feet of concrete sidewalks. Additionally, pedestrian curb bulb-outs will be constructed at intersections with the project area.

Stephen Carrillo, P.E.

Assistant Engineer

City of Lancaster

Development Services Department

P: [\(661\) 945-6861](tel:(661)945-6861)

F: [\(661\) 723-6221](tel:(661)723-6221)



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

Letters of Support

Attachment J



Jim McDonnell, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

*4700 Ramona Boulevard
Monterey Park, California 91754-2169*



May 28, 2015

City of Lancaster
Mark V. Bozigian
City Manager
44933 Fern Avenue
Lancaster, CA 93534

Re: Caltrans Active Transportation Program Cycle 2
Pedestrian Gap Closure Improvements

Dear Mr. Bozigian:

On behalf of Lancaster Sheriff Station, we wish to express our strong support for the Caltrans ATP Call for Projects proposal submitted by the City of Lancaster.

This project will add construct pedestrian improvements at many locations around the City, increasing safety for non-motorized users. The project elements include new curb, gutter, and sidewalk closing the gap between existing improvements, as well as new pedestrian curb ramps and curb extensions.

The improvements are part of many safety improvements the City has made in recent years, increasing access for residents to a variety of local destinations, including the BLVD, AVTA bus stops, public schools, and health center destinations. Pedestrians, especially school children, will enjoy increased safety along school routes. Additionally, the health of the entire community can benefit from improved access to active transportation.

This project is consistent with the City's goals to make Lancaster a safe and healthy community. We are deeply supportive of this project that would bring great benefit to all residents of Lancaster.

Sincerely,

JIM McDONNELL, SHERIFF

A handwritten signature in cursive script, appearing to read "P. Nelson", with a long horizontal flourish extending to the right.

Patrick A. Nelson, Captain
Lancaster Station

AVPH

Antelope Valley Partners for Health
Community Collaborative Promoting Health and Wellness

May 20, 2015

City of Lancaster
Mark V. Bozigian
City Manager
44933 Fern Avenue
Lancaster, CA 93534

Re: Caltrans Active Transportation Program Cycle 2
Pedestrian Gap Closure Improvements

Dear Mr. Bozigian:

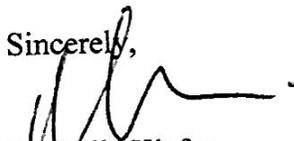
On behalf of Antelope Valley Partners for Health, we wish to express our strong support for the Caltrans ATP Call for Projects proposal submitted by the City of Lancaster.

This project will add construct pedestrian improvements at many locations around the City, increasing safety for non-motorized users. The project elements include new curb, gutter, and sidewalk closing the gap between existing improvements, as well as new pedestrian curb ramps and curb extensions.

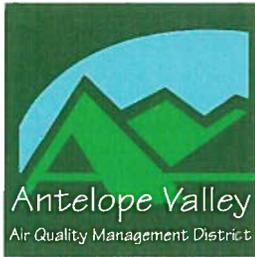
The improvements are part of many safety improvements the City has made in recent years, increasing access for residents to a variety of local destinations, including the BLVD, AVTA bus stops, public schools, and health center destinations. Pedestrians, especially school children, will enjoy increased safety along school routes. Additionally, the health of the entire community can benefit from improved access to active transportation.

This project is consistent with the City's goals to make Lancaster a safe and healthy community. We are deeply supportive of this project that would bring great benefit to all residents of Lancaster.

Sincerely,



Michelle Kiefer
Executive Director



Antelope Valley Air Quality Management District
43301 Division St., Suite 206
Lancaster, CA 93535-4649

661.723.8070
Fax 661.723.3450

Eldon Heaston, Executive Director

In reply, please refer to AV0515/046

May 20, 2015

City of Lancaster
Mark V. Bozigian
City Manager
44933 Fern Avenue
Lancaster, CA 93534

Re: Caltrans Active Transportation Program Cycle 2 Pedestrian Gap Closure Improvements

Dear Mr. Bozigian:

On behalf of the Antelope Valley Air Quality Management District, we wish to express our strong support for the Caltrans ATP Call for Projects proposal submitted by the City of Lancaster.

This project will add construct pedestrian improvements at many locations around the City, increasing safety for non-motorized users. The project elements include new curb, gutter, and sidewalk closing the gap between existing improvements, as well as new pedestrian curb ramps and curb extensions.

The improvements are part of many safety improvements the City has made in recent years, increasing access for residents to a variety of local destinations, including the BLVD, AVTA bus stops, public schools, and health center destinations. Pedestrians, especially school children, will enjoy increased safety along school routes. Additionally, the health of the entire community can benefit from improved access to active transportation.

This project is consistent with the City's goals to make Lancaster a safe and healthy community. We are deeply supportive of this project that would bring great benefit to all residents of Lancaster.

Sincerely,

A handwritten signature in black ink, appearing to read "Bret S. Banks", written over a large, loopy scribble.

Bret S. Banks
Deputy Executive Director

BSB/bsb

Support Information

Attachment K

B. Desert View Elementary School
1555 West Avenue H-10



Walk Audit Workshop

A walk audit workshop was conducted on May 12, 2014. The following key stakeholders attended:

- School principal
- Duty aides
- Crossing guards
- Parents
- Students
- Representatives from the Parent Teacher Organization
- Representatives from the Lancaster School District
- Representatives from the City Planning Department and the City Parks, Recreation, and Arts Department
- Representatives from Antelope Valley Partners for Health

Safety Issues Raised at the Stakeholder Workshop

General

- Speeding
- Lack of "friction" to slow cars down
- Lack of signs
- Trees blocking signs
- Lack of pavement markings
- Lack of sidewalks
- Motorists blocking crosswalks at intersections
- Parents dropping off/picking up on the other side of the street causing students to cross midblock
- Drivers not yielding to crossing guards
- Crosswalk paint not visible
- Lack of traffic enforcement
- Double parking
- Lack of instructions as to where to go
- Loose dogs
- Trash in the streets

Location Specific

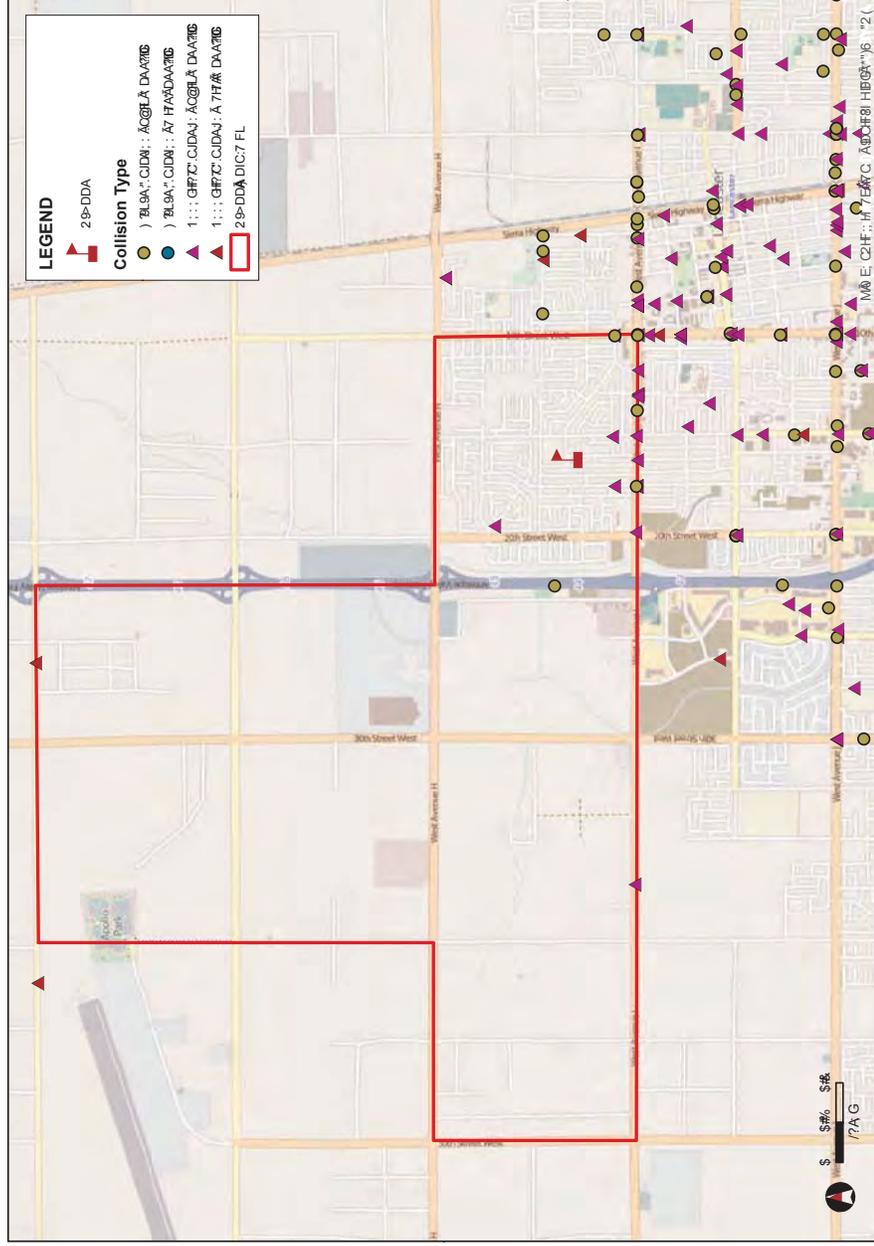
- 15th Street West & Avenue H-10
 - speeding
 - not enough friction to slow cars
 - motorists blocking crosswalks
 - lack of signs
 - lack of visibility
 - lights on flashing beacons don't always work
- Avenue H-10 & Thornwood Avenue
 - speeding



- no marked crosswalk
- no signs
- missing sidewalks
- Avenue H-10 & Saigon Avenue
 - speeding
 - no marked crosswalk
 - no signs
 - missing sidewalks
- Avenue H-8 & Saigon Avenue
 - speeding
 - no marked crosswalk
 - no signs
 - missing sidewalks
- 15th Street West & Avenue H-8
 - speeding
 - not enough friction to slow cars
 - motorists blocking crosswalks
 - lack of signs
 - lack of visibility
- Speeding on the following stretches
 - Boyden Avenue just east of 15th Street West; poor visibility on the curve
 - 15th Street West
 - Avenue H-8
- Missing sidewalks
 - Thornwood Avenue just south of Avenue H-8 on the east side for approximately 50'; and on the west side for approximately 85'
 - Avenue H-8 on the south side from Saigon Avenue to 17th Street West, on the north side from 15th Street West to 17th Street West
 - Saigon Avenue on the west side from Avenue H-8 to just north of Avenue H-12, on the east side from Avenue H-10 to a point about 270' south

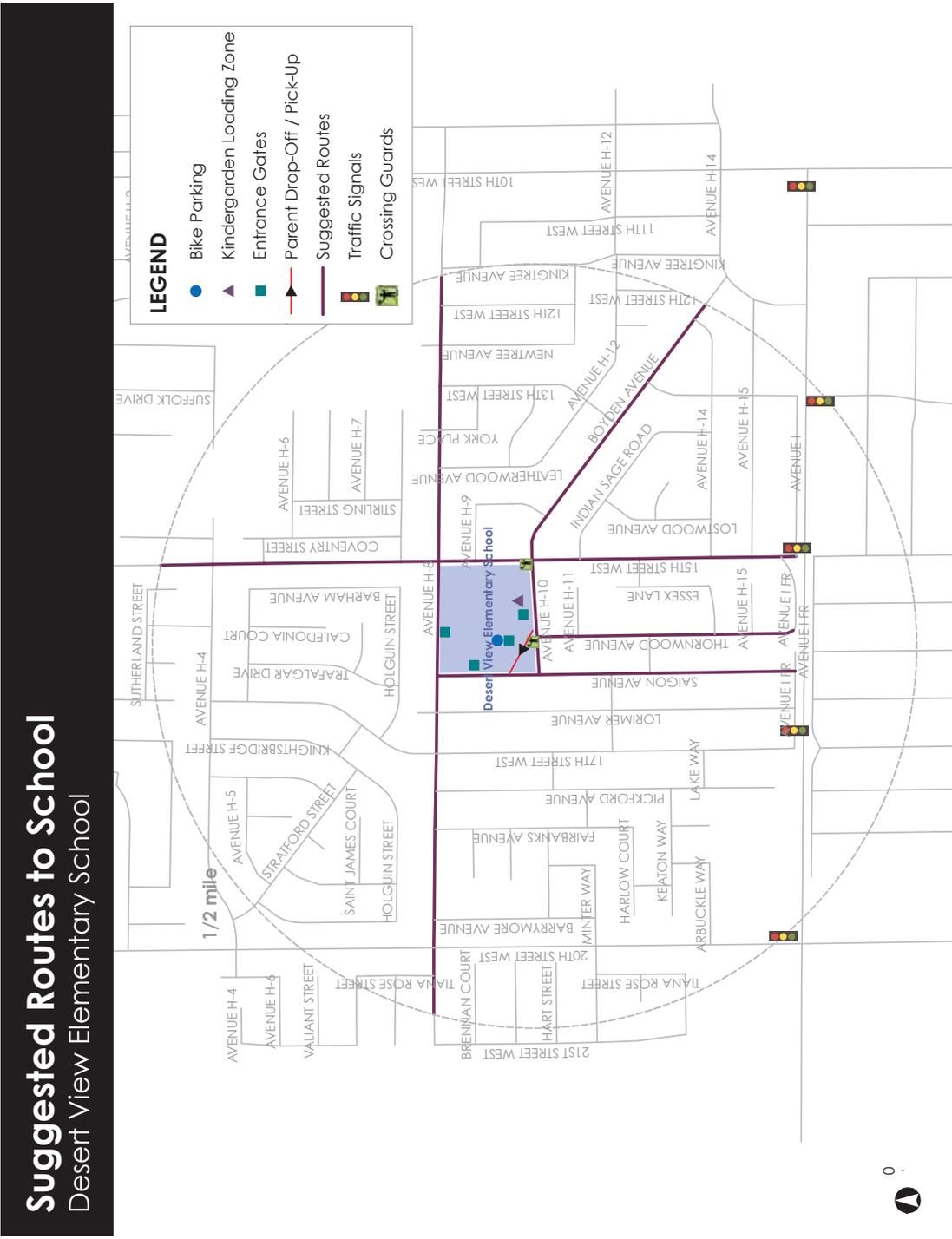
Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



Bicycle and Pedestrian Collisions 2007 - 2011
 +;G; H;K, A;B;CHL;9>DDA
 2DI 19; A;BA7H7A C2; FGR1UK-A7ADIC7A8F7OCEDH7DCAC@FLA 7EEC-A LGB

The map below shows suggested routes to school along with information useful to students and parents.



Existing Conditions and Engineering Recommendations

Crossing Improvements

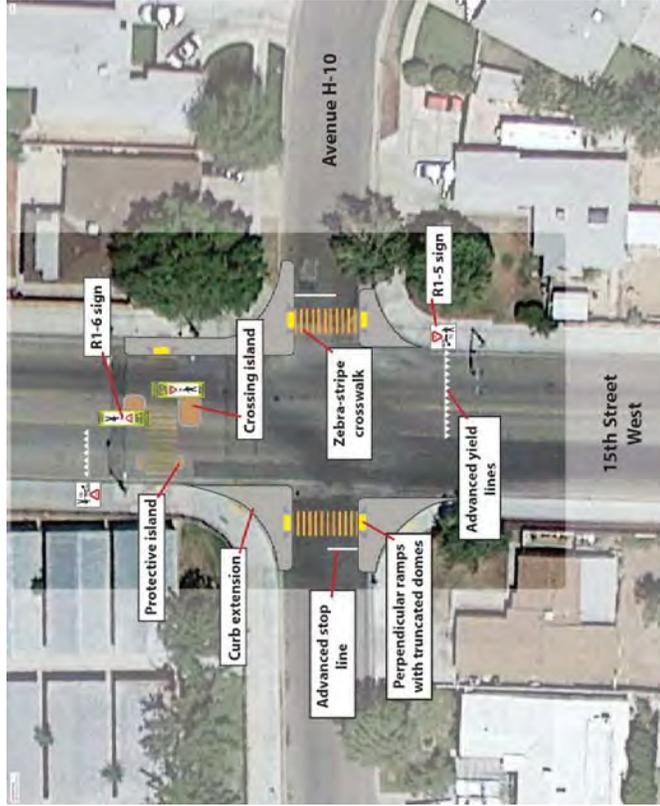
B1. 15th Street West & Avenue H-10

Existing

- 2-way stop for Avenue H-10
- Yellow ladder crosswalk on the north leg
- Yellow transverse-line crosswalk on the east and west legs
- Flashing beacons (not always functioning)
- Old school crosswalk signs on the north leg crosswalk
- SLOW SCHOOL PAVEMENT markings on the northbound and southbound approaches
- ST-1 sign on the southbound approach
- Crossing guard

Proposed

- Add yellow zebra-stripe crosswalks to the east and west legs (2)
- Add advanced stop lines to the east and west legs (2)
- Add crossing islands to the north leg (1 pair)
- Add advanced yield lines to both approaches to the north leg crosswalk (2)
- Add R1-5 signs to both approaches to the north leg crosswalk (2)
- Add R1-6 signs to the north leg crosswalk (2)
- Add curb extensions to the east and west legs (4)
- Add a curb extension to the east side of the north leg (1)
- Add protective islands to the bike lane buffer on the north leg when buffered bike lanes are added to the west side of 15th Street West (1 set)



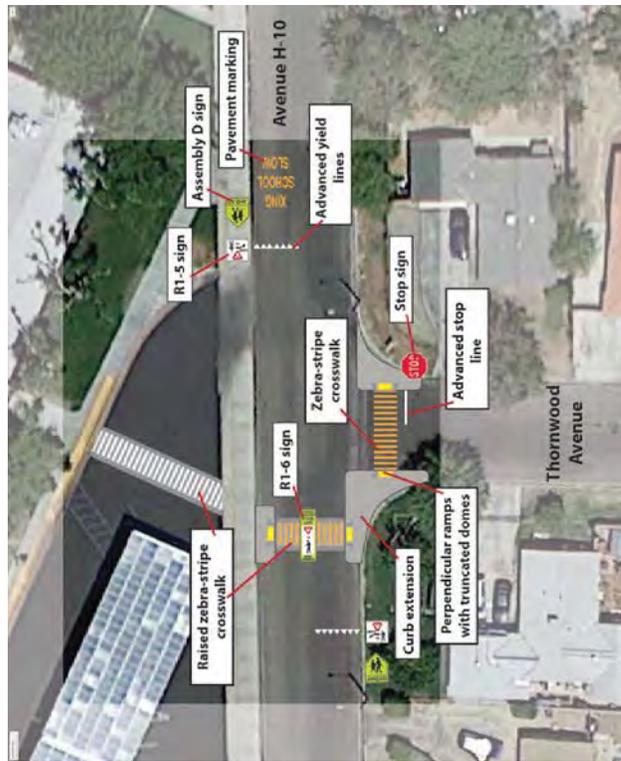
B2. Avenue H-10 & Thornwood Avenue

Existing

- T-intersection
- Uncontrolled intersection
- Assembly A sign on Avenue H-10 on the westbound approach
- SLOW SCHOOL XING pavement markers in Avenue H-10 on the westbound approach
- Crossing guard

Proposed

- Add a raised yellow zebra-stripe crosswalk to the west leg (1)
- Add a stop sign to the south leg (1)
- Add a yellow zebra-stripe crosswalk to the south leg (1)
- Add an advanced stop line to the south leg (1)
- Add advanced yield lines to both approaches to the west leg (2)
- Add R1-5 signs to both approaches to the west leg (2)
- Add Assembly D signs to both approaches to the west leg (2)
- Add R1-6 signs to the west leg crosswalk (2)
- SLOW SCHOOL XING pavement markers in Avenue H-10 on the eastbound approach
- Add curb extensions to the south and west legs (4)
- Add a raised zebra-stripe crosswalk across the school parking lot (1)



B3. Avenue H-10 & Saigon Avenue

Existing

- T-intersection
- Uncontrolled intersection
- Yellow transverse-line crosswalks on the north and east legs
- S1-1 signs on the northbound and southbound approaches
- SLOW SCHOOL XING pavement markers in Saigon Avenue on the northbound and southbound approaches
- No ramp or sidewalk on the west side of Saigon Avenue
- Crossing guard

Proposed

- Add a raised yellow zebra-stripe crosswalk to the north leg (1)
- Add a stop sign to the east leg (1)
- Add an advanced stop line to the east leg (1)
- Add a yellow zebra-stripe crosswalk to the east leg (1)
- Add advanced yield lines to both approaches to the north leg (2)
- Add R1-5 signs to both approaches to the north leg (2)
- Add Assembly D signs to both approaches to the north leg (2)
- Add R1-6 signs to the north leg crosswalk (2)
- Add curb extensions to the east leg (2)



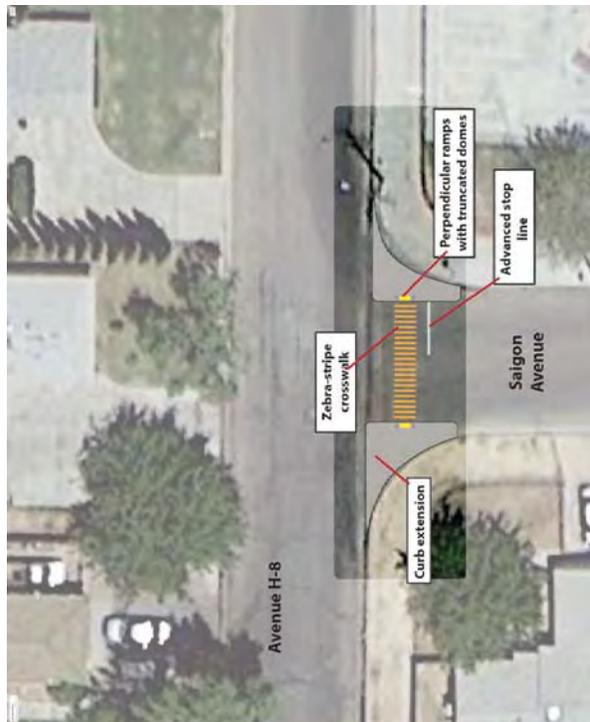
B4. Avenue H-8 & Saigon Avenue

Existing

- T-intersection
- 1-way stop for Saigon Avenue
- Yellow transverse-line crosswalk on the south leg

Proposed

- Add a yellow zebra-stripe crosswalk to the south leg (1)
- Add an advanced stop line to the south leg (1)
- Add curb extensions to the south leg (2)



B5. Avenue H-8 & 15th Street West

Existing

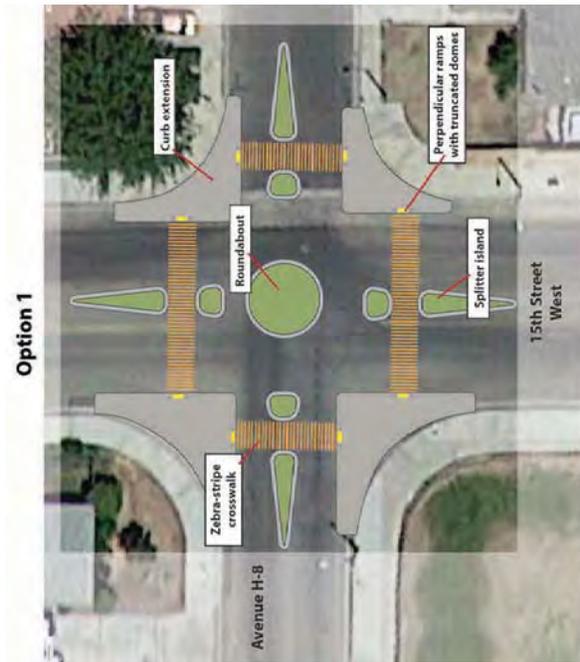
- 2-way stop for Avenue H-8

Proposed Option 1

- Add a roundabout
- Add large curb extensions to all corners

Proposed Option 2

- Add yellow zebra-stripe crosswalks to the east, west and south legs (3)
- Add advanced stop lines to the east and west legs (2)
- Add crossing islands to the south leg (1 pair)
- Add advanced yield lines to both approaches to the south leg crosswalk (2)
- Add R1-5 signs to both approaches to the south leg crosswalk (2)
- Add Assembly D signs to both approaches to the south leg crosswalk (2)
- Add R1-6 signs to the south leg crosswalk (2)
- Add curb extensions to the east and west legs (4)
- Add a curb extension to the east side of the south leg (1)
- Add protective islands to the bike lane buffer on the south leg when buffered bike lanes are added to the west side of 15th Street West (1 set)



Linear Treatments

- Add colored bike lanes along 15th Street West from Avenue H to Avenue I (1 mi.)
- Add buffers to the colored bike lanes along the west side of 15th Street West from Avenue H-8 to Avenue H-10 (0.12 mi.)
- Add a bike route with sharrows along Avenue H-8 from 20th Street West to 10th Street West (1.0 mi.)
- Add a speed hump to Avenue H-10 between 15th Street West and Saigon Avenue (1)
- Add a speed hump to Boyden Avenue just west of 15th Street West (1)
- Add speed humps to Avenue H-8 between 15th Street West and Saigon Avenue (2)
- Add speed humps to Saigon Avenue between Avenue H-8 and Avenue H-10 (2)
- Add a speed feedback sign on the southbound side of 15th Street West between Avenue H-8 and Avenue H-10 (fix the existing speed feedback sign on the northbound side of 15th Street West just south of Avenue H-10)
- Add sidewalks to:
 - the south side of Avenue H-8 from 17th Street West to Saigon Avenue (approximately 500')
 - the east side of Thornwood Avenue just south of Avenue H-10 (approximately 50')
 - the west side of Thornwood Avenue just south of Avenue H-10 (approximately 85')
 - the west side of Saigon Avenue Avenue H-8 to just north of Avenue H-12 (approximately 1,000')
 - the east side of Saigon Avenue from Avenue H-10 to a point where the sidewalk exists (approximately 270')

Bicycle Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards/scooters. Add more if needed.

Program Plan

A Community Action Committee (CAC) was formed to oversee SRTS programs at the school. The first programs they have decided to try are described below. These will be modified and supplemented as experience with the program grows.

Education

Encouragement

Enforcement

P. Sierra Elementary School
747 West Avenue J-12





Walk Audit Workshop

One walk audit workshop was conducted on December 9, 2013 and a second one on December 16, 2013. The following key stakeholders attended:

- School principal
- School employees
- A teacher
- Parents
- Students
- Crossing guards
- Representatives from the Lancaster School District
- Representatives from the City Planning Department, City Public Works Department and City Manager's office
- Representatives from Antelope Valley Partners for Health

Safety Issues Raised at the Stakeholder Workshop

General

- Speeding
- Lack of sidewalks
- Lack of stop signs
- Drivers not yielding to pedestrians
- Need more crossing guards
- Congestion in the parking lot—students walking in lanes of traffic

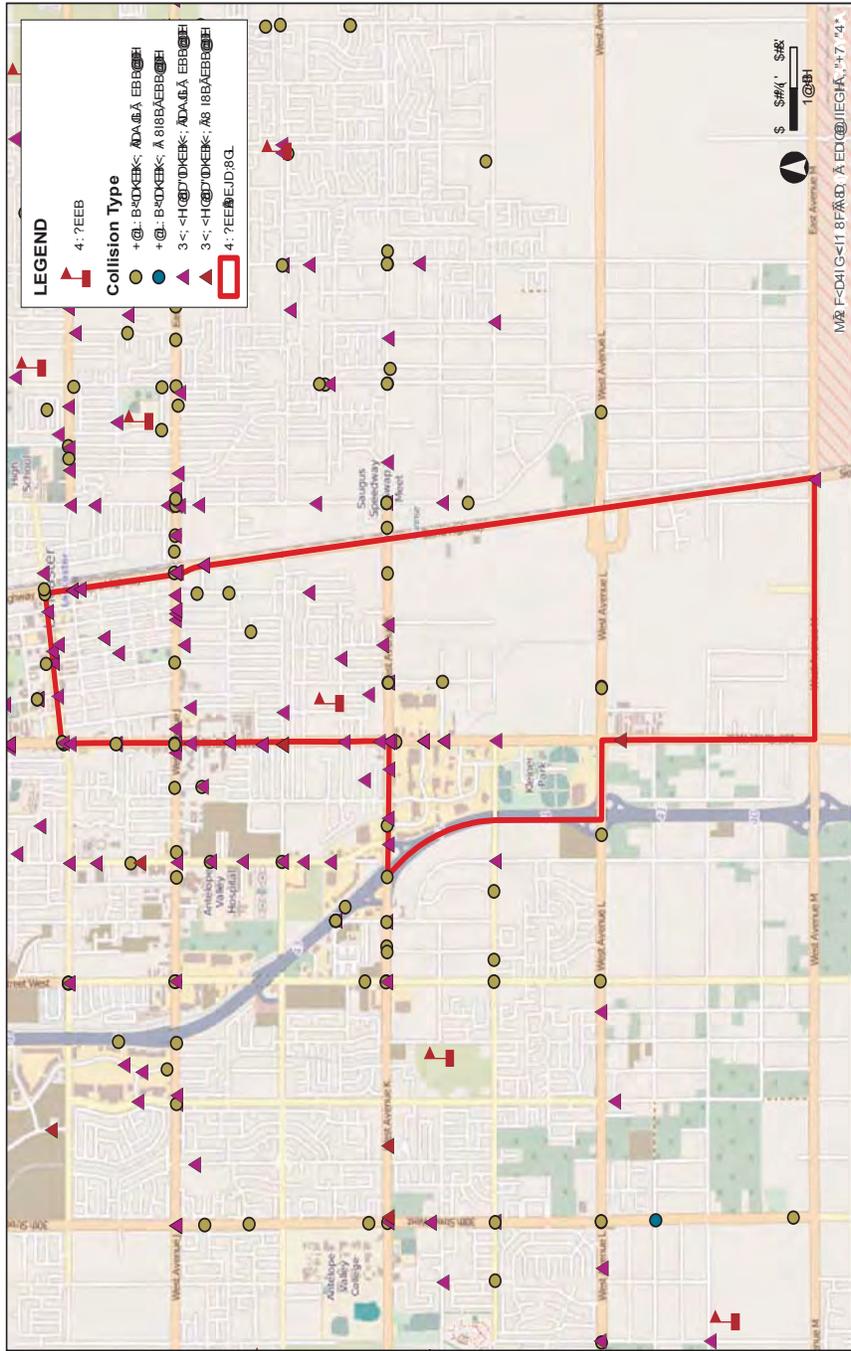
Location Specific

- Avenue J-8 & Heaton Avenue
 - speeding
 - motorists not stopping
 - flashers not always working – maybe a pedestrian-activated rapid flash beacon would help
 - crosswalk striping is not very visible
- Avenue J-10 & Heaton Avenue
 - not all crosswalks marked
 - crossing is difficult
- Avenue J-12 & Heaton Avenue
 - speeding
 - motorists not stopping
 - no curb ramp on the south side of the east leg
 - the stop sign is too high
 - there are no stop lines
 - need an all-way stop
 - the pedestrian warning signs are not well placed

- Gadsden Avenue & Avenue J-10
 - not all crosswalks marked
 - speeding
 - motorists not stopping
- Gadsden Avenue & Avenue J-12
 - speeding
 - motorists not stopping
 - pavement markings are faded
- Gadsden Avenue & Avenue K
 - too wide
 - speeding
- 10th Street West & Avenue J-12
 - no marked crosswalk
 - speeding
 - no traffic signal
 - heavy traffic from the commercial area at 10th Street West and Avenue K
- Sidewalks missing
 - Avenue J-12 near Gadsden Avenue
 - Beech Avenue between Avenue J-5 and Avenue J-12
 - Gadsden Avenue between Avenue K and Avenue J-12
- Avenue J-9
 - speeding
- Avenue J-10 between Gadsden Avenue and Beech Avenue
 - lack of street lighting
 - sidewalks need repair
- Heaton Avenue north of the school
 - lack of street striping
 - crosswalks are not very visible
- Avenue J-12 from Birchtree Avenue to the school
 - no sidewalk
 - speeding
- Gadsden Avenue from Avenue K-8 to Avenue J-9
 - speeding
 - sidewalk needs repair
- Beech Avenue from Avenue J-9 to Avenue J-10
 - no sidewalk
 - icy gutters

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



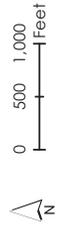
Bicycle and Pedestrian Collisions 2007 - 2011

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The map below shows the proposed engineering projects along common routes used by students to get to school.

SRTS Plan - Sierra Elementary School



Existing Conditions and Engineering Recommendations

Crossing Improvements

P1. Avenue J-8 & Heaton Avenue

Existing

- Offset intersection
- Yellow ladder crosswalk midway between the two segments of offset Heaton Avenue
- Advanced stop lines on both approaches to the Heaton Avenue crosswalk
- R1-5 signs on both approaches to the Heaton Avenue crosswalk
- Assembly B signs
- Assembly D signs with flashing beacons
- Crosswalk not very visible
- Crossing guard

Proposed

- Replace yellow crosswalk with a white zebra-stripe crosswalk crossing Avenue J-8 (1)
- Add crossing islands to this crosswalk (1 pair)
- Add pedestrian-activated rapid flash beacons to this crosswalk (1 set)



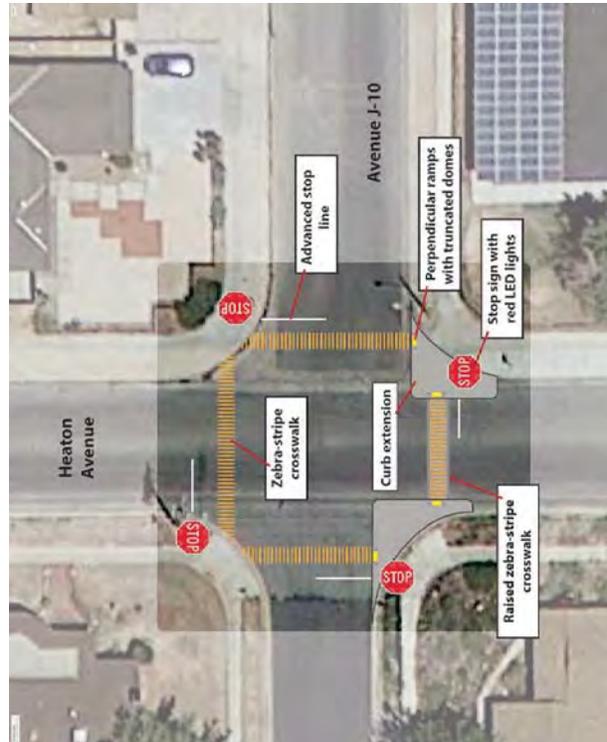
P2. Avenue J-10 & Heaton Avenue

Existing

- 4-way stop
- Yellow transverse crosswalks on the east and south legs

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add red flashing LED lights to the perimeter of all the stop signs (4 sets)
- Add a raised crosswalk on the south leg (1)
- Add curb extensions to both crossing faces of the south leg (2)



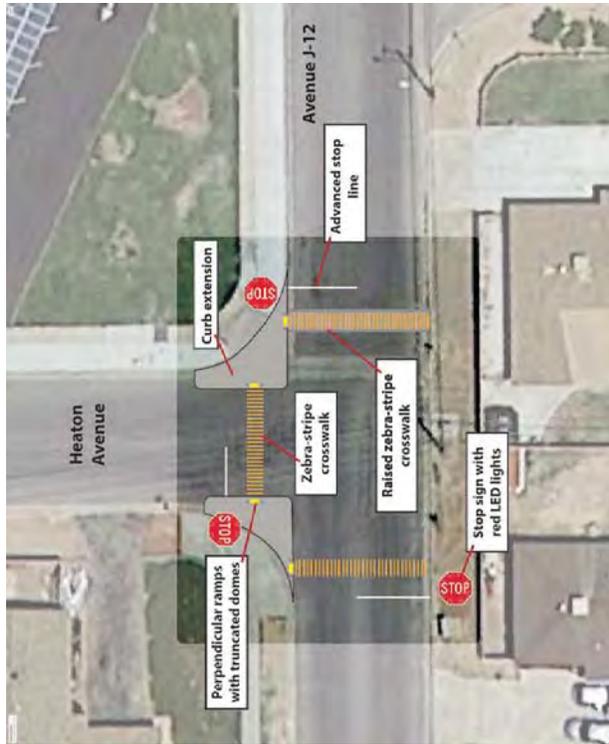
P3. Avenue J-12 & Heaton Avenue

Existing

- T-intersection
- 3-way stop
- Yellow transverse crosswalks on the north and east legs
- No curb ramp on the SE corner

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (3)
- Add advanced stop lines to all legs (3)
- Add red flashing LED lights to the perimeter of all the stop signs (3 sets)
- Add a raised crosswalk on the east leg (1)
- Add curb extensions to both crossing faces of the north leg (2)
- Lower the stop sign that is presently too high and not very visible



P4. Avenue J-10 & Gadsden Avenue

Existing

- 4-way stop
- Yellow transverse crosswalks on the west and south legs

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add red flashing LED lights to the perimeter of all the stop signs (4 sets)
- Add curb extensions to both crossing faces of the south and west legs (4)



P5. Avenue J-12 & Gadsden Avenue

Existing

- 4-way stop
- Yellow transverse crosswalks on the north, west, and east legs
- Crossing guard

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add red flashing LED lights to the perimeter of all the stop signs (4 sets)
- Add a raised crosswalk on the north and west legs (2)



P6. Avenue K & Gadsden Avenue

Existing

- Signalized intersection
- Yellow transverse crosswalks on all legs
- Protected-permissive left-turn signals from Avenue K
- No curb ramps on the NE corner where a median separates the frontage street from Avenue K

Proposed

- Replace yellow crosswalks with white zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines to all legs (4)
- Add new curb ramps to the NE corner (2)
- Change left-turn signals on Avenue K from protected-permissive to protected only (2)
- Reduce curb returns on the NW, SE, and SW corners (3)



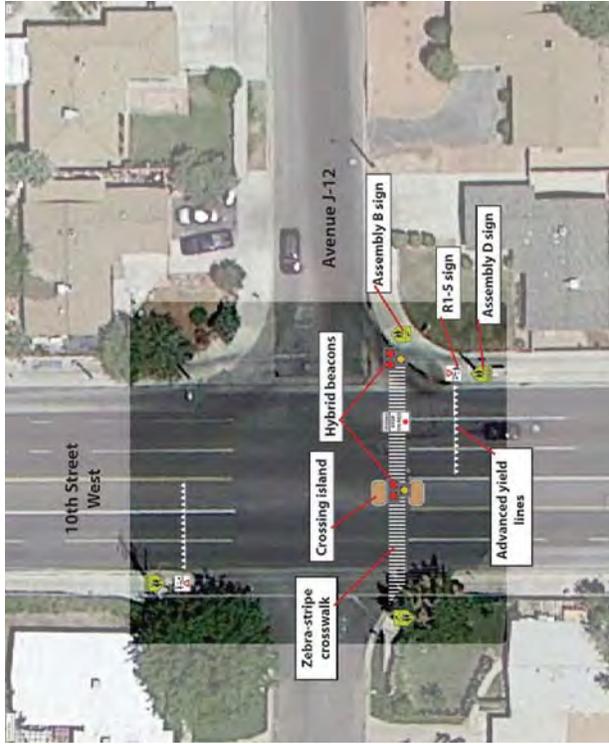
P7. 10th Street West & Avenue J-12

Existing

- No marked crosswalk
- 2-way stop for Avenue J-12

Proposed

- Add hybrid beacons to cross the south leg (1 set) (conduct warrant study first)
- Add a zebra-stripe crosswalk on the south leg (1)
- Add crossing islands to the south leg crosswalk (1 pair)
- Add advanced yield lines to both crossing approaches of the south leg crosswalk (2)
- Add R1-5 signs to both crossing approaches of the south leg (2)
- Add Assembly D signs to both crossing approaches of the south leg (2)
- Add Assembly B signs to the south leg crosswalk (2)



P8. Avenue J-10 & Beech Avenue

Existing

- No marked crosswalk
- 2-way stop for Avenue J-10

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advanced stop lines on Avenue J-10 (2)
- Add advanced yield lines to both crossing approaches of the north and south leg crosswalks (2)
- Add R1-5 signs to both crossing approaches of the north and south legs (2)
- Add Assembly D signs to both crossing approaches of the north and south legs (2)
- Add Assembly B signs to the north and south leg crosswalks (2)



Linear Treatments

- Add new sidewalks at the following locations:
 - along the west side of Heaton Avenue from Avenue J-10 to Avenue J-12 (approximately 890')
 - along Avenue J-12 on both sides from Fig Avenue to Gadsden Avenue and along the south side from 10th Street West to Gadsden Avenue (approximately 2,100')
 - along the east side of Beech Avenue from Avenue J-5 to Avenue J-7; along both sides of Beech Avenue from Avenue J-7 to Avenue J-10 (approximately 2,000')
 - along both sides of Gadsden Avenue from Poston Street to Avenue K and along the east side of Gadsden Avenue from Poston Street to Avenue J-12 (approximately 1,530')
 - Add street lighting along Avenue J-10 between Beech Avenue and Heaton Avenue (approximately 2,670')
- Reduce 10th Street West to 2 lanes from Avenue K to Avenue J-4 and add 6' wide colored, buffered bike lanes; add colored bike lanes from Avenue J-4 to Lancaster Blvd. (0.75 mi.)
- Add colored bike lanes on Avenue K from 10th Street West to Gadsden Avenue (consistent with the Master Plan of Trails and Bikeways) (0.25 mi.)
- Reduce Avenue K to 2 lanes from Gadsden Avenue to Sierra Hwy. and add 6' wide colored, buffered bike lanes (consistent with the Master Plan of Trails and Bikeways) (0.6 mi.)

Bicycle Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards/scooters. Add more if needed.

Program Plan

A Community Action Committee (CAC) was formed to oversee SRTS programs at the school. The first programs they have decided to try are described below. These will be modified and supplemented as experience with the program grows.

Education

- Walking safety event

Encouragement

- Walking school buses
- Recognition of existing walkers and bicyclists

Enforcement

Q. Sunnydale Elementary School
1233 West Avenue J-8



Walk Audit Workshop

A walk audit workshop was conducted on May 23, 2013. The following key stakeholders attended:

- School principal
- A teacher
- Parents
- Crossing guards
- Representatives from the Lancaster School District
- Representatives from the City Planning Department
- Representatives from Antelope Valley Partners for Health

Safety Issues Raised at the Stakeholder Workshop

General

- Speeding
- Lack of sidewalks
- U-turns
- Drivers not respecting the crossing guards
- Need more crossing guards
- Congestion
- Parents calling their kids across the street

Location Specific

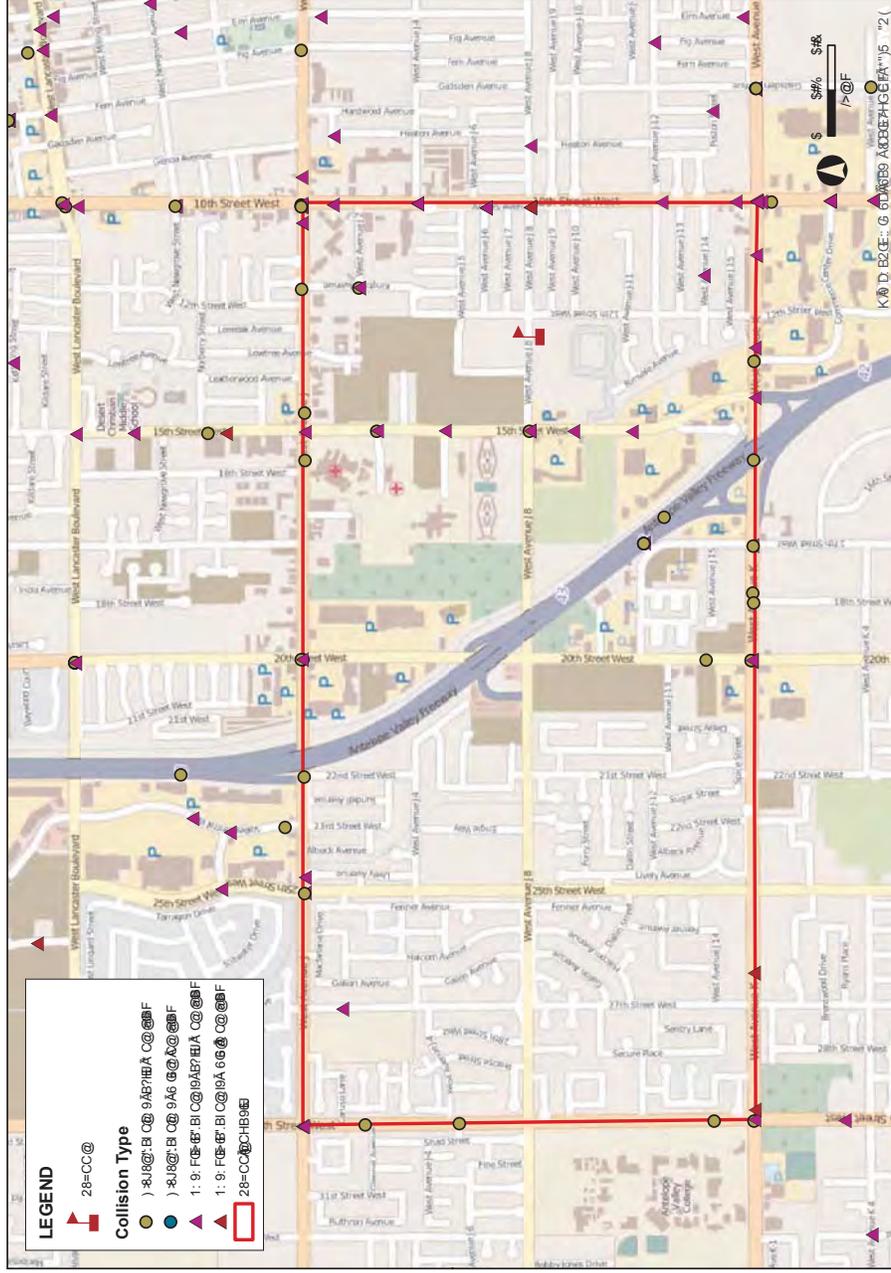
- Avenue J-8 & 12th Street West
 - motorists not respecting the crossing guards
 - large intersection with only 3 marked crosswalks
 - crosswalk striping is faded
- Avenue J-7 & 12th Street West
 - no marked crosswalk
 - double parking
 - students running across the street
 - motorists making U-turns
- Avenue J-5 & 12th Street West
 - speeding
 - crosswalk striping is faded
- Avenue J-5 & 13th Street West
 - speeding
 - no marked crosswalks
 - students crossing across the desert from apartments to the north
- Avenue J-8 & 13th Street West
 - no sidewalks along Avenue J-8 west of 13th Street West



- parents driving through the dirt lot and parking
- Avenue J-8 & 20th Street West
 - very large crossing
 - major intersection
 - 2 right-turn lanes
 - heavy morning traffic
 - not enough time in the Walk cycle

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



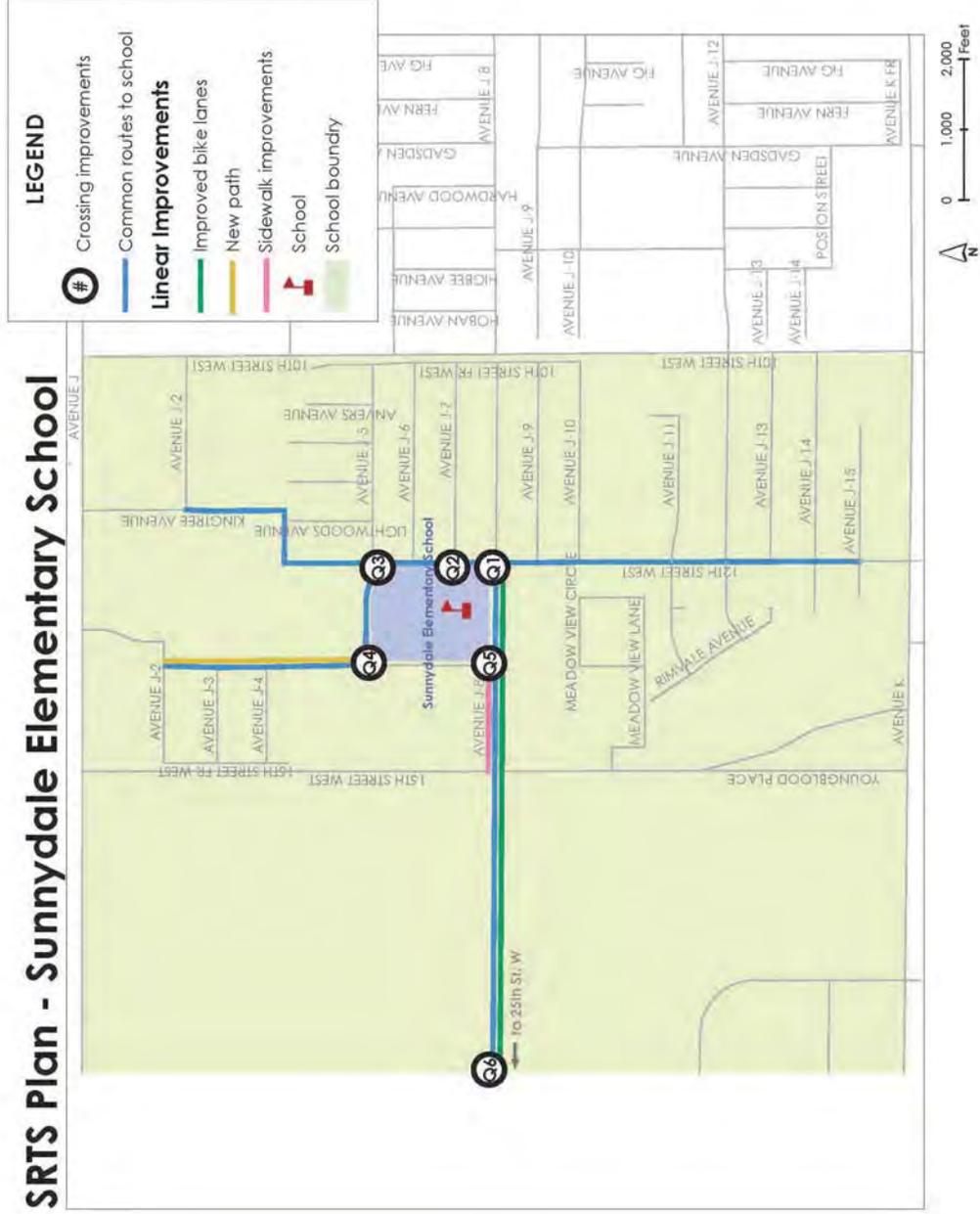
Bicycle and Pedestrian Collisions 2007 - 2011

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2 CHB: A: A: 6: A: B: A: E: F: 8: A: A: 6: E: B: B: D: C: B: B: A: B: A: E: A: 6: D: B: <A: J: F: G: A:

The map below shows the proposed engineering projects along common routes used by students to get to school.

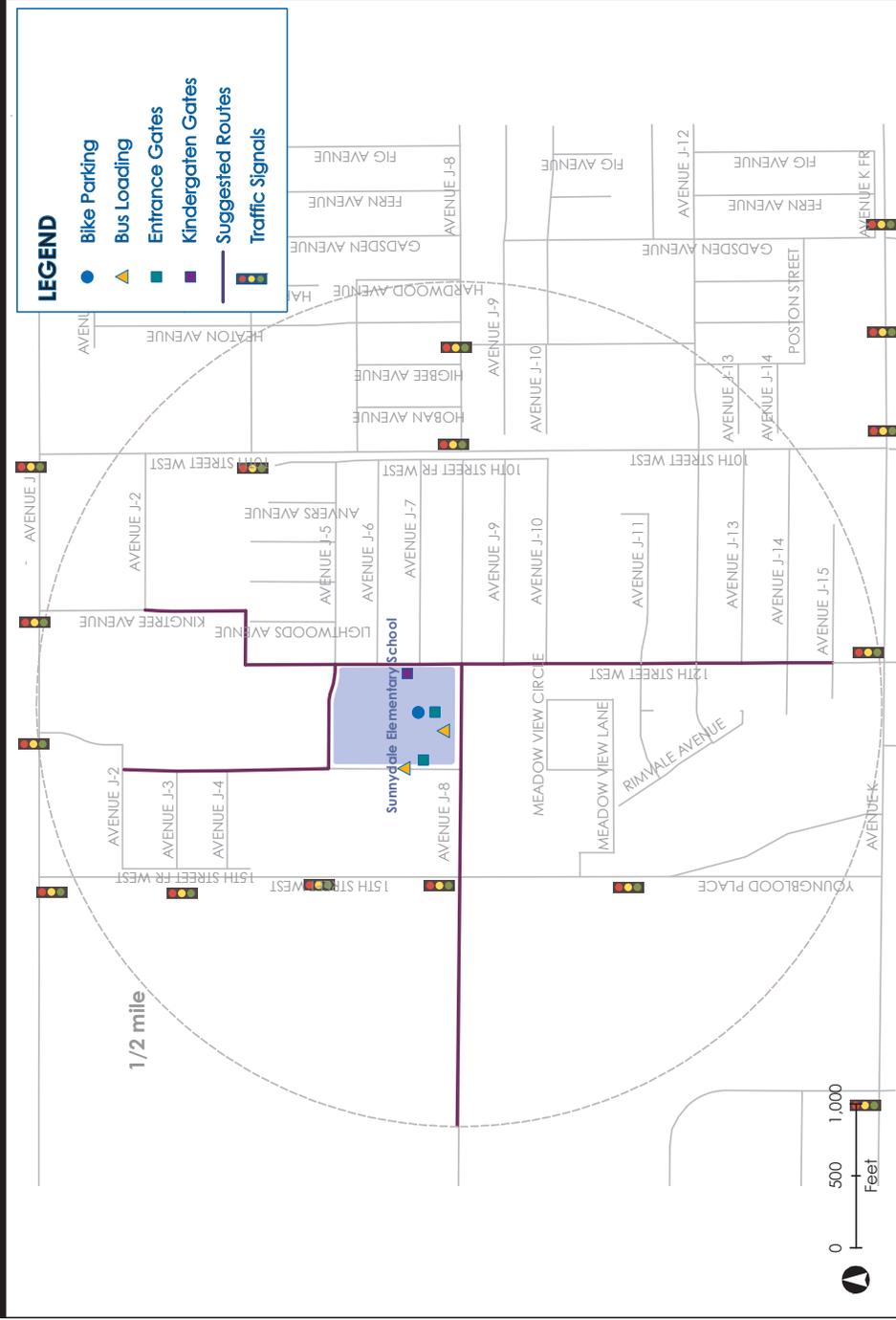
SRTS Plan - Sunnydale Elementary School



The map below shows suggested routes to school along with information useful to students and parents.

Suggested Routes to School

Sunnydale Elementary School



Existing Conditions and Engineering Recommendations

Crossing Improvements

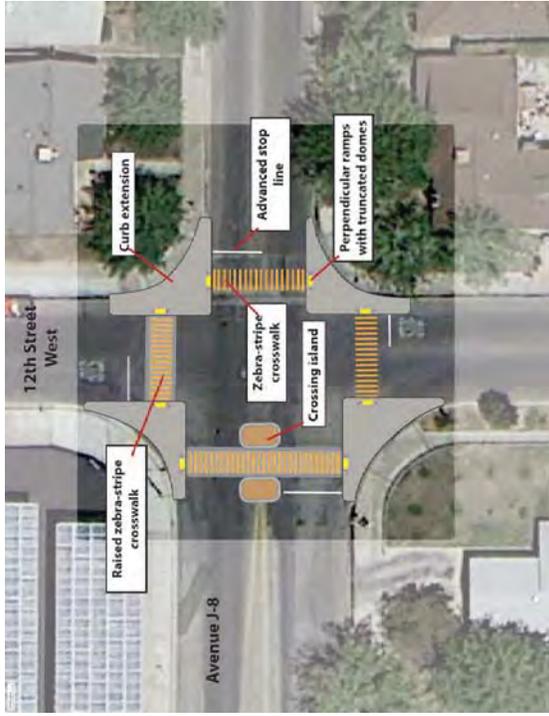
Q1. Avenue J-8 & 12th Street West

Existing

- 4-way stop
- Yellow transverse-line crosswalks on the north, south and west legs
- Crossing guard

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add curb extensions to all crossing faces (8)
- Add crossing islands on the west leg (2)
- Add raised crosswalks on the north and west legs (2)



Q2. Avenue J-7 & 12th Street West

Existing

- T-intersection
- No marked crosswalks

Proposed

- Add a yellow raised crosswalk on the south leg (1)
- Add curb extensions to both crossing faces of the south leg (2)
- Add R1-6 signs to the south leg crosswalk (2)
- Add advanced yield lines to both approaches to the south leg crosswalk (2)
- Add R1-5 signs to both approaches to the south leg crosswalk (2)
- Add Assembly D signs to both approaches to the south leg crosswalk (2)



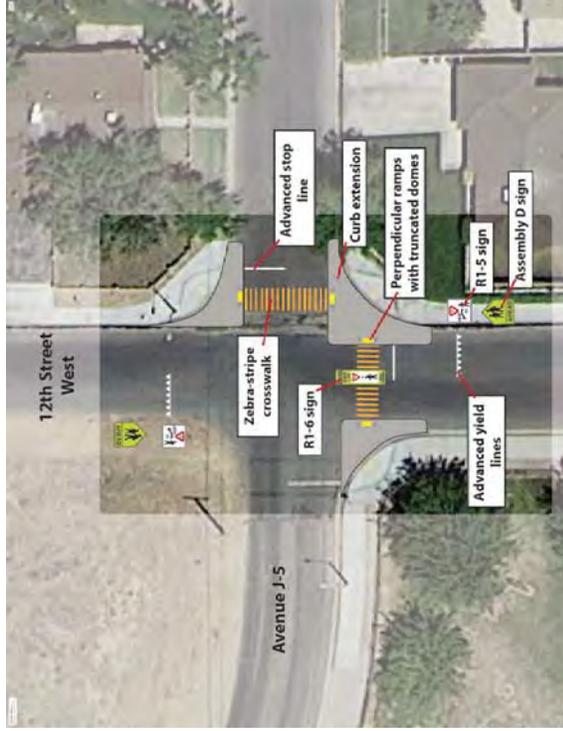
Q3. Avenue J-5 & 12th Street West

Existing

- 2-way stop for Avenue J-5
- Yellow transverse-line crosswalks on the south and east legs
- S1-1 signs on both approaches to the south leg
- Faded SLOW SCHOOL XING pavement markers on both approaches to the south leg crosswalk
- Old school crossing signs on the south leg crosswalk

Proposed

- Add yellow zebra-stripe crosswalks to the south and east legs (2)
- Add advanced stop line to the east leg (1)
- Add R1-6 signs to the south leg crosswalk (2)
- Add advanced yield lines to both approaches to the south leg crosswalk (2)
- Add R1-5 signs to both approaches to the south leg crosswalk (2)
- Add Assembly D signs to both approaches to the south leg crosswalk (2)
- Add curb extensions to both crossing faces of the south and east legs (2)



Q4. Avenue J-5 & 13th Street West

Existing

- L-intersection
- No marked crosswalks

Proposed

- Add a path to connect to the apartments north of the intersection to the east leg (see Linear Improvements)
- Add a yellow zebra-stripe crosswalk to the east leg (1)
- Add curb extensions to both crossing faces of the east leg (2)
- Add R1-6 signs to the east leg crosswalk (2)
- Add advanced yield lines to both approaches to the east leg crosswalk (2)
- Add R1-5 signs to both approaches to the east leg crosswalk (2)
- Add Assembly D signs to both approaches to the east leg crosswalk (2)



Q5. Avenue J-8 & 13th Street West

Existing

- T-intersection
- 1-way stop for 13th Street West
- Yellow transverse-line crosswalk on the north leg

Proposed

- Add a yellow zebra-stripe crosswalk to the north leg (1)
- Add an advanced stop line to the north leg (1)
- Add curb extensions to both crossing faces of the north leg (2)
- Add a new sidewalk on the north side of Avenue J-8 from 13th Street West to 15th Street West (see Linear Improvements)
- Add a curb around the new sidewalk at the intersection to prevent cars from parking on it



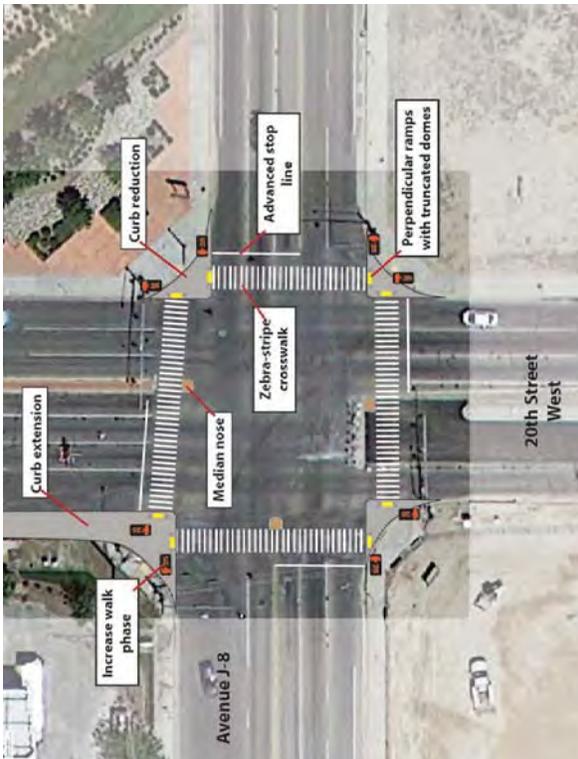
Q6. Avenue J-8 & 20th Street West

Existing

- Signalized intersection
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advanced stop lines to all legs (4)
- Replace the second south/westbound right-turn lane closest to the curb with a curb extension (1)
- Reduce curb returns on the NE, SE, and SW corners (3)
- Add more time to the Walk phase
- Add median noses to the north, south and west legs (3)



Linear Treatments

- Add a new sidewalk on the north side of Avenue J-8 from 13th Street West to 15th Street West (approximately 630')
- Add a new paved path from the east side of the intersection of Avenue J-5 and 13th Street West north to connect with West Avenue J (approximately 1,460')
- Widen the bike lanes on Avenue J-8 from 12th Street West to 25th Street West and add color to them (consistent with the Master Plan of Trails and Bikeways) (1.25 mi.)
- Add speed feedback signs on Avenue J-8 just west of 13th Street West and west of 12th Street West
- Add a red curb along the north side of Avenue J-8 between 13th Street West and 12th Street West
- Consider routing drop-off/pick-up in a 1-way direction clockwise

Bicycle Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards/scooters. Add more if needed.

Program Plan

A Community Action Committee (CAC) was formed to oversee SRTS programs at the school. The first programs they have decided to try are described below. These will be modified and supplemented as experience with the program grows.

Education

Encouragement

Enforcement