



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:
Auto populated

Total ATP Funds Requested: (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:

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

900 South Fremont Avenue	Alhambra	CA	91803
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IMPLEMENTING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :



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

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

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

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

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

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

07-5953R

Implementing Agency's State Caltrans MS number

00307S

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

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

Application Number: out of Applications

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.025556 /long. -118.067778

Congressional District(s):

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

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>30</u>	Bicyclists	<u>110</u>
One Year Projection:	Pedestrians	<u>38</u>	Bicyclists	<u>138</u>
Five Year Projection:	Pedestrians	<u>68</u>	Bicyclists	<u>248</u>

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

Bicycle: Class I Class II Class III Other None

Pedestrian: Sidewalk Crossing Other None

Multituse Trails/Paths: Meets "Class I" Design Standards Other None

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: _____

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

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

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

Total student enrollment: _____

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

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

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

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

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



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

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to compete 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:	_____		June 2017
* CEQA Environmental Clearance:	_____		June 2017
* NEPA Environmental Clearance:	_____		June 2017
CTC - PS&E Allocation:	_____		June 2018
CTC - Right of Way Allocation:	_____		June 2018
* Right of Way Clearance & Permits:	_____		June 2018
Final/Stamped PS&E package:	_____		June 2019
* CTC - Construction Allocation:			June 2020
* Construction Complete:			June 2020
* Submittal of “Final Report”			June 2020



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: _____ \$1,000

ATP funds for PS&E: _____

ATP funds for Right of Way: _____

ATP funds for Construction: _____

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

Total ATP funds being requested for this application/project: _____ \$1,000

Local funds leveraging or matching the ATP funds: _____ \$250

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

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

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

TOTAL PROJECT FUNDS: _____ \$1,250

ATP - FUNDING TYPE REQUESTED:

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

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

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

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 07-COUNTY OF LOS ANGELES-04

Implementing Agency's Name: COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

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

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

The County of Los Angeles (County) Department of Public Works (Public Works) is requesting \$1,000,000 (80%) for the Rosemead Boulevard Complete Streets Improvements Project (Project). Public Works will provide \$250,000 (20%) in local matching funds from their gas tax fund, for a total Project cost of \$1,250,000. The proposed Project does not have dedicated funding from any other sources. The ATP Cycle 2 funding will be the first set of funds to get the Project through the Pre-Construction phase and Preliminary Engineering in the implementation process. Once the initial plans and



environmental documents are completed, Public Works will seek funds from other sources to complete the Project.

The County of Los Angeles confirms that the proposed improvements are NOT associated with past or future environmental mitigation of capital or development project.

2. Consistency with Regional Plan.

The Project supports the active transportation goals outlined in the 2012-2035 SCAG Regional Transportation Plan, Active Transportation Appendix: 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. Refer to link below for full appendix document.

The Project segment on Rosemead Boulevard between Rush Street and Gallatin Road as a complete street is also consistent with the policies and goals of following local and regional plans:

- Los Angeles County Metropolitan Transportation Authority's Long Range and Short Range Transportation Plan
- Gateway Coalition of Governments (GCOG) Transportation Strategic Plan
- San Gabriel Valley Coalition of Governments (SGVCOG) Strategic and Mobility Matrix
- San Gabriel Valley sub-region Bikeway Master Plan approved by the surrounding cities (cities of Pico Rivera, South El Monte, San Gabriel and others)
- County of Los Angeles General Plan
- County of Los Angeles Bikeway Plan
- Los Angeles County Metropolitan Transportation Authority's Bikeway Strategic Plan

http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf

See Attachment I-S, for excerpt of SCAG RTP.



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 2.6-mile segment of Rosemead Boulevard between the cities of South San Gabriel and Pico Rivera is a six-lane divided state highway (State Route 164) that has no bike lanes and no sidewalks, with the exception of isolated sidewalk segments on the Pomona Freeway (SR-60) overcrossing. Bicyclists and pedestrians use the roadway shoulder, and many portions lack wheelchair accessibility. Rosemead Boulevard is served by Los Angeles County MTA (Metro) Line 266 that lacks wheelchair-accessible bus stops.

Pedestrian and bicycle counts were conducted on Thursday, April 23, 2015. They were conducted from the intersection of San Gabriel Boulevard/Durfee Avenue and Rosemead Boulevard, which is the approximate center of the Project corridor. The counts were of pedestrians and cyclists travelling along Rosemead Boulevard and were conducted during the 8:30 – 9:30am peak hour. The table below shows the field results.

Table 1

Rosemead Boulevard AM Peak Hour Volumes (April 2015)			
Location	Pedestrians	Bicycle	Total
San Gabriel Boulevard/Durfee Avenue & Rosemead Boulevard	3	11	14



Daily volumes were estimated by applying a factor of 10% to the peak hour volumes. This resulted in:

Table 2

Rosemead Boulevard Estimated Daily Volumes (April 2015)			
Location	Pedestrians	Bicycle	Total
San Gabriel Boulevard/Durfee Avenue & Rosemead Boulevard	30	110	140

As Table 2 shows, there are approximately 110 daily cyclists who currently use the Project corridor. The approximate breakdown between types of users is: 55% commuters and 45% recreational cyclists.

There are approximately 30 daily pedestrians who currently use the Project corridor. The approximate breakdown is: 67% recreational and 33% commuters.

Recent surveys conducted in Long Beach, CA for a similar sidewalk, bike lane and cycle track improvements on Broadway showed that the new infrastructure resulted in a one-year increase of 25% in non-motorized volumes (Source: KOA Corporation). In applying the same growth pattern to Rosemead Boulevard, the one-year expected increases in the existing volumes on Rosemead Boulevard are:

Table 3

Rosemead Boulevard One Year Projected Daily Volumes (with Project)			
Location	Pedestrians	Bicycle	Total
San Gabriel Boulevard/Durfee Avenue & Rosemead Boulevard	38	138	176

Based on the same annual growth rate, Table 4 shows the projected 5-year growth in bike and pedestrian volumes on Rosemead Boulevard.

Table 4

Rosemead Boulevard Five Year Projected Daily Volumes (with Project)			
Location	Pedestrians	Bicycle	Total
San Gabriel Boulevard/Durfee Avenue & Rosemead Boulevard	68	248	316



The new bike and pedestrian improvements are expected to increase the amount of pedestrian and bicycle traffic on Rosemead Boulevard. As the next section discusses, the nearby regional bike paths along with high employment and residential centers will provide a rich source of potential pedestrians and cyclists.

- 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.)**

Within a project service area extending from Rosemead Boulevard a distance of 3 miles for bicycles and ½-mile for pedestrians, the Project will serve various activity centers. The destinations are shown on the Project improvement figure provided in Attachment I-1.

- i. Whittier Narrows Recreation Area is, a 1,492-acre park that includes multiple amenities such as: A) archery range, B) BMX bicycle moto cross track, C) community garden, D) equestrian trails and center, E) Frisbee disc golf, F) softball, baseball, soccer fields, G) pedal boats, H) picnic areas, I) small-bore rifle range, J) tennis courts, K) trap and skeet shooting ranges, L) American Military Museum, M) bike trails, N) children's play areas, O) radio-control model airplane area, P) dog sports field, Q) three lakes for boating and fishing, R) trails, S) picnic areas, and T) San Gabriel River Discovery Nature Center.

The Whittier Narrows Recreation Area receives over one-million annual visitors. The park hosts numerous large-scale events year-round such as: Cinco de Mayo celebrations, Summer Music Festivals, spring carnivals, fishing events, community events and meetings, gardening and nature educational events, Dragonboat Festivals, and multiple private events as well.

The majority of these visitors primarily drive to the park as bike and pedestrian access is currently limited. The lack of bike and pedestrian infrastructure prevents safe and convenient access for those users to the majority of the park's facilities. Bus stop improvements will also be implemented. The Project will solve this problem and increase the mobility options for all users.



- ii. Streamland Park in Pico Rivera, a 7.3-acre park which includes amenities such as: A) baseball fields, B) basketball courts, C) picnic and BBQ areas, and D) playground areas.

Located at the north Pico Rivera city limits, the Project will provide cyclists and pedestrians convenient and safe access to the park and its facilities. From Rosemead Boulevard, users will access the park via Gallatin Road and Durfee Avenue.

- iii. Rio Hondo Bike Path, a 14-mile Class I Bike Path that connects to Temple City in the north and Long Beach in the south (via the Los Angeles River). Also, via the LA River, cyclists can access Downtown Los Angeles and other destinations. The bike path also provides a direct connection to the El Monte Bus Station, which is the largest bus station in the western United States. Commuters and students heavily use the bike path due to its proximity to various employment hubs and schools. The bike path is also very popular among recreational bicyclists, especially on weekends as it provides direct access to recreational centers such as Flair Park, and Peck Park. The Project will allow cyclists and pedestrians to use Rosemead Boulevard to access the bike path on the northwest corner of the intersection of San Gabriel Boulevard/Durfee Avenue.

- iv. San Gabriel River Bike Path, a 35-mile Class I Bike Path that connects the San Gabriel Mountains to Seal Beach. The bike path is also very popular with recreational users as it provides access to major recreation areas such as the Santa Fe Dam, Wilderness Park in Downey, and El Dorado Park in Long Beach. The bike path also has heavy student and commuter use as it is in the proximity of numerous schools and employment centers.

Daily bike and pedestrian counts were recently taken between Tuesday, April 28th and Monday, May 4th, 2015. Currently, the bike path has approximately 672 daily weekend and 331 daily weekday cyclist riders and 734 weekend and 474 weekday pedestrian users; see Attachment I-2 for the count data. The Project will allow cyclists and pedestrians to use Rosemead Boulevard to access the bike path on the southeast corner of the intersection of San Gabriel Boulevard/Durfee Avenue.

- v. South El Monte Industrial/Business Area. To the immediate north of the proposed Project (just north of Rush Street), is the City of South El Monte's



industrial core with 10-15 thousand daily employees. The Project will provide safe pedestrian and bicycle access to this significant employment area from the dense residential neighborhoods south of the Project in Pico Rivera. Users will access the industrial district via Rosemead Boulevard at the north end of the Project site.

- vi. Rio Hondo Community College. To the east of the proposed Project is Rio Hondo Community College, with a student enrollment of over 20,000-students and more than 800 employees. The new bike and pedestrian infrastructure on Rosemead Boulevard along with the connection improvements to the San Gabriel River bike path will allow students and staff to safely access the college.
- vii. Metro Gold Line Eastside Transit Corridor Phase 2. The proposed Gold Line extension will extend the Gold Line from its current terminus at Atlantic Station in East Los Angeles (Atlantic Boulevard & Pomona Boulevard) east to either Whittier or South El Monte. The South El Monte alternative will have the rail line travel along SR-60 with a proposed station at Rosemead Boulevard. If built, the transit project will provide a direct rail transit connection to the corridor and complement the Project's bike and pedestrian improvements to the corridor. Transit users will be able to safely walk or bike from the Rosemead Gold Line station to the various destinations along the corridor.
- viii. South El Monte High School, the 1,900-student school is approximately 1.4 miles from the Project site. Users would be able to access the school from Rosemead Boulevard by traveling east through Whittier Narrows Recreation Area, on Durfee Avenue, or via the San Gabriel River bike path.
- ix. Don Bosco Technical Institute, the 400-student school is approximately 1.4 miles from the Project site. The bike lanes and accessible pedestrian walkways on Rosemead Boulevard will eliminate another barrier for students travelling to and from the school. Project users would access the school by travelling west on San Gabriel Boulevard.
- x. Montebello Town Center, the regional mall and shopping center is approximately 0.95 miles from the Project and provides a wide array of retail and restaurant amenities. Shoppers and employees from South El Monte or Pico Rivera can access the shopping center on bicycle or on foot by travelling



west on San Gabriel Boulevard, but only by way of Rosemead Boulevard which lacks bike lanes and accessible walkways.

a. creation of new routes

The Project will install 5.2-miles of new bike and pedestrian facilities and associated improvements on Rosemead Boulevard. The improvements will improve the safety of cyclists and pedestrians who travel the segment by providing designated bike and pedestrian space that separates users from motor vehicles. The physical separation is important as observed prevailing motor vehicle speeds along the corridor are upwards of 50 miles-per-hour. Improvements can include: bike loop detectors, motion sensors, bike boxes, colored or textured crosswalks for improved pedestrian visibility, reflective paint, traffic calming measures, and improved drainage and storm water capture systems.

b. removal of barrier to mobility

Under its existing configuration, the Project segment is a barrier to pedestrian and bike mobility by not providing facilities for those users. Currently, pedestrians and cyclists must use the existing shoulder, which is not maintained and is adjacent to fast-moving traffic. This leaves pedestrians and cyclists exposed to roadway hazards and can dissuade users from walking or biking along the corridor. Furthermore, bus stops and entrances to the various recreational facilities along the Project segment do not meet the pedestrian access guidelines of the American Disabilities Act (ADA) – see Attachment F for photos. In providing walkways and bike lanes, the Project will remove those existing barriers by providing facilities for pedestrians and cyclists that will allow safe and convenient travel through the corridor and to the various nearby destinations.

c. closure of gaps

The Project will close the pedestrian infrastructure gap and connect the City of Pico Rivera to the City of South El Monte for pedestrians. Currently, sidewalks and other pedestrian features abruptly end at both ends of the proposed Project segment. The Project will create a continuous and multi-jurisdictional pedestrian network along Rosemead Boulevard.



Currently, cyclists who exit the Rio Hondo and San Gabriel River Bike Paths at the intersection of Rosemead Boulevard and San Gabriel Boulevard/Durfee Avenue must travel on a poorly maintained shoulder along Rosemead Boulevard to reach Pico Rivera or South San Gabriel. The Project will eliminate that gap and provide high-quality bike infrastructure for cyclists that enter and exit the regional river bike paths, and provide an all-weather cycling route that stays open when the river trails are closed due to high water.

d. other improvements to routes

Currently, bicycle and pedestrian travel on Rosemead Boulevard through the SR-60 freeway interchange with automobile and truck traffic merging and diverging at high-speed ramps is difficult and risky (see photos in Attachment F). The Project will improve cyclist and pedestrian travel through the SR-60 highway ramps by providing bike and pedestrian crossing points and refuges that eliminate the confusion faced by those users, as well as by motorists, as they approach the ramps.

These improvements will be consistent with the planned and existing bike and pedestrian improvements along Rosemead Boulevard. The proposed Gateway Cities Council of Governments Strategic Transportation Plan's Active Transportation Element proposes Class II bike lanes along Rosemead Boulevard in Pico Rivera, south of the Project corridor (Refer to Attachment I-3). Furthermore, the existing Class IV Cycle Tracks on Rosemead Boulevard in Temple City illustrate that there is momentum to provide complete streets improvements along this corridor.

e. educates or encourages use of existing routes

The Project will encourage use of the existing pedestrian network at both ends of the Project corridor by providing an accessible walkway between South El Monte and Pico Rivera. With continuous walkways, disabled pedestrians travelling between both cities or to the Whittier Narrows Recreation Area will be able to do so. Cyclists entering or exiting the Rio Hondo and San Gabriel River bike paths will be encouraged to use the new bike facilities which will improve the safety and convenience for cyclists travelling along the corridor.

Improved facilities along with wayfinding signage will educate local cyclists and pedestrians about the facilities and destinations in the Project area.



Furthermore, Public Works is planning on promoting pedestrian and bike safety education for local residents and stakeholders to encourage the use of the facilities.

Such programs and infrastructure improvements will complement currently on-going programs such as: Bike Safety 101 classes at South El Monte High School, Emerald Necklace Bike Loop rides, bike trains, and other local and regional bike and pedestrian programs that provide bike and pedestrian education events, and open street events such as CicLAvia.

- 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 need for this Project was initially formulated through a community-driven process that identified needed bike and pedestrian improvements on Rosemead Boulevard. Local residents, organizations, public agencies, and other community stakeholders currently provide broad support for the Project. Letters of Support are provided in Attachment J.

The Project represents one of Public Works' highest active transportation priorities for the following reasons: First, the likely passage of Senate Bill 461, introduced by State Senator Ed Hernandez, would relinquish control of the proposed Project segment from Caltrans to the County. The bill has broad support from both the State Senate and Los Angeles Supervisor Hilda Solis and is will be approved in the current State Legislative session, which ends in October 2015, transferring ownership and control to the County.

Second, the proposed Project is located within Los Angeles County Supervisorial District 1, which is under the jurisdiction of Supervisor Hilda Solis. Her office has identified the Project as a high priority and fully supports the implementation of this Project.



Finally, Public Works has pledged to make amendments to the Los Angeles County Bike Plan (2012) to include the proposed Project improvements. The proposed improvements were not initially included in the bike plan due to the segment not being under County control. With the passage of SB 461 and the full support from Supervisor Solis' office, the Project will be included in the bike plan and funds will be directed towards its implementation.



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.)**

Collision data was queried and summarized using UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). As shown in Attachment I-4, in the last five years of record (2008 – 2012), there have been five pedestrian or bike-related collisions within 1/4-mile of the Project corridor that resulted in four injuries and one death. Of those five, three were bike-related and two involved pedestrians.

- 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.

According to Los Angeles County's Highway Plan Policy Map (2014), Rosemead Boulevard has a functional classification of Major Highway, with a 50-miles-per-hour (MPH) speed limit and an Annual Average Daily Traffic (AADT) of approximately 41,000 vehicles in 2012 (Source: Google via Kalibrate).

The installation of walkways and bicycle facilities along with signage will alert drivers that cyclists and pedestrians will be present along the roadway and reduce vehicle speeds.

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

Proposed striping and signage along with improved crosswalks at certain locations will improve visibility between motorized and non-motorized users, especially at the high-speed on- and off-ramps at the SR-60 interchange, as well as the right turn lanes leading into the Whittier Narrows Recreation Area.



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

Currently, there are various conflict points between pedestrians, cyclists, and motorists primarily at freeway on/off ramps and at various intersections and driveways. As illustrated in Attachment I-5, the installation of bike facilities and pedestrian infrastructure would clearly delineate where cyclists, pedestrians, and motor vehicles belong. Such improvements would eliminate existing conflict points.

Other alternatives, such as creating pedestrian and bike improvements through the park and bypassing Rosemead Boulevard at the SR-60 ramps, were considered. The alternative, as shown in Attachment I-4, would be exactly the same as the proposed Project except for a loop to bypass the SR-60 ramps. The loop would add approximately 1.16-miles of bike and pedestrian infrastructure compared to the proposed Project. At an average bicycle riding speed of about 11-mph according to a 2006 study conducted by the City of St. Petersburg, Florida, it would take cyclists an extra 6-minutes and pedestrians an extra 23-minutes to travel the alternative alignment.

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

The installation of pedestrian and bicycle infrastructure along with signage will help bring vehicle speeds closer to the posted 50-mph speed limit. This will lead to a higher compliance with local speed limits. The installation of bike facilities will reduce the occurrence of wrong-way bicycling.

- Addresses inadequate traffic control devices.

Currently, since there is no designated bicycle and pedestrian infrastructure, no signage exists to notify motorists of pedestrian and cyclist presence. The new Project infrastructure will address this problem by installing signage that notifies motorists of other users' presence, improving their safety and reducing instances of collisions. Other traffic control improvements may include, but not limited to: pedestrian countdown signals, loop detectors, traffic calming measures, and pedestrian push buttons.

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

The Project will reduce behaviors that lead to collisions involving non-motorized users by installing signage and providing physical space that is designated for non-motorized users.



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

The installation of walkways and other pedestrian infrastructure will eliminate the awkward sidewalk dead ends that currently exist. For example, the intersection of Rosemead Boulevard and San Gabriel Boulevard/Durfee Avenue (see Attachment F) has a sidewalk ramp that does not lead to a sidewalk along the street.



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)

In preparation for this grant application the LA County Department of Public Health (DPH) assisted the LA County Department of Public Works (DPW) to gather additional input from stakeholders that utilize Rosemead Blvd and the paths that connect across this portion of Rosemead Blvd. See Attachment I-6 for outreach materials and support correspondence.

Public Stakeholders	Government Stakeholders
El Monte Residents	Los Angeles County Department of Parks & Recreation
South El Monte residents	Los Angeles County Department of Regional Planning
Bike SGV	Los Angeles County Department of Public Health
Amigos de los Rios	City of South El Monte
Los Angeles County Bicycle Coalition	Metropolitan Transportation Authority (Metro)
South El Monte Arts Posse	
CICLE	

- **BikeSGV** works to make the San Gabriel Valley a safer, healthier and more enjoyable place for cycling.
- **Amigos de los Rios** is committed to protecting and restoring open space in the urban environment, and combating public health issues exacerbated by a lack of green infrastructure.



- **Los Angeles County Bicycle Coalition** works to make Los Angeles County communities' fun, safe, and healthy places to ride a bike.
- **CICLE** is a nonprofit organization based in Los Angeles working to promote the bicycle as a viable, healthy, and sustainable transportation choice.
- **South El Monte Arts Posse (SEMAP)** is a collective of artists, writers, urban planners that is dedicated to engaging with the local community through the arts.

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

The Los Angeles County Department of Public Health assisted DPW in conducting outreach to garner feedback from a diversity of stakeholders. Outreach activities included:



Outreach event type	Number of attendees/ participants	How noticed	Event location	Accessible by transit?	Time of event	Services Provided	Decision making body that identified project?	Documentation Included in Appendix
Community Bike Ride 4/26/15	75	Flyers. Email blast	El Monte Busway Station	Yes, bus	Morning	Bicycle Safety Education and Bicycle Repair, Spanish translation	Bike SGV, Metro,	Photos, and Survey summary
Community Bike Ride 5/2/15	25	Flyers, Email list	El Monte City Hall	Yes, Bus	Afternoon	Water & Snacks, Spanish translation	City of South El Monte	Photos, Notes
Community Workshop/ Volunteer Day 5/2/15	11	Flyers, Email list	Whittier Narrows Park	Yes	Morning	Water and Snacks, Spanish translation	Amigos de los Rios	Photos, sign-in sheet.
Bike SGV staff & volunteer meeting 5/5/2015	9	Bike SGV email list and website	Bike SGV offices in El Monte	Yes, bus	Evening	None	No	Meeting sign-in sheet, photos, notes.



Outreach Activity 1: On Sunday April 26, 2015 staff from the Department of Public Health attended a community bike ride sponsored by the Los Angeles County Metropolitan Transportation Authority (Metro) and hosted by Bike San Gabriel Valley (Bike SGV), Cyclists Inciting Change thru Live Exchange (CICLE), and the City of El Monte. This community bike ride included many people who currently utilize and bicycle on Rosemead Blvd. DPH used this opportunity to survey people on their experience cycling in the project area and to talk with several stakeholders to gather their input for the proposed Rosemead Blvd Complete Streets project.

Outreach Activity 2: On Saturday May 2, 2015 staff from DPH attended a monthly community bike ride hosted by the City of South El Monte. DPH staff attended and presented to the elected officials and community members on the Rosemead Blvd Project.

Outreach Activity 3: On May 2, 2015 staff from DPH attended a volunteer day event hosted by Amigos de los Rios at Whittier Narrows Park, which Rosemead Blvd runs through. DPH identified this event as a way to inform people on the proposed project as well as gather input from users of Rosemead Blvd. through surveys.

Outreach Activity 4: On May 5, 2015 staff from DPH and DPW attended the Bike SGV staff and volunteer meeting. The meeting provided DPW and DPH an opportunity to present the proposed Rosemead Blvd Complete Street project idea and solicit input from the group, which regularly hosts bike rides in this area and worked with the cities of South El Monte and El Monte to develop their respective bicycle master plans.

- 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)

Outreach Activity 1 - 3: Many people on the community bike rides shared their experience with the Rosemead Blvd. project area, their comments included:

- "Rosemead Blvd. currently has a cycle track in Temple City, I would want these similar improvements to extend all the way to Pico Rivera for better regional connectivity."
- "I often have to cross an intersection on the project area to get from one bike path to another, but it is pretty scary because there are so many cars going fast in that stretch."



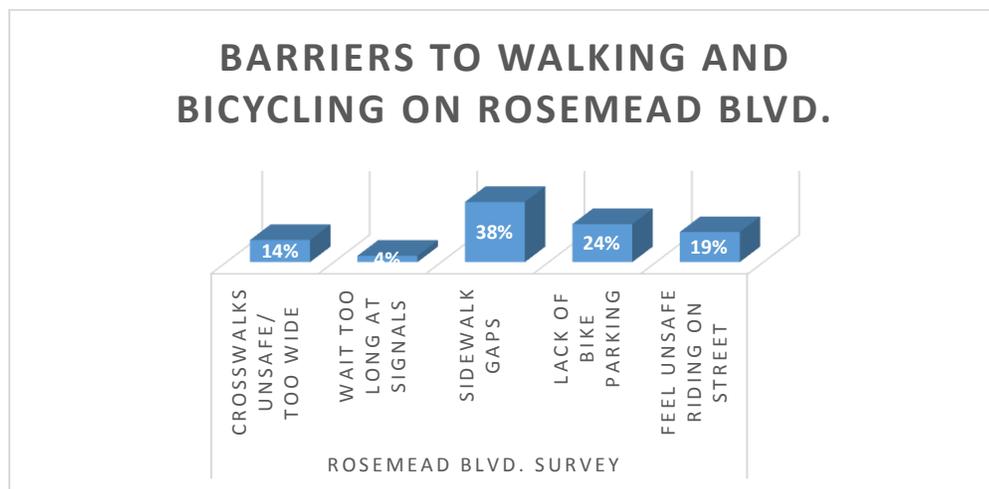
- “I only feel safe on parts of Rosemead Blvd. that have bike lanes.”
- “With this improvement I can get to the San Gabriel River Path that would connect me to my favorite destinations Legg Lake, Santa Fe Dam, and Whittier Narrows Park.”
- “Whittier Narrows is one of the biggest parks here in South El Monte, but it’s difficult to access it if you are not in a car.”

Many of the youth and parents of the youth at the Amigos de los Rios event expressed the following comments:

- “I would never walk or bike on Rosemead Blvd., I see how fast cars go.”
- “There have been many people who killed on that stretch, it’s about time some improvements are made on that piece of Rosemead.”

Survey Results:

Twenty-one people completed the survey administered by DPH staff at the two community bike rides and the volunteer day hosted by Amigos de los Rios. Of those surveyed, 86% currently ride their bike on Rosemead Blvd, however no one reported walking along Rosemead Blvd. Seventy-one percent of survey participants identified there are barriers to walking and biking on Rosemead Blvd. and 71% felt that Rosemead Blvd. is not safe place to walk or ride their bikes.





Outreach Activity 4: BikeSGV staff and volunteers supported this proposed project and identified some problem areas along this stretch of Rosemead Blvd that will need attention during the planning process. They identified the need for marked crossings, improved connections to river bike paths, and better wayfinding.

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

Given the level of investment both Amigos de los Rios and BikeSGV have in this area and that these organization are already work together, DPH recommends working with these key stakeholders to assist with outreach. Utilize existing events hosted by these organizations to gather input for the Rosemead Complete Street Plan. BikeSGV regularly hosts community bike rides along the Rio Hondo and San Gabriel River Bike paths. Consider coordinating with BikeSGV and hosting a design charrette along the bike path near Rosemead Blvd when they are leading a bike ride. Coordinate with the cities of South El Monte, Montebello and Pico Rivera by meeting with their staff and attending existing meetings in each community to present on the project and gather input for the development of the Plan. DPH recommends hosting events within the park and meetings with key park stakeholders.



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 Los Angeles County Department of Public Works (DPW) worked closely with staff from the Los Angeles County Department of Public Works (DPH) to shape this proposal. DPH staff conducted outreach meetings with key stakeholders that utilize Rosemead Boulevard, the Whittier Narrows Dam Recreation Area, and the San Gabriel and Rio Hondo bike paths that intersect Rosemead Boulevard in the project area.

This project is within the unincorporated area of Whittier Narrows. The project area consists primarily of a regional park and a dam. The specific target populations of Rosemead Boulevard include:

- Children, adults and seniors from South El Monte
- Children, adults and seniors from Pico Rivera
- Children, adults and seniors from Montebello

The target users are highly impacted by adult obesity, child obesity, diabetes, collisions and economic hardship.

Community	Child Obesity Prevalence (1)	Adult Obesity Prevalence (1)	Diabetes Mortality 2004-2008 (Death Rate /100,000) (1)	Economic Hardship Rank (2)
LA County	22.4%	23.9%	25	N/A
San Gabriel Valley Service Planning Area	20.8%	23.9%	19.8	N/A
South El Monte	29.8%	34.5%	59	97 out of 117 areas
Pico Rivera	30.9%	25.9%	39	67 out of 117 areas
Montebello	26%	23.3%	36	80 out of 117 areas

Sources: (1) LAC DPH, Office of Health Assessment and Epidemiology; *2011 Los Angeles County Health Survey (LACHS) data is presented per health district. (2) LAC DPH, Office of Health Assessment and Epidemiology, *How Social and Economic Factors Affect Health*

The California Office of Traffic Safety ranked the cities surrounding the project area unfavorably for collisions, although South El Monte is doing better compared to Pico Rivera and Montebello. In a system where higher rankings indicate worse performance, the surrounding jurisdiction scored poorly on pedestrian and bicycle safety.



Measure	South El Monte Ranking (out of 109)	Pico Rivera Ranking (out of 102)	Montebello Ranking (out of 102)
Total fatal and injury collisions	35 th worst	17 th worst	15 th worst
Pedestrian fatalities and injuries	66 th worst	39 th worst	21 st worst
Pedestrian fatalities and injuries for people walking under 15 years old (<i>school-aged, transit-dependent</i>)	93 th worst	34 th worst	17 th worst
Pedestrian fatalities and injuries for people walking over 65 years old (<i>seniors, typically transit-dependent</i>)	101 th worst	63 rd worst	15 th worst
Bicyclist fatalities and injuries	48 th worst	10 th worst	15 th worst
Bicyclist fatalities and injuries for people walking under 15 years old (<i>school-aged, transit-dependent</i>)	94 th worst	10 th worst	44 th worst
Composite ranking	80 th worst	19 th worst	23 rd worst

Obesity has been determined to be a major burden to the healthcare system by contributing to a number of chronic diseases, including coronary heart disease, type 2 diabetes, cancer, high blood pressure, high cholesterol, and stroke (CDC, 2009). It has also been shown to contribute to mental health conditions such as depression, bipolar disorder and low self-esteem, as well as a contributing risk factor for the development of asthma (CDC, Asthma Stats).

Data on asthma and physical activity are provided by DPH at the health district level. All of the identified communities fall into the El Monte Health District area. While asthma rates are lower than the County average for this area, this is an area that is heavily impacted by freeways and highways with high levels of truck traffic. Furthermore, the Project census tracts rank in the 25% of overall scores from CalEnviroScreen 2.0, meaning they experience heavy amounts of pollution. In addition, residents of the adjacent communities do not engage in enough physical activity as referenced in the below table.

Community	% of Children with Current Prevalence of Asthma*	% of Adults Who Meet Physical Activity Guidelines*	% of Children Who Meet Physical Activity Guidelines*
LA County	9.0%	61.8%	28.7%
El Monte Health District	3.4%	55.4%	22.6%

Source: 2011 Los Angeles County Health Survey; Office of Assessment and Epidemiology, Los Angeles County Department of Public Health. *Health district data. Data unavailable at ATP community level.



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

This project, when fully realized, will provide over 5.2 miles of regional bicycle and pedestrian facilities in an area where they do not currently exist. It will link nearby residents living to the north and south of the project area to park space and regional bike paths, inviting more residents to engage in physical activity. Upon implementation of improvements to be identified through this planning project we expect the following health outcomes:

Health Condition	Youth (students aged 5 - 17)	Adults (parents, transit-dependent, residents)	Seniors
Number and severity of collisions	Decrease	Decrease	Decrease
Physical Activity	Increase	Increase	Increase
Obesity and Diabetes	Decrease	Decrease	Decrease

We also expect air quality to improve with this project as a safe and convenient bikeway and sidewalks will “invite” more people to commute between jurisdictions, to regional destinations and the Whittier Narrows Dam Recreation Area by bicycle and walking.

(1) Increased physical activity, leading to reduction in obesity and diabetes

The U.S. Department of Health and Human Services recommends 60 minutes of physical activity / day for children, and 30 minutes for adults (US DHHS Physical Activity Guidelines, 2008). Regular physical activity can reduce the risk of adverse health outcomes such as diabetes and obesity. Research suggests that enhanced pedestrian and bicycle infrastructure can encourage people to walk and bike more, which can lead to increased physical activity and improved health. One study estimated that for every 1 percent increase in the length of on-street bicycle lanes, there was a .31 percent increase in bicycle commuters. (Ewing, 2010; Saelens and 2012; Active Living Research; Bunn F. et al, 2003; Elvik, 2001).

(2) Reduced number and severity of collisions

The proposed plan will outline improvements that will create bikeways, sidewalks, and more visible and safer pedestrian crossings. Research suggests that infrastructure improvements that decrease vehicle speeds and provide dedicated space for people walking and bicycling can reduce the number and severity of collisions by 15% among all age groups (Active Living Research; Bunn F. et al, 2003; Elvik, 2001).



(3) Improved air quality

Studies indicate that living in close proximity to a major roadway with high traffic volume is associated with asthma in children (McConnell, 2006; Nicolai, 2003). Creating an environment where people choose to walk instead of drive may result in health benefits associated with cleaner air.

The **proposed project and its outcomes are consistent with the following health policies and plans:**

- **DPH Strategic Plan's** Priority 1 for Healthy and Safe Community Environments, which states to “***support and develop neighborhoods and institutions that support healthy lifestyles.***” The goals include:
 - 1.1: Increase the capacity of community environments to support active living and healthy eating.
 - 1.3: Increase community safety and decrease potential for injuries.
- 2015 Los Angeles County General Plan Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clear air, grocery stores, **bikeways**, parks and other **components of a healthy community**.
-



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.

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

\$ _____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: Census Tract 1: 96 – 100%; Census Tract 2: 86 – 90%

- Provide all census tract numbers
 1. 4337
 2. 4338.02
- Provide the CalEnviroScreen 2.0 score for each census track listed
 1. 96 – 100%
 2. 86 – 90%
- Provide the population for each census track listed
 1. 3,294
 2. 2,780

Refer to Attachment I-7 for CalEnviroScreen output maps.

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:



- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

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

**What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.**

As shown in Attachment I-7 100% of the proposed Project corridor is located within a disadvantaged community, meaning that 100% of the ATP funds would be expended there.

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 the CalEnviroScreen score shows, the census tracts are in the top 25% of overall scores. Between both census tracts, the environmental indicators that had the highest relative environmental burden were: Fine Particulate Matter (PM 2.5), Diesel exhaust, and Traffic Density. Furthermore, according to the 2013 data from the American Community Survey (ACS), an average of 92% of workers in both census tracts used a motor vehicle to get to work.

The results from the CalEnviroScreen score and the ACS illustrate that the high motor vehicle mode split, along with the area's proximity to major truck traffic and SR-60, are the main culprits for creating a polluted and environmentally hazardous area.

The Project will address these concerns by providing an alternative to the automobile by creating a safe bicycle and pedestrian environment. This will result in lower vehicle



exhaust and traffic density, which are the main indicators that are negatively impacting the local environment, according to the CalEnviroScreen.



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.)

Two alternatives were considered for Rosemead Boulevard. The first was the No Build alternative, which would have left the corridor in its existing configuration. Although the Project costs would have been non-existent, the lack of benefits that this alternative would have had on active transportation users rendered this alternative unfeasible.

The second alternative (route is shown in Attachment I-4), would provide the bikeway and walkway infrastructure improvements into the Whittier Narrows Recreation Area and have them loop around the west side of the park and connect to Rosemead Boulevard just south of SR-60. Although the safety benefits of this alternative are great (since it would have users avoid the complicated freeway ramp area), it would also create a roundabout route that would increase travel time through the corridor. As discussed in Question 2b, the alternative would add 6-minutes of travel time for cyclists and 23-minutes for pedestrians. The cost differences between the proposed Project and this alternative are negligible. However, given the longer travel time and potential for more users, the preferred alternative was chosen over this alternative.

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

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

The ATP Benefit/Cost tool used for this project is provided in Attachment I-8. Based on a total Project cost of \$1,250,000 and the ATP request of \$1,000,000 the Project has a



benefit/cost value of 19.39. This means that the expected Project benefits will heavily outweigh the monetary costs the Project will incur.

The user interface of the tool works well. It is easy to understand once one knows which values must be provided. However, it would be more useful if more specific instructions were provided in the pop-up dialogue box once one clicks on the input spaces. It would make it easier for the user to see what and where data is required versus having to go back and forth between the input tab and instructions tab.

The types of inputs and the methodology make sense. In using existing bike/pedestrian users, crash data, and the project costs, it provides a holistic picture of the benefits and costs of the project.



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 Project will have \$250,000 (20% of costs) in leveraged funds from the County gas tax fund. These funds will be applied towards the implementation of the first phase of the proposed Project.



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).
 - Public Outreach, Traffic Control, Signage, Road Striping
 - Refer to Attachment I-9 for CCC correspondence.
 - 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.

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

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



Part C: Application Attachments

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

List of Application Attachments

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

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



Part C: Attachments **Attachment A: Signature Page**

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

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

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

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

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

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

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

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

(For use only when appropriate)

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

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

Signature: <u><i>Ed Shiao</i></u>	Date: <u><i>5/28/15</i></u>
Name: <u><i>ED SHIAO</i></u>	Phone: <u><i>213-897-0246</i></u>
Title: <u><i>Sr. transportation engineer</i></u>	e-mail: <u><i>Ed-shiao@DOT.CA.gov</i></u>

* 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>

ATP PROJECT PROGRAMMING REQUEST

Date: 5/25/2015

Project Information:					
Project Title: Rosemead Boulevard Complete Street Improvements Phase 1					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles	Rosemead Blvd			

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)				1,250				1,250	
PS&E									
R/W									
CON									
TOTAL				1,250				1,250	

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)				1,000				1,000	Caltrans/CTC
PS&E									Notes:
R/W									
CON									
TOTAL				1,000				1,000	

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: 5/25/2015

Project Information:					
Project Title: Rosemead Boulevard Complete Street Improvements Phase 1					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles	Rosemead Blvd			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Local Match Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				250				250	COUNTY OF LOS ANGELES
PS&E									Notes: Local Sales Tax for Transportation use
R/W									
CON									
TOTAL				250				250	

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

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

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

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

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

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map**

Engineer's Initials: WAP

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

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

Engineer's Initials: WAP

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

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

Engineer's Initials: WAP

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

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

4. **Detailed Engineer's Estimate**

Engineer's Initials: WAP

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

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: WRP

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

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: WRP

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

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: WRP

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

8. **Additional narration and documentation:** Engineer's Initials: WRP

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

Licensed Engineer:

Name (Last, First): REHMAN, WAQAS

Title: ASSOCIATE CIVIL ENGINEER

Engineer License Number 78116

Signature: 

Date: 05-27-2015

Email: wrehman@dpw.lacounty.gov

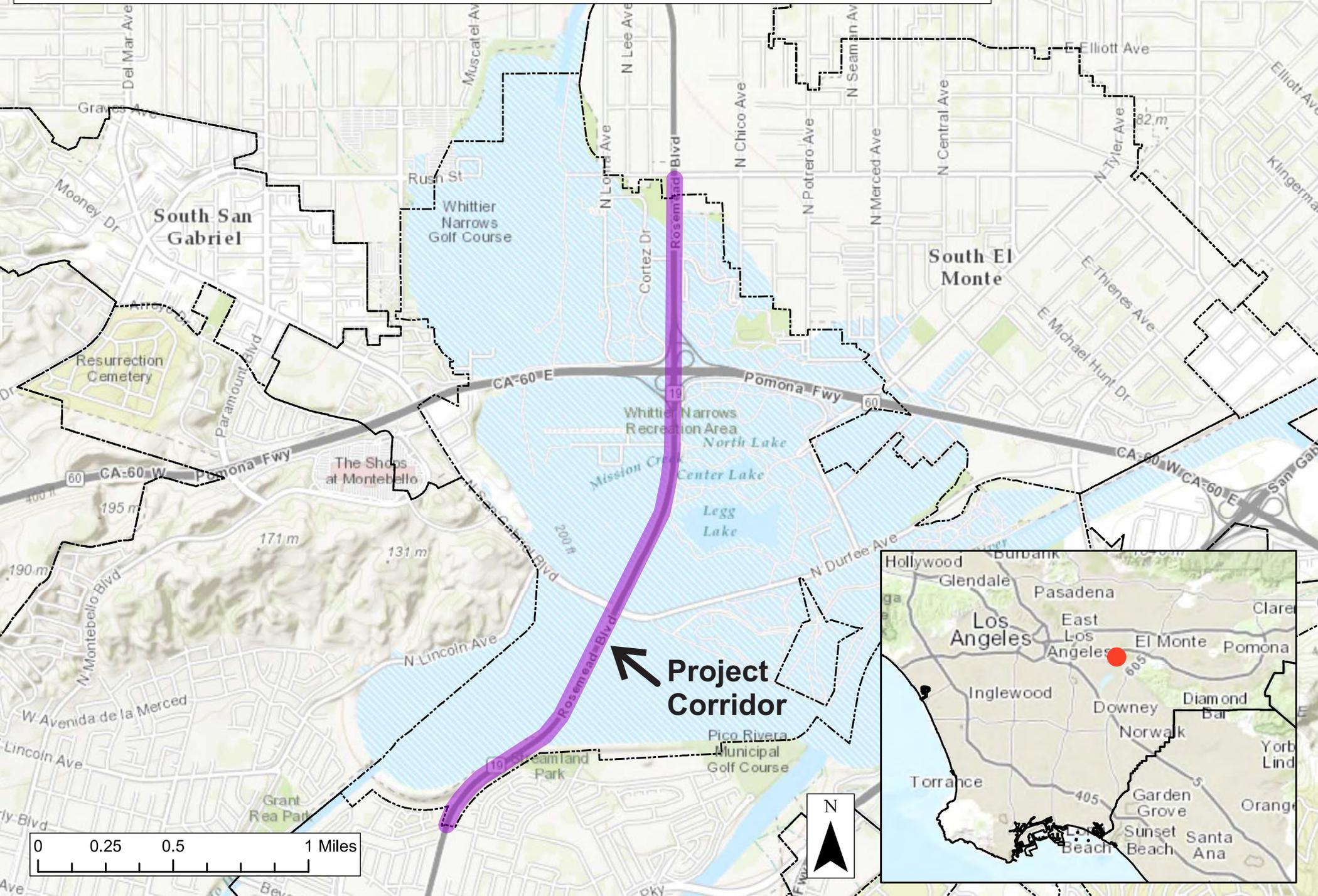
Phone: 626-458-5166

Engineer's Stamp:



Rosemead Boulevard Complete Street Improvements

Project Location Map - Attachment D

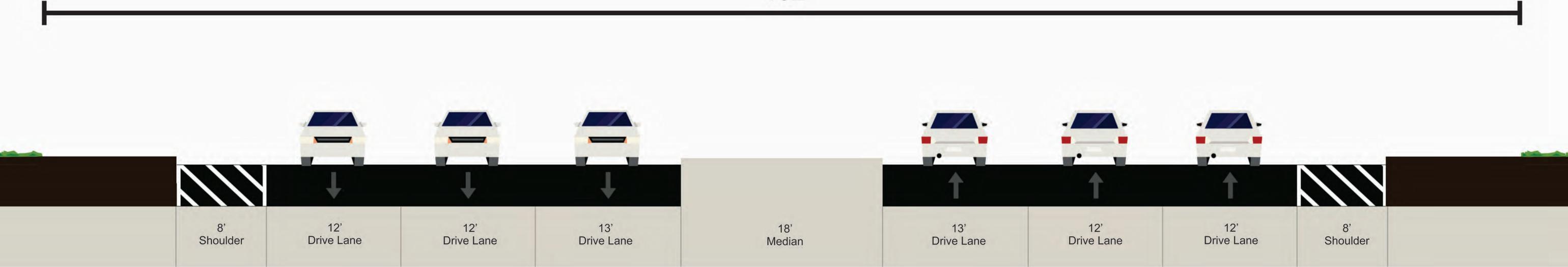


Rosemead Boulevard

ATTACHMENT E

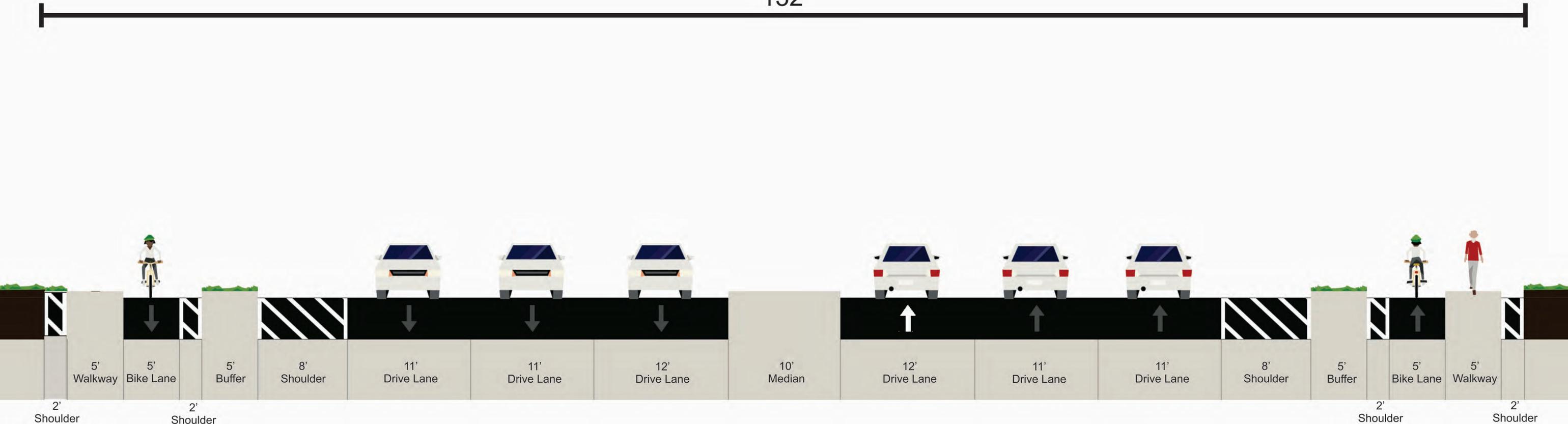
Existing Cross Section

132'



Proposed Cross Section

132'





ROSEMEAD

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ATTACHMENT E



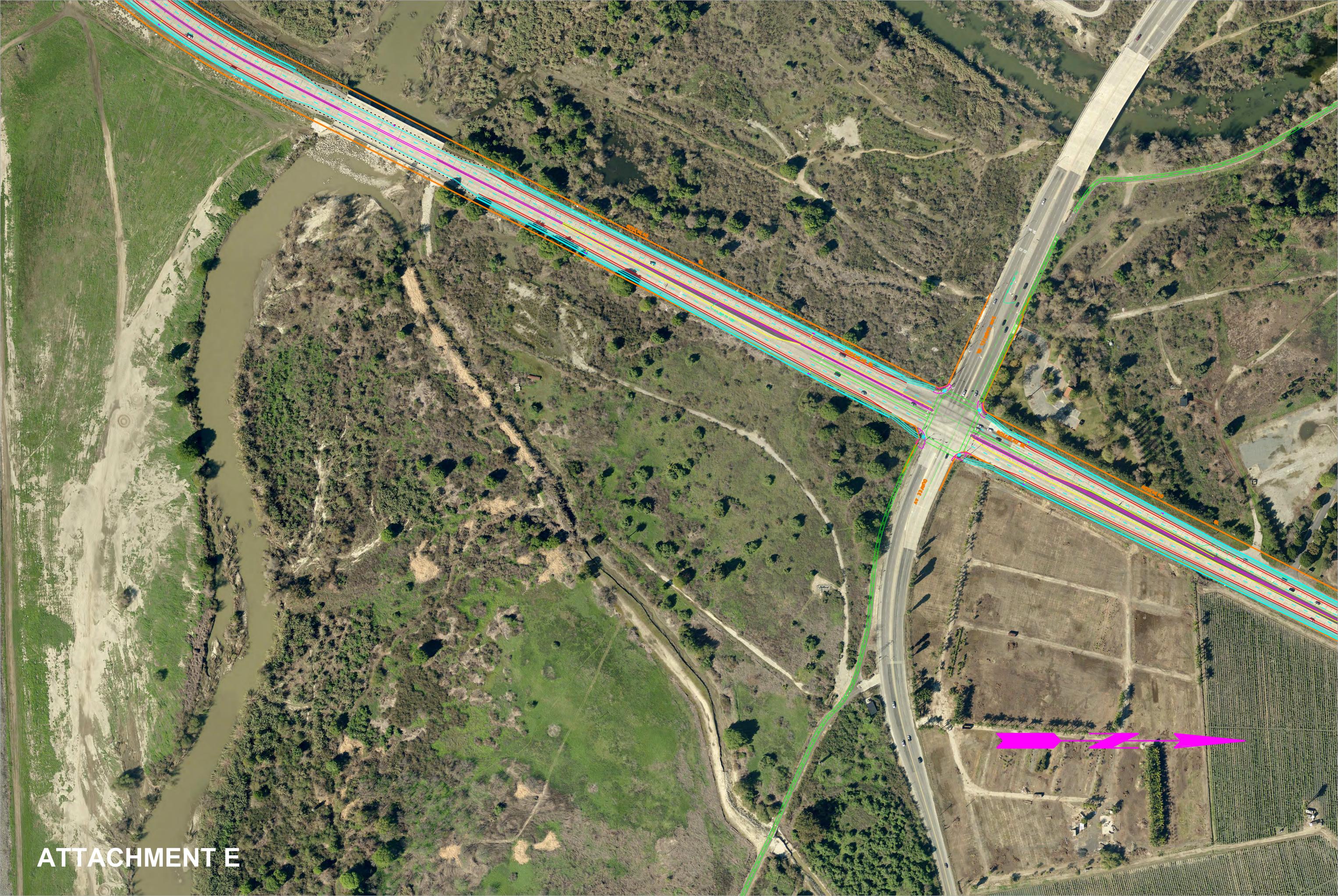


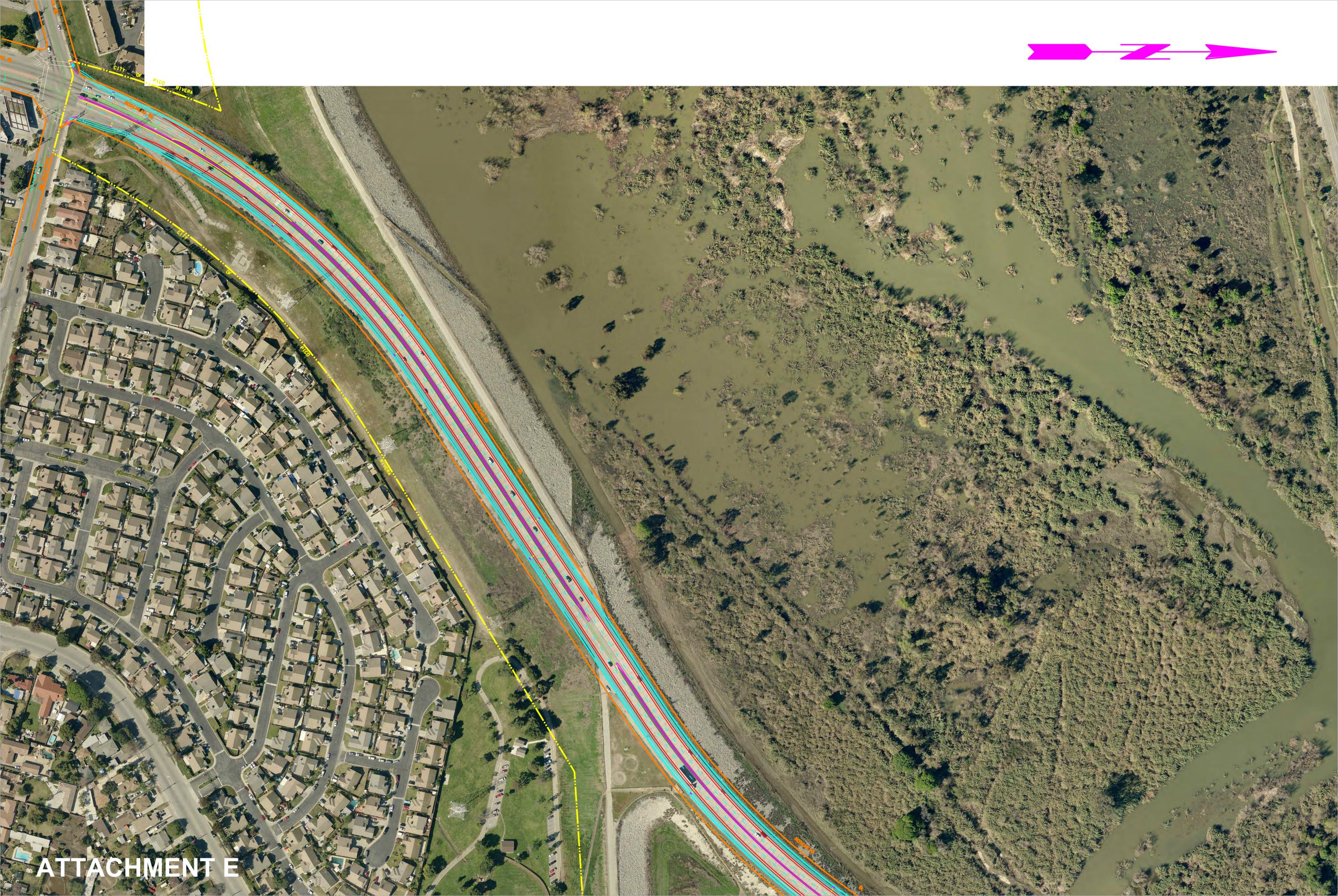
ATTACHMENT E

ATTACHMENT B

POMONA







ATTACHMENT E

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Northbound
Poor access from crosswalk and to bus stop; probable ADA violations



Rosemead Boulevard - Southbound
Poor access from bus stop to shoulder; probable ADA violations

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Northbound
Cyclist forced to walk on shoulder

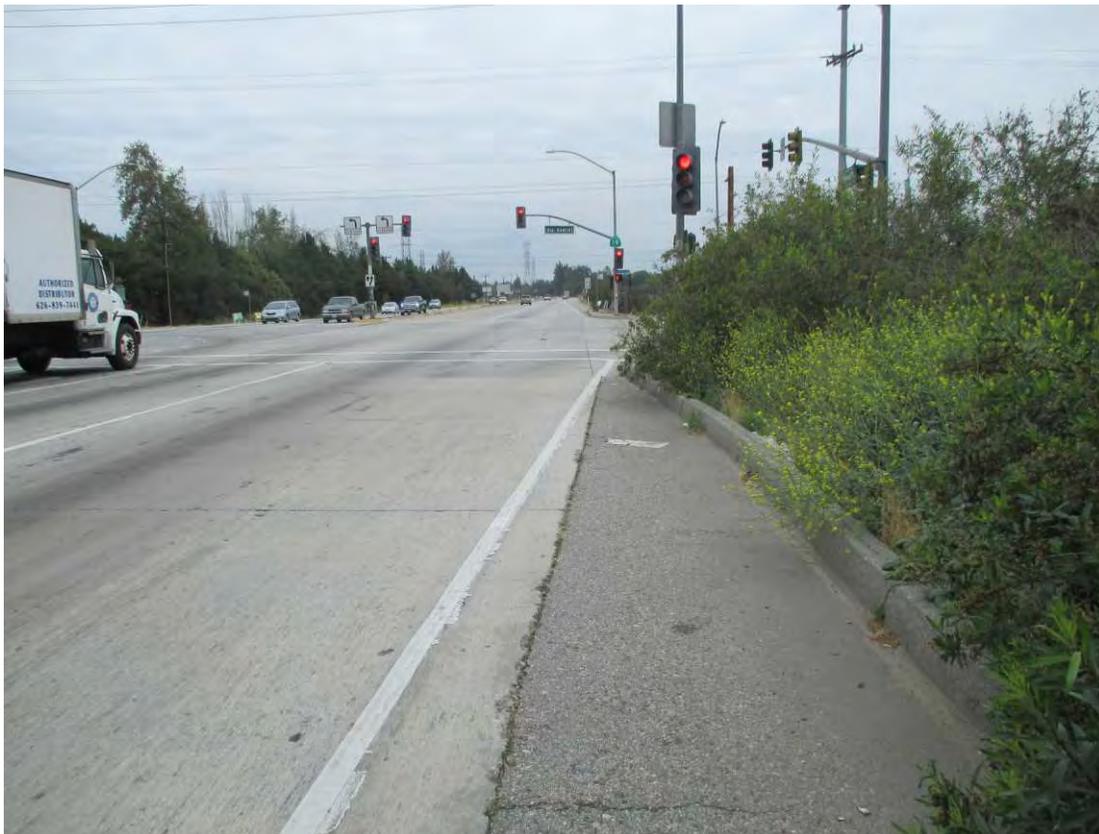


Rosemead Boulevard - Southbound
Poor roadway conditions for cyclists

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Northbound
Memorials due to fatalities on roadway



Rosemead Boulevard - Northbound
Narrowing shoulder forces cyclists and pedestrians onto traffic lanes

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Northbound
Inconsistent pedestrian infrastructure



Rosemead Boulevard - Northbound
Poor roadway conditions for cyclists and pedestrians

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Southbound
Cyclist riding on shoulder, adjacent to high-speed roadway



Rosemead Boulevard - Northbound
Poor pedestrian access to bus stop; probable ADA violations

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Northbound
Probable conflicts at freeway ramps



Rosemead Boulevard - Northbound
Pedestrians along shoulder

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Northbound
Cyclists on shoulder



Rosemead Boulevard - Northbound
Probable vehicle conflicts at freeway off-ramps

Rosemead Boulevard - Complete Street Improvements - Attachment F



Rosemead Boulevard - Southbound
Poorly maintained shoulder



Rosemead Boulevard - Northbound
Inconsistent pedestrian infrastructure

Rosemead Boulevard Complete Streets ATP Application (LA County between cities of South El Monte and Pico Rivera)

Low Cost Option: Provide bike lanes and ADA accessibility, no sidewalks or street lighting

Cost Estimate by KOA Corporation

Segment	Existing condition	Proposed	Construction Cost	Shoulder reconstruction	Roadway resurfacing	median island inclu curb	Utility pole relocate	Sidewalks	Street lights	Signalized crosswalk	Traffic signal mod	ADA curb ramp	Sign & Striping	Bike detectors
			Cost/Unit	\$15	\$20	\$10	\$30,000	\$40	4,000	\$60,000	1	\$2,000	1	\$1,500
			Unit	SF	SF	SF	EA	LF	EA	EA	LS	EA	LS	EA
Rosemead Blvd from South El Monte City Limit to SR-60 interchange	Length: 2,350 feet 8' asphalt shoulders with asphalt curb, both sides. Wide (12'?) asphalt raised median. Three lanes each way, with left turn lanes at north Whittier Narrows entrance; no exclusive right turn lanes provided into entrance. No street lights. No sidewalks.	Reduce width of median, push lanes toward median, widen shoulders to 11' (4' wheelchair acces, 4' bike lane, 3' buffer). No street widening, no resurfacing, no street lights, no sidewalk.		37,600		28,200							50,000	
	Cost:		\$896,000	\$564,000	\$0	\$282,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0
Rosemead Blvd at SR-60 interchange	Length: 2,400 feet Partial cloverleaf interchange, with on-on-signalized off-off for each direction of Rosemead Boulevard. Sidewalks on bridge.	Install signalized crosswalk at the unsignalized ramps. Move signal controllers to allow wheelchair passage. Modify ramp gores and noses. Reduce width of median, push lanes toward median, Restripe roadway.				28,800				6	40,000	6	70,000	4
	Cost:		\$776,000	\$0	\$0	\$288,000	\$0	\$0	\$0	\$360,000	\$40,000	\$12,000	\$70,000	\$6,000
Rosemead Blvd from SR -60 to San Gabriel Blvd	Length: 3,150 feet 8' asphalt shoulders with asphalt curb, both sides. Wide (12'?) asphalt raised median. Two lanes each way, with left turn lanes at Legg Lake and Triple Clays entrance; no exclusive right turn lanes provided into entrance. No street lights. No sidewalk.	Reduce width of median, push lanes toward median, widen shoulders to 11' (4' wheelchair acces, 4' bike lane, 3' buffer). No street widening, no resurfacing, no street lights, no sidewalk.		50,400		37,800							60,000	
	Cost:		\$1,194,000	\$756,000	\$0	\$378,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0
Rosemead Blvd at San Gabriel Blvd/Durfee Ave	Length: 1500 feet 8' asphalt shoulder, no curb, raised asphalt median, traffic signal, dual NB left lanes, two through lanes each way.	Reconstruct shoulder, paint bike lane and wheelchair access lane on shoulder, no buffer, install bike detection		24,000							50,000		30,000	12
	Cost:		\$458,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$30,000	\$18,000
Rosemead Blvd from San Gabriel Blvd to bridge over stream	Length 1,000 ft 8' asphalt shoulder, no curb, concrete gutter, narrow raised median, two through lanes each way.	Reconstruct shoulder, paint bike lane and wheelchair access lane on shoulder, no buffer		16,000	10,000								100,000	
	Cost:		\$540,000	\$240,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0
Rosemead Blvd at bridge over stream connecting Rio Hondo to San Gabriel River	Length 500 ft including guardrail approaches Raised 3 ft "sidewalk" next to bridge railing, wide concrete shoulder, 2 lanes each way, 4' raised median.	Stripe a bike lane and ADA passageway on each shoulder											30,000	
	Cost:		\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0
Rosemead Blvd from bridge over stream to Gallatin Road	Length: 3400 ft Two lanes each way, asphalt shoulder, atop dam, asphalt median	Reduce median island, push lanes toward median, widen shoulder to 11 ft				40,800							100,000	
	Cost:		\$508,000	\$0	\$0	\$408,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0
Misc other items	Total 2.6-mile corridor	Assume need CEQA and NEPA for Army Corp-related work												
	Cost:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COLUMN TOTALS:			\$4,402,000	\$1,920,000	\$200,000	\$1,356,000	\$0	\$0	\$0	\$360,000	\$90,000	\$12,000	\$440,000	\$24,000

CEQA/NEPA	\$400,000	
Public Outreach	\$189,700	
Feasibility Study and Preliminary Plans (15%)	\$660,300	\$1,250,000 PA/ED
Construction Cost:	\$4,402,000	
PS&E (20%)	\$880,400	
Construction Engineering (30%)	\$1,320,600	\$6,603,000 Design & Construction

ACTIVE TRANSPORTATION APPENDIX



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



Southern California Association of Governments
ADOPTED APRIL 2012

ACTIVE TRANSPORTATION

Existing Conditions

Physical Setting

Political Environment

Existing Plans

Bicycling and Walking Overview

Types of Bicyclists

Riding Styles

Types of Bicycle Facilities

Class I Bikeways

Class II Bikeways

Class III Bikeways

Cycletracks

Bicycle Boulevards

Bicycle Boulevards

Bicycle Safety

Pedestrian Oriented Design and Access Requirements

Americans with Disabilities Act (ADA)

Schools

Transit

Street Design and Access to Destinations

Pedestrian Safety

1 Deficiencies and Needs Analysis 14

1 Pedestrian Facility Deficiencies 14

1 Bicycle Access to Transit 22

2 Pedestrian Access to Transit 22

Access to Bicycle Routes 25

4 California Coastal Trail 35

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9 Air Quality Improvements 42

9 Potential VMT Reduction 42

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

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

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

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

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

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

Existing Conditions

Physical Setting

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

Political Environment

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

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

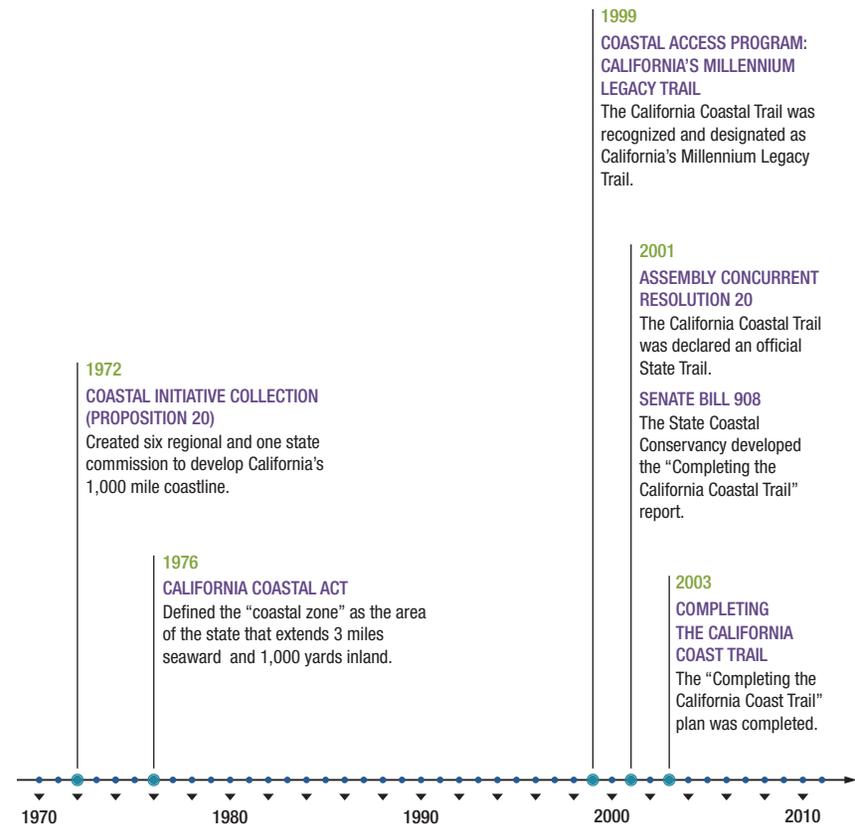
- **Objective 1.1:** SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.
 - Policy 1.1.1: SCAG will work with local jurisdictions to provide comprehensive education for all road users.

- 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.

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Tue, Apr 28, 2015 11:30 AM	4	2	2	2	2	0
Tue, Apr 28, 2015 11:45 AM	2	1	1	6	2	4
Tue, Apr 28, 2015 12:00 PM	3	0	3	2	1	1
Tue, Apr 28, 2015 12:15 PM	1	0	1	2	0	2
Tue, Apr 28, 2015 12:30 PM	3	1	2	3	3	0
Tue, Apr 28, 2015 12:45 PM	5	2	3	2	1	1
Tue, Apr 28, 2015 01:00 PM	0	0	0	6	0	6
Tue, Apr 28, 2015 01:15 PM	2	1	1	2	1	1
Tue, Apr 28, 2015 01:30 PM	3	3	0	3	2	1
Tue, Apr 28, 2015 01:45 PM	1	0	1	0	0	0
Tue, Apr 28, 2015 02:00 PM	2	1	1	4	3	1
Tue, Apr 28, 2015 02:15 PM	0	0	0	5	3	2
Tue, Apr 28, 2015 02:30 PM	3	2	1	2	2	0
Tue, Apr 28, 2015 02:45 PM	4	1	3	3	1	2
Tue, Apr 28, 2015 03:00 PM	4	1	3	7	3	4
Tue, Apr 28, 2015 03:15 PM	3	1	2	1	0	1
Tue, Apr 28, 2015 03:30 PM	2	1	1	4	2	2
Tue, Apr 28, 2015 03:45 PM	4	2	2	2	1	1
Tue, Apr 28, 2015 04:00 PM	4	3	1	1	1	0
Tue, Apr 28, 2015 04:15 PM	2	1	1	2	2	0
Tue, Apr 28, 2015 04:30 PM	2	1	1	7	3	4
Tue, Apr 28, 2015 04:45 PM	3	2	1	8	3	5
Tue, Apr 28, 2015 05:00 PM	6	4	2	4	4	0
Tue, Apr 28, 2015 05:15 PM	4	3	1	4	2	2
Tue, Apr 28, 2015 05:30 PM	6	6	0	8	4	4
Tue, Apr 28, 2015 05:45 PM	8	4	4	4	3	1
Tue, Apr 28, 2015 06:00 PM	7	3	4	3	2	1
Tue, Apr 28, 2015 06:15 PM	6	4	2	4	2	2
Tue, Apr 28, 2015 06:30 PM	3	0	3	11	3	8
Tue, Apr 28, 2015 06:45 PM	5	3	2	7	3	4
Tue, Apr 28, 2015 07:00 PM	5	4	1	7	2	5
Tue, Apr 28, 2015 07:15 PM	6	2	4	2	2	0
Tue, Apr 28, 2015 07:30 PM	2	1	1	2	0	2
Tue, Apr 28, 2015 07:45 PM	1	0	1	4	3	1
Tue, Apr 28, 2015 08:00 PM	0	0	0	3	1	2
Tue, Apr 28, 2015 08:15 PM	0	0	0	5	2	3
Tue, Apr 28, 2015 08:30 PM	1	1	0	4	1	3
Tue, Apr 28, 2015 08:45 PM	0	0	0	0	0	0
Tue, Apr 28, 2015 09:00 PM	0	0	0	2	2	0
Tue, Apr 28, 2015 09:15 PM	0	0	0	1	0	1
Tue, Apr 28, 2015 09:30 PM	0	0	0	1	0	1
Tue, Apr 28, 2015 09:45 PM	0	0	0	1	1	0
Tue, Apr 28, 2015 10:00 PM	0	0	0	0	0	0
Tue, Apr 28, 2015 10:15 PM	0	0	0	2	1	1
Tue, Apr 28, 2015 10:30 PM	0	0	0	1	0	1
Tue, Apr 28, 2015 10:45 PM	1	1	0	3	1	2
Tue, Apr 28, 2015 11:00 PM	0	0	0	1	1	0
Tue, Apr 28, 2015 11:15 PM	1	1	0	0	0	0
Tue, Apr 28, 2015 11:30 PM	0	0	0	3	2	1
Tue, Apr 28, 2015 11:45 PM	0	0	0	1	1	0
Wed, Apr 29, 2015 12:00 AM	1	0	1	1	0	1
Wed, Apr 29, 2015 12:15 AM	0	0	0	0	0	0

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Wed, Apr 29, 2015 12:30 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 12:45 AM	0	0	0	1	0	1
Wed, Apr 29, 2015 01:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 01:15 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 01:30 AM	1	0	1	3	3	0
Wed, Apr 29, 2015 01:45 AM	0	0	0	5	2	3
Wed, Apr 29, 2015 02:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 02:15 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 02:30 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 02:45 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:15 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:30 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:45 AM	1	1	0	0	0	0
Wed, Apr 29, 2015 04:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 04:15 AM	1	0	1	0	0	0
Wed, Apr 29, 2015 04:30 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 04:45 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 05:00 AM	1	0	1	0	0	0
Wed, Apr 29, 2015 05:15 AM	2	0	2	1	0	1
Wed, Apr 29, 2015 05:30 AM	0	0	0	3	3	0
Wed, Apr 29, 2015 05:45 AM	1	0	1	0	0	0
Wed, Apr 29, 2015 06:00 AM	1	0	1	1	0	1
Wed, Apr 29, 2015 06:15 AM	2	2	0	2	1	1
Wed, Apr 29, 2015 06:30 AM	3	2	1	2	2	0
Wed, Apr 29, 2015 06:45 AM	2	1	1	1	1	0
Wed, Apr 29, 2015 07:00 AM	2	0	2	2	1	1
Wed, Apr 29, 2015 07:15 AM	2	1	1	3	1	2
Wed, Apr 29, 2015 07:30 AM	5	3	2	4	3	1
Wed, Apr 29, 2015 07:45 AM	2	0	2	2	0	2
Wed, Apr 29, 2015 08:00 AM	0	0	0	2	2	0
Wed, Apr 29, 2015 08:15 AM	3	0	3	3	2	1
Wed, Apr 29, 2015 08:30 AM	7	4	3	0	0	0
Wed, Apr 29, 2015 08:45 AM	1	1	0	1	0	1
Wed, Apr 29, 2015 09:00 AM	5	5	0	1	1	0
Wed, Apr 29, 2015 09:15 AM	1	0	1	2	1	1
Wed, Apr 29, 2015 09:30 AM	5	1	4	0	0	0
Wed, Apr 29, 2015 09:45 AM	6	1	5	1	1	0
Wed, Apr 29, 2015 10:00 AM	7	3	4	3	1	2
Wed, Apr 29, 2015 10:15 AM	7	6	1	3	1	2
Wed, Apr 29, 2015 10:30 AM	4	1	3	2	2	0
Wed, Apr 29, 2015 10:45 AM	2	0	2	2	1	1
Wed, Apr 29, 2015 11:00 AM	2	1	1	3	2	1
Wed, Apr 29, 2015 11:15 AM	4	3	1	2	1	1
Wed, Apr 29, 2015 11:30 AM	3	1	2	1	1	0
Wed, Apr 29, 2015 11:45 AM	3	3	0	3	0	3
Wed, Apr 29, 2015 12:00 PM	5	5	0	0	0	0
Wed, Apr 29, 2015 12:15 PM	3	2	1	1	0	1
Wed, Apr 29, 2015 12:30 PM	0	0	0	2	1	1
Wed, Apr 29, 2015 12:45 PM	0	0	0	1	1	0
Wed, Apr 29, 2015 01:00 PM	5	4	1	2	0	2
Wed, Apr 29, 2015 01:15 PM	1	1	0	3	3	0

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Wed, Apr 29, 2015 01:30 PM	2	1	1	1	1	0
Wed, Apr 29, 2015 01:45 PM	3	2	1	5	2	3
Wed, Apr 29, 2015 02:00 PM	1	1	0	4	3	1
Wed, Apr 29, 2015 02:15 PM	9	6	3	1	0	1
Wed, Apr 29, 2015 02:30 PM	0	0	0	0	0	0
Wed, Apr 29, 2015 02:45 PM	3	1	2	2	1	1
Wed, Apr 29, 2015 03:00 PM	5	2	3	1	0	1
Wed, Apr 29, 2015 03:15 PM	3	1	2	1	0	1
Wed, Apr 29, 2015 03:30 PM	5	2	3	3	2	1
Wed, Apr 29, 2015 03:45 PM	4	3	1	0	0	0
Wed, Apr 29, 2015 04:00 PM	2	1	1	0	0	0
Wed, Apr 29, 2015 04:15 PM	2	1	1	8	5	3
Wed, Apr 29, 2015 04:30 PM	6	2	4	6	5	1
Wed, Apr 29, 2015 04:45 PM	2	1	1	5	1	4
Wed, Apr 29, 2015 05:00 PM	4	4	0	2	2	0
Wed, Apr 29, 2015 05:15 PM	3	2	1	2	2	0
Wed, Apr 29, 2015 05:30 PM	6	3	3	5	3	2
Wed, Apr 29, 2015 05:45 PM	6	5	1	1	1	0
Wed, Apr 29, 2015 06:00 PM	9	7	2	6	2	4
Wed, Apr 29, 2015 06:15 PM	8	4	4	9	5	4
Wed, Apr 29, 2015 06:30 PM	10	2	8	6	1	5
Wed, Apr 29, 2015 06:45 PM	7	7	0	11	9	2
Wed, Apr 29, 2015 07:00 PM	0	0	0	3	1	2
Wed, Apr 29, 2015 07:15 PM	3	1	2	8	0	8
Wed, Apr 29, 2015 07:30 PM	4	2	2	9	5	4
Wed, Apr 29, 2015 07:45 PM	1	0	1	2	1	1
Wed, Apr 29, 2015 08:00 PM	2	0	2	8	4	4
Wed, Apr 29, 2015 08:15 PM	2	2	0	1	0	1
Wed, Apr 29, 2015 08:30 PM	0	0	0	2	1	1
Wed, Apr 29, 2015 08:45 PM	2	1	1	2	1	1
Wed, Apr 29, 2015 09:00 PM	0	0	0	2	0	2
Wed, Apr 29, 2015 09:15 PM	0	0	0	2	1	1
Wed, Apr 29, 2015 09:30 PM	1	0	1	1	0	1
Wed, Apr 29, 2015 09:45 PM	1	1	0	4	2	2
Wed, Apr 29, 2015 10:00 PM	0	0	0	1	0	1
Wed, Apr 29, 2015 10:15 PM	1	0	1	1	1	0
Wed, Apr 29, 2015 10:30 PM	0	0	0	0	0	0
Wed, Apr 29, 2015 10:45 PM	0	0	0	0	0	0
Wed, Apr 29, 2015 11:00 PM	0	0	0	1	1	0
Wed, Apr 29, 2015 11:15 PM	1	1	0	2	0	2
Wed, Apr 29, 2015 11:30 PM	0	0	0	1	1	0
Wed, Apr 29, 2015 11:45 PM	1	0	1	3	2	1
Thu, Apr 30, 2015 12:00 AM	2	2	0	1	0	1
Thu, Apr 30, 2015 12:15 AM	3	1	2	2	1	1
Thu, Apr 30, 2015 12:30 AM	0	0	0	4	1	3
Thu, Apr 30, 2015 12:45 AM	0	0	0	2	1	1
Thu, Apr 30, 2015 01:00 AM	0	0	0	1	0	1
Thu, Apr 30, 2015 01:15 AM	0	0	0	2	2	0
Thu, Apr 30, 2015 01:30 AM	0	0	0	1	1	0
Thu, Apr 30, 2015 01:45 AM	0	0	0	1	0	1
Thu, Apr 30, 2015 02:00 AM	0	0	0	3	2	1
Thu, Apr 30, 2015 02:15 AM	0	0	0	2	1	1

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Thu, Apr 30, 2015 02:30 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 02:45 AM	1	0	1	0	0	0
Thu, Apr 30, 2015 03:00 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 03:15 AM	0	0	0	1	1	0
Thu, Apr 30, 2015 03:30 AM	1	1	0	2	0	2
Thu, Apr 30, 2015 03:45 AM	0	0	0	2	2	0
Thu, Apr 30, 2015 04:00 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 04:15 AM	2	1	1	0	0	0
Thu, Apr 30, 2015 04:30 AM	2	0	2	0	0	0
Thu, Apr 30, 2015 04:45 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 05:00 AM	2	0	2	0	0	0
Thu, Apr 30, 2015 05:15 AM	1	0	1	0	0	0
Thu, Apr 30, 2015 05:30 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 05:45 AM	1	0	1	0	0	0
Thu, Apr 30, 2015 06:00 AM	1	0	1	1	0	1
Thu, Apr 30, 2015 06:15 AM	2	1	1	3	1	2
Thu, Apr 30, 2015 06:30 AM	1	1	0	4	3	1
Thu, Apr 30, 2015 06:45 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 07:00 AM	3	1	2	3	2	1
Thu, Apr 30, 2015 07:15 AM	7	4	3	4	2	2
Thu, Apr 30, 2015 07:30 AM	5	3	2	3	3	0
Thu, Apr 30, 2015 07:45 AM	3	2	1	2	0	2
Thu, Apr 30, 2015 08:00 AM	1	1	0	2	2	0
Thu, Apr 30, 2015 08:15 AM	6	4	2	5	4	1
Thu, Apr 30, 2015 08:30 AM	3	1	2	0	0	0
Thu, Apr 30, 2015 08:45 AM	3	2	1	1	1	0
Thu, Apr 30, 2015 09:00 AM	2	1	1	2	1	1
Thu, Apr 30, 2015 09:15 AM	7	4	3	0	0	0
Thu, Apr 30, 2015 09:30 AM	6	2	4	1	0	1
Thu, Apr 30, 2015 09:45 AM	2	1	1	5	2	3
Thu, Apr 30, 2015 10:00 AM	7	3	4	7	5	2
Thu, Apr 30, 2015 10:15 AM	7	4	3	2	1	1
Thu, Apr 30, 2015 10:30 AM	4	2	2	1	1	0
Thu, Apr 30, 2015 10:45 AM	4	2	2	2	2	0
Thu, Apr 30, 2015 11:00 AM	4	2	2	0	0	0
Thu, Apr 30, 2015 11:15 AM	3	2	1	1	1	0
Thu, Apr 30, 2015 11:30 AM	3	1	2	2	1	1
Thu, Apr 30, 2015 11:45 AM	0	0	0	1	1	0
Thu, Apr 30, 2015 12:00 PM	0	0	0	3	0	3
Thu, Apr 30, 2015 12:15 PM	3	3	0	3	2	1
Thu, Apr 30, 2015 12:30 PM	2	0	2	3	1	2
Thu, Apr 30, 2015 12:45 PM	0	0	0	2	1	1
Thu, Apr 30, 2015 01:00 PM	2	2	0	4	3	1
Thu, Apr 30, 2015 01:15 PM	1	1	0	3	1	2
Thu, Apr 30, 2015 01:30 PM	1	1	0	2	1	1
Thu, Apr 30, 2015 01:45 PM	0	0	0	1	1	0
Thu, Apr 30, 2015 02:00 PM	1	1	0	5	0	5
Thu, Apr 30, 2015 02:15 PM	1	0	1	1	1	0
Thu, Apr 30, 2015 02:30 PM	2	2	0	2	1	1
Thu, Apr 30, 2015 02:45 PM	2	2	0	2	1	1
Thu, Apr 30, 2015 03:00 PM	1	0	1	1	0	1
Thu, Apr 30, 2015 03:15 PM	3	0	3	4	2	2

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Thu, Apr 30, 2015 03:30 PM	1	1	0	2	1	1
Thu, Apr 30, 2015 03:45 PM	6	5	1	5	2	3
Thu, Apr 30, 2015 04:00 PM	9	0	9	0	0	0
Thu, Apr 30, 2015 04:15 PM	5	4	1	7	4	3
Thu, Apr 30, 2015 04:30 PM	4	2	2	3	2	1
Thu, Apr 30, 2015 04:45 PM	6	3	3	3	1	2
Thu, Apr 30, 2015 05:00 PM	3	2	1	5	2	3
Thu, Apr 30, 2015 05:15 PM	1	1	0	6	3	3
Thu, Apr 30, 2015 05:30 PM	0	0	0	1	1	0
Thu, Apr 30, 2015 05:45 PM	6	5	1	0	0	0
Thu, Apr 30, 2015 06:00 PM	7	2	5	7	6	1
Thu, Apr 30, 2015 06:15 PM	4	2	2	5	4	1
Thu, Apr 30, 2015 06:30 PM	5	5	0	8	3	5
Thu, Apr 30, 2015 06:45 PM	7	3	4	7	4	3
Thu, Apr 30, 2015 07:00 PM	4	3	1	6	2	4
Thu, Apr 30, 2015 07:15 PM	8	3	5	9	3	6
Thu, Apr 30, 2015 07:30 PM	6	3	3	8	3	5
Thu, Apr 30, 2015 07:45 PM	2	1	1	2	1	1
Thu, Apr 30, 2015 08:00 PM	3	2	1	3	1	2
Thu, Apr 30, 2015 08:15 PM	0	0	0	5	1	4
Thu, Apr 30, 2015 08:30 PM	1	1	0	3	1	2
Thu, Apr 30, 2015 08:45 PM	7	4	3	3	2	1
Thu, Apr 30, 2015 09:00 PM	0	0	0	2	0	2
Thu, Apr 30, 2015 09:15 PM	0	0	0	5	1	4
Thu, Apr 30, 2015 09:30 PM	0	0	0	4	4	0
Thu, Apr 30, 2015 09:45 PM	0	0	0	0	0	0
Thu, Apr 30, 2015 10:00 PM	1	1	0	0	0	0
Thu, Apr 30, 2015 10:15 PM	0	0	0	2	1	1
Thu, Apr 30, 2015 10:30 PM	2	0	2	2	1	1
Thu, Apr 30, 2015 10:45 PM	0	0	0	1	1	0
Thu, Apr 30, 2015 11:00 PM	0	0	0	1	1	0
Thu, Apr 30, 2015 11:15 PM	1	1	0	3	1	2
Thu, Apr 30, 2015 11:30 PM	0	0	0	0	0	0
Thu, Apr 30, 2015 11:45 PM	0	0	0	1	0	1
Fri, May 1, 2015 12:00 AM	1	0	1	0	0	0
Fri, May 1, 2015 12:15 AM	0	0	0	1	0	1
Fri, May 1, 2015 12:30 AM	2	1	1	0	0	0
Fri, May 1, 2015 12:45 AM	0	0	0	0	0	0
Fri, May 1, 2015 01:00 AM	1	1	0	0	0	0
Fri, May 1, 2015 01:15 AM	1	0	1	0	0	0
Fri, May 1, 2015 01:30 AM	0	0	0	1	0	1
Fri, May 1, 2015 01:45 AM	0	0	0	0	0	0
Fri, May 1, 2015 02:00 AM	0	0	0	2	1	1
Fri, May 1, 2015 02:15 AM	0	0	0	0	0	0
Fri, May 1, 2015 02:30 AM	0	0	0	0	0	0
Fri, May 1, 2015 02:45 AM	0	0	0	0	0	0
Fri, May 1, 2015 03:00 AM	0	0	0	0	0	0
Fri, May 1, 2015 03:15 AM	0	0	0	0	0	0
Fri, May 1, 2015 03:30 AM	1	1	0	0	0	0
Fri, May 1, 2015 03:45 AM	0	0	0	0	0	0
Fri, May 1, 2015 04:00 AM	0	0	0	2	2	0
Fri, May 1, 2015 04:15 AM	0	0	0	0	0	0

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
	Fri, May 1, 2015 04:30 AM	1	0	1	4	2
Fri, May 1, 2015 04:45 AM	1	1	0	0	0	0
Fri, May 1, 2015 05:00 AM	1	0	1	0	0	0
Fri, May 1, 2015 05:15 AM	0	0	0	2	1	1
Fri, May 1, 2015 05:30 AM	1	1	0	2	1	1
Fri, May 1, 2015 05:45 AM	0	0	0	1	1	0
Fri, May 1, 2015 06:00 AM	0	0	0	3	3	0
Fri, May 1, 2015 06:15 AM	1	1	0	1	0	1
Fri, May 1, 2015 06:30 AM	3	1	2	3	3	0
Fri, May 1, 2015 06:45 AM	1	0	1	0	0	0
Fri, May 1, 2015 07:00 AM	3	1	2	2	1	1
Fri, May 1, 2015 07:15 AM	6	2	4	2	1	1
Fri, May 1, 2015 07:30 AM	2	1	1	3	3	0
Fri, May 1, 2015 07:45 AM	6	3	3	1	1	0
Fri, May 1, 2015 08:00 AM	7	3	4	4	2	2
Fri, May 1, 2015 08:15 AM	5	2	3	2	1	1
Fri, May 1, 2015 08:30 AM	6	4	2	1	0	1
Fri, May 1, 2015 08:45 AM	7	3	4	3	2	1
Fri, May 1, 2015 09:00 AM	5	3	2	4	2	2
Fri, May 1, 2015 09:15 AM	8	5	3	7	3	4
Fri, May 1, 2015 09:30 AM	4	2	2	3	1	2
Fri, May 1, 2015 09:45 AM	7	4	3	5	4	1
Fri, May 1, 2015 10:00 AM	5	1	4	4	1	3
Fri, May 1, 2015 10:15 AM	6	4	2	3	2	1
Fri, May 1, 2015 10:30 AM	3	1	2	2	2	0
Fri, May 1, 2015 10:45 AM	6	4	2	1	0	1
Fri, May 1, 2015 11:00 AM	5	3	2	4	2	2
Fri, May 1, 2015 11:15 AM	9	3	6	2	1	1
Fri, May 1, 2015 11:30 AM	4	2	2	1	0	1
Fri, May 1, 2015 11:45 AM	3	1	2	1	1	0
Fri, May 1, 2015 12:00 PM	4	3	1	2	2	0
Fri, May 1, 2015 12:15 PM	1	1	0	2	0	2
Fri, May 1, 2015 12:30 PM	0	0	0	1	0	1
Fri, May 1, 2015 12:45 PM	2	1	1	2	0	2
Fri, May 1, 2015 01:00 PM	2	2	0	3	0	3
Fri, May 1, 2015 01:15 PM	2	2	0	2	1	1
Fri, May 1, 2015 01:30 PM	0	0	0	1	1	0
Fri, May 1, 2015 01:45 PM	0	0	0	4	1	3
Fri, May 1, 2015 02:00 PM	0	0	0	2	0	2
Fri, May 1, 2015 02:15 PM	5	4	1	1	0	1
Fri, May 1, 2015 02:30 PM	0	0	0	0	0	0
Fri, May 1, 2015 02:45 PM	0	0	0	3	3	0
Fri, May 1, 2015 03:00 PM	2	1	1	2	1	1
Fri, May 1, 2015 03:15 PM	2	1	1	2	0	2
Fri, May 1, 2015 03:30 PM	1	1	0	2	1	1
Fri, May 1, 2015 03:45 PM	2	1	1	1	0	1
Fri, May 1, 2015 04:00 PM	3	2	1	1	0	1
Fri, May 1, 2015 04:15 PM	2	2	0	0	0	0
Fri, May 1, 2015 04:30 PM	4	2	2	1	1	0
Fri, May 1, 2015 04:45 PM	2	1	1	1	1	0
Fri, May 1, 2015 05:00 PM	3	3	0	3	1	2
Fri, May 1, 2015 05:15 PM	3	1	2	4	3	1

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Fri, May 1, 2015 05:30 PM	4	1	3	8	2	6
Fri, May 1, 2015 05:45 PM	2	2	0	6	2	4
Fri, May 1, 2015 06:00 PM	5	2	3	7	6	1
Fri, May 1, 2015 06:15 PM	3	1	2	2	1	1
Fri, May 1, 2015 06:30 PM	5	4	1	8	3	5
Fri, May 1, 2015 06:45 PM	4	3	1	3	3	0
Fri, May 1, 2015 07:00 PM	6	2	4	0	0	0
Fri, May 1, 2015 07:15 PM	9	5	4	5	2	3
Fri, May 1, 2015 07:30 PM	5	2	3	4	2	2
Fri, May 1, 2015 07:45 PM	4	1	3	6	2	4
Fri, May 1, 2015 08:00 PM	0	0	0	5	1	4
Fri, May 1, 2015 08:15 PM	2	1	1	3	1	2
Fri, May 1, 2015 08:30 PM	0	0	0	0	0	0
Fri, May 1, 2015 08:45 PM	1	1	0	2	1	1
Fri, May 1, 2015 09:00 PM	2	1	1	4	1	3
Fri, May 1, 2015 09:15 PM	0	0	0	0	0	0
Fri, May 1, 2015 09:30 PM	0	0	0	2	1	1
Fri, May 1, 2015 09:45 PM	0	0	0	3	2	1
Fri, May 1, 2015 10:00 PM	0	0	0	0	0	0
Fri, May 1, 2015 10:15 PM	0	0	0	0	0	0
Fri, May 1, 2015 10:30 PM	0	0	0	0	0	0
Fri, May 1, 2015 10:45 PM	0	0	0	0	0	0
Fri, May 1, 2015 11:00 PM	0	0	0	4	0	4
Fri, May 1, 2015 11:15 PM	0	0	0	1	0	1
Fri, May 1, 2015 11:30 PM	0	0	0	2	1	1
Fri, May 1, 2015 11:45 PM	0	0	0	0	0	0
Sat, May 2, 2015 12:00 AM	0	0	0	0	0	0
Sat, May 2, 2015 12:15 AM	1	0	1	0	0	0
Sat, May 2, 2015 12:30 AM	0	0	0	0	0	0
Sat, May 2, 2015 12:45 AM	0	0	0	1	0	1
Sat, May 2, 2015 01:00 AM	0	0	0	1	1	0
Sat, May 2, 2015 01:15 AM	0	0	0	2	1	1
Sat, May 2, 2015 01:30 AM	1	0	1	1	0	1
Sat, May 2, 2015 01:45 AM	0	0	0	2	0	2
Sat, May 2, 2015 02:00 AM	0	0	0	1	0	1
Sat, May 2, 2015 02:15 AM	0	0	0	0	0	0
Sat, May 2, 2015 02:30 AM	0	0	0	0	0	0
Sat, May 2, 2015 02:45 AM	0	0	0	0	0	0
Sat, May 2, 2015 03:00 AM	0	0	0	0	0	0
Sat, May 2, 2015 03:15 AM	0	0	0	1	1	0
Sat, May 2, 2015 03:30 AM	0	0	0	2	0	2
Sat, May 2, 2015 03:45 AM	0	0	0	0	0	0
Sat, May 2, 2015 04:00 AM	0	0	0	0	0	0
Sat, May 2, 2015 04:15 AM	0	0	0	0	0	0
Sat, May 2, 2015 04:30 AM	0	0	0	1	0	1
Sat, May 2, 2015 04:45 AM	0	0	0	0	0	0
Sat, May 2, 2015 05:00 AM	0	0	0	1	1	0
Sat, May 2, 2015 05:15 AM	0	0	0	2	1	1
Sat, May 2, 2015 05:30 AM	1	1	0	0	0	0
Sat, May 2, 2015 05:45 AM	1	0	1	0	0	0
Sat, May 2, 2015 06:00 AM	1	1	0	1	0	1
Sat, May 2, 2015 06:15 AM	9	5	4	4	4	0

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Sat, May 2, 2015 06:30 AM	6	1	5	3	2	1
Sat, May 2, 2015 06:45 AM	4	3	1	1	0	1
Sat, May 2, 2015 07:00 AM	6	1	5	1	1	0
Sat, May 2, 2015 07:15 AM	13	8	5	2	2	0
Sat, May 2, 2015 07:30 AM	7	6	1	1	0	1
Sat, May 2, 2015 07:45 AM	19	5	14	3	3	0
Sat, May 2, 2015 08:00 AM	11	7	4	26	26	0
Sat, May 2, 2015 08:15 AM	16	8	8	3	2	1
Sat, May 2, 2015 08:30 AM	15	6	9	6	3	3
Sat, May 2, 2015 08:45 AM	16	3	13	1	0	1
Sat, May 2, 2015 09:00 AM	33	14	19	1	0	1
Sat, May 2, 2015 09:15 AM	25	17	8	3	2	1
Sat, May 2, 2015 09:30 AM	16	6	10	2	0	2
Sat, May 2, 2015 09:45 AM	30	20	10	1	0	1
Sat, May 2, 2015 10:00 AM	18	7	11	8	3	5
Sat, May 2, 2015 10:15 AM	11	4	7	5	2	3
Sat, May 2, 2015 10:30 AM	17	9	8	3	1	2
Sat, May 2, 2015 10:45 AM	13	9	4	2	1	1
Sat, May 2, 2015 11:00 AM	28	12	16	3	1	2
Sat, May 2, 2015 11:15 AM	14	5	9	17	4	13
Sat, May 2, 2015 11:30 AM	11	4	7	11	1	10
Sat, May 2, 2015 11:45 AM	6	2	4	10	4	6
Sat, May 2, 2015 12:00 PM	10	4	6	1	1	0
Sat, May 2, 2015 12:15 PM	6	3	3	9	3	6
Sat, May 2, 2015 12:30 PM	6	1	5	5	4	1
Sat, May 2, 2015 12:45 PM	6	4	2	0	0	0
Sat, May 2, 2015 01:00 PM	6	3	3	4	2	2
Sat, May 2, 2015 01:15 PM	5	3	2	4	1	3
Sat, May 2, 2015 01:30 PM	1	1	0	2	2	0
Sat, May 2, 2015 01:45 PM	7	3	4	4	3	1
Sat, May 2, 2015 02:00 PM	3	1	2	1	1	0
Sat, May 2, 2015 02:15 PM	4	2	2	3	2	1
Sat, May 2, 2015 02:30 PM	5	1	4	3	1	2
Sat, May 2, 2015 02:45 PM	10	5	5	3	3	0
Sat, May 2, 2015 03:00 PM	4	2	2	3	0	3
Sat, May 2, 2015 03:15 PM	9	6	3	6	4	2
Sat, May 2, 2015 03:30 PM	3	1	2	2	1	1
Sat, May 2, 2015 03:45 PM	5	5	0	0	0	0
Sat, May 2, 2015 04:00 PM	5	3	2	4	3	1
Sat, May 2, 2015 04:15 PM	1	0	1	7	3	4
Sat, May 2, 2015 04:30 PM	3	1	2	1	1	0
Sat, May 2, 2015 04:45 PM	5	1	4	3	0	3
Sat, May 2, 2015 05:00 PM	3	3	0	4	3	1
Sat, May 2, 2015 05:15 PM	2	1	1	5	3	2
Sat, May 2, 2015 05:30 PM	3	2	1	7	5	2
Sat, May 2, 2015 05:45 PM	0	0	0	1	1	0
Sat, May 2, 2015 06:00 PM	1	1	0	1	0	1
Sat, May 2, 2015 06:15 PM	3	2	1	3	1	2
Sat, May 2, 2015 06:30 PM	0	0	0	1	0	1
Sat, May 2, 2015 06:45 PM	2	2	0	5	3	2
Sat, May 2, 2015 07:00 PM	1	0	1	3	2	1
Sat, May 2, 2015 07:15 PM	0	0	0	1	1	0

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Sat, May 2, 2015 07:30 PM	2	1	1	2	2	0
Sat, May 2, 2015 07:45 PM	1	0	1	6	0	6
Sat, May 2, 2015 08:00 PM	0	0	0	0	0	0
Sat, May 2, 2015 08:15 PM	0	0	0	0	0	0
Sat, May 2, 2015 08:30 PM	1	0	1	5	2	3
Sat, May 2, 2015 08:45 PM	1	1	0	2	1	1
Sat, May 2, 2015 09:00 PM	1	1	0	3	1	2
Sat, May 2, 2015 09:15 PM	1	1	0	5	2	3
Sat, May 2, 2015 09:30 PM	3	1	2	2	1	1
Sat, May 2, 2015 09:45 PM	0	0	0	4	4	0
Sat, May 2, 2015 10:00 PM	0	0	0	5	4	1
Sat, May 2, 2015 10:15 PM	0	0	0	2	0	2
Sat, May 2, 2015 10:30 PM	0	0	0	4	3	1
Sat, May 2, 2015 10:45 PM	0	0	0	5	1	4
Sat, May 2, 2015 11:00 PM	2	0	2	6	2	4
Sat, May 2, 2015 11:15 PM	1	1	0	0	0	0
Sat, May 2, 2015 11:30 PM	0	0	0	0	0	0
Sat, May 2, 2015 11:45 PM	0	0	0	0	0	0
Sun, May 3, 2015 12:00 AM	1	1	0	2	2	0
Sun, May 3, 2015 12:15 AM	0	0	0	0	0	0
Sun, May 3, 2015 12:30 AM	0	0	0	0	0	0
Sun, May 3, 2015 12:45 AM	0	0	0	0	0	0
Sun, May 3, 2015 01:00 AM	0	0	0	3	2	1
Sun, May 3, 2015 01:15 AM	0	0	0	0	0	0
Sun, May 3, 2015 01:30 AM	0	0	0	0	0	0
Sun, May 3, 2015 01:45 AM	0	0	0	0	0	0
Sun, May 3, 2015 02:00 AM	0	0	0	0	0	0
Sun, May 3, 2015 02:15 AM	0	0	0	0	0	0
Sun, May 3, 2015 02:30 AM	0	0	0	1	1	0
Sun, May 3, 2015 02:45 AM	2	0	2	2	0	2
Sun, May 3, 2015 03:00 AM	0	0	0	2	0	2
Sun, May 3, 2015 03:15 AM	0	0	0	0	0	0
Sun, May 3, 2015 03:30 AM	0	0	0	0	0	0
Sun, May 3, 2015 03:45 AM	0	0	0	1	1	0
Sun, May 3, 2015 04:00 AM	1	0	1	1	0	1
Sun, May 3, 2015 04:15 AM	0	0	0	0	0	0
Sun, May 3, 2015 04:30 AM	0	0	0	0	0	0
Sun, May 3, 2015 04:45 AM	1	1	0	0	0	0
Sun, May 3, 2015 05:00 AM	0	0	0	0	0	0
Sun, May 3, 2015 05:15 AM	0	0	0	0	0	0
Sun, May 3, 2015 05:30 AM	0	0	0	2	1	1
Sun, May 3, 2015 05:45 AM	0	0	0	1	0	1
Sun, May 3, 2015 06:00 AM	0	0	0	0	0	0
Sun, May 3, 2015 06:15 AM	2	1	1	0	0	0
Sun, May 3, 2015 06:30 AM	1	1	0	4	1	3
Sun, May 3, 2015 06:45 AM	3	3	0	1	0	1
Sun, May 3, 2015 07:00 AM	1	0	1	0	0	0
Sun, May 3, 2015 07:15 AM	4	2	2	2	2	0
Sun, May 3, 2015 07:30 AM	8	7	1	3	3	0
Sun, May 3, 2015 07:45 AM	9	7	2	1	1	0
Sun, May 3, 2015 08:00 AM	16	11	5	0	0	0
Sun, May 3, 2015 08:15 AM	8	5	3	1	1	0

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Sun, May 3, 2015 08:30 AM	21	10	11	2	1	1
Sun, May 3, 2015 08:45 AM	7	4	3	2	1	1
Sun, May 3, 2015 09:00 AM	15	11	4	0	0	0
Sun, May 3, 2015 09:15 AM	15	6	9	4	3	1
Sun, May 3, 2015 09:30 AM	15	7	8	4	3	1
Sun, May 3, 2015 09:45 AM	18	6	12	1	0	1
Sun, May 3, 2015 10:00 AM	22	16	6	2	0	2
Sun, May 3, 2015 10:15 AM	9	3	6	1	0	1
Sun, May 3, 2015 10:30 AM	8	7	1	2	1	1
Sun, May 3, 2015 10:45 AM	19	8	11	3	1	2
Sun, May 3, 2015 11:00 AM	6	5	1	3	1	2
Sun, May 3, 2015 11:15 AM	8	3	5	8	5	3
Sun, May 3, 2015 11:30 AM	17	7	10	0	0	0
Sun, May 3, 2015 11:45 AM	10	4	6	4	3	1
Sun, May 3, 2015 12:00 PM	6	4	2	4	3	1
Sun, May 3, 2015 12:15 PM	8	5	3	2	1	1
Sun, May 3, 2015 12:30 PM	14	8	6	3	2	1
Sun, May 3, 2015 12:45 PM	5	2	3	2	2	0
Sun, May 3, 2015 01:00 PM	5	3	2	5	2	3
Sun, May 3, 2015 01:15 PM	5	3	2	1	0	1
Sun, May 3, 2015 01:30 PM	2	1	1	2	0	2
Sun, May 3, 2015 01:45 PM	8	5	3	4	1	3
Sun, May 3, 2015 02:00 PM	9	4	5	1	1	0
Sun, May 3, 2015 02:15 PM	5	4	1	1	1	0
Sun, May 3, 2015 02:30 PM	5	4	1	2	0	2
Sun, May 3, 2015 02:45 PM	3	0	3	4	2	2
Sun, May 3, 2015 03:00 PM	3	2	1	5	2	3
Sun, May 3, 2015 03:15 PM	2	1	1	1	1	0
Sun, May 3, 2015 03:30 PM	3	1	2	1	0	1
Sun, May 3, 2015 03:45 PM	5	2	3	3	3	0
Sun, May 3, 2015 04:00 PM	4	4	0	1	0	1
Sun, May 3, 2015 04:15 PM	3	0	3	5	3	2
Sun, May 3, 2015 04:30 PM	5	5	0	6	6	0
Sun, May 3, 2015 04:45 PM	3	1	2	6	1	5
Sun, May 3, 2015 05:00 PM	2	1	1	2	0	2
Sun, May 3, 2015 05:15 PM	2	1	1	0	0	0
Sun, May 3, 2015 05:30 PM	5	0	5	0	0	0
Sun, May 3, 2015 05:45 PM	5	3	2	2	0	2
Sun, May 3, 2015 06:00 PM	2	2	0	2	2	0
Sun, May 3, 2015 06:15 PM	4	3	1	6	5	1
Sun, May 3, 2015 06:30 PM	4	0	4	5	2	3
Sun, May 3, 2015 06:45 PM	2	1	1	6	4	2
Sun, May 3, 2015 07:00 PM	3	3	0	4	3	1
Sun, May 3, 2015 07:15 PM	0	0	0	7	0	7
Sun, May 3, 2015 07:30 PM	2	1	1	1	1	0
Sun, May 3, 2015 07:45 PM	1	1	0	8	5	3
Sun, May 3, 2015 08:00 PM	1	1	0	2	0	2
Sun, May 3, 2015 08:15 PM	1	0	1	0	0	0
Sun, May 3, 2015 08:30 PM	0	0	0	5	1	4
Sun, May 3, 2015 08:45 PM	0	0	0	1	0	1
Sun, May 3, 2015 09:00 PM	3	1	2	3	3	0
Sun, May 3, 2015 09:15 PM	0	0	0	3	2	1

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Sun, May 3, 2015 09:30 PM	0	0	0	2	2	0
Sun, May 3, 2015 09:45 PM	0	0	0	0	0	0
Sun, May 3, 2015 10:00 PM	0	0	0	1	0	1
Sun, May 3, 2015 10:15 PM	0	0	0	1	0	1
Sun, May 3, 2015 10:30 PM	0	0	0	0	0	0
Sun, May 3, 2015 10:45 PM	0	0	0	1	0	1
Sun, May 3, 2015 11:00 PM	0	0	0	1	0	1
Sun, May 3, 2015 11:15 PM	1	1	0	0	0	0
Sun, May 3, 2015 11:30 PM	2	1	1	2	1	1
Sun, May 3, 2015 11:45 PM	1	0	1	4	1	3
Mon, May 4, 2015 12:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 12:15 AM	0	0	0	1	1	0
Mon, May 4, 2015 12:30 AM	0	0	0	1	1	0
Mon, May 4, 2015 12:45 AM	0	0	0	0	0	0
Mon, May 4, 2015 01:00 AM	0	0	0	3	3	0
Mon, May 4, 2015 01:15 AM	0	0	0	0	0	0
Mon, May 4, 2015 01:30 AM	0	0	0	0	0	0
Mon, May 4, 2015 01:45 AM	0	0	0	0	0	0
Mon, May 4, 2015 02:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 02:15 AM	0	0	0	1	1	0
Mon, May 4, 2015 02:30 AM	0	0	0	0	0	0
Mon, May 4, 2015 02:45 AM	0	0	0	0	0	0
Mon, May 4, 2015 03:00 AM	1	1	0	1	0	1
Mon, May 4, 2015 03:15 AM	1	0	1	0	0	0
Mon, May 4, 2015 03:30 AM	0	0	0	0	0	0
Mon, May 4, 2015 03:45 AM	0	0	0	0	0	0
Mon, May 4, 2015 04:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 04:15 AM	0	0	0	0	0	0
Mon, May 4, 2015 04:30 AM	1	0	1	1	1	0
Mon, May 4, 2015 04:45 AM	2	1	1	0	0	0
Mon, May 4, 2015 05:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 05:15 AM	1	1	0	1	1	0
Mon, May 4, 2015 05:30 AM	0	0	0	0	0	0
Mon, May 4, 2015 05:45 AM	0	0	0	0	0	0
Mon, May 4, 2015 06:00 AM	1	1	0	1	1	0
Mon, May 4, 2015 06:15 AM	2	1	1	3	1	2
Mon, May 4, 2015 06:30 AM	0	0	0	3	2	1
Mon, May 4, 2015 06:45 AM	3	1	2	0	0	0
Mon, May 4, 2015 07:00 AM	3	2	1	2	2	0
Mon, May 4, 2015 07:15 AM	5	3	2	2	2	0
Mon, May 4, 2015 07:30 AM	8	3	5	1	1	0
Mon, May 4, 2015 07:45 AM	4	2	2	2	1	1
Mon, May 4, 2015 08:00 AM	4	1	3	3	0	3
Mon, May 4, 2015 08:15 AM	5	4	1	2	2	0
Mon, May 4, 2015 08:30 AM	9	6	3	1	0	1
Mon, May 4, 2015 08:45 AM	2	1	1	4	2	2
Mon, May 4, 2015 09:00 AM	4	2	2	1	1	0
Mon, May 4, 2015 09:15 AM	4	3	1	0	0	0
Mon, May 4, 2015 09:30 AM	1	1	0	3	1	2
Mon, May 4, 2015 09:45 AM	0	0	0	3	2	1

Date	W/s San Gabriel Bike Trail s/o Valley Bl			W/s Thienes Av n/o San Gabriel Bike Trail		
	Tubes 08 - Total	Tubes 08_IN - SB	Tubes 08_OUT - NB	Tubes 12 - Total	Tubes 12_IN - SB	Tubes 12_OUT - NB
Tuesday, April 28	119	63	56	162	79	83
Wednesday, April 29	220	118	102	201	104	97
Thursday, April 30	217	115	102	231	117	114
Friday, May 1	214	113	101	192	91	101
Saturday, May 2	481	231	250	280	144	136
Sunday, May 3	391	215	176	191	97	94
Monday, May 4	61	34	27	40	26	14

Weekend Total	872	471
Weekend Grand Total	1343	
Daily Weekend	672	
Weekday Total	831	826
Weekday Grand Total	1657	
Daily Weekday	331	

ATTACHMENT I-2

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Tue, Apr 28, 2015 11:30 AM	10	8	2			
Tue, Apr 28, 2015 11:45 AM	7	0	7	2	2	0
Tue, Apr 28, 2015 12:00 PM	2	1	1	0	0	0
Tue, Apr 28, 2015 12:15 PM	4	1	3	2	1	1
Tue, Apr 28, 2015 12:30 PM	4	0	4	0	0	0
Tue, Apr 28, 2015 12:45 PM	5	5	0	0	0	0
Tue, Apr 28, 2015 01:00 PM	8	5	3	2	1	1
Tue, Apr 28, 2015 01:15 PM	5	2	3	0	0	0
Tue, Apr 28, 2015 01:30 PM	7	2	5	0	0	0
Tue, Apr 28, 2015 01:45 PM	6	4	2	0	0	0
Tue, Apr 28, 2015 02:00 PM	6	3	3	0	0	0
Tue, Apr 28, 2015 02:15 PM	7	3	4	1	0	1
Tue, Apr 28, 2015 02:30 PM	1	1	0	3	0	3
Tue, Apr 28, 2015 02:45 PM	11	4	7	2	2	0
Tue, Apr 28, 2015 03:00 PM	4	2	2	0	0	0
Tue, Apr 28, 2015 03:15 PM	4	3	1	0	0	0
Tue, Apr 28, 2015 03:30 PM	7	4	3	1	1	0
Tue, Apr 28, 2015 03:45 PM	8	6	2	0	0	0
Tue, Apr 28, 2015 04:00 PM	3	1	2	0	0	0
Tue, Apr 28, 2015 04:15 PM	11	5	6	0	0	0
Tue, Apr 28, 2015 04:30 PM	7	4	3	4	0	4
Tue, Apr 28, 2015 04:45 PM	12	2	10	0	0	0
Tue, Apr 28, 2015 05:00 PM	12	5	7	0	0	0
Tue, Apr 28, 2015 05:15 PM	11	6	5	0	0	0
Tue, Apr 28, 2015 05:30 PM	9	5	4	0	0	0
Tue, Apr 28, 2015 05:45 PM	10	2	8	1	1	0
Tue, Apr 28, 2015 06:00 PM	14	6	8	0	0	0
Tue, Apr 28, 2015 06:15 PM	15	11	4	0	0	0
Tue, Apr 28, 2015 06:30 PM	8	4	4	4	4	0
Tue, Apr 28, 2015 06:45 PM	22	14	8	1	0	1
Tue, Apr 28, 2015 07:00 PM	3	1	2	2	0	2
Tue, Apr 28, 2015 07:15 PM	9	5	4	0	0	0
Tue, Apr 28, 2015 07:30 PM	7	1	6	1	0	1
Tue, Apr 28, 2015 07:45 PM	10	8	2	1	1	0
Tue, Apr 28, 2015 08:00 PM	13	5	8	3	2	1
Tue, Apr 28, 2015 08:15 PM	11	8	3	1	1	0
Tue, Apr 28, 2015 08:30 PM	2	2	0	2	0	2
Tue, Apr 28, 2015 08:45 PM	2	0	2	0	0	0
Tue, Apr 28, 2015 09:00 PM	2	2	0	0	0	0
Tue, Apr 28, 2015 09:15 PM	1	1	0	0	0	0
Tue, Apr 28, 2015 09:30 PM	4	1	3	0	0	0
Tue, Apr 28, 2015 09:45 PM	0	0	0	2	2	0
Tue, Apr 28, 2015 10:00 PM	6	6	0	0	0	0
Tue, Apr 28, 2015 10:15 PM	7	3	4	0	0	0
Tue, Apr 28, 2015 10:30 PM	3	2	1	0	0	0
Tue, Apr 28, 2015 10:45 PM	1	0	1	0	0	0
Tue, Apr 28, 2015 11:00 PM	0	0	0	0	0	0
Tue, Apr 28, 2015 11:15 PM	2	0	2	0	0	0
Tue, Apr 28, 2015 11:30 PM	6	5	1	0	0	0
Tue, Apr 28, 2015 11:45 PM	2	2	0	0	0	0
Wed, Apr 29, 2015 12:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 12:15 AM	1	0	1	0	0	0
Wed, Apr 29, 2015 12:30 AM	2	2	0	0	0	0
Wed, Apr 29, 2015 12:45 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 01:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 01:15 AM	1	0	1	0	0	0

ATTACHMENT I-2

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Wed, Apr 29, 2015 01:30 AM	4	1	3	0	0	0
Wed, Apr 29, 2015 01:45 AM	3	2	1	0	0	0
Wed, Apr 29, 2015 02:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 02:15 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 02:30 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 02:45 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:15 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:30 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 03:45 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 04:00 AM	1	1	0	0	0	0
Wed, Apr 29, 2015 04:15 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 04:30 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 04:45 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 05:00 AM	0	0	0	0	0	0
Wed, Apr 29, 2015 05:15 AM	4	1	3	0	0	0
Wed, Apr 29, 2015 05:30 AM	2	0	2	0	0	0
Wed, Apr 29, 2015 05:45 AM	1	0	1	0	0	0
Wed, Apr 29, 2015 06:00 AM	4	3	1	0	0	0
Wed, Apr 29, 2015 06:15 AM	2	0	2	2	2	0
Wed, Apr 29, 2015 06:30 AM	2	0	2	0	0	0
Wed, Apr 29, 2015 06:45 AM	7	1	6	0	0	0
Wed, Apr 29, 2015 07:00 AM	7	1	6	0	0	0
Wed, Apr 29, 2015 07:15 AM	9	5	4	1	0	1
Wed, Apr 29, 2015 07:30 AM	7	3	4	0	0	0
Wed, Apr 29, 2015 07:45 AM	5	3	2	1	0	1
Wed, Apr 29, 2015 08:00 AM	7	4	3	0	0	0
Wed, Apr 29, 2015 08:15 AM	2	1	1	0	0	0
Wed, Apr 29, 2015 08:30 AM	1	1	0	2	2	0
Wed, Apr 29, 2015 08:45 AM	1	1	0	1	0	1
Wed, Apr 29, 2015 09:00 AM	3	2	1	1	1	0
Wed, Apr 29, 2015 09:15 AM	7	2	5	1	0	1
Wed, Apr 29, 2015 09:30 AM	2	1	1	0	0	0
Wed, Apr 29, 2015 09:45 AM	3	0	3	0	0	0
Wed, Apr 29, 2015 10:00 AM	12	9	3	0	0	0
Wed, Apr 29, 2015 10:15 AM	9	4	5	2	2	0
Wed, Apr 29, 2015 10:30 AM	12	8	4	0	0	0
Wed, Apr 29, 2015 10:45 AM	3	1	2	0	0	0
Wed, Apr 29, 2015 11:00 AM	8	6	2	0	0	0
Wed, Apr 29, 2015 11:15 AM	2	2	0	0	0	0
Wed, Apr 29, 2015 11:30 AM	2	1	1	1	0	1
Wed, Apr 29, 2015 11:45 AM	5	2	3	0	0	0
Wed, Apr 29, 2015 12:00 PM	1	1	0	0	0	0
Wed, Apr 29, 2015 12:15 PM	2	1	1	0	0	0
Wed, Apr 29, 2015 12:30 PM	2	1	1	0	0	0
Wed, Apr 29, 2015 12:45 PM	2	2	0	3	3	0
Wed, Apr 29, 2015 01:00 PM	6	2	4	0	0	0
Wed, Apr 29, 2015 01:15 PM	7	2	5	0	0	0
Wed, Apr 29, 2015 01:30 PM	7	4	3	3	2	1
Wed, Apr 29, 2015 01:45 PM	9	4	5	7	3	4
Wed, Apr 29, 2015 02:00 PM	5	1	4	2	1	1
Wed, Apr 29, 2015 02:15 PM	17	10	7	0	0	0
Wed, Apr 29, 2015 02:30 PM	1	1	0	1	0	1
Wed, Apr 29, 2015 02:45 PM	2	1	1	0	0	0
Wed, Apr 29, 2015 03:00 PM	3	1	2	1	1	0
Wed, Apr 29, 2015 03:15 PM	5	1	4	0	0	0

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Wed, Apr 29, 2015 03:30 PM	10	5	5	3	3	0
Wed, Apr 29, 2015 03:45 PM	6	1	5	0	0	0
Wed, Apr 29, 2015 04:00 PM	9	5	4	0	0	0
Wed, Apr 29, 2015 04:15 PM	14	6	8	0	0	0
Wed, Apr 29, 2015 04:30 PM	11	7	4	0	0	0
Wed, Apr 29, 2015 04:45 PM	19	10	9	0	0	0
Wed, Apr 29, 2015 05:00 PM	12	3	9	0	0	0
Wed, Apr 29, 2015 05:15 PM	4	1	3	0	0	0
Wed, Apr 29, 2015 05:30 PM	4	2	2	1	0	1
Wed, Apr 29, 2015 05:45 PM	12	6	6	3	0	3
Wed, Apr 29, 2015 06:00 PM	8	2	6	3	0	3
Wed, Apr 29, 2015 06:15 PM	10	5	5	4	3	1
Wed, Apr 29, 2015 06:30 PM	14	6	8	1	0	1
Wed, Apr 29, 2015 06:45 PM	3	1	2	4	3	1
Wed, Apr 29, 2015 07:00 PM	10	6	4	5	4	1
Wed, Apr 29, 2015 07:15 PM	21	16	5	0	0	0
Wed, Apr 29, 2015 07:30 PM	8	2	6	5	4	1
Wed, Apr 29, 2015 07:45 PM	11	8	3	3	0	3
Wed, Apr 29, 2015 08:00 PM	12	8	4	1	0	1
Wed, Apr 29, 2015 08:15 PM	4	3	1	1	0	1
Wed, Apr 29, 2015 08:30 PM	5	2	3	0	0	0
Wed, Apr 29, 2015 08:45 PM	5	4	1	0	0	0
Wed, Apr 29, 2015 09:00 PM	3	1	2	0	0	0
Wed, Apr 29, 2015 09:15 PM	3	1	2	1	1	0
Wed, Apr 29, 2015 09:30 PM	6	3	3	0	0	0
Wed, Apr 29, 2015 09:45 PM	1	1	0	1	0	1
Wed, Apr 29, 2015 10:00 PM	0	0	0	0	0	0
Wed, Apr 29, 2015 10:15 PM	2	1	1	0	0	0
Wed, Apr 29, 2015 10:30 PM	0	0	0	0	0	0
Wed, Apr 29, 2015 10:45 PM	1	0	1	0	0	0
Wed, Apr 29, 2015 11:00 PM	2	2	0	0	0	0
Wed, Apr 29, 2015 11:15 PM	1	0	1	4	2	2
Wed, Apr 29, 2015 11:30 PM	3	1	2	0	0	0
Wed, Apr 29, 2015 11:45 PM	0	0	0	0	0	0
Thu, Apr 30, 2015 12:00 AM	4	4	0	3	3	0
Thu, Apr 30, 2015 12:15 AM	5	1	4	0	0	0
Thu, Apr 30, 2015 12:30 AM	3	3	0	0	0	0
Thu, Apr 30, 2015 12:45 AM	3	2	1	0	0	0
Thu, Apr 30, 2015 01:00 AM	9	7	2	0	0	0
Thu, Apr 30, 2015 01:15 AM	5	1	4	2	2	0
Thu, Apr 30, 2015 01:30 AM	1	0	1	0	0	0
Thu, Apr 30, 2015 01:45 AM	4	3	1	0	0	0
Thu, Apr 30, 2015 02:00 AM	14	7	7	0	0	0
Thu, Apr 30, 2015 02:15 AM	6	4	2	0	0	0
Thu, Apr 30, 2015 02:30 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 02:45 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 03:00 AM	3	0	3	0	0	0
Thu, Apr 30, 2015 03:15 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 03:30 AM	4	2	2	0	0	0
Thu, Apr 30, 2015 03:45 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 04:00 AM	1	0	1	0	0	0
Thu, Apr 30, 2015 04:15 AM	1	1	0	0	0	0
Thu, Apr 30, 2015 04:30 AM	0	0	0	2	2	0
Thu, Apr 30, 2015 04:45 AM	2	2	0	0	0	0
Thu, Apr 30, 2015 05:00 AM	0	0	0	0	0	0
Thu, Apr 30, 2015 05:15 AM	0	0	0	0	0	0

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Thu, Apr 30, 2015 05:30 AM	3	0	3	0	0	0
Thu, Apr 30, 2015 05:45 AM	7	5	2	0	0	0
Thu, Apr 30, 2015 06:00 AM	6	2	4	0	0	0
Thu, Apr 30, 2015 06:15 AM	5	2	3	0	0	0
Thu, Apr 30, 2015 06:30 AM	5	1	4	1	0	1
Thu, Apr 30, 2015 06:45 AM	4	1	3	0	0	0
Thu, Apr 30, 2015 07:00 AM	4	2	2	0	0	0
Thu, Apr 30, 2015 07:15 AM	6	1	5	0	0	0
Thu, Apr 30, 2015 07:30 AM	6	3	3	0	0	0
Thu, Apr 30, 2015 07:45 AM	7	3	4	3	1	2
Thu, Apr 30, 2015 08:00 AM	6	2	4	0	0	0
Thu, Apr 30, 2015 08:15 AM	18	11	7	0	0	0
Thu, Apr 30, 2015 08:30 AM	2	0	2	0	0	0
Thu, Apr 30, 2015 08:45 AM	5	3	2	0	0	0
Thu, Apr 30, 2015 09:00 AM	5	2	3	2	2	0
Thu, Apr 30, 2015 09:15 AM	2	1	1	0	0	0
Thu, Apr 30, 2015 09:30 AM	8	3	5	5	2	3
Thu, Apr 30, 2015 09:45 AM	8	5	3	0	0	0
Thu, Apr 30, 2015 10:00 AM	13	2	11	1	1	0
Thu, Apr 30, 2015 10:15 AM	14	12	2	0	0	0
Thu, Apr 30, 2015 10:30 AM	7	4	3	3	0	3
Thu, Apr 30, 2015 10:45 AM	1	1	0	0	0	0
Thu, Apr 30, 2015 11:00 AM	12	3	9	2	2	0
Thu, Apr 30, 2015 11:15 AM	4	2	2	0	0	0
Thu, Apr 30, 2015 11:30 AM	7	3	4	0	0	0
Thu, Apr 30, 2015 11:45 AM	8	3	5	0	0	0
Thu, Apr 30, 2015 12:00 PM	3	2	1	1	0	1
Thu, Apr 30, 2015 12:15 PM	7	1	6	0	0	0
Thu, Apr 30, 2015 12:30 PM	5	5	0	1	0	1
Thu, Apr 30, 2015 12:45 PM	6	3	3	0	0	0
Thu, Apr 30, 2015 01:00 PM	4	2	2	0	0	0
Thu, Apr 30, 2015 01:15 PM	8	5	3	5	2	3
Thu, Apr 30, 2015 01:30 PM	4	3	1	1	0	1
Thu, Apr 30, 2015 01:45 PM	6	6	0	0	0	0
Thu, Apr 30, 2015 02:00 PM	1	0	1	2	2	0
Thu, Apr 30, 2015 02:15 PM	7	4	3	0	0	0
Thu, Apr 30, 2015 02:30 PM	4	2	2	0	0	0
Thu, Apr 30, 2015 02:45 PM	2	2	0	0	0	0
Thu, Apr 30, 2015 03:00 PM	4	2	2	0	0	0
Thu, Apr 30, 2015 03:15 PM	6	1	5	3	2	1
Thu, Apr 30, 2015 03:30 PM	8	7	1	1	0	1
Thu, Apr 30, 2015 03:45 PM	7	1	6	0	0	0
Thu, Apr 30, 2015 04:00 PM	5	1	4	4	3	1
Thu, Apr 30, 2015 04:15 PM	7	4	3	6	3	3
Thu, Apr 30, 2015 04:30 PM	12	5	7	2	1	1
Thu, Apr 30, 2015 04:45 PM	11	9	2	1	0	1
Thu, Apr 30, 2015 05:00 PM	18	6	12	3	0	3
Thu, Apr 30, 2015 05:15 PM	11	8	3	0	0	0
Thu, Apr 30, 2015 05:30 PM	10	6	4	0	0	0
Thu, Apr 30, 2015 05:45 PM	11	4	7	0	0	0
Thu, Apr 30, 2015 06:00 PM	5	3	2	2	1	1
Thu, Apr 30, 2015 06:15 PM	21	10	11	1	0	1
Thu, Apr 30, 2015 06:30 PM	7	3	4	0	0	0
Thu, Apr 30, 2015 06:45 PM	10	4	6	0	0	0
Thu, Apr 30, 2015 07:00 PM	10	1	9	3	0	3
Thu, Apr 30, 2015 07:15 PM	19	9	10	2	2	0

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Thu, Apr 30, 2015 07:30 PM	30	23	7	2	0	2
Thu, Apr 30, 2015 07:45 PM	27	11	16	0	0	0
Thu, Apr 30, 2015 08:00 PM	9	6	3	0	0	0
Thu, Apr 30, 2015 08:15 PM	5	4	1	0	0	0
Thu, Apr 30, 2015 08:30 PM	8	6	2	0	0	0
Thu, Apr 30, 2015 08:45 PM	2	2	0	0	0	0
Thu, Apr 30, 2015 09:00 PM	6	4	2	0	0	0
Thu, Apr 30, 2015 09:15 PM	7	4	3	0	0	0
Thu, Apr 30, 2015 09:30 PM	3	1	2	2	1	1
Thu, Apr 30, 2015 09:45 PM	3	2	1	0	0	0
Thu, Apr 30, 2015 10:00 PM	4	1	3	1	1	0
Thu, Apr 30, 2015 10:15 PM	2	2	0	0	0	0
Thu, Apr 30, 2015 10:30 PM	1	0	1	0	0	0
Thu, Apr 30, 2015 10:45 PM	4	2	2	0	0	0
Thu, Apr 30, 2015 11:00 PM	1	1	0	0	0	0
Thu, Apr 30, 2015 11:15 PM	2	1	1	0	0	0
Thu, Apr 30, 2015 11:30 PM	1	1	0	0	0	0
Thu, Apr 30, 2015 11:45 PM	0	0	0	0	0	0
Fri, May 1, 2015 12:00 AM	3	1	2	0	0	0
Fri, May 1, 2015 12:15 AM	2	2	0	0	0	0
Fri, May 1, 2015 12:30 AM	0	0	0	0	0	0
Fri, May 1, 2015 12:45 AM	0	0	0	2	0	2
Fri, May 1, 2015 01:00 AM	2	0	2	0	0	0
Fri, May 1, 2015 01:15 AM	3	3	0	2	2	0
Fri, May 1, 2015 01:30 AM	3	3	0	0	0	0
Fri, May 1, 2015 01:45 AM	2	1	1	0	0	0
Fri, May 1, 2015 02:00 AM	0	0	0	0	0	0
Fri, May 1, 2015 02:15 AM	0	0	0	0	0	0
Fri, May 1, 2015 02:30 AM	0	0	0	0	0	0
Fri, May 1, 2015 02:45 AM	0	0	0	0	0	0
Fri, May 1, 2015 03:00 AM	3	2	1	1	1	0
Fri, May 1, 2015 03:15 AM	0	0	0	0	0	0
Fri, May 1, 2015 03:30 AM	0	0	0	0	0	0
Fri, May 1, 2015 03:45 AM	18	10	8	73	28	45
Fri, May 1, 2015 04:00 AM	15	4	11	22	10	12
Fri, May 1, 2015 04:15 AM	5	3	2	0	0	0
Fri, May 1, 2015 04:30 AM	0	0	0	0	0	0
Fri, May 1, 2015 04:45 AM	2	2	0	0	0	0
Fri, May 1, 2015 05:00 AM	1	0	1	0	0	0
Fri, May 1, 2015 05:15 AM	10	5	5	1	0	1
Fri, May 1, 2015 05:30 AM	7	2	5	8	4	4
Fri, May 1, 2015 05:45 AM	4	0	4	0	0	0
Fri, May 1, 2015 06:00 AM	1	1	0	0	0	0
Fri, May 1, 2015 06:15 AM	8	3	5	0	0	0
Fri, May 1, 2015 06:30 AM	5	1	4	1	0	1
Fri, May 1, 2015 06:45 AM	6	2	4	0	0	0
Fri, May 1, 2015 07:00 AM	3	2	1	1	1	0
Fri, May 1, 2015 07:15 AM	2	1	1	2	0	2
Fri, May 1, 2015 07:30 AM	8	2	6	0	0	0
Fri, May 1, 2015 07:45 AM	7	5	2	0	0	0
Fri, May 1, 2015 08:00 AM	13	7	6	6	3	3
Fri, May 1, 2015 08:15 AM	6	4	2	0	0	0
Fri, May 1, 2015 08:30 AM	4	1	3	0	0	0
Fri, May 1, 2015 08:45 AM	4	2	2	0	0	0
Fri, May 1, 2015 09:00 AM	10	6	4	0	0	0
Fri, May 1, 2015 09:15 AM	2	2	0	3	2	1

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Fri, May 1, 2015 09:30 AM	10	4	6	5	2	3
Fri, May 1, 2015 09:45 AM	7	5	2	0	0	0
Fri, May 1, 2015 10:00 AM	5	2	3	0	0	0
Fri, May 1, 2015 10:15 AM	2	1	1	0	0	0
Fri, May 1, 2015 10:30 AM	5	3	2	3	3	0
Fri, May 1, 2015 10:45 AM	3	3	0	0	0	0
Fri, May 1, 2015 11:00 AM	9	4	5	5	5	0
Fri, May 1, 2015 11:15 AM	3	3	0	0	0	0
Fri, May 1, 2015 11:30 AM	2	0	2	2	1	1
Fri, May 1, 2015 11:45 AM	4	1	3	0	0	0
Fri, May 1, 2015 12:00 PM	6	2	4	10	2	8
Fri, May 1, 2015 12:15 PM	3	3	0	0	0	0
Fri, May 1, 2015 12:30 PM	5	4	1	0	0	0
Fri, May 1, 2015 12:45 PM	2	1	1	5	1	4
Fri, May 1, 2015 01:00 PM	11	5	6	5	0	5
Fri, May 1, 2015 01:15 PM	2	0	2	8	1	7
Fri, May 1, 2015 01:30 PM	8	4	4	0	0	0
Fri, May 1, 2015 01:45 PM	3	2	1	1	1	0
Fri, May 1, 2015 02:00 PM	8	3	5	0	0	0
Fri, May 1, 2015 02:15 PM	2	0	2	0	0	0
Fri, May 1, 2015 02:30 PM	4	2	2	0	0	0
Fri, May 1, 2015 02:45 PM	5	1	4	5	2	3
Fri, May 1, 2015 03:00 PM	4	2	2	3	1	2
Fri, May 1, 2015 03:15 PM	6	2	4	2	1	1
Fri, May 1, 2015 03:30 PM	8	5	3	5	0	5
Fri, May 1, 2015 03:45 PM	6	4	2	0	0	0
Fri, May 1, 2015 04:00 PM	2	2	0	1	1	0
Fri, May 1, 2015 04:15 PM	6	1	5	1	1	0
Fri, May 1, 2015 04:30 PM	5	3	2	0	0	0
Fri, May 1, 2015 04:45 PM	8	3	5	8	4	4
Fri, May 1, 2015 05:00 PM	8	3	5	0	0	0
Fri, May 1, 2015 05:15 PM	16	11	5	8	0	8
Fri, May 1, 2015 05:30 PM	7	5	2	1	1	0
Fri, May 1, 2015 05:45 PM	9	4	5	1	1	0
Fri, May 1, 2015 06:00 PM	4	1	3	0	0	0
Fri, May 1, 2015 06:15 PM	9	7	2	1	1	0
Fri, May 1, 2015 06:30 PM	7	3	4	0	0	0
Fri, May 1, 2015 06:45 PM	5	0	5	1	0	1
Fri, May 1, 2015 07:00 PM	14	6	8	8	7	1
Fri, May 1, 2015 07:15 PM	19	7	12	2	2	0
Fri, May 1, 2015 07:30 PM	7	5	2	0	0	0
Fri, May 1, 2015 07:45 PM	13	9	4	0	0	0
Fri, May 1, 2015 08:00 PM	9	8	1	0	0	0
Fri, May 1, 2015 08:15 PM	6	3	3	1	1	0
Fri, May 1, 2015 08:30 PM	4	3	1	1	0	1
Fri, May 1, 2015 08:45 PM	1	1	0	0	0	0
Fri, May 1, 2015 09:00 PM	4	3	1	0	0	0
Fri, May 1, 2015 09:15 PM	4	0	4	0	0	0
Fri, May 1, 2015 09:30 PM	2	2	0	0	0	0
Fri, May 1, 2015 09:45 PM	3	0	3	0	0	0
Fri, May 1, 2015 10:00 PM	0	0	0	0	0	0
Fri, May 1, 2015 10:15 PM	5	4	1	0	0	0
Fri, May 1, 2015 10:30 PM	2	0	2	0	0	0
Fri, May 1, 2015 10:45 PM	7	4	3	1	1	0
Fri, May 1, 2015 11:00 PM	1	1	0	0	0	0
Fri, May 1, 2015 11:15 PM	7	6	1	0	0	0

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Fri, May 1, 2015 11:30 PM	0	0	0	0	0	0
Fri, May 1, 2015 11:45 PM	8	3	5	0	0	0
Sat, May 2, 2015 12:00 AM	0	0	0	0	0	0
Sat, May 2, 2015 12:15 AM	1	0	1	0	0	0
Sat, May 2, 2015 12:30 AM	2	1	1	0	0	0
Sat, May 2, 2015 12:45 AM	1	1	0	0	0	0
Sat, May 2, 2015 01:00 AM	3	1	2	0	0	0
Sat, May 2, 2015 01:15 AM	1	1	0	0	0	0
Sat, May 2, 2015 01:30 AM	1	1	0	0	0	0
Sat, May 2, 2015 01:45 AM	5	3	2	2	0	2
Sat, May 2, 2015 02:00 AM	1	0	1	0	0	0
Sat, May 2, 2015 02:15 AM	0	0	0	3	0	3
Sat, May 2, 2015 02:30 AM	0	0	0	0	0	0
Sat, May 2, 2015 02:45 AM	0	0	0	0	0	0
Sat, May 2, 2015 03:00 AM	1	0	1	1	0	1
Sat, May 2, 2015 03:15 AM	2	2	0	2	2	0
Sat, May 2, 2015 03:30 AM	0	0	0	0	0	0
Sat, May 2, 2015 03:45 AM	0	0	0	0	0	0
Sat, May 2, 2015 04:00 AM	0	0	0	0	0	0
Sat, May 2, 2015 04:15 AM	3	3	0	0	0	0
Sat, May 2, 2015 04:30 AM	0	0	0	0	0	0
Sat, May 2, 2015 04:45 AM	1	0	1	0	0	0
Sat, May 2, 2015 05:00 AM	1	0	1	0	0	0
Sat, May 2, 2015 05:15 AM	1	1	0	0	0	0
Sat, May 2, 2015 05:30 AM	0	0	0	0	0	0
Sat, May 2, 2015 05:45 AM	0	0	0	0	0	0
Sat, May 2, 2015 06:00 AM	5	1	4	0	0	0
Sat, May 2, 2015 06:15 AM	6	1	5	2	0	2
Sat, May 2, 2015 06:30 AM	2	1	1	2	0	2
Sat, May 2, 2015 06:45 AM	7	3	4	1	1	0
Sat, May 2, 2015 07:00 AM	3	0	3	0	0	0
Sat, May 2, 2015 07:15 AM	2	1	1	1	1	0
Sat, May 2, 2015 07:30 AM	5	2	3	0	0	0
Sat, May 2, 2015 07:45 AM	23	2	21	1	0	1
Sat, May 2, 2015 08:00 AM	14	1	13	0	0	0
Sat, May 2, 2015 08:15 AM	6	2	4	0	0	0
Sat, May 2, 2015 08:30 AM	8	6	2	1	0	1
Sat, May 2, 2015 08:45 AM	9	5	4	4	4	0
Sat, May 2, 2015 09:00 AM	3	1	2	0	0	0
Sat, May 2, 2015 09:15 AM	4	3	1	0	0	0
Sat, May 2, 2015 09:30 AM	6	2	4	0	0	0
Sat, May 2, 2015 09:45 AM	14	11	3	4	2	2
Sat, May 2, 2015 10:00 AM	11	2	9	0	0	0
Sat, May 2, 2015 10:15 AM	19	12	7	1	0	1
Sat, May 2, 2015 10:30 AM	4	2	2	0	0	0
Sat, May 2, 2015 10:45 AM	3	2	1	2	1	1
Sat, May 2, 2015 11:00 AM	17	11	6	0	0	0
Sat, May 2, 2015 11:15 AM	98	66	32	9	5	4
Sat, May 2, 2015 11:30 AM	22	17	5	7	1	6
Sat, May 2, 2015 11:45 AM	4	2	2	0	0	0
Sat, May 2, 2015 12:00 PM	10	7	3	0	0	0
Sat, May 2, 2015 12:15 PM	11	4	7	6	4	2
Sat, May 2, 2015 12:30 PM	3	1	2	1	1	0
Sat, May 2, 2015 12:45 PM	5	2	3	0	0	0
Sat, May 2, 2015 01:00 PM	9	4	5	0	0	0
Sat, May 2, 2015 01:15 PM	7	0	7	5	1	4

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Sat, May 2, 2015 01:30 PM	11	3	8	0	0	0
Sat, May 2, 2015 01:45 PM	5	0	5	0	0	0
Sat, May 2, 2015 02:00 PM	5	2	3	3	1	2
Sat, May 2, 2015 02:15 PM	6	2	4	3	1	2
Sat, May 2, 2015 02:30 PM	9	3	6	2	0	2
Sat, May 2, 2015 02:45 PM	2	2	0	0	0	0
Sat, May 2, 2015 03:00 PM	8	3	5	0	0	0
Sat, May 2, 2015 03:15 PM	4	1	3	2	0	2
Sat, May 2, 2015 03:30 PM	8	4	4	2	2	0
Sat, May 2, 2015 03:45 PM	7	3	4	0	0	0
Sat, May 2, 2015 04:00 PM	17	13	4	0	0	0
Sat, May 2, 2015 04:15 PM	4	1	3	3	2	1
Sat, May 2, 2015 04:30 PM	13	13	0	0	0	0
Sat, May 2, 2015 04:45 PM	14	8	6	7	0	7
Sat, May 2, 2015 05:00 PM	6	2	4	0	0	0
Sat, May 2, 2015 05:15 PM	19	8	11	3	1	2
Sat, May 2, 2015 05:30 PM	6	1	5	17	10	7
Sat, May 2, 2015 05:45 PM	26	18	8	1	0	1
Sat, May 2, 2015 06:00 PM	5	1	4	3	3	0
Sat, May 2, 2015 06:15 PM	17	12	5	7	3	4
Sat, May 2, 2015 06:30 PM	7	4	3	0	0	0
Sat, May 2, 2015 06:45 PM	12	3	9	4	3	1
Sat, May 2, 2015 07:00 PM	5	3	2	0	0	0
Sat, May 2, 2015 07:15 PM	10	4	6	3	1	2
Sat, May 2, 2015 07:30 PM	16	6	10	0	0	0
Sat, May 2, 2015 07:45 PM	4	4	0	1	0	1
Sat, May 2, 2015 08:00 PM	1	0	1	0	0	0
Sat, May 2, 2015 08:15 PM	6	4	2	0	0	0
Sat, May 2, 2015 08:30 PM	6	4	2	0	0	0
Sat, May 2, 2015 08:45 PM	3	2	1	0	0	0
Sat, May 2, 2015 09:00 PM	5	3	2	0	0	0
Sat, May 2, 2015 09:15 PM	7	6	1	0	0	0
Sat, May 2, 2015 09:30 PM	1	0	1	0	0	0
Sat, May 2, 2015 09:45 PM	7	1	6	0	0	0
Sat, May 2, 2015 10:00 PM	5	3	2	0	0	0
Sat, May 2, 2015 10:15 PM	5	2	3	0	0	0
Sat, May 2, 2015 10:30 PM	4	2	2	0	0	0
Sat, May 2, 2015 10:45 PM	11	8	3	0	0	0
Sat, May 2, 2015 11:00 PM	3	2	1	1	0	1
Sat, May 2, 2015 11:15 PM	1	1	0	0	0	0
Sat, May 2, 2015 11:30 PM	0	0	0	1	1	0
Sat, May 2, 2015 11:45 PM	3	0	3	0	0	0
Sun, May 3, 2015 12:00 AM	2	0	2	0	0	0
Sun, May 3, 2015 12:15 AM	2	2	0	0	0	0
Sun, May 3, 2015 12:30 AM	0	0	0	2	0	2
Sun, May 3, 2015 12:45 AM	3	2	1	0	0	0
Sun, May 3, 2015 01:00 AM	4	1	3	0	0	0
Sun, May 3, 2015 01:15 AM	0	0	0	0	0	0
Sun, May 3, 2015 01:30 AM	2	1	1	0	0	0
Sun, May 3, 2015 01:45 AM	0	0	0	0	0	0
Sun, May 3, 2015 02:00 AM	0	0	0	0	0	0
Sun, May 3, 2015 02:15 AM	1	0	1	0	0	0
Sun, May 3, 2015 02:30 AM	2	2	0	0	0	0
Sun, May 3, 2015 02:45 AM	2	2	0	0	0	0
Sun, May 3, 2015 03:00 AM	0	0	0	0	0	0
Sun, May 3, 2015 03:15 AM	2	0	2	0	0	0

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Sun, May 3, 2015 03:30 AM	1	0	1	0	0	0
Sun, May 3, 2015 03:45 AM	1	1	0	0	0	0
Sun, May 3, 2015 04:00 AM	2	2	0	0	0	0
Sun, May 3, 2015 04:15 AM	2	1	1	3	0	3
Sun, May 3, 2015 04:30 AM	0	0	0	0	0	0
Sun, May 3, 2015 04:45 AM	0	0	0	0	0	0
Sun, May 3, 2015 05:00 AM	0	0	0	0	0	0
Sun, May 3, 2015 05:15 AM	3	1	2	0	0	0
Sun, May 3, 2015 05:30 AM	3	1	2	1	0	1
Sun, May 3, 2015 05:45 AM	0	0	0	0	0	0
Sun, May 3, 2015 06:00 AM	0	0	0	0	0	0
Sun, May 3, 2015 06:15 AM	4	3	1	1	1	0
Sun, May 3, 2015 06:30 AM	1	1	0	0	0	0
Sun, May 3, 2015 06:45 AM	0	0	0	0	0	0
Sun, May 3, 2015 07:00 AM	2	0	2	0	0	0
Sun, May 3, 2015 07:15 AM	4	1	3	0	0	0
Sun, May 3, 2015 07:30 AM	1	0	1	0	0	0
Sun, May 3, 2015 07:45 AM	2	0	2	0	0	0
Sun, May 3, 2015 08:00 AM	2	2	0	0	0	0
Sun, May 3, 2015 08:15 AM	4	1	3	3	3	0
Sun, May 3, 2015 08:30 AM	7	2	5	0	0	0
Sun, May 3, 2015 08:45 AM	0	0	0	0	0	0
Sun, May 3, 2015 09:00 AM	6	3	3	0	0	0
Sun, May 3, 2015 09:15 AM	5	0	5	2	2	0
Sun, May 3, 2015 09:30 AM	3	2	1	0	0	0
Sun, May 3, 2015 09:45 AM	2	1	1	6	1	5
Sun, May 3, 2015 10:00 AM	5	5	0	2	2	0
Sun, May 3, 2015 10:15 AM	4	2	2	1	0	1
Sun, May 3, 2015 10:30 AM	2	1	1	1	1	0
Sun, May 3, 2015 10:45 AM	4	2	2	0	0	0
Sun, May 3, 2015 11:00 AM	8	5	3	0	0	0
Sun, May 3, 2015 11:15 AM	4	2	2	0	0	0
Sun, May 3, 2015 11:30 AM	2	0	2	3	3	0
Sun, May 3, 2015 11:45 AM	6	1	5	1	0	1
Sun, May 3, 2015 12:00 PM	5	2	3	0	0	0
Sun, May 3, 2015 12:15 PM	7	3	4	0	0	0
Sun, May 3, 2015 12:30 PM	9	1	8	3	2	1
Sun, May 3, 2015 12:45 PM	9	4	5	1	1	0
Sun, May 3, 2015 01:00 PM	7	7	0	2	0	2
Sun, May 3, 2015 01:15 PM	5	5	0	0	0	0
Sun, May 3, 2015 01:30 PM	7	6	1	6	5	1
Sun, May 3, 2015 01:45 PM	3	2	1	0	0	0
Sun, May 3, 2015 02:00 PM	5	3	2	3	3	0
Sun, May 3, 2015 02:15 PM	7	4	3	3	2	1
Sun, May 3, 2015 02:30 PM	13	4	9	1	1	0
Sun, May 3, 2015 02:45 PM	9	5	4	4	4	0
Sun, May 3, 2015 03:00 PM	9	8	1	6	5	1
Sun, May 3, 2015 03:15 PM	5	3	2	7	7	0
Sun, May 3, 2015 03:30 PM	20	10	10	7	0	7
Sun, May 3, 2015 03:45 PM	10	5	5	2	2	0
Sun, May 3, 2015 04:00 PM	17	6	11	0	0	0
Sun, May 3, 2015 04:15 PM	15	4	11	9	3	6
Sun, May 3, 2015 04:30 PM	12	12	0	0	0	0
Sun, May 3, 2015 04:45 PM	14	11	3	2	2	0
Sun, May 3, 2015 05:00 PM	21	5	16	3	3	0
Sun, May 3, 2015 05:15 PM	12	5	7	0	0	0

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Sun, May 3, 2015 05:30 PM	18	8	10	2	2	0
Sun, May 3, 2015 05:45 PM	6	5	1	0	0	0
Sun, May 3, 2015 06:00 PM	23	8	15	1	1	0
Sun, May 3, 2015 06:15 PM	28	16	12	3	0	3
Sun, May 3, 2015 06:30 PM	16	7	9	0	0	0
Sun, May 3, 2015 06:45 PM	15	6	9	2	0	2
Sun, May 3, 2015 07:00 PM	14	6	8	2	1	1
Sun, May 3, 2015 07:15 PM	20	12	8	2	0	2
Sun, May 3, 2015 07:30 PM	7	4	3	6	0	6
Sun, May 3, 2015 07:45 PM	7	5	2	5	0	5
Sun, May 3, 2015 08:00 PM	10	10	0	1	0	1
Sun, May 3, 2015 08:15 PM	8	6	2	2	0	2
Sun, May 3, 2015 08:30 PM	1	1	0	0	0	0
Sun, May 3, 2015 08:45 PM	3	0	3	0	0	0
Sun, May 3, 2015 09:00 PM	5	0	5	1	1	0
Sun, May 3, 2015 09:15 PM	6	1	5	1	1	0
Sun, May 3, 2015 09:30 PM	3	1	2	2	2	0
Sun, May 3, 2015 09:45 PM	5	5	0	0	0	0
Sun, May 3, 2015 10:00 PM	0	0	0	0	0	0
Sun, May 3, 2015 10:15 PM	1	1	0	0	0	0
Sun, May 3, 2015 10:30 PM	2	2	0	2	2	0
Sun, May 3, 2015 10:45 PM	8	4	4	2	0	2
Sun, May 3, 2015 11:00 PM	2	0	2	0	0	0
Sun, May 3, 2015 11:15 PM	3	1	2	0	0	0
Sun, May 3, 2015 11:30 PM	3	2	1	0	0	0
Sun, May 3, 2015 11:45 PM	7	5	2	0	0	0
Mon, May 4, 2015 12:00 AM	3	3	0	0	0	0
Mon, May 4, 2015 12:15 AM	4	1	3	0	0	0
Mon, May 4, 2015 12:30 AM	6	5	1	0	0	0
Mon, May 4, 2015 12:45 AM	6	0	6	0	0	0
Mon, May 4, 2015 01:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 01:15 AM	0	0	0	0	0	0
Mon, May 4, 2015 01:30 AM	0	0	0	0	0	0
Mon, May 4, 2015 01:45 AM	0	0	0	0	0	0
Mon, May 4, 2015 02:00 AM	1	0	1	0	0	0
Mon, May 4, 2015 02:15 AM	0	0	0	0	0	0
Mon, May 4, 2015 02:30 AM	0	0	0	0	0	0
Mon, May 4, 2015 02:45 AM	2	2	0	0	0	0
Mon, May 4, 2015 03:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 03:15 AM	0	0	0	0	0	0
Mon, May 4, 2015 03:30 AM	2	1	1	2	0	2
Mon, May 4, 2015 03:45 AM	0	0	0	2	2	0
Mon, May 4, 2015 04:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 04:15 AM	1	0	1	0	0	0
Mon, May 4, 2015 04:30 AM	0	0	0	0	0	0
Mon, May 4, 2015 04:45 AM	0	0	0	0	0	0
Mon, May 4, 2015 05:00 AM	0	0	0	0	0	0
Mon, May 4, 2015 05:15 AM	1	0	1	0	0	0
Mon, May 4, 2015 05:30 AM	2	1	1	0	0	0
Mon, May 4, 2015 05:45 AM	1	0	1	0	0	0
Mon, May 4, 2015 06:00 AM	3	1	2	1	0	1
Mon, May 4, 2015 06:15 AM	5	2	3	1	1	0
Mon, May 4, 2015 06:30 AM	2	0	2	0	0	0
Mon, May 4, 2015 06:45 AM	1	0	1	0	0	0
Mon, May 4, 2015 07:00 AM	4	1	3	0	0	0
Mon, May 4, 2015 07:15 AM	3	1	2	1	1	0

Date	W/s Thienes Av n/o San Gabriel Bike Trail - Paved Entrance			W/s Thienes Av n/o San Gabriel Bike Trail - Dirt Entrance		
	PYRO 02 - Total	PYRO 02_IN	PYRO 02_OUT	PYRO 11 - Total	PYRO 11_IN	PYRO 11_OUT
Mon, May 4, 2015 07:30 AM	3	1	2	0	0	0
Mon, May 4, 2015 07:45 AM	3	2	1	0	0	0
Mon, May 4, 2015 08:00 AM	8	3	5	2	1	1
Mon, May 4, 2015 08:15 AM	5	2	3	0	0	0
Mon, May 4, 2015 08:30 AM	2	1	1	1	1	0
Mon, May 4, 2015 08:45 AM	8	1	7	0	0	0
Mon, May 4, 2015 09:00 AM	5	2	3	0	0	0
Mon, May 4, 2015 09:15 AM	9	6	3	2	1	1
Mon, May 4, 2015 09:30 AM	8	2	6	2	2	0
Mon, May 4, 2015 09:45 AM	8	6	2	0	0	0
Tuesday, April 28	331	171	160	35	18	17
Wednesday, April 29	444	219	225	69	37	32
Thursday, April 30	592	304	288	67	33	34
Friday, May 1	494	251	243	216	91	125
Saturday, May 2	678	350	328	118	51	67
Sunday, May 3	552	281	271	119	63	56
Monday, May 4	106	44	62	14	9	5
	=	Counters set for less than 24 hours				
Weekend Peds	1230			237		
Weekend Peds Total	1467					
Weekend Daily peds	734					
Weekday Peds	1967			401		
Weekday Peds Total	2368					
Weekday Daily Peds	474					

DRAFT



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

Gateway Cities Council of Governments Strategic Transportation Plan Active Transportation Element

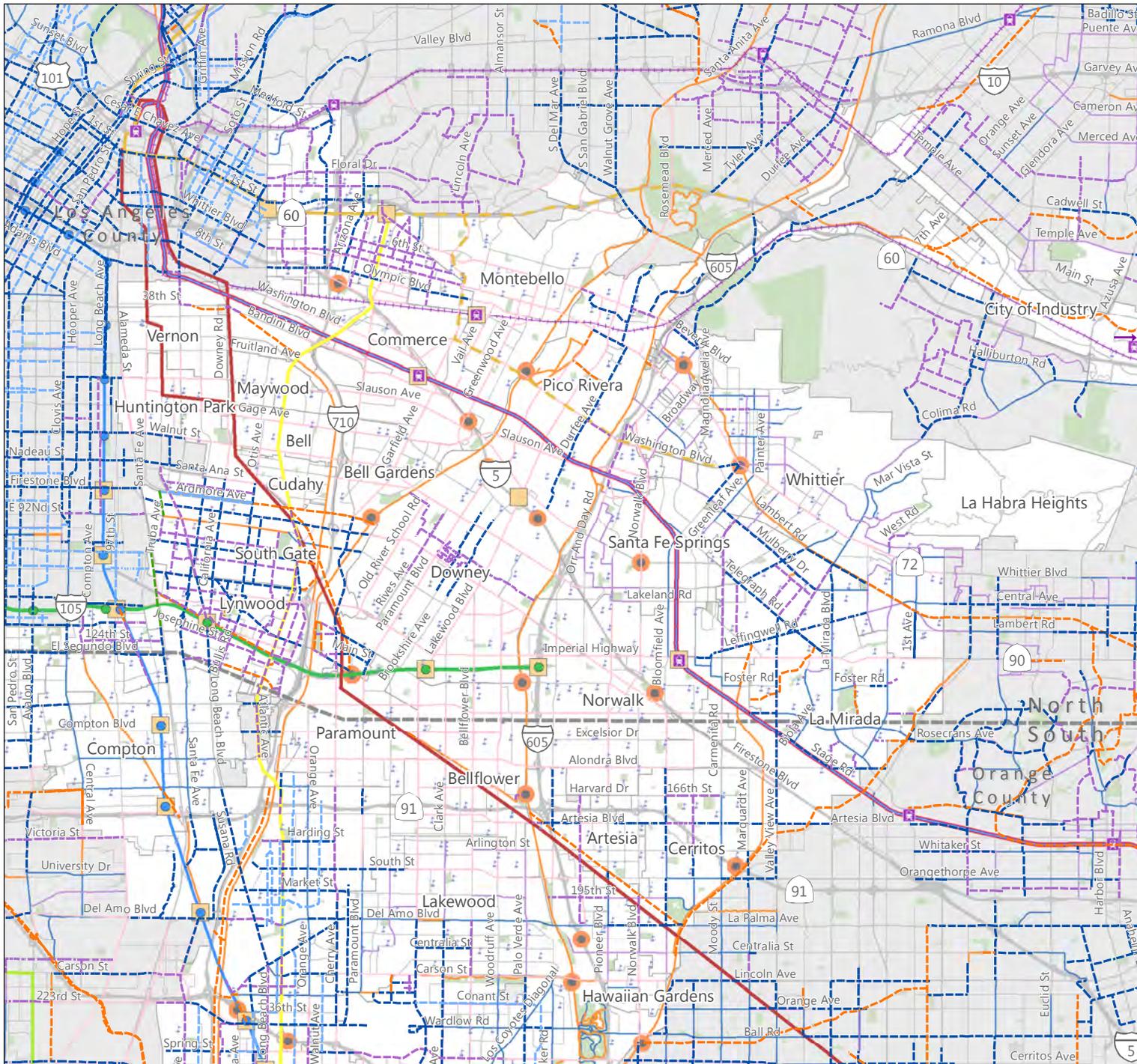


Submitted to
Gateway Cities Council of Governments
and
Cambridge Systematics

Submitted by

FEHR & PEERS
600 Wilshire Blvd., Suite 1050
Los Angeles, CA 90017
(213) 261-3050

Figure 4-2 Planned Bicycle Network (North)



Existing Pedestrian Facilities

- Pedestrian Path
- Under/Overpass

Planned Pedestrian Facilities

- Pedestrian Path

Existing Bicycle Facilities

- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Friendly Streets

Planned Bicycle Facilities

- Bike Path (Class I)
- Cycle Track
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Friendly Streets

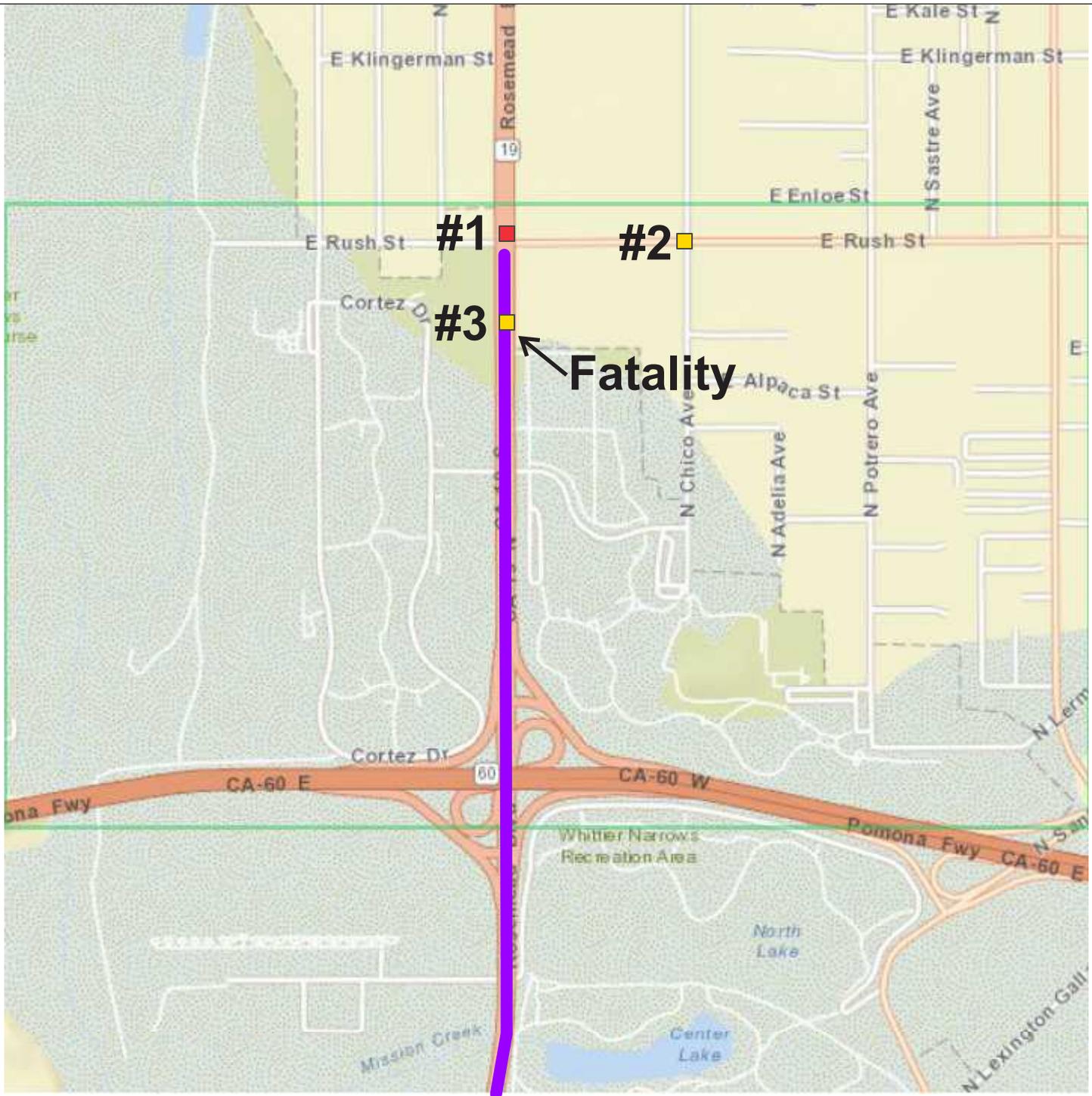
Facilities

- Metro Blue Line and Station
- Metro Green Line and Station
- Metrolink Track and Station
- Park-and-Ride Location
- Torrance Rapid Bus
- Atlantic BRT
- LACMTA Gold Line
- Gold Line Extension Washington Blvd alternative
- Gold Line Extension SR-60 alternative
- CHSRA/Amtrak Surfliner/Metrolink (shared corridor)
- West Santa Ana Branch/Eco Transit
- Truck Route
- School
- Park

ATTACHMENT I-3

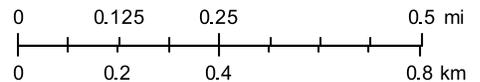
Rosemead Boulevard Complete Street Improvements

2008-2012 Bike and Pedestrian Crash Data - Attachment I-4



May 4, 2015

1:14,996



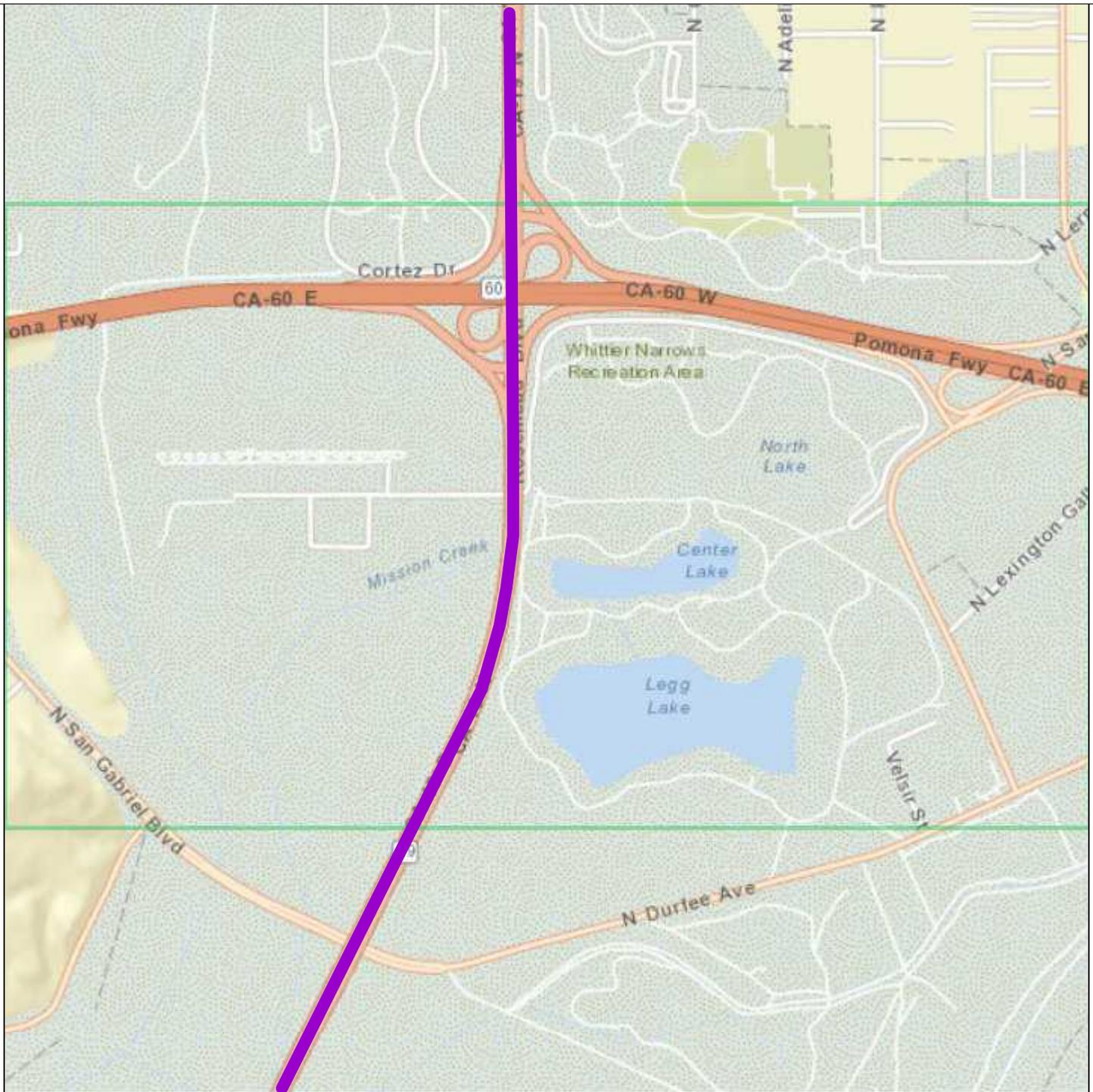
- Bicycle Collisions
- Pedestrian Collisions
- Project Corridor



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

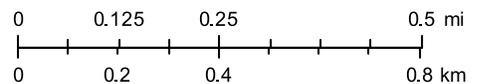
Rosemead Boulevard Complete Street Improvements

2008-2012 Bike and Pedestrian Crash Data - Attachment I-4



May 4, 2015

1:14,996



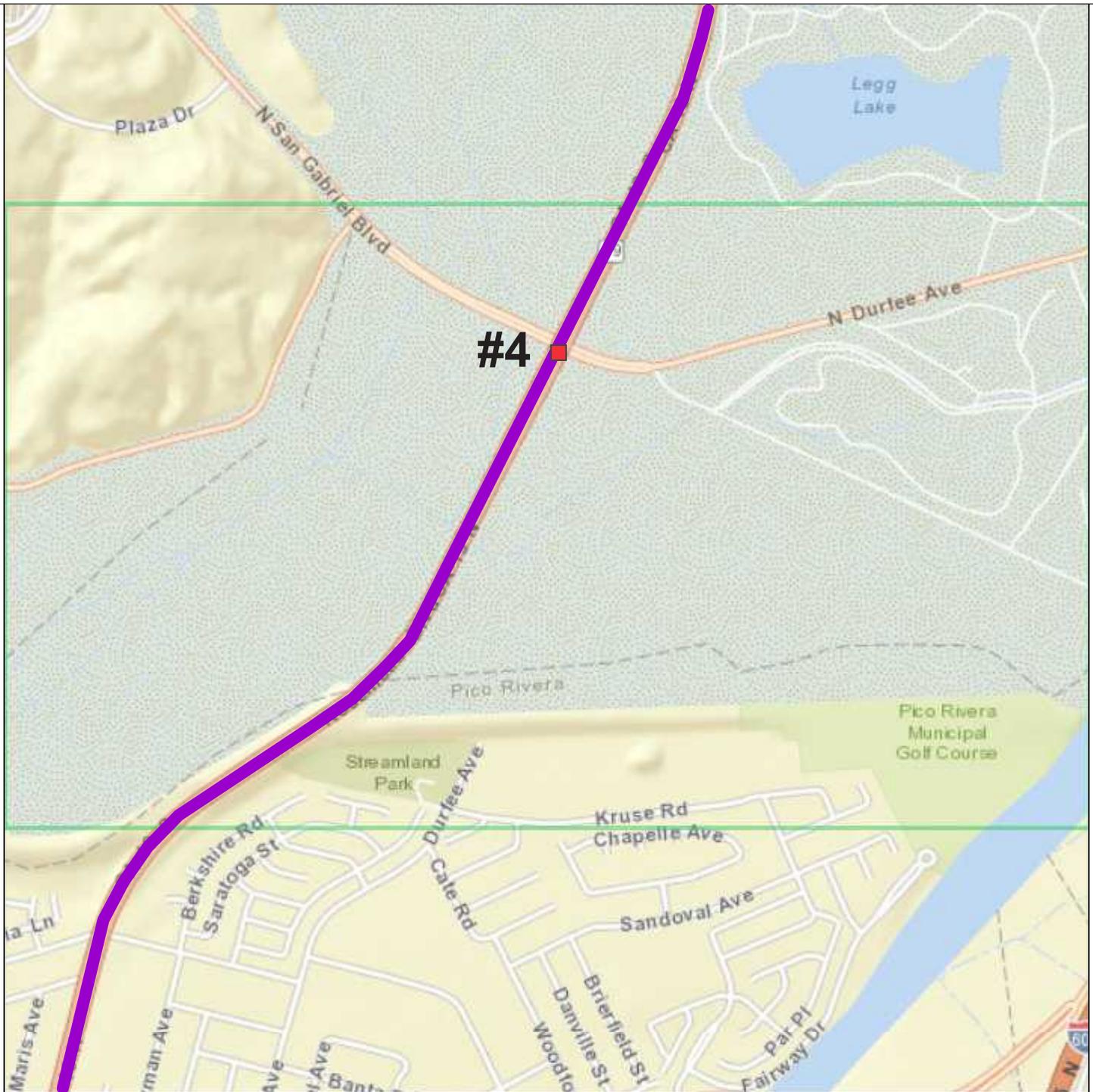
- Bicycle Collisions
- Pedestrian Collisions
- Project Corridor



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

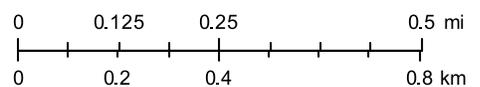
Rosemead Boulevard Complete Street Improvements

2008-2012 Bike and Pedestrian Crash Data - Attachment I-4



May 4, 2015

1:14,996



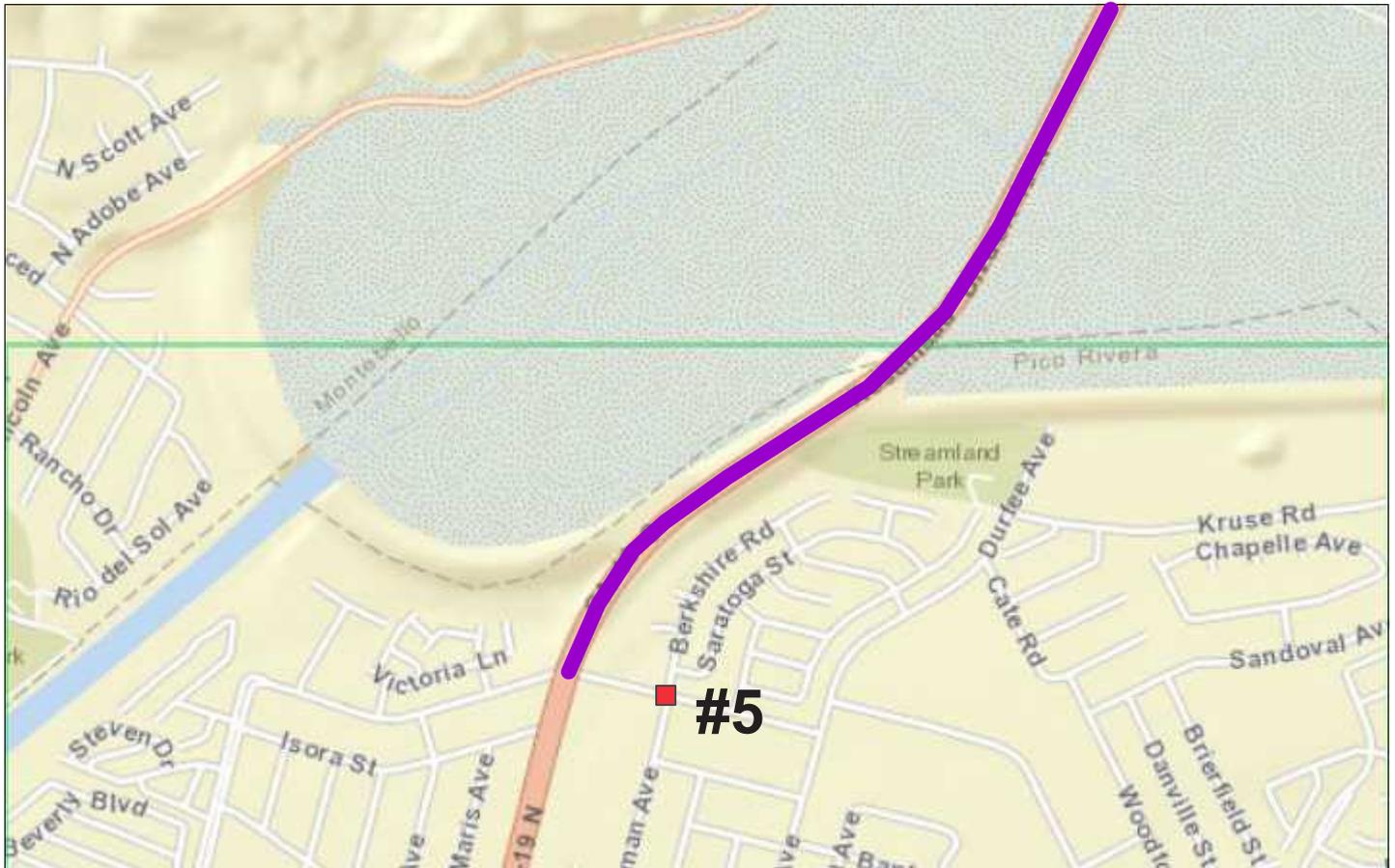
- Bicycle Collisions
- Pedestrian Collisions
- Project Corridor



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Rosemead Boulevard Complete Street Improvements

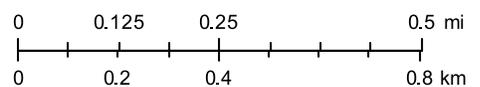
2008-2012 Bike and Pedestrian Crash Data - Attachment I-4



May 4, 2015

1:14,996

- Bicycle Collisions
- Pedestrian Collisions
- Project Corridor



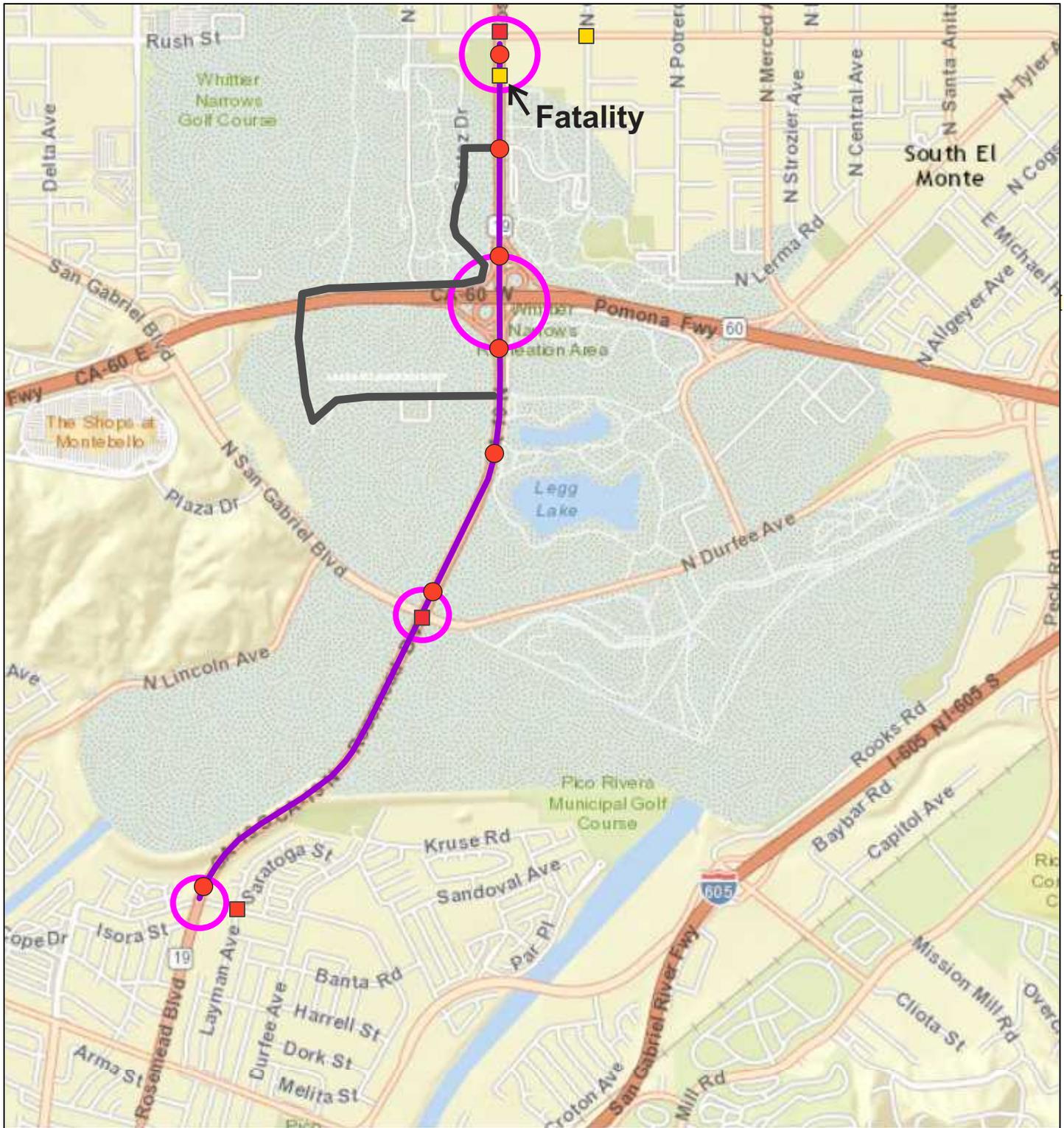
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Map #	CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL	MONTH_	CRASHTYP	INVOLVE	PED	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT	PROCDATE	DATE_
1	4904027	-118.064	34.05201	2010	1968	0	4	4	8	0	1	A		Y	9	G	G	A	RT 164	RUSH ST	39	N	N	11/28/2011	9/30/2010
2	4406269	-118.06	34.05184	2009	1968	0	3	4	10	0	1	A	Y		9	G	B	B	RUSH ST	CHICO AV	0	Y	Y	6/22/2010	9/9/2009
3	3956703	-118.064	34.05024	2008	1900	3	5	1	11	1	0	A	Y		10	G	B	D	RT 164	RUSH ST	580	S	N	7/2/2009	10/17/2008
4	4553205	-118.068	34.02839	2009	1900	3	2	4	9	0	1	A		Y	12	D	G	A	RT 164	SAN GABRIEL BL	0	Y	Y	12/28/2010	12/29/2009
5	3917120	-118.077	34.01662	2008	1954	0	4	3	0	0	1	A		Y	8	B	G	A	GALLATIN RD	LAYMAN AV	0	N	N	2/27/2009	8/14/2008

TIME_	BADGE	JURIDIST	SHIFT	POP	SPECIAL	BEATYPE	LAPDDIV	BEATCLAS	BEATNUMB	WEATHER2STATEHW	CALTRANC	CALTRAND	STROUTE	ROUTESUF	POSTPRE	POSTMILE	VIOL	PEDKILL	PEDINJ	BICKILL	BICINJ	CITY	COUNTY
610	515156	560	5	3	0	0			0 55/EM	-	Y	LA	7	164 -	-	4.07	22107	0	0	0	0	1 SOUTH EL MONTE	LOS ANGELES
903	440035	560	5	3	0	0			0 55T1	-	N			0		0	21950	0	1	0	0	0 SOUTH EL MONTE	LOS ANGELES
2150	16727		2	9	0	1			2	66 -	Y	LA	7	164 -	-	3.95	21954	1	0	0	0	0 UNINCORPORATED	LOS ANGELES
1740	13989		2	9	0	1			2	66 -	Y	LA	7	164 -	-	2.4	21804	0	0	0	0	1 UNINCORPORATED	LOS ANGELES
2030	28492	1511	5	5	0	0			0	151 -	N		0	0		0	20002	0	0	0	0	1 PICO RIVERA	LOS ANGELES

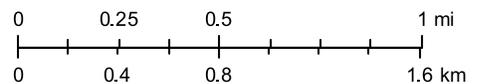
Rosemead Boulevard Complete Street Improvements

Project Improvements to address Collisions - Attachment I-4



- Bicycle Collisions
- Pedestrian Collisions
- Inconsistent Pedestrian Infrastructure
- Proposed Lighting and Crosswalk Improvements
- Project Corridor (Physical Pedestrian and Cyclist Separations)
- Project Alternative Route

1:29,993



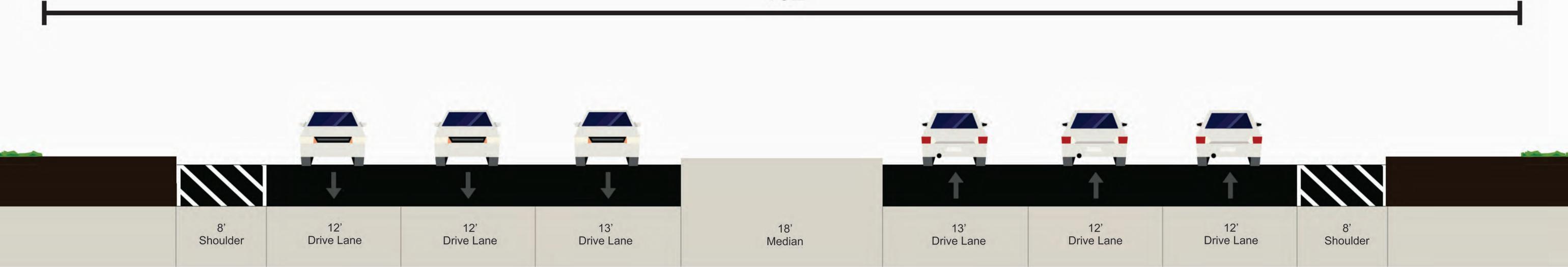
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Rosemead Boulevard

ATTACHMENT I-5

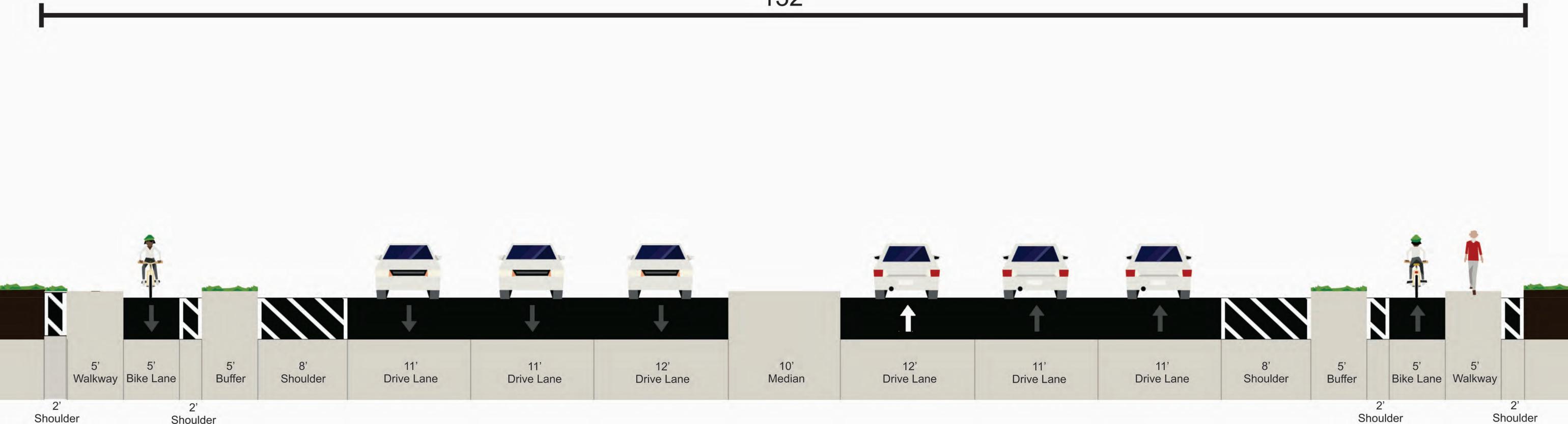
Existing Cross Section

132'



Proposed Cross Section

132'



Bike SGV - Rosemead Boulevard Outreach Attachment I-6

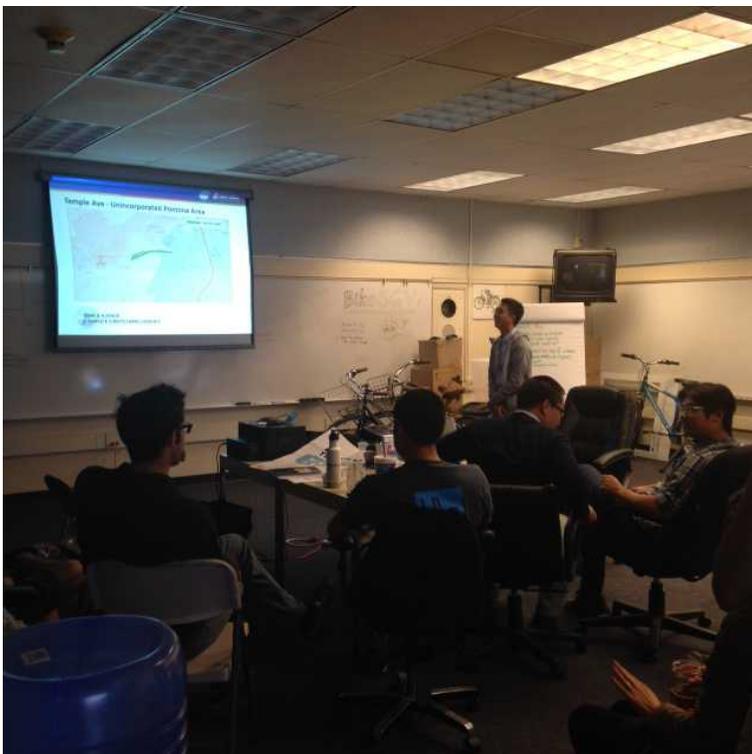
SIGN-IN SHEET

EVENT: General Meeting DATE: _____

#	FIRST & LAST NAME	EMAIL	ZIP	AGE GROUP	GEN
1	Andrew Tip	Andrew@Blaxx	91145	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
2	Wendy Davidson	wendy@222.com	91792	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
3	Andy Loye	ZEEMLDIE@COM	91754	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
4	Res Keshavn	res@keshavn.com	91107	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
5	Dev Indrawy	Dev@306.com	71001	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
6	Mala Beem	healthy@beem.com	91780	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
7	Chung Kim	von_schubert@com	91757	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
8	Corina Vasquez	corina@vasquez.com	91111	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
9	Chris Capron		90640	+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
10				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
11				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
12				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
13				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
14				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
15				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
16				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
17				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
18				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
19				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
20				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
21				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
22				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
23				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F
24				+12 / 12-17 / 18-30 / 31-60 / 60+	M / F

Rosemead Blvd.

- need crossing where unofficial path is along the dam @ edge of Whittier Narrows
- Better crossing @ SGV, Rosemead's Turfee
 - decrease # of crossings between paths
- No signage @ trails near Rosemead
 - need for wayfinding signage w/in & outside of Whittier Narrows
- wayfinding for key destinations that includes time & distance to destinations



Bike SGV - Rosemead Boulevard Outreach Attachment I-6



Amigos de los Rios - Rosemead Boulevard Outreach Attachment I-6



I AGREE FOR MYSELF, AND ON BEHALF OF THE MINOR PARTICIPANT, TO ALL OF THE TERMS IN THIS AGREEMENT. I CERTIFY THAT I HAVE LEGAL AUTHORITY TO ACT ON BEHALF OF THE MINOR PARTICIPANT.

Program Title: BSA - TRAMP 594 Program Start Date (MM/YY/YY): 5/16/2015

Participant Name	Mobile Number	Email Address	Participant Signature or Parent/Guardian Signature (if participant is under 18 years old)
Wilfredo Gutierrez	(408) 940-7446		<i>Wilfredo Gutierrez</i>
Winston Huang	4/289/4750		<i>Winston Huang</i>
Eric Chan	626-663-2297		<i>Eric Chan</i>
Michael Tiu	626-321-1026		<i>Michael Tiu</i>
Jackie Yang	626-353-7501		<i>Jackie Yang</i>
Joshua Tu	626-390-9028		<i>Joshua Tu</i>
Andy Li	626-327-3168		<i>Andy Li</i>
Belinda Song	626-228-7440		<i>Belinda Song</i>
Alli Lam	626-976-4271		<i>Alli Lam</i>
Louis Tury			<i>Louis Tury</i>
Brendan Tury			<i>Brendan Tury</i>
Diondra Tury			<i>Diondra Tury</i>
PAUL LEE	626-791-2880	PAUL.LEE@EARTHWATCH.ORG	<i>Paul Lee</i>
Howard Ngunda	828-5671		<i>Howard Ngunda</i>
Stephen Heltsley	626 277 5821		<i>Stephen Heltsley</i>
Miguel Pinos	626 376 6799		<i>Miguel Pinos</i>

Earthwatch Institute includes:
 • Earthwatch Institute Inc. (U.S.)
 • Conservation Education and Research Trust (U.K.)
 • Earthwatch Institute (Australia)
 • Earthwatch Institute Private Limited (India)
 • Earthwatch Institute Japan
 • Earthwatch Limited (Hong Kong)
 • Instituto Earthwatch do Brazil
 • Earthwatch Institute, India Trust
 • Earthwatch Institute Private Limited (India)
 • Earthwatch (Canada), and

their employees, officers, directors, trustees, volunteers, affiliates, scientific staff, cooperating institutions, and other persons acting under their direction and control (collectively "Earthwatch").

(June 2014 One-Day Program - Adult/Minor Participant - Page 2 of 2) (Group Signature)

I AGREE FOR MYSELF, AND ON BEHALF OF THE MINOR PARTICIPANT, TO ALL OF THE TERMS IN THIS AGREEMENT. I CERTIFY THAT I HAVE LEGAL AUTHORITY TO ACT ON BEHALF OF THE MINOR PARTICIPANT.

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 • Instituto Earthwatch do Brazil
 • Earthwatch Institute, India Trust
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 • Earthwatch (Canada), and

their employees, officers, directors, trustees, volunteers, affiliates, scientific staff, cooperating institutions, and other persons acting under their direction and control (collectively "Earthwatch").

(June 2014 One-Day Program - Adult/Minor Participant - Page 2 of 2) (Group Signature)

County of Los Angeles
El Monte Community Public Outreach

We are implementing infrastructure improvements that will make for safer biking and walking in our community. We would like to know how important walking and biking is to you and your family members.

About you

- 1) Your gender: Male Female
2) Your age: 17 and younger 18 – 35 36 – 64 65 and older

Do you Bike or Walk along Rosemead Blvd. or San Jose Creek Trail

- Rosemead Blvd. Bike Walk
San Jose Creek Trail Bike Walk

About your walking & biking habits:

- 3)) Do you **walk** for some trips? Yes No
3.a) If yes, check all trip types that apply:
 Locally (in community) Regionally Commuting to work To school
4) Do you **bike** for some trips? Yes No
4.a) If yes, check all trip types that apply:
 Locally (in community) Regionally Commuting to work To school
5) If you don't ride a bike, does anyone in your household ride a bike? Yes No
5. a) If yes, what is their age(s)? _____
6) Are there any barriers to walking or biking? Yes No
6.a) If yes, for walking, please check all that apply: Crosswalks unsafe/too wide
 Wait too long at signals
 Sidewalk gaps
 Other: _____
6.b) If yes, for biking, please check all that apply: Lack of bike racks at destination
 Feel unsafe riding on street
 Other: _____
7) What would be the primary purpose of those trips?
 Commute to Work To/from School Recreational Access to transit Other
8) Where would you like to get by walking and/or biking along the San Jose Creek Trail ?

-
- 9) Do you feel it is safe to bike or walk in Rosemead Blvd? Yes No

OPTIONAL: Do you have any additional comments about improving Active Transportation opportunities for biking or walking in your community?

For Walking				For Biking			What would be the primary purpose of those trips?				Where would you like to get to by walking and /or biking along Rosemead Blvd.		Do you feel it is safe to bike or walk on Rosemead Blvd.		Optional: Do you have any additional coments about improving Active Transporation opportunities for biking or walking in your community
Crosswalks unsafe/ too wide	Wait too long at signals	Sidewalk gaps	Other:	Lack of Bike Parking	Feel unsafe riding on street	Other: traffic	Work	School	Recreational	Access to transit	exercise, Santa Fe Dam & Legg Lake	yes	no		
			1 narrow sidewlaks							1					Bike Lane on Garvey Road
			1 crossing streets	1		lack of bike lanes	1			1	Bike paths along freeways, going to the mall	1			only feel safe on the part of rosemead that has a bike lane
1	1		1 traffic / speed							1	connect to trails				
			1 cars/ traffic	1		1 to dangerous				1	farmers market in alhambra				
			speed is like a highway			1 pretty crazy	1	1	1	1	Brewery and river paths				
			lights often don't work	1		1 no lane				1	Book Store/ Shopping				
			1 no curb cuts	1		lack of bike lanes			1	1	Pasadena	1			somewhat
			traffic			1 harrasment	1			1					some portions feel safe
1											Everywhere that I can go				
											anywhere				
											Biking longer and further places	1			I think it's safe and fun
											I would like to walk or bike by the beach				
											To my school and the park	1			
											Whittier Narrows				
											Food shops/ restaurants	1			
			1								Retraunts and Stores				
			1								School				
											Rosemead Park				
1			1 uneven sidewalk												
3	1	8		5	4							6	15		
14.28571429	4.761904762	38.0952381		23.80952381	19.04761905							28.57142857	71.42857143		



April 22, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Senator Hernandez,

On behalf of the Asian Pacific Policy & Planning Council (A3PCON), I write this letter to express my wholehearted support for Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a *Complete Streets* corridor in the unincorporated area of Whittier Narrows.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

Beyond the poor air quality resulting from the adjacent, most congested freeway in the region, Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage. Current conditions are simply subpar and present hazardous conditions for families and individuals seeking access to park amenities.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for local communities to re-envision a *Complete Streets* corridor that fully accommodates safe and convenient travel for ALL users of the road especially vulnerable roadway users - people with disabilities, seniors, youth, equestrians, pedestrians and cyclists – all while enhancing recreation opportunities, improving park access, and beautifying the streetscape.

A3PCON applauds your leadership and stands firmly beside you as SB 461 works its way through committees on its way to the Governor's desk for final approval. We very much look forward to working with you closely. Many thanks in advance!

Sincerely,

Mark Masaoka, Policy Director
A3PCON
mmasaka@A3PCON.org



April 22, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Senator Hernandez,

On behalf of Amigos de los Rios, I write this letter to express my wholehearted support for Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a Complete Streets corridor in the unincorporated area of Whittier Narrows.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

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Amigos de los Rios applauds your leadership and stands firmly beside you as SB 461 works its way through committees on its way to the Governor's desk for final approval. We very much look forward to working with you closely. Many thanks in advance!

Sincerely,

A handwritten signature in black ink that reads "Claire Robinson".

Claire Robinson
Managing Director
Amigos de los Rios



April 23, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Senator Hernandez,

On behalf of the Asian and Pacific Islander Obesity Prevention Alliance (APIOPA), I write this letter to express my wholehearted support for Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a *Complete Streets* corridor in the unincorporated area of Whittier Narrows.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

Beyond the poor air quality resulting from the adjacent, most congested freeway in the region, Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage. Current conditions are simply subpar and present hazardous conditions for families and individuals seeking access to park amenities.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for local communities to re-envision a *Complete Streets* corridor that fully accommodates safe and convenient travel for ALL users of the road especially vulnerable roadway users - people with disabilities, seniors, youth, pedestrians and cyclists – all while enhancing recreation opportunities, improving park access, and beautifying the streetscape.

APIOPA applauds your leadership and stands firmly beside you as SB 461 works its way through committees on its way to the Governor's desk for final approval. We very much look forward to working with you closely. Many thanks in advance!

Sincerely,

Scott Chan
Program Director
Asian and Pacific Islander Obesity Prevention Alliance



April 7, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

BikeSGV's mission is to make the San Gabriel Valley a safer, healthier and more enjoyable place for cycling.

Advisory Board

Vincent Chang, Esq.
Board President

Efren Moreno
Vice-President

Melissa Preciado-Hernandez
Treasurer

Wesley Reutimann
Project Director

Xilonin Cruz-Gonzalez
Board Member

Re: Support for SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Mr. Hernandez,

On behalf of Bike San Gabriel Valley (BikeSGV) and its many supporters and constituents, I am writing to underline our support for SB 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a Complete Streets corridor in the unincorporated area of Whittier Narrows.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

At present this stretch of Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage, hostile conditions for vulnerable road users such as bicycle and pedestrians.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for local communities to realize a Complete Streets corridor that accommodates safe and convenient travel for ALL users of the road - including people with disabilities, seniors, youth, pedestrians and cyclists – while enhancing recreation opportunities, improving roadway safety and park access, and beautifying the streetscape.

BikeSGV strongly supports efforts like these to improve street safety via Complete Streets design and looks forward to working with you as this process moves forward.

Thank you for your leadership and consideration.

Sincerely,

Board President
Bike San Gabriel Valley

A nonpartisan, nonprofit organization
established by the Northern and
Southern California Public Health
Associations



Because health doesn't just happen

13191 Crossroads Parkway North
City of Industry, California 91746
Telephone 626.962.5900
Fax 626.965.0506
www.PublicHealthAdvocacy.org

April 28, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Senator Hernandez,

On behalf of the California Center for Public Health Advocacy (CCPHA), I write this letter to express my wholehearted support for Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a *Complete Streets* corridor in the unincorporated area of Whittier Narrows.

Since 1999, CCPHA has called the San Gabriel Valley home and has partnered with residents and businesses in the area to reduce the prevalence of diabetes and obesity by advocating for groundbreaking policies that build healthier and more sustainable environments. From healthy food and beverage guidelines to Complete Streets and Safe Routes to School plans, our staff continues to work directly with city staff and key stakeholders in SGV cities on the implementation of a wide range of public health-related initiatives.

Although community leaders and health advocates in the region have done a great amount to improve access to healthy food, physical activity, and active transportation alternatives, SGV cities are still experiencing disproportionate rates of overweight and obesity. According to a 2011 LA County Department of Public Health report, the prevalence of childhood obesity in LA County is 23.1%. Childhood obesity rates in the San Gabriel Valley cities of Baldwin Park, El Monte, South El Monte, La Puente and Pico Rivera are significantly higher (at 28.7%, 28.3%, 27.8%, 34.5% and 25.9% respectively). On average, **nearly 3 out of 10 children in these cities are obese**—putting them at a higher risk for chronic disease and premature death.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the San Gabriel Valley region and attracts over one-million visitors on an annual basis. Beyond the poor air quality resulting from the adjacent 60 freeway, Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage. Current conditions are simply subpar and present hazardous conditions for families and individuals seeking access to park amenities.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for families and businesses in the SGV to re-envision a *Complete Streets* corridor that fully accommodates safe and convenient travel for ALL users of the road especially vulnerable roadway users – people with disabilities, seniors, youth, pedestrians, and cyclists – all while enhancing recreation opportunities and improving park access.

SB 461 is an important step in improving access to opportunities for people to be physically active in the San Gabriel Valley. CCPHA strongly supports this important legislation and thanks you for your leadership on this topic.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rosa Soto".

Rosa Soto
Assistant Director
California Center for Public Health Advocacy (CCPHA)

April 9, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814



RE: Re: Support for SB 461 – Rosemead Blvd (State Highway 19) Complete Streets Project in Whittier Narrows

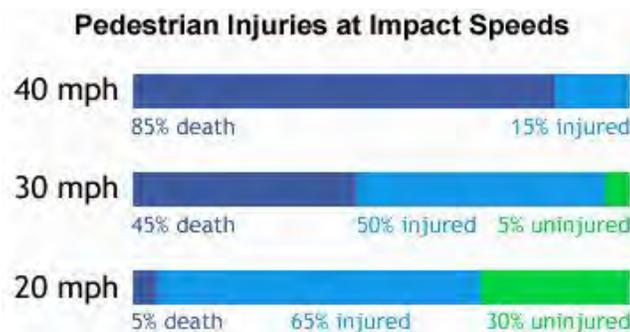
Dear Mr. Hernandez,

On behalf of Day One, its supporters and constituents, I am writing to formally support SB 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a Complete Streets corridor in the unincorporated area of Whittier Narrows.

Day One is a San Gabriel Valley-based non-profit organization with over two decades of experience in the realm of public health education, policy and environmental prevention. As such, Day One is actively interested in planning and land-use decisions that affect the health and well-being of residents of the San Gabriel Valley and greater LA basin.

Public Safety

Studies on impact speeds between automobiles and pedestrians/cyclists are unequivocal about one thing: speed kills. At present this stretch of Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage, hostile conditions for vulnerable road users such as bicycle and pedestrians.



As the above-graph highlights, any measure that calms traffic and lowers average traffic speeds can dramatically improve safety for pedestrians and bicyclists. Fortunately, relatively simple changes to the built environment (e.g., road diets, narrower street lanes, roundabouts) have been shown to improve safety for vulnerable road users. Physical changes to the roadway are also generally more effective and

sustainable, when compared to other measures such as increased traffic enforcement or a reduction in posted speed limits (often not an option for local jurisdictions due to the state's 85% rule).

Public Health and Sustainability

After decades of auto-centric transportation and land-use planning, short car trips are a major source of air pollution, emissions, traffic congestion, and fuel consumption in Los Angeles County. The sedentary lifestyles that have also resulted from our automobile-focused transportation and land-use planning have also enacted a severe toll on the health and well-being of our communities. Indeed, rates of childhood obesity and other weight related illnesses such as diabetes are far too commonplace, especially among minority populations, and the health outcomes tragic for our families.

Fortunately 50-75% of automobile trips - approximately 50% of commuting and 75% of shopping - are less than five miles in length, a distance easily covered by bicycle. In other words, there is latent potential for greater bike usage, especially when considering the region's temperate climate. The benefits of greater bike modal share are myriad. Parking is freed up for those who need/desire to arrive by automobile, vehicle miles traveled (VMT) reduced, physical activity integrated into the lives of more residents, and greenhouse gas emissions reduced.

Making the Healthy and Sustainable Choice, the Easy Choice

Whether making a deposit at the bank, meeting friends for coffee, or picking up some stamps at the post office, many local trips can easily be made by bicycle. Realizing Complete Streets will reduce barriers to healthier lifestyles by making sustainable, healthy, and low-cost forms of active transportation more viable options for residents of all ages. Day One hopes local leaders like you will support this step and others like it that will help make walking, biking and other forms of active transportation a genuinely safe and viable alternative for residents of all ages and abilities.

Sincerely,



Christy Zamani
Executive Director, Day One, Inc.
175 N. Euclid Avenue
Pasadena, CA 91103
(626) 229-9750 Fax (626) 792-8056
Email: christy@goDayOne.org
www.goDayOne.org



May 3, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Senator Hernandez,

On behalf of the El Monte/South El Monte Chamber of Commerce, I write this letter to express my wholehearted support for Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a *Complete Streets* corridor in the unincorporated area of Whittier Narrows.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

Beyond the poor air quality resulting from the adjacent, most congested freeway in the region, Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage. Current conditions are simply subpar and present hazardous conditions for families and individuals seeking access to park amenities.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for local communities to re-envision a *Complete Streets* corridor that fully accommodates safe and convenient travel for ALL users, including the equestrian community, of the road especially vulnerable roadway users - people with disabilities, seniors, youth, pedestrians and cyclists – all while enhancing recreation opportunities, improving park access, and beautifying the streetscape.

The El Monte/South El Monte Chamber of Commerce applauds your leadership and stands firmly beside you as SB 461 works its way through committees on its way to the Governor's desk for final approval. We very much look forward to working with you closely. Many thanks in advance!

Sincerely,

Ken Rausch
Executive Director

**10505 VALLEY BLVD., SUITE 212, EL MONTE, CA 91731
P.O. BOX 5866, EL MONTE, CA 91734**

PHONE: 626.443.0180 FAX: 626.443.0463 CHAMBER@EMSEM.BIZ WWW.EMSEM.BIZ



5/4/2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Senator Hernandez,

On behalf of Leadership for Urban Renewal (LURN), I write this letter to express my wholehearted support for Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a *Complete Streets* corridor in the unincorporated area of Whittier Narrows.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

Beyond the poor air quality resulting from the adjacent, most congested freeway in the region, Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage. Current conditions are simply subpar and present hazardous conditions for families and individuals seeking access to park amenities.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for local communities to re-envision a *Complete Streets* corridor that fully accommodates safe and convenient travel for ALL users of the road especially vulnerable roadway users - people with disabilities, seniors, youth, pedestrians and cyclists – all while enhancing recreation opportunities, improving park access, and beautifying the streetscape.

LURN applauds your leadership and stands firmly beside you as SB 461 works its way through committees on its way to the Governor's desk for final approval. We very much look forward to working with you closely. Many thanks in advance!

Sincerely,

A handwritten signature in black ink, appearing to read 'Luis Gutierrez', is written over a light blue horizontal line.

Luis Gutierrez
Senior Associate
Leadership for Urban Renewal Network



April 28, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

Dear Senator Hernandez,

On behalf of San Gabriel Mountains Forever, we are enthusiastic supporters of Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a *Complete Streets* corridor in the unincorporated area of Whittier Narrows. This project will realize one of the primary objectives of San Gabriel Mountains Forever (SGMF), which is to realize improved access to recreation, particularly in our urban areas.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

Beyond the poor air quality resulting from the adjacent, most congested freeway in the region, Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage. Current conditions are simply subpar and present hazardous conditions for families and individuals seeking access to park amenities.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for local communities to re-envision a *Complete Streets* corridor that fully accommodates safe and convenient travel for ALL users of the road especially vulnerable roadway users - people with disabilities, seniors, equestrians, youth, pedestrians and cyclists – all while enhancing recreation opportunities, improving park access, and beautifying the streetscape.

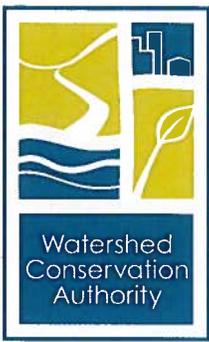
This project will also promote environmental quality, environmental justice, health, and local green jobs. And it will increase needed green space for communities of color and low income communities under state and federal environmental justice and civil rights laws and principles.

SGMF applauds your leadership and stands firmly beside you as SB 461 works its way through committees on its way to the Governor's desk for final approval. We very much look forward to working with you closely. You are our champion in the California Senate and we appreciate all that you do for the environment and the Vision of SGMF!

Sincerely,

A handwritten signature in blue ink that reads "Belinda Faustinos".

Belinda V. Faustinos, Chair
San Gabriel Mountains Forever



April 21, 2015

Senator Dr. Ed Hernandez
State Capitol, Room 2080
Sacramento, CA 95814

Re: SB 461 – Rosemead Blvd (State Highway-19) Complete Streets Project in Whittier Narrows

GOVERNING BOARD

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Conservancy

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Rivers and Mountains
Conservancy

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Terri Grant

Designee for Gail Farber,
Director
Los Angeles County
Department of Public Works

EXECUTIVE OFFICER

Mark Stanley

Dear Senator Hernandez,

On behalf of the Watershed Conservation Authority (WCA), I am pleased to submit this letter of support for Senate Bill 461, which will relinquish a 2.6-mile segment of Rosemead Blvd. to Los Angeles County for the purpose of realizing a *Complete Streets* corridor in the unincorporated area of Whittier Narrows Recreation Area.

With nearly 1,500 acres of park space, the Whittier Narrows Recreation Area (WNRA) is the largest park in the region and attracts over one-million visitors on an annual basis. The WNRA is geographically split into four uneven quadrants by the SR-60, which runs East-West and Hwy-19, which runs North-South.

In addition, to poor air quality resulting from the adjacent and highly congested 60 freeway, Rosemead Blvd (Hwy-19) within the Recreation Area carries a 50-mph speed limit and includes free-flowing on/off ramps while lacking basic traffic controls, crosswalks and safety signage. The current highway condition is not conducive to the park setting and presents unsafe passage conditions for cyclists, equestrians and families and individuals seeking access to park amenities.

Relinquishing this segment of Hwy-19 to Los Angeles County provides an opportunity for local communities to re-envision a Complete Streets corridor that fully accommodates safe and convenient travel for all users of the road especially our most vulnerable roadway users; including, people with disabilities, seniors, youth, equestrians and cyclists – all while enhancing recreation opportunities, improving park access, and beautifying the streetscape.

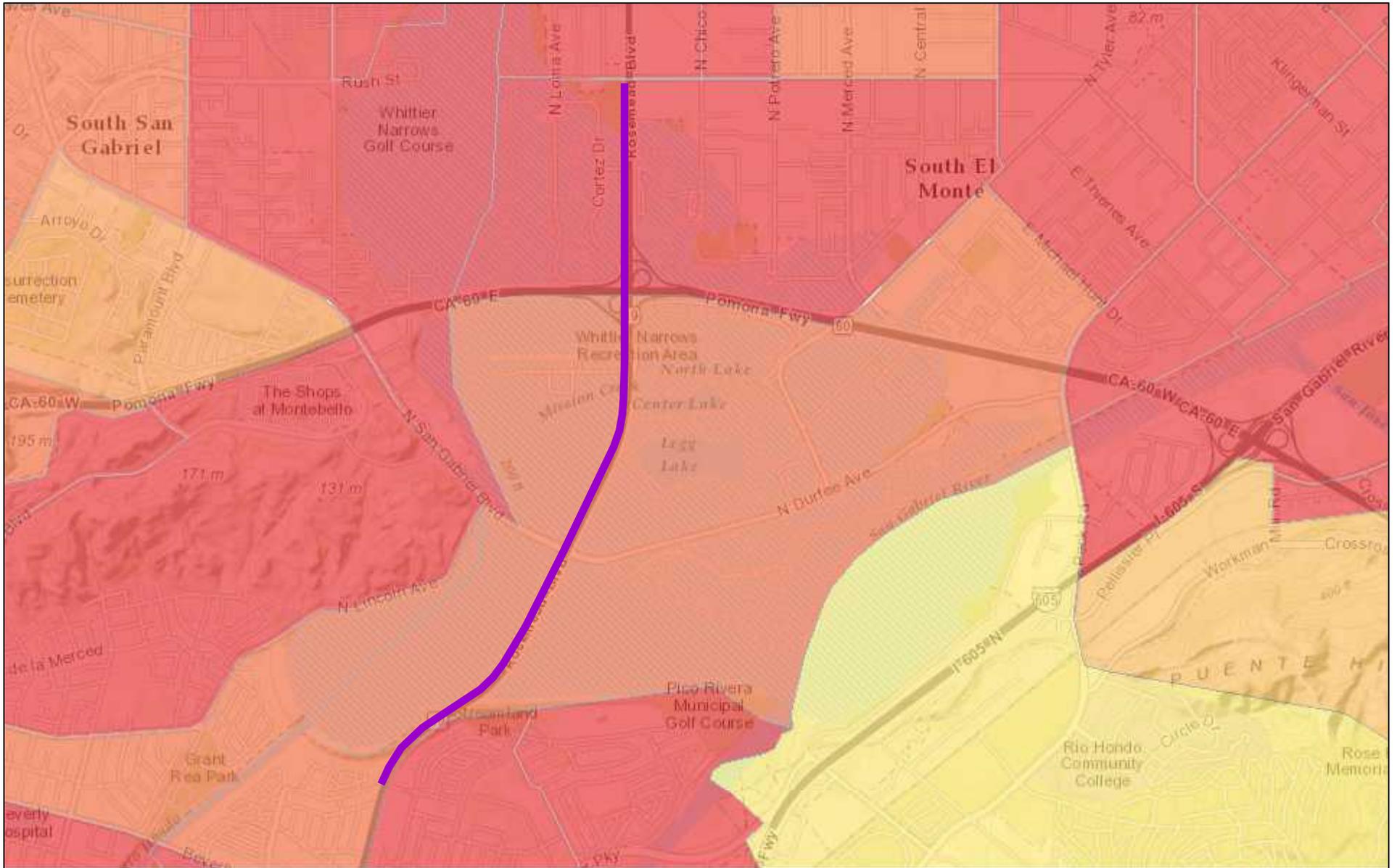
The WCA applauds your leadership and stands beside you as SB 461 works its way through committees on its way to the Governor's desk for final approval. We very much look forward to working with you closely.

Thank you in advance.

Sincerely,

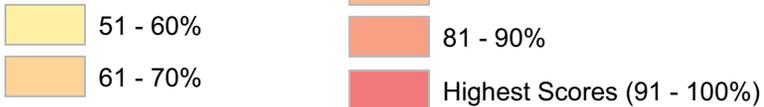
Deborah Enos
Deputy Executive Officer
Watershed Conservation Authority

CalEnviroScreen 2.0 results - Attachment I-7



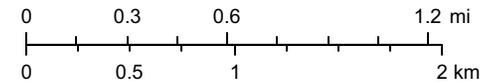
May 13, 2015

CalEnviroScreen 2.0 Results



 Project Corridor

1:36,112



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



Census Tract: 6037433700

CalEnviroScreen Score: 96-100%
(highest scores)
Population: 3,294

The following numbers represent the percentile score for that component or indicator. A higher percentile indicates a higher relative burden. Scroll to the bottom for a pie chart of race/ethnicity.

Pollution Burden: 100
Population Characteristics: 81

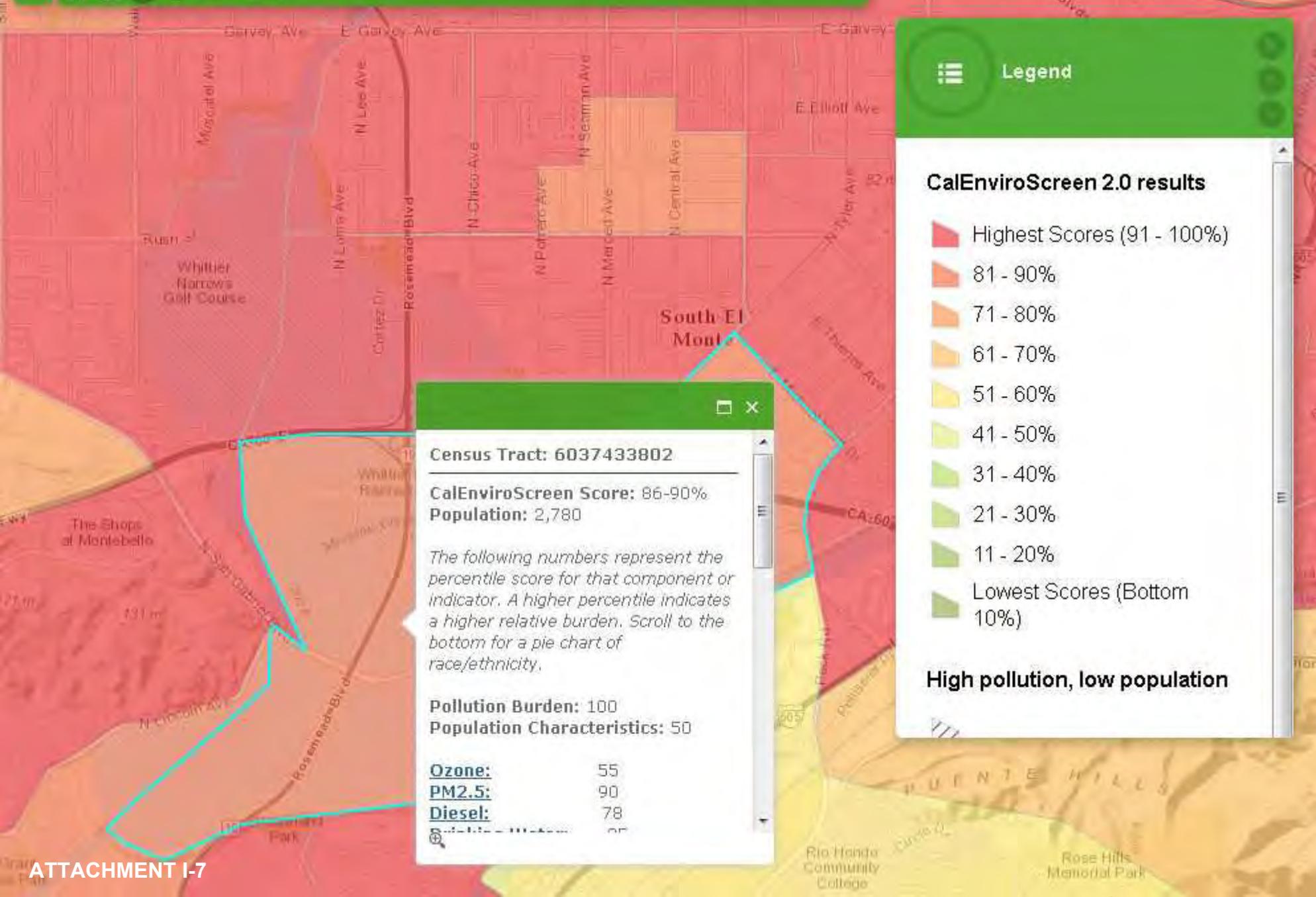
Ozone:	57
PM2.5:	89
PM10:	94

Legend

CalEnviroScreen 2.0 results

- Highest Scores (91 - 100%)
- 81 - 90%
- 71 - 80%
- 61 - 70%
- 51 - 60%
- 41 - 50%
- 31 - 40%
- 21 - 30%
- 11 - 20%
- Lowest Scores (Bottom 10%)

High pollution, low population

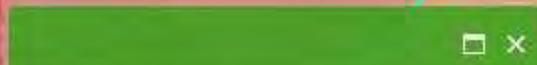


Legend

CalEnviroScreen 2.0 results

-  Highest Scores (91 - 100%)
-  81 - 90%
-  71 - 80%
-  61 - 70%
-  51 - 60%
-  41 - 50%
-  31 - 40%
-  21 - 30%
-  11 - 20%
-  Lowest Scores (Bottom 10%)

High pollution, low population



Census Tract: 6037433802

CalEnviroScreen Score: 86-90%

Population: 2,780

The following numbers represent the percentile score for that component or indicator. A higher percentile indicates a higher relative burden. Scroll to the bottom for a pie chart of race/ethnicity.

Pollution Burden: 100

Population Characteristics: 50

Ozone:	55
PM2.5:	90
Diesel:	78
...	...



ARIZON
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

S0802

MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS

2009-2013 American Community Survey 5-Year Estimates

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

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

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

Subject	Census Tract 4337, Los Angeles County, California					
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	1,353	+/-156	1,091	+/-150	139	+/-89
AGE						
16 to 19 years	2.7%	+/-3.2	3.4%	+/-3.9	0.0%	+/-22.0
20 to 24 years	5.7%	+/-4.1	6.7%	+/-5.0	2.9%	+/-6.3
25 to 44 years	54.2%	+/-7.2	53.7%	+/-9.2	66.2%	+/-19.5
45 to 54 years	24.2%	+/-7.6	24.5%	+/-8.7	25.9%	+/-18.2
55 to 59 years	7.6%	+/-3.6	5.9%	+/-3.4	2.9%	+/-4.9
60 years and over	5.5%	+/-3.3	5.9%	+/-4.0	2.2%	+/-3.6
Median age (years)	41.4	+/-3.2	41.8	+/-4.5	40.2	+/-13.0
SEX						
Male	56.6%	+/-6.1	60.5%	+/-7.2	49.6%	+/-34.0
Female	43.4%	+/-6.1	39.5%	+/-7.2	50.4%	+/-34.0
RACE AND HISPANIC OR LATINO ORIGIN						
One race	100.0%	+/-2.6	100.0%	+/-3.2	100.0%	+/-22.0
White	68.9%	+/-12.8	66.6%	+/-13.4	77.0%	+/-20.4
Black or African American	0.3%	+/-0.5	0.4%	+/-0.6	0.0%	+/-22.0
American Indian and Alaska Native	1.3%	+/-2.3	1.6%	+/-2.9	0.0%	+/-22.0
Asian	12.5%	+/-7.5	12.3%	+/-7.3	7.2%	+/-10.2

Subject	Census Tract 4337, Los Angeles County, California					
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Native Hawaiian and Other Pacific Islander	0.0%	+/-2.6	0.0%	+/-3.2	0.0%	+/-22.0
Some other race	17.0%	+/-8.9	19.1%	+/-10.0	15.8%	+/-16.8
Two or more races	0.0%	+/-2.6	0.0%	+/-3.2	0.0%	+/-22.0
Hispanic or Latino origin (of any race)	81.6%	+/-8.1	80.4%	+/-8.5	92.8%	+/-10.2
White alone, not Hispanic or Latino	4.6%	+/-4.6	5.7%	+/-5.7	0.0%	+/-22.0
NATIVITY AND CITIZENSHIP STATUS						
Native	45.6%	+/-11.9	46.5%	+/-12.2	53.2%	+/-22.4
Foreign born	54.4%	+/-11.9	53.5%	+/-12.2	46.8%	+/-22.4
Naturalized U.S. citizen	21.1%	+/-7.5	20.9%	+/-8.2	23.7%	+/-22.6
Not a U.S. citizen	33.3%	+/-9.3	32.6%	+/-9.4	23.0%	+/-17.4
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH						
Speak language other than English	90.6%	+/-6.6	90.9%	+/-7.7	97.1%	+/-4.9
Speak English "very well"	46.1%	+/-9.2	48.6%	+/-10.5	50.4%	+/-21.9
Speak English less than "very well"	44.5%	+/-10.6	42.3%	+/-11.3	46.8%	+/-22.4
EARNINGS IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) FOR WORKERS						
Workers 16 years and over with earnings	1,353	+/-156	1,091	+/-150	139	+/-89
\$1 to \$9,999 or loss	16.6%	+/-5.3	15.2%	+/-6.6	18.7%	+/-21.3
\$10,000 to \$14,999	4.2%	+/-2.7	4.9%	+/-3.3	0.0%	+/-22.0
\$15,000 to \$24,999	30.3%	+/-10.3	29.5%	+/-10.6	9.4%	+/-11.0
\$25,000 to \$34,999	17.4%	+/-5.8	19.7%	+/-7.3	10.8%	+/-11.7
\$35,000 to \$49,999	19.0%	+/-8.1	16.1%	+/-7.9	58.3%	+/-30.2
\$50,000 to \$64,999	6.6%	+/-3.6	7.8%	+/-4.6	2.9%	+/-4.9
\$65,000 to \$74,999	2.7%	+/-3.1	3.3%	+/-3.8	0.0%	+/-22.0
\$75,000 or more	3.3%	+/-2.4	3.5%	+/-2.8	0.0%	+/-22.0
Median earnings (dollars)	23,964	+/-5,321	25,125	+/-5,118	37,153	+/-9,281
POVERTY STATUS IN THE PAST 12 MONTHS						
Workers 16 years and over for whom poverty status is determined	1,353	+/-156	1,091	+/-150	139	+/-89
Below 100 percent of the poverty level	4.6%	+/-3.4	2.4%	+/-2.1	0.0%	+/-22.0
100 to 149 percent of the poverty level	13.1%	+/-8.7	14.4%	+/-10.5	11.5%	+/-13.2
At or above 150 percent of the poverty level	82.3%	+/-9.1	83.2%	+/-9.8	88.5%	+/-13.2
Workers 16 years and over	1,353	+/-156	1,091	+/-150	139	+/-89
OCCUPATION						
Management, business, science, and arts occupations	19.5%	+/-6.9	21.5%	+/-7.7	7.9%	+/-10.2
Service occupations	17.8%	+/-6.5	10.3%	+/-5.4	54.0%	+/-32.0
Sales and office occupations	27.1%	+/-6.7	30.0%	+/-7.1	28.8%	+/-30.6
Natural resources, construction, and maintenance occupations	14.8%	+/-6.3	17.3%	+/-7.9	2.9%	+/-4.9

Subject	Census Tract 4337, Los Angeles County, California					
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Production, transportation, and material moving occupations	20.8%	+/-7.1	20.9%	+/-7.0	6.5%	+/-7.4
Military specific occupations	0.0%	+/-2.6	0.0%	+/-3.2	0.0%	+/-22.0
INDUSTRY						
Agriculture, forestry, fishing and hunting, and mining	1.1%	+/-1.1	1.4%	+/-1.4	0.0%	+/-22.0
Construction	9.2%	+/-6.6	10.7%	+/-8.1	0.0%	+/-22.0
Manufacturing	18.8%	+/-6.8	18.2%	+/-7.5	8.6%	+/-11.0
Wholesale trade	6.1%	+/-4.1	7.5%	+/-5.1	0.0%	+/-22.0
Retail trade	8.8%	+/-5.6	10.6%	+/-6.9	2.2%	+/-3.6
Transportation and warehousing, and utilities	4.8%	+/-3.4	6.0%	+/-4.3	0.0%	+/-22.0
Information and finance and insurance, and real estate and rental and leasing	4.7%	+/-2.9	4.1%	+/-2.9	4.3%	+/-7.7
Professional, scientific, management, and administrative and waste management services	11.9%	+/-6.9	10.7%	+/-6.1	31.7%	+/-37.7
Educational services, and health care and social assistance	19.1%	+/-6.0	14.8%	+/-6.1	31.7%	+/-30.0
Arts, entertainment, and recreation, and accommodation and food services	6.1%	+/-4.4	4.3%	+/-3.4	21.6%	+/-22.3
Other services (except public administration)	7.4%	+/-4.8	9.2%	+/-5.9	0.0%	+/-22.0
Public administration	2.0%	+/-1.6	2.5%	+/-2.0	0.0%	+/-22.0
Armed forces	0.0%	+/-2.6	0.0%	+/-3.2	0.0%	+/-22.0
CLASS OF WORKER						
Private wage and salary workers	82.7%	+/-5.6	84.1%	+/-6.7	90.6%	+/-11.9
Government workers	8.6%	+/-3.8	6.8%	+/-4.5	5.8%	+/-7.9
Self-employed workers in own not incorporated business	8.6%	+/-4.4	9.1%	+/-4.4	3.6%	+/-8.7
Unpaid family workers	0.0%	+/-2.6	0.0%	+/-3.2	0.0%	+/-22.0
PLACE OF WORK						
Worked in state of residence	100.0%	+/-2.6	100.0%	+/-3.2	100.0%	+/-22.0
Worked in county of residence	93.2%	+/-3.5	92.2%	+/-4.0	95.0%	+/-7.2
Worked outside county of residence	6.8%	+/-3.5	7.8%	+/-4.0	5.0%	+/-7.2
Worked outside state of residence	0.0%	+/-2.6	0.0%	+/-3.2	0.0%	+/-22.0
Workers 16 years and over who did not work at home	1,286	+/-166	1,091	+/-150	139	+/-89
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	1.8%	+/-1.7	2.1%	+/-2.0	0.0%	+/-22.0
5:00 a.m. to 5:29 a.m.	12.6%	+/-7.4	10.3%	+/-7.3	36.0%	+/-33.3
5:30 a.m. to 5:59 a.m.	5.2%	+/-3.4	5.8%	+/-3.7	2.9%	+/-4.9
6:00 a.m. to 6:29 a.m.	9.1%	+/-5.0	9.6%	+/-6.0	8.6%	+/-10.3
6:30 a.m. to 6:59 a.m.	8.1%	+/-4.1	8.3%	+/-4.6	5.0%	+/-5.8
7:00 a.m. to 7:29 a.m.	22.3%	+/-8.3	20.3%	+/-7.9	33.1%	+/-38.5
7:30 a.m. to 7:59 a.m.	8.9%	+/-4.5	8.6%	+/-5.1	0.0%	+/-22.0
8:00 a.m. to 8:29 a.m.	12.3%	+/-6.0	13.8%	+/-6.9	0.0%	+/-22.0
8:30 a.m. to 8:59 a.m.	5.4%	+/-3.6	6.3%	+/-4.5	0.0%	+/-22.0
9:00 a.m. to 11:59 p.m.	14.4%	+/-6.0	14.8%	+/-6.4	14.4%	+/-14.4

Subject	Census Tract 4337, Los Angeles County, California					
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
TRAVEL TIME TO WORK						
Less than 10 minutes	8.5%	+/-4.5	8.3%	+/-4.6	3.6%	+/-8.7
10 to 14 minutes	6.1%	+/-3.6	5.0%	+/-3.6	2.9%	+/-6.3
15 to 19 minutes	16.8%	+/-6.8	19.2%	+/-7.6	4.3%	+/-7.7
20 to 24 minutes	10.9%	+/-5.8	12.5%	+/-6.8	2.9%	+/-4.9
25 to 29 minutes	3.7%	+/-2.3	4.0%	+/-2.7	2.2%	+/-4.4
30 to 34 minutes	20.5%	+/-6.8	22.6%	+/-8.2	11.5%	+/-12.9
35 to 44 minutes	0.9%	+/-1.1	1.1%	+/-1.3	0.0%	+/-22.0
45 to 59 minutes	17.4%	+/-7.0	14.4%	+/-6.4	34.5%	+/-36.8
60 or more minutes	15.2%	+/-6.9	12.7%	+/-6.7	38.1%	+/-33.3
Mean travel time to work (minutes)	N	N	N	N	N	N
Workers 16 years and over in households	1,353	+/-156	1,091	+/-150	139	+/-89
HOUSING TENURE						
Owner-occupied housing units	76.7%	+/-9.0	78.6%	+/-9.2	87.8%	+/-14.1
Renter-occupied housing units	23.3%	+/-9.0	21.4%	+/-9.2	12.2%	+/-14.1
VEHICLES AVAILABLE						
No vehicle available	1.0%	+/-1.3	0.9%	+/-1.5	0.0%	+/-22.0
1 vehicle available	5.2%	+/-3.9	4.2%	+/-3.3	0.0%	+/-22.0
2 vehicles available	46.4%	+/-13.2	50.0%	+/-13.8	19.4%	+/-17.6
3 or more vehicles available	47.4%	+/-13.4	44.9%	+/-13.3	80.6%	+/-17.6
PERCENT IMPUTED						
Means of transportation to work	11.2%	(X)	(X)	(X)	(X)	(X)
Time leaving home to go to work	15.3%	(X)	(X)	(X)	(X)	(X)
Travel time to work	15.5%	(X)	(X)	(X)	(X)	(X)
Vehicles available	1.0%	(X)	(X)	(X)	(X)	(X)

ATTACHMENT I-7

Subject	Census Tract 4337, Los Angeles County, California		Census Tract 4338.02, Los Angeles County, California			
	Public transportation (excluding taxicab)		Total		Car, truck, or van -- drove alone	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	4	+/-6	1,246	+/-173	1,032	+/-170
AGE						
16 to 19 years	0.0%	+/-100.0	2.5%	+/-2.4	2.0%	+/-2.8
20 to 24 years	0.0%	+/-100.0	7.1%	+/-4.3	7.6%	+/-4.6
25 to 44 years	0.0%	+/-100.0	43.2%	+/-8.1	44.9%	+/-9.2
45 to 54 years	0.0%	+/-100.0	29.3%	+/-5.3	29.6%	+/-6.1
55 to 59 years	100.0%	+/-100.0	8.4%	+/-3.7	7.9%	+/-4.6
60 years and over	0.0%	+/-100.0	9.5%	+/-3.9	8.0%	+/-4.2
Median age (years)	-	**	43.5	+/-2.8	42.9	+/-2.8
SEX						
Male	0.0%	+/-100.0	60.8%	+/-7.5	62.8%	+/-8.3
Female	100.0%	+/-100.0	39.2%	+/-7.5	37.2%	+/-8.3
RACE AND HISPANIC OR LATINO ORIGIN						
One race	100.0%	+/-100.0	97.4%	+/-3.1	96.8%	+/-3.8
White	100.0%	+/-100.0	66.0%	+/-13.3	70.5%	+/-13.6
Black or African American	0.0%	+/-100.0	0.0%	+/-2.8	0.0%	+/-3.3
American Indian and Alaska Native	0.0%	+/-100.0	2.3%	+/-4.1	0.7%	+/-1.2
Asian	0.0%	+/-100.0	10.0%	+/-8.5	5.8%	+/-7.3
Native Hawaiian and Other Pacific Islander	0.0%	+/-100.0	0.0%	+/-2.8	0.0%	+/-3.3
Some other race	0.0%	+/-100.0	19.1%	+/-11.2	19.8%	+/-12.8
Two or more races	0.0%	+/-100.0	2.6%	+/-3.1	3.2%	+/-3.8
Hispanic or Latino origin (of any race)	100.0%	+/-100.0	83.2%	+/-9.2	90.3%	+/-7.2
White alone, not Hispanic or Latino	0.0%	+/-100.0	4.5%	+/-3.2	3.2%	+/-2.8
NATIVITY AND CITIZENSHIP STATUS						
Native	100.0%	+/-100.0	57.2%	+/-10.9	64.1%	+/-10.1
Foreign born	0.0%	+/-100.0	42.8%	+/-10.9	35.9%	+/-10.1
Naturalized U.S. citizen	0.0%	+/-100.0	32.4%	+/-9.9	26.9%	+/-9.3
Not a U.S. citizen	0.0%	+/-100.0	10.4%	+/-6.1	9.0%	+/-5.5
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH						
Speak language other than English	0.0%	+/-100.0	72.0%	+/-13.0	70.5%	+/-13.6
Speak English "very well"	0.0%	+/-100.0	39.1%	+/-8.1	44.9%	+/-10.1
Speak English less than "very well"	0.0%	+/-100.0	32.9%	+/-11.1	25.7%	+/-9.3
EARNINGS IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) FOR WORKERS						
Workers 16 years and over with earnings	4	+/-6	1,246	+/-173	1,032	+/-170
\$1 to \$9,999 or loss	0.0%	+/-100.0	14.7%	+/-5.8	11.7%	+/-5.5

Subject	Census Tract 4337, Los Angeles County, California		Census Tract 4338.02, Los Angeles County, California			
	Public transportation (excluding taxicab)		Total		Car, truck, or van -- drove alone	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
\$10,000 to \$14,999	100.0%	+/-100.0	9.1%	+/-4.4	7.3%	+/-4.5
\$15,000 to \$24,999	0.0%	+/-100.0	23.1%	+/-7.2	26.3%	+/-8.8
\$25,000 to \$34,999	0.0%	+/-100.0	20.8%	+/-7.9	19.0%	+/-7.9
\$35,000 to \$49,999	0.0%	+/-100.0	16.1%	+/-7.1	19.5%	+/-8.1
\$50,000 to \$64,999	0.0%	+/-100.0	3.0%	+/-2.6	3.6%	+/-3.1
\$65,000 to \$74,999	0.0%	+/-100.0	4.1%	+/-2.7	4.9%	+/-3.4
\$75,000 or more	0.0%	+/-100.0	9.1%	+/-4.5	7.8%	+/-5.0
Median earnings (dollars)	-	**	26,863	+/-4,854	28,088	+/-4,774
POVERTY STATUS IN THE PAST 12 MONTHS						
Workers 16 years and over for whom poverty status is determined	4	+/-6	1,246	+/-173	1,032	+/-170
Below 100 percent of the poverty level	0.0%	+/-100.0	6.0%	+/-4.8	7.3%	+/-5.7
100 to 149 percent of the poverty level	100.0%	+/-100.0	9.0%	+/-7.6	3.6%	+/-4.0
At or above 150 percent of the poverty level	0.0%	+/-100.0	85.0%	+/-8.2	89.1%	+/-5.5
Workers 16 years and over	4	+/-6	1,246	+/-173	1,032	+/-170
OCCUPATION						
Management, business, science, and arts occupations	0.0%	+/-100.0	16.5%	+/-5.5	19.3%	+/-6.5
Service occupations	100.0%	+/-100.0	31.1%	+/-9.6	29.6%	+/-11.4
Sales and office occupations	0.0%	+/-100.0	25.5%	+/-9.5	27.4%	+/-10.5
Natural resources, construction, and maintenance occupations	0.0%	+/-100.0	10.6%	+/-5.8	9.6%	+/-5.4
Production, transportation, and material moving occupations	0.0%	+/-100.0	16.4%	+/-4.7	14.1%	+/-5.1
Military specific occupations	0.0%	+/-100.0	0.0%	+/-2.8	0.0%	+/-3.3
INDUSTRY						
Agriculture, forestry, fishing and hunting, and mining	0.0%	+/-100.0	0.6%	+/-1.0	0.0%	+/-3.3
Construction	0.0%	+/-100.0	3.8%	+/-2.6	4.6%	+/-3.2
Manufacturing	0.0%	+/-100.0	16.9%	+/-5.2	18.7%	+/-6.0
Wholesale trade	0.0%	+/-100.0	3.6%	+/-2.4	3.8%	+/-2.7
Retail trade	0.0%	+/-100.0	7.9%	+/-5.2	8.9%	+/-6.3
Transportation and warehousing, and utilities	0.0%	+/-100.0	5.0%	+/-4.8	5.1%	+/-5.4
Information and finance and insurance, and real estate and rental and leasing	0.0%	+/-100.0	5.6%	+/-4.7	3.6%	+/-3.6
Professional, scientific, management, and administrative and waste management services	0.0%	+/-100.0	8.6%	+/-6.0	8.2%	+/-5.0
Educational services, and health care and social assistance	100.0%	+/-100.0	18.0%	+/-6.3	18.2%	+/-7.3
Arts, entertainment, and recreation, and accommodation and food services	0.0%	+/-100.0	15.8%	+/-5.5	13.1%	+/-5.6
Other services (except public administration)	0.0%	+/-100.0	7.3%	+/-4.4	8.8%	+/-5.3
Public administration	0.0%	+/-100.0	7.0%	+/-4.2	7.0%	+/-4.7
Armed forces	0.0%	+/-100.0	0.0%	+/-2.8	0.0%	+/-3.3
CLASS OF WORKER						

Subject	Census Tract 4337, Los Angeles County, California		Census Tract 4338.02, Los Angeles County, California			
	Public transportation (excluding taxicab)		Total		Car, truck, or van -- drove alone	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Private wage and salary workers	0.0%	+/-100.0	72.0%	+/-8.7	71.7%	+/-8.5
Government workers	100.0%	+/-100.0	20.7%	+/-7.7	23.0%	+/-8.5
Self-employed workers in own not incorporated business	0.0%	+/-100.0	7.3%	+/-5.4	5.3%	+/-4.0
Unpaid family workers	0.0%	+/-100.0	0.0%	+/-2.8	0.0%	+/-3.3
PLACE OF WORK						
Worked in state of residence	100.0%	+/-100.0	100.0%	+/-2.8	100.0%	+/-3.3
Worked in county of residence	100.0%	+/-100.0	91.1%	+/-5.5	89.8%	+/-6.7
Worked outside county of residence	0.0%	+/-100.0	8.9%	+/-5.5	10.2%	+/-6.7
Worked outside state of residence	0.0%	+/-100.0	0.0%	+/-2.8	0.0%	+/-3.3
Workers 16 years and over who did not work at home	4	+/-6	1,180	+/-166	1,032	+/-170
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	0.0%	+/-100.0	10.3%	+/-5.3	8.1%	+/-5.0
5:00 a.m. to 5:29 a.m.	0.0%	+/-100.0	4.2%	+/-3.0	2.1%	+/-2.9
5:30 a.m. to 5:59 a.m.	0.0%	+/-100.0	6.9%	+/-4.8	7.5%	+/-5.6
6:00 a.m. to 6:29 a.m.	0.0%	+/-100.0	18.1%	+/-7.4	20.7%	+/-8.1
6:30 a.m. to 6:59 a.m.	0.0%	+/-100.0	3.4%	+/-2.8	2.8%	+/-2.6
7:00 a.m. to 7:29 a.m.	0.0%	+/-100.0	15.7%	+/-7.2	17.9%	+/-8.1
7:30 a.m. to 7:59 a.m.	0.0%	+/-100.0	8.6%	+/-4.7	9.0%	+/-5.0
8:00 a.m. to 8:29 a.m.	0.0%	+/-100.0	4.4%	+/-3.5	4.5%	+/-3.6
8:30 a.m. to 8:59 a.m.	0.0%	+/-100.0	3.7%	+/-3.5	4.3%	+/-4.0
9:00 a.m. to 11:59 p.m.	100.0%	+/-100.0	24.7%	+/-8.5	23.1%	+/-9.4
TRAVEL TIME TO WORK						
Less than 10 minutes	0.0%	+/-100.0	9.1%	+/-5.5	10.0%	+/-6.4
10 to 14 minutes	0.0%	+/-100.0	5.8%	+/-4.2	6.7%	+/-4.8
15 to 19 minutes	0.0%	+/-100.0	5.9%	+/-3.1	4.7%	+/-2.8
20 to 24 minutes	0.0%	+/-100.0	9.2%	+/-5.4	9.4%	+/-6.0
25 to 29 minutes	0.0%	+/-100.0	5.3%	+/-3.9	5.7%	+/-4.4
30 to 34 minutes	0.0%	+/-100.0	24.2%	+/-6.8	24.0%	+/-7.2
35 to 44 minutes	0.0%	+/-100.0	12.9%	+/-5.2	14.7%	+/-5.9
45 to 59 minutes	0.0%	+/-100.0	19.8%	+/-8.0	22.7%	+/-8.6
60 or more minutes	100.0%	+/-100.0	7.7%	+/-5.0	2.1%	+/-2.1
Mean travel time to work (minutes)	N	N	N	N	N	N
Workers 16 years and over in households	4	+/-6	1,246	+/-173	1,032	+/-170
HOUSING TENURE						
Owner-occupied housing units	0.0%	+/-100.0	83.8%	+/-9.6	82.9%	+/-11.1
Renter-occupied housing units	100.0%	+/-100.0	16.2%	+/-9.6	17.1%	+/-11.1
VEHICLES AVAILABLE						

Subject	Census Tract 4337, Los Angeles County, California		Census Tract 4338.02, Los Angeles County, California			
	Public transportation (excluding taxicab)		Total		Car, truck, or van -- drove alone	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
No vehicle available	100.0%	+/-100.0	0.6%	+/-0.9	0.8%	+/-1.2
1 vehicle available	0.0%	+/-100.0	6.7%	+/-6.1	8.1%	+/-7.2
2 vehicles available	0.0%	+/-100.0	27.5%	+/-10.8	30.0%	+/-11.6
3 or more vehicles available	0.0%	+/-100.0	65.1%	+/-12.6	61.0%	+/-13.5
PERCENT IMPUTED						
Means of transportation to work	(X)	(X)	12.8%	(X)	(X)	(X)
Time leaving home to go to work	(X)	(X)	18.3%	(X)	(X)	(X)
Travel time to work	(X)	(X)	20.3%	(X)	(X)	(X)
Vehicles available	(X)	(X)	0.0%	(X)	(X)	(X)

ATTACHMENT I-7

Subject	Census Tract 4338.02, Los Angeles County, California			
	Car, truck, or van -- carpooled		Public transportation (excluding taxicab)	
	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	131	+/-93	17	+/-20
AGE				
16 to 19 years	7.6%	+/-9.2	0.0%	+/-74.6
20 to 24 years	8.4%	+/-11.1	0.0%	+/-74.6
25 to 44 years	39.7%	+/-22.8	35.3%	+/-64.7
45 to 54 years	8.4%	+/-15.1	0.0%	+/-74.6
55 to 59 years	9.2%	+/-12.3	64.7%	+/-64.7
60 years and over	26.7%	+/-15.6	0.0%	+/-74.6
Median age (years)	36.6	+/-23.9	-	**
SEX				
Male	60.3%	+/-12.4	0.0%	+/-74.6
Female	39.7%	+/-12.4	100.0%	+/-74.6
RACE AND HISPANIC OR LATINO ORIGIN				
One race	100.0%	+/-23.2	100.0%	+/-74.6
White	44.3%	+/-36.3	0.0%	+/-74.6
Black or African American	0.0%	+/-23.2	0.0%	+/-74.6
American Indian and Alaska Native	16.8%	+/-26.8	0.0%	+/-74.6
Asian	38.9%	+/-40.1	0.0%	+/-74.6
Native Hawaiian and Other Pacific Islander	0.0%	+/-23.2	0.0%	+/-74.6
Some other race	0.0%	+/-23.2	100.0%	+/-74.6
Two or more races	0.0%	+/-23.2	0.0%	+/-74.6
Hispanic or Latino origin (of any race)	26.7%	+/-29.3	100.0%	+/-74.6
White alone, not Hispanic or Latino	17.6%	+/-18.9	0.0%	+/-74.6
NATIVITY AND CITIZENSHIP STATUS				
Native	39.7%	+/-34.5	0.0%	+/-74.6
Foreign born	60.3%	+/-34.5	100.0%	+/-74.6
Naturalized U.S. citizen	60.3%	+/-34.5	100.0%	+/-74.6
Not a U.S. citizen	0.0%	+/-23.2	0.0%	+/-74.6
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH				
Speak language other than English	65.6%	+/-32.8	100.0%	+/-74.6
Speak English "very well"	5.3%	+/-10.4	100.0%	+/-74.6
Speak English less than "very well"	60.3%	+/-34.5	0.0%	+/-74.6
EARNINGS IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) FOR WORKERS				
Workers 16 years and over with earnings	131	+/-93	17	+/-20
\$1 to \$9,999 or loss	29.0%	+/-17.1	64.7%	+/-64.7

Subject	Census Tract 4338.02, Los Angeles County, California			
	Car, truck, or van -- carpooled		Public transportation (excluding taxicab)	
	Estimate	Margin of Error	Estimate	Margin of Error
\$10,000 to \$14,999	29.8%	+/-23.7	0.0%	+/-74.6
\$15,000 to \$24,999	13.0%	+/-13.8	0.0%	+/-74.6
\$25,000 to \$34,999	16.0%	+/-17.5	35.3%	+/-64.7
\$35,000 to \$49,999	0.0%	+/-23.2	0.0%	+/-74.6
\$50,000 to \$64,999	0.0%	+/-23.2	0.0%	+/-74.6
\$65,000 to \$74,999	0.0%	+/-23.2	0.0%	+/-74.6
\$75,000 or more	12.2%	+/-15.6	0.0%	+/-74.6
Median earnings (dollars)	13,403	+/-12,028	-	**
POVERTY STATUS IN THE PAST 12 MONTHS				
Workers 16 years and over for whom poverty status is determined	131	+/-93	17	+/-20
Below 100 percent of the poverty level	0.0%	+/-23.2	0.0%	+/-74.6
100 to 149 percent of the poverty level	47.3%	+/-37.6	0.0%	+/-74.6
At or above 150 percent of the poverty level	52.7%	+/-37.6	100.0%	+/-74.6
Workers 16 years and over	131	+/-93	17	+/-20
OCCUPATION				
Management, business, science, and arts occupations	0.0%	+/-23.2	35.3%	+/-64.7
Service occupations	39.7%	+/-24.0	0.0%	+/-74.6
Sales and office occupations	4.6%	+/-8.1	64.7%	+/-64.7
Natural resources, construction, and maintenance occupations	25.2%	+/-25.9	0.0%	+/-74.6
Production, transportation, and material moving occupations	30.5%	+/-30.4	0.0%	+/-74.6
Military specific occupations	0.0%	+/-23.2	0.0%	+/-74.6
INDUSTRY				
Agriculture, forestry, fishing and hunting, and mining	5.3%	+/-10.4	0.0%	+/-74.6
Construction	0.0%	+/-23.2	0.0%	+/-74.6
Manufacturing	13.7%	+/-17.5	0.0%	+/-74.6
Wholesale trade	4.6%	+/-8.2	0.0%	+/-74.6
Retail trade	4.6%	+/-8.1	0.0%	+/-74.6
Transportation and warehousing, and utilities	6.9%	+/-11.6	0.0%	+/-74.6
Information and finance and insurance, and real estate and rental and leasing	25.2%	+/-25.9	0.0%	+/-74.6
Professional, scientific, management, and administrative and waste management services	16.8%	+/-26.8	0.0%	+/-74.6
Educational services, and health care and social assistance	0.0%	+/-23.2	35.3%	+/-64.7
Arts, entertainment, and recreation, and accommodation and food services	19.8%	+/-14.8	0.0%	+/-74.6
Other services (except public administration)	0.0%	+/-23.2	0.0%	+/-74.6
Public administration	3.1%	+/-6.9	64.7%	+/-64.7
Armed forces	0.0%	+/-23.2	0.0%	+/-74.6
CLASS OF WORKER				

Subject	Census Tract 4338.02, Los Angeles County, California			
	Car, truck, or van -- carpooled		Public transportation (excluding taxicab)	
	Estimate	Margin of Error	Estimate	Margin of Error
Private wage and salary workers	96.9%	+/-6.9	0.0%	+/-74.6
Government workers	3.1%	+/-6.9	100.0%	+/-74.6
Self-employed workers in own not incorporated business	0.0%	+/-23.2	0.0%	+/-74.6
Unpaid family workers	0.0%	+/-23.2	0.0%	+/-74.6
PLACE OF WORK				
Worked in state of residence	100.0%	+/-23.2	100.0%	+/-74.6
Worked in county of residence	95.4%	+/-8.2	100.0%	+/-74.6
Worked outside county of residence	4.6%	+/-8.2	0.0%	+/-74.6
Worked outside state of residence	0.0%	+/-23.2	0.0%	+/-74.6
Workers 16 years and over who did not work at home	131	+/-93	17	+/-20
TIME LEAVING HOME TO GO TO WORK				
12:00 a.m. to 4:59 a.m.	28.2%	+/-15.7	0.0%	+/-74.6
5:00 a.m. to 5:29 a.m.	21.4%	+/-20.5	0.0%	+/-74.6
5:30 a.m. to 5:59 a.m.	3.1%	+/-5.1	0.0%	+/-74.6
6:00 a.m. to 6:29 a.m.	0.0%	+/-23.2	0.0%	+/-74.6
6:30 a.m. to 6:59 a.m.	0.0%	+/-23.2	64.7%	+/-64.7
7:00 a.m. to 7:29 a.m.	0.0%	+/-23.2	0.0%	+/-74.6
7:30 a.m. to 7:59 a.m.	6.9%	+/-11.2	0.0%	+/-74.6
8:00 a.m. to 8:29 a.m.	4.6%	+/-7.2	0.0%	+/-74.6
8:30 a.m. to 8:59 a.m.	0.0%	+/-23.2	0.0%	+/-74.6
9:00 a.m. to 11:59 p.m.	35.9%	+/-24.9	35.3%	+/-64.7
TRAVEL TIME TO WORK				
Less than 10 minutes	3.1%	+/-5.8	0.0%	+/-74.6
10 to 14 minutes	0.0%	+/-23.2	0.0%	+/-74.6
15 to 19 minutes	16.8%	+/-11.8	0.0%	+/-74.6
20 to 24 minutes	4.6%	+/-7.2	35.3%	+/-64.7
25 to 29 minutes	3.1%	+/-5.1	0.0%	+/-74.6
30 to 34 minutes	28.2%	+/-24.4	0.0%	+/-74.6
35 to 44 minutes	0.0%	+/-23.2	0.0%	+/-74.6
45 to 59 minutes	0.0%	+/-23.2	0.0%	+/-74.6
60 or more minutes	44.3%	+/-20.9	64.7%	+/-64.7
Mean travel time to work (minutes)	N	N	N	N
Workers 16 years and over in households	131	+/-93	17	+/-20
HOUSING TENURE				
Owner-occupied housing units	94.7%	+/-10.4	64.7%	+/-64.7
Renter-occupied housing units	5.3%	+/-10.4	35.3%	+/-64.7
VEHICLES AVAILABLE				
No vehicle available	0.0%	+/-23.2	0.0%	+/-74.6

Subject	Census Tract 4338.02, Los Angeles County, California			
	Car, truck, or van -- carpooled		Public transportation (excluding taxicab)	
	Estimate	Margin of Error	Estimate	Margin of Error
1 vehicle available	0.0%	+/-23.2	0.0%	+/-74.6
2 vehicles available	15.3%	+/-20.0	0.0%	+/-74.6
3 or more vehicles available	84.7%	+/-20.0	100.0%	+/-74.6
PERCENT IMPUTED				
Means of transportation to work	(X)	(X)	(X)	(X)
Time leaving home to go to work	(X)	(X)	(X)	(X)
Travel time to work	(X)	(X)	(X)	(X)
Vehicles available	(X)	(X)	(X)	(X)

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

Foreign born excludes people born outside the United States to a parent who is a U.S. citizen.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

Workers include members of the Armed Forces and civilians who were at work last week.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2009-2013 tables, occupation data in the multiyear files (2009-2013) were recoded to 2013 Census occupation codes. We recommend using caution when comparing data coded using 2013 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2009-2013 and 2011-2013 tables, industry data in the multiyear files (2009-2013 and 2011-2013) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

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

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

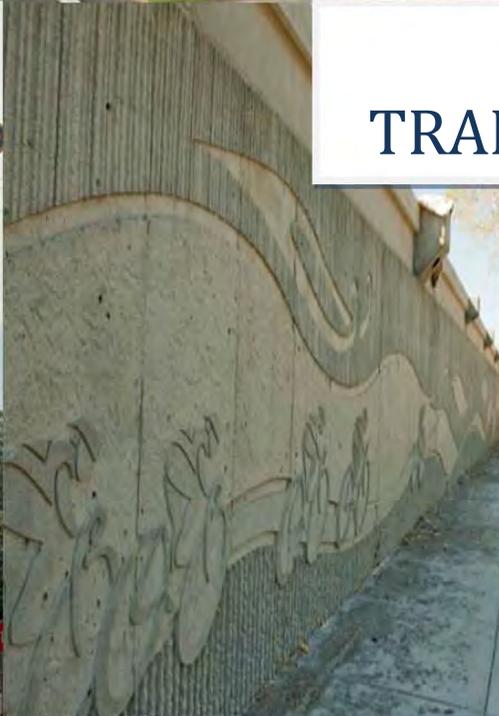
Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

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



ACTIVE TRANSPORTATION



BENEFIT-COST ANALYSIS TOOL Version 1.0

COST BENEFIT ANALYSIS OF ACTIVE TRANSPORTATION PROJECTS

INTRODUCTION

This spreadsheet tool provides a simple way of quantifying benefits and costs of active transportation projects, except general plans. Given the necessary data, the tool would quantify mobility, health, safety, vehicles mile travelled reduction savings, and recreational benefits.

The model is arranged by worksheets and contains the following information, data, and results:

Worksheets

- Cover Page
- Instructions
- 1) Infrastructure Inputs
- 2) Non-Infrastructure Inputs
- 3) Non-Infrastructure- All
- 4) Infrastructure- Safe Routes to Schools
- 5) Results
- 6) Individual Benefits for Infrastructure Non-SR2S
 - 6a) Mobility
 - 6b) Health
 - 6c) VMT Reduction
 - 6d) Recreational
 - 6e) Safety
- 7) Aggregation
 - 7a) Undiscounted
 - 7b) Discounted
- 8) Parameters
- Miscellaneous

Contents

- General model description and assumptions
- Data input page for infrastructure projects
- Data input page for non-infrastructure projects
- Calculation for Non-infrastructure Non-SR2S_SR2S
- Calculation for infrastructure SR2S
- Summary of Analysis Results

- Calculation of changes in mobility
- Calculation of changes in health
- Calculation of changes in VMT reduction
- Calculation of changes in Recreation
- Calculation of changes in safety

- Current Total Benefits
- Discounted Total Benefits
- Economic parameters, assumptions, etc.
- Tables, etc.

Assumptions are necessary when doing economic analysis. These assumptions include discount rate, value of time, accident value, etc. Discount rate of 4% was used to be consistent with the value used in Cal/B-C model. Value of time was determined by taking half of the statewide wage rate in California, consistent with US Department of Transportation's Value of Time Guidance. A 2% growth factor of average California annual growth of population was used to account for annual increase in benefits. These assumptions and others are put on the Parameters worksheet and should not be changed by the user.

After reading the instructions, the user should enter necessary data to analyze the project. If the project is an infrastructure project, all data should only be inputted on the infrastructure input page. If the project is a non-infrastructure project, all data should only be inputted on the non-infrastructure input page. If the project is a combination of both infrastructure and non-infrastructure, data should be inputted on both input pages.

INSTRUCTIONS

The user can analyze most projects by simply inserting limited data on the Non-infrastructure and/or Infrastructure input page and getting results on the Results page. At the top of the sheet, the user can enter information regarding the project name and location. This section provides general information about active transportation projects. Box 1 is for Infrastructure projects and Box 2 is for Non-Infrastructure projects. For Bike and Pedestrian Projects, daily person trips are one direction. *For certain cells, pop-up messages are designed to help users if data is not readily available.

Bike Projects (Box 1A)

- 1 Insert the total existing number of daily bike trips (without project)
- 2 Insert the anticipated total number of daily bike trips after 1 year (without project).
- 3 Insert the anticipated total number of daily bike trips after 1 year of project completion (with project).
- 4 Insert existing number of daily bike trips that are commuters
- 5 Insert existing number of daily bike trips that are recreational

*If no data is available for existing trip for commuters and recreational users, take 11% and 33% respectively of total existing number of daily bike trips (without project).

- 6 For estimates, insert new daily trips that are commuters after 1 year of project completion
- 7 For estimates, insert new daily trips that are recreational in nature after 1 year of project completion

*If no data is available for new trip for commuters and recreational trips after 1 year of project completion, assume half of existing bike commuter trips and recreational trips respectively.

- 8 If data is available, insert actual new daily trips for commuters and recreational after 1 year of project completion.
- 9 Provide the Average Annual Daily Traffic (AADT) of the closest adjacent road to the proposed project.

*If the project is construction of new bike lanes, paths and/or trails, assume a percentage shift of drivers of 5% to bicycle and walk use, using the current AADT for the closest road to the proposed project.

- 9 Select the appropriate type of bike class type from the pull-down menu.

Pedestrian Projects (Box 1B)

For pedestrian projects, the user can enter trips or step counts or miles walked .

- 10 Insert the total existing number of daily walk trips (without project)
- 11 Insert the anticipated total number of daily walk trips after 1 year (without project)
- 12 Insert the anticipated total number of daily walk trips after 1 year of project completion (with project); OR

Please note: Data needs to be entered on 1, 2, 3, 10, 11, and 12 to account for benefits for bike and ped projects before and after project.

- 13 Insert total existing step counts (without project)
- 14 Insert the anticipated step counts after 1 year (with project); OR
- 15 Insert total miles walked (without project)
- 16 Insert anticipated miles walked after 1 year (with project)

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

- 17 Insert number of students enrolled in the school/s
- 18 Insert approximate number of students living along school route proposed for improvement.
- 19 Percentage of students that currently walk or bike to school
- 20 Projected percentage of students that will walk or bike to school after the project is completed

Infrastructure Project Costs (Box 1D)

- 21 Insert project cost for the Non-SR2S Infrastructure project
- 22 Insert project cost for the SR2S Infrastructure project

ATP Requested Funds (Box 1E)

For a benefit-cost analysis, total project cost is used to calculate benefit-cost ratio. However, the ATP Guidelines require benefits relative to funds requested be calculated as well. Provide the funds requested below for infrastructure projects.

- 23 Insert ATP funds requested for the Non-SR2S Infrastructure project
- 24 Insert ATP funds requested for the SR2S Infrastructure project

Crash Data (Box 1F)

- 25 Enter total number of fatal crashes for the last 5 years
- 26 Enter total number of injury crashes for the last 5 years
- 27 Enter total number of property-damage only (PDO) crashes for the last 5 years

Crashes involving pedestrians and cyclists are often underreported. For this b/c analysis, we require that users provide the last 5 years of crash data to capture any years that did not have any accidents. Statewide Integrated Traffic Records System (SWITRS) with their Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions is a good source for fatal and injury accidents. <http://www.chp.ca.gov/switrs/>.

SafeTREC Transportation Injury Mapping Systems (TIMS) by University of California, Berkeley-website also includes "SWITRS GIS Map" tool that can be used to gather the crash data for specific improvement. <http://tims.berkeley.edu/>

Annual average for each crashes are calculated automatically after data crash data is entered.

Safety Countermeasures (Box 1G)

Mark any countermeasures associated with the project, with a capital "Y" and capital "N" if not included. Countermeasures should be significant, which is defined here to cost at least 15% of total project costs. Other reduction factor countermeasures should be filled out if specific countermeasures are not explicit on the enumerated choices.

If the project only involves infrastructure project, the user is ready to do the analysis. However, if the project has a non-infrastructure component, the user still needs to fill out and follow instructions for non-infrastructure project types.

SR2S Outreach Non-Infrastructure (Box 2A)

- 28 Insert number of students enrolled in the school/s
- 29 Insert number of students that currently walk or bike to school; OR
- 30 Insert percentage of students that currently walk or bike to school
- 31 Insert project cost for the outreach
- 32 Insert ATP funds requested
- 33 Duration of outreach (months)

Numbers 28-30 can be the same as numbers 17-20 under Box 1C. However, to make things simpler and avoid any overlapping of benefits, 28-30 are strictly for NON-INFRASTRUCTURE and 17-20 are for SR2S INFRASTRUCTURE projects.

Outreach to users will be automatically calculated once we have number of enrolled students minus number of students that currently walk or bike to school.

Non-SR2S Outreach Non-Infrastructure (Box 2B)

- 31 Insert number of targeted participants, a subset of a population of town or city.
- 32 Insert number of residents or participants that currently walk or bike ; OR
- 33 Insert percentage of residents or participants that currently walk or bike
- 34 Insert project cost of the outreach
- 35 Duration of outreach (months)

Outreach to users will be automatically calculated once we have number of targeted participant minus number of them that currently walk or bike.

Perception, Promotional Effort, Age and Duration boxes (Boxes 2C, 2D, 2E, and 2F)

Based from a review of several academic articles and government publications, four broad reoccurring themes either promoted or discouraged active transportation. Brief description of the reoccurring themes are included to aid in filling out the appropriate boxes for the outreach project.

Perception: The attitude or belief about active transportation is critical to get someone to try it. Negative deterrents include unsafe, not connected, physically difficult, unaesthetic surroundings, distance, etc. Hands-on outreach (e.g., walk audit) is more successful in changing a potential user attitude.

Collective Promotional Efforts: A coordinated and collective effort by multiple entities/stakeholders is more successful in promoting active transportation user than a single promotional effort, for example the 5E's--engineering, enforcement, education, encouragement, and evaluation.

Age: The usage of active transportation during ones youth generally carries over into adulthood. At the time when children become independent--around middle school--is when the benefits of active transportation promotion can be maximized. This is because there are higher safety/danger risks of letting young adolescents take active transportation modes on their own, e.g., not being alert when there is vehicle traffic. Furthermore, older adults tend to stop utilizing some active modes such as biking because of physical limitations.

Duration: The frequency of an outreach effort is critical because it reinforces active transportation behavior. In comparison, bike-to-work month is more successful compared to a one-time safety course because of the action of taking active transportation is reinforced multiple times.

These four reoccurring themes are the basis for weighing non-infrastructure criteria. While reviewing the literature, there was a significant amount qualitative data, but lack of quantitative findings. Due to the lack of quantitative data--necessary to monetize assumed benefits--the non-infrastructure benefit-cost criteria attempts to calculate the longitudinal users based on a given non-infrastructure project. This estimated longitudinal estimate is then applied to the infrastructure benefit-cost tool to quantify benefit-cost ratio.

* Projected New Active Trans Riders will be automatically calculated when Boxes 2A through 2F are filled out.

Crash Data (Box 2G)

23 Enter total number of fatal crashes for the last 5 years

24 Enter total number of injury crashes for the last 5 years

25 Enter total number of property-damage only (PDO) crashes for the last 5 years

Annual average for each crashes are calculated automatically after data crash data is entered.

Project Name:
Project Location:

Rosemead Boulevard Complete Streets
Los Angeles County

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)				
	Without Project		With Project	
Existing	110			
Forecast (1 Yr after completion)	111		138	
	Commuters		Recreational Users	
Existing Trips	61		49	
New Daily Trips (estimate) (1 YR after completion) (actual)	30.5		24.5	

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	\$1,250,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$1,000,000
SR2S Infrastructure	

CRASH DATA (Box 1F)		
	Last 5 Yrs	Annual Average
Fatal Crashes	1	0.2
Injury Crashes	4	0.8
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)				
	Without Project		With Project	
Existing	30			
Forecast (1 YR after project completion)	31		38	
	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		N
	Pedestrian crossing		N
	Advance stop bar before crosswalk		N
	Install overpass/underpass		N
Unsignalized Intersection	Raised medians/refuge islands		N
	Pedestrian crossing (new signs and markings only)		N
	Pedestrian crossing (safety features/curb extensions)		N
	Pedestrian signals		N
Roadways	Bike lanes		Y
	Sidewalk/pathway (to avoid walking along roadway)		Y
	Pedestrian crossing (with enhanced safety features)		Y
	Pedestrian crossing		Y
Other reduction factor countermeasures			

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

Project Name:
Project Location:

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

Outreach (Non SR2S)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Users	
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
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>
- 2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)	10%
Service Life	5
1st year	\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

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

After Project

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

ATP Shift	0
Fuels Saved	\$0.00
Emissions Saved	\$0.00

Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Safety Benefits	\$445,592
Fuel and Emissions Saved	\$0
Recreational Benefits	\$0

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number 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	\$1,250,000.00
Net Present Cost	\$1,201,923.08
Total Benefits	\$28,146,925.12
Net Present Benefit	\$18,641,131.92
Benefit-Cost Ratio	15.51

20 Year Itemized Savings

Mobility	\$4,410,004.04
Health	\$60,452.26
Recreational	\$2,006,984.01
Gas & Emissions	\$16,073.80
Safety	\$21,653,411.01

Funds Requested	\$1,000,000.00
Net Present Cost of Funds Requested	\$961,538.46
Benefit Cost Ratio	19.39

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	31.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	38.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	7
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	61
New Commuters	31

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$1,488
Annual Mobility Benefit (Biking)	\$180,013.79

Total Annual Mobility Benefits	\$181,501
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Sources:
 NCHRP 552 Methodology (Biking)
 Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

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

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:		
New Cyclists	13.5	
Value of Health (ave.annual)	\$146	GDP Deflator
		2006 0.9429
		2014 1.0781
Annual Health Benefits	\$1,976	
Walking:		
New Walkers	3.5	
Value of Health	\$146	
Annual Health Benefits	\$512	
Total Annual Health Benefits	\$2,488	

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	4
New Bicyclists	14
Avoided VMT due to Walking	223
Avoided VMT due to Biking	3,392
Fuel Saved	\$616
Emissions Saved	\$45
Fuel and Emissions saved	\$662

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	25	\$10 per trip
New Commuters	31	
Existing Recreational Users	49	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$30,380	
Value of Spending Recreational Time for Existing Recreational Users	\$24,304	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$54,684	
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	1	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$383	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$383	
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	\$55,067
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ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTIONS	
	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)
Applicable Countermeasures	N	N	N	N	N	N
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%
Service Life	20	20	10	20	20	10
1st year	\$0	\$0	\$0	\$0	\$0	\$0

	Fatal	Injury	PDO	Total
Frequency	0.2	0.8	0	1
Cost/crash	\$4,130,347	\$81,393	\$7,624	

Assumption:

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

NON ROADWAY COUNTERMEASURES		ROADWAY COUNTERMEASURES					
Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/ pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing	OTHER REDUCTION FACTOR	Average of 3 highest countermeasures
N	N	Y	Y	Y	Y	0	
35%	55%	35%	80%	30%	35%	10%	
20	20	20	20	10	10	20	
\$0	\$0	\$311,914	\$712,947	\$267,355	\$311,914	\$0	\$445,592



ECONOMIC EVALUATION (Constant Values)

Total Benefits	#####
Mobility Benefits	\$4,410,004
Health Benefits	\$60,452
Recreational Benefits	\$2,006,984
Safety Benefits	#####
Gas & Emission Benefits	\$16,074

Total Costs	\$1,250,000
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Benefit-Cost Ratio (BCR)	20.9
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Carlos Velasquez

To: Waqas Rehman
Cc: Jim Namminga
Subject: RE: County of Los Angeles ATP Applications - 2nd and last batch

From: Lino, Edgar@CCC [<mailto:Edgar.Lino@CCC.CA.GOV>]
Sent: Tuesday, May 19, 2015 1:03 PM
To: Abu Yusuf
Cc: ATP@CCC; Jim Namminga; Waqas Rehman; Inez Yeung
Subject: RE: County of Los Angeles ATP Applications - 2nd and last batch

Good afternoon, we can definitely assist with the outreach. Thanks.

From: Abu Yusuf [<mailto:AYUSUF@dpw.lacounty.gov>]
Sent: Tuesday, May 19, 2015 1:00 PM
To: Lino, Edgar@CCC
Cc: ATP@CCC; Jim Namminga; Waqas Rehman; Inez Yeung
Subject: RE: County of Los Angeles ATP Applications - 2nd and last batch

Edgar,
Please note that our Rosemead Blvd planning app is for reviewing the feasibility of a raised cycle track along Rosemead, and not for the actual construction phase. We will prepare follow up applications for installing the plan recommendations in future ATP cycles. Sorry if our attachments were confusing.

Please let me know if CCC can assist us with public outreach for the planning process, such as help with organizing community meetings or one on one discussions with the State and other stakeholders for the proposed improvements.

Thanks!
Abu

From: Hsieh, Wei@CCC [<mailto:Wei.Hsieh@CCC.CA.GOV>] **On Behalf Of** ATP@CCC
Sent: Tuesday, May 19, 2015 11:48 AM
To: Abu Yusuf; 'inquiry@atpcommunitycorps.org'
Cc: Inez Yeung; ATP@CCC; Hsieh, Wei@CCC; Lino, Edgar@CCC; Rochte, Christie@CCC
Subject: RE: County of Los Angeles ATP Applications - 2nd and last batch

Hi Yusuf,

Edgar Lino, the Conservation Supervisor at our CCC Los Angeles location has responded to the partnership for your projects. The CCC can assist with traffic control, signage, and striping.

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: Abu Yusuf [<mailto:AYUSUF@dpw.lacounty.gov>]
Sent: Monday, May 18, 2015 4:12 PM
To: ATP@CCC; 'inquiry@atpcommunitycorps.org'
Cc: Inez Yeung
Subject: County of Los Angeles ATP Applications - 2nd and last batch

Wei & Daniel,

This is a follow up to the email sent out by Martin sent May 8th. Please review our scopes of work for the additional five projects below to determine whether or not Corps will participate in these projects. Attached for your use are project descriptions, maps, and estimates. Please feel free to contact me if you require any other information for these projects.

Sincerely!

Abu Yusuf
Active Transportation Coordinator; Programs Development Division
Phone: (626) 458-3940; Fax: (626) 458-3179
Email: ayusuf@dpw.lacounty.gov
Follow us on Twitter @LAPublicWorks, @LACoGoModal
Website: <http://dpw.lacounty.gov/bike>

<u>PROJECT NAME</u>	<u>LIMITS/LOCATION</u>	<u>SCOPE/TASKS</u>	<u>TENTATIVE SCHEDULE</u>	<u>Attachments</u>
Rosemead Boulevard Complete Street Phase 1 Project	From Rush Street to Gallatin Avenue	Project scoping, design, and environmental clearance \$1 Million in grant request is for the following task. No construction funds are being requested from ATP Cycle 2. All activities are pre-construction activities. Preparation of Plans Soil Tests and analysis Surveys	Project Scoping and Environmental Clearance 09-2017 / 06-2019	

Traffic analysis

Caltrans and Army
Corp of Engineers
coordination

Project scoping and
engineering drawings(
30 percent plans)

Public Outreach

Consultant services for
Environmental
Clearance

Installation of a raised
bike lane (cycletrack)
and a sidewalk

Temple
Avenue
Complete
Streets
Improvements

Temple Avenue from
University Drive to 4400'
west of University Drive
through incorporated
Pomona (~200', SD 1) into
Unincorporated Pomona
(SD 5) and ending at City
of Walnut border (SD 1).

The work will include
center median reduction
from 18' to 14' as well
as roadway narrowing
(curb reconstruction)
along the entire project
limits to provide for
approximately 13' of
parkway for the
bicyclist and pedestrian
facility.

DES: 09/17 –
01/19
R/W: 07/18 –
01/19
CON: 08/19 –
07/20

Shift the existing
roadway to the east and
install a raised bike
path, side walk and tree
lined buffer zone next
to the curb.

Overhill Drive
Complete
Streets
Improvements

View Park – Windsor Hills
community

This project will
require extensive
earthwork and the
installation of retaining
walls.

Please refer to
the detailed
schedule
attachment

The proposed
improvements along
Overhill will close the
gap between the Park to

Playa improvements and the Slauson Corridor revitalization project. The County is currently preparing the Design Plans and will be asking funding for Construction Phase only. Please refer to the estimates for the construction items.

Design and Install a pedestrian walkway between the existing Ocean Front Walk and Will Rogers Parking lot. The scope of work will include

Installation of a 14 ft wide path on the ocean side adjacent to the existing bike path

Installation of a new bridge over Rustic Creek

DES: 09/17 –

Shifting the entrance to the Roosevelt Tunnel to accommodate the new bridge

01/19

R/W: 07/18 –

01/19

CON: 08/19 –

08/20

Rehabilitation of 0.5 miles of the existing Ocean Front Walk between the pier and its northern terminus

Installation of pavement markings and signage to assist pedestrians and cyclists.

Note: A Negative Declaration or Mitigated Negative Declaration will likely be required for the new

Marvin Braude
Walkway Gap
Closure Santa Monica & Pacific
Palisades

bridge. A California Coastal Commission (CCC) permit will be required for the new path. Extensive community outreach will likely be required for the environmental clearance and the CCC permit

Design and construct

- 14 bulbouts at 5 intersections

- 32 ADA complaint curb ramps at 9 intersections

- 0.26 miles of new sidewalk

- Pedestrian countdown heads and audible pedestrian push buttons at 10 intersections

- One new signalized pedestrian crossings at Slauson and Duchess Drive

DES: 09/17 – 01/19

R/W: 07/18 – 01/19

- Enhanced crosswalk striping, and additional signage for motorists near schools

CON: 08/19 – 05/20

Los Nietos
Community
Safe Routes to Los Nietos Community
School – Phase
1

Note: We are revising the project scope to only include the locations along Washington and south of Washington. The locations north of Washington will be included in a future grant application.

From: Martin Reyes

Sent: Friday, May 08, 2015 2:23 PM

To: virginia.clark@ccc.ca.gov; calocalcorps@gmail.com

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

Subject: County of Los Angeles ATP Applications

Good afternoon,

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

Thank you.

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

		at-grade crossings	
		Landscaping	
		New/repair sidewalk, driveways and curb ramps	
		AC pavement work	
		Bicycle boulevard along Lohengrin and 110 th with work including bulb-outs at 2 intersections, 2 non-landscaped traffic circles, one traffic diverter at Western Ave, signage and striping	
West Athens Community Bikeways Access Improvements	Lohengrin St from Imperial Hwy to Denker Ave 110 th St from Budlong Ave to Vermont Ave		DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 06/19 DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 06/19 << File: WestAthens_Map.pdf >> << File: WEST ATHENS Engineers Estimate.xlsx >>
		Class II bikeway installations along Carson St and Lomita Blvd with signage and striping	
West Carson Community Bikeways Access Improvements	Carson St from Normandie Ave to Vermont Ave 220 th St from Normandie Ave to cul-de-sac at east end		DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19 << File: WestCarson_Map.pdf >> << File: WEST CARSON Engineers Estimate.xlsx >>
		Class III bikeway installation along 220 th St with signage and striping	
Aviation/LAX	Judah Ave from cul-	New	DES: 09/17 – << File:

Green Line Station Improvements	de-sac at north end to 120 th St	landscaped median along Judah Ave	09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19	AviationLAX_Map.pdf >> << File: AVI LAX Engineers Estimate.xlsx >>
	Isis Ave from 116 th St to El Segundo Blvd	Class II facilities along Isis Ave and El Segundo Ave with signage and striping		
	El Segundo Blvd from Isis Ave to Inglewood Ave	Curb and gutter work		
		Landscaping at parkways		
		Wayfinding signage		
		LID systems		
Hawthorne/Lennox Green Line Station Improvements		Traffic signal and pedestrian head improvements		
	Buford Ave from 104 th St to 111 th St	Class II bike lanes with signage and striping along Lennox Blvd	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19	
	Inglewood Ave from Century Blvd to 112 th St			
	104 th St from Felton Ave to Prairie Ave	Class III bike routes along Freeman Ave with signage and striping		<< File: HawthorneLennox_Map.pdf >> << File: HAW LEN Engineers Estimate.xlsx >>
	Lennox Blvd from Felton Ave to Osage Ave	Enhanced crosswalks along Lennox and		
	111 th St from Buford Ave to Prairie Ave			
	Freeman Ave from 104 th St to 111 th St			

Inglewood
Ave

Parkway
enhancement
s including
street trees
and
landscaping

Pedestrian
countdown
signal heads

Transit
amenities
along
Inglewood
Ave

Martin Reyes

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

Carlos Velasquez

From: Waqas Rehman <WREHMAN@dpw.lacounty.gov>
Sent: Monday, May 25, 2015 3:42 PM
To: Carlos Velasquez
Cc: Martin Reyes; Mateusz (Matt) Suska
Subject: FW: County of Los Angeles ATP Applications - 2nd and last batch

Hi Carlos,

Please use this email as an attachment for response received from local conservation corps for Rosemead and Temple Applications. Thanks

Hi Abu,

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

Thank you

On Fri, May 22, 2015 at 4:52 PM, Abu Yusuf <AYUSUF@dpw.lacounty.gov> wrote:

Monica,

Please let me know if you were able to review our request.

Thanks!

Abu

From: Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]
Sent: Tuesday, May 19, 2015 12:45 PM
To: Abu Yusuf
Cc: atp@ccc.ca.gov; Inez Yeung
Subject: Re: County of Los Angeles ATP Applications - 2nd and last batch

Hi Abu,

Thank you for your inquiry. We are looking into your requests and will get back to you by May 22nd.

Thank you

Monica

On Mon, May 18, 2015 at 4:11 PM, Abu Yusuf <AYUSUF@dpw.lacounty.gov> wrote:

Wei & Daniel,

This is a follow up to the email sent out by Martin sent May 8th. Please review our scopes of work for the additional five projects below to determine whether or not Corps will participate in these projects. Attached for your use are project descriptions, maps, and estimates. Please feel free to contact me if you require any other information for these projects.

Sincerely!

Abu Yusuf
Active Transportation Coordinator; Programs Development Division
Phone: (626) 458-3940; Fax: (626) 458-3179
Email: ayusuf@dpw.lacounty.gov

Follow us on Twitter @LAPublicWorks, @LACoGoModal

Website: <http://dpw.lacounty.gov/bike>

<u>PROJECT NAME</u>	<u>LIMITS/LOCATION</u>	<u>SCOPE/TASKS</u>	<u>TENTATIVE SCHEDULE</u>	<u>Attachments</u>
Rosemead Boulevard Complete Street Phase 1 Project	From Rush Street to Gallatin Avenue	Project scoping, design, and environmental clearance \$1 Million in grant request is for the following task. No	Project Scoping and Environmental Clearance 09-2017 / 06-2019	

construction funds are being requested from ATP Cycle 2. All activities are pre-construction activities.

- Preparation of Plans
- Soil Tests and analysis
- Surveys
- Traffic analysis
- Caltrans and Army Corp of Engineers coordination
- Project scoping and engineering drawings(30 percent plans)
- Public Outreach
- Consultant services for Environmental Clearance
- Installation of a raised bike lane (cycletrack) and a sidewalk

Temple Avenue Complete Streets Improvements

Temple Avenue from University Drive to 4400' west of University Drive through incorporated Pomona (~200', SD 1) into Unincorporated Pomona (SD 5) and ending at City of Walnut border (SD 1).

- The work will include center median reduction from 18' to 14' as well as roadway narrowing (curb reconstruction) along the entire project limits to provide for approximately 13' of parkway for the bicyclist and pedestrian facility.

DES: 09/17 – 01/19

R/W: 07/18 – 01/19

CON: 08/19 – 07/20

- Shift the existing roadway to the east and install a raised bike path, side walk and tree lined buffer zone next to the curb.
- This project will require extensive earthwork and the installation of retaining walls.

Overhill Drive
Complete
Streets
Improvements

View Park – Windsor
Hills community

The proposed improvements along Overhill will close the gap between the Park to Playa improvements and the Slauson Corridor revitalization project. The County is currently preparing the Design Plans and will be asking funding for Construction Phase only. Please refer to the estimates for the construction items.

Please refer to the detailed schedule attachment

Design and Install a pedestrian walkway between the existing Ocean Front Walk and Will Rogers Parking lot. The scope of work will include

DES: 09/17 – 01/19

Marvin Braude
Walkway Gap
Closure

Santa Monica & Pacific
Palisades

- Installation of a 14 ft wide path on the ocean side adjacent to the existing bike path

R/W: 07/18 – 01/19

CON: 08/19 – 08/20

- Installation of a new bridge over Rustic Creek

- Shifting the entrance to the Roosevelt Tunnel to

accommodate the new bridge

- Rehabilitation of 0.5 miles of the existing Ocean Front Walk between the pier and its northern terminus
- Installation of pavement markings and signage to assist pedestrians and cyclists.

Note: A Negative Declaration or Mitigated Negative Declaration will likely be required for the new bridge. A California Coastal Commission (CCC) permit will be required for the new path. Extensive community outreach will likely be required for the environmental clearance and the CCC permit
Design and construct

- 14 bulbouts at 5 intersections

- 32 ADA complaint curb ramps at 9 intersections

- 0.26 miles of new sidewalk

- Pedestrian countdown heads and audible pedestrian push buttons at 10 intersections

- One new signalized pedestrian crossings at

DES: 09/17 – 01/19

R/W: 07/18 – 01/19

CON: 08/19 – 05/20

Los Nietos
Community
Safe Routes to Los Nietos Community
School – Phase

1

Slauson and Duchess
Drive

- Enhanced crosswalk
striping, and additional
signage for motorists
near schools

Note: We are revising
the project scope to only
include the locations
along Washington and
south of
Washington. The
locations north of
Washington will be
included in a future
grant application.

From: Martin Reyes
Sent: Friday, May 08, 2015 2:23 PM
To: virginia.clark@ccc.ca.gov; calocalcorps@gmail.com
Cc: Inez Yeung; Abu Yusuf; Waqas Rehman; Mateusz (Matt) Suska; Tung Vu; Michael Ellison
Subject: County of Los Angeles ATP Applications

Good afternoon,

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

Thank you.

**PROJECT
NAME**

LIMITS/LOCATION SCOPE

**TENTATIVE
SCHEDULE ATTACHMENTS**

San Jose Creek Bike Path Phase II	San Gabriel Bike Trail, San Jose Bike Trail	Installation of two bike bridges, new Class I bike/multi-use trail along flood control channel, signage and striping	DES: 09/17 – 01/19 R/W: 07/18 – 01/19 CON: 08/19 – 06/20	<< File: SanJoseCreek_Map.pdf >> << File: SAN JOSE Engineers Estimate.xlsx >>
Vincent Community Bikeways Access Improvements	<ul style="list-style-type: none"> • Badillo St from Baldwin Park jurisdiction to Irwindale Ave • Irwindale Ave from Badillo St to Big Dalton Wash • Big Dalton Wash from Irwindale Ave to Lark Ellen Ave • Lark Ellen Ave from Big Dalton Wash to Arrow Hwy • Arrow Hwy from Lark Ellen Ave to Big Dalton Wash 	<ul style="list-style-type: none"> • Class II bike facilities along Badillo St, Irindale Ave, and Lark Ellen Ave with signage and striping • Class III bike facilities along Arrow Hwy with signage and striping • Class I bike path along flood control channel on Big Dalton Wash • Pocket park installations at Big Dalton Wash at-grade crossings • Landscaping • New/repair sidewalk, driveways and curb ramps • AC pavement work 	DES: 09/17 – 01/19 R/W: 07/18 – 01/19 CON: 08/19 – 05/20	<< File: Vincent_Map.pdf >> << File: VINCENT Engineers Estimate.xlsx >>
West Athens	<ul style="list-style-type: none"> • Lohengrin St from 	Bicycle	DES: 09/17 –	<< File:

Community Bikeways Access Improvements	Imperial Hwy to Denker Ave <ul style="list-style-type: none"> • 110th St from Budlong Ave to Vermont Ave 	boulevard along Lohengrin and 110 th with work including bulb-outs at 2 intersections, 2 non-landscaped traffic circles, one traffic diverter at Western Ave, signage and striping	09/18 R/W: 05/18 – 09/18 CON: 03/19 – 06/19	WestAthens_Map.pdf >> << File: WEST ATHENS Engineers Estimate.xlsx >>
West Carson Community Bikeways Access Improvements	<ul style="list-style-type: none"> • Carson St from Normandie Ave to Vermont Ave • 220th St from Normandie Ave to cul-de-sac at east end • Lomita Blvd from Frampton Ave to Vermont Ave 	<ul style="list-style-type: none"> • Class II bikeway installations along Carson St and Lomita Blvd with signage and striping • Class III bikeway installation along 220th St w striping • New landscaped median along Judah Ave 	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19	<< File: WestCarson_Map.pdf >> << File: WEST CARSON Engineers Estimate.xlsx >>
Aviation/LAX Green Line Station Improvements	<ul style="list-style-type: none"> • Judah Ave from cul-de-sac at north end to 120th St • Isis Ave from 116th St to El Segundo Blvd • El Segundo Blvd from Isis Ave to Inglewood Ave 	<ul style="list-style-type: none"> • Class II facilities along Isis Ave and El Segundo Ave with signage and striping • Curb and gutter work • Landscaping at parkways • Wayfinding signage • LID systems 	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19	<< File: AviationLAX_Map.pdf >> << File: AVI LAX Engineers Estimate.xlsx >>

Hawthorne/Lennox
Green Line Station
Improvements

- Traffic signal and pedestrian head improvements
- Class II bike lanes with signage and striping along Lennox Blvd
- Class III bike routes along Freeman Ave with signage and striping
- Enhanced crosswalks along Lennox and Inglewood Ave
- Parkway enhancements including street trees and landscaping
- Pedestrian countdown signal heads
- Transit amenities along Inglewood Ave
- Buford Ave from 104th St to 111th St
- Inglewood Ave from Century Blvd to 112th St
- 104th St from Felton Ave to Prairie Ave
- Lennox Blvd from Felton Ave to Osage Ave
- 111th St from Buford Ave to Prairie Ave
- Freeman Ave from 104th St to 111th St

DES: 09/17 – 09/18

R/W: 05/18 – 09/18 << File: HawthorneLennox_Map.pdf >> << File: HAW LEN

CON: 03/19 – 08/19 Engineers Estimate.xlsx >>

Martin Reyes

Los Angeles County Department of Public Works

Programs Development Division

Transportation Infrastructure Project Development Section

mreyes2@dpw.lacounty.gov

[\(626\) 458-3911](tel:6264583911)

--

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:9164269170) | inquiry@atpcorps.org

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Monica Davalos | Legislative Policy Intern

Active Transportation Program

California Association of Local Conservation Corps

1121 L Street, Suite 400

Sacramento, CA 95814

[916.426.9170](tel:9164269170) | inquiry@atpcorps.org



CITY OF SOUTH EL MONTE

1415 N. SANTA ANITA AVENUE
SOUTH EL MONTE, CALIFORNIA 91733
(626) 579-540 * FAX (626) 579-2107



May 20, 2015

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

Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the Rosemead Boulevard Complete Streets Improvements Project

Dear Ms. McWilliam:

The City of South El Monte is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for a Complete Streets Plan along Rosemead Boulevard in the unincorporated community of Whittier.

The County's project includes planning for all phases of installation of Class II bicycle and pedestrian facilities along Rosemead Boulevard.

We appreciate your consideration of the County's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require any additional information, please feel free to contact me at 626-579-6540, or via email at laguinaga@soelmonte.org.

Louie Aguinaga
Mayor
City of South El Monte



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

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

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

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

www.publichealth.lacounty.gov

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May 20, 2015

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

**Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2)
Application for the Rosemead Boulevard Complete Streets Improvements Project:**

Dear Ms. McWilliam:

The Los Angeles County Department of Public Health (DPH) is pleased to support the County of Los Angeles County Department of Public Works (DPW) in its application to the State of California's Active Transportation Program for a Complete Streets Plan along Rosemead Boulevard in the unincorporated Whittier Narrows area. Our PLACE Program partnered with DPW to work on community outreach efforts for this active transportation project. The Whittier Narrows area is bordered by several low-income cities with high rates of obesity, collisions, and low rates of physical activity.

DPH is dedicated to increasing opportunities for active transportation in Los Angeles County. The County's project includes planning for the installation of Class II bicycle improvements and pedestrian facilities along Rosemead Boulevard. Infrastructure projects like this are critical for improving mobility, access to nearby destinations and for reducing collisions. In addition, this project will improve access to the Whittier Narrows Recreation Area, Rio Hondo Bike Path, and San Gabriel River Bike Path for residents in the cities of South El Monte, Pico Rivera, and Montebello.

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

Sincerely,

A handwritten signature in black ink, appearing to read "JA", written over a light blue horizontal line.

Jean Armbruster, M.A.
Director, PLACE Program



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

May 13, 2015

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

Dear Ms. McWilliam:

**COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
ACTIVE TRANSPORTATION PROGRAM (CYCLE 2)
APPLICATION FOR THE ROSEMEAD BOULEVARD COMPLETE STREETS
IMPROVEMENTS PROJECT**

The County of Los Angeles Department of Regional Planning (DRP) is pleased to support the County of Los Angeles Department of Public Works in its application to the State of California's Active Transportation Program for a Complete Streets Plan along Rosemead Boulevard in the unincorporated community of Whittier Narrows.

DRP is dedicated to implementing the General Plan for the unincorporated areas of Los Angeles County. Planning for all phases of installation of Class II bicycle and pedestrian facilities along Rosemead Boulevard will help inform and enhance our planning efforts in Whittier Narrows and the West San Gabriel Valley Planning Area.

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

Sincerely,


Richard J. Bruckner ^{for}
Director RJB

RJB:MC:CC:cc:ems

c: Department of Public Works (Gail Farber)

S_AP_051315_L_APP_ROSEMEAD_BLVLD_PROJECT_MCWILLIAM



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

May 22, 2015

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

**County of Los Angeles Department of Public Works ATP Cycle 2 Application
for the Rosemead Boulevard Complete Streets Improvements Project**

Dear Ms. McWilliam:

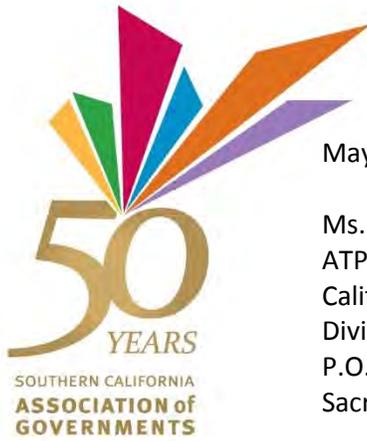
The Los Angeles County Bicycle Coalition (LACBC) is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for a Complete Streets Plan along Rosemead Boulevard in the unincorporated community of Whittier.

LACBC works to make all communities in Los Angeles County healthy, safe and fun places to ride a bike. We supported the County's adoption of its Bicycle Master Plan in 2012 and continue to advocate for its implementation through projects like this one. The County's project includes planning for all phases of installation of Class II bicycle and pedestrian facilities along Rosemead Boulevard.

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

Sincerely,

Eric Bruins
Planning & Policy Director



May 21, 2015

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

Main Office

818 West Seventh Street
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Cheryl Viegas-Walker, El Centro

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Margaret Finlay, Duarte

Immediate Past President
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**Executive/Administration
Committee Chair**

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

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Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

**RE: Caltrans – 2015 Active Transportation Program Cycle 2
County of Los Angeles Department of Public Works
Rosemead Boulevard Complete Streets Improvements Project**

Dear Ms. McWilliam:

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

This project consists of a Complete Streets Plan along Rosemead Boulevard in the unincorporated community of Whittier. The county's project includes planning for all phases of installation of Class II bicycle and pedestrian facilities along Rosemead Boulevard.

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

Sincerely,

Hasan Ikhtrata
Executive Director

ATTACHMENT J

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



May 8, 2015

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

BikeSGV's mission is to make the San Gabriel Valley a safer, healthier and more enjoyable place for cycling.

Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the Rosemead Boulevard Complete Streets Improvements Project

Bike San Gabriel Valley
Jeff Seymour Center
10900 Mulhall St.
El Monte, CA 91731

Dear Ms. McWilliam,

On behalf of Bike San Gabriel Valley (BikeSGV), I am writing to underline our support for the LA County Department of Public Work's Application for a Complete Streets Plan along Rosemead Boulevard in the unincorporated area of Whittier Narrows.

Board of Directors

The proposed project includes planning for all phases of installation of Class II bicycle and pedestrian facilities along Rosemead Boulevard, a regionally-important thoroughfare in the San Gabriel Valley.

Vincent Chang, Esq.
Board President

This section of Rosemead Blvd. is doubly important insofar as it bisects connections between the Rio Hondo and San Gabriel River Class I Bike Paths. People on bikes wishing to connect between the two paths have no choice but to cross Rosemead Blvd. in this area, a too often dangerous and uncomfortable prospect given the 50+mph average traffic speeds along this corridor.

Efren Moreno
Vice-President

If realized, the proposed planning study would take another step towards reducing barriers to healthier lifestyles. It would further BikeSGV's vision for a comprehensive San Gabriel Valley Regional Greenway Network along the region's many un/under-used washes, storm channels and other waterways.

Melissa Preciado-Hernandez
Treasurer

Wes Reutimann
Project Director

BikeSGV sincerely hopes you will support this application and help accelerate the San Gabriel Valley's transition to a more sustainable bicycle, pedestrian and transit-friendly future. If you have any questions or require any additional information, please feel free to contact Mr. Wesley Reutimann, Project Director at (626) 529-4615 or via email at wes@bikeSGV.org

Xilonin Cruz-Gonzalez
Board Member

Sincerely,

Vincent Chang
President
BikeSGV Board of Directors

May 7, 2015

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



Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the Rosemead Boulevard Complete Streets Improvements Project

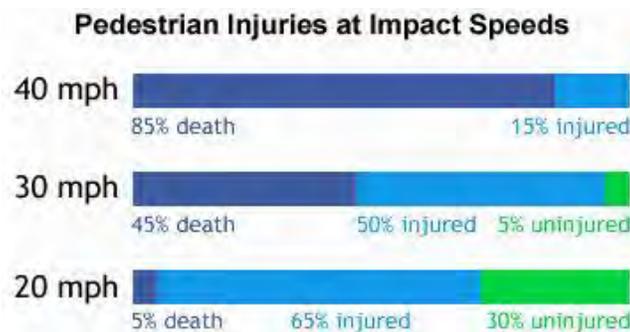
Dear Ms. McWilliam,

On behalf of Day One, its supporters and constituents, I am writing to formally support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for a Complete Streets Plan along Rosemead Boulevard in the unincorporated area of Whittier Narrows.

Day One is a San Gabriel Valley-based non-profit organization with over two decades of experience in the realm of public health education, policy and environmental prevention. As such, Day One is actively interested in planning and land-use decisions that affect the health and well-being of residents of the San Gabriel Valley and greater LA basin.

Public Safety

Studies on impact speeds between automobiles and pedestrians/cyclists are unequivocal about one thing: speed kills. At present this stretch of Rosemead Blvd. has a posted speed limit of 50-mph with free-flowing on/off ramps to the freeway and lacks basic traffic controls, crosswalks and safety signage, hostile conditions for vulnerable road users such as bicycle and pedestrians.



As the above-graph highlights, any measure that calms traffic and lowers average traffic speeds can dramatically improve safety for pedestrians and bicyclists. Fortunately, relatively simple changes to the built environment (e.g., road diets, narrower street lanes, roundabouts) have been shown to improve safety for vulnerable road users. Physical changes to the roadway are also generally more effective and sustainable, when compared to other measures such as increased traffic enforcement or a reduction in posted speed limits (often not an option for local jurisdictions due to the state's 85% rule).

Public Health and Sustainability

After decades of auto-centric transportation and land-use planning, short car trips are a major source of air pollution, emissions, traffic congestion, and fuel consumption in Los Angeles County. The sedentary lifestyles that have also resulted from our automobile-focused transportation and land-use planning have also enacted a severe toll on the health and well-being of our communities. Indeed, rates of childhood obesity and other weight related illnesses such as diabetes are far too commonplace, especially among minority populations, and the health outcomes tragic for our families.

Fortunately 50-75% of automobile trips - approximately 50% of commuting and 75% of shopping - are less than five miles in length, a distance easily covered by bicycle. In other words, there is latent potential for greater bike usage, especially when considering the region’s temperate climate. The benefits of greater bike modal share are myriad. Parking is freed up for those who need/desire to arrive by automobile, vehicle miles traveled (VMT) reduced, physical activity integrated into the lives of more residents, and greenhouse gas emissions reduced.

Making the Healthy and Sustainable Choice, the Easy Choice

Whether making a deposit at the bank, meeting friends for coffee, or picking up some stamps at the post office, many local trips can easily be made by bicycle. Realizing Complete Streets will reduce barriers to healthier lifestyles by making sustainable, healthy, and low-cost forms of active transportation more viable options for residents of all ages. Day One hopes the state of CA will help make walking, biking and other forms of active transportation a genuinely safe and viable alternative for residents of all ages and abilities, especially in high need communities like the one this project would focus on.

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

Sincerely,



Christy Zamani
Executive Director, Day One, Inc.
175 N. Euclid Avenue
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May 19, 2015

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

RE: COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
ACTIVE TRANSPORTATION PROGRAM (CYCLE 2) APPLICATION
FOR THE ROSEMEAD BOULEVARD COMPLETE STREETS
IMPROVEMENTS PROJECT

Dear Ms. McWilliam:

The San Gabriel Valley Council of Governments (SGVCOG) is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program (ATP) for a Complete Streets Plan along Rosemead Boulevard in the unincorporated community of Whittier.

The SGVCOG recently adopted its Mobility Matrix, which defines the region's transportation goals and objectives, and improving the active transportation network in the San Gabriel Valley was one of the major programs in the Mobility Matrix. Developing Class II bicycle and pedestrian facilities along Rosemead Boulevard, was identified as one of the SGVCOG's active transportation priorities for the San Gabriel Valley. The County's project is critical to these efforts, as it completes planning for all phases of installation of these facilities along Rosemead Boulevard.

We appreciate your consideration of the County's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require any additional information, please feel free to contact me at (626) 457-1800 or at fdelach@sgvcog.org.

Sincerely,

Francis M. Delach
Executive Director

San Gabriel Valley Council of Governments
1000 South Fremont Avenue, Unit #42 ♦ Alhambra, California 91803

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Metro[®]

May 19, 2015

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

Re: Letter of Support for Rosemead Boulevard Complete Streets Improvements - Phase I Active Transportation Program (ATP) Application

Dear Director Dougherty:

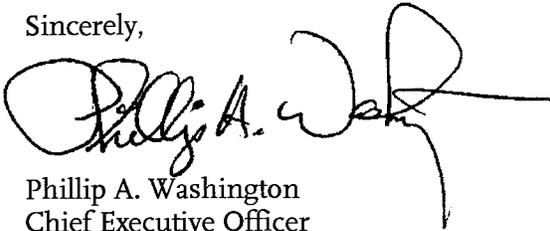
The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Rosemead Boulevard Complete Streets Improvements - Phase I in the County of Los Angeles. This project will include planning for all phases of installation of a Class II bike and pedestrian facilities along Rosemead Blvd.

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

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

This project is consistent with the SCAG RTP/SCS and the LRTP, as well as the shared priorities and goals of our agency and the ATP. We endorse the County of Los Angeles's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Rosemead Boulevard Complete Streets Improvements - Phase I for the ATP grant.

Sincerely,



Phillip A. Washington
Chief Executive Officer