

ACTIVE TRANSPORTATION PROGRAM CYCLE 2 APPLICATION

Project name: Vincent Community Bikeways

Project Unique Application No: 07-County of Los Angeles-8

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ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

07-Los Angeles County-8

Auto populated

Total ATP Funds Requested:

\$ 3,519

(in 1000s)

Auto populated

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

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

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

Los Angeles County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

900 S Fremont Ave

Alhambra

CA

91803

IMPLEMENTING AGENCY'S CONTACT PERSON:

Inez Yeung

CONTACT PERSON'S TITLE:

Senior Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

626-458-3950

CONTACT PERSON'S EMAIL ADDRESS :

iyeung@dpw.lacounty.gov



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

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

PROJECT PARTNERING AGENCY'S NAME:

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

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

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

[Empty text box for Contact Person Name]

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person Title]

CONTACT PERSON'S PHONE NUMBER:

[Empty text box for Contact Person's Phone Number]

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person's Email Address]

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

07-5953R

Implementing Agency's State Caltrans MA 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)

Vincent Community Bikeways

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Install bike paths along the Big Dalton Wash between Irwindale Ave and Lark Ellen Ave and between Arrow Hwy and Citrus Ave, and bike lanes and routes to connect to the existing and proposed bikeways in the surrounding areas.

PROJECT LOCATION: (Max of 250 Characters)

Cities of Azusa and West Covina, and the unincorporated Vincent Community. Bike paths along the Big Dalton Wash, bike lanes along Irwindale Ave, Badillo St, and bike routes along Lark Ellen Ave, Arrow Hwy, and Badillo St.



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. 34.096970 /long. -117.934179

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	<input type="text"/>	Bicyclists	<input type="text" value="529"/>
One Year Projection:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text" value="707"/>
Five Year Projection:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text" value="758"/>

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

Bicycle: Class I Class II Class III Other

Pedestrian: Sidewalk Crossing Other

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

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

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

How many schools does the project impact/serve: _____

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

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

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

Total student enrollment: _____

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

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

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

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

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

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



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/1/16
* CEQA Environmental Clearance:	_____		6/1/17
* NEPA Environmental Clearance:	_____		8/1/17
CTC - PS&E Allocation:	_____		12/1/17
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		3/1/19
Final/Stamped PS&E package:	_____		2/1/19
* CTC - Construction Allocation:	_____		6/1/19
* Construction Complete:	_____		12/1/20
* Submittal of “Final Report”	_____		6/1/21



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:	\$200	
ATP funds for PS&E:	\$400	
ATP funds for Right of Way:		
ATP funds for Construction:	\$2,919	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$3,519

Local funds leveraging or matching the ATP funds: \$880

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

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

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

TOTAL PROJECT FUNDS: \$4,399

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-8

Implementing Agency's Name: County of Los Angeles

Important:

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

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Part B: Narrative Questions

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 Enhancement Activities 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 revenues 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.

2. Consistency with Regional Plan.

The proposed project is consistent with the 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), which seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the Southern California region to increase transportation options. The RTP/SCS supports Active Transportation through the development of bicycle and pedestrian policies. The Vincent Community Bikeways directly support the following RTP/SCS policy goals and objectives related to active transportation:

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.

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 adopted March 2012 County Bicycle Master Plan is a sub-element of the Transportation Element of the Los Angeles County General Plan. As the long-range policy document that guides growth and development in the unincorporated County, the General Plan is in turn integrated into the land use and transportation elements of the RTP/SCS, thereby ensuring consistency with regional plans.

Part B: Narrative Questions

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

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

As detailed in the table below, this project uses a combination of Class I, II, and III facilities running along the Big Dalton Wash, arterials, and neighborhood streets to provide comprehensive bikeway access to the residents and commuters of the unincorporated Vincent community in Los Angeles County, the Cities of Azusa, and West Covina.

Matrix of Proposed Improvements

Corridor	Length	Project Limits	Class I Bike Path	Class II Bike Lanes	Class III Bike Route	Travel Lane Reduction	High-Visibility Crosswalks	Wayfinding Signage
Big Dalton Wash	1.0	Irwindale Av to Lark Ellen Av	●				●	●
Big Dalton Wash	1.0	Arrow Hwy to Citrus Av	●				●	●
Irwindale Av	0.8	Big Dalton Wash to S/O Badillo St		●				●
Badillo St	0.5	Irwindale Av to Orange Av		●				●
Arrow Hwy	0.7	Lark Ellen Av to E/O Azusa Av			●			●
Lark Ellen Av	0.5	N/O Brookport St to Arrow Hwy			●	●		●
Badillo St	0.2	E/O Orange Av to Orange Av			●			●

The various corridors included in the Project scope currently carry an estimated **529** bicycle trips per day, based on 24-hour counts taken on a typical weekday in May 2015. Five years after project completion in 2025, there will be a projected 43% increase to **753** daily bicycle trips, measured against estimated current levels in 2015. In Year 5, the number of daily trips in the Vincent community will be 34% higher for bicyclists than it would have otherwise been under a no-build scenario.

Due to the inclusion of the new bike facilities along Arrow Highway, Lark Ellen Avenue, Big Dalton Wash, Irwindale Ave, and Badillo Street and other bike-friendly improvements, the Project will add 453 daily bicycle trips within the Project area. This increase is based on before/after observations in usage for other comparable facilities in Los Angeles County, the Project’s connectivity to other major existing bikeways, and

continuous length of the new facility, which at 4.7 miles is anticipated to serve a greater variety of trip purposes and destinations than many active transportation projects currently planned in the area. Given the paucity of on-street bike facilities in this section of the East San Gabriel Valley, the trip increases are expected to be particularly pronounced, as users gravitate toward the comfort and convenience of seamless connections between residential neighborhoods, commercial centers, and transit facilities. The types of users for the proposed Project are anticipated to include the following:

Residents. The Vincent community has a population of approximately 16,000, 15.0% of whom live in zero-vehicle households, compared to 9.7% of County households.

Commuters. With connectivity to the Baldwin Park Metrolink Station, these bikeways will also be used for interjurisdictional trips from the Cities of Glendora and Azusa, located to the north of Vincent.

Students. 28.5% of the Vincent community is under the age of 18, a demographic group most likely to walk or bike as their mode of transportation. Seven elementary, middle, and high schools with a combined enrollment of over 3,000 are located within a one-quarter mile of the Vincent Community Bikeways. Many parents surveyed in the community indicated that they would be more willing to allow their children to walk or bike to school by themselves if they were more confident in the safety of the route selection. Offering a combination of grade-separated Class I path and Class II bike lanes, the Vincent Community Bikeways are likely to alleviate those fears and result in higher bike to school rates in particular.

Summary of Existing and Projected Users

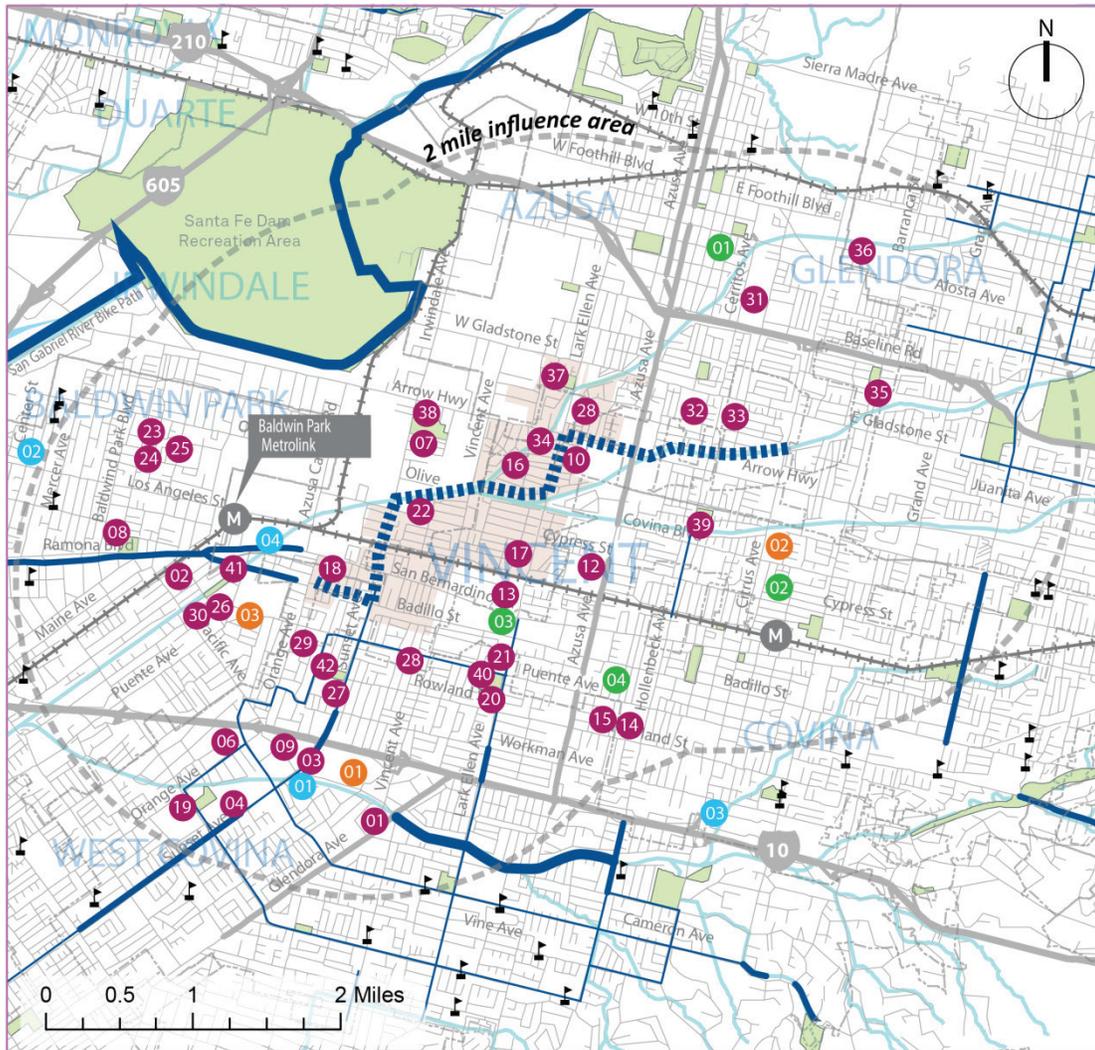
Mode	Existing	Daily Person Trips – 5 Year Projection		Difference in Year 5
		Without the Project	With the Project	With vs. Without Project
Bicycle	527	566	758	+34%

The potential travelshed will likely encompass a larger area, as the proposed bikeways connect the residents in the Vincent community and the neighboring cities to the Baldwin Park Metrolink Station and the County’s regional bikeway network via the San Gabriel River Bike Path.

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

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

X
X



VINCENT COMMUNITY BIKEWAYS - Points of Interest

Community Facilities

- 01 US Social Security Admin
- 02 Baldwin Park City Hall
- 03 West Covina Courthouse
- 04 Citrus Valley Med Center
- 05 Kindred Hospital
- 06 Doctor's Hospital
- 07 Irwindale Library
- 08 Baldwin Park Library
- 09 West Covina Library
- 10 Gladstone HS
- 11 Cypress Elementary
- 12 Northview HS
- 13 Las Palmas MS
- 14 Covina HS
- 15 Traweek Middle School
- 16 Ellington Elementary
- 17 Lark Ellen Elementary
- 18 Manzanita Elementary
- 19 Edgewood High School
- 20 Rowland Ave Elementary
- 21 Grovecenter Elementary
- 22 Merwin Elementary
- 23 Jerry D Holland MS
- 24 Santa Fe Elementary
- 25 Geddes Elementary
- 26 Baldwin Park HS
- 27 ESGV Occupational Program and Technical Center
- 28 Valleydale Elementary
- 29 Monte Vista Elementary
- 30 Central Elementary
- 31 Azusa HS
- 32 Murray Elementary
- 33 Center Middle School
- 34 Gladstone High School
- 35 Sierra High School
- 36 Azusa Pacific University
- 37 Valleydale Park
- 38 Irwindale Park/Skate Park/Pool
- 39 Hollenbeck Park
- 40 Palm View Park
- 41 Hilda S Solis Park
- 42 Del Norte Park

Employment Centers

- 01 LA County Sheriff
- 02 UPM, Inc
- 03 Teamsters
- 04 County of LA Animal Care Ctr

Cultural & Popular Destinations

- 01 Plaza West Covina
- 02 United Hindu Temple
- 03 Heritage Park West Covina

Affordable Housing

- 01 VPN Soldano Senior Village
- 02 Village Green Sr Apartments
- 03 Lark Ellen Village Apts
- 04 Vintage Gardens

The Vincent Community Bikeways project provides connectivity at both the local and regional levels to other existing bikeways, including the Big Dalton Wash bikeway (funded by the City of Azusa), the San Gabriel River Bike Path, Irwindale Avenue and Badillo Street on-street bike routes. The project will provide a non-motorized alternative for commuters travelling to and from the Vincent community and surrounding cities to the Baldwin Park Metrolink Station (363 average weekday boardings) as well as major community destinations and activity centers served by these corridors, including:

- Covina Town Square located at the corner of Azusa Avenue and Arrow Highway
- Gladstone High School (1,296 students) located on Arrow Highway
- Irwindale Library located on Irwindale Avenue
- Irwindale Park located next to Irwindale Library
- Valleydale Park, located on N. Lark Ellen Avenue just north of Arrow Highway, is a popular community gathering place with family fitness facilities, youth programming, and a children’s playground
- Merwin Elementary School (431 students) located near the intersection on Cypress Street near Irwindale Avenue
- California Elementary School (415 students), located at 1111 California Avenue, one of thirty schools selected to be part of a federally-funded Safe Routes to School Cycle 3 program, is accessible from the existing bikeways along Sunset Avenue that connects to the proposed bike lanes along Irwindale Avenue.

The proposed bikeways will *close the gap* between existing bikeways in the neighboring jurisdictions, and improve the mobility for commuters travelling to and from the Baldwin Park Metrolink Station and the San Gabriel River Bike Path. Wayfinding signage will *encourage and educate residents* to use the safest and most efficient routes between destinations.

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 County’s March 2012 Bicycle Master Plan (BMP) prioritizes a list of bicycle facility improvements for the East San Gabriel Valley Planning Area, in which the Vincent community is located. The three on-street bicycle facilities included in the Vincent Community Bikeways Project—Irwindale Avenue, Lark Ellen Avenue, and

Arrow Highway— are included as part of a single project, the Big Dalton Wash Bicycle Path, ranked #38 out of 58 proposed improvements in the Planning Area.

Subsequent to the adoption of the BMP in March 2012, a motion from County Supervisor Mark Ridley-Thomas further directed the Los Angeles County Department of Public Works to work with the Department of Public Health to identify the 10 unincorporated communities with the highest rates of obesity and to prioritize the implementation of bikeways in these communities. As the Vincent community suffers from some of the highest rates of obesity in the County, *the original ranking of the Vincent Community Bikeways Project in the BMP was elevated to become one of the County's highest unfunded non-motorized active transportation activities* (see Attachment I-1C for a copy of the Board Motion).

This Project will directly support and complement a number of the County's other plans and goals, including those identified in the Transit Oriented Districts (TODs) Program being undertaken as part of the County's General Plan Update (initiated in February 2013 and ongoing), the Healthy Design Ordinance (HDO, enacted in February 2013), and the County's *Public Health 2013-2017 Strategic Plan*. Relevant excerpts from these plans and ordinances are included in Attachment I-1C.

Increasing the mode share for active transportation is universally emphasized as one of the highest priorities of these plans and ordinances. Goal 1 of the TOD Program, for example, is to *"Increase walking, bicycling, and transit ridership and reduce vehicle miles traveled (VMTs)."* The objective statement of the HDO is *"promote physical activity" through "safe, convenient and pleasant places for pedestrians and bicyclists by minimizing hazards, increasing accessibility, and overall enhancing the look and feel of the built environment."* Objective 1.1a of the Public Health Strategic Plan is to *"Increase the number of local jurisdictions that implement transit-oriented districts and other land use planning policies that promote walkable, bikeable, and safe communities and use of mass transit while avoiding displacement of affordable housing."*

This Project reflects, in other words, not just an active transportation project, but an integrated, coordinated effort across the County Departments of Public Works, Regional Planning, and Public Health to improve the mobility, livability, and well-being of the Vincent community, and is thus one of the County's highest unfunded active transportation priorities.

Part B: Narrative Questions

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

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

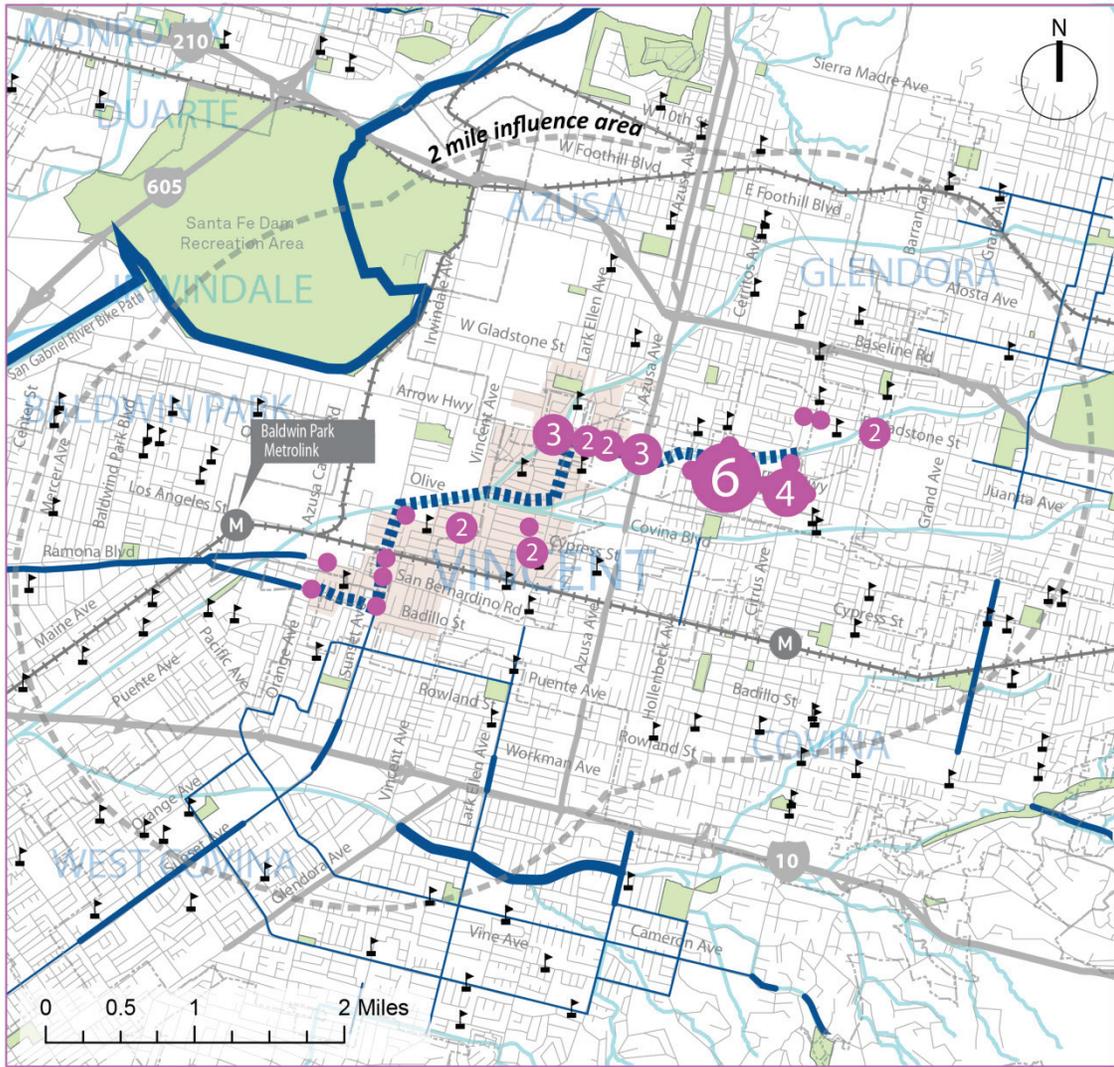
Crash data for the Project Area was extracted from the UC Berkeley Transportation Injury Mapping System (TIMS) database for the five-year period beginning 1/1/2008 and ending 12/31/2012 (collision data is currently incomplete for calendar year 2013). The project influence area for the Vincent Community Bikeways, defined as a 1/2 mile buffer around project corridors, experienced a total of 60 injured bicyclists. 12 (or 20%) of these incidents occurred directly along the project corridors proposed for improvement, including 8 collisions on Arrow Highway, one on Lark Ellen Avenue, one on Irwindale Avenue, and one on Badillo Street. A higher percentage of severe injuries (25% of the total) occurred on the project corridors than in the influence area as a whole.

Motor Vehicle Collision With	Within Project Limits				Total
	Fatalities		Injuries		
<i>AIS Severity Level</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	
Bicyclist – Project Corridors	0	1	7	4	12
Bicyclist – Influence Area	0	4	36	20	60
% of Collisions Along Project Corridors	-	25%	19%	20%	20%

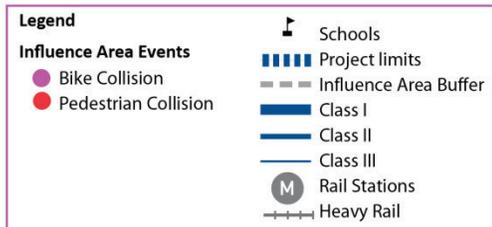
Vehicle code violations listed for each incident in the TIMS data were used to identify the most common types of violations deemed responsible for these collisions involving motorists and bicyclists:

- bicyclist failure to ride on the edge of the roadway (17%);
- vehicle failure to stop at a limit line before a red light or stop sign (17%);
- vehicle failure to yield during a left or U-turn (17%);
- bicycle riding in a direction contrary to the flow of traffic (17%); and
- unsafe vehicle speed (8%);

The County believes that the proposed Project has the potential to reduce injuries and fatalities along parallel streets in the surrounding area. A half-mile radius was used to define the Project influence area, as it is considered the maximum distance that a pedestrian might reasonably be willing to travel for access to the



VINCENT COMMUNITY BIKEWAYS
Bicycle and Pedestrian Collision Events



Vincent Community Bikeways as an alternative route. These bikeways will improve safety especially for commuters travelling to and from the Baldwin Park Metrolink Station and the San Gabriel River Bike Path.

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

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

X
X
X
X

The project will address safety hazards for bicyclists in the Vincent community by implement high visibility crosswalks at three non-signalized intersections, signage for wayfinding, Class I bicycle paths, Class II bicycle lanes, and Class III bicycle routes, bicycle actuation signals and loop detectors. A traffic-calming road diet will be implemented along Lark Ellen Avenue to *reduce the speed of motor vehicles in the proximity of bicyclists and pedestrians*. Unsafe speeds accounted for 8% of collisions involving bicyclists. In aggregate, the safety countermeasures proposed for the Project are estimated to result in a crash reduction factor of **28 percent**, resulting in a reduction of an average of **3.4 injuries** per year along the Project corridors.

By separating active transportation users from vehicular traffic, the 2.0 miles of Class I bicycle paths along the Big Dalton Wash will significantly limit potential conflict points between non-motorized and motorized transportation modes. The portion of the Wash between Azusa and Citrus Ave will provide a particularly attractive alternative to the parallel segment of Arrow Highway, which, as shown on the map, has experienced a high collision rate.

Beyond the redirection of many non-motorized users away from busy arterial streets toward the Big Dalton Wash, the proposed Project will also *reduce behaviors that lead to collisions involving non-motorized users*. Approximately one-third of the bicycle-related collisions along the Project corridors were the result of bicyclists riding against traffic or failing to ride on the edge of the roadway. The 2013 Caltrans publication “Local Roadway Safety: A Manual for California’s Local Road Owners” also identifies bicycle lanes as capable of reducing up to 53% of bicycle collisions, by encouraging travel in the direction of vehicular traffic and creating more predictable movements for cyclists and drivers.

Part B: Narrative Questions

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

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

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

Over a one-year period spanning from February 2010 to February 2011, the County conducted significant outreach for the Vincent Community Bikeways Project in conjunction with the development of its Bicycle Master Plan (BMP), adopted in March 2012, which solicited the input of an exhaust list of government agencies, community groups, and interested members of the public.

In preparation for this grant application, the Los Angeles County Department of Public Health (DPH) assisted the Department of Public Works (DPW) in gathering additional input from key stakeholders and organizations within the Vincent community in April and May 2015. Additional stakeholders included:

Public Stakeholders	Government Stakeholders
BikeSGV	County Department of Parks & Recreation
Healthy Azusa	County Department of Regional Planning
Los Angeles County Bicycle Coalition	County Department of Public Health
Multicultural Communities for Mobility	City of Azusa
YWCA SGV	Los Angeles County Library (Azusa)
Students from Azusa Pacific University	

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

Three community workshops were held in conjunction with development of the BMP. As described in the table below, each successive workshop focused on increasingly refined project options, allowing the program of projects included in the final BMP to incorporate and reflect specific stakeholder feedback (discussed further in the response to Question 3C.)

Event and Date	Activities/Focus	Notifications
Workshop 1		
Workshop 2 (June 2010)	Focused on specific study corridors being evaluated by the project engineering team and an introduction to project prioritization methodology. Participants were shown maps of the proposed intersection improvements, asked to comment on these improvements, and were surveyed as to possible	Distribution of postcards at "Bike to Work Week" events throughout the County Public service announcements on County websites, at the Baldwin Park

	improvements that could improve mobility, safety, and livability. Surveys were distributed in English and Spanish.	Metrolink Station and bus shelters, on buses and shuttles that operate within the Vincent community area.
Workshop 3 (February 2011)	Included a presentation of the draft Plan and provided opportunities for the public input. Given the limited funding available to implement the Plan, stakeholders were asked to score each proposed bikeway based on its personal relevance to their everyday travel patterns; the County also integrated into the priority score factors such as utility (number of activity centers served) and ease of implementation based on the roadway facility widths and other site-based factors.	The County retained the Angeles County Bicycle Coalition (LACBC) to assist with the outreach and to encourage attendance at the workshops. LACBC issued a press release to news media, radio and television; they worked with various entities to coordinate the posting of our workshop information on these entities' websites.

Outreach Activity 1: The Bike SGV staff and volunteer 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 City of South El Monte to develop the city’s bicycle master plan.

Outreach Activity 2: On May 13, 2015 DPH Staff met with Healthy Azusa meeting, which included residents of the Vincent community and City of Azusa. At the meeting DPH staff presented on the proposed project to gather input and support for the project. Some of the residents included students from Azusa Pacific University, Library Staff, and members of YWCA SGV.

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

The public comment period for the draft Plan was from March 31 to June 3, 2010, which was extended to target participants on the Los Angeles Bike to Work Week. As a result of the public comments received throughout development of the Plan, the County added—and removed—a significant number of facilities. For example, the County had originally proposed continuing a Class II bikeway further west along Arrow Highway in the Vincent community from North Lark Ellen Avenue to Azusa Canyon Road, but it was removed during the third round of workshops due to stakeholder sentiment that the existing vehicle loads were too high along Arrow Highway to create a comfortable user experience. Instead, the County chose to create an off-street Class I path along an additional segment of the Big Dalton Wash between North Lark Ellen and Azusa Canyon Road.

Since there are a higher percentage of zero-vehicle households in the Vincent community and a higher reliance on Metro and municipal transit services for commute to work trips compared to the countywide average, bus and rail connectivity also emerged as a major theme of the workshops; hence, the County

focused on strengthening first mile-last mile connections between transit facilities and residential neighborhoods. Hence the “weaving” pattern of the proposed community bikeway network as it connects the existing Big Dalton Wash Bike Path to the Baldwin Park Metrolink station while providing points of access to the community bikeway network for the broadest possible swath of residents living in Vincent.

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

The Vincent Community Bikeway Access Project will serve to connect residents of the surrounding communities of Glendora, Baldwin Park, Azusa, Irwindale, Covina and West Covina; therefore, stakeholder engagement will be inclusive of Vincent residents as well as the surrounding communities. Public outreach will be conducted as part of the CEQA/NEPA environmental clearance process, offering additional opportunities for input.

The installation of the Class I Bike Path along the Big Dalton Wash, and the mid-block crossings for the path at Vincent Avenue, Lark Ellen Avenue, and Cerritos Avenue are anticipated to be the major components of the project cost and stakeholder coordination. Community meetings will be organized during the project design phase to seek community input and respond to any concerns regarding the privacy, security and safety of home owners whose properties abut the channel, and the safety of the trail users at the at-grade roadway crossings.

The County will continue to attend and hold meetings with key stakeholders previously identified and utilize the organized groups to encourage communitywide participation in the planning process. We will consider hosting workshops at Irwindale Community Park, a popular community-gathering space, and enlisting local organizations working in adjacent jurisdictions, such as Healthy Azusa and BikeSGV, to promote meetings and events in the Vincent community. The County will also establish and maintain a project web site where project milestones and update will be posted. As part of this web site, the County may develop a mobile-friendly, online survey to engage younger participants who are less apt to fill out a paper survey or attend community meetings.

Part B: Narrative Questions

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

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

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

Key health indicators extracted from California Health Interview Survey (CHIS) neighborhood-level data reveal a portrait of a community suffering from higher rates of asthma, diabetes, obesity, a lack of access to health insurance, and lower rates of physical activity than the County as a whole. Overall, the percentage of residents in the Vincent community (ZIP code 91722) describing themselves in fair or poor health was 30% compared to 21.4 % in Los Angeles County and 17.9 % for California.

	Los Angeles County	91722
Health Indicators		
Ever diagnosed with asthma (18+)	12.2%	14.3%
Ever diagnosed with diabetes (18+)	8.8%	9.2%
Obese (BMI ≥ 30) (18+)	24.7%	28.4%
Walked at least 150 minutes (18+)	35.0%	32.2%
Currently uninsured (18-64)	25.0%	27.4%

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

The proposed project will improve public health by enhancing resident access to both recreational opportunities along the Big Dalton Wash and San Gabriel River Bike Path and providing opportunities for all members of the Vincent community, including students attending the six schools located within one-quarter mile of the proposed bikeways, to incorporate higher levels of physical activity into their everyday routines. A student who bikes even 0.5 miles to school burns 30 calories per trip. At 4 daily roundtrips per week over the course of an academic school year, this student will burn approximately 3,000 more calories than a student who is driven, equivalent to just under one pound of body weight.

The project is expected to provide a health benefit particularly to younger school-age children in Vincent who are not old enough to drive, 26.2% of whom live in one-parent households, compared to 17.0% in Los Angeles County. As a result, many school-age children may not have a parent available during typical workday hours to drive them to extracurricular activities. The ability of these younger users to bike independently to the

nearest park, library, or athletic center, instead of remaining sedentary at home during after-school hours, will form healthy habits at a young age, with long-term health implications and benefits for the 73.4% of Vincent community members who self-identify as Hispanic or Latino. Overweight or obese preschoolers are five times more likely than normal-weight children to be overweight or obese as adults, with Latino children generally at greater risk for obesity than the population as a whole. According to a 2012 publication in the American Heart Association journal *Circulation*, childhood body mass index (BMI) at 7 to 13 years of age has been positively associated with fatal and nonfatal coronary heart disease events, diabetes, and other comorbidities during adulthood.

The first last-mile connections to transit facilities, parks and other community-identified destinations in Vincent means that residents will no longer need to rely on a personal vehicle for the 28% of household trips within the Southern California that are two miles or less. For new active transportation commuters and recreational users, increased levels of physical activity afforded by the proposed community bikeways will also help to attenuate the economic impacts of obesity and other health conditions by lowering the costs of medical care. This issue is significant in a community with a high percentage of uninsured residents, many of whom are also low-income. Recent research by the journal *Health Affairs* shows medical spending averages \$1,400 more a year for an obese person than for someone who's a normal weight. The Trust for Public Land also estimates that modest amounts of physical activity can reduce annual medical costs by \$250 for people under 60, and by as much as \$500 for people over 60, for those who are not necessarily overweight or obese.

Citation: Lakshman, R, MD, PhD. Childhood Obesity. *Circulation*, 2012; 126: 1770-1779. Retrieved from <http://circ.ahajournals.org/content/126/14/1770.full>; Finklestein, E. Annual Medical Spending Attributable to Obesity : Payer and Service-Specific Estimates, *Health Affairs* September/October 2009 vol. 28 no. 5 w822-w831. Retrieved from <http://content.healthaffairs.org/content/28/5/w822.short>.

Part B: Narrative Questions

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

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

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

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037404504	\$38,929	5,270	37.15	76-80%	X	X
6037404600	\$63,250	1,497	55.64	96-100%	X	X
6037405301	\$51,225	3,602	43.37	81-85%	X	X
6037404501	\$51,705	2,737	43.53	86-90%	X	X
6037404503	\$63,704	3,396	38.91	76-80%	X	X
6037404100	\$56,767	5,550	32.99	66-70%		
6037405400	\$84,437	5,233	31.03	66-70%		
6037405800	\$62,615	5,478	36.41	71-75%		

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

Which criteria does this project meet?

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

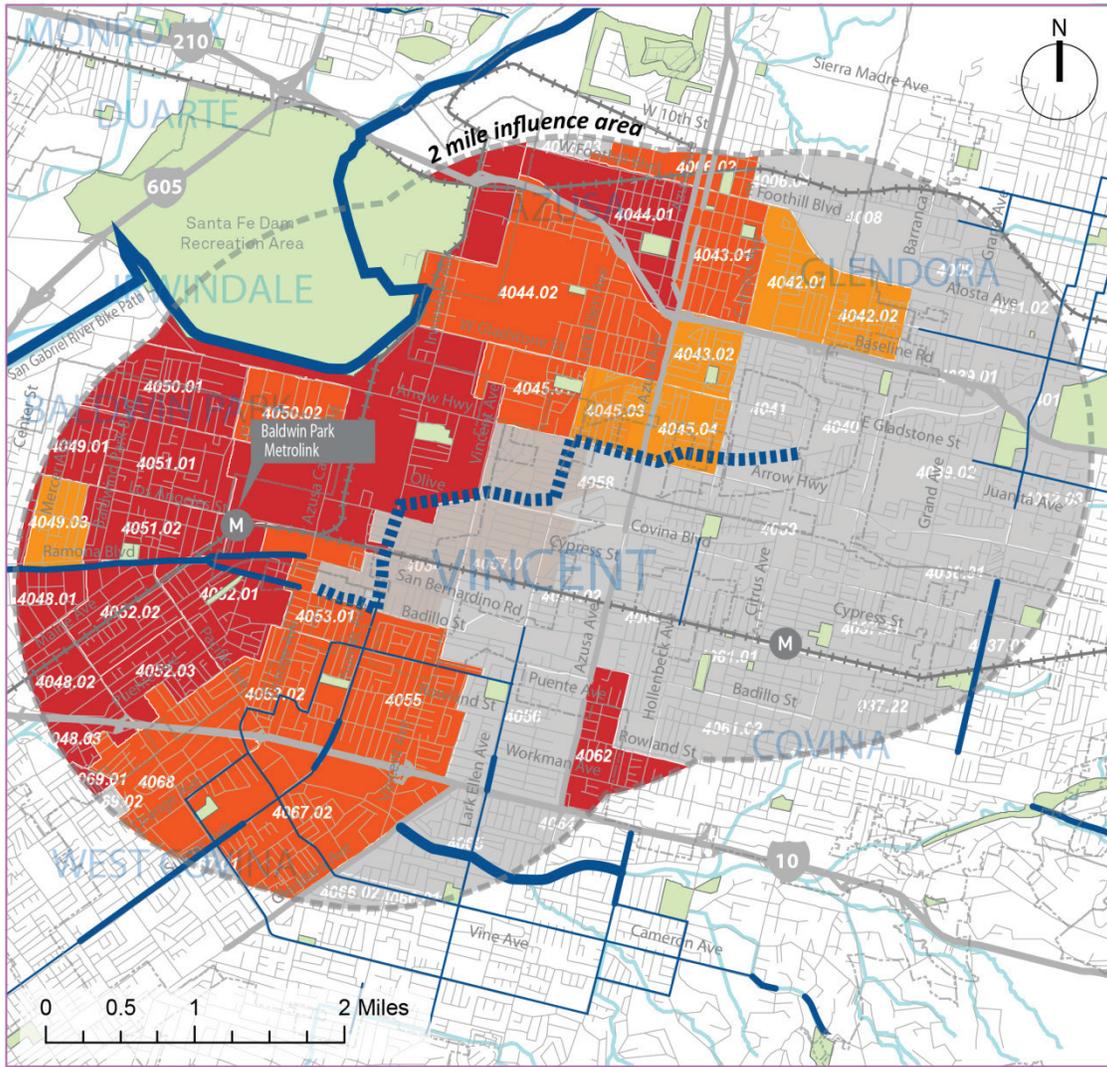
X

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

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

57%

The total length of the Vincent Community Bikeways is 4.7 miles, 2.7 miles of which (or 57% of the corridor) are located within Los Angeles County census tracts (4045.01, 4045.03, 4045.04, 4046.00, 4053.01) ranked among the top 25% disadvantaged communities in the State. Assuming project costs are proportional to the facility length, approximately 57% of the funds requested will be expended in these communities.



VINCENT COMMUNITY BIKEWAYS Disadvantaged Community Mapping

Legend

- Project Limits
- CES 2.0 Census Tract Percentile Scores
- Below 75%
- 76-80%
- 81-90%
- 91-100%

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

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

The County Department of Public Health identified Vincent as one of the unincorporated communities most impacted by some of the highest obesity rates in the County. As a result, the County has prioritized the implementation of the proposed community bikeways, citing the potential health benefit to disadvantaged residents. A clear mission to improve the health status of Vincent residents is driving the implementation of this project. Increased active transportation opportunities are among the most cost-effective interventions to combat diseases that relate to physical inactivity. For example, a 2009 study of nearly 2,400 adults found that those who cycled to work were fitter, leaner, less likely to be obese, and had better triglyceride levels, blood pressure, and insulin levels than those who didn't active commute to work. This health benefit will be achieved through the County's existing encouragement and Safe Routes to School Programs, as well as its ongoing collaboration with community organizations and health partners such as Healthy Azusa and BikeSGV to encourage use of the proposed bikeways in Vincent once completed.

Part B: Narrative Questions

Detailed Instructions for: **Question #6**

QUESTION #6 COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

The County considered construction of a fully grade-separated, Class I bikeways along the flood control access roads, thereby avoiding any on road connections and at-grade crossings. By reducing the number of conflict points between the trail users and automobiles, this alternative may have encourage less experienced and casual bicyclists to ride their bikes for recreational purposes. However, the utility of this path for commuting and utilitarian trips would have also likely been lower, too, as a Class I bikeway utilizing the Big Dalton Wash right-of-way would have bypassed key activity centers in the Vincent community. Instead, the County deemed it more cost-effectiveness to leverage the existing bike lane infrastructure along Ramona Boulevard and Badillo Street to provide the desired connection to the San Gabriel River Bike Path and local transit hubs. The proposed alternative has the added benefit of providing a connection to the Baldwin Park Metrolink Station.

There were also cost considerations involved in the selection of the present alignment. Constructing grade separations at the roadway intersections would also be cost prohibitive due to channels limited vertical clearance. On the eastern end of the project, the Big Dalton Wash is a covered drain at the intersection of Azusa Avenue and Arrow Highway, and houses shopping malls. A bike path through this area would require extensive and expensive right of way acquisition. The on-road connections using Arrow Highway and Lark Ellen Avenue were instead chosen to go around this area and continue the bike path north of Arrow highway.

- 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 benefit to total cost (B/C) ratio is estimated to be **4.65**, and the benefit to funds requested ratio is **5.81**. This means that for every dollar invested in the project, the project will generate \$4.65 in benefits over the 20-year analysis period considered. With a net present value of \$15.43 million (discounted at 4 percent), and

a positive B/C ratio, this project will be a cost-effective way for the State to leverage its investment in active transportation.

Regarding feedback on the ATP Benefit/Cost Tool, there may be other potential benefits that were not considered. For instance, the Tool did not include the potential for travel time savings. If an ATP project improves bicycle access on a commute route, it may in fact be quicker to bicycle to work rather than drive depending on the level of traffic congestion. Several streets in Los Angeles County currently suffer from extreme gridlock during peak commuting hours. Another instance of time savings might occur for commuters when transferring from Metrolink rail to some other form of mass transit like rail or bus. Installing a bike path that improves first-last mile connections could result in time-savings for public transit users. Additional feedback on potential model enhancements for the next cycle of the ATP Benefit/Cost Tool is documented in Attachment I-6B.

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 County has provided a local contribution of \$879,694 for participating items, against total eligible project costs of \$4,398,468, for a leveraging percentage of **20.0%**. The ATP Cycle 2 funding request is \$3,518,775.

Funding Source	Amount	%
County Road Funds – Participating Items	879,694	20.0%
Active Transportation Program (ATP) Cycle 2 Request	3,518,775	80.0%
Total Sources	\$4,398,468	100%
Project Approvals & Environmental Documents	250,000	6.9%
Plans, Specifications & Estimates	500,000	13.7%
Construction	3,648,468	85.0%
Total Uses	\$4,398,468	100%

Part B: Narrative Questions

Detailed Instructions for: Question #8

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

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

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

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

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
 - Striping
 - Signage
 - Concrete removal
 - Unclassified excavation
 - Fencing
 - Landscaping
 - Pocket parks
 - Traffic control
- 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)

Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9 APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS (0 to-10 points OR disqualification)

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

The County of Los Angeles Department of Public Works has been participating in Los Angeles County Metro's biennial Call for Project program since its inception in 1991. The County of Los Angeles Department of Public Works has delivered numerous active transportation (bikeways and pedestrian) projects with no failures. The County of Los Angeles Department of 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 "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



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>Patrick V. DeChellis</u>	Date:	<u>5.26.2015</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:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: VINCENT COMMUNITY BIKEWAYS					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

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)				250				250	
PS&E					500			500	
R/W									
CON						3,649		3,649	
TOTAL				250	500	3,649		4,399	

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)				200				200	
PS&E					400			400	Notes:
R/W									
CON						2,919		2,919	
TOTAL				200	400	2,919		3,519	

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									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: VINCENT COMMUNITY BIKEWAYS					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
Fund No. 2:	County Road 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)				50				50	Los Angeles County	
PS&E					100			100	Notes:	
R/W										
CON						730		730		
TOTAL				50	100	730		880		
Fund No. 3:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 4:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 5:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 6:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 7:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										

Attachment C. Engineer's Checklist

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map**

Engineer's Initials: 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

Attachment C. Engineer's Checklist

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

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

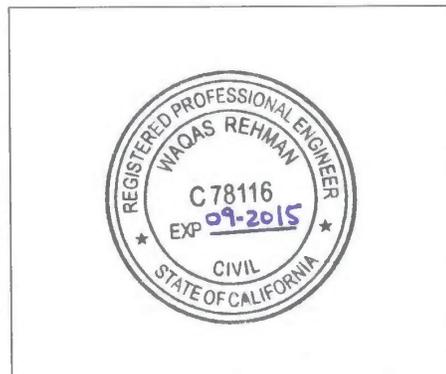
Signature: *Waqas Rehman*

Date: 05-27-2015

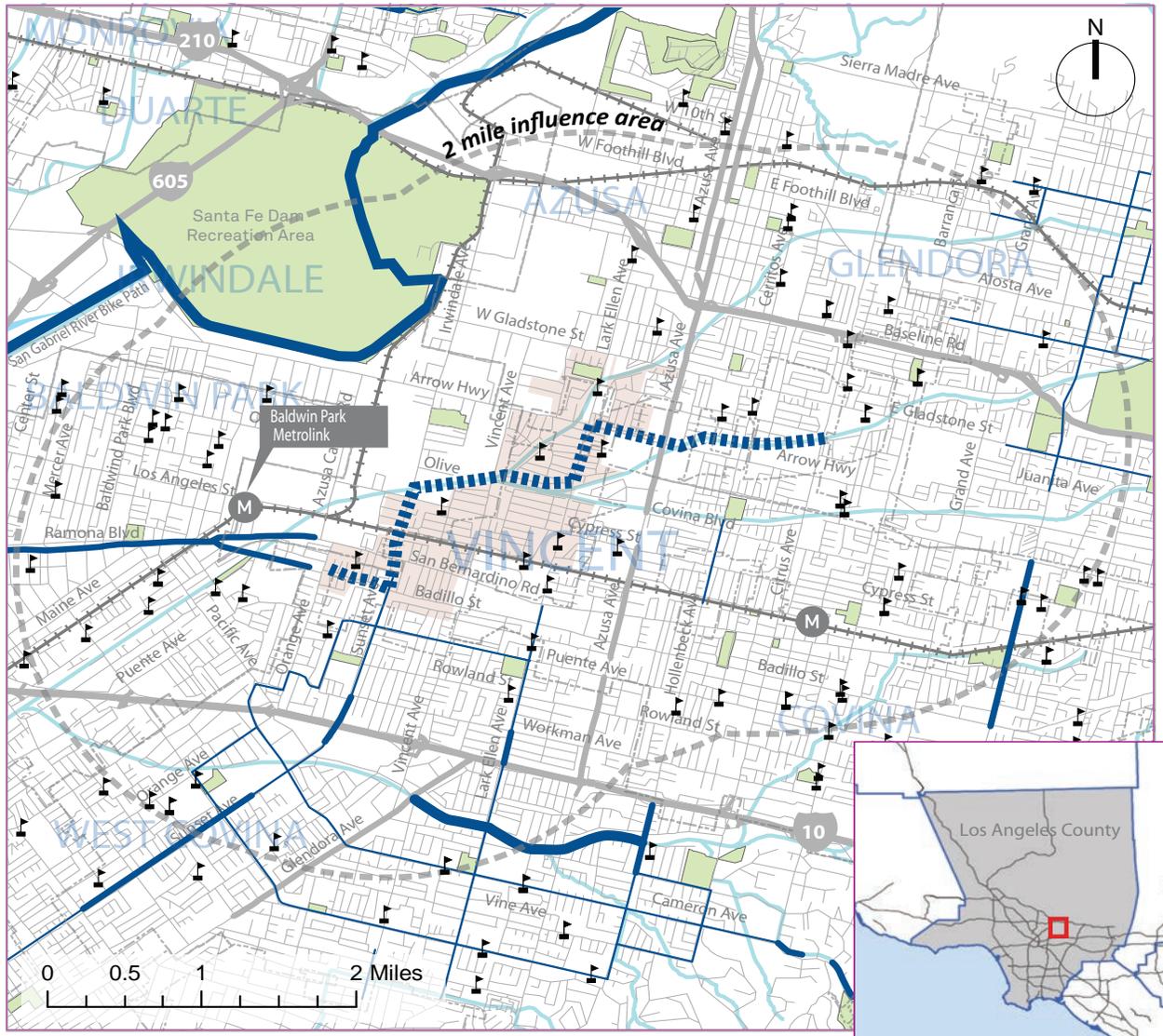
Email: wrehman@dpw.lacounty.gov

Phone: 626-458-5166

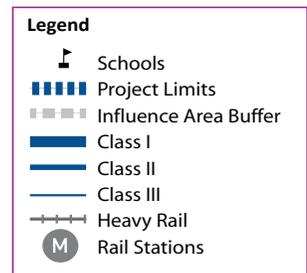
Engineer's Stamp:



Attachment D. Project Location Map

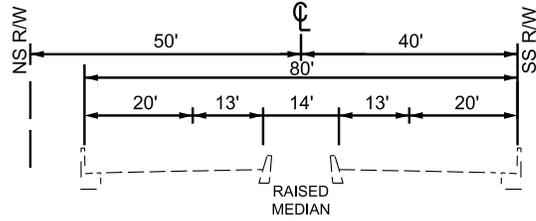


**VINCENT COMMUNITY BIKEWAYS
Project Location Map**

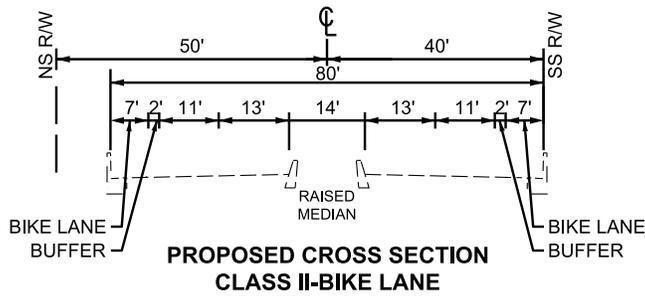


Attachment E. Project Plans/Cross Sections

BADILLO STREET
500' W/O DAVID CT TO ORANGE AVE
(CITY OF WEST COVINA)

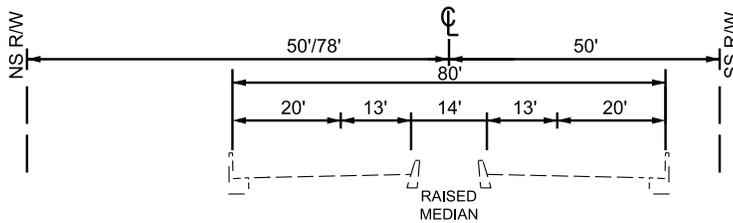


EXISTING CROSS SECTION

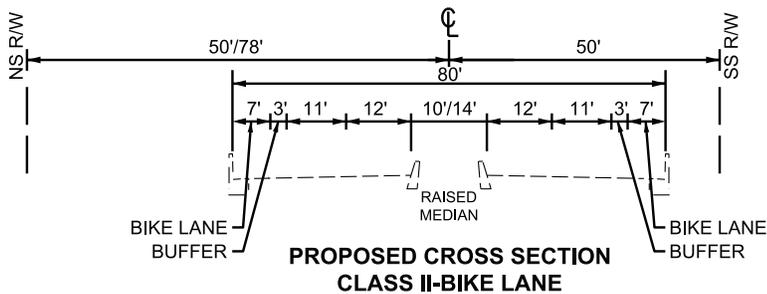


**PROPOSED CROSS SECTION
CLASS II-BIKE LANE**

BADILLO STREET
IRWINDALE AVE TO ORANGE AVE

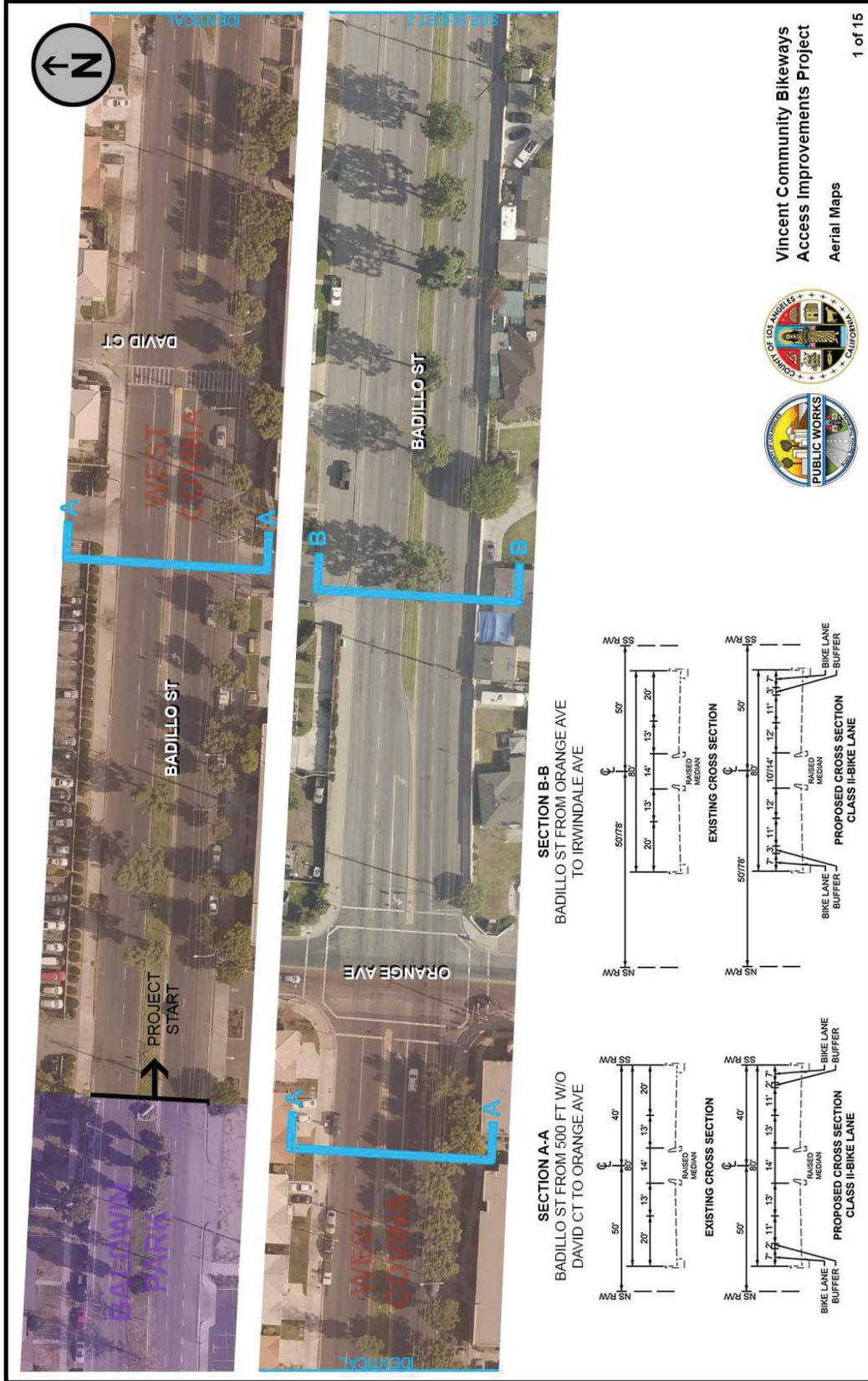


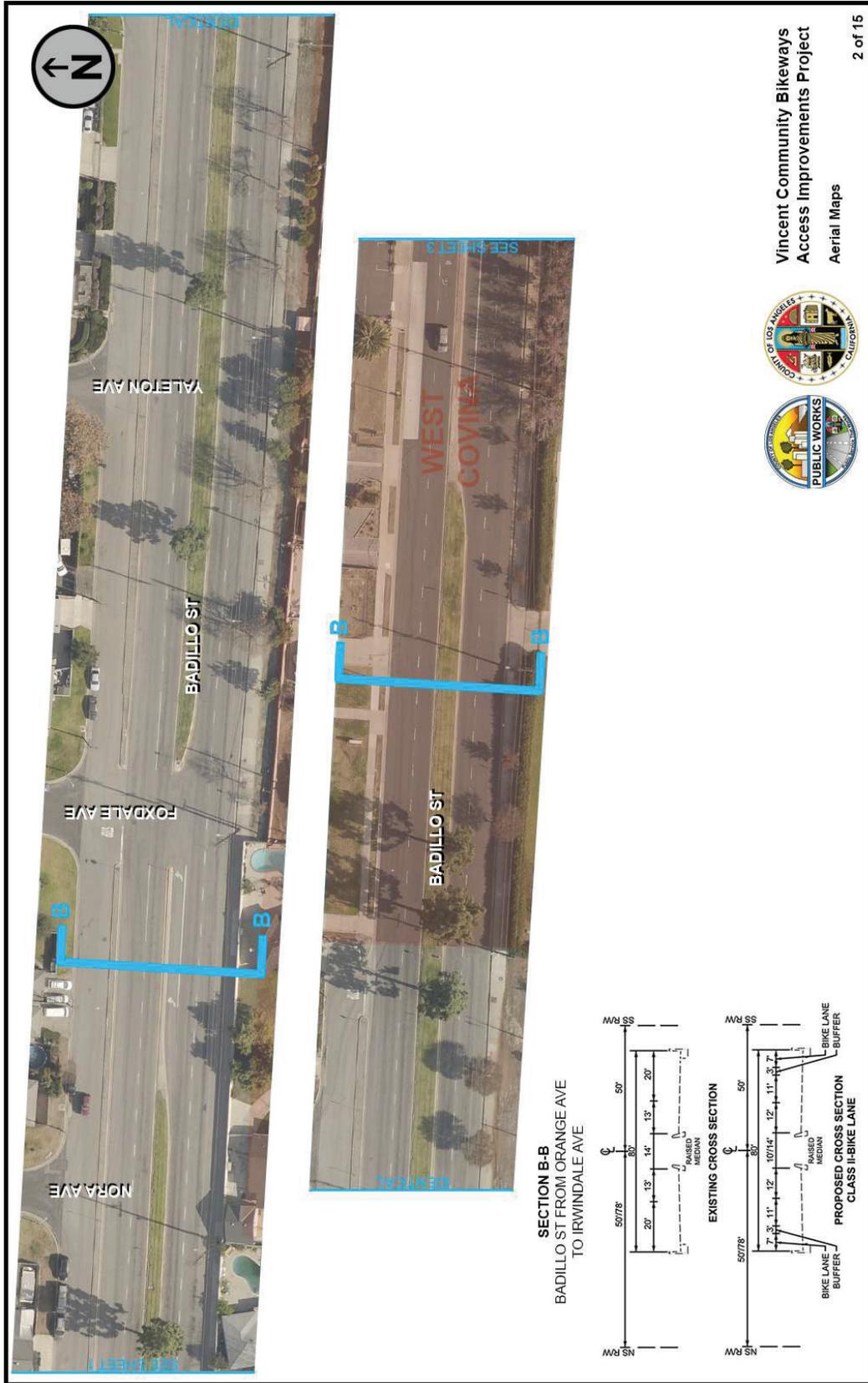
EXISTING CROSS SECTION

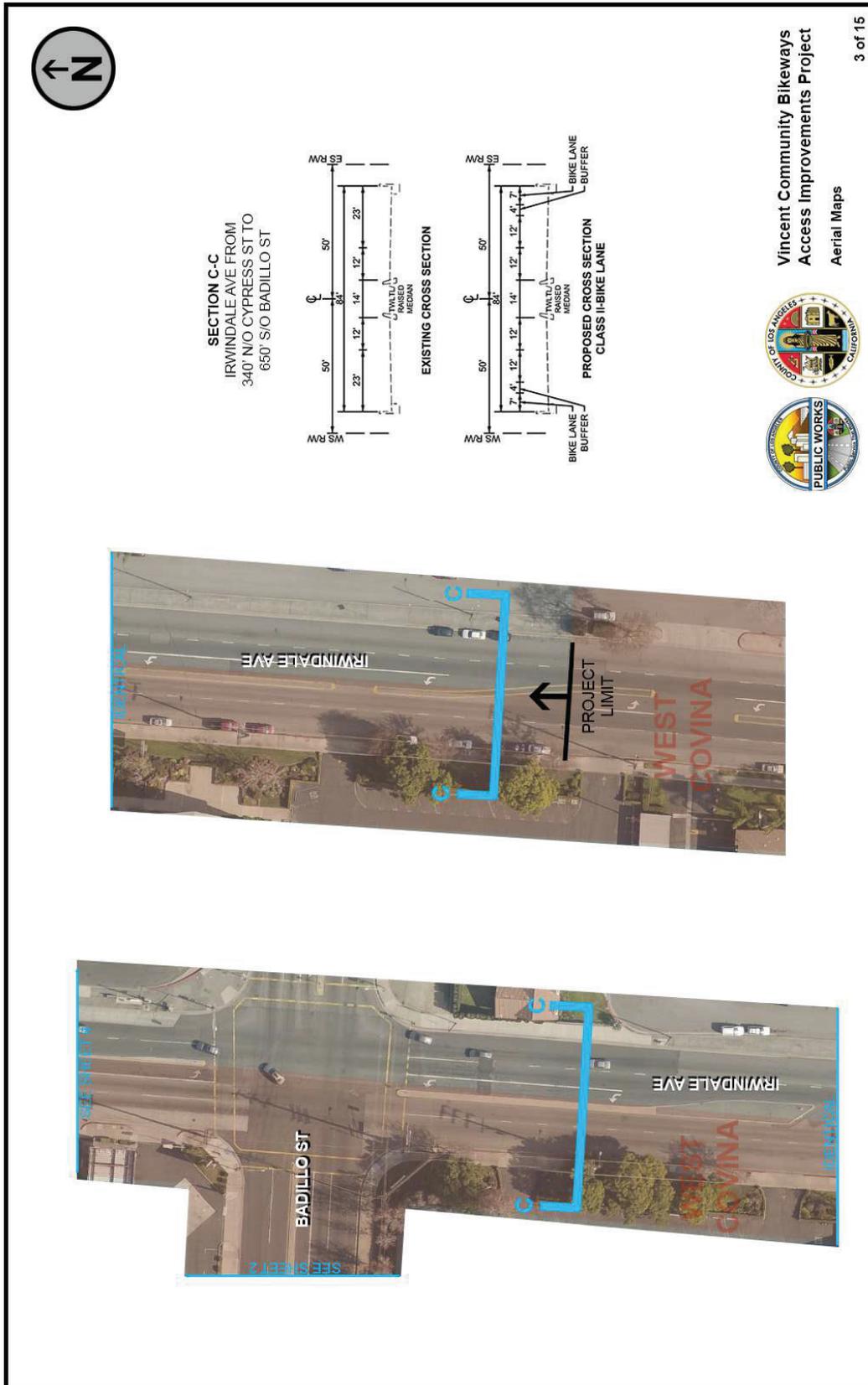


**PROPOSED CROSS SECTION
CLASS II-BIKE LANE**

SCALE: 1" : 30'

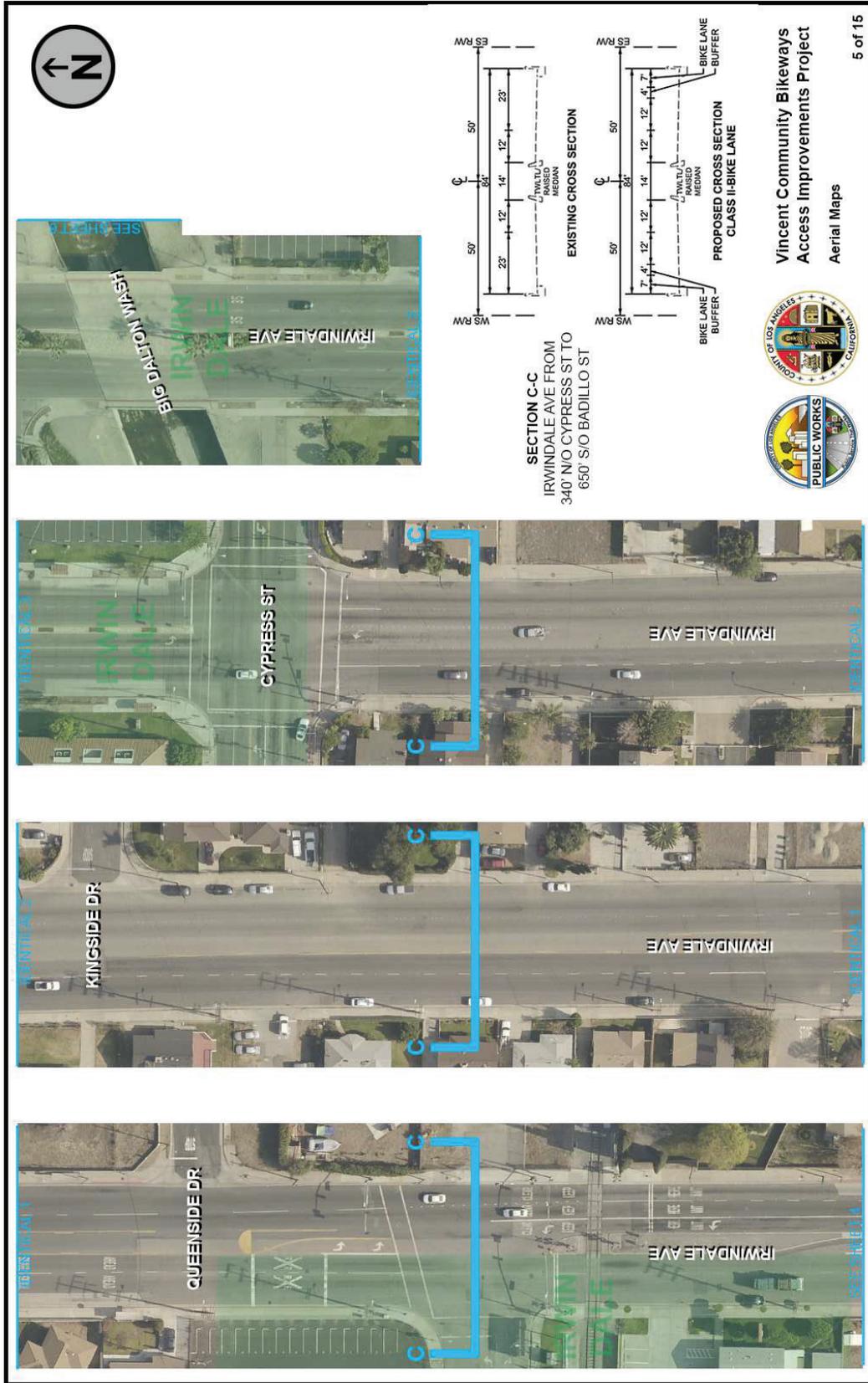


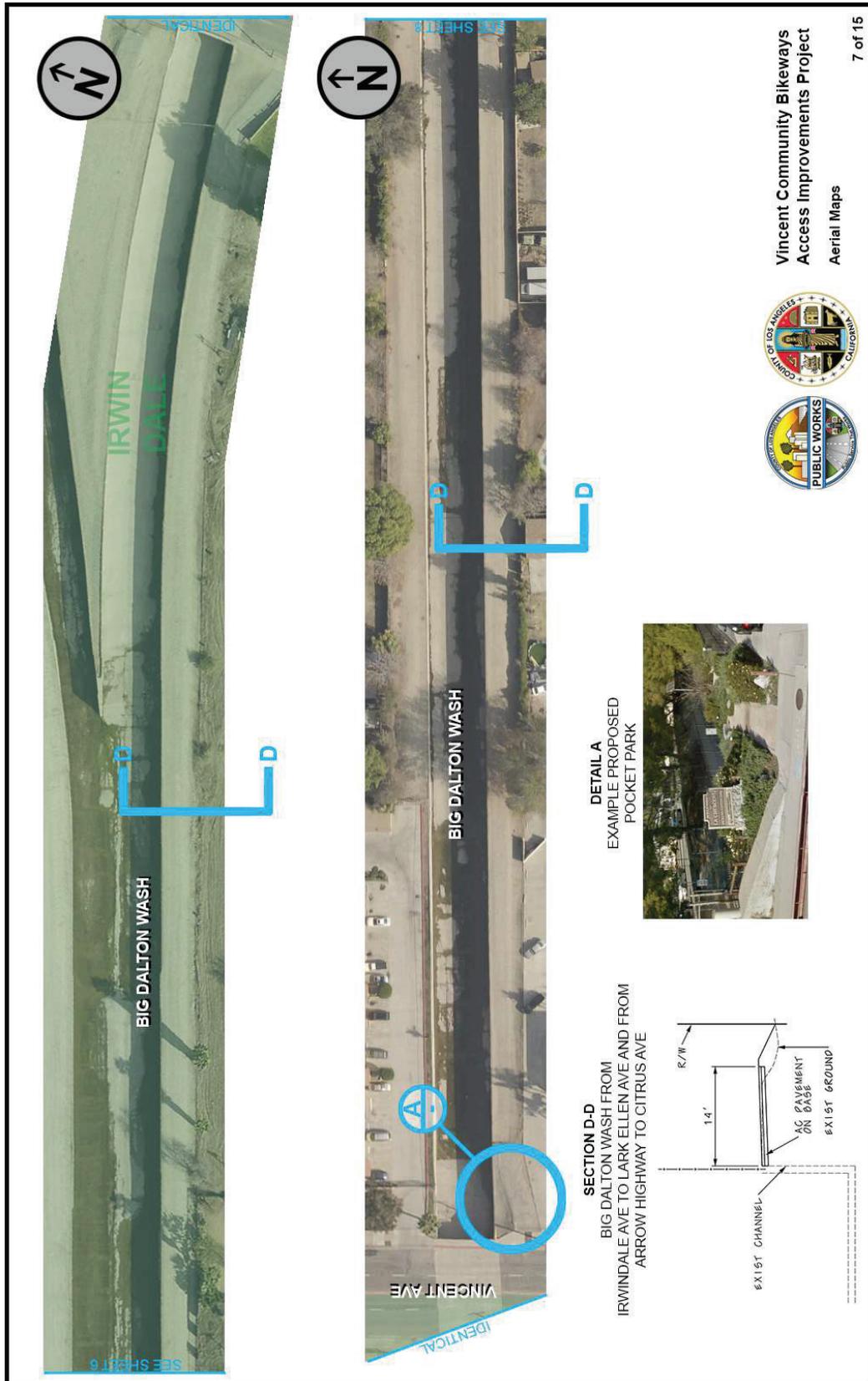


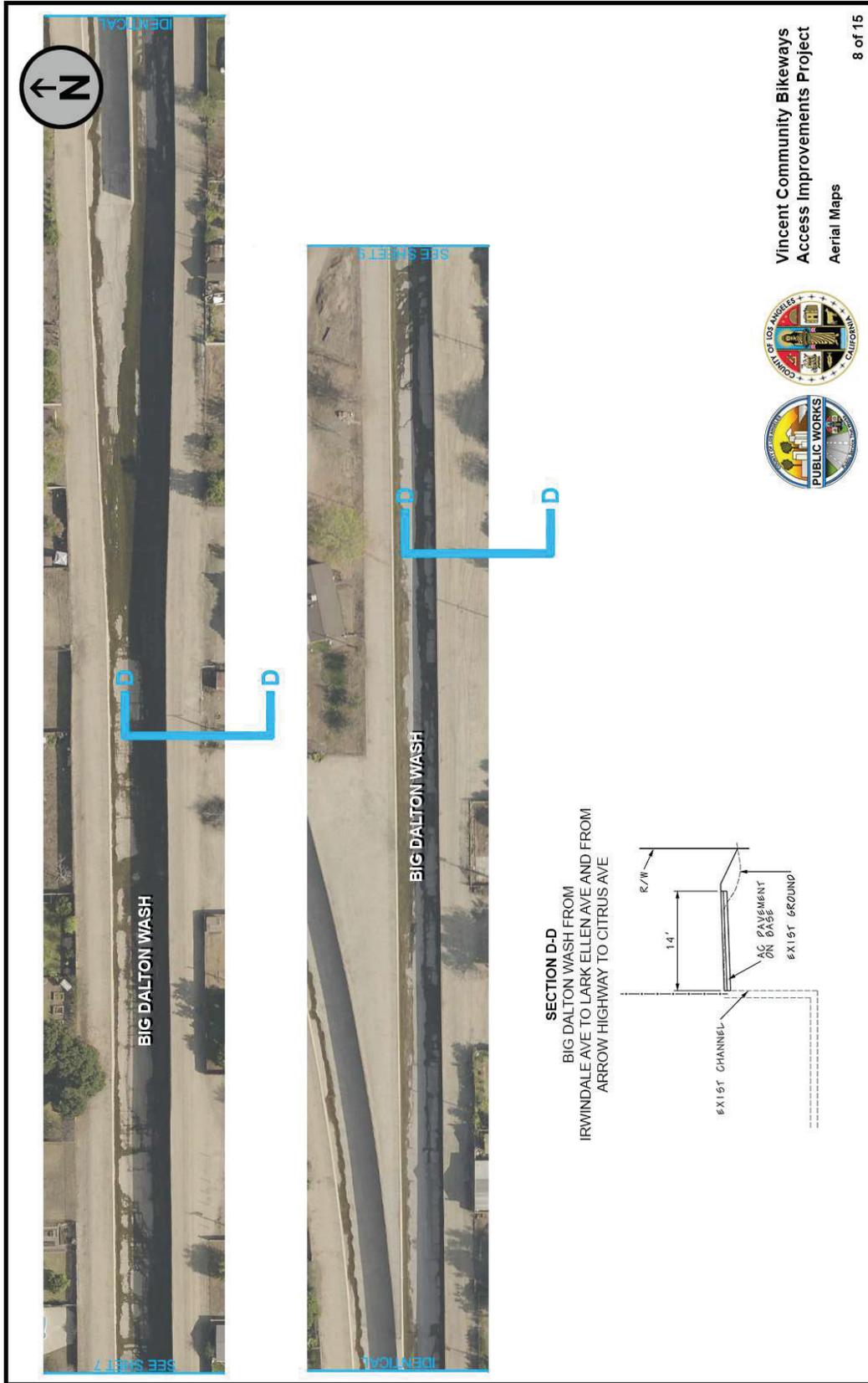


Vincent Community Bikeways
Access Improvements Project
Aerial Maps

3 of 15

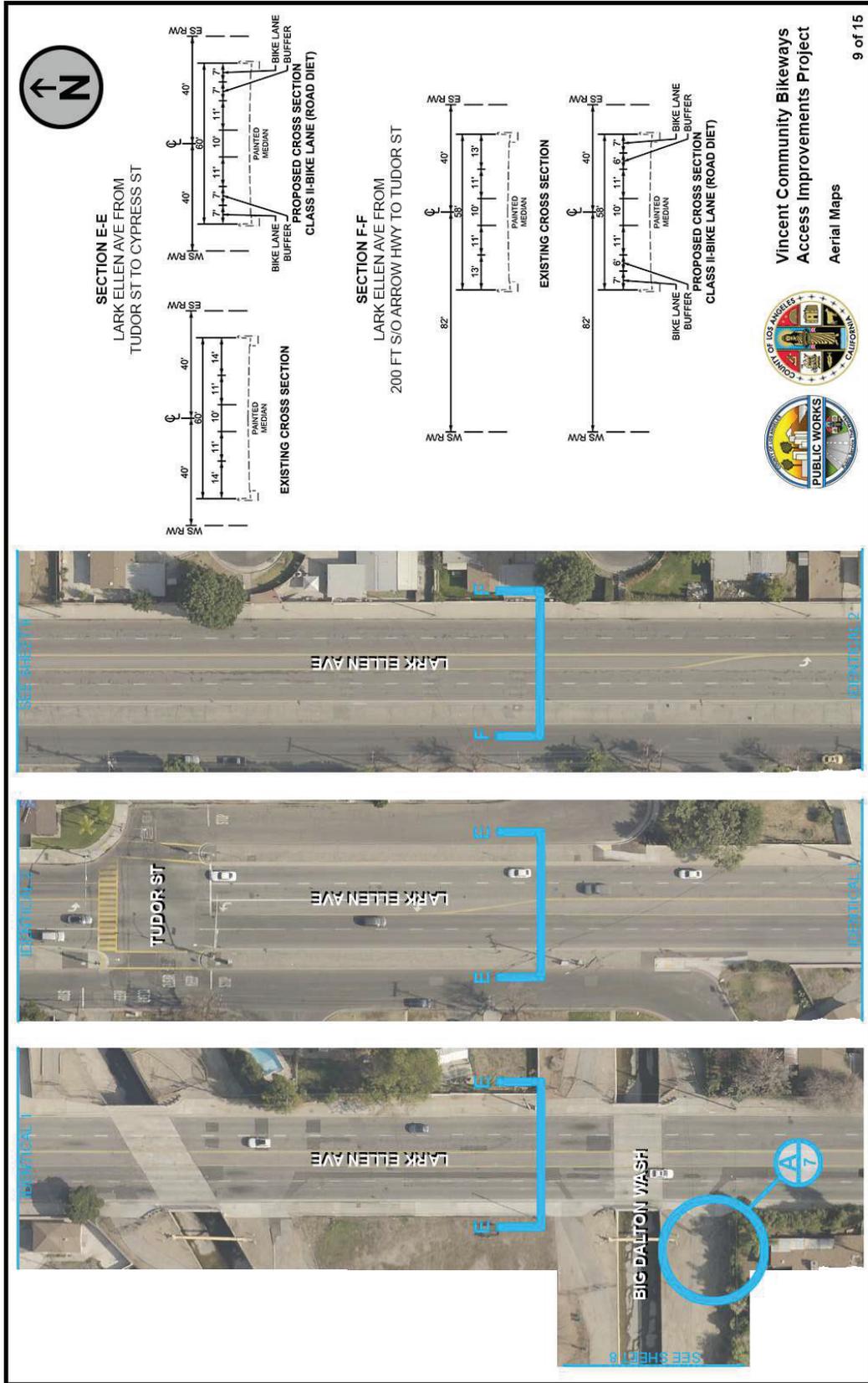






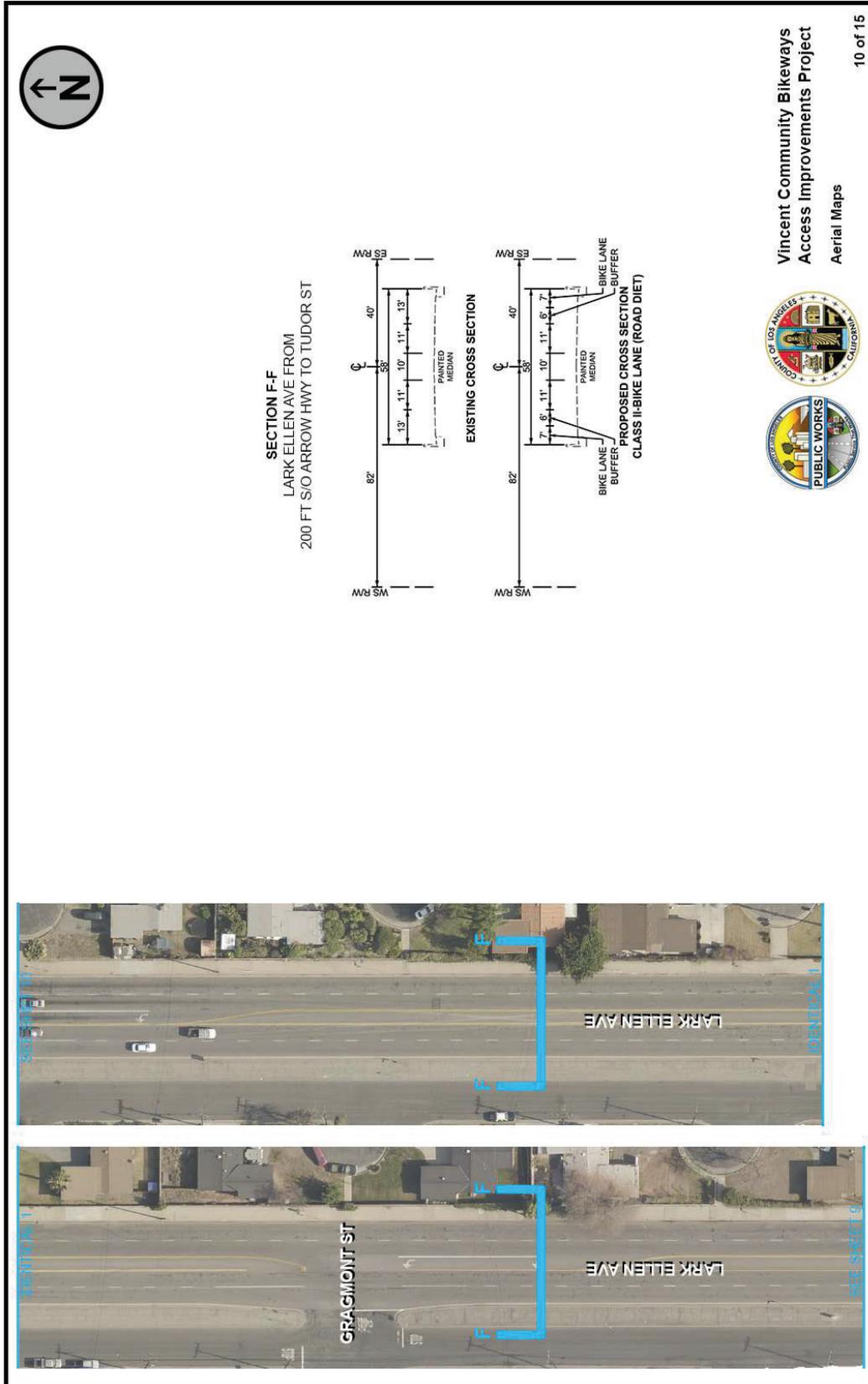
Vincent Community Bikeways
Access Improvements Project
Aerial Maps

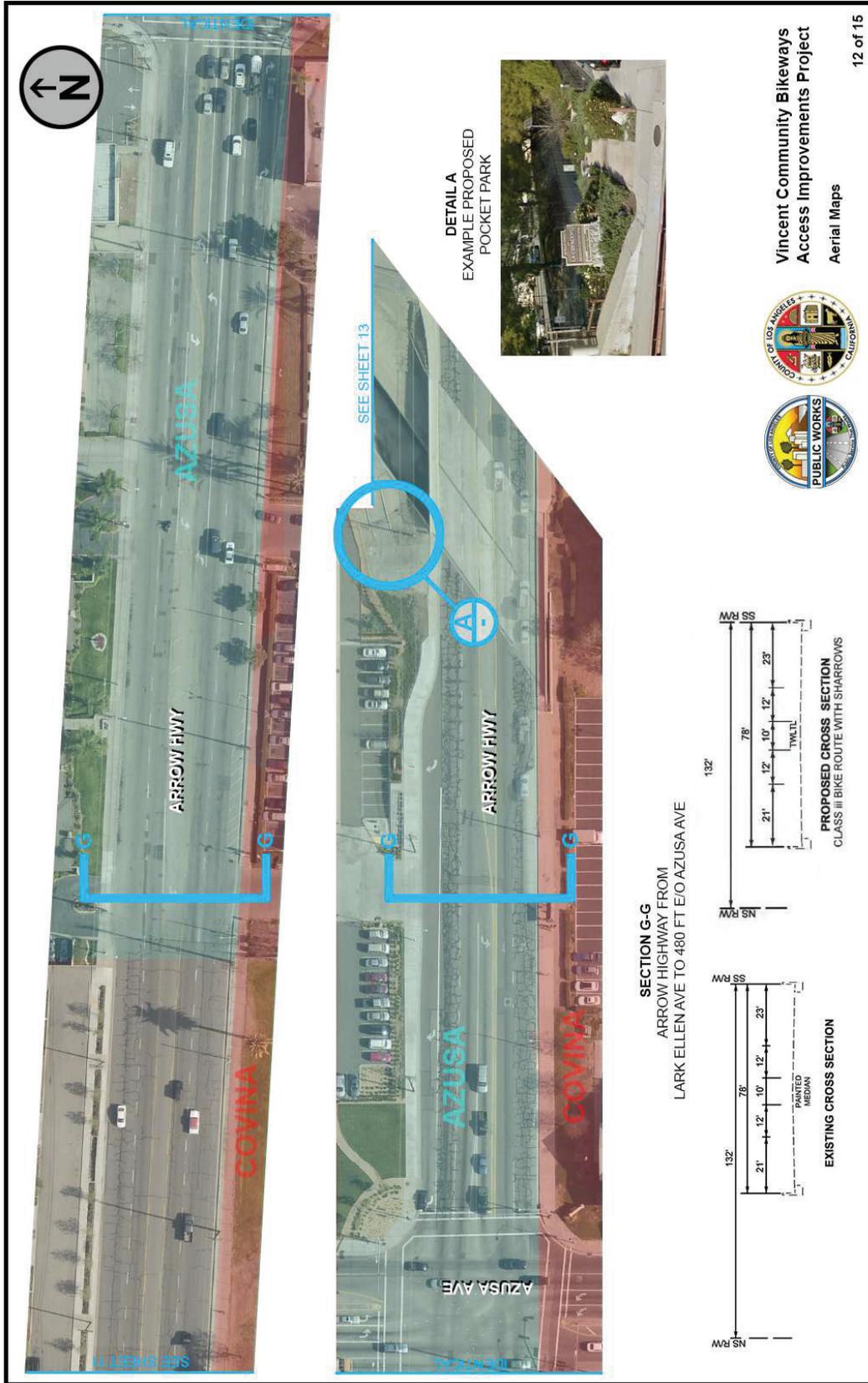


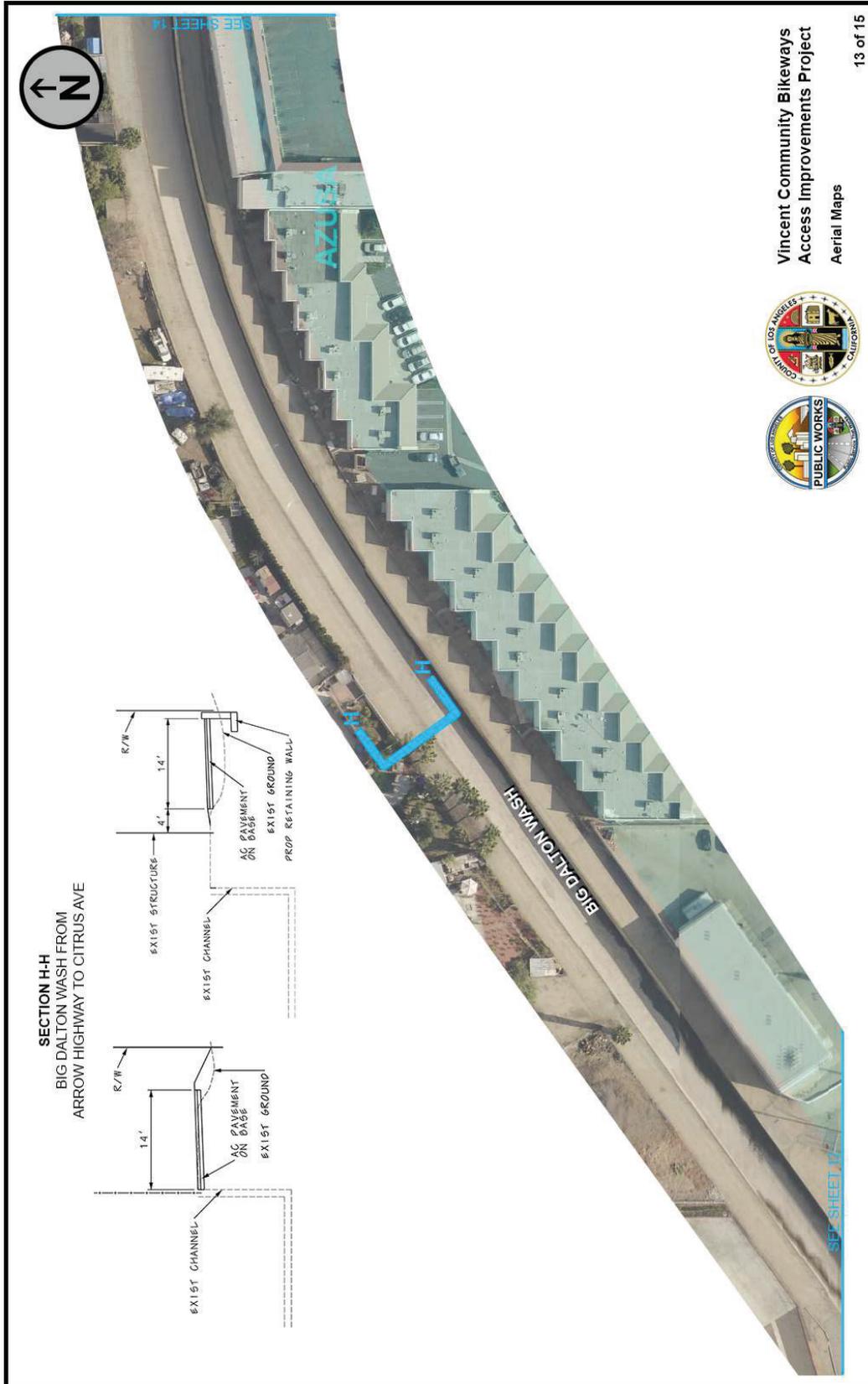


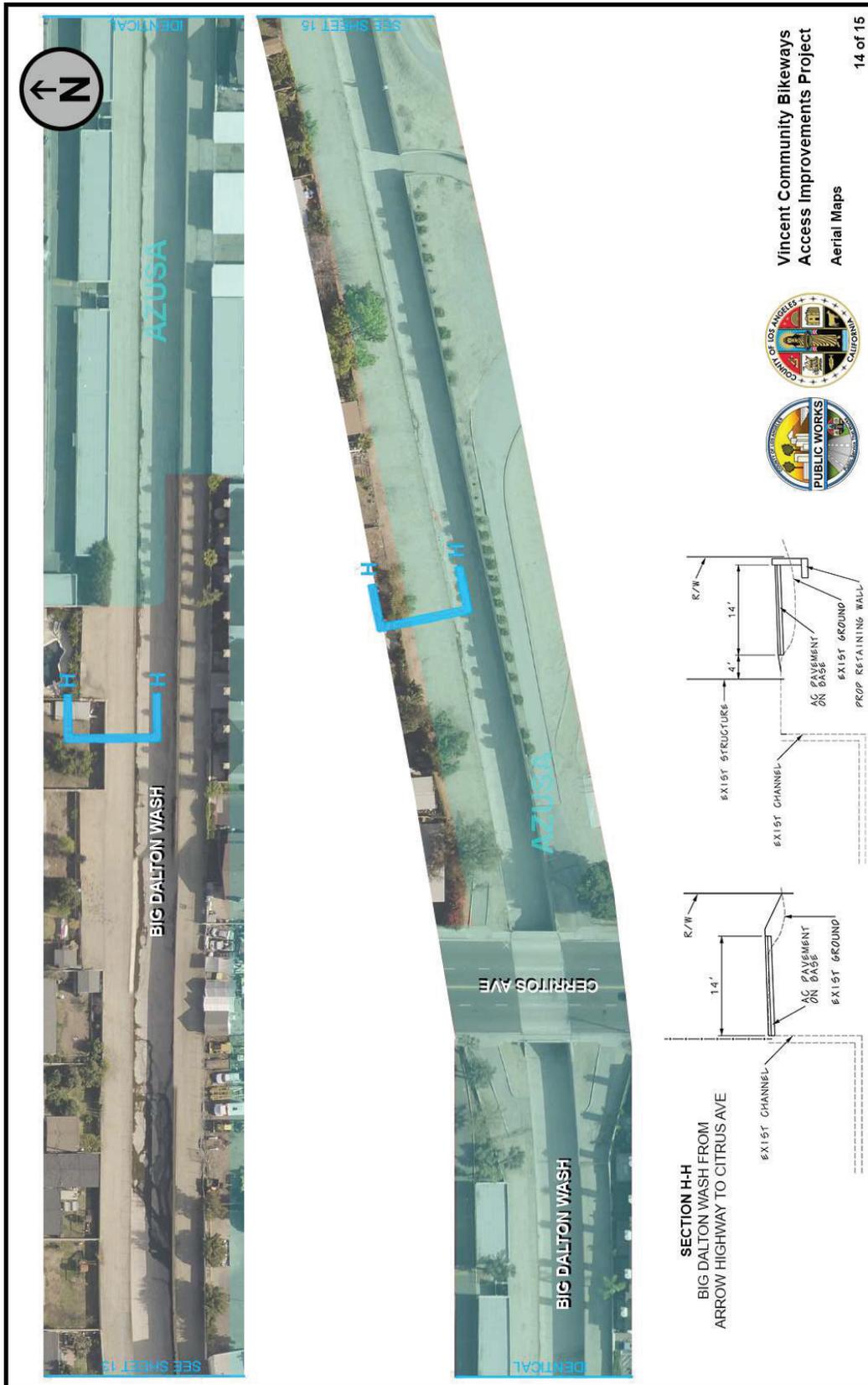
Vincent Community Bikeways
Access Improvements Project
Aerial Maps











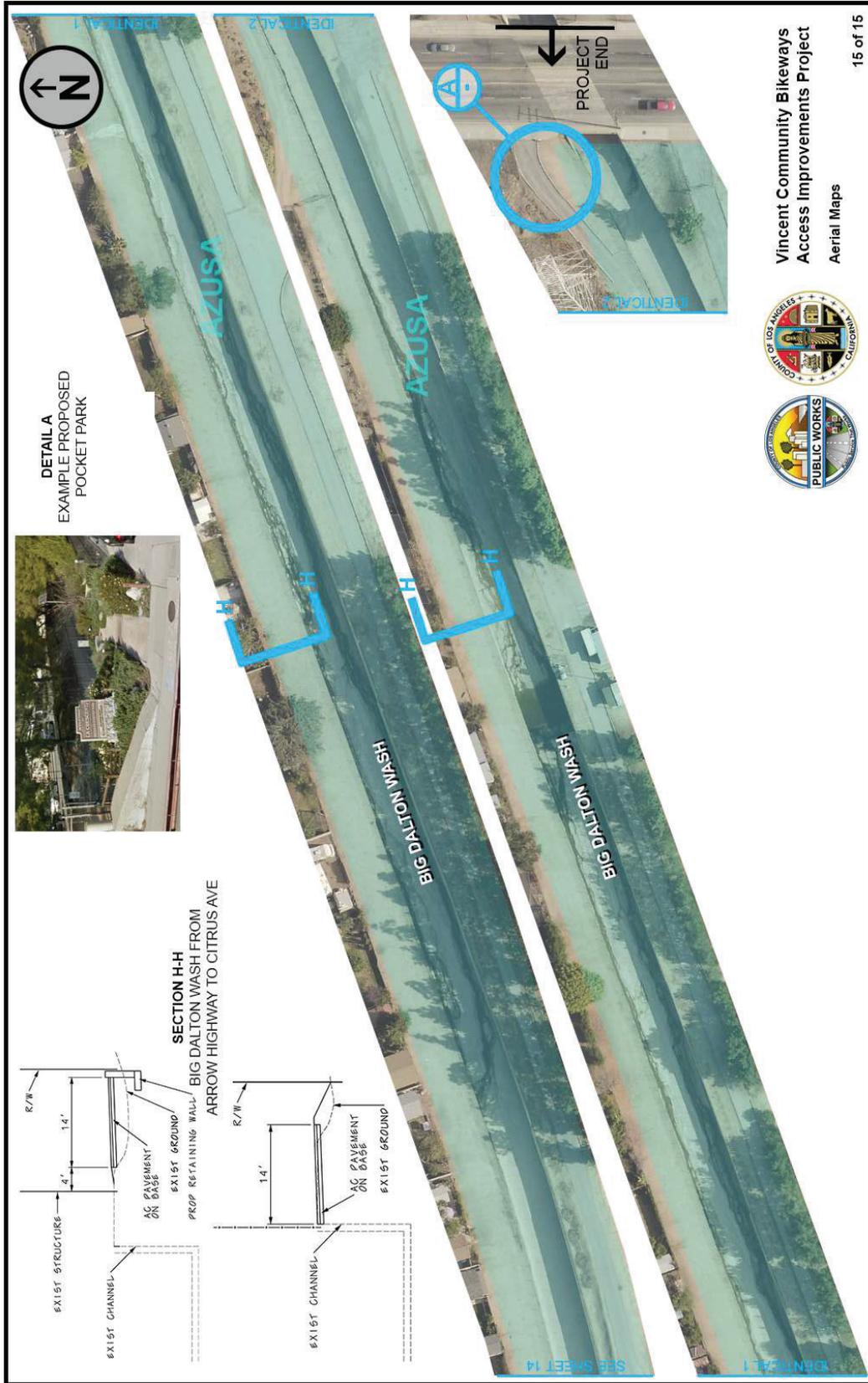




PHOTO 1



PHOTO 2

1

Photo Caption. E Badillo St. at N. Irwindale Ave Facing South

2

Photo Caption. Arrow Highway looking west from Azusa Avenue

Vincent Community Bikeways
Attachment F - Photos of Existing Conditions



PHOTO 3



PHOTO 4

3

Photo Caption. N. Irwindale at E. Cypress facing South

4

Photo Caption. N. Irwindale looking west toward Big Dalton Wash

Vincent Community Bikeways
Attachment F - Photos of Existing Conditions



PHOTO 5



PHOTO 6

5

Photo Caption. S. Azusa Ave at E. Arrowhead Hwy facing South

6

Photo Caption. S. Azusa Ave at E. Arrowhead Hwy facing North

Vincent Community Bikeways
Attachment F - Photos of Existing Conditions



PHOTO 7



PHOTO 8

7

Photo Caption. N Lark Ellen Avenue, looking south from Arrow Highway

8

Photo Caption. N Lark Ellen Avenue, looking east toward Big Dalton Wash

Vincent Community Bikeways
Attachment F - Photos of Existing Conditions

Attachment G. Detailed Cost Estimate

Detailed Engineer's Estimate and Total Project Cost													
Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).													
Project Information:													
Agency:	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS												
Application ID:	07-County of Los Angeles-8	Prepared by:	MARTIN REYES	Date:	5/7/2015								
Project Description:	Class I, II, and III bike facilities												
Project Location:	Vincent												
Engineer's Estimate and Cost Breakdown:													
Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Striping	1	LS	\$307,307.00	\$307,307	100%	\$307,307					100%	\$307,307
2	Signage	74	SF	\$300.00	\$22,200	100%	\$22,200					100%	\$22,200
3	Loop detectors	4780	LF	\$9.00	\$43,020	100%	\$43,020						
4	Traffic signals	4	EA	\$120,000.00	\$480,000	100%	\$480,000						
5	SWPPP	1	LS	\$45,000.00	\$45,000	100%	\$45,000						
6	Office facilities	1	LS	\$20,000.00	\$20,000	100%	\$20,000						
7	Mobilization	1	LS	\$150,000.00	\$150,000	100%	\$150,000						
8	Concrete removal	27	CY	\$115.00	\$3,105	100%	\$3,105					100%	\$3,105
9	Unclassified excavation	4466	CY	\$50.00	\$223,300	100%	\$223,300					100%	\$223,300
10	PCC	1428	SF	\$7.00	\$9,996	100%	\$9,996						
11	AC	3555	TON	\$80.00	\$284,400	100%	\$284,400						
12	Crushed miscellaneous base	2660	CY	\$50.00	\$133,000	100%	\$133,000						
13	Fence	5000	LF	\$50.00	\$250,000	100%	\$250,000					100%	\$250,000
14	Pocket parks	6	EA	\$45,000.00	\$270,000	100%	\$270,000					100%	\$270,000
15	Bike lane/buffer resurfacing	1	LS	\$440,366.00	\$440,366	100%	\$440,366						
16	Traffic control	1	LS	\$15,000.00	\$15,000	100%	\$15,000					100%	\$15,000
Subtotal of Construction Items:					\$2,696,694		\$2,696,694						\$1,090,912
Construction Item Contingencies (% of Construction Items):				15.00%	\$404,504								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$3,101,198								
Project Cost Estimate:													
Type of Project Delivery Cost						Cost \$							
Preliminary Engineering (PE)													
Environmental Studies and Permits(PA&ED):						\$	250,000						
Plans, Specifications and Estimates (PS&E):						\$	500,000						
Total PE:						\$	750,000	24.18%	25% Max				
Right of Way (RW)													
Right of Way Engineering:						\$	-						
Acquisitions and Utilities:						\$	-						
Total RW:						\$	-						
Construction (CON)													
Construction Engineering (CE):						\$	547,270						
Total Construction Items & Contingencies:						\$	3,101,198						
Total CON:						\$	3,648,468						
Total Project Cost Estimate:						\$	4,398,468						

Attachment H. Non-Infrastructure Work Plan

[Not Applicable. This page left intentionally blank]

Attachment I-1 Screening Criteria: Consistency with Regional Plans

ACTIVE TRANSPORTATION APPENDIX

Southern California Association of Governments
ADOPTED APRIL 2012

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

TO NORTH HOLLYWOOD
TO WILSHIRE/WESTERN

COMMUTER EXPRESS
DASHI

ACTIVE TRANSPORTATION

Existing Conditions			
Physical Setting	1	Deficiencies and Needs Analysis	14
Political Environment	1	Pedestrian Facility Deficiencies	14
Existing Plans	2	Bicycle Access to Transit	22
		Pedestrian Access to Transit	22
Bicycling and Walking Overview		Access to Bicycle Routes	25
Types of Bicyclists	4	California Coastal Trail	35
Riding Styles	5		
	7	Policy Recommendations	39
Types of Bicycle Facilities		Agencies, Groups and Individuals in Bicycle and Walking Planning	39
Class I Bikeways	7	Performance Measures	39
Class II Bikeways	7	Proposed Policies	39
Class III Bikeways	9		
Cyclotracks	9	Air Quality Improvements	42
Bicycle Boulevards	9	Potential VMT Reduction	42
Bicycle Boulevards	9		
Bicycle Safety	9		
Pedestrian Oriented Design and Access Requirements	11		
Americans with Disabilities Act (ADA)	11		
Schools	11		
Transit	12		
Street Design and Access to Destinations	12		
Pedestrian Safety	12		

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



Southern California Association of Governments
ADOPTED APRIL 2012

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

Our Vision

Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. This is especially critical for our goods movement system. The development of a world-class zero- or near-zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2012–2035 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction, and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012–2035 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive

advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. **Its emphasis on transit and active transportation will allow our residents to lead a healthier, more active lifestyle.** It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for its 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

ECONOMIC RECESSION

[800,000] jobs have been lost in the region due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

Proposed Action/Strategy	Responsible Party(ies)
Work with state lenders to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG, State
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services and an enhanced bikeway network, such as on river trails.	SCAG, State
Encourage the development of new, short haul, cost-effective transit services such as DASH and demand responsive transit (DRT) in order to both serve and encourage development of compact neighborhood centers.	CTCs, Municipal Transit Operators
Work with the state legislature to seek funding for Complete Streets planning and implementation in support of reaching SB 375 goals.	SCAG, State
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	SCAG, State

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.	SCAG
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.	SCAG, CTCs, Local Jurisdictions
Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.	Local Jurisdictions, COGs, SCAG, CTCs
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School Initiatives, which may already have components of such educational programs in place.	Local Jurisdictions
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State, SCAG, Local Jurisdictions



Our Vision for Active Transportation Beyond 2035

The 2012–2035 RTP/SCS Constrained Plan proposes investing over \$6.7 billion toward active transportation, including the development of over 5,700 miles of bikeways and improvements to significant amount of sidewalks in our region. In addition to these projects, SCAG hopes to substantially increase bicycling and walking in the 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 for all users. The active transportation vision for the strategic transportation system is one where bicycling or walking is simply the most logical and efficient choice for most short trips. To achieve that vision, SCAG and local jurisdictions must create the conditions by which active transportation is more attractive than driving for short trips (less than three miles for bicycles, one-half mile for walking). The goals are to develop and build a dense bicycle network so that all SCAG residents and visitors can easily find and access a route to their destination—incorporate Complete Streets policies in street design/redesign and Compass Blueprint strategies for land use—and ensure ADA compliance on all sidewalks.



BIKEWAYS

- Further enhancements to the active transportation system should be considered to make bicycling and walking a more feasible and desirable transportation option. The strategic bikeway plan envisions a three-tiered system to achieve those goals: an expanded regional bikeway network, citywide bikeways in each city, and neighborhood bikeways.
- The Regional Bikeway Network is expanded over the constrained plan, developing a grid pattern where possible in urbanized areas. Each designated regional bikeway links to other regional bikeways and to city bikeways for commuters and recreational riders. Although not as free-flowing as freeways, the Regional Bicycle Network links the cities in the region in a similar manner. To the greatest extent possible, the regional bikeway network should be Class 1, Class 2 bikeways/cycle tracks, or even painted sharrows with appropriate signage and wayfinding.
- Citywide bikeways link neighborhood bikeways to regional bikeways and major city destinations, such as employment, retail, and entertainment centers. These will

- often be on arterial and collector streets, which are already part of the grid system. Bikeways will likely need to be either Class 2 bikeways (painted or unpainted) or Cycle tracks. When going through large suburban areas, they can be designated bicycle boulevards. Citywide bikeways should be no farther than one-half mile apart.
- Neighborhood bikeways link neighborhoods to local amenities, such as schools, parks, grocery stores and local retail, eating, and entertainment. These facilities will be primarily on low-speed streets and be identified through sharrows, bicycle boulevards, and wayfinding signage. While every residential street should be considered a neighborhood bikeway, the focus should be on streets that connect across blocks and neighborhoods. In addition, neighborhood bikeways should link to other neighborhood bikeways, providing a low-speed, low-stress environment for families and youths to bicycle with minimal interaction with faster, busier streets.

Completion of this system will require coordination among cities as well as parallel improvements within each city and in unincorporated areas of counties. It will involve roughly a doubling of the bicycle network beyond the constrained plan to 24,000 miles, with a cost estimated at around \$12 billion.



PEDESTRIANS

Pedestrian accessibility and mobility may be addressed through increased safety and security and land use. Integration of Safe Routes to School strategies, Safe Routes to Parks programs, incorporating active transportation in SCAG's Compass Blueprint Projects, and developing active transportation best practices around transit stations may further enhance the walking environment. In addition, local jurisdictions can integrate active transportation and Complete Streets concepts with their land use decisions. Inclusions of bulb-outs, median sanctuaries, and traffic calming can increase pedestrian safety by reducing collisions, particularly at intersections. Other strategies include more prominent deployment of left-turn signals and no-right-turn-on-red signals in high-pedestrian environments. In addition, SCAG encourages and is prepared to work with appropriate implementation agencies to map, develop, and implement recreational trails throughout the region, including the SCAG portion of the California Coastal Trail, river trails, urban, and wilderness hiking areas/trails.

The cost for completion of this element varies widely, depending upon the level of improvements and methodologies used, and ranges from \$6 billion to \$35 billion.

Strategic Finance

Following the adoption of the 2008 RTP, SCAG initiated a comprehensive study of congestion pricing strategies, which has come to be known as the Express Travel Choices Study. The emerging regional congestion pricing strategy is structured to help the region meet its transportation demand management and air quality goals while providing a reliable and dedicated revenue source. The pricing strategy could allow users of the transportation system to know the true cost of their travel, resulting in informed decision-making and more efficient use of the transportation system. Pricing strategies evaluated through the Express Travel Choices Study include a regional high-occupancy toll (HOT or Express) lane network and a mileage-based user fee, both of which are incorporated into the 2012–2035 RTP/SCS. Nevertheless, these strategies still face a number of significant hurdles before their full benefits can be realized. A second phase of the Express Travel Choices Study will continue beyond the adoption of the 2012–2035 RTP/SCS and establish an implementation plan for the regional congestion pricing strategy. SCAG will also participate in state and national efforts to address the long-term transition of excise fuel taxes to mileage-based user fees.

Metro, 2009, Long Range Transportation Plan



Bicycles and Pedestrians



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

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

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

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

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

Bicycle Programs

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

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

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

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

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

Pedestrian Priority Improvement Program

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

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

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

Call for Projects

FIGURE BB

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

FIGURE CC

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

FIGURE DD

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

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

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

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

Attachment I-1A. Existing Counts & User Projections

Vincent Ave ATP Project
Bike Counts

Page 1 of 9

Date	W/s Irwindale Ave N/o Cypress St			W/s Lark Ellen Ave N/o Cypress St			E/s Lark Ellen Ave N/o Cypress St			E/s Irwindale Ave N/o Cypress St		
	Tubes 05	Tubes 05_IN	Tubes 05_OUT	Tubes 06	Tubes 06_IN	Tubes 06_OUT	Tubes 07	Tubes 07_IN	Tubes 07_OUT	Tubes 08	Tubes 08_IN	Tubes 08_OUT
Total	72			7			4			149		
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Wed, May 13, 2015 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
Wed, May 13, 2015 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
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Wed, May 13, 2015 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
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Wed, May 13, 2015 08:15 AM	1	1	0	0	0	0	0	0	0	1	0	1
Wed, May 13, 2015 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
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Wed, May 13, 2015 03:45 PM	4	4	0	0	0	0	0	0	0	0	0	0
Wed, May 13, 2015 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

Vincent Ave ATP Project
Bike Counts

Date	W/s Irwindale Ave N/o Cypress St			W/s Lark Ellen Ave N/o Cypress St			E/s Lark Ellen Ave N/o Cypress St			E/s Irwindale Ave N/o Cypress St		
	Tubes 05	Tubes 05_IN	Tubes 05_OUT	Tubes 06	Tubes 06_IN	Tubes 06_OUT	Tubes 07	Tubes 07_IN	Tubes 07_OUT	Tubes 08	Tubes 08_IN	Tubes 08_OUT
Wed, May 13, 2015 04:15 PM	1	0	1	0	0	0	0	0	0	1	1	0
Wed, May 13, 2015 04:30 PM	0	0	0	0	0	0	0	0	0	3	3	0
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Wed, May 13, 2015 06:30 PM	0	0	0	0	0	0	1	1	0	0	0	0
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Wed, May 13, 2015 07:15 PM	2	2	0	0	0	0	0	0	0	1	1	0
Wed, May 13, 2015 07:30 PM	0	0	0	0	0	0	0	0	0	2	2	0
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Wed, May 13, 2015 08:00 PM	1	1	0	0	0	0	0	0	0	4	4	0
Wed, May 13, 2015 08:15 PM	7	7	0	0	0	0	0	0	0	0	0	0
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Wed, May 13, 2015 10:15 PM	0	0	0	0	0	0	0	0	0	2	2	0
Wed, May 13, 2015 10:30 PM	2	2	0	0	0	0	0	0	0	1	1	0
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Wed, May 13, 2015 11:00 PM	2	2	0	0	0	0	0	0	0	1	1	0
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Wed, May 13, 2015 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Attachment I-1C. Relevant Agency Plans Demonstrating Project Priority



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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ALHAMBRA, CALIFORNIA 91803-1331
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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

May 29, 2012

IN REPLY PLEASE
REFER TO FILE: PD-1
A3836-1

TO: Each Supervisor
FROM: Gail Farber *Gail Farber*
Director of Public Works

BOARD MOTION OF FEBRUARY 28, 2012, AGENDA ITEM NO. 7 COUNTY OF LOS ANGELES BICYCLE MASTER PLAN PROMOTING HEALTHY COMMUNITIES QUARTERLY PROGRESS REPORT NO. 1

On February 28, 2012, your Board approved the subject motion regarding the proposed County of Los Angeles Bicycle Master Plan. The motion instructed the Director of Public Works, in coordination with the Director of Public Health, to identify the ten unincorporated communities within the County of Los Angeles with the highest rates of obesity and develop an implementation and funding plan to construct high-priority bikeways for communities within the next 12 months. The motion further instructs Public Works to report back to your Board in writing on a quarterly basis with their progress. This is the first quarterly report.

The Department of Public Health provided available data on adult and childhood obesity prevalence in County unincorporated areas identifying the following ten communities with the highest rates of obesity.

- Altadena
- East Compton
- Florence Graham
- Valinda
- Vincent 07-County of Los Angeles-8
- Walnut Park
- West Athens 07-County of Los Angeles-10
- West Carson 07-County of Los Angeles-11
- Westmont
- Willowbrook

Public Works has identified 43 corridors covering approximately 41 miles of bikeways within these communities. Since the communities of Vincent and Valinda did not contain any Phase I implementation recommendations projects, we looked into the Phase 2 recommendations for projects in these communities.

**Attachment
Bicycle Master Plan - Promoting Healthy Communities Status Report
Board Motion - February 28, 2012**

Vincent Community (First District and Fifth District) ⁽²⁾

Corridors	Facility	Length (mi)	Funding	Funding Year	Implementation Schedule	Estimated Cost
Big Dalton Wash Bike Path, N. Vincent Ave to N. Lark Ellen Ave (5th District)	Class 1	0.50	Not yet identified	TBD	TBD	\$900,000
N. Lark Ellen Ave, 200' n/o E. Brookport Street to E. Arrow Hwy (5th District)	Class 3	0.51	Not yet identified	TBD	TBD	\$17,850
E. Arrow Hwy, N. Lark Ellen Ave to S. Azusa Ave (1st District)	Class 3	0.51	Not yet identified	TBD	TBD	\$17,850

⁽²⁾ Vincent did not contain any Phase I projects, we identified Phase 2 Implementation Recommendations for projects in this community.

Walnut Park Community (First District)

Corridors	Facility	Length (mi)	Funding	Funding Year	Implementation Schedule	Estimated Cost
Broadway, Santa Fe Ave to State St	Class 2	1.07	2011 Metro CFP – Florence Metro Blue Line Bikeway	2016	2018	\$64,700
Florence Ave, Santa Fe Ave to Mountain View Ave	Class 2	0.73	Not yet identified	TBD	TBD	\$146,400
Seville Ave, E Florence Ave to Broadway	Class 2	0.52	Not yet identified	TBD	TBD	\$103,800

A3836
PDD

implement bicycle parking at all County facilities unless specific circumstances dictate it is not feasible. The report should prioritize implementation of bicycle parking based on the size of the building, proximity to public transit, volume of members of the public accessing the site, and other relevant factors, and include a cost analysis as well as recommendations on potential funding sources;

6. Directed the Director of Public Works, in coordination with the Director of Public Health, to identify the ten unincorporated communities within the County of Los Angeles that have the highest rates of obesity, and develop an implementation plan, that includes appropriate funding sources, to construct the priority bicycle routes identified in the Master Bicycle Plan's Phase I Implementation Recommendations for those respective communities, and other communities covered by the Master Plan, within the next 12 months and report back to the Board in writing on a quarterly basis with their progress; and
7. Directed the Director of Public Works, in coordination with the Acting County Counsel, to strike all proposals related to the inclusion of a Class I Bicycle Lane along the Sepulveda Channel, adjacent to the Mar Vista community, from the Los Angeles County Bicycle Master Plan and bring the Plan back to the Board at the earliest possible date for final adoption.

This item as amended was duly carried by the following vote:

Ayes: 4 - Supervisor Molina, Supervisor Ridley-Thomas, Supervisor Knabe and Supervisor Yaroslavsky

Abstentions: 1 - Supervisor Antonovich

Attachments: [Board Letter and Resolutions](#)
[Bicycle Master Plan December 2011](#)
[Program Final Environmental Impact and Draft Environmental Impact Report](#)
[Findings of Fact and Mitigation Monitoring Report](#)
[Motion by Supervisors Yaroslavsky and Knabe](#)
[Motion by Supervisor Ridley-Thomas](#)
[Report](#)
[Video](#)
[Audio](#)
[Video 2](#)
[Audio 2](#)
[Video 3](#)
[Audio 3](#)

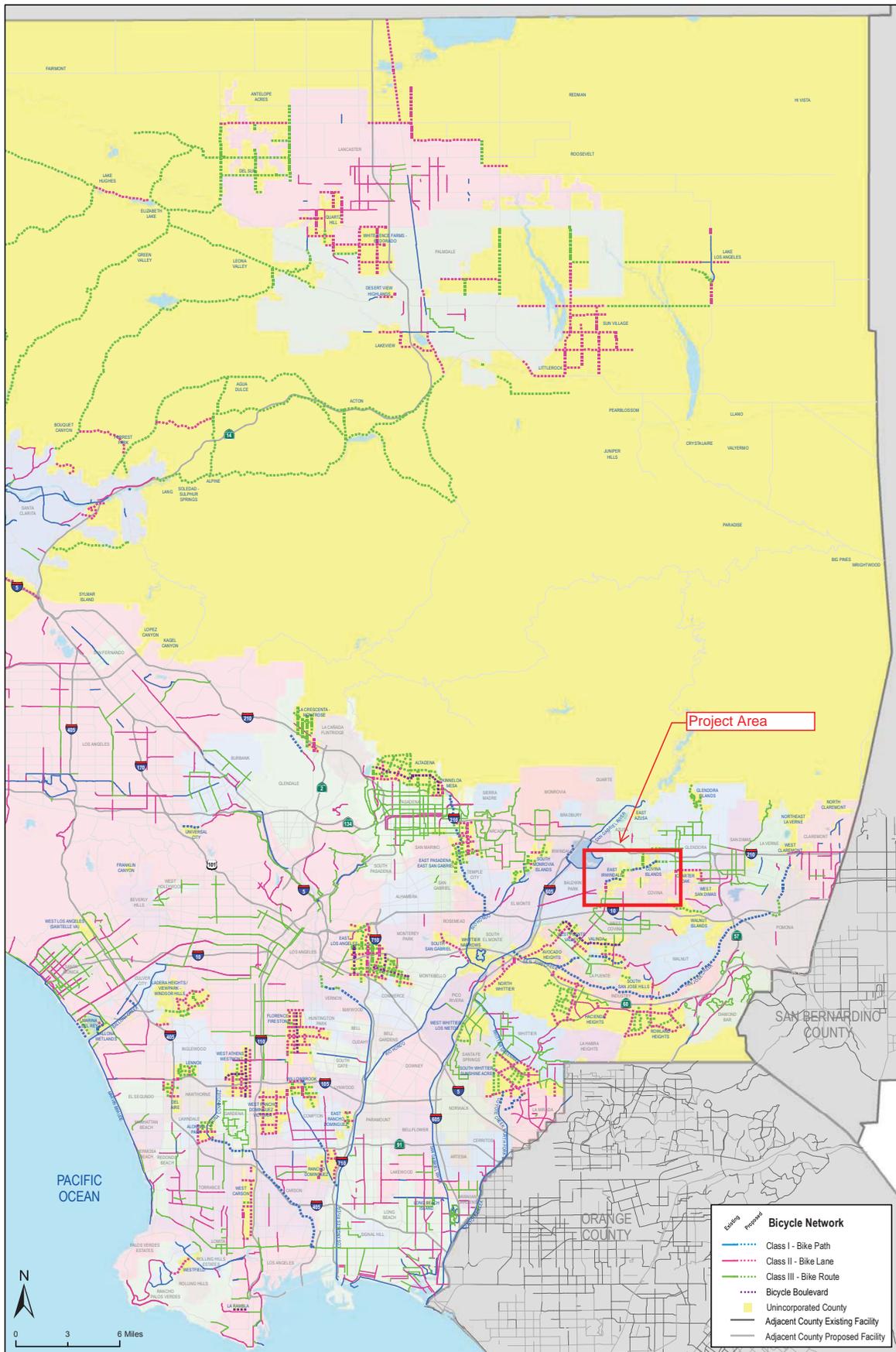


Figure i-4: Eastern Los Angeles County Proposed Bicycle Network

Los Angeles County Bicycle Master Plan
 Source: Los Angeles Metro (2006, 2010); Alta Planning + Design (2010)
 Date: 3/1/2012

Chapter 3: Existing Conditions and Proposed Network

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
25	Walnut Avenue/ Echelon Avenue/ Ranlett Avenue	Francisquito Avenue	Temple Avenue	Valinda and City of Industry A	3	1.6	1	95
26	La Monde Street	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	95
27	Temple Avenue	Azusa Avenue	Woodgate Drive	South San Jose Hills	2	0.4	1	95
28	Azusa Avenue	Colima Road	Glenfold Drive	Hacienda Heights	2	0.6	4	95
	Azusa Avenue	Glenfold Drive	Tomich Road		3	0.1		
29	Gale Avenue	7th Avenue	Stimson Avenue	Hacienda Heights and City of Industry A	2	2.0	1,4	95
30	Gemini Street	Azusa Avenue	Shipman Avenue	South San Jose Hills	3	0.6	1	90
31	Aguiro Street	Fullerton Road	Los Padres Drive	Rowland Heights	3	0.7	4	90
32	Amar Road	Willow Avenue	North Unruh Avenue	West Puente Valley	2	1.5	1	90
33	Three Palms Avenue/ Farmstead Avenue/ Lujon Street	Kwis Avenue	Stimson Avenue	Hacienda Heights	3	1.0	4	85
34	Camino Del Sur	Vallecito Drive	Colima Road	Hacienda Heights	2	0.9	4	85
35	Colima Road	Casino Drive	Allenton Avenue	Hacienda Heights	2	1.2	4	85
36	Halliburton Road	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	85
37	Rath Street/ Stichman Avenue/ Barrydale Street/ Mayland Avenue/ Nolandale Street/ Siesta Avenue/ Fairgrove Avenue/ Sandy Hook Avenue / Maplegrove Street	Vineland Avenue	Lark Ellen Avenue	West Puente Valley, Valinda and Cities of La Puente A and West Covina ^A	BB	4.3	1	85
38	Big Dalton Wash Proposed Bicycle Path ^D	Irwindale Avenue	Lark Ellen Avenue	Cities of Azusa and	1	1.0	1, 5	85
		Lark Ellen Avenue	Azusa Avenue	Irwindale; Covina	3	1.1		
		Arrow Hwy	N. Barranta Avenue	Islands and East Irwindale	1	1.6		
39	Rockvale Avenue	Interstate 210	Woodcroft Street	East Irwindale	3	0.8	5	80
40	Los Altos Drive	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	0.9	4	80

Attachment I-2A. Collision Data and Analysis

Los Angeles County - Vincent Community Bikeways
Summary of Most Common Traffic Violations Causing Injuries and/or Fatalities

VIOL Code	Within Project Limits		Within Influence Area		Violation Type
	Incident Count	%	Incident Count	%	
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	0		0	0%	Riding a bicycle while under the influence of alcohol
21202	2	17%	5	9%	Bicyclist, failure to use right edge of roadway.
21451	1	8%	2	3%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedestrians lawfully within the ir
21453	2	17%	3	5%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	0		0	0%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	0		5	9%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
21658	1	8%	3	5%	Laned roadways (2 or more lanes in direction of travel), straddling or changing when unsafe.
21801	2	17%	3	5%	Left turns or U-turns yield until reasonably safe.
21802	0		2	3%	Yield signs, yield until reasonably safe
21804	0		10	17%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an immediate hazard
21950	0		3	5%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		0	0%	Sidewalk, failure to yield to pedestrian on.
21954	0		0	0%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21956	0		0	0%	Walking on roadway, other than pedestrian's left edge.
22100	0		0	0%	Turn at intersection, improper position
22106	0		1	2%	Starting or backing when unsafe.
22107	1	8%	10	17%	Unsafe turn, and/or without signalling.
22350	1	8%	4	7%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	1	8%	1	2%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	1	8%	2	3%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		0	0%	Under the influence of alcohol while driving a vehicle
0	0		4	7%	Violation Not Reported/Unknown
Count	12		58		
Total	12		61		

CASEID	POINT_X	POINT_Y	PRIMARYRD	SECONDRD	DATE_	LOCATION	CHPTYF	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHERJ	PEDCOL	BICCOL
4516725	-117.9169	34.10709	ARROW HWY	LARK ELLEN AV	10/6/2009	1900	4	2	3	9	0	1	A		Y
4705925	-117.9078	34.10677	AZUSA AV	ARROW HWY	5/2/2010	1916	0	7	3	5	0	1	A		Y
4782237	-117.9078	34.10678	ARROW HWY	AZUSA AV	4/30/2010	1905	0	5	4	12	0	1	A		Y
4803130	-117.912	34.10713	ARROW HWY	LEAF AV	6/4/2010	1900	5	5	3	5	0	1	A		Y
4851791	-117.9151	34.1071	ARROW HWY	ENID AV	7/10/2010	1900	4	6	3	3	0	1	B		Y
5046157	-117.9342	34.08682	BADILLO ST	VINCENT AV	12/13/2010	1900	5	1	4	17	0	1	A		Y
5190420	-117.9419	34.08707	ORANGE AV	BADILLO ST	4/17/2011	1975	0	7	3	9	0	1	A		Y
5248385	-117.9342	34.08982	IRWINDALE AV	SAN BERNARDINO RD	6/20/2011	1900	4	1	4	12	0	1	A		Y
5274061	-117.9122	34.10698	ARROW HWY	HOMEREST AV	7/23/2011	1900	4	6	2	7	0	1	A		Y
5303474	-117.9342	34.0915	BALLENTINE PL	IRWINDALE AV	8/29/2011	1900	5	1	3	12	0	1	A		Y
5497941	-117.9143	34.10706	ARROW HWY	ENID AV	1/23/2012	1900	4	1	4	17	0	1	B		Y
5951552	-117.9078	34.10709	AZUSA AV	ARROW HWY	10/19/2012	1905	0	5	3	8	0	1	A		Y

CASEID	POINT_X	POINT_Y	PRIMARYR	SECONDR	DATE_	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
4862775	-117.8913	34.10682	ARROW HV	CITRUS AV	8/23/2010	0	1	3	0	0	1 A	Y	Y	
3694126	-117.8905	34.10683	ARROW HV	CITRUS AV	4/13/2008	0	7	3	9	0	1 A		Y	
3892230	-117.9166	34.09539	LARK ELLEN	CYPRESS ST	7/29/2008	5	2	3	8	0	1 A		Y	
3898916	-117.9005	34.10678	HEATHDAL	ARROW HV	10/5/2008	0	7	4	9	0	1 A		Y	
3910652	-117.9268	34.09592	CYPRESS ST	VINCENT A	8/25/2008	5	1	3	5	0	1 A		Y	
4241734	-117.8821	34.11409	GLADSTON	BARRANCA	2/22/2009	5	7	4	8	0	1 B		Y	
4265559	-117.8989	34.10677	ARROW HV	CERRITOS /	5/23/2009	0	6	3	11	0	1 A		Y	
4351353	-117.8979	34.10679	ARROW HV	CERRITOS /	8/6/2009	0	4	3	5	0	1 A		Y	
4415379	-117.8908	34.10682	ARROW HV	CITRUS AV	7/1/2009	0	3	4	5	0	1 A		Y	
4421895	-117.9331	34.09605	CYPRESS ST	IRWINDALE	9/8/2009	0	2	4	17	0	1 A		Y	
4447376	-117.9254	34.0959	CYPRESS ST	VINCENT A	8/25/2009	5	2	2	9	0	1 A		Y	
4461087	-117.8903	34.10718	CITRUS AV	ARROW HV	10/23/2009	0	5	3	0	0	1 A		Y	
4516725	-117.9169	34.10709	ARROW HV	LARK ELLEN	10/6/2009	4	2	3	9	0	1 A		Y	
4526402	-117.8925	34.10682	ARROW HV	CITRUS AV	10/19/2009	0	1	4	9	0	1 A		Y	
4529280	-117.8986	34.10678	ARROW HV	CERRITOS /	12/30/2009	0	3	2	9	0	1 C		Y	
4546394	-117.8978	34.10893	WOODCRO	GLENFINN	11/17/2009	5	2	3	8	0	1 A		Y	
4664609	-117.9406	34.09002	SAN BERN	ORANGE A	3/5/2010	0	5	4	5	0	1 A		Y	
4671428	-117.8989	34.10677	ARROW HV	CERRITOS /	4/5/2010	0	1	4	10	0	1 C		Y	
4679840	-117.8879	34.1068	ARROW HV	CITRUS AV	4/26/2010	0	1	3	5	0	1 A		Y	
4705925	-117.9078	34.10677	AZUSA AV	ARROW HV	5/2/2010	0	7	3	5	0	1 A		Y	
4782237	-117.9078	34.10678	ARROW HV	AZUSA AV	4/30/2010	0	5	4	12	0	1 A		Y	
4803130	-117.912	34.10713	ARROW HV	LEAF AV	6/4/2010	5	5	3	5	0	1 A		Y	
4851791	-117.9151	34.1071	ARROW HV	ENID AV	7/10/2010	4	6	3	3	0	1 B		Y	
4892835	-117.9182	34.10709	ARROW HV	ROXBURGH	8/28/2010	4	6	3	3	0	1 A		Y	
4941524	-117.9183	34.10709	ARROW HV	ROXBURGH	9/20/2010	4	1	4	9	0	1 A		Y	
4957250	-117.9185	34.09583	ROXBURGH	CYPRESS ST	10/14/2010	5	4	4	21	0	1 A		Y	
5046157	-117.9342	34.08682	BADILLO ST	VINCENT A	12/13/2010	5	1	4	17	0	1 A		Y	
5190420	-117.9419	34.08707	ORANGE A	BADILLO ST	4/17/2011	0	7	3	9	0	1 A		Y	
5231442	-117.8989	34.10677	ARROW HV	CERRITOS /	6/12/2011	0	7	3	15	0	1 A		Y	
5248385	-117.9342	34.08982	IRWINDALE	SAN BERN	6/20/2011	4	1	4	12	0	1 A		Y	
5264257	-117.8815	34.11408	BARRANCA	GLADSTON	6/2/2011	5	4	4	17	0	1 A		Y	
5274061	-117.9122	34.10698	ARROW HV	HOMEREST	7/23/2011	4	6	2	7	0	1 A		Y	
5287787	-117.8989	34.10677	CERRITOS /	ARROW HV	7/23/2011	0	6	3	11	0	1 A		Y	
5303474	-117.9342	34.0915	BALLENTIN	IRWINDALE	8/29/2011	5	1	3	12	0	1 A		Y	
5497941	-117.9143	34.10706	ARROW HV	ENID AV	1/23/2012	4	1	4	17	0	1 B		Y	
5561773	-117.8942	34.10682	FENIMORE	ARROW HV	3/22/2012	0	4	4	5	0	1 A		Y	
5580060	-117.89	34.10683	ARROW HV	CITRUS AV	3/14/2012	0	3	3	8	0	1 A		Y	
5630882	-117.9186	34.09755	BENWOOD	ROXBURGH	5/11/2012	5	5	3	8	0	1 A		Y	
5742050	-117.8902	34.11412	CITRUS AV	GLADSTON	7/12/2012	0	4	3		0	1 A		Y	
5913650	-117.8882	34.1141	GLADSTON	FAIRVALE A	12/3/2012	0	1	3	7	0	1 B		Y	
5935689	-117.8903	34.10937	CITRUS AV	LAXFORD A	12/19/2012	5	3	4	8	0	1 A		Y	

CASEID	POINT_X	POINT_Y	PRIMARYR	SECONDR	DATE_	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER:	PEDCOL	BICCOL
5951552	-117.9078	34.10709	AZUSA AV	ARROW HV	10/19/2012	0	5	3	8	0	1 A		Y	
5277456	-118.3102	34.18608	GLENOAKS	SAN JOSE A	8/22/2011	0	1	3	9	0	1 A		Y	
5358300	-118.3243	34.17961	CHANDLER	MARIPOSA	9/27/2011	0	2	3	9	0	1 A		Y	
5378171	-118.3207	34.17706	LOMITA ST	MAGNOLIA	10/19/2011	0	3	2	8	0	2 A		Y	
5909378	-118.3259	34.18284	BURBANK E	MARIPOSA	11/30/2012	0	5	4	9	0	1 B		Y	
5877558	-118.3177	34.17576	VICTORY BI	PALM AV	11/10/2012	0	6	4	9	0	1 A		Y	
5876433	-118.3206	34.17671	MAGNOLIA	LOMITA ST	12/4/2012	0	2	3	7	0	1 B		Y	
5840181	-118.3165	34.1735	OLIVE AV	VICTORY BI	10/4/2012	0	4	3	12	0	1 A		Y	
5821352	-118.3149	34.1874	BURBANK E	3RD ST	9/1/2012	0	6	3	9	0	1 A		Y	
5797409	-118.3095	34.18552	GLENOAKS	SAN JOSE A	8/20/2012	0	1	3	9	0	1 A		Y	
5797381	-118.3296	34.18445	VICTORY BI	REESE PL	8/20/2012	0	1	3	5	0	1 A		Y	
5756432	-118.3198	34.18017	VICTORY BI	CHANDLER	8/1/2012	0	3	4	5	0	1 A		Y	
5738714	-118.3075	34.18002	SAN FERNA	ANGELENO	6/29/2012	0	5	3	3	0	1 A		Y	
5737272	-118.3083	34.18127	OLIVE AV	SAN FERNA	7/24/2012	0	2	3	9	0	1 A		Y	
5730534	-118.3115	34.18493	NORTH 3RD	EAST SAN J	6/26/2012	0	2	4	9	0	1 A		Y	
5635472	-118.316	34.17403	OLIVE AV	VICTORY BI	5/29/2012	0	2	3	8	0	1 A		Y	
5607342	-118.3185	34.17744	VICTORY BI	MAGNOLIA	4/29/2012	0	7	3	3	0	1 A		Y	
5584842	-118.3105	34.17928	OLIVE AV	1ST ST	4/15/2012	0	7	3	8	0	1 A		Y	
5558201	-118.3149	34.18742	3RD ST	BURBANK E	3/7/2012	0	3	3	0	0	1 A		Y	
5558181	-118.3069	34.18094	ANGELENO	3RD ST	3/26/2012	0	1	3	9	0	1 A		Y	

Attachment I-3. Public Outreach Supporting Documentation

Vincent Community Bikeway Access Improvements

DPH ATP Outreach Summary

Who was engaged in the identification & development of this project:

The Vincent Community Bikeway Access Improvement project was identified as a priority project in the County’s 2011 Bicycle Master Plan. Upon adoption of the plan, a motion from Supervisor Ridley-Thomas further directed the Los Angeles County Department of Public Works to work with the LA County Department of Public Health to identify the 10 unincorporated communities with the highest rates of obesity and to prioritize the implementation of bikeways in these communities. This project was initiated in response to both the adopted bicycle master plan and the direction from Supervisor Ridley-Thomas as the Vincent community suffers from some of the highest rates of obesity in Los Angeles County.

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 key stakeholders and organizations working in the Vincent community. Additional stakeholders that provided input into the project proposal include:

Public Stakeholders	Government Stakeholders
BikeSGV	Los Angeles County Department of Parks & Recreation
Healthy Azusa	Los Angeles County Department of Regional Planning
Los Angeles County Bicycle Coalition	Los Angeles County Department of Public Health
Multicultural Communities for Mobility	City of Azusa
YWCA SGV	Los Angeles County Library (Azusa)
Students form Azusa Pacific University	

- **BikeSGV** works to make the San Gabriel Valley a safer, healthier and more enjoyable place for cycling. This organization worked to develop the San Gabriel Valley Bicycle Master Plan, which includes the cities of Baldwin Park, El Monte, South El Monte, San Gabriel, and Monterey Park. The organization is in the process of developing active transportation plans for cities of Irwindale, Glendora, La Puente, Monrovia, and Montebello on developing, funded through the previous round of ATP.
- **Healthy Azusa** is a partnership between the city, educational institutions, health care services, businesses, community organizations, and residents to promote health and wellness for those

who live, work, and play in the city of Azusa, CA. The organization supports the following programs to help accomplish this mission: Safe Routes to Schools and Be a Walker.

- **Los Angeles County Bicycle Coalition** works to make Los Angeles County communities’ fun, safe, and healthy places to ride a bike.
- **Multicultural Communities for Mobility** exists improve the quality of life for underserved low-income communities of color by empowering and engaging community leaders at the local level to advocate & educate for safer bikeways, walkable communities and access to mass transit for all.
- **YWCA SGV** is committed to providing women, girls, seniors and their families with the information they need to manage the critical issues in their lives.

How stakeholders were engaged:

(DPW/consultant provide additional outreach information from meetings w/other County departments and/or previous outreach efforts)

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
BikeSGV staff & volunteer meeting	9	Email newsletter, website	BikeSGV offices in El Monte	Yes	Evening	None	No	Meeting sign-in sheet, photos, notes, support letter
Healthy Azusa meeting	10	none	Azusa Library	Yes	Morning	Spanish Translation	No.	Support letter, sign, photos

Outreach Activity 1: The Bike SGV staff and volunteer 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 City of South El Monte to develop the city’s bicycle master plan.

Outreach Activity 2: On May 13, 2015 DPH Staff met with Healthy Azusa meeting, which included residents of the Vincent community and City of Azusa. At the meeting DPH staff presented on the proposed project to gather input and support for the project. Some of the residents included students from Azusa Pacific University, Library Staff, and members of YWCA SGV.

Feedback received from stakeholders:

(DPW will need to review feedback and describe how public participation improved the project’s overall effectiveness at meeting the purpose and goals of the ATP)

Outreach Activity 1 - BikeSGV staff and volunteers encouraged coordination with the City of Covina to improve access from the proposed improvements to the Covina Metrolink station. In addition, they recommended providing wayfinding signage with the project to help direct users to key destination along and near the proposed project, such as the Covina and Baldwin Park Metrolink Stations.

Outreach Activity 2 - Participants in the Healthy Azusa meeting encouraged coordination with the City of Azusa and their master plan and hopes in creating a bike plan for the city itself. They also commented on the extension of the proposed project to continue up Little Dalton Wash and Big Dalton Wash. The residents expressed the need for signage that connects the bike lanes and paths to points of interest in the surrounding community such as the Metrolink stop, the future Metro Gold line stop, and the Santa Fe Dam. They also expressed the need for educational programming in their community to serve alongside the benefits of infrastructure construction.

Residents also mentioned that Azusa Ave. and Arrow Highway should have additional enhancements to the intersection due to the amount of vehicle traffic and speed. In terms of design they preferred a bike lane rather than the option of a bike route due to the vehicle speed and the proximity to school. They feel that a higher quality bikeway could better encourage youth to ride a bike to school.

DPH recommendations for how to continue stakeholder engagement in the implementation of the project:

The Vincent Community Bikeway Access Project will serve to connect residents of the surrounding communities of Glendora, Baldwin Park, Azusa, Irwindale, Covina and West Covina; therefore, stakeholder engagement should be inclusive of Vincent residents as well as the surrounding communities. Utilize existing community hubs to host meetings such as at the Irwindale Community Park and existing organizations working in adjacent communities, such as Healthy Azusa and BikeSGV to promote meetings and events in the Vincent community. These organizations may also be willing to partner on events in the community such as community walks or bike rides.

Attachment I-6B. Benefit-Cost Analysis Appendix

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Appendixes

No table of contents entries found.

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	\$6,183,359
Health Benefits	\$273,813
Recreational Benefits	\$5,612,984
Safety Benefits	\$17,521,206
Gas & Emission Benefits	\$86,022
Sum Total Benefits	\$29,677,384
Sum Present Value Benefits	\$19,654,723
Sum Total Project Cost	\$4,398,468
Sum Present Value Cost	\$4,229,296
Net Present Value	\$15,425,427
BCA Ratio	4.65
Net Present Cost of Funds Requested	\$3,383,438
Benefits to Funds Requested Ratio	5.81

The table above includes the breakdown of results for the Project. The net present value of the Project \$15.43 million, and the benefit to cost ratio is 4.65. This means that for every dollar invested, the Project will generate \$4.65 in monetized benefits. With a benefit to cost ratio greater than one and a large net present value, any funds invested in this Project will be a good investment for society. Total funding requested from the State for this project is \$3.52 million (or present value of \$3.38 million), which results in a benefit-to-funds requested ratio of 5.81.

The Project will install a combination of Class I, II, and III bike lanes to close the gaps between existing bike lanes in the area. These enhancements will improve mobility for commuting or recreational cyclists who travel on this corridor to access the Baldwin Park Metrolink Station, or to connect to the San Gabriel River Bike Path. Having these well-marked and continuous bike lanes will also promote safety for the cyclists. Over the past five years there have been various pedestrian and cyclist accidents, causing 60 injuries and one fatality. Thus the Project is expected to have large safety benefits, as is reflected in Table 1 above.

2 Screenshots of Model Results for Project

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

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

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

2.3 Infrastructure Inputs

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

Figure 2-3. Infrastructure Inputs

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	529	707	
Forecast (1 Yr after completion)	553	707	
	Commuters	Recreational Users	
Existing Trips	89	183	
New Daily Trips (estimate)	26	51	
(1 YR after completion) (actual)	26	51	
Project Information- Non SR2S Infrastructure			
Bike Class Type	Bike Class 1		
Average Annual Daily Traffic (AADT)	7046		
Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing	0	0	
Forecast (1 YR after project completion)	0	0	
	Without Project	With Project	
Existing step counts (600 steps=0.3mi=1 trip)	0	0	
Existing miles walked	0	0	
Safe Routes to School (SR2S) (Box 1C)			
Number of student enrollment	Total	0	
Approximate no. of students living along school route proposed for improvement		0	
Percentage of students that currently walk or bike to school		0%	
Projected percentage of students that will walk or bike to school after the project		0.00%	
Project Costs (Box 1D)			
Non-SR2S Infrastructure Project Cost			\$4,398,468
SR2S Infrastructure Project Cost			\$0
ATP Requested Funds (Box 1E)			
Non-SR2S Infrastructure			\$3,518,775
SR2S Infrastructure			\$0
CRASH DATA (Box 1F)			
	Last 5 Yrs	Annual Average	
Fatal Crashes	1	0.2	
Injury Crashes	60	12	
PDO	0	0	
SAFETY COUNTERMEASURES (improvements) (Box 1G)			
		Y or N (Capitalized)	
Signalized Intersection	Pedestrian countdown signal heads	N	
	Pedestrian crossing	N	
	Advance stop bar before crosswalk	N	
Unsignalized Intersection	Install overpass/underpass	N	
	Raised medians/refuge islands	N	
	Pedestrian crossing (new signs and markings only)	Y	
Roadways	Pedestrian crossing (safety features/curb extensions)	N	
	Pedestrian signals	N	
	Bike lanes	Y	
	Sidewalk/pathway (to avoid walking along roadway)	N	
	Pedestrian crossing (with enhanced safety features)	N	
Other reduction factor countermeasures		N	

2.4 Non-Infrastructure Inputs

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

Figure 2-4. Non-Infrastructure Inputs

Outreach (SR25)- (Box 2A) Participants (School Enrollment) <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>		Outreach (Non SR25)- (Box 2B) Participants <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>													
Perception (must be marked with an "x")- (Box 2C) <i>Mark all applicable categories with an "x"</i> Outreach is Hands-on (self-efficacy) <input type="checkbox"/> Overcome Barriers (e.g., dist, time, etc.) <input type="checkbox"/> Eliminates Hazards/Threats (speed, crime, etc.) <input type="checkbox"/> Connected or Addresses Connectivity Challenge <input type="checkbox"/> Creating Value in Using Active Transportation <input type="checkbox"/> Weighted Score <input type="text" value="0"/>		Promotional Effort (must be marked with an "x")- (Box 2D) <i>Mark all applicable categories with an "x"</i> Effort Targets 5 E's or 5 P's <input type="checkbox"/> Knowledgeable Staff/Educator <input type="checkbox"/> Partnership/Volunteers <input type="checkbox"/> Creates Community Ownership/Relationship <input type="checkbox"/> Part of Bigger Effort (e.g., political support) <input type="checkbox"/> Weighted Score <input type="text" value="0"/>													
Age (must be marked with an "x")- (Box 2E) <i>Mark only one category with an "x"</i> Younger than 10 <input type="checkbox"/> 10-12 <input type="checkbox"/> 13-24 <input type="checkbox"/> 25-55 <input type="checkbox"/> 55+ <input type="checkbox"/> Weighted Score <input type="text" value="FALSE"/>		Duration (must be marked with an "x")- (Box 2F) <i>Mark only one category with an "x"</i> One Day <input type="checkbox"/> One Month <input type="checkbox"/> One Year <input type="checkbox"/> Multiple Years <input type="checkbox"/> Continuous Effort <input type="checkbox"/> Weighted Score <input type="text" value="FALSE"/>													
Projected New Active Trans Riders Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>		Projected New Active Trans Riders Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>													
CRASH DATA - (Box 2G) <table border="1"> <thead> <tr> <th></th> <th>Last 5 Yrs</th> <th>Annual</th> </tr> </thead> <tbody> <tr> <td>Fatal Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>Injury Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>PDO</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> </tbody> </table>			Last 5 Yrs	Annual	Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	PDO	<input type="text" value="0"/>	<input type="text" value="0"/>	Assumption: Benefits only accrue for five years, unless the project is ongoing.	
	Last 5 Yrs	Annual													
Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
PDO	<input type="text" value="0"/>	<input type="text" value="0"/>													

2.5 Non-Infrastructure—All

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

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All			
Projected New ATP Users		0.03	
Annual Mobility Benefits	\$0		Did not quantify mobility benefits.
Annual Health Benefits	\$0		
Annual Recreational Benefits	\$0		Did not quantify recreational benefits.
Annual Safety Benefits	\$0		reduction in Other Reduction Factor Countermeasures.
Fuel saved	\$0		
Emissions Saved	\$0		
Fuel and Emissions Saved	\$0		
Underlying assumptions for calculations:			
1) 1 mile driven is ~0.05 gal ~ 1 lb of CO2 based on US average 20mpg. Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/resourcehandler.ashx?id=2948			
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)			
3) Gasoline price per gallon is \$3.41 (incl. tax)			
4) Carbon price is \$25 per ton (updated \$2014 value)			
5) 2,000 lbs = 1 ton			
ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION			
Countermeasures		OTHER REDUCTION FACTOR	
Crash Reduction Factors (CRFs)		10%	
Service Life		5	
1st year		50	
	Fatal	Injury	PDO
Frequency	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924

2.6 SR2S Infrastructure

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

Figure 2-6. SR2S Infrastructure Project Benefits

SAFE ROUTES TO SCHOOL			
Infrastructure			
Before Project			
No. of students enrollment		0	
Approximate no. of students living along school route proposed for improvement		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.
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			
Fuels Saved		\$0.00	
Emissions Saved		\$0.00	
Annual Mobility Benefits			
Annual Mobility Benefits		\$0	
Annual Health Benefits			
Annual Health Benefits		\$0	
Annual Safety Benefits			
Annual Safety Benefits		\$360,558	
Fuel and Emissions Saved			
Fuel and Emissions Saved		\$0	
Recreational Benefits			
Recreational Benefits		\$0	

Note that annual safety benefits are calculated here in the Tool even though the Project does not include SR2S data inputs. We believe this calculation should read zero.

2.7 Results

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

Figure 2-7. Results

20 Year Invest Summary Analysis	
Total Costs	\$4,398,468
Net Present Cost	\$4,229,296
Total Benefits	\$29,677,383
Net Present Benefit	\$19,654,723
Benefit-Cost Ratio	4.65
<i>20 Year Itemized Savings</i>	
Mobility	\$6,183,359
Health	\$273,813
Recreational	\$5,612,984
Gas & Emissions	\$86,022
Safety	\$17,521,206
Funds Requested	\$3,518,775
Net Present Cost of Funds Requested	\$3,383,438
Benefit Cost Ratio	5.81

2.8 Mobility

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

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

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT					
Current Walk Counts		Project Types			
Total miles walked	0.00	For M values:			
Total person Trips walked	0.00	20.38 min/trip	OFF STREET		Bike Class I
Total Steps walked	0.00	18.02 min/trip	ON STREET w/o parking benefit		Bike Class II
		15.83 min/trip	ON STREET w/ parking benefit		Bike Class III
After the Project is Completed					
Total miles walked	0.00	\$13.03	Value of Time		
Total person trips walked	0.00				
Total Steps walked	0.00	600 steps=0.3mi=1 trip			
Converted miles walked to trips	0	\$1	Value of Total Pedestrian Environmental Impacts per trip		
Difference of person trips walked	0				
Converted steps walked to trips	0				
Current Bike Counts					
Existing Commuters	89				
New Commuters	26				
Benefits, 2014 values					
Annual Mobility Benefit (Walking)	\$0.00				
Annual Mobility Benefit (Biking)	\$254,486.76				
Total Annual Mobility Benefits	\$254,486.76				
Sources:					
NCHRP 552 Methodology (Biking)					
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)					

2.9 Health

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

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

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT				
INFRASTRUCTURE				
Cycling:				
New Cyclists	77			
Value of Health (ave.annual)	\$146	GDP Deflator		
		2006	0.9429	
		2014	1.0781	
Annual Health Benefits	\$11,269.25			
Walking:				
New Walkers	0			
Value of Health	\$146			
Annual Health Benefits	\$0.00			
Total Annual Health Benefits	\$11,269			
Source: NCHRP 552- Guidelines for Analysis of Investments in				
Bicycle Facilities, Appendix G.				
(Estimated annual per capita cost savings of direct and/indirect				
of physical activity)				

2.10 Reduced Gas & Emissions Benefits

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

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

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT	
INFRASTRUCTURE	
New Pedestrians	0
New Bicyclists	77
Avoided VMT due to Walking	0
Avoided VMT due to Biking	19,346
Fuel Saved	3,299
Emissions Saved	242
Fuel and Emissions saved	\$3,540
Underlying assumptions for calculations:	
1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)	
2) Assume 50% of new walkers and cyclists choose not to drive their cars	
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.	
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.	
http://www.railstotrails.org/resourcehandler.ashx?id=2948	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

2.11 Recreational Benefits

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

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

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT		
Biking		
New Recreational Users	51	\$10 per trip
New Commuters	26	
Existing Recreational Users	183	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$63,240	
Value of Spending Recreational Time for Existing Recreational Users	\$90,768	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$154,008	
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	0	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$0	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$0	
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	\$154,008	

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

NON-INFRASTRUCTURE-Non-SR25 and SR25										INFRASTRUCTURE-SR25									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		
PROJECT OPEN							\$0	1.02	PROJECT OPEN							\$0	1.02		
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0		1	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0		2	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0		4	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0		5	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
6	\$0	\$0	\$0	\$0	\$0	\$0	\$0		6	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
7	\$0	\$0	\$0	\$0	\$0	\$0	\$0		7	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
8	\$0	\$0	\$0	\$0	\$0	\$0	\$0		8	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
9	\$0	\$0	\$0	\$0	\$0	\$0	\$0		9	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
10	\$0	\$0	\$0	\$0	\$0	\$0	\$0		10	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
11	\$0	\$0	\$0	\$0	\$0	\$0	\$0		11	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0		12	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
13	\$0	\$0	\$0	\$0	\$0	\$0	\$0		13	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
14	\$0	\$0	\$0	\$0	\$0	\$0	\$0		14	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
15	\$0	\$0	\$0	\$0	\$0	\$0	\$0		15	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
16	\$0	\$0	\$0	\$0	\$0	\$0	\$0		16	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
17	\$0	\$0	\$0	\$0	\$0	\$0	\$0		17	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
18	\$0	\$0	\$0	\$0	\$0	\$0	\$0		18	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
19	\$0	\$0	\$0	\$0	\$0	\$0	\$0		19	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
20	\$0	\$0	\$0	\$0	\$0	\$0	\$0		20	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
						Sum Total Benefits									Sum Total Benefits				
						\$0									\$8,770,603				
							Total Project Cost									Total Project Cost			
							\$0								\$0				

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

COMBO PROJECTS - Non SRS Infrastructure and NonInfrastructure							COMBO PROJECTS - Non SRS & SRS Infrastructure								
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN								PROJECT OPEN							
1	\$254,487	\$11,269	\$154,008	\$180,279	\$3,540	\$603,383	\$4,398,468	1	\$17,243	\$5,635	\$154,008	\$80,538	\$1,770	\$648,214	\$4,398,468
2	\$253,576	\$11,495	\$157,088	\$183,884	\$3,611	\$615,655		2	\$17,788	\$5,747	\$157,088	\$87,769	\$1,806	\$662,198	
3	\$264,768	\$11,725	\$160,230	\$187,562	\$3,683	\$627,868		3	\$18,334	\$5,862	\$160,230	\$95,124	\$1,842	\$676,442	
4	\$270,063	\$11,959	\$163,435	\$191,313	\$3,757	\$640,527		4	\$18,882	\$5,980	\$163,435	\$98,627	\$1,879	\$688,951	
5	\$275,465	\$12,198	\$166,703	\$195,400	\$3,832	\$653,338		5	\$19,432	\$6,101	\$166,703	\$98,029	\$1,916	\$702,730	
6	\$280,974	\$12,442	\$170,037	\$199,042	\$3,909	\$666,405		6	\$19,987	\$6,221	\$170,037	\$98,008	\$1,954	\$716,785	
7	\$286,593	\$12,691	\$173,438	\$203,023	\$3,987	\$679,733		7	\$20,547	\$6,346	\$173,438	\$98,046	\$1,994	\$731,120	
8	\$292,325	\$12,945	\$176,907	\$207,084	\$4,067	\$693,327		8	\$21,112	\$6,472	\$176,907	\$98,047	\$2,033	\$745,743	
9	\$298,172	\$13,204	\$180,445	\$211,220	\$4,148	\$707,194		9	\$21,688	\$6,602	\$180,445	\$98,051	\$2,074	\$760,638	
10	\$304,135	\$13,468	\$184,054	\$215,450	\$4,231	\$721,338		10	\$22,268	\$6,734	\$184,054	\$98,050	\$2,116	\$775,871	
11	\$310,218	\$13,737	\$187,735	\$219,759	\$4,316	\$735,765		11	\$22,851	\$6,869	\$187,735	\$98,048	\$2,158	\$791,388	
12	\$316,422	\$14,012	\$191,490	\$224,154	\$4,402	\$750,480		12	\$23,438	\$7,006	\$191,490	\$98,046	\$2,201	\$807,216	
13	\$322,751	\$14,292	\$195,319	\$228,637	\$4,490	\$765,489		13	\$24,029	\$7,146	\$195,319	\$98,043	\$2,245	\$823,360	
14	\$329,226	\$14,578	\$199,226	\$233,210	\$4,580	\$780,799		14	\$24,624	\$7,289	\$199,226	\$98,040	\$2,290	\$839,827	
15	\$335,790	\$14,870	\$203,210	\$237,874	\$4,671	\$796,415		15	\$25,224	\$7,435	\$203,210	\$98,037	\$2,336	\$856,624	
16	\$342,506	\$15,167	\$207,274	\$242,632	\$4,765	\$812,344		16	\$25,828	\$7,583	\$207,274	\$98,034	\$2,382	\$873,756	
17	\$349,348	\$15,470	\$211,420	\$247,484	\$4,860	\$829,592		17	\$26,437	\$7,735	\$211,420	\$98,031	\$2,430	\$891,231	
18	\$356,343	\$15,780	\$215,648	\$252,434	\$4,957	\$847,162		18	\$27,051	\$7,890	\$215,648	\$98,028	\$2,479	\$909,056	
19	\$363,470	\$16,095	\$219,961	\$257,483	\$5,057	\$865,065		19	\$27,670	\$8,048	\$219,961	\$98,025	\$2,528	\$927,237	
20	\$370,739	\$16,417	\$224,361	\$262,632	\$5,158	\$883,307		20	\$28,294	\$8,209	\$224,361	\$98,022	\$2,579	\$945,782	
Total	\$6,183,399	\$273,813	\$3,741,989	\$4,380,301	\$86,022	\$14,665,484	\$4,398,468	Total	\$3,097,679	\$116,907	\$3,741,989	\$8,760,609	\$43,011	\$15,774,389	\$4,398,468
			Sum Total Benefits				Total Project Cost				Sum Total Benefits			Total Project Cost	

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

COMBO PROJECTS - STIS Infrastructure and NonInfrastructure											SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS										
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio				
PROJECT OPEN																					
1	\$0	\$0	\$0	\$180,279	\$0	\$180,279	\$0	1.02	1	\$254,486.76	\$11,269	\$231,012	\$721,115	\$3,540	\$1,221,424	\$4,388,488	6.75				
2	\$0	\$0	\$0	\$183,884	\$0	\$183,884	\$0		2	\$259,976	\$11,495	\$235,632	\$735,538	\$3,611	\$1,245,852						
3	\$0	\$0	\$0	\$187,562	\$0	\$187,562	\$0		3	\$264,788	\$11,725	\$240,345	\$750,248	\$3,683	\$1,270,769						
4	\$0	\$0	\$0	\$191,313	\$0	\$191,313	\$0		4	\$270,063	\$11,959	\$245,152	\$765,238	\$3,757	\$1,296,185						
5	\$0	\$0	\$0	\$195,140	\$0	\$195,140	\$0		5	\$275,465	\$12,198	\$250,055	\$780,538	\$3,832	\$1,322,108						
6	\$0	\$0	\$0	\$199,042	\$0	\$199,042	\$0		6	\$280,974	\$12,442	\$255,056	\$796,170	\$3,909	\$1,348,550						
7	\$0	\$0	\$0	\$203,023	\$0	\$203,023	\$0		7	\$286,593	\$12,691	\$260,157	\$812,093	\$3,987	\$1,375,521						
8	\$0	\$0	\$0	\$207,084	\$0	\$207,084	\$0		8	\$292,325	\$12,945	\$265,360	\$828,335	\$4,067	\$1,403,032						
9	\$0	\$0	\$0	\$211,225	\$0	\$211,225	\$0		9	\$298,172	\$13,204	\$270,681	\$844,902	\$4,148	\$1,431,093						
10	\$0	\$0	\$0	\$215,450	\$0	\$215,450	\$0		10	\$304,135	\$13,468	\$276,081	\$861,800	\$4,231	\$1,459,714						
11	\$0	\$0	\$0	\$219,759	\$0	\$219,759	\$0		11	\$310,218	\$13,737	\$281,602	\$879,036	\$4,316	\$1,488,909						
12	\$0	\$0	\$0	\$224,154	\$0	\$224,154	\$0		12	\$316,422	\$14,012	\$287,234	\$896,616	\$4,402	\$1,518,687						
13	\$0	\$0	\$0	\$228,637	\$0	\$228,637	\$0		13	\$322,751	\$14,292	\$292,979	\$914,549	\$4,490	\$1,549,042						
14	\$0	\$0	\$0	\$233,210	\$0	\$233,210	\$0		14	\$329,206	\$14,578	\$298,839	\$932,840	\$4,580	\$1,580,042						
15	\$0	\$0	\$0	\$237,874	\$0	\$237,874	\$0		15	\$335,790	\$14,870	\$304,815	\$951,496	\$4,671	\$1,611,643						
16	\$0	\$0	\$0	\$242,632	\$0	\$242,632	\$0		16	\$342,506	\$15,167	\$310,912	\$970,526	\$4,765	\$1,643,875						
17	\$0	\$0	\$0	\$247,484	\$0	\$247,484	\$0		17	\$349,356	\$15,470	\$317,130	\$989,937	\$4,860	\$1,676,733						
18	\$0	\$0	\$0	\$252,434	\$0	\$252,434	\$0		18	\$356,343	\$15,780	\$323,473	\$1,009,736	\$4,957	\$1,710,288						
19	\$0	\$0	\$0	\$257,483	\$0	\$257,483	\$0		19	\$363,470	\$16,095	\$329,942	\$1,029,930	\$5,057	\$1,744,494						
20	\$0	\$0	\$0	\$262,632	\$0	\$262,632	\$0		20	\$370,739	\$16,417	\$336,541	\$1,050,529	\$5,158	\$1,779,384						
Sum Total Benefits						\$4,380,303	Total Project Cost		Sum Total Benefits		\$4,380,303	Total Project Cost		\$4,380,303	Benefit Cost Ratio		6.75				
Total						\$0	Total		Total		\$0	Total		\$0	Total						

2.14 Discounted Benefits

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

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

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS														
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$254,487	\$11,269	\$231,012	\$721,115	\$3,540	\$1,221,424	\$1,174,446	\$4,398,468	\$4,229,296	4.00%	\$15,425,427.00	4.65	3,518,775	3,383,438
2	\$259,576	\$11,495	\$235,632	\$735,538	\$3,611	\$1,245,852	\$1,151,860	\$0	\$0					
3	\$264,768	\$11,725	\$240,345	\$750,248	\$3,683	\$1,270,769	\$1,129,709	\$0	\$0					
4	\$270,063	\$11,959	\$245,152	\$765,253	\$3,757	\$1,296,185	\$1,107,984	\$0	\$0					
5	\$275,465	\$12,198	\$250,055	\$780,538	\$3,832	\$1,322,108	\$1,086,677	\$0	\$0					
6	\$280,974	\$12,442	\$255,056	\$796,170	\$3,909	\$1,348,550	\$1,065,779	\$0	\$0					
7	\$286,593	\$12,691	\$260,157	\$812,093	\$3,987	\$1,375,521	\$1,045,288	\$0	\$0					
8	\$292,325	\$12,945	\$265,360	\$828,335	\$4,067	\$1,403,032	\$1,025,182	\$0	\$0					
9	\$298,172	\$13,204	\$270,667	\$844,902	\$4,148	\$1,431,093	\$1,005,467	\$0	\$0					
10	\$304,135	\$13,468	\$276,081	\$861,800	\$4,231	\$1,459,714	\$986,131	\$0	\$0					
11	\$310,218	\$13,737	\$281,602	\$879,056	\$4,316	\$1,488,909	\$967,167	\$0	\$0					
12	\$316,422	\$14,012	\$287,234	\$896,616	\$4,402	\$1,518,687	\$948,567	\$0	\$0					
13	\$322,751	\$14,292	\$292,979	\$914,549	\$4,490	\$1,549,061	\$930,326	\$0	\$0					
14	\$329,206	\$14,578	\$298,839	\$932,840	\$4,580	\$1,580,042	\$912,435	\$0	\$0					
15	\$335,790	\$14,870	\$304,815	\$951,466	\$4,671	\$1,611,643	\$894,888	\$0	\$0					
16	\$342,506	\$15,167	\$310,912	\$970,526	\$4,765	\$1,643,875	\$877,679	\$0	\$0					
17	\$349,356	\$15,470	\$317,130	\$989,937	\$4,860	\$1,676,753	\$860,800	\$0	\$0					
18	\$356,343	\$15,780	\$323,473	\$1,009,736	\$4,957	\$1,710,288	\$844,246	\$0	\$0					
19	\$363,470	\$16,095	\$329,942	\$1,029,930	\$5,057	\$1,744,494	\$828,011	\$0	\$0					
20	\$370,739	\$16,417	\$336,541	\$1,050,529	\$5,158	\$1,779,384	\$812,087	\$0	\$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested
	\$6,183,359	\$273,813	\$5,612,984	\$17,521,206	\$86,022	\$29,677,383	\$19,654,723	\$4,398,468	\$4,229,296				\$3,518,775	\$3,383,438

3 Potential for Model Enhancements

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

Types of Inputs

- **Applicability of mobility parameters**—we note that several of the parameters used in the model come from the National Cooperative Highway Research Program (NCHRP) 552 report. While this source provides good data, some of the assumptions may not be well-suited to the types of projects proposed by LA Metro. For instance, the bike path projects proposed by LA Metro are mostly small (.25 to 5 miles). The value of mobility benefits provided in the NCHRP report range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. But in the case of LA Metro's bike projects, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Another difference to consider is location—the NCHRP study was conducted in Minnesota. Thus the value of having access to a bike path might be greater in a city like Los Angeles where there are more days each year of suitable weather for biking.
- **City-specific parameters**—we understand that this first version of the B/C Tool was kept general so that it could be used by different cities throughout California. However, this means that some of the parameters used may not be appropriate for a particular city. For example, the two percent population growth rate assumed in the model is an average for California from 1955 to 2011. However, currently the population growth rate in Los Angeles is closer to 0.5 percent¹, much smaller than the California average.
- **Construction start and end dates**—allowing the B/C Tool to adapt to different construction start and end dates depending on the project will provide a more precise estimate of net benefits.

Calculation Logic

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

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

grow at approximately 1.2 percent per year². Thus benefit categories that depend on a person's value of time will be affected by this growth rate.

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

Other Recommendations

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

User Interface

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

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

Attachment I-8. California Conservation Corps (CCC) Correspondence

Christian, Adam

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 15, 2015 1:22 PM
To: Martin Reyes
Cc: inquiry@atpcommunitycorps.org; Hsieh, Wei@CCC; Inez Yeung; Waqas Rehman; Abu Yusuf; Mateusz (Matt) Suska; Michael Ellison; Tung Vu; Lino, Edgar@CCC
Subject: RE: County of Los Angeles ATP Applications

Hi Martin, see responses below:

- 1) We do not possess a contractor's license. We are a State agency.
- 2) Absolutely yes. We would review what materials/equipment we have in order to perform the job effectively. It may require us acquiring some additional materials. Things like stop/slow paddles, caution/construction zone signs and such.
- 3) The magnitude of the work wasn't as clear in what we reviewed previously. We don't think we can handle this item now. That is heavy demolition. We do not have any heavy equipment.
- 4) It is hard to say if the scope of this item is within our means.
We do have experience in retaining walls (dry-stone masonry), but for trail settings mostly.

If you have additional questions please contact Edgar Lino at Edgar.Lino@ccc.ca.gov

From: Martin Reyes [mailto:mreyes2@dpw.lacounty.gov]
Sent: Monday, May 11, 2015 1:39 PM
To: ATP@CCC
Cc: inquiry@atpcommunitycorps.org; Hsieh, Wei@CCC; Inez Yeung; Waqas Rehman; Abu Yusuf; Mateusz (Matt) Suska; Michael Ellison; Tung Vu
Subject: RE: County of Los Angeles ATP Applications

Thank you Wei.

After reviewing the below items the CCC would like to handle, we have a few follow up questions:

- 1) Does the CCC have a general contractor's license and/or a landscaping contractor's license?
- 2) For work within the road right-of-way (such as for median/service island and striping work), can the Corps provide their own traffic control?
- 3) In reference to the San Jose Creek Bike Path and Vincent Community Bikeway Access projects, excavation amounts exceed 5000 CY. Is the Corps capable of earthwork of this magnitude and will they provide their own heavy equipment?
- 4) The San Jose Creek Bike Path project includes retaining wall installations along the flood control channel underneath the I-605 overpass. Final design plans have not been prepared, but the work for the retaining walls is estimated at \$2 million. Does the Corps have experience in large shoring and retaining wall projects?

The County fully intends to partner with the Corps for these projects and would like to discuss these issues prior to moving forward.

Please feel free to contact me for any questions or concerns. Thank you

Martin Reyes

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

From: Hsieh, Wei@CCC [<mailto:Wei.Hsieh@CCC.CA.GOV>] **On Behalf Of** ATP@CCC
Sent: Monday, May 11, 2015 9:52 AM
To: Martin Reyes
Cc: inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC
Subject: RE: County of Los Angeles ATP Applications

Hi Martin,

Edgar Lino, the Conservation Supervisor at our CCC Los Angeles location has responded to the partnership for your projects:

- Aviation/LAX – striping removal, signing and striping, concrete/AC removal/demo, landscaping, irrigation.
- West Carson – Striping and pavement markings.
- West Athens – Striping and pavement markings.
- San Jose Creek Bike Path – Rip Rap, concrete removal (non-reinforced), crushed miscellaneous base, clearing and grubbing, tree removals, and retaining walls.
- Hawthorne/Lennox – Signing and striping, parkway trees.
- Vincent Community Bikeway Access – striping, signage, concrete removal, unclassified excavation, fence, landscaping, pocket parks, and traffic control.

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: Martin Reyes [<mailto:mreyes2@dpw.lacounty.gov>]
Sent: Friday, May 08, 2015 2:23 PM
To: Clark, Virginia@CCC; 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	
	Badillo St from Baldwin Park jurisdiction to Irwindale Ave	Class II bike facilities along Badillo St, Irindale Ave, 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	
	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	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 06/19
West Athens Community Bikeways Access Improvements	Lohengrin St from Imperial Hwy to Denker Ave 110 th St from Budlong Ave to Vermont Ave		
		Class II bikeway installations along Carson St and Lomita Blvd with signage and striping	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19
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		
		Class III bikeway installation along 220 th St with signage and striping	
		New landscaped median along Judah Ave	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19
Aviation/LAX Green Line Station Improvements	Lomita Blvd from Frampton Ave to Vermont Ave Judah Ave from cul-de-sac at north end to 120 th St Isis Ave from 116 th St to El Segundo Blvd El Segundo Blvd from Isis Ave to Inglewood Ave		
		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	
		Traffic signal and pedestrian head improvements	
		Class II bike lanes with signage and striping along Lennox Blvd	
	Buford Ave from 104 th St to 111 th St	Class III bike routes along Freeman Ave with signage and striping	
	Inglewood Ave from Century Blvd to 112 th St		
Hawthorne/Lennox Green Line Station Improvements	104 th St from Felton Ave to Prairie Ave	Enhanced crosswalks along Lennox and Inglewood Ave	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19
	Lennox Blvd from Felton Ave to Osage Ave		
	111 th St from Buford Ave to Prairie Ave	Parkway enhancements including street trees and landscaping	
	Freeman Ave from 104 th St to 111 th St	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

Attachment J. Letters of Support



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

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

May 19, 2015

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

Re: Letter of Support for Vincent Community Bikeway Access Improvements 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 Vincent Community Bikeway Access Improvements in the County of Los Angeles. This project will implement Class I, II, and III bike facilities in the unincorporated community of Vincent, City of Azusa, and West Covina.

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 Vincent Community Bikeway Access Improvements for the ATP grant.

Sincerely,

Phillip A. Washington
Chief Executive Officer



RECREATION DEPARTMENT

April 29, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

City of Irwindale Recreation Department 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

The City of Irwindale Recreation Department is dedicated to Vincent Community Bikeway Access Improvements Project. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr. Dan Grijalva, Recreation Manager at (626) 430-2225 or via email at dangrijalva@ci.irwindale.ca.us.

5050 NORTH IRWINDALE AVE., IRWINDALE, CA 91706



PHONE: (626) 430-2224 FACSIMILE: (626) 962-3022



May 21, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

The City of Azusa 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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) 812-5264 or via email at dbobadilla@ci.azusa.ca.us.

Sincerely,

Daniel Bobadilla
Interim Director of Public Works/City Engineer
City of Azusa



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

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 Vincent Community Bikeway Access Improvements Project**

Dear Ms. McWilliam:

The Los Angeles County Department of Public Health (DPH) is pleased to support the Los Angeles County Department of Public Works (DPW) in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of Vincent, city of Azusa, and city of West Covina. Our PLACE Program partnered with DPW to work on community outreach efforts for this active transportation project. The Vincent community has as a 32.2% child obesity rate which surpasses the County's average of 23%. By providing these improvements we can better promote physical activity, a critical component for reducing and preventing obesity.

DPH is dedicated to increasing opportunities for active transportation in Los Angeles County. The County's project includes installation of a Class I bike paths, Class II bike lanes, and Class III bike routes. Bicycle improvements like these can help encourage bicycling and reduce injuries. In addition these improvements will improve access between several surrounding jurisdictions and to nearby transportation stations, expanding regional connectivity and closing existing gaps.

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. Los Angeles' 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 "Jean".

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



BOARD OF SUPERVISORS

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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:

**VINCENT COMMUNITY BIKEWAY ACCESS IMPROVEMENTS PROJECT
 2015 ACTIVE TRANSPORTATION PROGRAM**

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 infrastructure improvements in unincorporated Covina (Vincent).

DRP is dedicated to implementing the General Plan for the unincorporated areas of Los Angeles County. Constructing four miles of bikeway improvements along three streets and one flood control channel will help inform and enhance our planning efforts for unincorporated Covina and the East 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
 Director

for
 RJB

RJB:MC:CC:cc:ems

c: Department of Public Works (Gail Farber)

S_AP_051315_L_APP_COVINA_MCWILLIAM

May 15th, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

_Jesus Rivera 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

_Jesus Rivera is dedicated to: Safe bicycling, for transportation and pleasure in Azusa, Ca. and surrounding communities. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr. Jesus Rivera, Healthy Azusa-Cycle Azusa at (626) 736-5781 or via email at:

jar9520@aol.com.

A handwritten signature in black ink, appearing to read 'Jesus Rivera', written over a horizontal line.



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 Vincent Community Bikeway Access 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

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 installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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,

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

Eric Bruins
Planning & Policy Director

**Metro**[®]

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

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

May 19, 2015

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

Re: Letter of Support for Vincent Community Bikeway Access Improvements Active Transportation Program (ATP) Application

Dear Director Dougherty:

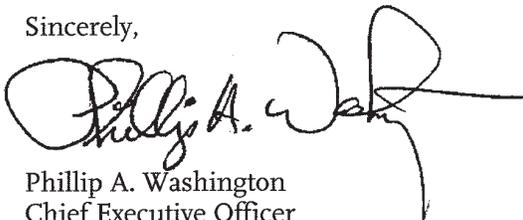
The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Vincent Community Bikeway Access Improvements in the County of Los Angeles. This project will implement Class I, II, and III bike facilities in the unincorporated community of Vincent, City of Azusa, and West Covina.

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 Vincent Community Bikeway Access Improvements for the ATP grant.

Sincerely,



Phillip A. Washington
Chief Executive Officer



May 21, 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 Vincent Community Bikeway Access Improvements Project**

Dear Ms. McWilliam:

Multicultural Communities for Mobility (MCM) 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

MCM has worked closely with the area via our work with community leader Jesus River and Healthy Azusa. Through our partnership, MCM was able to provide much needed bicycle safety workshops for the community with over 20 people attending. As powerful as an educational experience like this can be, the workshops can only go so far in ensuring a safer environment for pedestrians and cyclists. Additionally, MCM understands the importance in creating safer routes through the community to nearby areas and destinations. MCM strongly supports the County's project, which includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Betty Avila, Board Chair via email at betty@multicultimobility.org.

Sincerely,

Betty Avila



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
 12th Floor
 Los Angeles, California
 90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

**RE: Caltrans – 2015 Active Transportation Program Cycle 2
 County of Los Angeles Department of Public Works
 Vincent Community Bikeway Access 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 Vincent Community Bikeway Access Improvements Project.

Officers

President
 Cheryl Viegas-Walker, El Centro

First Vice President
 Michele Martinez, Santa Ana

Second Vice President
 Margaret Finlay, Duarte

Immediate Past President
 Carl Morehouse, San Buenaventura

This project includes infrastructure improvements in the unincorporated community of Vincent and the Cities of Azusa and West Covina. The county's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes. The project will enhance the aforementioned communities and facilitate improved bicycling opportunities, all while reducing greenhouse gas emissions and improving public health.

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and
 Human Development
 Bill Jahn, Big Bear

Energy & Environment
 Deborah Robertson, Rialto

Transportation
 Alan Wapner, San Bernardino
 Associated Governments

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 Ikhata
 Executive Director



OFFICERS

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Gene Murabito

1st Vice President
Tim Spohn

2nd Vice President
Vacant

3rd Vice President
Vacant

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Pomona

Rosemead

San Dimas

San Gabriel

San Marino

Sierra Madre

South El Monte

South Pasadena

Temple City

Walnut

West Covina

First District, LA County
Unincorporated Communities

Fourth District, LA County
Unincorporated Communities

Fifth District, LA County
Unincorporated Communities

SGV Water Districts

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 VINCENT COMMUNITY BIKEWAY ACCESS
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 for infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

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. Connecting paths along the Big Dalton Wash, which is one of the elements of the Vincent Community Bikeway project, was identified as one of the SGVCOG's active transportation priority projects for the San Gabriel Valley. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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



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

Bike San Gabriel Valley

Jeff Seymour Center
10900 Mulhall St.
El Monte, CA 91731

Board of Directors

Vincent Chang, Esq.

Board President

Efren Moreno

Vice-President

Melissa Preciado-

Hernandez

Treasurer

Wes Reutimann

Project Director

Xilonin Cruz-Gonzalez

Board Member

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

Re: Vincent Community Bikeway Access Improvements Project – 2015 CA ATP

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 the Vincent Community Bikeway Access Improvements Project..

The proposed project consists of constructing 4 miles of bikeway improvements along three streets and one flood control channel in this community near our City. This project would include a Class 1 Bike Path along Big Dalton Wash, a Class 2 Bike Lane, Class 3 Bike Routes, and installation of way finding signage, striping and pavement markings.

BikeSGV is particularly excited by the project's inclusion of key connections to the region's existing network of bike paths along the Rio Hondo and San Gabriel Rivers, another step towards realizing 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.

Investments in clean, healthy, active transportation such as the ones in this proposal will pay long term dividends and help meet local, regional and state mobility, public health and public safety objectives. The proposed project is well aligned with the goals of the Active Transportation Program (ATP), and would take another step in reducing existing barriers to active transportation in the region.

If realized, the proposed improvements will reduce barriers to healthier lifestyles by making cycling, a sustainable, healthy, and low-cost form of transportation, a more viable option for residents of all ages in the unincorporated communities and beyond.

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

Sincerely,

Vincent Chang
President
BikeSGV Board of Directors

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



Re: VINCENT COMMUNITY BIKEWAY ACCESS IMPROVEMENTS PROJECT - 2015 ACTIVE TRANSPORTATION PROGRAM

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 the Vincent Community Bikeway Access Improvements Project.

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.

The proposed project consists of constructing 4 miles of bikeway improvements along three streets and one flood control channel in this community near our City. This project would include a Class 1 Bike Path along Big Dalton Wash, a Class 2 Bike Lane, Class 3 Bike Routes, and installation of way finding signage, striping and pavement markings. The project is an enhancement that will benefit bicyclists traveling to and from our City. We would like to affirm our support of your application for grant funds for the project. The project will enhance the community of Vincent and facilitate improved bicycling opportunities and public transit use.

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. But such trips will only be made in large number if safety barriers are addressed, and comfortable networks are realized that make bicycling a viable option for residents of all ages.

We hope you will help make walking, biking and other forms of active transportation a genuinely safe and viable alternative in the community of Vincent by awarding funding for this beneficial project.

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 13, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

Elizabeth Lopez 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

Neighborhood Wellness Center is dedicated to Safe Bicycling in Azusa Ca. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr. (Ms) Elizabeth Lopez, Registered Nurse at (626) 506 - 5203

or via email at: elopez@apu.edu

May 13, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

Julie Pusztai 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

Neighborhood Wellness Center is dedicated to Safe bicycling, for transportation & pleasure. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr. Ms. Julie Pusztai, Director of at (626) 812-5191

Neighborhood Wellness Center
or via email at: jpusztai@apu.edu

May 13, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

Catherine Heinlein 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

Neighborhood Wellness Center is dedicated to Safe bicycling in Azusa Ca. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr. (Ms.) Catherine Heinlein, Registered Nurse at (626) 945 - 5609
Registered Dietitian

or via email at: cheinlein@apu.edu

May 13, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

Juanita Rivera 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

Juanita Rivera is dedicated to Leading the Azusa Walk Program for the Neighborhood Wellness Center. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr./Ms. Juanita Rivera at (____) _____ - _____

or via email at: _____



May , 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

Alexandra Muniz 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

Alexandra is dedicated to promoting a healthy lifestyle by walking and bike riding. The County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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:

(Ms.)
Mr, Mrs. Alexandra Muniz

Position/Title: Chairperson

At: Healthy Azusa

or via email at leximuniz71@gmail.com

May 15th, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

Francisco Gutierrez 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

Francisco Gutierrez is dedicated to: Safe Bicycling in Azusa and surrounding communities

County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr., Mrs., Mss. _____

Position/Title: _____ at (City) 825 - 2611

or via email at: Fraya.Higuer@attmail.com

Francisco Gutierrez
Signature.

May 15th, 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 Vincent Community Bikeway Access Improvements Project

Dear Ms. McWilliam:

Velia Gutierrez 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 infrastructure improvements in the unincorporated community of Vincent, City of Azusa, and West Covina.

Velia Gutierrez is dedicated to: safe bicycling in Azusa and surrounding communities

County's project includes installation of Class I bike paths, Class II bike lanes, and Class III bike routes.

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 Mr., Mrs., Mss. _____

Position/Title: _____ at (626) 969-4956

or via email at: mmw@ta40021pm.com.

Velia Gutierrez
Signature.

This group of people is dedicated to safe bicycling in Azusa, Ca

1	Nombre	Ciudad	Telefono
2	Veronica	Fabela	626/804-3131
3	Arturo	Pedroza	626/502/0657
4	Norma	Zermeno	626/756/7981
5	Margarito	Perez	626/598/0550
6	Eva	Rosales	626/646/9198
7	Maria	Escobar	626/343/6551
8	Glenda e.	Orellana	626/374/7757
9	Javier	Morales	626/374/7757
10	Marco	Bedolla	626/641/0697
11	Javier	Herrera	626/5757413
12	Louis	Sanches	626/454/3824
13	Blanca	Lopez	626/731/3949
14	Abel	Ruiz	626/498/0873
15	Jorge	Palomares	626/373/3015
16	Maria de lourdes	Sanchez	626/909/3531
17	Crecencia	Pacheco	626/334/9164
18	Alfredo	Nava	626/827/0182
19	Jose manuel	Ramirez	626/638/5636
20	Xochilt	Rojas	626/6385636
21	Araceli	Gonzalez	626/3343136
22	Florencio	Cabral gonzalez	626/975/1503
23	Jose de Jesus	Cabral gonzalez	626/975/1503
24	Florencia	Jilez	626/975/1503
25	Eva	Cuevas	626/343/2238
26	Martha	Torres	626/272/0852
27	Paulo	Barriga Mejia	626/613/5713
28	German	Magana ruiz	626/619/4748
29	Martin	Sigala Reyes	626/428/5423
30	Antonio	Medina	626/425/8028
31	Jose	cuevas	626/502/9863
32	Heribertho	Guzman	626/7363292

JK

This group of people is dedicated to Safe Bicycling in Azusa, Ca

33	Eloy	Tapia	626/820/3545
34	Ruth	Avelidano	626/643/7744
35	Orlando	Jara	626/230/8416
36	Monica	Avila	626/712/9235
37	Rosa	yuyo	626/392/2511
38	Braulio	yuyo	626/598/2426
39	cathy	Herrera	626/428/4187
40	Silvia	Lucatero	626/392/0719
41	Carlos	Clavel	626/324/1193
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Attachment K. Additional Attachments

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