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-City of Culver City-1

Auto populated

Total ATP Funds Requested: $ 2,772 (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:

City of Culver City

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
9770 Culver Boulevard	Culver City	CA	90232

IMPLEMENTING AGENCY'S CONTACT PERSON:

Charles D. Herbertson, P.E., L.S.

CONTACT PERSON'S TITLE:

Director of Public Works/City Engineer

CONTACT PERSON'S PHONE NUMBER:

310.253.5600

CONTACT PERSON'S EMAIL ADDRESS :

charles.herbertson@culvercity.org

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

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

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

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	5240
Implementing Agency's State Caltrans MA number	00304S

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

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

City of Culver City - Washington-Culver Pedestrian and Cyclist Safety Project

Application Number: 1 **out of** 1 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Washington-Culver Pedestrian & Cyclist safety improvements along Washington Blvd, Matteson Ave, Girard Ave, Tilden Ave and Elenda St near La Ballona Elem School inc corner curb extensions, new controlled intersections & protected cycle track.

PROJECT LOCATION: (Max of 250 Characters)

Washington-Culver neighborhood of City of Culver City between Venice Blvd and Culver Blvd and between Sepulveda Blvd and Overland Ave with a focus of improvements on Washington Blvd, Matteson Ave and Elenda 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. 34.013465 /long. -118.409192

Congressional District(s):	0	3	7					
State Senate District(s):	0	3	0	**State Assembly District(s):**	0	5	4	
Caltrans District(s):	07							
County:	Los Angeles County							
MPO:	SCAG							
RTPA:	Other							
MPO UZA Population:	Within a Large MPO (Pop > 200,000)							

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	18,070	**Bicyclists**	7,298
One Year Projection:	**Pedestrians**	19,087	**Bicyclists**	7,708
Five Year Projection:	**Pedestrians**	19,163	**Bicyclists**	7,739

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

Bicycle:	**Class I** ☐	**Class II** ☐	**Class III** ☐	**Other**	Protected Cycle Track		
Pedestrian:		**Sidewalk** ☒	**Crossing** ☒	**Other**	Traffic Calming		
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** 28.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 72.0 %

☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 1

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:	La Ballona Elementary School
School address	10915 Washington Blvd, Culver City, CA 90232
District name	Culver City Unified School District
District address	4034 Irving Place, Culver City, CA 90232
Co.-Dist -School Code.	19644446012702

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.5 mile

Total student enrollment.	588
% of students that currently walk or bike to school%	34.0 %
Approx. # of students living along route proposed for improvement.	300
Percentage of students eligible for free or reduced meal programs **	58.9 %

**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:			n/a
* CEQA Environmental Clearance			6/1/16
* NEPA Environmental Clearance			3/1/16
CTC - PS&E Allocation:			7/1/16
CTC - Right of Way Allocation:			n/a
* Right of Way Clearance & Permits			n/a
Final/Stamped PS&E package			1/1/17
*** CTC - Construction Allocation:**			2/1/17
* Construction Complete			12/31/17
* Submittal of "Final Report"			6/1/18

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:	$0	
ATP funds for PS&E.	$267	
ATP funds for Right of Way	$0	
ATP funds for Construction:	$2,505	
ATP funds for Non-Infrastructure	$0	*(All NI funding is allocated in a project's Construction Phase)*

Total ATP funds being requested for this application/project: $2,772

Local funds leveraging or matching the ATP funds: $100

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

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

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

TOTAL PROJECT FUNDS: $2,872

ATP - FUNDING TYPE REQUESTED:

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

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

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

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

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 07-City of Culver City-1

Implementing Agency's Name: City of Culver City

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.*

Table of Contents

Part B: Narrative Questions
Detailed Instructions for: Screening Criteria

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

1. Demonstrated fiscal needs of the applicant:

Culver City was incorporated in 1917 and currently has a population of approximately 39,000 residents. Based on the 2011 California Office of Traffic Safety (OTS) safety rankings of California cities, Culver City ranked 4th out of 94 California cities (in the population category of 25,001 to 50,000) for the number of pedestrian collisions by average population, in the "number of pedestrian injured or killed" category with 1st being the worst. When looking at the ranking based on daily vehicle miles traveled for cities in the same population group, Culver City ranked 29th out of 93. From 2008 to 2012 five pedestrian fatalities were reported within Culver City. There is a need in Culver City for community engagement to develop solutions for complete streets, pedestrian access and improvements for the disabled.

In Culver City, significant resources are used for other areas of safety and capital improvement projects. However, funding for these projects is focused on repairs and not proactive infrastructure improvements to increase safety and access to public transit. Culver City's surrounding geography has led to the development of an irregular (broken-grid) roadway network, which presents unique challenges for motorized and non-motorized transportation alike. As a built-out City on the highly urbanized west side of Los Angeles, constrained roadways and complex intersections impact the City. In addition, the City has limited connectivity across the Ballona Creek and the San Diego (I-405) Freeway, which are major physical barriers to cyclists and pedestrians and which force non-motorized travel onto the City's Primary and Secondary Arterials.

2. Consistency with Regional Plan.

This project supports regional transportation goals of SCAG & Metro. The 2012 SCAG Regional Transportation Plan has the following goals: 1) Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation-Friendly Environment throughout the SCAG Region, and 3) Increase Active Transportation Usage in the SCAG Region.[1] The 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system.[2] Finally, this project directly supports the county transportation agency's, Metro's, First/Last Mile Strategic Plan (2014).[3] See **Attachment I-SC2** for Compass Blueprint Strategic Opportunity Areas Map and **Attachment J** for the Letter of Support from Metro.

Project Description

Washington-Culver Pedestrian & Cyclist safety improvements along Washington Blvd (Washington), Washington Place (Washington Pl), Matteson Ave (Matteson), Girard Ave (Girard), Tilden Ave (Tilden), Elenda St (Elenda), Huron Ave (Huron), Venice Blvd (Venice) and Culver Blvd (Culver) near La Ballona Elementary School (ES) including corner curb extensions with directional ADA ramps, high-visibility crosswalks and stop bars, new controlled intersections with median refuge islands, protected cycle track, new canopy street trees, and pedestrian/cycle track lighting. The **Project Area** encompasses all the streets where improvements are proposed and the **Study Area** encompasses a larger area bounded by the 405 Freeway on the west, Culver on the south, Overland Ave (Overland) on the east and Venice on the north. See Project Location Maps **Attachments D-1 – D-3** for the boundaries and the context of the project area.

[1] SCAG Regional Transportation Plan – Active Transportation Appendix. 2012. http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf
[2] Metro Long Range Transportation Plan. 2009. http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf
[3] First Last Mile Strategic Plan. 2014. http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

Part B: Narrative Questions
Detailed Instructions for: Question #1

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

A. Describe the following:

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

Current Pedestrian and Cycling Activities: The highest volumes of pedestrian activity relates to the two main uses along Washington between Sepulveda and Overland – La Ballona ES and the King Fahad Mosque. See **Attachments D-1 – D-5** for maps of the Study and Project Area. The ES serves almost 600 students and the Mosque can accommodate 2,000 people at each of five services daily. 1.1 million square feet of commercial and industrial land uses and over 2200 units of single family and multiple-family residential housing supports a population over 5300 in the Study Area that creates an active and vital mixed-use district.

The key walking routes to school for students at La Ballona ES are Washington between Prospect and Girard and include Washington, Matteson, Huron, Girard, and Elenda where signalized crossings facilitate safe walking routes as well as Venice and Culver. 25-50 students participate in a Walking School Bus once a week from Tellefson Park at Washington and Bentley Ave to La Ballona ES every Wednesday. See **Attachments D-6 and D-7** for a Culver City Unified School District Map with school boundaries and a SRTS Walking Routes Map.

There are many factors that generate the current levels of pedestrian and cycling activity in the Study Area along Washington, Washington Pl, Elenda and Culver as well as the local streets in the Study Area. Activities include walking and biking to school, the first and last mile of transit trips, shopping and dining excursions and trips to parks, libraries and other public facilities. The following counts summarize the existing levels of activity and future projected activity after the project is implemented.

Pedestrian & Cyclist Counts (See **Attachment I-Q1A** for Pedestrian & Cyclist Counts)**:**

Pedestrian Counts conducted in May 2015 documented over 2000 pedestrians on major streets (see **Attachment I-Q1A** for count locations & counts) in the Project Area on a morning weekday between 7-9 am and over 2300 pedestrians in the same area in the later afternoon from 2-4 pm with a total of **over 6,000 pedestrians on an average weekday**. The highest weekday total of pedestrians, over 1500, was documented at the intersection of Washington and Elenda.

Cyclist Counts revealed that almost **740 cyclists a day ride** the streets of the Project Area on a weekday with 85 on the weekend. The highest count of cyclists in the Project Area was at Venice and Huron with 211 on a weekday.

Pedestrian Counts on Washington between existing signalized intersections at Tilden and Elenda indicated that **226 pedestrians** crossed Washington at un-signalized crossings or jaywalked on a weekday between 7am – 6pm. A majority of these pedestrians are worshippers at the King Fahad Mosque on the southeast corner of Washington and Huron who walk from the surrounding neighborhood to the Mosque and need to cross Washington. However it is ¼ mile between signalized intersections, so pedestrians choose to take the shorter route at un-signalized intersections or jaywalk.

Transit Ridership:

All of the major streets in the Study Area, Washington, Culver, Venice, Overland, Sepulveda, are major bus routes that serve Culver City as well as the Los Angeles region. See **Attachment D-4** Transit Routes Map with transit stops. The transit ridership provides for a great deal of pedestrian activity at the bus stops and the surrounding community with over **6,000 transit riders** boarding and alighting Culver City and Metro buses in the Study Area on an average weekday. See **I-Q1A** for Transit Ridership Counts.

Projected Users:

Utilizing Transportation Analysis Zones (TAZs) for the ½ Mile Influence Area around the Project Area (see map in **Attachment I-Q5**) from the 2009-2013 American Household Travel Survey and the

2009 NHTS Daily Trips Per Person of 3.79 and the Percent of Person Trips by Mode of 10.4 % trips by walking, 4.2% by cycling and 1.9% trips by transit; and the current population of 45,845 in the Influence Area means that **18,070 trips are currently made by walking and 7,298 trips by cycling.**

With a projected annual increase in pedestrian and cyclist trips in the Influence Area of 3%, the estimated daily person trips by 2020 is an additional 548 trips by walking and 221 by biking. Total person trips **in 2020 are projected to be 19,163 by walking and 7,739 by cycling**. See **Attachment I-Q1A** for calculations.

Projected Student users:

The analysis of the student population in the Study Area and the 2014 & 2015 SRTS Student Tallies & Parent Surveys (see **Attachments I-Q1B**) shows that an average of 30.70% of the students at the area schools walk, bike or take transit to and from school. With a projected increase of 5% per year there **will be 1,425 students walking to school, 169 cycling to school, 235 taking transit and 165 using other modes** like skateboards and scooters, for a **total of 1,993 students,** after the new safety improvements proposed in this project in 2020. (See Pedestrian-Cyclist Trip Forecasting Calculations in **Attachment I-Q1A)**.

Parents overwhelming supported the proposed project with enhanced pedestrian and cyclist safety features presented (see **Attachment I-Q3)** at the April 9/10, 2015 PTA/LBEP Booster Club meeting. In a subsequent LA Ballona ES ATP Safety Improvements Survey (see **Attachment I-Q1B**) they stated that they would allow their children to walk (74%) and bike (69%) to school if the project was implemented.

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.)

The project will improve pedestrian and cyclists linkages in the Washington-Culver neighborhood of Culver City centered on La Ballona ES at Washington and Elenda, and adjacent to: religious facilities, numerous retail shops, restaurants and cafes (including the Culver Center), community facilities including parks, libraries, and the four-school complex of Culver City HS, Culver City MS, Farragut ES, Culver City Adult School; single and multiple family housing; a senior center; commercial and medical offices; numerous bus lines on Washington, Sepulveda, Venice and Culver; the Culver Blvd Bike Path and Ballona Creek Bike Path; Sony Studios; and NFL Network Studios.

Pedestrian improvements are planned for Washington, Washington Pl, Matteson, Culver, Venice, Girard, Elenda and Huron with cyclist improvements focused on Elenda with a new two-way cycle track. See **Attachments D-1 – D-6** for the project location and context maps; **I-Q1B** for a List of Destinations and **E-0 – E-6** for Existing/Proposed Plans, Street Sections and 3D Sketches for the conceptual design of the project with **E-2** showing Existing Conditions Photos and **E-3** showing countermeasure prototypes utilized in the project design.

a. creation of new routes

The project will create new high visibility pedestrian crossings with a pedestrian-activated signal at two locations: 1) Washington and Huron to improve the safety of pedestrians crossing to La Ballona ES and to the King Fahad Mosque as well as retail and commercial uses on Washington; and 2) Washington Pl and Bentley at Tellefson Park.

The project will improve north-south cyclist linkages between La Ballona ES on Washington and Culver. A new protected ¼-mile two-way cycle track on the westside of Elenda will have new traffic signalization to provide a separate phase for cyclists at both ends of the cycle track. The project will provide a vital linkage to the Culver Bike Path that currently lacks a safe connection from Elenda to the eastern boundary of the Path near the Culver Service Road entrance.

b. removal of barrier to mobility

The project will remove barriers for pedestrians wanting to cross a 7-lane (two travel lanes in each direction, center turn lane and 2 parking lanes) 78-foot wide major highway, Washington between Elenda and Tilden/Washington Pl. Currently pedestrians jaywalk or cross at un-signalized, un-marked intersections in this over ¼ mile stretch of Washington without a signalized crossing. Students needing to connect to La Ballona ES as well as the four schools south of Culver need to be able to cross Washington at Huron as that street has a signalized crossing at Culver. In addition, thousands of worshippers attending the Mosque walk from the north across Washington, as the Mosque is located midway between the two signalized intersections. The addition of a high visibility crosswalk at Huron on Washington with a pedestrian-activated traffic signal will remove the safety and access barrier that currently existing between the northern and southern parts of the Washington-Culver neighborhood.

c. closure of gaps

The project will close a gap in the bike network between Elenda and the eastern boundary of the Culver Bike Path. As noted above, the project will close a gap in the pedestrian network between the north and south sides of Washington where pedestrians are required to walk ½ mile (15 minute walk) out of their way for a safe crossing.

d. other improvements to routes

The project will also improve the route of hundreds of ES students who access the campus from the north across Matteson by providing curb extensions that will reduce the crossing distance by 12 feet (from 40 feet down to 28 feet) for pedestrians at all intersections between Tilden and Girard – 5 intersections along a ¼ mile area with the intersection at College Ave (College) being improved with a raised crosswalk on the eastern leg.

In addition, the project will provide in the project area: high visibility crosswalks at all intersections; infill of missing street trees; ADA-compliant sidewalks, dual/directional ADA corner ramps, driveways, etc.; realignment of crosswalks to reduce crossing distances at various locations; and reduction of curb radii to slow down turning drivers, to reduce crossing distances and to create

more sidewalk area. Pedestrian and cycle track lighting will be provided along Elenda from Washington to Culver.

e. educates or encourages use of existing routes

The project will include a public outreach campaign to educate all roadway users – drivers, students, parents, residents, business owners, etc – on the new pedestrian and cyclist facilities during the design development stage of the project, as well as during construction and after implementation of the project.

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 project represents a series of priority projects for the City of Culver City as it is included in the City's 2010 Bicycle & Pedestrian Master Plan and the September 2014 Bicycle and Pedestrian Safety Assessment conducted for NTSA by a grant from the State of California OTS. See **Attachment I-Q1C** for Planning Documents Referenced Summary for more details.

The Bike & Ped Plan called for pedestrian projects along Washington including improvements at Tilden in the 'High Priority' category, along with Bicycle improvements on Washington/Elenda. Elenda/Girard is included in the 'Second-Tier' bicycle and pedestrian project lists, respectively as the connection between four of the City's schools.

Washington was one of the top 'Site-Specific' suggestions from the Safety Assessment including recommendations for new marked crosswalks at Huron and Prospect noted above. In addition, the Safety Assessment calls for all of the pedestrian safety improvements proposed above: high visibility crosswalks at uncontrolled intersections and near schools and striping of all legs of crosswalks at signalized intersections; stops bars at all stop-sign or signal-controlled crossings with yield limit lines at uncontrolled crossings with new fluorescent yellow green signage; walk times for traffic signals extended to allow for 3.5 feet/second or less; addition of curb extensions, directional

curb ramps with ADA-compliant truncated domes and median refuge islands at some crossing locations along with bus stop amenities on major boulevards, like Washington, Culver and Venice.

The Safety Assessment also recommended the protected cycle track along the west side of Elenda from Washington to Culver and that is included in the scope of the proposed project. The cycle track is a priority since it will connect to the Culver Bike Path that exists just west of Elenda up to Washington. A cut-through between the cycle track and the Culver access road will provide a critical connection between the two bike facilities as well as improvements at the entrance to the Bike Path further west.

Improving road safety for pedestrians and cyclists, especially around schools, is a top priority for many city departments including, but not limited to, Public Works, Community Development, the Culver City Police Departments; as well as the Culver City Unified School District. The City and School District have had a SRTS program for the past 5 years that includes engineering, education, enforcement, encouragement and evaluation programs and projects. **Attachment I-Q1B** summarizes the City's SRTS programs and projects, as well as provides summaries of the Student Tallies and Parent Surveys from 2014 & 2015.

Part B: Narrative Questions
Detailed Instructions for: Question #2

QUESTION #2

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

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

Highlights of the Collision Research (2008-2012) conducted for the Project Area found the following (See **Attachment I-Q2A** for Pedestrian and Cyclist Collision Map and Data):

- Average of 9 collisions annually including 1 Killed/Seriously Injured (KSI)
- Comparing Collision Rates in the Project Area with the entire City of Culver City and the City and County of Los Angeles (See **Attachment I-Q2A**) the following conclusions can be made:
    - Collisions per roadway mile are 300-600% higher
    - Collisions per 10,000 people are 250-400% higher
    - Killed/Seriously Injured per square mile is 500-2000% higher
- All Killed/Seriously Injured (KSI) in the Project Area are auto/pedestrian
- 8 of 16 collisions severity 3 or higher (visible injury) occurred along Washington
- 4 of 16 collisions severity 3 or higher were auto/pedestrian, and of those, 3 were KSI.
- 6 out of the 30 collisions were either PED (Pedestrian Action), D - Crossing not in Crosswalk or E - In Road, including shoulder.

Community observations identify the lack of safe crossings on Washington, the lack of safe designated cycling facilities and speeding drivers on neighborhood streets as key reasons why pedestrians and cyclists are victims of collisions.

- **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.)**

The proposed project design, as illustrated in **Attachments E-0 – E-6**, was developed specifically to address above listed pedestrian and cyclist collisions, which mainly occurred on Washington and Elenda. Cyclist crashes at Elenda/Washington and Elenda/Culver will be minimized by the

implementation of a separate signal phase for the movement of cyclists apart from turning vehicles along with bike boxes and sharrows through the intersection and green lane markings at conflict points. Pedestrian crashes will be reduced along Washington where pedestrians currently jaywalk and cross at unprotected intersections between Elenda and Tilden.

Utilizing the Crash Reduction Factors (CRFs) published by Caltrans applied to the project design countermeasures, the implementation of the project can **reduce the annual number of crashes by 4.26**, therefore crashes can be reduced from 9 annually to 4.74 annually, a 47% reduction in the number of pedestrians and cyclists injured or killed each year. See **Attachment I-Q2B** for the CRF calculations.

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**

Speeds of motor vehicles will be reduced at intersections with the construction of: reduced curb radii at 15 intersections which will slow down turning drivers on tighter turns; curb extensions at 15 intersections will narrow the roadway by at least 12 feet in most locations and reduce the visual 'openness' of the street; reduced width vehicle travel lanes on Elenda from 12-15' to 11-13' with the addition of the protected cycle tracks will slow down drivers who won't experience the wide open roadway that the current conditions present. Matteson will be transformed into a "Slow Street" with curb extensions at all intersections. A raised crosswalk on the eastern leg of the Matteson and College intersection will provide a 'speed table' to encourage drivers to slow down where 100's of students cross the street to enter the ES campus.

An average documented speed on Project Area streets is 35-40 MPH with posted speed limits of 35 MPH even near schools. Project design will reduce these speeds through the measures proposed.

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

Sight distance and visibility between users will be improved with curb extensions along Matteson at all intersections. Pedestrians crossing the street will be better seen by drivers, and pedestrians will be out from behind parked cars at intersections and able to make eye contact with drivers. Visibility improvements will also be provided by the buffer for the protected cycle track on Elenda where

cyclists will be physically separated from vehicles and will be more visible since they will be 3-5 feet away from drivers.

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

As mentioned above the protected cycle track on Elenda will physically separate cyclists from motor vehicles and the traffic signal modifications that will create a separate phase for cyclists from vehicles will eliminate conflict points at intersections.

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

Drivers will improve their compliance with local traffic laws due to the engineering features of the project design including a speed table, narrower travel lanes and roadways and reduced curb radii that will encourage them to drive slower and abide by the speed limits as the current lane widths (over 13 feet) and large curb radii (over 25 feet) encourage speeds over the speed limit.

- **Addresses inadequate traffic control devices.**

A new pedestrian activated signalized crossing on Washington at Huron and at Washington Pl and Bentley will provide new high visibility crosswalks, advanced yield markings and fluorescent yellow green signage that will alert drivers to the pedestrians crossing the street between the current signalized intersections, which are ¼ mile apart.

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

The new enhanced crosswalks on Washington, reduced travel lane widths, reduced curb radii, curb extensions and protected cycle tracks will reduce speeding that causes collisions with non-motorized users and will provide additional protection for pedestrians and cyclists from motor vehicles with wider sidewalks and physical separation between cyclists and vehicles.

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

As mentioned above, the project will address inadequate or unsafe traffic control devices and pedestrian and bike facilities including crosswalks and sidewalks.

Part B: Narrative Questions
Detailed Instructions for: Question #3

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

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

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

The project was developed based on the City of Culver City's 2010 Bicycle and Pedestrian Master Plan, which provides a vision for Complete Streets that emphasizes a balanced transportation system that considers all users with the principal goal "To transform the City into a place with an extensive bicycle and pedestrian network that allows travelers of all levels and abilities to feel comfortable walking and biking to their destinations. In so doing, encourage more people to forgo car trips, when possible, in favor of alternative forms of transportation and become truly bicycle and pedestrian friendly." The development of the Plan included five public workshops and extensive participation from a City Council-appointed Public Advisory Committee (PAC) and a Technical Advisory Committee (TAC) composed of city departments (Transportation, Public Works, Fire, Police, Recreation and Community Services, and Community Development). In addition, the support of the Los Angeles County Bicycle Coalition (LACBC) and the LA County Dept of Public Health PLACE Program helped assure the plan reflected the interests of active transportation and public health advocates. The plan specifically calls out for pedestrian improvements on Washington with a score of 21 of 22 points, and for pedestrian improvements on Girard and Elenda from Venice to Farragut Dr scoring 19 of 22 points, as these streets connect four area schools. Bicycle improvements on Elenda scored in the mid-range for bike projects.

Community Meetings in 2014 and & 2015 continued to engage parents, students and community members in discussing issues and opportunities for improving the walking and biking environment in the neighborhoods in relation to the ATP Grant Program.

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

In 2014, two Open Public Meetings where held on days and times that would be most accessible and convenient to the broadest range of residents, property and business owners. The meetings were held on Saturday April 26, 2014 at 10:00 AM and on, Tuesday, April 29, 2014 at 7:00 PM at La Ballona ES in the center of the Project Area. The location was selected because of its easy access to public transit on Washington, Venice and Sepulveda. Notification was provided by the City of Culver City's Public Works Dept. via Public Community Meeting Notice (see **Attachment I-Q3B**) that was broadly distributed and posted at La Ballona ES. Public engagement included a bilingual presentation at the La Ballona ES PTA/LBEP Booster Club Meeting on Thursday, May 1, 2014. Participants at all the meetings where engaged in learning about the proposed project alternatives and were provided the opportunity to give direct input into the project design. As a follow up to the community meetings, a City Council Public Hearing was conducted on May 12, 2014 to support the project and to authorize the submittal of the ATP application in Cycle 1. Another ATP Project Presentation was made at the April 9 & 10, 2015 PTA/LBEP Booster Club Meetings at La Ballona ES. Additionally, a supplemental survey to gauge support for the project was included as part of the 2015 Annual Safe Routes to School Parent Survey for La Ballona ES, see **Attachment I-Q1B.** The final Public Meeting took place on May 11, 2015 at the Regular Meeting of the City Council to support submittal of the ATP application. See **Attachment I-Q3** for Public Participation Documentation and the Council Resolution supporting the project in **Attachment J**.

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 construction of a Cycle Track and the safety implications of this type of bike facility on Elenda were discussed at multiple parent meetings. The concept was well received and supported by the parents and the school district. A Cycle Track on Elenda will not only provide a safe bike route to school for students, but will also provide an alternative mode of transportation for the neighborhood as well as access to recreational experiences for the community.

Through funding from the Office of Transportation and Safety (OTS), the City was able to work with Fehr and Peers, a Transportation Planning Consulting Firm, to conduct Bicycle and Pedestrian Safety Assessments in the City. The safety assessment included a one-day site visit at four locations in the City, one of which included Elenda to review the potential for the construction of a Cycle Track.

A discussion with the community also took place for the proposed pedestrian signal crossing at Washington and Huron during this safety assessment site visit. The Fehr and Peers consultants gathered with city staff, community members and leaders of the King Fahad Mosque to visibly evaluate safety issues on Washington between Elenda and Tilden. The pedestrian access issues were documented in the final report from Fehr and Peers with a recommendation for a pedestrian crossing, see **Attachment I-Q1C**.

In addition, parent respondents to the Safe Routes to School Parent Survey provided the following comments, which indicate concern for the current conditions and support for the project.

- "It would be great to have a crosswalk between Huron and Elenda – it's a long distance between Huron and Elenda"
- "The traffic and crossing between intersection of Elenda and Washington very dangerous and very dark at night. Need more reflective lighting for maybe crossing area".

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

As an ongoing effort to engage the community, promote transparency and build support for all projects, the City will periodically provide updates to the neighborhood organizations of the impacted Project Area. The City's Sustainability Subcommittee will receive updates at their quarterly meetings, which are open to the public. La Ballona ES PTA/LBEP Booster Club have a Safe Routes to School "interest group" that will provide feedback.

In a recently completed Safe Routes to School Infrastructure Project at Linwood Howe ES, the Public Works Department completed a temporary installation at the designated intersections to demonstrate proposed changes to the community. The physical representation and impact on drivers led to a great deal of community input, questions and feedback. The permanent project was successfully completed in Spring 2014 with community awareness and collaboration. A similar process will be conducted for the proposed project to maintain active engagement.

Part B: Narrative Questions
Detailed Instructions for: Question #4

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

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

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

The current health status of the targeted users is that the youth (5-17 yrs. old) in the community achieve **lower rates of regular physical activity** than the surrounding community (**16.6%** VS 21.4% in Assembly District 54) indicating that the youth are sedentary and not active. Residents are burdened with **high pollution levels (85.29%** VS an average of 75% in surrounding census tracts), as they are located within an average of 1/4 mile of the 405 Freeway. A UCLA Study finding identify **32.6% of the City of Culver City 5th, 7th & 9th graders as being overweight and obese** based on the 2010 California Physical Fitness Test. Nearly **33% of adults are overweight** and obesity rates are higher than LA County at 22.5%; **diabetes prevalence is twice** that of LA County at 19.1% and **heart disease-related hospitalization is over three times the county's** at 1,129.9 per 100,000; and over 28% of adults have been diagnosed with high blood pressure. See **Attachment I-Q4** for additional Public Health Data.

Public Health Information provided by contact at LACDPH – Chanda Singh, Policy Analyst, PLACE Program, Division of Chronic Disease and Injury Prevention, LA County Dept of Public Health 695 S Vermont Ave, South Tower, 14th Fl, Los Angeles, CA 90005

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

The project will serve as a valuable neighborhood centerpiece in the fight to reduce the prevalence of obesity and the associated risks to human health in the Project Area. Additionally, by creating safer pedestrian and cycling facilities, the risk for unintentional injuries via ped/auto and bike/auto collisions will be reduced, and is supported as an effective component of public health injury prevention strategies. Active transportation infrastructure has been nationally recognized as a contributor to obesity reduction. The Surgeon General's Vision for a Healthy and Fit Nation states, "Communities should consider…building and enhancing infrastructures to support more walking

and bicycling, and improving the safety of neighborhoods to facilitate outdoor physical activity."[i] While we have long known that exercise can address the high prevalence of obesity, recent research has established an even stronger relationship between transportation choices and public health. Chapter 16 of *TCRP Report 95* reviewed 34 national research studies and concluded 1) there is "strong evidence that links walkability factors involving transportation infrastructure and land use with more active transportation and less driving", and 2) "active travel policies offer the potential for large public health benefits through physical activity increases, combined with smaller benefits accruing from transportation pollution reduction."[ii] The benefit of active transportation was shown in both physical and mental health gains. Additionally, the recently published 2014 Benchmarking Report from the Alliance for Biking and Walking shows a positive nationwide correlation between the percentage of the population in a city that bikes or walks to work and the percentage of the population that meets the recommended levels of physical activity, and negative correlations between biking and walking to work and levels of obesity, diabetes, and high blood pressure.[iii] Finally, researchers have estimated anywhere from $0.18 to $8.00 of financial benefit to the health care system per mile bicycled or walked.[iv]

In summary, the proposed project will promote increased active transportation in a neighborhood of critical need by providing more safe and accessible pedestrian facilities and by remedying the current conditions that discourage active transportation. Increased walking and biking as a result of the Washington-Culver project will result in tangible public health benefits to residents of Culver City and the surrounding communities.

Part B: Narrative Questions
Detailed Instructions for: Question #5

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

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

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

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

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

Option 1: Median household income, by census tract for the community(ies) benefited by the project:
$ 62,326

- Provide all census tract numbers **6037702801**
- Provide the median income for each census track listed **$62,326**
- Provide the population for each census track listed **5324**

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **29.27**

- Provide all census tract numbers **6037702801**
- Provide the CalEnviroScreen 2.0 score for each census track listed **29.27**
- Provide the population for each census track listed **5324**

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **58.9 %**

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal **58.9%**

Option 4: Alternative criteria for identifying disadvantaged communities:

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

Alternative Criteria for identifying disadvantaged communities:

For the following reasons, the Study Area (See **Attachments D-2 & D-3**) should be considered as a disadvantaged community:

Latino Population & Income

The project area has several characteristics that qualify it as disadvantaged – **65% of the La Ballona ES population are Latino**, 36.7% are categorized as English Language Learners and 63.4% of the students are considered socioeconomically disadvantaged (2013-2014 CCUSD School Accountability Report). The general population in the **Study Area is 40% Latino**, 7% higher that the surrounding area with Latino household incomes at **70% of the Study Area's Median Income at $42,500** VS $62,326 and other race incomes at $23,500, substantially less than the census tract median HH income. **20% of Latino households are in poverty** VS 11% of all households being in poverty. 40% of the Income groups in the Study Area earn less than $50,000/year. Therefore although the overall population in the Study Area is not disadvantaged according the ATP Options 1-3 above, the Latino population in the Study Area is considered disadvantaged in terms of income and levels of poverty. See **Attachment I-Q5** for Census Demographics Data.

Public Heath Status: Public Health data consistently shows a strong correlation between Latino ethnicity, childhood obesity and increased risk for diabetes leading to this portion of the population to be disadvantaged. In addition to the public health characteristics mention in Question 3 above, the results of the California Physical Fitness for La Ballona ES 5th Graders indicate only 17.2 % of the students met all six fitness standards of health. Alarmingly, close to **50% of the 5th grade students tested fell into the "needs improvement/health risk"** category for overall body composition, see **Attachment I-Q4**. 10% of the residents in the Study Area have a disability of some kind that limits their mobility and 28% of the area seniors have a disability, which further limits their mobility.

Age: the Study Area supports a larger youth and senior populations than the surrounding area with 20% of the population under 18 and 14% of the population are seniors. Both youth and seniors rely on walking as key mode of transportation as they can't or shouldn't drive.

Vehicle ownership: 7% of one-person households do not own a car and 19% of two-person households have only one or no car, therefore **26% of all households are 'car deficient'** and must rely on walking, cycling and public transit. See **Attachment I-Q5** for detailed demographic information.

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

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

As explained above, the entire Study Area can be considered a disadvantaged community due to its large Latino population who have lower incomes and currently achieve lower activity levels necessitating increased opportunities for active lifestyles through improved street design that facilitates walking and biking. This population will directly benefit from 100% of the proposed pedestrian and cycling improvements, which will enhance the safety of their children as they walk and bike to school since over 30% currently use non –motorized modes to get to La Ballona ES and 75% of students who live within ¼ mile of the campus currently walk and bike to school. See **Attachment I-Q1B** for Student Tallies and Parent Surveys. In addition the youth, seniors and the car deficient population relies upon safe pedestrian and cycling infrastructure for their mobility and will also directly benefit from the proposed improvements.

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

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

The project will provide a direct, meaningful and assured benefit to members of the disadvantaged community and all others by enhancing the safety of the project areas streets with improvements that will slow down vehicular traffic, provide safer pedestrian crossings, enable children and adults to cycle in a new protected path that connects to a larger bike network in the community, create ADA accessible sidewalks with shade trees that provides a more comfortable walking experience.

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 alternatives for the project considered were street modifications that did not include a cycle track, but rather standard bike lanes on Elenda. The Cycle Track was a recommendation from a Planning Consulting Firm, Fehr and Peers, during a site audit. This concept was presented to the parents at La Ballona ES and the City received positive feedback from the community. The final decision to include the Cycle Track on Elenda is based on these factors as well as the need for the safety benefits for school-aged children while riding to school. Lastly, the project has been presented to the City Council twice and their positive affirmation has further encouraged this as the priority choice over traditional bike lanes.

The pedestrian crossing on Washington was first conceived as a crosswalk without a pedestrian signal. However, after a closer look by City Engineers, Planning Consultants and input from residents and businesses, the determination was made to add a pedestrian-activated signal to supplement the crosswalk.

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.)

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

Benefit Cost Ratio calculated from the ATP Benefit/Cost Tool is 137.39

See **Attachment I-Q6** for the Benefit/Cost Tool calculation spreadsheets.

Constructive feedback on the tool includes the following:

- Include forecasts for walking and bike trips for 5 years as well as one year.

- Provide guidelines to determine the geographic area that the walk trips should be calculated within.
- Consider complex project areas that involve more than one street that will have infrastructure improvements
- Include vehicle lane narrowing in the safety countermeasures
- Include separate signal phasing for cyclists (Protected Intersections) in the safety countermeasures as this is a critical measure for intersection safety especially for Protected Cycle Tracks
- Include Protected Cycle Tracks in the Bike Class Types
- The Annual Health Benefits of walking calculations seem very low.

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

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

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

The City of Culver City is providing $100,000 in matching funds for the project, which will provide 3% match to the ATP grant request.

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

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

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

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

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

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

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

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

Neither corps can participate in the project (0 points)

✓Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Concrete-sawcut/remove ex curb/gutter & replace, Concrete-sawcut/remove existing sidewalk, Concrete-sawcut/remove for tree wells, Concrete - construct new sidewalk, Concrete - construct curb extension, Concrete - Directional ADA Ramps, Remove trees at conflict areas, Plant 24" box street trees, inc soil prep, Drought Tolerant Plantings & Ground Cover, Install stabilized DG surface on tree wells and Concrete Median Refuge Island, and 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)

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

Part B: Narrative Questions
Detailed Instructions for: Question #9

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

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

The City has been successful in securing grants for Active Transportation for the City of Culver City. In 2010, the City received a Safe Routes to School Infrastructure Grant through the State of California to construct improvements adjacent to Linwood Howe ES. The project was successfully completed in July 2014.

Additionally, in 2011, the City secured a Federal Safe Routes to School Non-Infrastructure Grant for the development of a sustainable Safe Routes to School Program at all K-8 Schools in Culver City, which has lead too much of the work in preparation of this ATP, grant application.

Through the LACDPH PLACE Grant in 2010, the City of Culver City was awarded funding for the development of a Bicycle and Pedestrian Master Plan. This project included various outreach efforts and meetings catered to different areas of the City. Through the community outreach process, the coordination with City Engineers and expertise of the consulting agency, the deliverable at the culmination of the grant was a Bicycle and Pedestrian Master Plan (BPMP). The BPMP includes a list of projects to be implemented that address issues of bicycle and pedestrian safety, access and inclusion.

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

[i] U.S. Department of Health and Human Services, The Surgeon General's Vision for a Healthy and Fit Nation Fact Sheet http://www.surgeongeneral.gov/initiatives/healthy-fit nation/obesityvision_factsheet.html", Accessed April 24, 2014

[ii] 2012. Transit Cooperative Research Program (TCRP) Report 95 - Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 16, Pedestrian and Bicycle Facilities. Transportation Research Board.

[iii] 2014. Bicycling and Walking in the United States: 2014 Benchmarking Report. Alliance for Biking and Walking.

[iv] 2013. Metro Bicycle Investment Scenario Analysis Model – Methodology Technical Memo. Cambridge Systematics.

C	**ATTACHMENTS**
A	**Application Signatures**
	Applicant Signature Page
B	**Project Programming Request**
	PPR Form
C	**Engineer's Checklist**
	Signed Engineer's Checklist
D	**Project Location Maps**
D-1	**Regional Map**
D-2	**Project Location Map**
D-3	**Activity Centers Map**
D	**Transportation-Related Maps**
D-4	**Transit Routes Map**
D-5	**Active Transportation Facilities Map**
D	**School Maps**
D-6	**Culver City Unified School District Map**
D-7	**Safe Routes to School Preferred Routes Map**
E	**Existing/Proposed Plans**
E-0	**Key Plan**
E-1	**Existing Conditions Plans**
A	Venice / Matteson
B	Elenda Between Washington & Culver
C	Washington – Sepulveda
E-2	**Existing Conditions Photos**
E-3	**Countermeasure Prototypes**
E-4	**Proposed Plans & Blow-up Plans**
A	Venice / Matteson
B	Elenda Between Washington & Culver
B2	Blow Up Plans Along Elenda
C	Washington – Sepulveda
E-5	**Existing Street Section/Proposed Street Section**
E-6	**Proposed Design 3D Sketches**
F	**Photos/Video of Existing Conditions**
	See E-2
G	**Project Estimate**
	Detailed Engineer's Estimate
H	**Non-Infrastructure Work Plan**
	N/A
I	**Narrative Questions Backup Information**
I-SC2	**Regional Transportation Plan**
	SCAG Compass Blueprint Strategic Opportunity Areas Map
I-Q1A	**Transportation Counts**
	Pedestrian and Cyclist Counts
	CCUSD-served Schools Active Transportation Student Tally
	Transit Ridership Counts
	Vehicular ADT Counts
	Pedestrian Signal Warrant
I-Q1A	**Pedestrian-Cyclist Trip Forecasting**
	Estimated Potential Daily Person Trips
	Estimated Potential Students Walking or Biking to School Daily
I-Q1B	**List of Destinations**
	List of Project Area Destinations
I-Q1B	**SRTS Program Evaluation Data & Survey Instruments**
	2014 La Ballona Elementary School Student Tally
	2014 La Ballona Parent Survey Findings
	2015 La Ballona Elementary School Student Tally

C	**ATTACHMENTS**
	2015 La Ballona Elementary School Parent Survey Comments
	2015 La Ballona Elementary School ATP Safety Improvements Survey Results
	2015 SRTS Classroom Tally Form
	2015 Parent Survey Form
	2015 ATP Safety Improvements Survey Form – English & Spanish
	2015 Culver City SRTS Program Brochure
I-Q1C	**Planning Documents Referenced**
	2010 Culver City Bicycle & Pedestrian Master Plan
	Executive Summary
	2014 Culver City Bicycle and Pedestrian Safety Assessment
	Section 5.0 Walking Audit Results and Suggestions
	Section 6.0 Bicycle Audit Results and Suggestions
I-Q2A	**Pedestrian • Cyclist Collision Map • Data**
	Pedestrian • Cyclist Collision Map 2008-2012
	Pedestrian • Cyclist Collision Data 2008-2012
	Collision Rates
I-Q2B	**Crash Reduction Calculations**
	Estimated Annual Crash Reduction by Countermeasure Type
I-Q3	**Public Participation Documents**
	April 26/29, 2014 Meeting Notice
	April 26, 2014 Meeting Sign-in Sheet
	April 29, 2014 Meeting Sign-in Sheet
	May 1, 2014 Meeting Sign-In Sheet
	Sample Completed SRTS Meeting Comment Form
	April 9/10, 2015 PTA/LBEP Booster Club Meeting Minutes
	April 9/10, 2015 SRTS Presentation
I-Q4	**Public Health Data**
	Health Indicators
	Public Health Data Key Findings
	2013 Physical Fitness Test Results – 5th Grade Students
	2010 UCLA Overweight & Obesity Among Children
I-Q5	**Disadvantaged Communities Data • Maps**
	Census Data Summary
	Demographics for Study Area and 1/2 Mile Surrounding Area
	Census Tracts & TAZs Used in Analyses
I-Q6	**Benefit/Cost Tool**
	Completed ATP Benefit/Cost Tool for Project
I-Q8	**Conservation Corps Email Communication**
	Community Conservation Corps Email
	California Conservation Corps Email
J	**Letters of Support**
	Los Angeles County Metropolitan Transportation Authority (Metro)
	City of Culver City - City Council Resolution
	LA N' Sync
	La Ballona Elementary School
	Walk N' Rollers
	King Fahad Mosque
	Culver City Bicycle Coalition
	Los Angeles County Bicycle Coalition
K	**Additional Attachments**
	Documents on Enclosed CD
	2010 Culver City Bicycle & Pedestrian Master Plan
	2014 Culver City Bicycle and Pedestrian Safety Assessment
	April 9/10, 2015 SRTS Presentation
	Walk n' Rollers SRTS Presentation

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:	Martin R Cole	Date:	**May 28, 2015**
Name:	**Martin Cole**	Phone:	**310.253.6007**
Title:	**Assistant City Manager**	e-mail:	**martin.cole@culvercity.org**

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:		Date:	
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: 28-May-15

Project Information:

Project Title:	Washington-Culver Pedestrian and Cyclist Safety Project				
District	County	Route	EA	Project ID	PPNO
07	LA	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)			25					25
PS&E			75	237				312
R/W								
CON				1,142	1,143			2,285
TOTAL			100	1,379	1,143			2,622

Notes:

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
E&P (PA&ED)								
PS&E				237				237
R/W								
CON				1,142	1,143			2,285
TOTAL				1,379	1,143			2,522

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:	28-May-15

Project Information:

Project Title:	Washington-Culver Pedestrian and Cyclist Safety Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
07	LA	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching — **Program Code:**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)			25					25
PS&E			75					75
R/W								
CON								
TOTAL			100					100

Funding Agency: City of Culver City

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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.

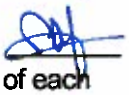
Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

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

5. **Crash/Safety Data, Collision maps and Countermeasures:** **Engineer's Initials:**
   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:**
   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:**
   ☐ 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:**
   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)*: **Charles Herbertson, P.E., L.S.**

Title: **Director of Public Works/City Engineer**

Engineer License Number: **C 46658**

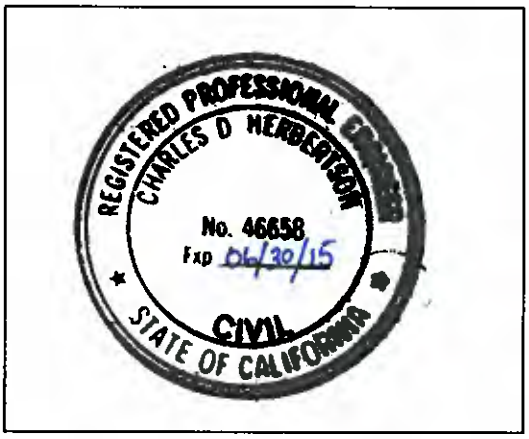
Signature:

Date: **May 28, 2015**

Email: **charles.herbertson@culvercity.org**

Phone: **310.253.5600**

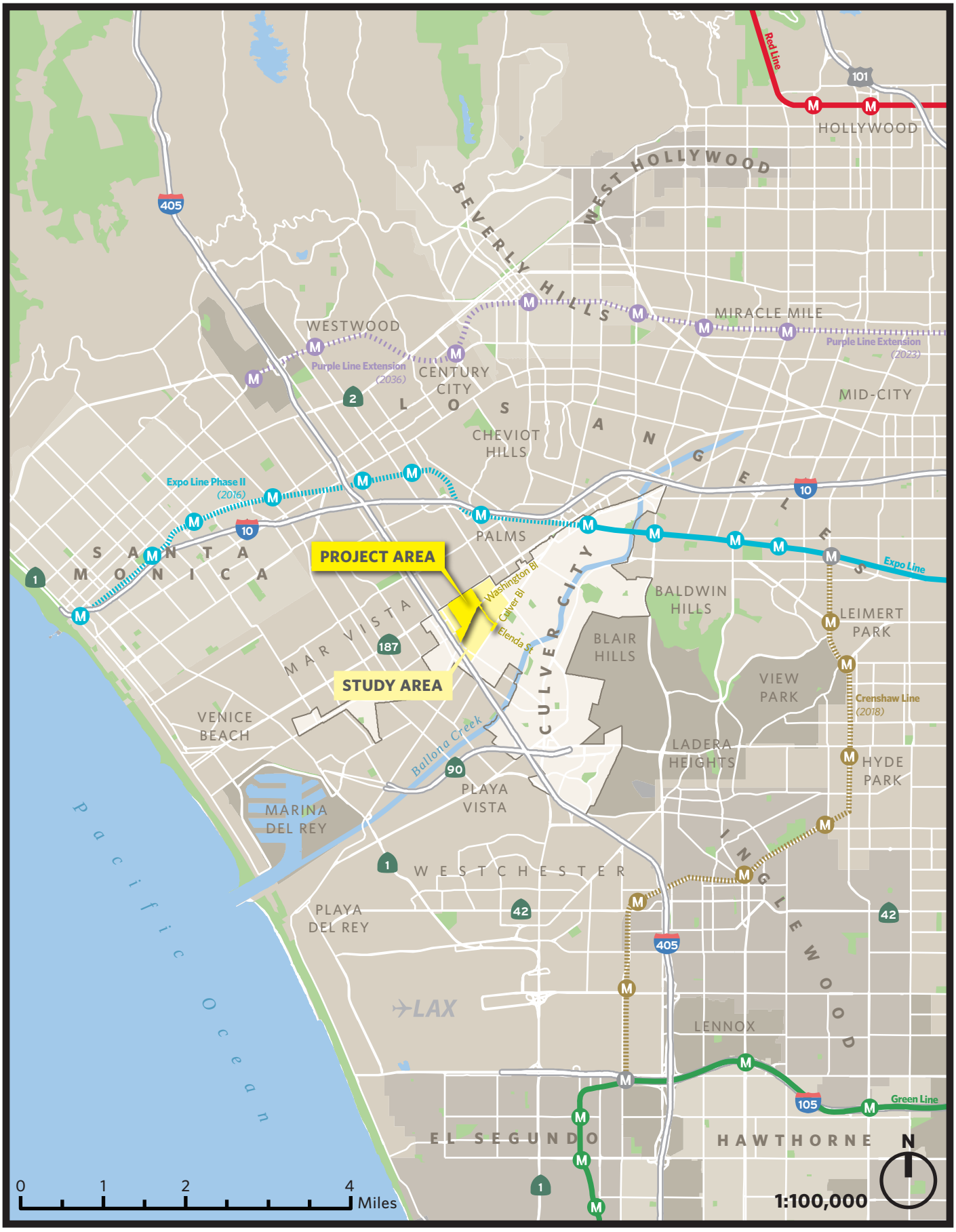
Engineer's Stamp:



City of Culver City
Washington-Culver Pedestrian and Cyclist Safety Project

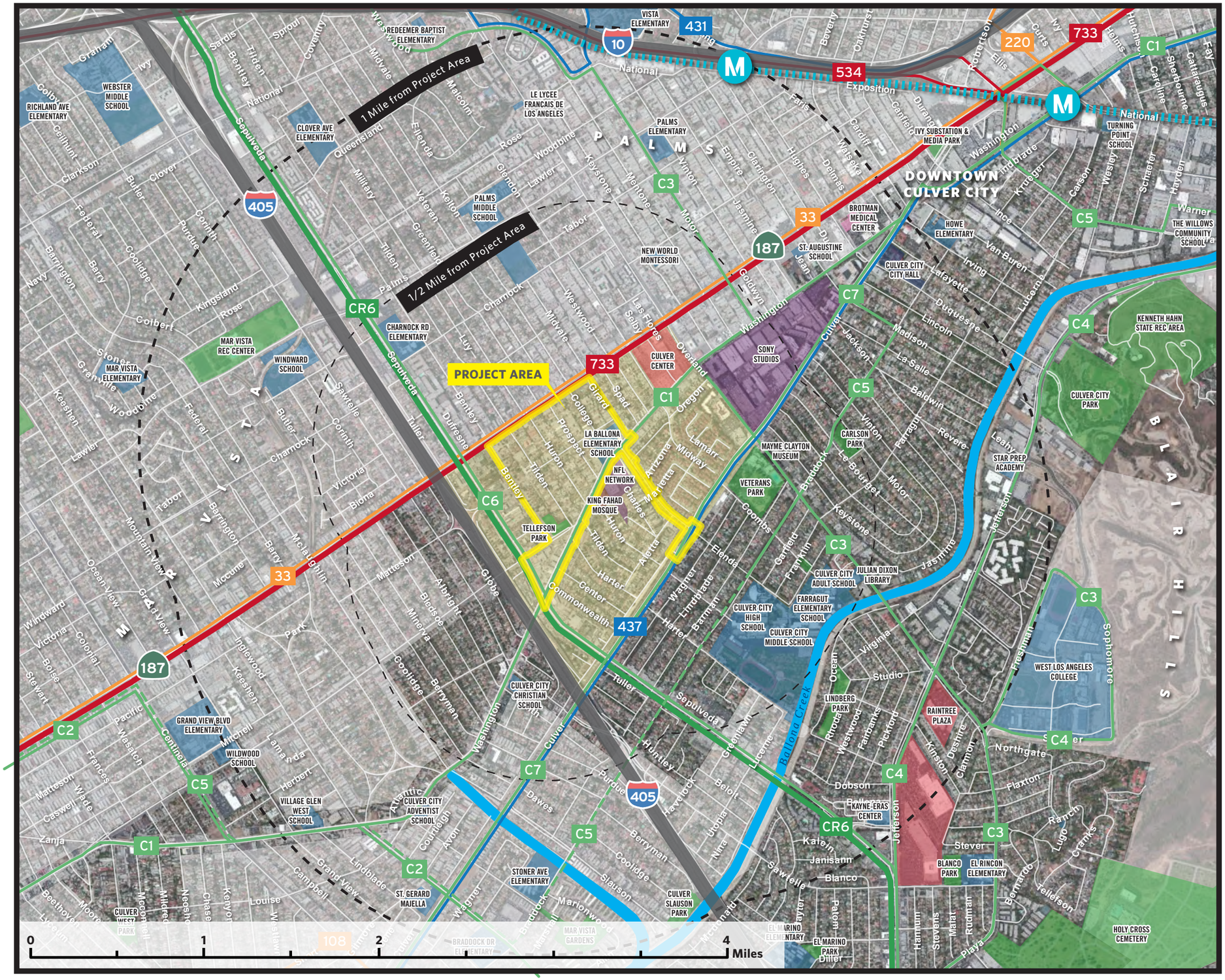
ATP Cycle 2
June 2015

Applicant: City of Culver City Public Works
Prepared by: Deborah Murphy Urban Design & Planning



City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT

ATTACHMENT D-1: REGIONAL MAP



Transit Features

- ## — Route Number
- M — LA Metro Expo Rail Station
- LA Metro Expo Rail
- LA Metro Rapid
- LA Metro Local
- LA Metro Express
- LADOT Commuter Express
- Culver City Bus Rapid
- Culver City Bus Local
- Culver City Bus Local (Eastbound ONLY)

Map Features

- Project Area
- Study Area
- Freeway
- Hydrology

Destinations

- Studio
- Commercial
- Public Facility
- School
- Park
- Medical Facility
- Place of Worship

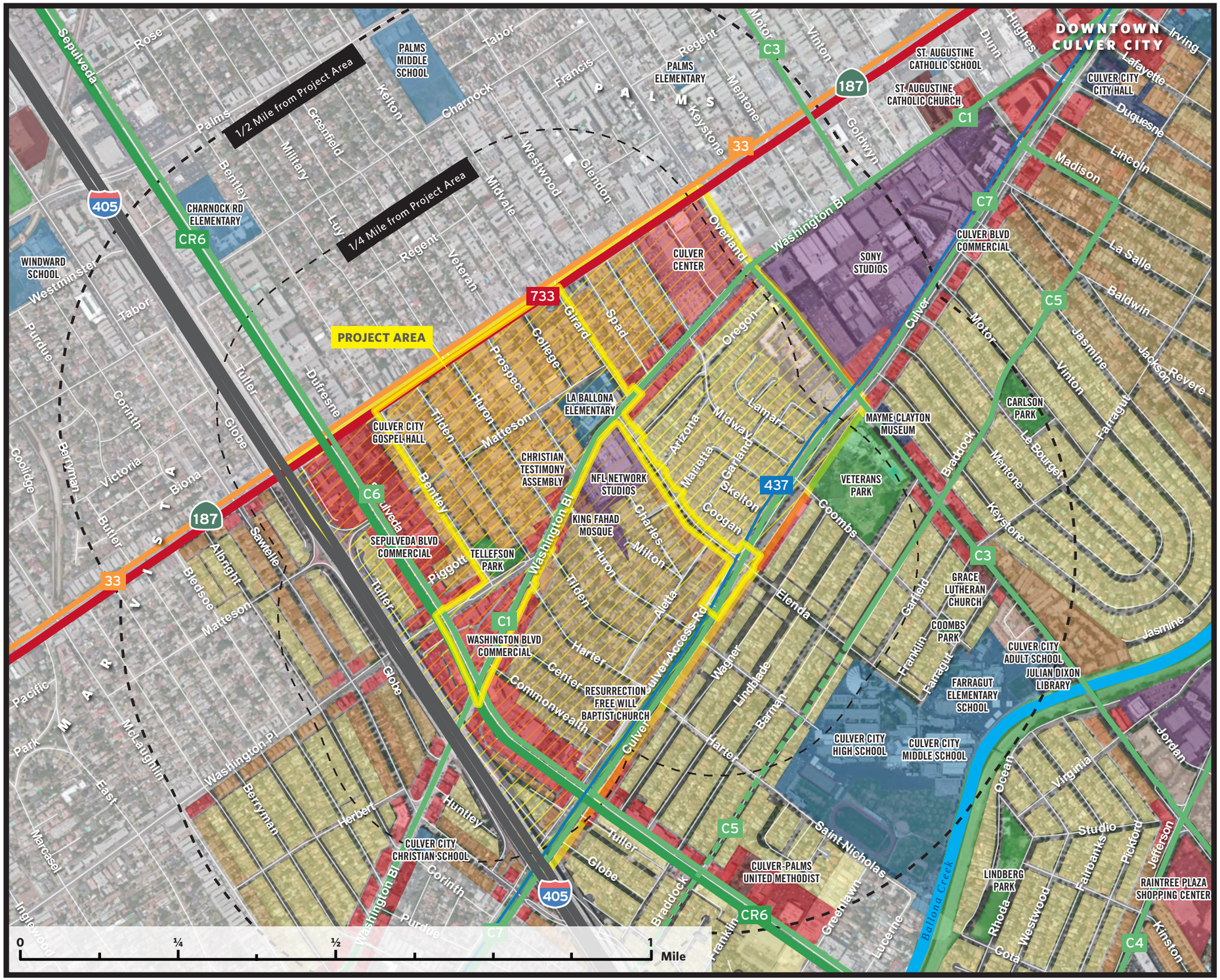
N

1:18,000

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT D-2: PROJECT LOCATION MAP

ATTACHMENT D-2: PROJECT LOCATION MAP



Transit Features

- ## Route Number
- LA Metro Rapid
- LA Metro Local
- LADOT Commuter Express
- Culver City Bus Rapid
- Culver City Bus Local
- Culver City Bus Local (Eastbound ONLY)

Map Features

- Project Area
- Study Area
- Freeway
- Hydrology

Destinations & Culver City Zoning

- Studio/Industrial
- Single-Family
- Two-Family
- Multiple Units
- Commercial
- Public Facility
- School
- Park
- Medical Facility
- Place of Worship

N

1:10,000

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT D-3: ACTIVITY CENTERS MAP

ATTACHMENT D-3: ACTIVITY CENTERS MAP

Transit Features

- LA Metro Rapid Bus Stop
- LA Metro Local Bus Stop
- Culver City Bus Rapid Stop
- Culver City Bus Local Stop
- ## Route Number
- LA Metro Rapid
- LA Metro Local
- LADOT Commuter Express
- Culver City Bus Rapid
- Culver City Bus Local
- Culver City Bus Local (Eastbound ONLY)

Map Features

- Project Area
- Study Area
- Freeway
- Hydrology

Destinations

- Studio
- Commercial
- Public Facility
- School
- Park
- Medical Facility
- Place of Worship
- City of Culver City
- City of Los Angeles

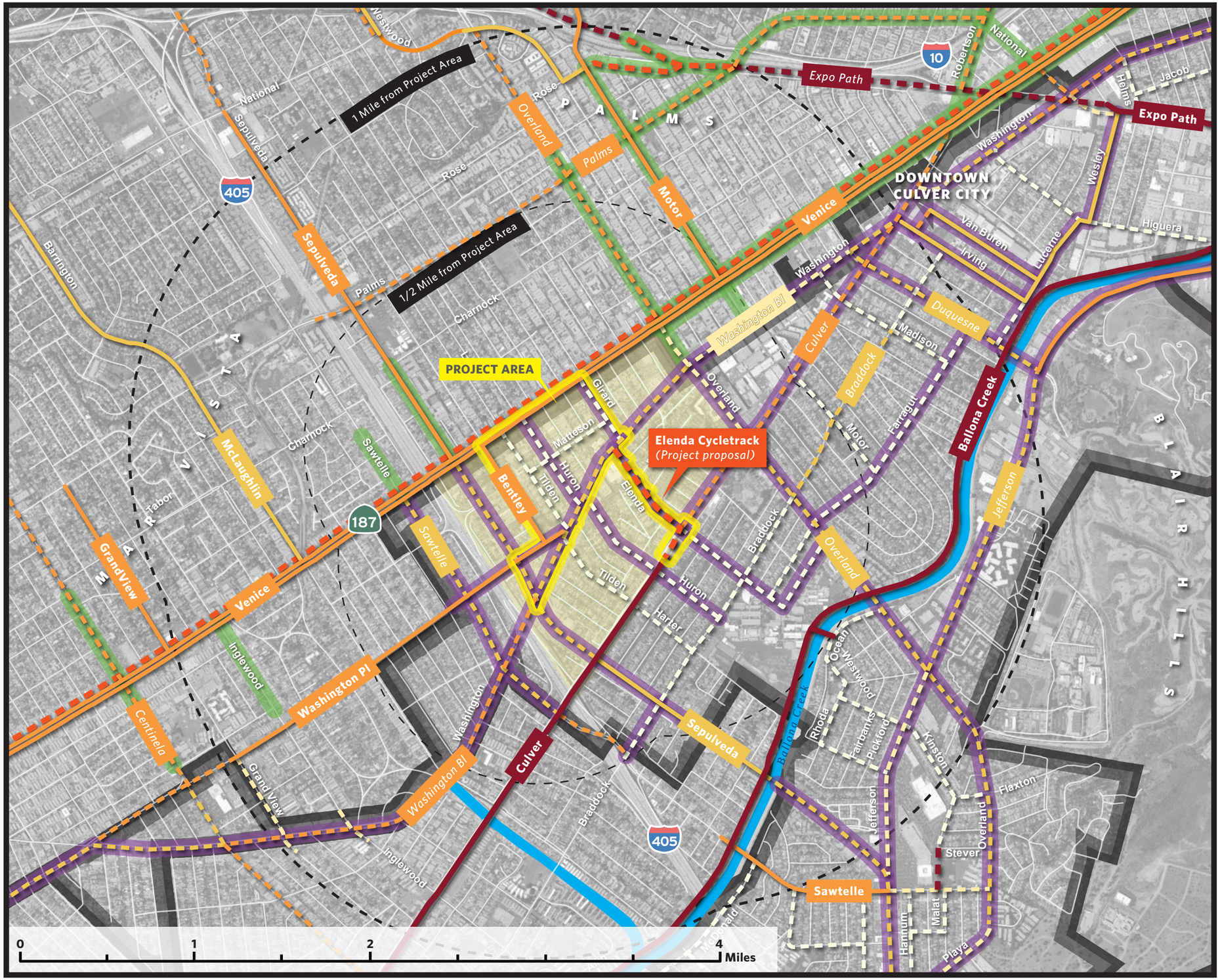
N

1:10,000

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT D-4: TRANSIT ROUTES MAP

ATTACHMENT D-4: TRANSIT ROUTES MAP



Actve Transportation Features

- Bike Path (Class I)
- *PROPOSED Bike Path (Class I)*
- *PROPOSED Protected Bike Lane/Cycletrack*
- Bike Lane (Class II)
- *PROPOSED Bike Lane (Class II)*
- Bike Route w/ Sharrows (Class III)
- *PROPOSED Bike Route w/ Sharrows (Class III)*
- *PROPOSED Bike Route (Class III)*
- *PROPOSED Bicycle Friendly Streets*
- *Culver City PROPOSED Pedestrian Corridor*
- *City of Los Angeles PROPOSED Pedestrian Enhanced District Segment*

Map Features

- Project Area
- Study Area
- City of Culver City

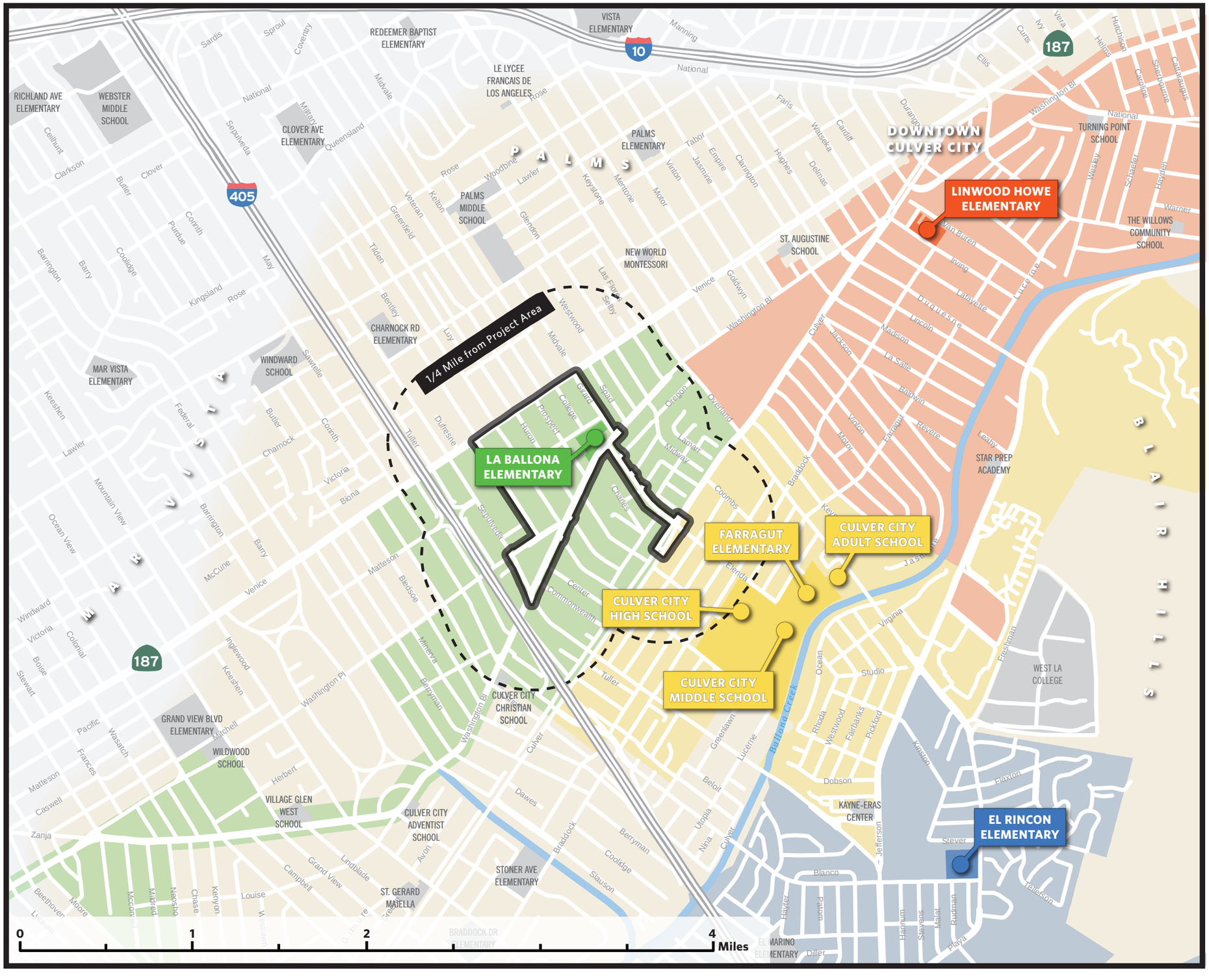
N

1:18,000

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT D-5: ACTIVE TRANSPORTATION FACILITIES MAP

ATTACHMENT D-5: ACTIVE TRANSPORTATION FACILITIES MAP



Map Features

- La Ballona Campus
- Linwood Howe Campus
- Tri-School Campus
- El Rincon Campus
- Non-CCUSD School Campus
- Project Area
- Freeway
- Hydrology

Elementary School Attendance Area

- La Ballona
- Linwood Howe
- Farragut
- El Rincon
- Areas outside of Culver City with CCUSD student population
- Areas outside of Culver City w/o CCUSD student population

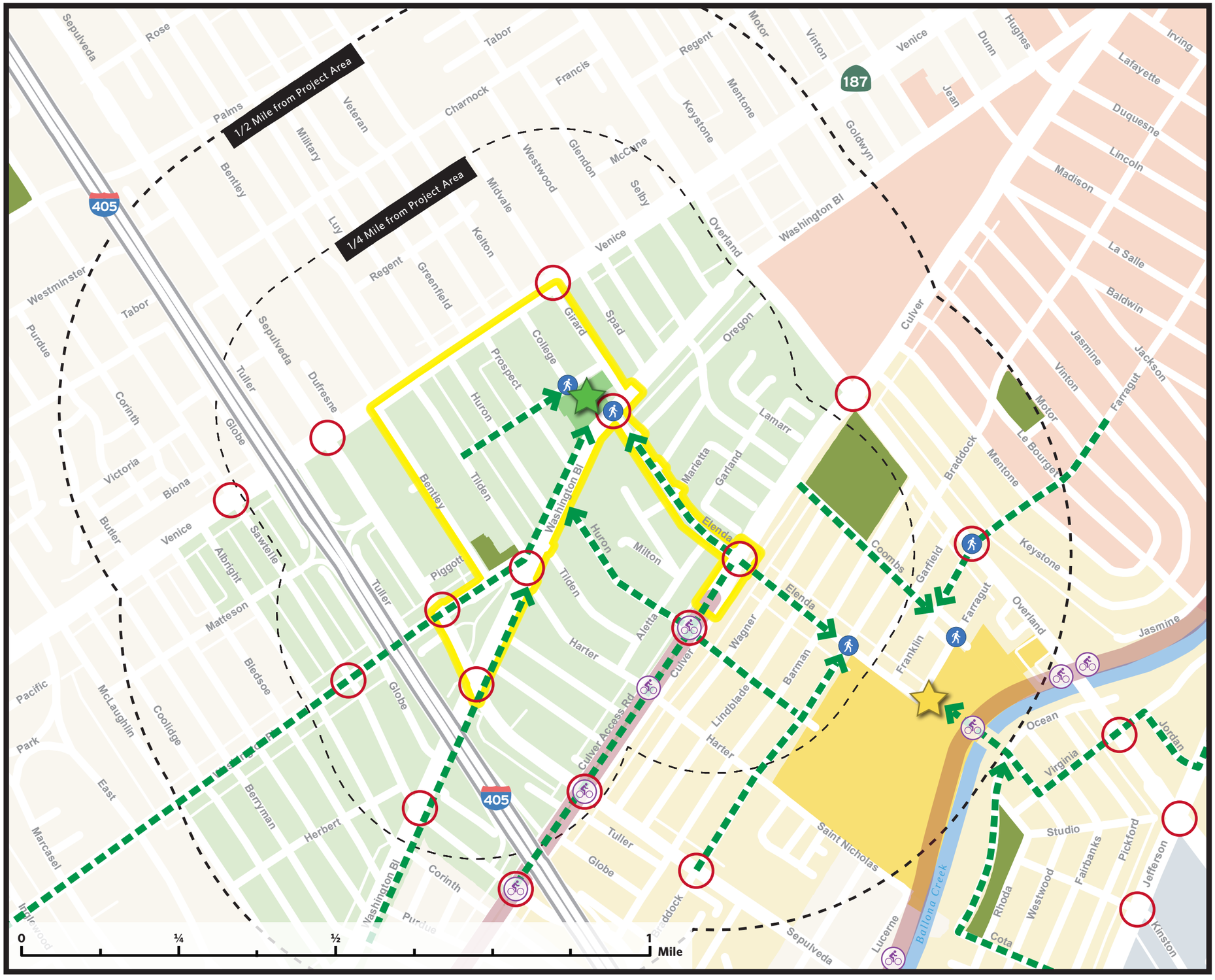
N

1:18,000

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT D-6: CULVER CITY UNIFIED SCHOOL DISTRICT MAP

ATTACHMENT D-6: CULVER CITY UNIFIED SCHOOL DISTRICT MAP



Preferred Route Features

- La Ballona Elementary Building
- Farragut Elementary Building
- Traffic Controlled Intersection
- Bike Path Access
- Crossing Guard
- Preferred Walking Route

Map Features

- Bike Path
- Freeway
- Hydrology
- Project Area
- La Ballona Campus
- Tri-School Campus
- Non-CCUSD School Campus
- Park

Elementary School Attendance Area

- La Ballona
- Linwood Howe
- Farragut
- El Rincon
- Not Culver City

N

1:10,000

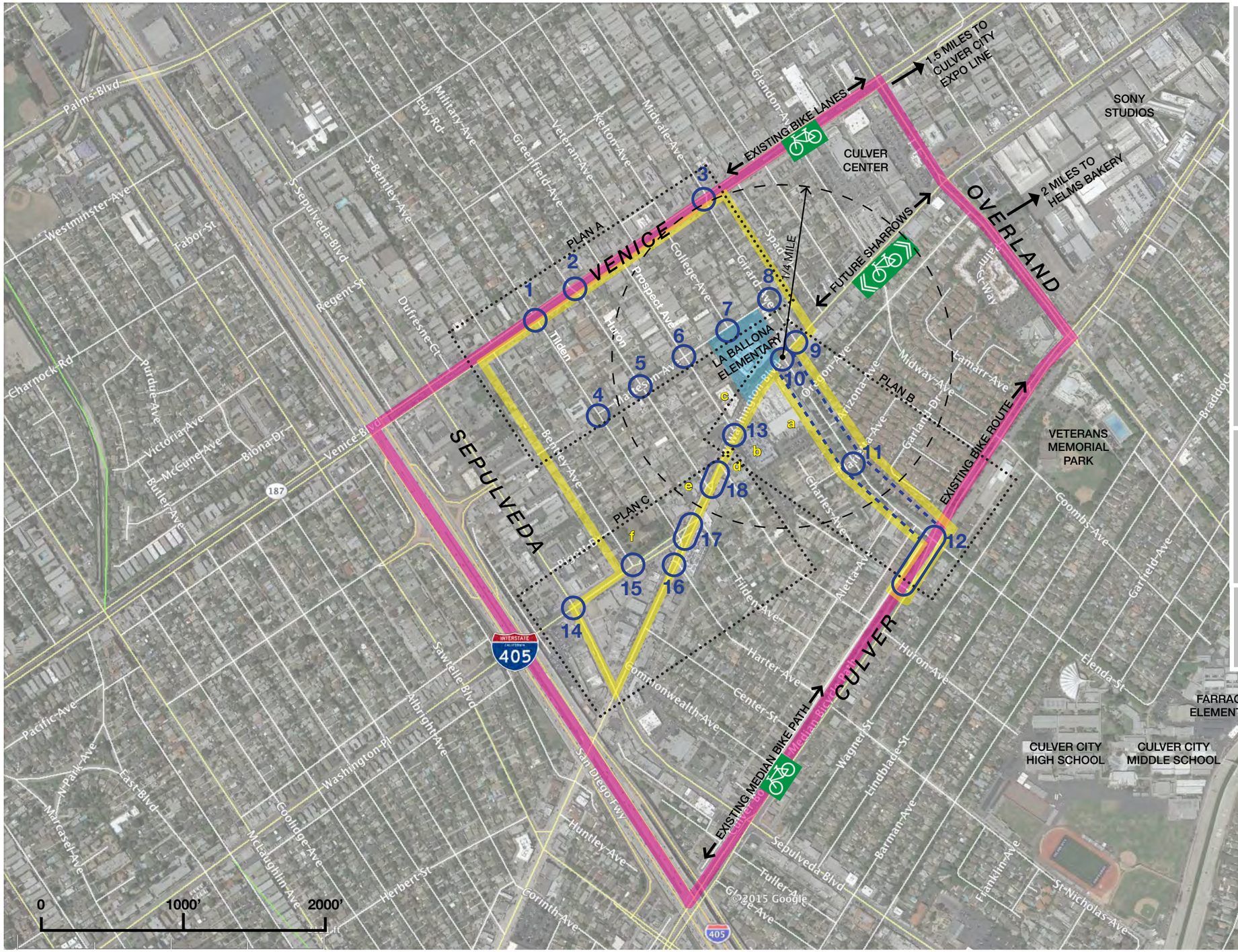
Culver CITY

City of Culver City // ATP Cycle 2 // June 2015

WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT

ATTACHMENT D-7: SAFE ROUTES TO SCHOOL PREFERRED ROUTES MAP

ATTACHMENT D-7: SAFE ROUTES TO SCHOOL PREFERRED ROUTES MAP



INTERSECTION PROJECT AREAS

PLAN A	VENICE / MATTESON
1	Venice Blvd & Tilden Ave
2	Venice Blvd & Huron Ave
3	Venice Blvd & Girard Ave
4	Matteson Ave & Tilden Ave
5	Matteson Ave & Huron Ave
6	Matteson Ave & Prospect Ave
7	Matteson Ave & College Ave
8	Matteson Ave & Girard Ave
PLAN B	ELENDA BETWEEN WASHINGTON & CULVER
9	Washington Blvd & Girard Ave
10	Washington Blvd & Elenda St
11	Elenda St & Marietta Ave
12	Culver Blvd/Culver Access Rd & Elenda St
13	Washington Blvd & Prospect Ave
PLAN C	WASHINGTON / SEPULVEDA
14	Washington Pl & Sepulveda Blvd
15	Washington Pl & Bentley Ave
16	Washington Blvd at Harter
17	Washington Blvd/Pl at Tilden
18	Washington Blvd & Huron Ave

KEY DESTINATIONS

a	Ohmega Studios
b	NFL Network
c	Assisted Living Center
d	Mosque
e	Church
f	Tellefson Park

Study Area

Project Area

Intersection Project Area

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015

WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT

ATTACHMENT E-0: KEY PLAN

ATTACHMENT E-0: KEY PLAN

General Issues
- need for higher visibility crosswalks and advanced crosswalk warnings at intersections, controlled and unconrolled
- need for shorter pedestrian crossings at intersections
- need for more street trees for shade

Venice Blvd
- need for high visibility crosswalks and perpendicular ramps crossing the north/ south streets that serve as a portal to La Ballona Elementary School

Matteson Ave
- need for creating traffic calmed street that raises awareness to drivers that this is a school zone
- need for better pedestrian access to local destinations

La Ballona Playground/Rear Campus Entry
- challenging sidewalk zone where many students gather at drop-off and pick-up time
- the east leg of College Ave/Matteson Ave crosswalk is lacking a curb cut and accessible ramp and furthermore has a tree aligned with the terminus of the crosswalk

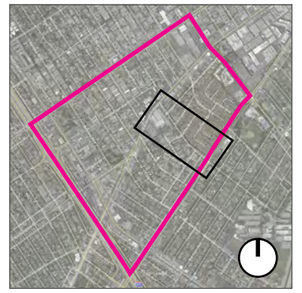
ATTACHMENT E-1A: EXISTING CONDITIONS - VENICE / MATTESON

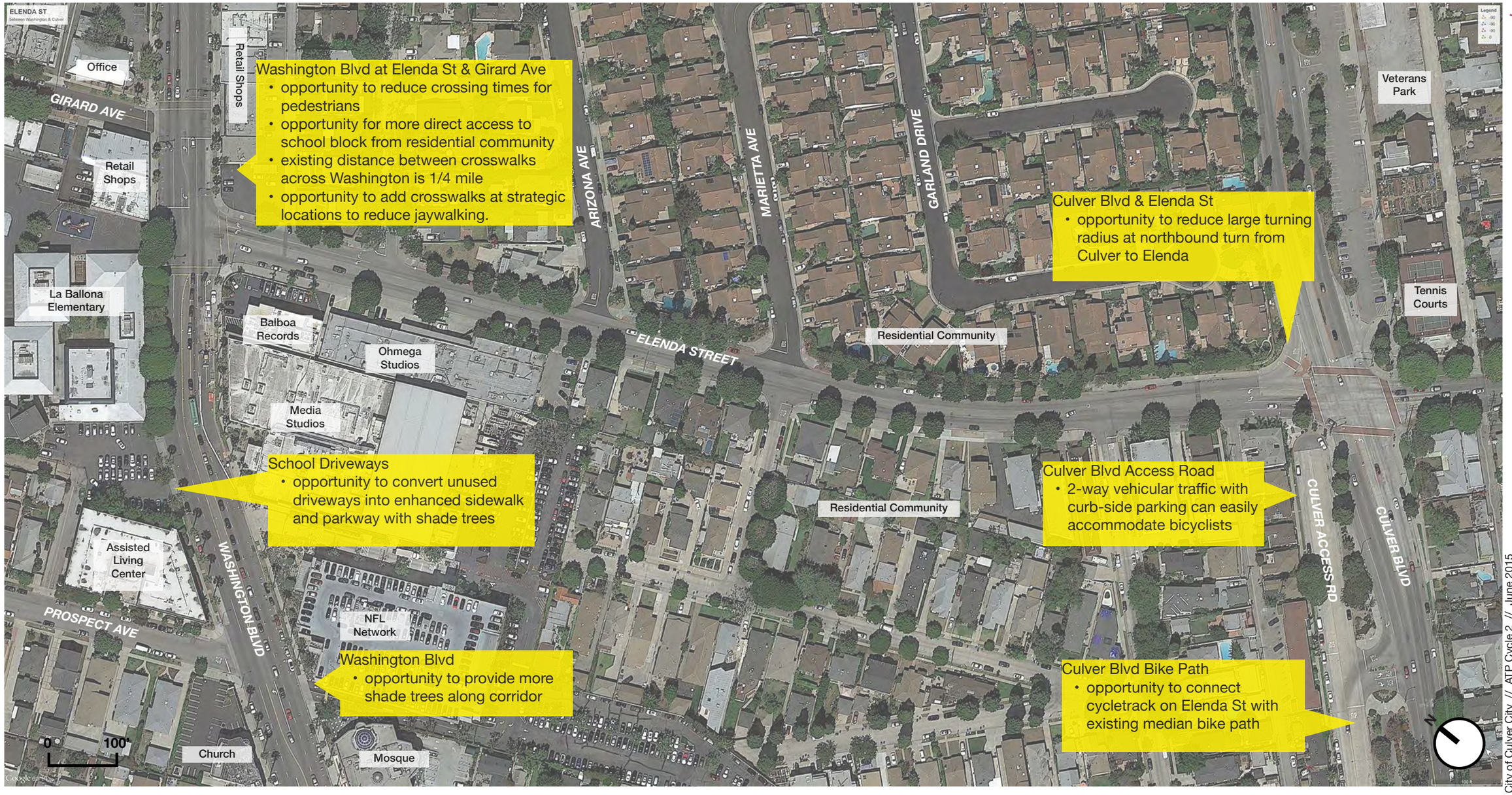
Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT E-1A: EXISTING CONDITIONS - VENICE / MATTESON

General Issues
- need for higher visibility crosswalks and advanced crosswalk warnings at intersections, controlled and unconrolled
- need for shorter pedestrian crossings at intersections
- need for more street trees for shade

Elenda St
- need for safe cyclist paths to and from La Ballona Elementary School
- need for shorter pedestrian crossings at all intersections and crossings at all legs on intersections
- need for more street trees for shade
- existing distance between crosswalks across Elenda St is over 1/4 mile - opportunity to add crosswalks at strategic locations to reduce jaywalking
- need for pedestrian & cycletrack lighting on Elenda (existing large tree canopies block light from cobra-style street lights)





Washington Blvd at Elenda St & Girard Ave
- opportunity to reduce crossing times for pedestrians
- opportunity for more direct access to school block from residential community
- existing distance between crosswalks across Washington is 1/4 mile
- opportunity to add crosswalks at strategic locations to reduce jaywalking.

Culver Blvd & Elenda St
- opportunity to reduce large turning radius at northbound turn from Culver to Elenda

School Driveways
- opportunity to convert unused driveways into enhanced sidewalk and parkway with shade trees

Culver Blvd Access Road
- 2-way vehicular traffic with curb-side parking can easily accommodate bicyclists

Washington Blvd
- opportunity to provide more shade trees along corridor

Culver Blvd Bike Path
- opportunity to connect cycletrack on Elenda St with existing median bike path

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT E-1B: EXISTING CONDITIONS - ELENDA BETWEEN WASHINGTON & CULVER

ATTACHMENT E-1B: EXISTING CONDITIONS - ELENDA BETWEEN WASHINGTON & CULVER

General Issues
- need for higher visibility crosswalks and advanced crosswalk warnings at intersections, controlled and unconrolled
- need for shorter pedestrian crossings at intersections
- need for more street trees for shade

Washington Blvd & Huron Ave
- opportunity to provide enhanced pedestrian connections for the school, church, mosque and assisted living communities to reduce jaywalking or crossing at unsafe intersections
- opportunity to provide new crosswalk and controlled intersection (current distance between crosswalks is 1/4 mile)

Washington Pl/Bentley Ave at Tellefson Park
- staggered pedestrian linkages between Tellefson Park, mosque, residential neighborhood and school communities discourage walking and encourage jaywalking
- opportunity for more direct crosswalks, reduced crossing times and distances

Washington Pl & Sepulveda Blvd
- lack of high visibility crosswalks

Washington Blvd & Tilden Ave
- opportunity to integrate crosswalk with existing landscaped median and thereby providing a refuge island for pedestrians and more direct access to Tellefson Park

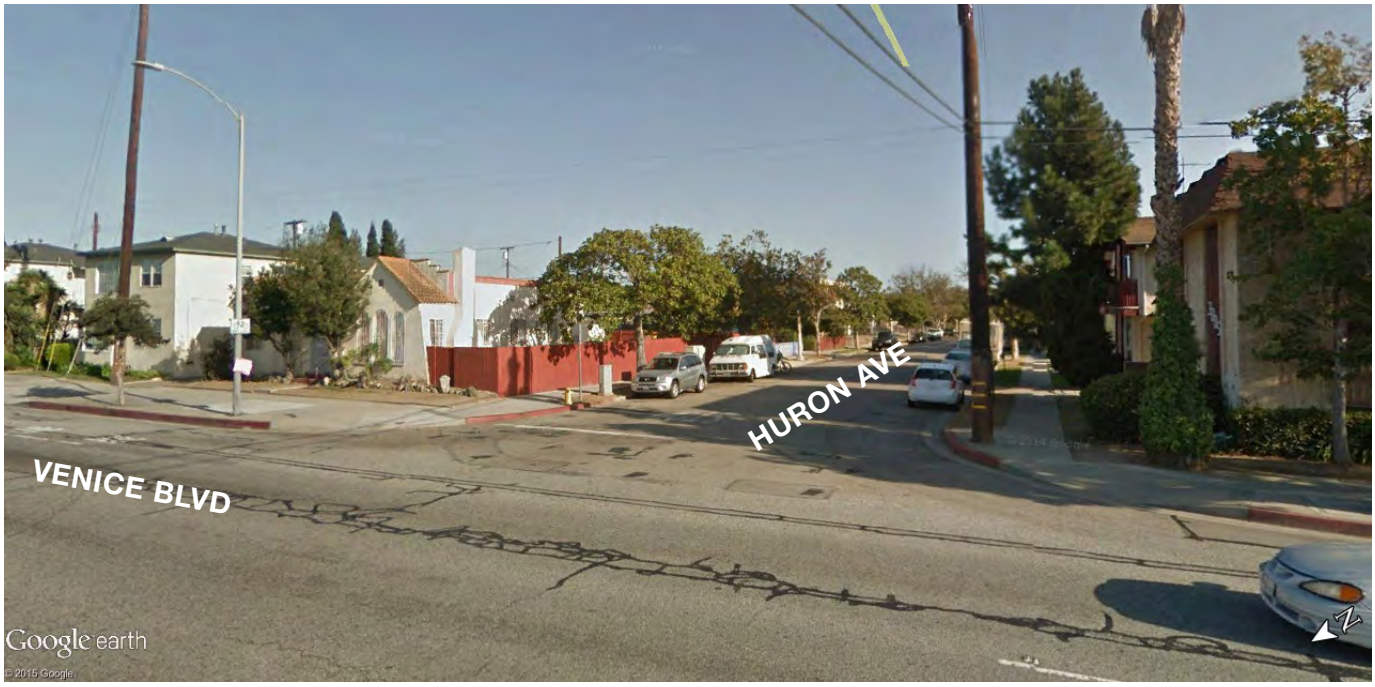
Washington Blvd & Harter Ave
- lack of high visibility crosswalks with directional ramps
- opportunity for curb extension on the west side of the street to shorten walking distance
- opportunity to integrate improvements with existing refuge island

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT E-1C: EXISTING CONDITIONS - WASHINGTON / SEPULVEDA

ATTACHMENT E-1C: EXISTING CONDITIONS - WASHINGTON / SEPULVEDA

Intersection 1 - Venice Blvd & Tilden Ave. creates a wide open roadway for drivers entering a residential area with an elementary school.



Intersection 2 - Venice Blvd & Huron Ave – Huron Ave. is a designated bike friendly street and serves as a designated safe route to school but does not currently have roadway design features to achieve a safe route for walkers or cyclists.

Intersection 3 - Venice Blvd & Girard Ave – Girard Ave. is one of the few signalized intersections on Venice Blvd and provides direct access for all users to La Ballona Elementary School and Washington Blvd.

Intersection 4 - Matteson Ave & Tilden Ave – The west end of Matteson Ave. terminates at Tilden Ave.

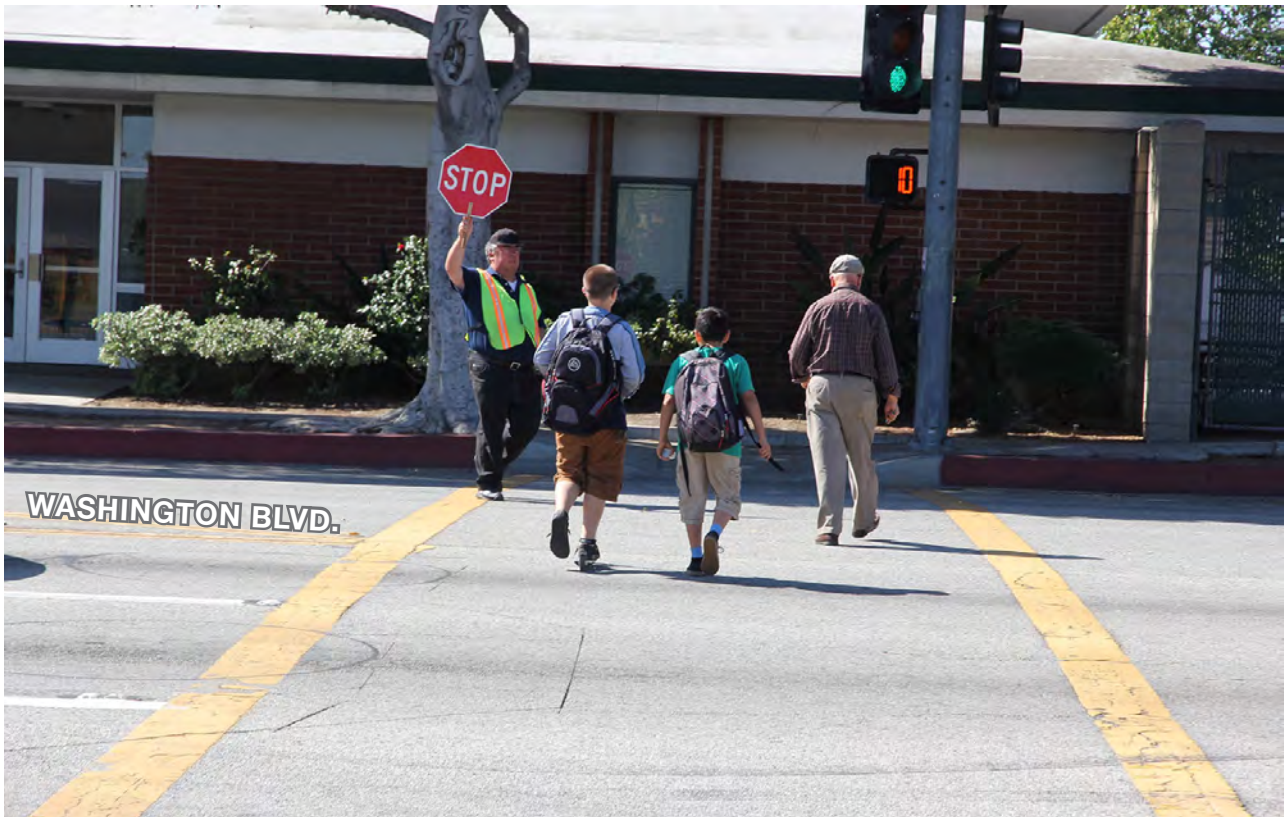
Intersection 5 - Matteson Ave & Huron Ave – Huron Ave. provides important north south connections from north of Venice Blvd. to the four-school campus south of Culver Blvd.

Intersection 6 - Matteson Ave & Prospect Ave – Matteson Ave. is the key east west street adjacent to the LA Ballona Elementary School Campus on the north side and is heavily used by parents dropping off students in cars as well as students walking and biking.

Intersection 7 - Matteson Ave & College Ave. – College Ave. is the main northern entrance to the La Ballona Elementary School Campus. Opportunity to create a slow street with curb extensions and a raised crosswalk.

Intersection 8 - Matteson Ave & Girard Ave. – Girard Ave. serves as the key signalized north-south street in the project area north of Washington Blvd.

Intersection 9 - Washington Blvd & Girard Ave. – Key intersection on the eastern edge of the project area.



Intersection 10 - Washington Blvd Ave & Elenda St. – Elenda St. is the key north south street south of Washington Blvd. where it terminates.

La Ballona Elementary School - Washington Blvd frontage.

La Ballona Elementary School - opportunity to convert un-used driveways into a linear parkway with street trees and create a level ADA – compliant sidewalk.

La Ballona Elementary School showing meager curb ramp and sidewalk along Washington Blvd at front entry.

Intersection 10 - Washington Blvd & Elenda St looking east. – Showing wide roadway and large curb radius.

Elenda Street - uneven sidewalks in some locations pose a tripping hazard.

Elenda Street - cobra light installed in middle of sidewalk creates inaccessible conditions in some locations.

Elenda St just south of Washington Blvd looking north - broad ROW provides opportunity for 2-way cycletrack on west side of road

Elenda Street at Arizona Ave - lacking high visibility crosswalks and directional ADA curb ramps

Intersection 11 - Elenda Street & Marietta Ave. – View looking northeast showing lack of safe crosswalk across Elenda and wide roadway with large curb radius and diagonal curb radius.

Intersection 11 - Elenda Street & Marietta Ave. – View looking southwest showing lack of high visibility crosswalk across Elenda.

Intersection 12 - Elenda St approaching Culver Blvd. – Showing wide roadway with excessive lane widths that allow speeding.

Intersection 12 - Elenda St approaching Culver Blvd. Opportunity to convert right turn only lane into a cycletrack.

Intersection 12 - Elenda St & Culver Blvd. View looking east toward refuge island which will remain.

Intersection 12 - Elenda St & Culver Blvd. View looking north toward the refuge island.

Intersection 12 - Elenda St & Culver Blvd. View looking south with Culver Access Rd to the right. Uneven sidewalk conditions pose an accessibility hazard.

Intersection 12 - Elenda St & Culver Blvd. View looking south with Culver Access Rd to the right. Building a ramp at this parkway would allow for a bicycle connection to the Culver Median Bike Path.

Culver Access Rd looking west. – Toward Culver Median Bike Path

Culver Access Rd at the approach to the Culver Median Bike Path without high visibility crosswalk.

Existing ramp connecting to Culver Median Bike Path.

Median bike path off Culver Access Rd and Culver Blvd.

Intersection 13 - Washington Blvd & Prospect Ave looking toward King Fahad Mosque.

Intersection 13 - Washington Blvd & Prospect Ave looking toward church – when students are leaving La Ballona Elementary School campus

Intersection 14 - Washington Pl & Sepulveda Blvd looking west. Opportunity to add high visibility crosswalks.

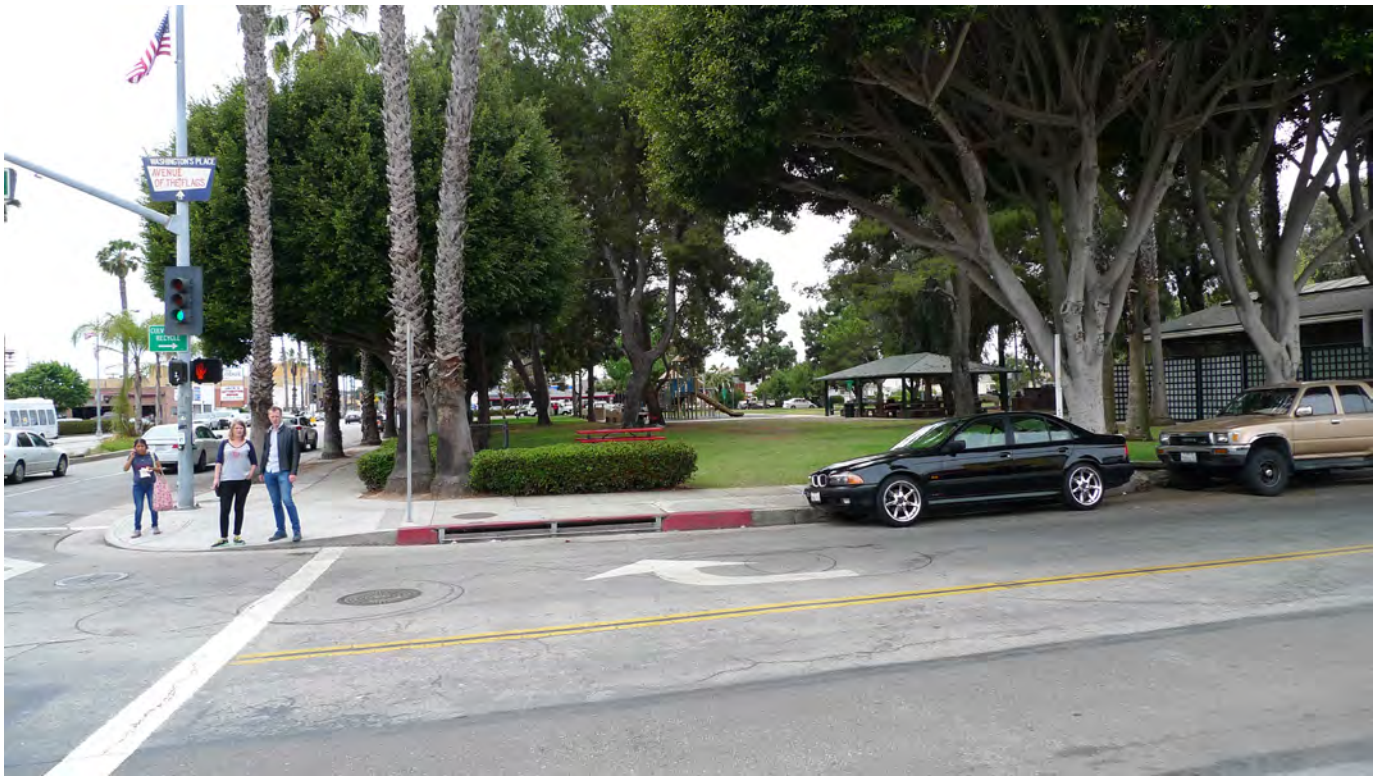
Intersection 15 - Washington Pl & Bentley Ave looking south. Opportunity to add a signalization for pedestrian crossing with curb extensions with high visibility crosswalks. Tellefson Park at left.

Intersection 16 - Washington Blvd & Harter Ave looking west with new mixed-used development at left. Opportunity for a high visablility crosswalk across Washington Blvd with a refuge island on the far side of this intersection.

Intersection 17 - Washington Blvd & Tilden Ave looking west with new retail development at right. Opportunity for relocating crosswalk across Washington Blvd into the existing landscaped median island to provide a safer refuge for pedestrians and a more direct access to the sidewalk with direction curb ramps.

Intersection 17 - Washington Blvd & Tilden Ave looking west. Opportunity for high visibility crosswalks and directional ADA-compliant access ramps.

Intersection 17 - Washington Blvd & Tilden Ave looking west. Opportunity for relocating crosswalk further west and integrating with existing planted median island creating a safer and more direct access to and from Tellefson Park on the right of the photo



Intersection 17 - Washington Blvd & Tilden Ave at the southeast corner of Tellefeson Park.

Intersection 18 - Washington Blvd & Huron Ave looking east. Opportunity for high visibility crosswalk curb extensions and pedestrian–activated signalization.

Intersection 18 - Washington Blvd & Huron Ave looking toward southwest corner. A crosswalk across Washington Blvd at the east side of the intersection would reduce desire for jaywalking like the pedestrian shown here.

Intersection 18 - Washington Blvd & Huron Ave looking toward southeast corner toward Mosque where new pedestrian activated signalized crosswalk will be located.

The following photos are taken from the **Culver City Walk N' Rollers** website. This Safe Routes to School Program fosters a culture of walking, biking, skateboarding and scootering within the community. This form of mobility is promoted as a safe, fun and healthy way to get to and from destinations as well as being a smart choice in building ones awareness of community while creating an alternative to driving.

Families walking from Tellefson Park – where 20-50 students walk to school every Wednesday.

Parents walking children to school.

images: www.ccwalkandroll.com

Kids on a bike ride in the project area.

A culture of skateboarding to and from school is evident with this storage rack at the school campus.

images: www.ccwalkandroll.com

These children are pedestrian activists as they walk in their neighborhood!

These Culver City Middle School students are pedestrian and bicycle activists!

images: www.ccwalkandroll.com

Kids on a bike excursion to Culver Center.

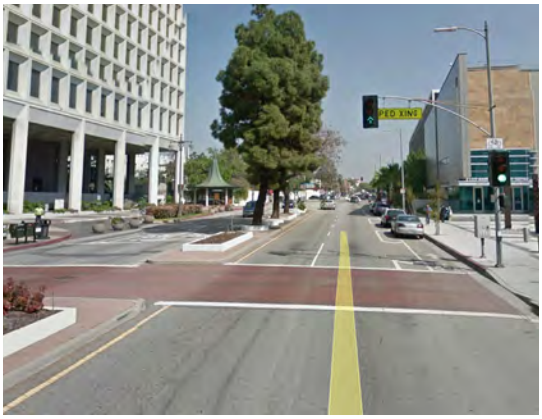
Kids on a bike excursion to Culver Center.

images: www.ccwalkandroll.com

Improved pedestrian facility at intersection showing bulb-out, perpendicular curb ramp, continental crosswalk and refuge island (example in crossing Washington)
(image source: Bottomly Design & Planning for GrandBoulevard.net)

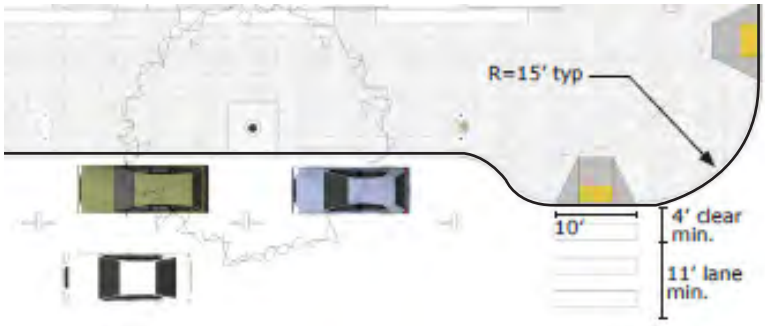
Photo of continental crosswalk and refuge island
(image source: NACTO)

Refuge Island
(image credit: GrandBoulevard.net)



Pedestrian Crossing Signal in DTLA
(image credit: Google Earth)

Perpendicular ramps at Playa Vista
(image credit: Google Earth)



Plan view of bulb-out, perpendicular curb ramp and continental crosswalk
(image source: Bottomly Design & Planning for GrandBoulevard.net)

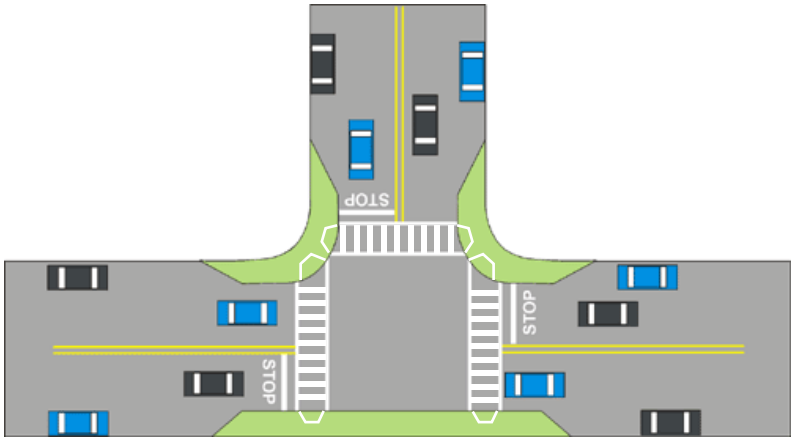
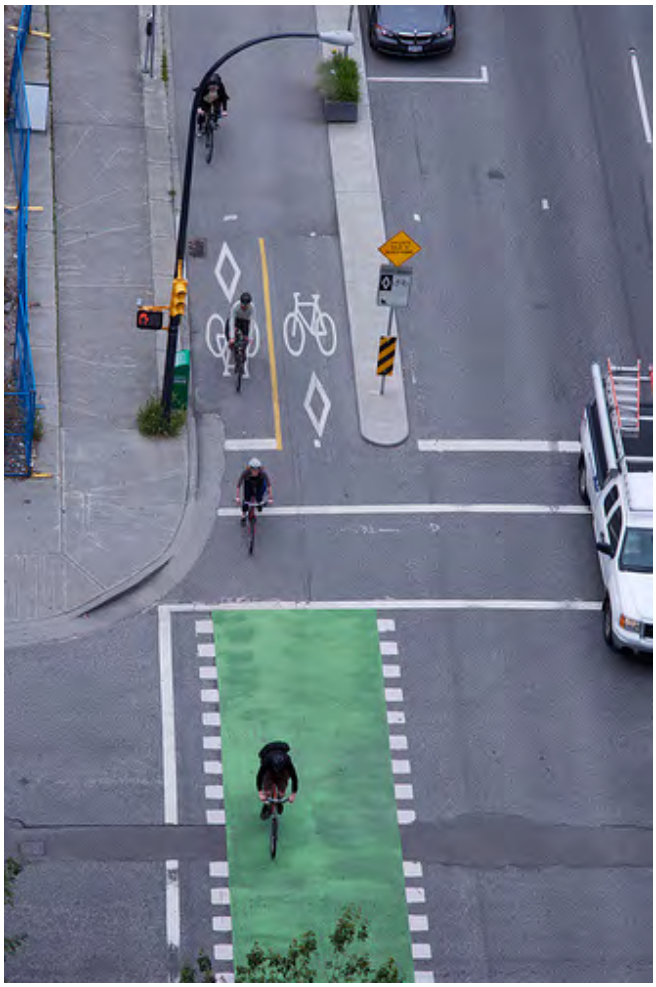


Diagram of bulb-out, high-visibility crosswalks and advanced stop bars at T-intersection. This example is similar to the interesection at Matteson and College Ave.
(image source: LA County DPW)



2-Way Cycle Track Intersection
Hornby Street, Vancouver
(image source: The Prudent Cyclist)

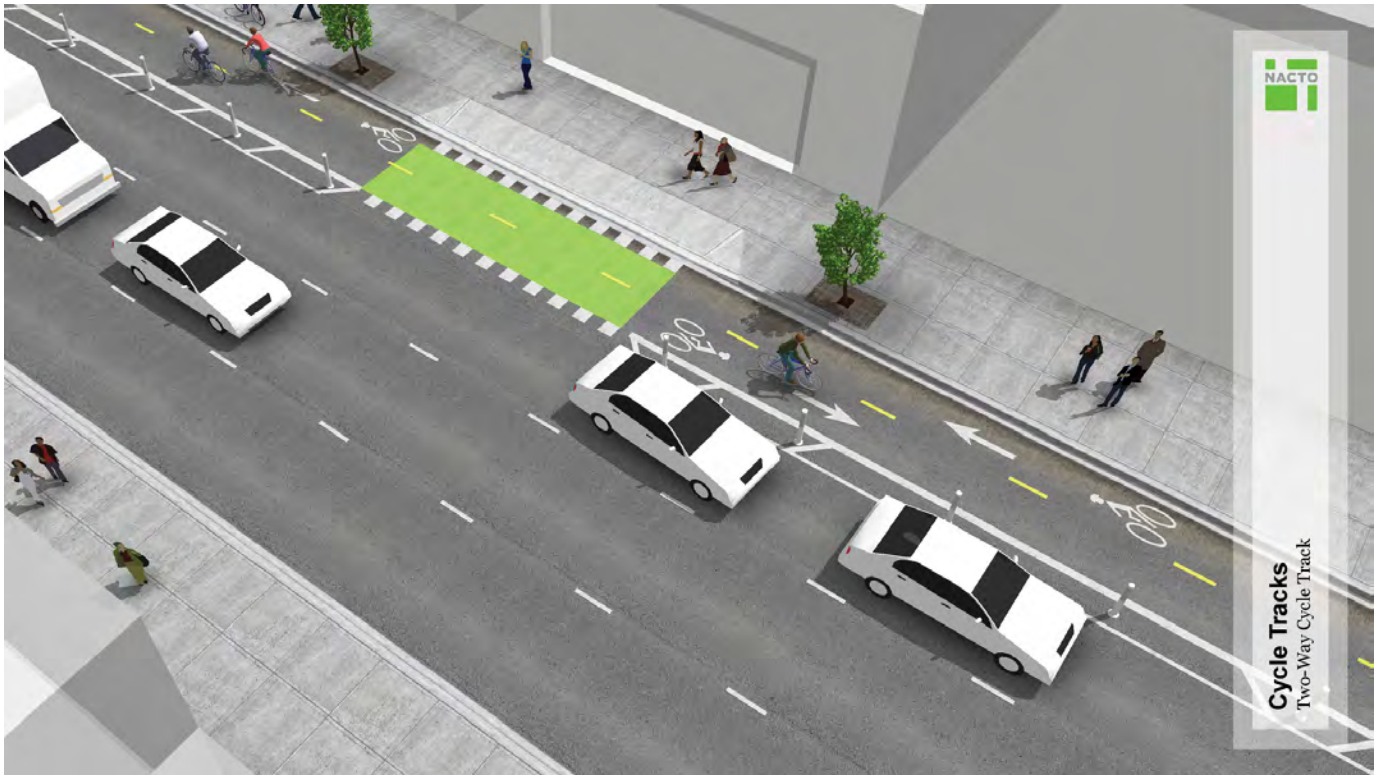
2-Way Cycle Track Intersection Markings in Seattle
(image credit: City of Seattle)

2-Way Cycle Track Intersection in Vancouver
(image credit: Alexander Pope)

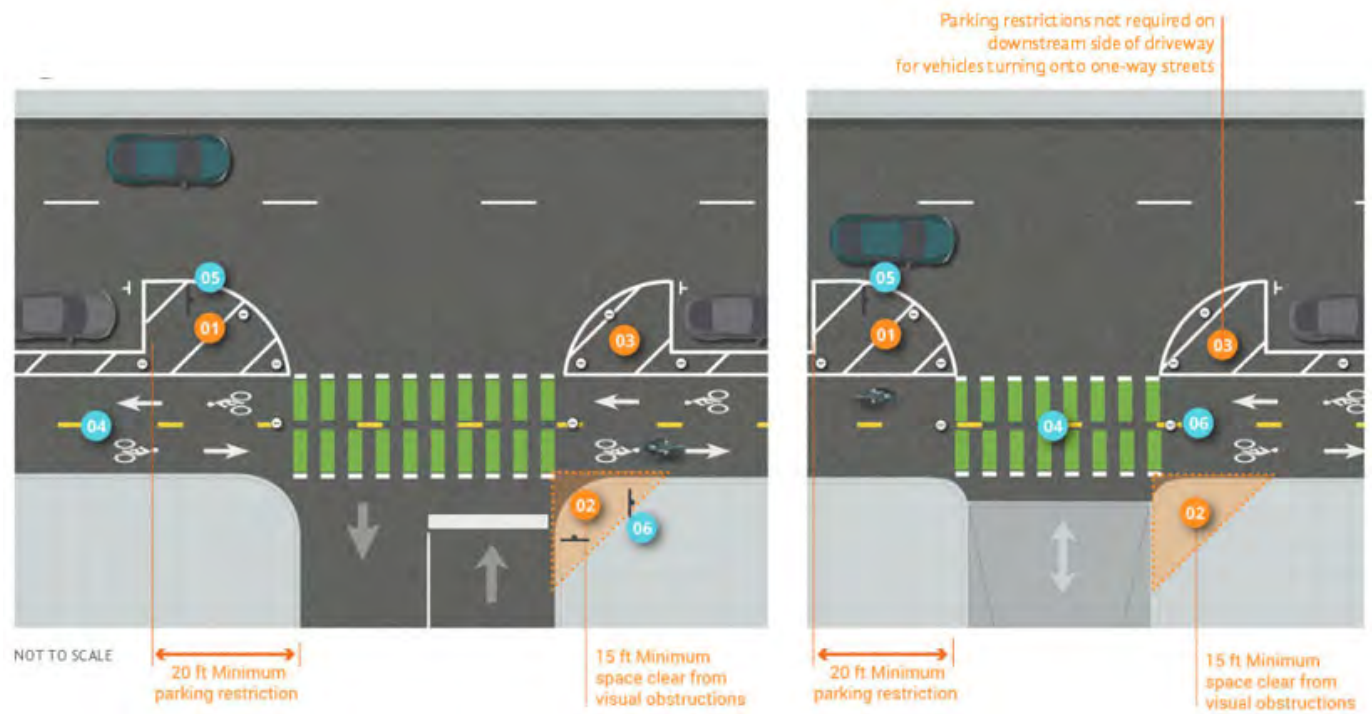
2-Way Cycle Track buffered by “armadillos”
(image source: Streetsblog Vermont)

2-Way Cycle Track Intersection buffered by a raised median with room for bike racks
(image source: OurUptown.com)

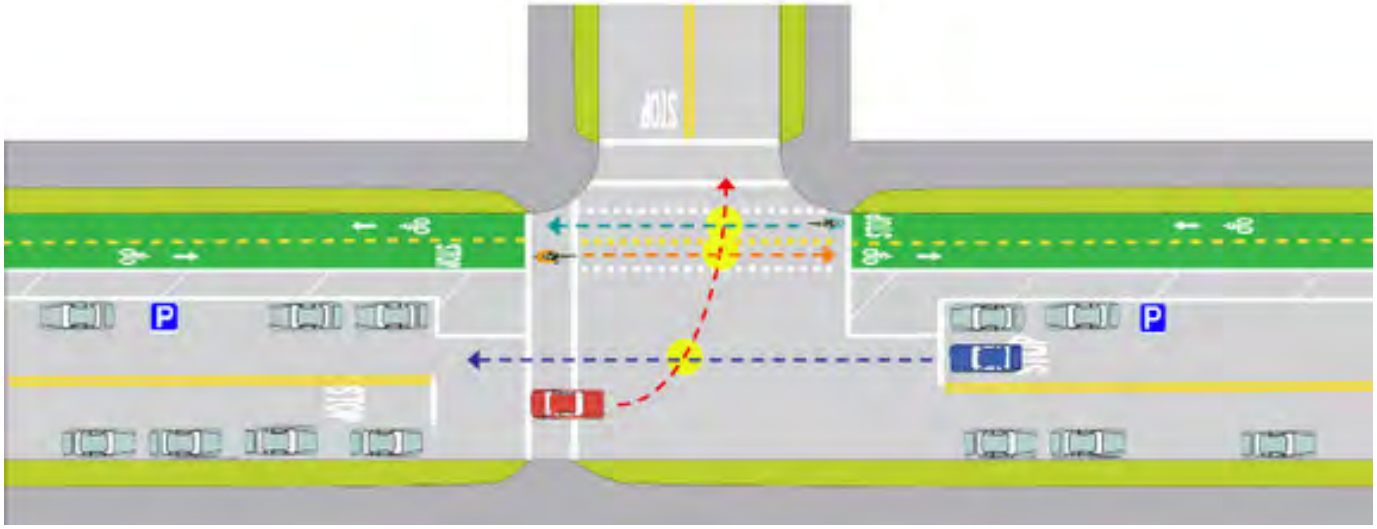
Cycle Track Transition where right-turn lane exists. This example can be applied to the "boundary intersection" at Elenda & Culver. (image source: NACTO)



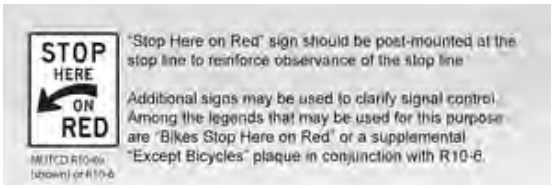
2-Way Cycle Track at Mid-Block showing colored lane with in driveway conflict area and tubular markers in buffer zone. Similar to conflict areas at driveways along Elenda including the Ohmega studio loading dock. Note that Elenda is a 2-way street with parking on both sides. (image source: NACTO)



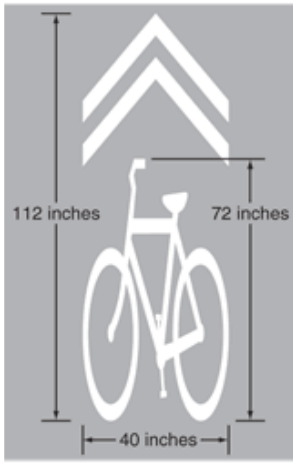
2-Way Cycle Track at Mid-Block intersection showing increased buffer at curbside parking setback.
(image source: FHWA)



2-Way Cycle Track Intersection with advanced stop bar, painted buffer zone and “elephant’s tracks” markings through the intersection. This example can be applied to a typical unsignalized intersection along Elenda.
(image source: San Francisco MTA)



vehicular warning signage at intersections.
(image/annotation source: MiaBirk.com for NACTO)



shared lane pavement marking
(image source: MUTCD)

bike pavement marking options for bike box
(image source: MUTCD)

Bike lane signals in NYC
(image credit: Kyle Gradinger)

LEGEND

- new pedestrian light
- reprogrammed signal for cycletrack
- new pedestrian activated signal
- curb extension & ramp
- high-visibility crosswalk with stop bar
- raised crosswalk
- bike sharrows
- bike box
- painted cycletrack at conflict area
- at-grade cycletrack with buffer
- refuge island/planter
- advanced yield marking
- new street tree
- highlighted roadway improvements

Culver CITY

VENICE / MATTESON
between Bentley & Girard

S Bentley Ave
Military Ave
Kelton Ave
Venice Blvd
VENICE BLVD
BENTLEY AVE
TILDEN AVE
HURON AVE
PROSPECT AVE
COLLEGE AVE
GIRARD AVE
MATTESON AVE
Matteson Ave
Tilden Ave
Bentley Ave
CAMPUS ENTRANCE
5A
La Ballona Elementary
0
100'

General Improvements
- add high visibility crosswalks, curb extensions and perpendicular ramps crossing major north/south streets that serve as a portal to La Ballona Campus
- add shade trees in existing parkways

Matteson Ave
- add curb extensions with high visibility crosswalks, perpendicular curb ramps and stop bars at all intersections between Tilden Ave and Girard Ave

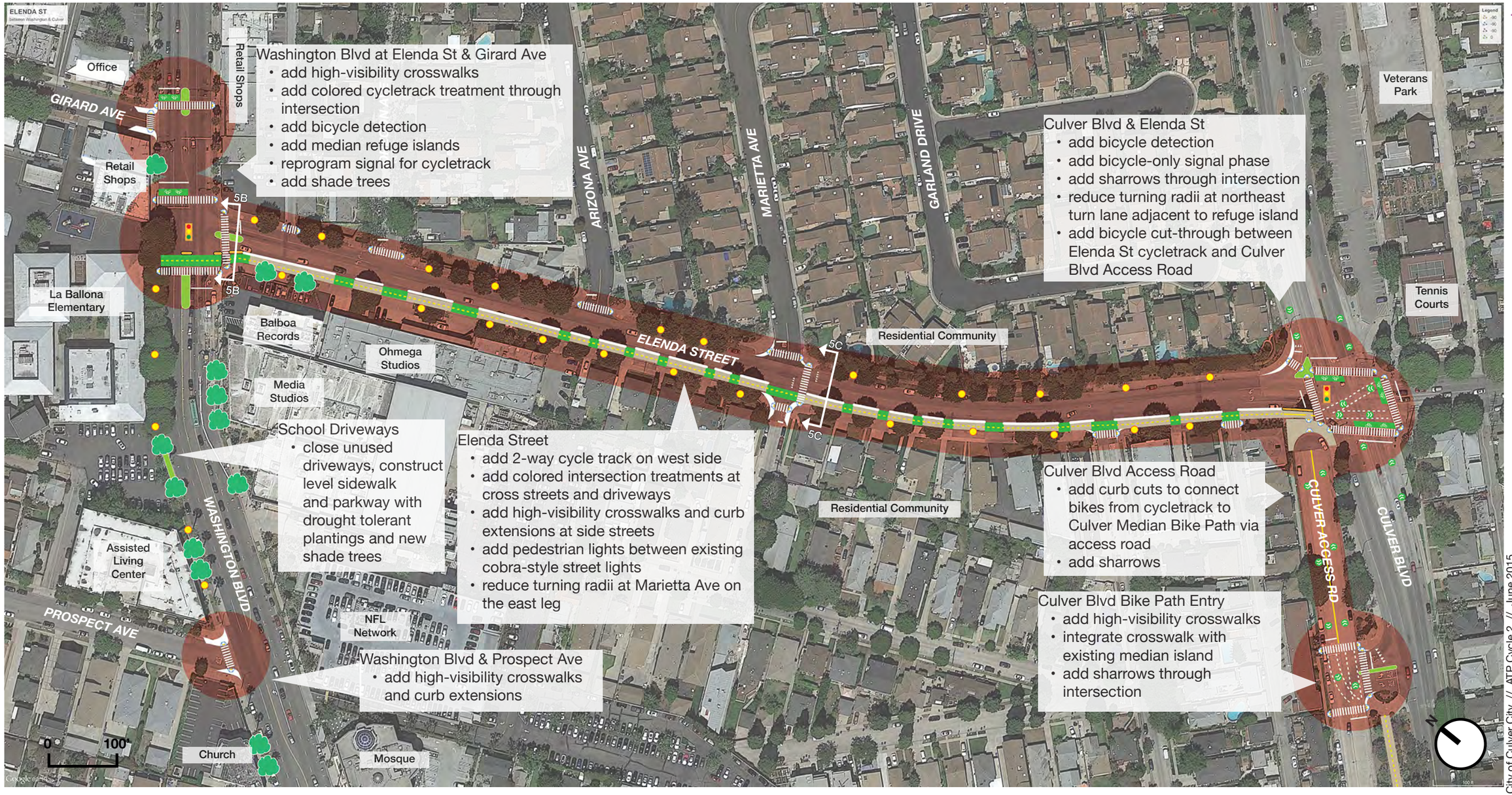
La Ballona Playground/Rear Campus Entry
- improved pedestrian connectivity at school drop-off/pick-up zone with high visibility crosswalks
- add raised crosswalk on east leg of College Ave/ Matteson Ave
- add linear curb extension with landscaped buffer
- add curb extensions and directional ramps where crosswalk is not raised

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT E-4A: PROPOSED PLAN - VENICE / MATTESON

ATTACHMENT E-4A: PROPOSED PLAN - VENICE / MATTESON

LEGEND

- new pedestrian light
- reprogrammed signal for cycletrack
- new pedestrian activated signal
- curb extension & ramp
- high-visibility crosswalk with stop bar
- raised crosswalk
- bike sharrows
- bike box
- painted cycletrack at conflict area
- at-grade cycletrack with buffer
- refuge island/planter
- advanced yield marking
- new street tree
- highlighted roadway improvements



Washington Blvd at Elenda St & Girard Ave
- add high-visibility crosswalks
- add colored cycletrack treatment through intersection
- add bicycle detection
- add median refuge islands
- reprogram signal for cycletrack
- add shade trees

Culver Blvd & Elenda St
- add bicycle detection
- add bicycle-only signal phase
- add sharrows through intersection
- reduce turning radii at northeast turn lane adjacent to refuge island
- add bicycle cut-through between Elenda St cycletrack and Culver Blvd Access Road

School Driveways
- close unused driveways, construct level sidewalk and parkway with drought tolerant plantings and new shade trees

Elenda Street
- add 2-way cycle track on west side
- add colored intersection treatments at cross streets and driveways
- add high-visibility crosswalks and curb extensions at side streets
- add pedestrian lights between existing cobra-style street lights
- reduce turning radii at Marietta Ave on the east leg

Culver Blvd Access Road
- add curb cuts to connect bikes from cycletrack to Culver Median Bike Path via access road
- add sharrows

Culver Blvd Bike Path Entry
- add high-visibility crosswalks
- integrate crosswalk with existing median island
- add sharrows through intersection

Washington Blvd & Prospect Ave
- add high-visibility crosswalks and curb extensions

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015

WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT

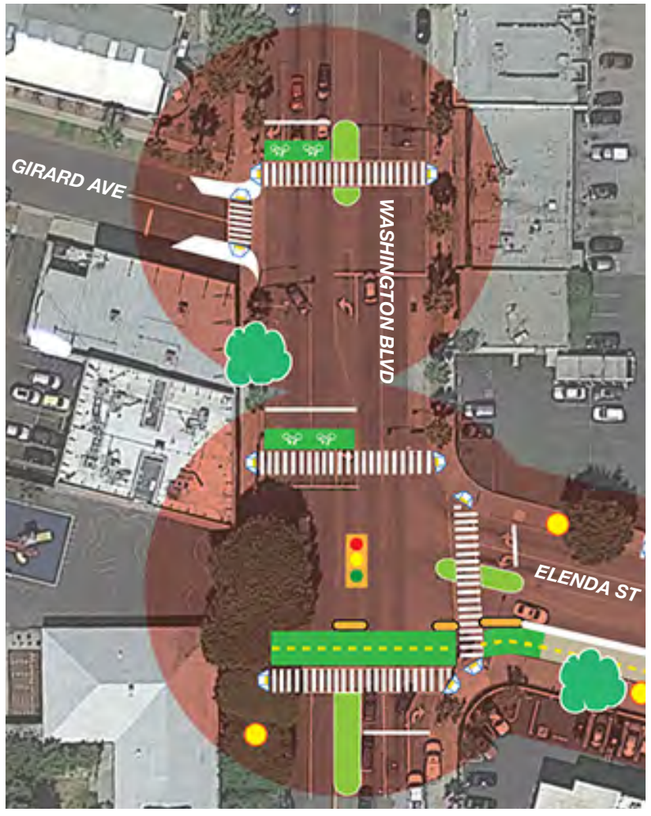
ATTACHMENT E-4B: PROPOSED PLAN - ELENDA BETWEEN WASHINGTON & CULVER

ATTACHMENT E-4B: PROPOSED PLAN - ELENDA BETWEEN WASHINGTON & CULVER

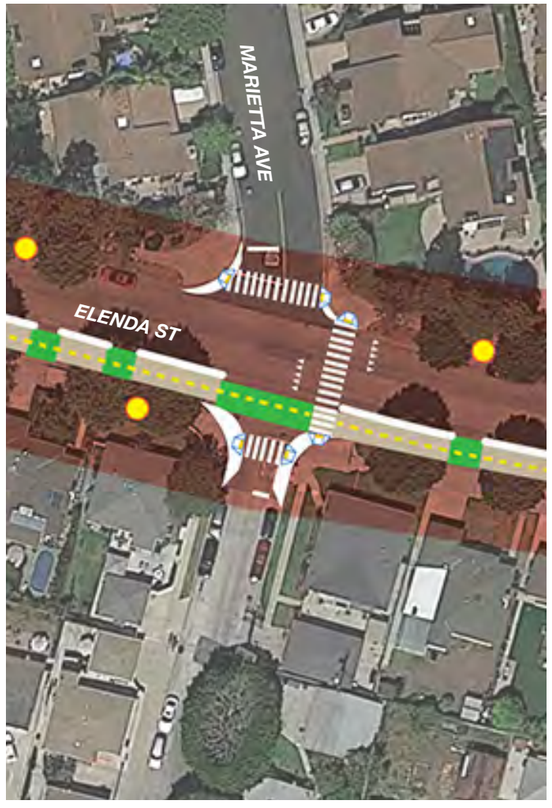
LEGEND

- new pedestrian light
- reprogrammed signal for cycletrack
- new pedestrian activated signal
- curb extension & ramp
- high-visibility crosswalk with stop bar
- raised crosswalk
- bike sharrows
- bike box
- painted cycletrack at conflict area
- at-grade cycletrack with buffer
- refuge island/planter
- advanced yield marking
- new street tree
- highlighted roadway improvements

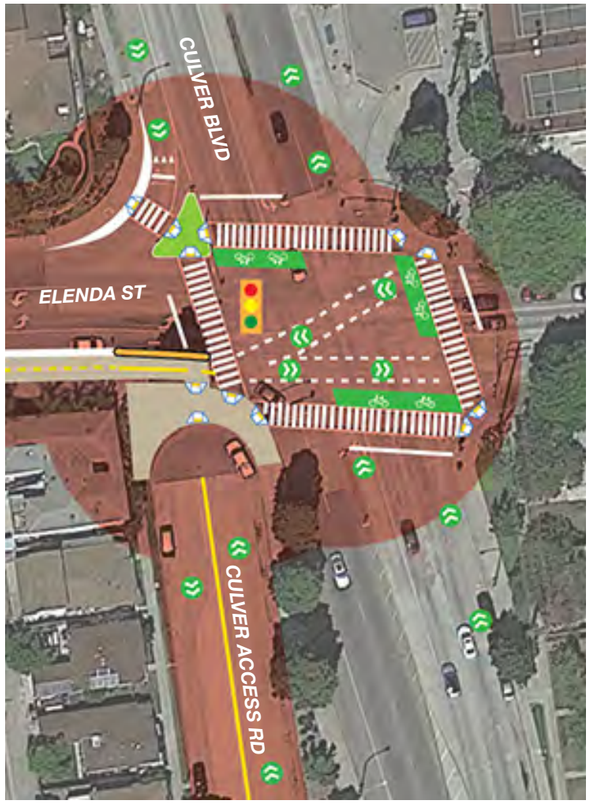
Culver CITY



Washington Blvd between Giard Ave & Elenda St



Elenda St & Marietta Ave



Elenda St & Culver Blvd/Culver Access Rd

0 50’

N

City of Culver City // ATP Cycle 2 // June 2015

WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT

ATTACHMENT E-4B2: BLOW UP PLANS ALONG ELENDA

ATTACHMENT E-4B2: BLOW UP PLANS ALONG ELENDA

LEGEND

- new pedestrian light
- reprogrammed signal for cycletrack
- new pedestrian activated signal
- curb extension & ramp
- high-visibility crosswalk with stop bar
- raised crosswalk
- bike sharrows
- bike box
- painted cycletrack at conflict area
- at-grade cycletrack with buffer
- refuge island/planter
- advanced yield marking
- new street tree
- highlighted roadway improvements

Culver CITY

planning urban design murphy deborah

Washington Pl & Sepulveda Blvd
- add high visibility crosswalks and stop bars

Washington Pl/Bentley Ave at Tellefson Park
- add pedestrian activated signal at improved crossing
- integrate curb extensions, high visibility crosswalks and directional ramps with new refuge island

Washington Blvd & Washington Pl
- add shade trees in key locations where it does not conflict with existing street lights and driveways
- relocate parking meters in some locations to accommodate new shade trees

Washington Blvd & Harter Ave
- integrate high visibility crosswalks with existing refuge island across Washington
- add stop bars and yield markings
- add curb extensions and directional ramps in key locations

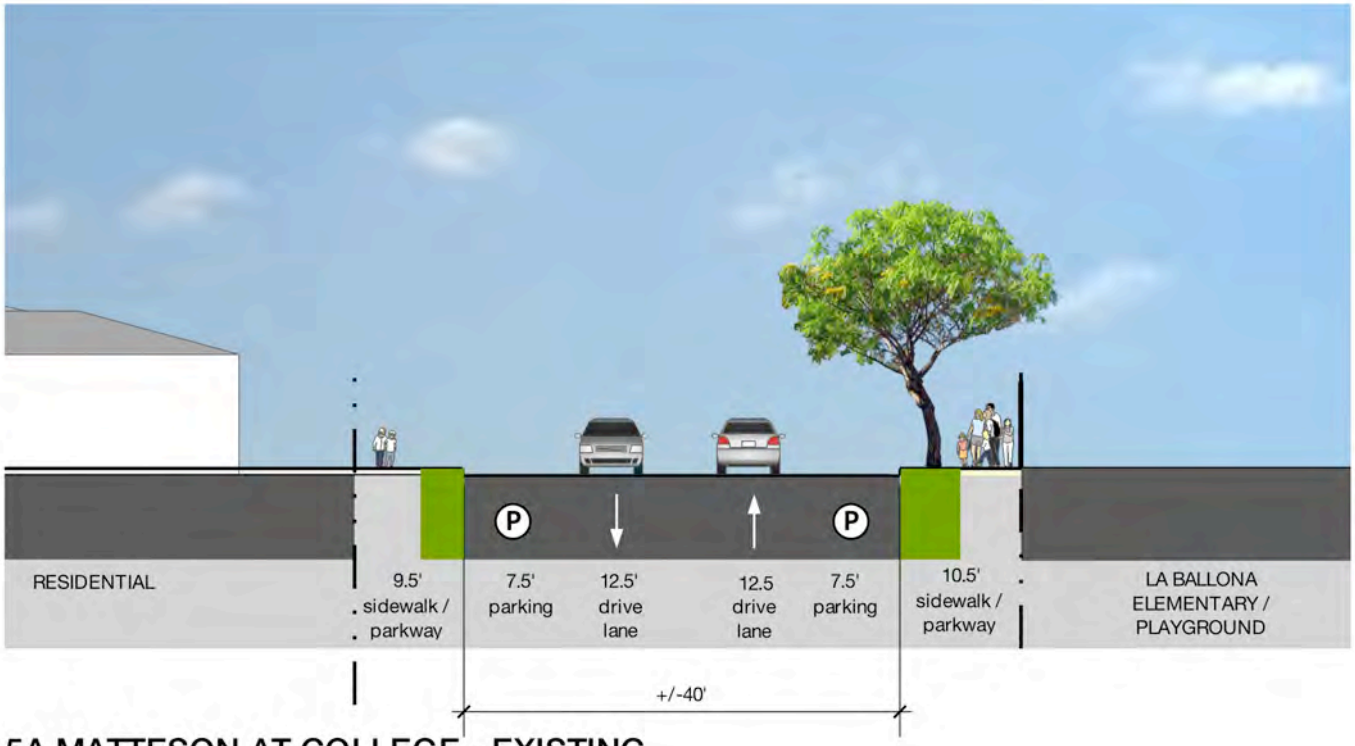
Washington Blvd & Washington Pl
- add high visibility crosswalks, stop bars and integrate crosswalk into existing landscaped medians
- add curb extensions and directional ramps in key locations

Washington Blvd & Huron Ave
- add new pedestrian activated signal at new crosswalk
- add curb extensions and directional ramps

WASHINGTON PL
WASHINGTON BLVD
SEPULVEDA BLVD
BENTLEY AVE
TILDEN AVE
HARTER AVE
HURON AVE
Tellefson Park
Mosque
Retail
Office
Studios
Mised-Use Residential
Residential Community
5D
5D
0
100'
N

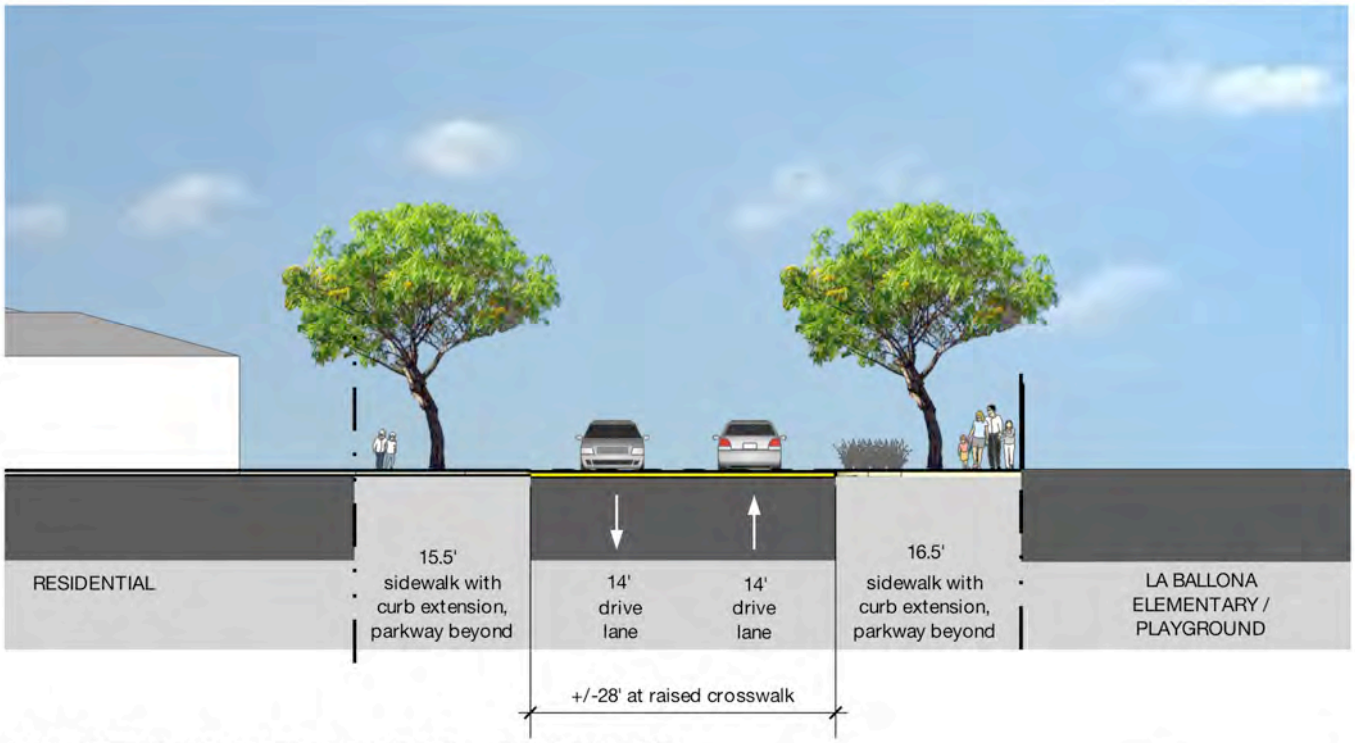
City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT E-4C: PROPOSED PLAN - WASHINGTON / SEPULVEDA

ATTACHMENT E-4C: PROPOSED PLAN - WASHINGTON / SEPULVEDA



5A MATTESON AT COLLEGE - EXISTING

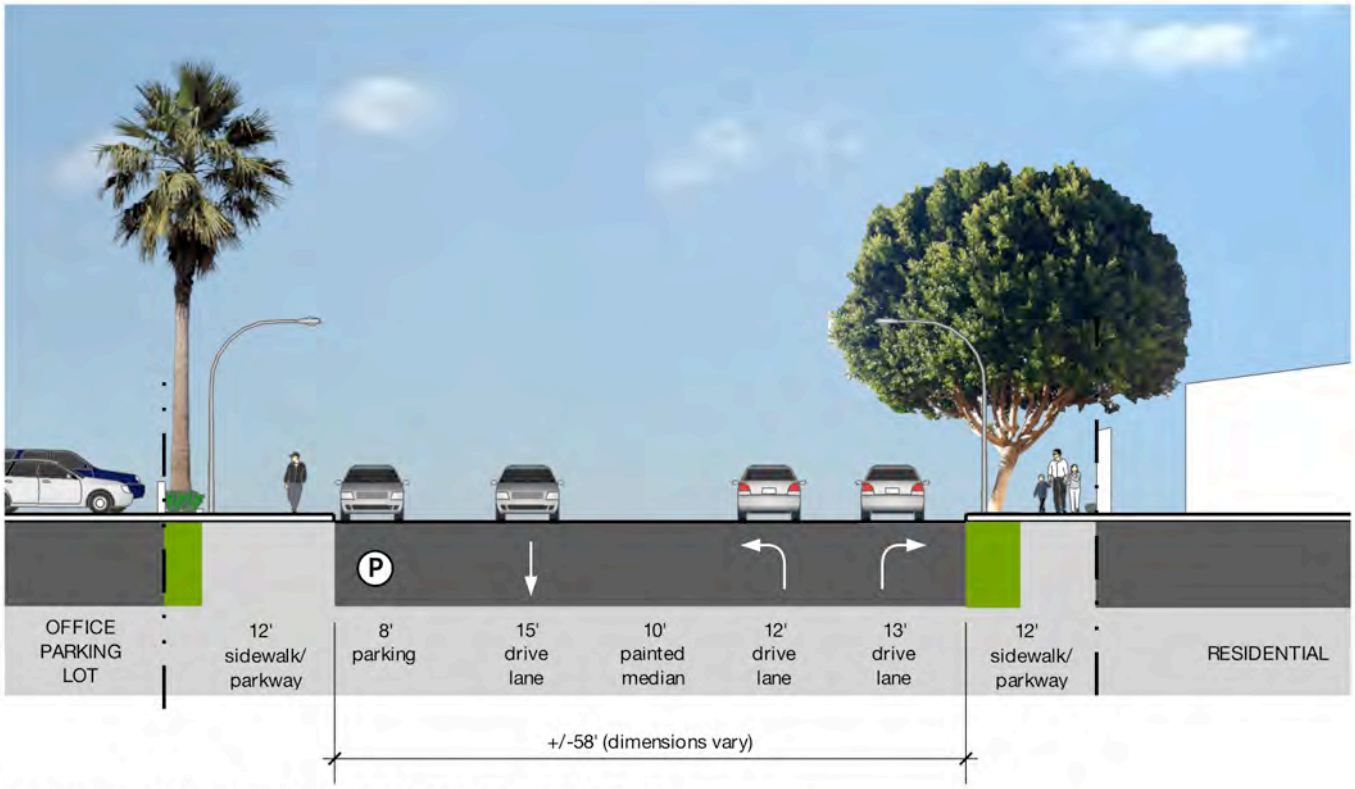
Street Section Looking East



5A MATTESON AT COLLEGE - PROPOSED

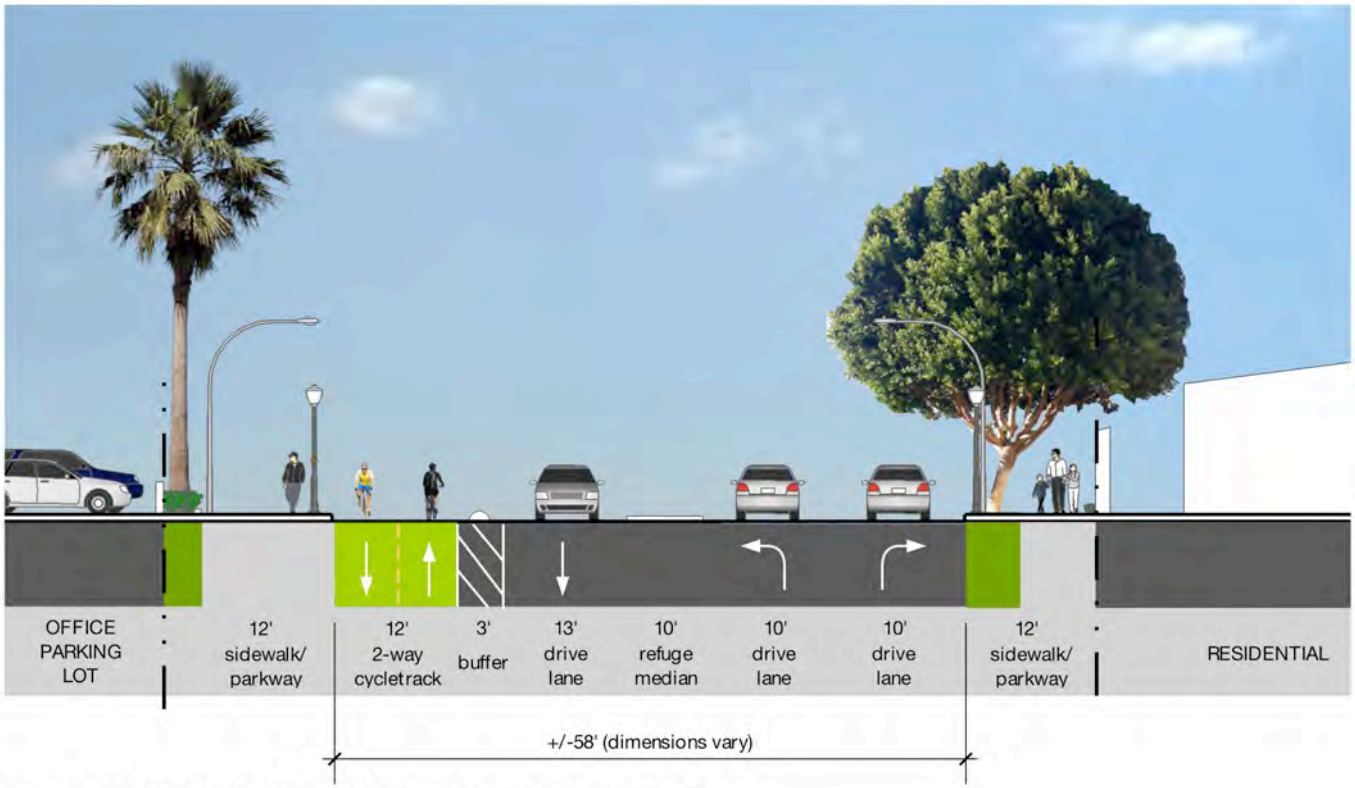
Street Section Looking East

0 16'



5B ELENDA AT WASHINGTON - EXISTING

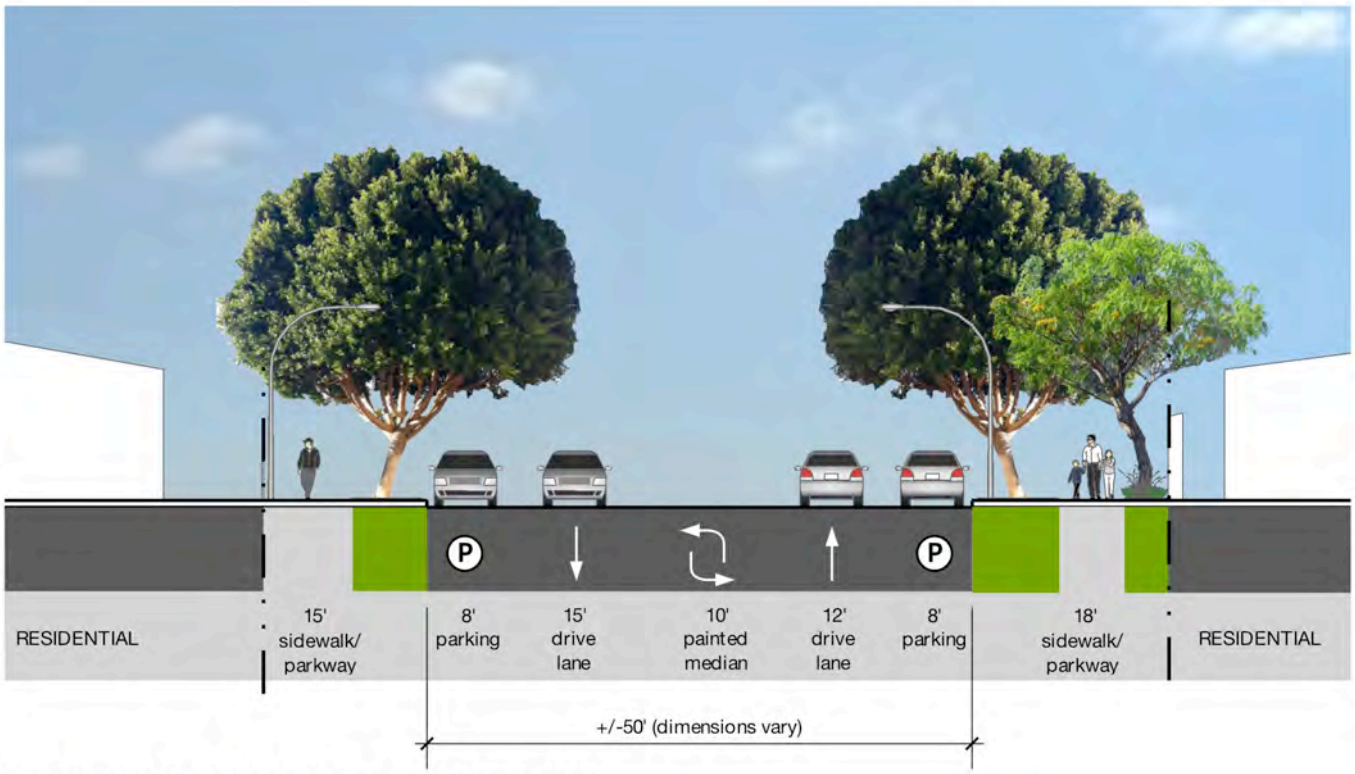
Street Section Looking North



5B ELENDA AT WASHINGTON - PROPOSED

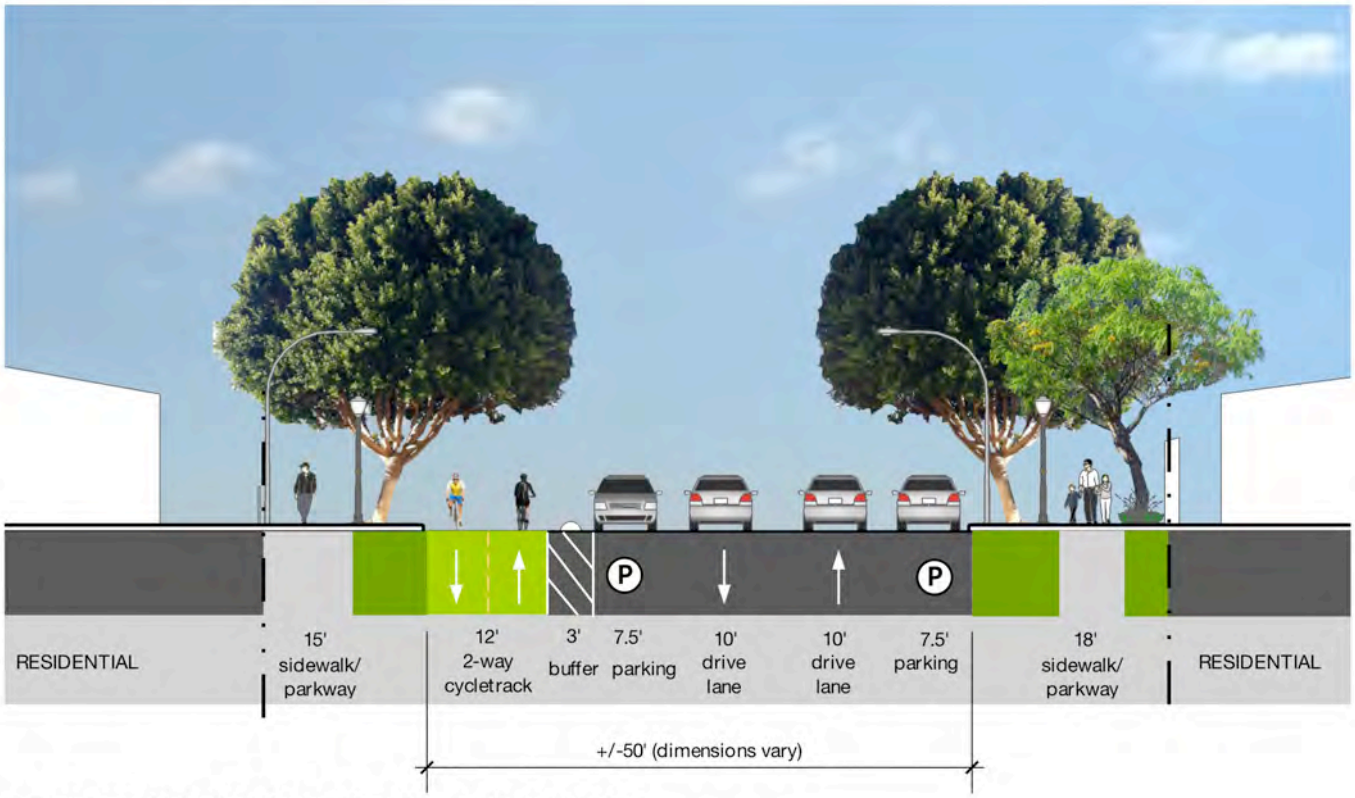
Street Section Looking North

0 16'



5C ELENDA AT MARIETTA - EXISTING

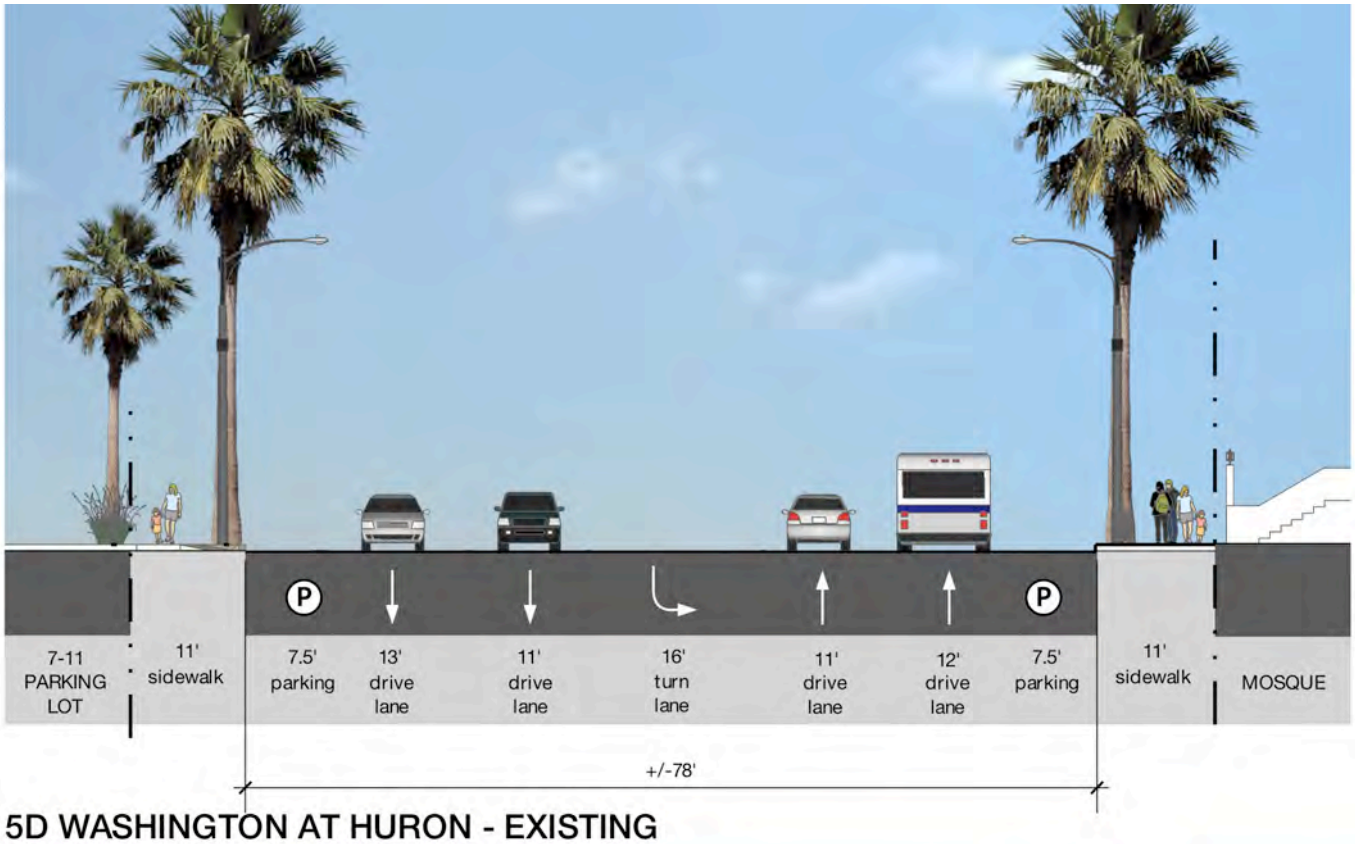
Street Section Looking North



5C ELENDA AT MARIETTA - PROPOSED

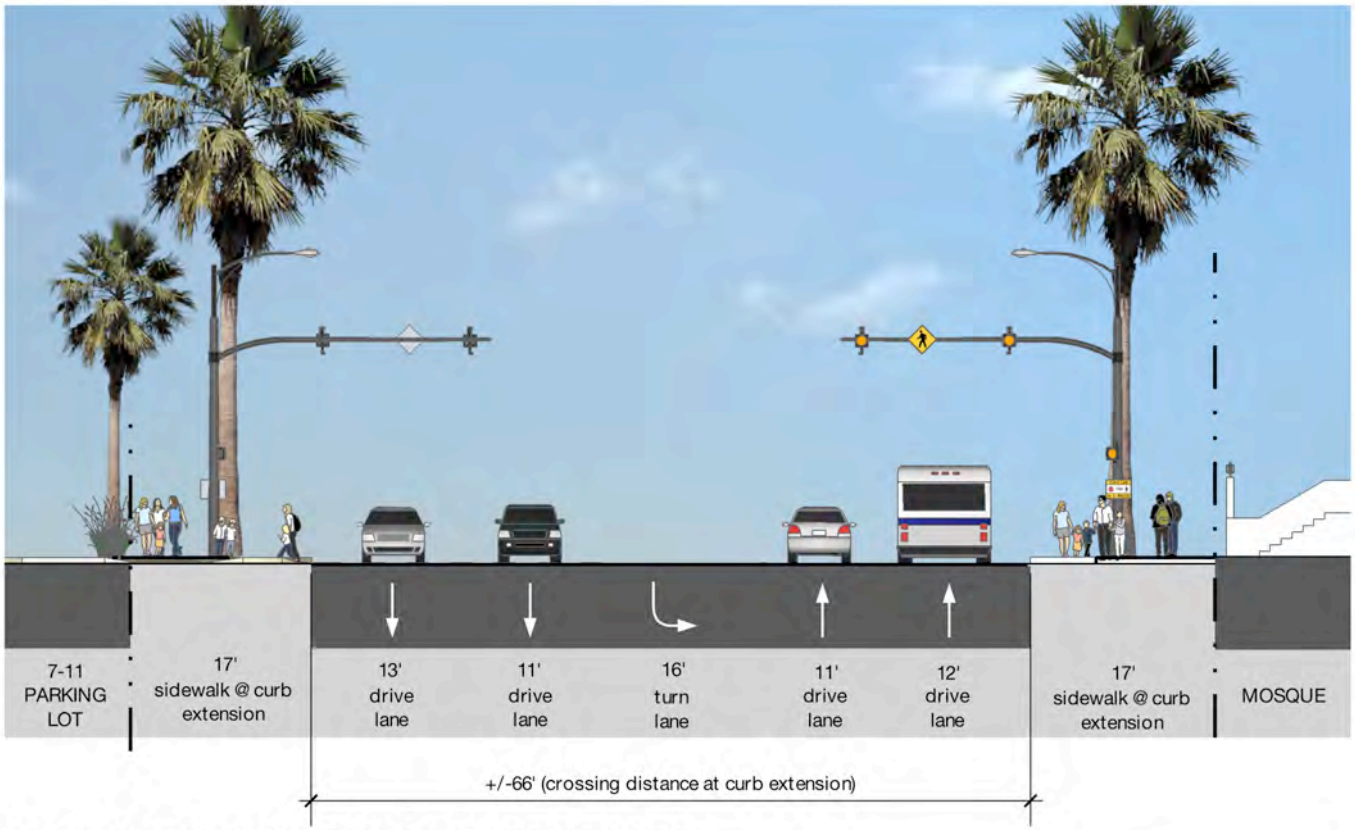
Street Section Looking North

0 16'



5D WASHINGTON AT HURON - EXISTING

Street Section Looking East



5D WASHINGTON AT HURON - PROPOSED

Street Section Looking East

0 16'

MATTESON AVE & COLLEGE AVE - EXISTING

Sketch of existing conditions at Matteson Ave & College Ave which serves as the rear entrance to La Ballona Elementary School where the playground is located.

MATTESON AVE & COLLEGE AVE - PROPOSED

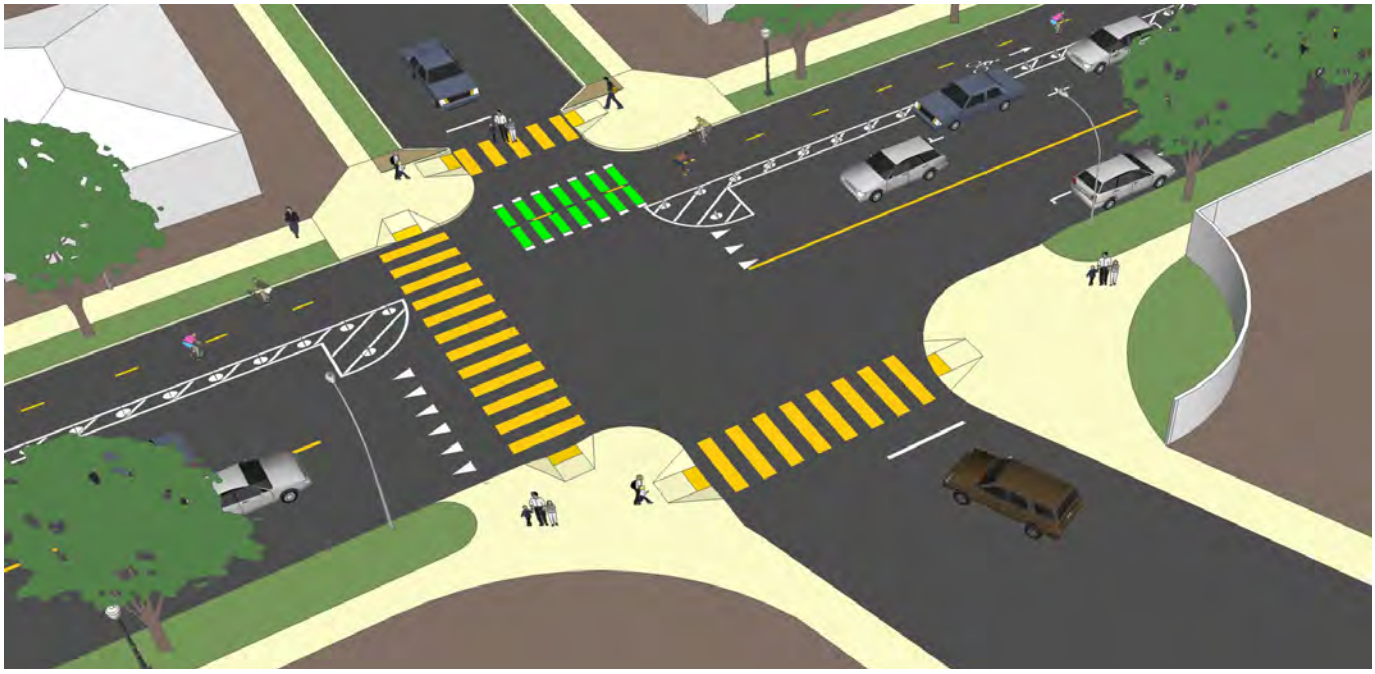
Sketch of proposed improvements at Matteson Ave & College Ave showing one raised crosswalk on the east leg of the intersection (which does not need ramps from sidewalk to crosswalk); and curb extensions with perpendicular ramps and high visibility crosswalks on the north and west leg of the intersection. The long linear curb extension on the south side of Matteson serves as a landscaped buffer for students gathering at the campus entrance.

MATTESON AVE & COLLEGE AVE - PROPOSED

Proposed improvements as viewed from street level showing new crosswalks including one raised crosswalk on the east leg of the intersection. A long linear curb extension on the south side serves as a landscape buffer and discourages cars from pulling over in the middle of the intersection to drop off kids.

ELENDA ST & MARIETTA AVE - EXISTING

Sketch of existing conditions at Elenda St & Marietta Ave looking west.



ELENDA ST & MARIETTA AVE - PROPOSED

Sketch of proposed improvements at Elenda St & Marietta Ave showing curb extensions with perpendicular ramps and a 2-way cycletrack with buffer adjacent to parking. Note the high visibility crosswalks, sharks teeth and green-painted cycletrack at the intersection.

ELENDA ST - PROPOSED

Sketch of proposed improvements at Elenda St at a typical “conflict zone” such as a driveway. Note the green-painted cycletrack zone in this area, the painted bike lanes and the painted buffer zone. Buffer zone to include armadillo-type delineators.

Please see E–2 for Existing Conditions Photos.

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Culver City				
Application ID:	07-City of Culver City-1	Prepared by:	Deborah Murphy	Date:	5.30.2015
Project Description:	Washington-Culver Pedestrian and Cyclist Safety Project				
Project Location:	City of Culver City between Venice Blvd and Culver Blvd and between Sepulveda Blvd and Overland Ave with a focus on Washington Blvd, Matteson Ave and Elenda St				

Engineer's Estimate and Cost Breakdown:

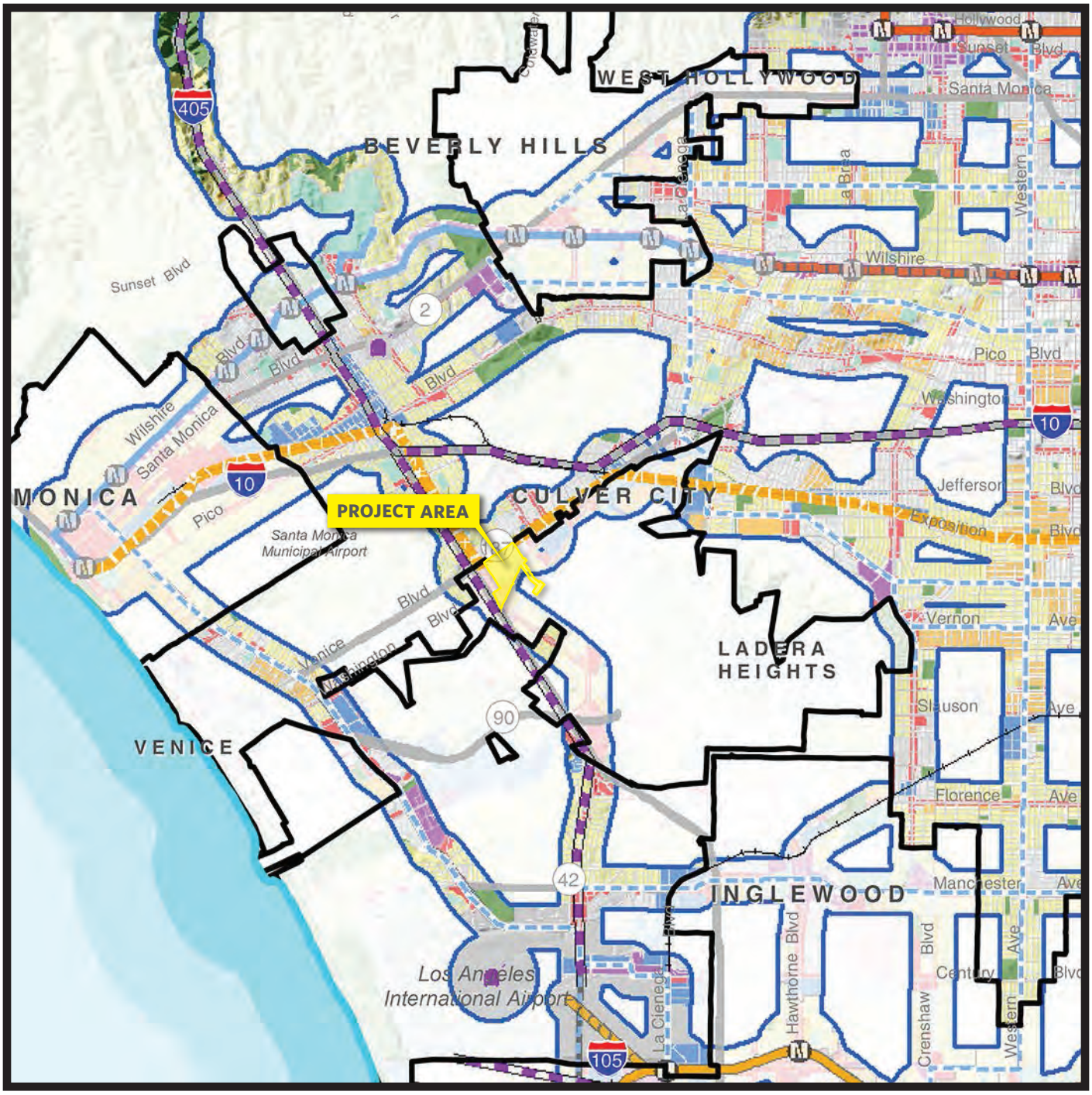
Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$	%	$
1	Signalization - reprogram/new signals for cycletrack	2	ea	$50,000.00	$100,000	100%	$100,000		$0		$0		$0
2	Signalization - new pole/arms/signals for xwalk	2	ea	$130,000.00	$260,000	100%	$260,000		$0		$0		$0
3	Electrical Connection for new lighting	1	ea	$20,000.00	$20,000	100%	$20,000		$0		$0		$0
4	Pedestrian-Cycle Track Lighting	28	ea	$10,000.00	$280,000	100%	$280,000		$0		$0		$0
5	Relocate conflicting cobra lights (at narrow ROW)	2	ea	$2,000.00	$4,000	100%	$4,000		$0		$0		$0
6	Concrete-sawcut/remove ex curb/gutter & replace	1,174	lf	$45.00	$52,830	100%	$52,830		$0		$0		$52,830
7	Concrete-sawcut/remove existing sidewalk	2,790	sf	$3.50	$9,765	100%	$9,765		$0		$0		$9,765
8	Concrete-sawcut/remove for tree wells	41	ea	$500.00	$20,500	100%	$20,500		$0		$0		$20,500
9	Concrete - construct new sidewalk	1,220	sf	$7.70	$9,394	100%	$9,394		$0		$0		$9,394
10	Concrete - construct curb extension	3,280	sf	$12.10	$39,688	100%	$39,688		$0		$0		$39,688
11	Concrete - Directional ADA Ramps	93	ea	$3,500.00	$325,500	100%	$325,500		$0		$0		$325,500
12	Asphalt - sawcut/remove roadway	5,780	sf	$5.00	$28,900	100%	$28,900		$0		$0		$0
13	Asphalt - repair new roadway paving	2,609	sf	$5.00	$13,046	100%	$13,046		$0		$0		$0
14	Drainage - Relocate ex catch basin/add drain-raised xwal	12	ea	$12,000.00	$144,000	100%	$144,000		$0		$0		$0
15	Plant 24" box street trees, inc soil prep	90	ea	$750.00	$67,500	100%	$67,500		$0		$0		$67,500
16	Remove trees at conflict areas	2	ea	$500.00	$1,000	100%	$1,000		$0		$0		$1,000
17	Drought tolerant plantings & ground cover	480	sf	$15.00	$7,200	100%	$7,200		$0		$0		$7,200

Engineer's Estimate and Cost Breakdown: (continued)

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	%	$	%	$	%	$	%	$
18	Install stabilized DG surface on tree wells	1,312	sf	$3.50	$4,592	100%	$4,592		$0		$0		$4,592
19	Concrete Median Refuge Island	2,500	sf	$8.80	$22,000	100%	$22,000		$0		$0		$22,000
20	Resurface Roadway for roadway striping/treatments	96,600	sf	$1.00	$96,600	100%	$96,600		$0		$0		$0
21	Roadway Lane Striping	1,550	lf	$10.00	$15,500	100%	$15,500		$0		$0		$0
22	Colored Cycle Track/Bike Boxes roadway treatment	9,000	sf	$10.00	$90,000	100%	$90,000		$0		$0		$0
23	Roadway Markings for Sharks Teeth	220	lf	$10.00	$2,200	100%	$2,200		$0		$0		$0
24	Roadway Markings for Sharrows	40	ea	$100.00	$4,000	100%	$4,000		$0		$0		$0
25	Roadway Markings for Raised Crosswalk	1	ea	$300.00	$300	100%	$300		$0		$0		$0
26	Cycle Track delineators	183	ea	$100.00	$18,333	100%	$18,333		$0		$0		$0
27	Crosswalks-resurface w Continental Striping	2,467	lf	$60.00	$148,020	100%	$148,020		$0		$0		$0
28	Stop Bars	1,205	lf	$3.00	$3,615	100%	$3,615		$0		$0		$0
29	Traffic & Parking Signage & Relocated Parking Meters	1	ls	$12,000.00	$12,000	100%	$12,000		$0		$0		$0
30	Mobilization (5%)	1	ls	$90,024	$90,024	100%	$90,024		$0		$0		$0
31	SWPPP (3%)	1	ls	$54,015	$54,015	100%	$54,015		$0		$0		$0
32	Traffic Control (5%)	1	ls	$90,024	$90,024	100%	$90,024		$0		$0		$90,024
33	Construction Surveying (2%)	1	ls	$36,010	$36,010	100%	$36,010		$0		$0		$0
					$0	100%	$0		$0		$0		$0
				Subtotal of Construction Items:	$2,070,556		$2,070,556		$0		$0		$649,993
				Construction Item Contingencies (% of Construction Items): Enter in the cell to the right	10.00% [1]	$207,056							
				Total (Construction Items & Contingencies) cost:		$2,277,611							

Project Cost Estimate:			
Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 25,000		
Plans, Specifications and Estimates (PS&E):	$ 341,642		
Total PE:	$ 366,642	16%	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ -		
Acquisitions and Utilities:	$ -		
Total RW:	$ -		
Construction (CON)			
Construction Engineering (CE):	$ 227,761	9%	15% Max
Total Construction Items & Contingencies:	$2,277,611		
Total CON:	$ 2,505,373		
Total Project Cost Estimate:	$ 2,872,014		

This project does not propose any non-infrastructure scope of work. Therefore this attachment is not applicable.



ATTACHMENT I-SC2: SCAG COMPASS BLUEPRINT STRATEGIC OPPORTUNITY AREAS MAP

The following transportation counts are provided to document the pedestrian, cyclist, and vehicular activity in the study area:

Pedestrian and Cyclist Counts

CCUSD–Served Schools Active Transportation Student Tally

Transit Ridership Counts

Vehicular APT Counts

Pedestrian Signal Warrant

2015 (May) Washington Bl Pedestrian/Bicycle Warrant

	Segment along Washington Bl (Thru)*			
	Tilden to Huron	**Huron to Prospect**	**Prospect to Elenda**	**TOTAL**
Weekday 7-9 AM Peds	13	12	16	**41**
Weekday 9 AM-12 PM Peds	13	0	29	**42**
Weekday 12-2 PM Peds	19	5	28	**52**
Weekday 2-4 PM Peds	11	11	13	**35**
Weekday 4-6 PM Peds	37	8	11	**56**
Day Total	**93**	**36**	**97**	**226**

**Thru refers to walkers crossing Washington Bl. There are no crosswalks between Tilden and Elenda across Washington Bl.*

Source: City of Culver City, May, 2015

Three different counts are presented here: a direct count by the city of Culver City as part of its Bicycle and Pedestrian Master Plan of 2010; the other, count data obtained from the SCAG-Metro Bike Count Clearinghouse website (http://bikecounts.luskin.ucla.edu), accessed 05/2015; and finally, counts conducted by the city of Culver City May, 2015 for this application. Previous count locations which are not in the project area, but which hoewever are along roads directly leading into the project area are included.

2009 (May) Pedestrian/Bicycle Count Totals

	Ballona Creek @ Overland	Overland @ Culver	Braddock @ Elenda	Culver @ Sepulveda	Washington @ Tilden	Sawtelle @ Washington	TOTAL
Two-day Period Peds	81	299	310	108	130	85	**1,013**
Two-day Period Bikes	285	150	49	79	58	45	**666**

Source: Culver City Bicycle & Pedestrian Master Plan, Nov, 2010

2012 (May) Pedestrian/Bicycle Count Totals

	Ballona Creek @ Overland	Overland @ Culver	Overland @ Venice				TOTAL
Weekday 7-9 AM Bikes	352	48	126				**526**
Weekday 4-6 PM Bikes	338	62					**400**
Weekend 12-2 PM Bikes	436	86					**522**

Source: SCAG-Metro Bike Count Data Clearinghouse. Accessed 05/2015

2015 (May) Pedestrian/Bicycle Count Totals

	Matteson @ Girard	Matteson @ Huron	Washington @ Elenda	Elenda @ Washington*	Washington @ Elenda*	Washington & Elenda*	Washington & Tilden*	Culver @ Elenda	Venice @ Tilden	Venice @ Huron	Venice @ Girard	TOTAL
Weekday (Peds)												
Weekday 7-9 AM Peds	470	103	110	255	174	429	79	38	142	140	121	**2,061**
Weekday 9 AM - 2 PM Peds				240	90	330	272					**932**
Weekday 2-4 PM Peds	205	110	219	282	276	558	145	56	139	171	162	**2,323**
Weekday 4-6 PM Peds			131	151	65	216	165					**728**
Weekday Total	**675**	**213**	**460**	**928**	**605**	**1533**	**661**	**94**	**281**	**311**	**283**	**6044**
Weekend (Peds)												
Weekend 10 AM-12PM Peds			102					47				**149**
Weekend Total			**102**					**47**				**149**
Weekday (Bikes)												
Weekday 7-9 AM Bikes	13	4	25					17	109	102	84	**354**
Weekday 9 AM - 2 PM Bikes												
Weekday 2-4 PM Bikes	10	6	31					14	100	109	74	**344**
Weekday 4-6 PM Bikes			41									**41**
Weekday Total	**23**	**10**	**97**					**31**	**209**	**211**	**158**	**739**
Weekend (Bikes)												
Weekend 10 AM-12PM Bikes			58					27				**85**
Weekend Total			**58**					**27**				**85**

**Collected over 12-hr period on different weekday than other counts*

Source: City of Culver City, May, 2015

Student Population and Tallied Trips for Study Area and Influencing Schools (From 2014 SRTS Classrom Tallies)											
			Tallied Trips								
School	**Enrollment (2014)**	**Classrooms Surveyed (%)**	**Number of Trips Tallied**	**Walk to School (%)**	**Bike to School (%)**	**Public Transit (%)**	**Other (%)*****	**Walk to School (#)**	**Bike to School (#)**	**Public Transit (#)**	**Other (#)**
La Ballona ES	565	56%	136	25.00%	2.00%	5.00%	2.00%	34	3	7	3
Culver City HS*	2,100	NA	NA	18.00%	3.00%	5.00%	1.00%	NA	NA	NA	NA
Culver City MS*	1,455	86%	1,931	23.00%	2.00%	2.50%	1.00%	444	39	48	19
Farragut ES	564	55%	389	21.00%	2.00%	0.30%	10.00%	82	8	1	39
Total	**4,684**			**21.75%**	**2.25%**	**3.20%**	**3.50%**	**560**	**49**	**56**	**61**

**Estimates based off of assumed lower rates of walking, higher rates of biking, transit and driving for High School population*

***Average of morning and afternoon tallies*

****Other includes skateboards, scooters, and other modes*

Culver City Bus Average Daily Ridership (Average of all Daily Boardings Jan-Jun, 2014)				
Line	**Direction**	**Along**	**At**	**Average Daily Ridership**
Culver City 1	E	Washington Bl	Sepulveda Bl	**312**
Culver City 1	E	Washington Bl	Harter Ave	**40**
Culver City 1	E	Washington Bl	Huron Ave	**13**
Culver City 1	E	Washington Bl	Girard Ave	**59**
Culver City 1	W	Washington Bl	Elenda St	**74**
Culver City 1	W	Washington Bl	Prospect Ave	**31**
Culver City 1	W	Washington Bl	Harter Ave	**17**
Culver City 1	W	Washington Bl	Sepulveda Bl	**473**
Culver City 6	N	Sepulveda Bl	Culver Bl	**57**
Culver City 6	N	Sepulveda Bl	Washington Bl	**347**
Culver City 6	N	Sepulveda Bl	Washington Pl	**81**
Culver City 6	N	Sepulveda Bl	Venice Bl	**581**
Culver City 6	S	Sepulveda Bl	Venice Bl	**423**
Culver City 6	S	Sepulveda Bl	Washington Pl	**72**
Culver City 6	S	Sepulveda Bl	Washington Bl	**436**
Culver City 6	S	Sepulveda Bl	Culver Bl	**54**
Culver City 6R	N	Sepulveda Bl	Washington Bl	**94**
Culver City 6R	N	Sepulveda Bl	Venice Bl	**114**
Culver City 6R	S	Sepulveda Bl	Venice Bl	**57**
Culver City 6R	S	Sepulveda Bl	Washington Bl	**74**
Culver City 7	E	Culver Bl	Sepulveda Bl	**6**
Culver City 7	E	Culver Bl	Harter Ave	**1**
Culver City 7	E	Culver Bl	Elenda St	**3**
Culver City 7	E	Culver Bl	Overland Ave	**5**
Culver City 7	W	Culver Bl	Overland Ave	**17**
Culver City 7	W	Culver Bl	Elenda St	**3**
Culver City 7	W	Culver Bl	Harter Ave	**0**
Culver City 7	W	Culver Bl	Sepulveda Bl	**8**
			Total	**3,452**

Source: City of Culver City, May 2015

Metro Average Daily Ridership (Average of all Daily Boardings & Alightings, Qtr 1, 2011)

Line	Direction	Along	At	Daily Boardings	Daily Alightings	Total Boardings/ Alightings
33	E	Venice Bl	Sepulveda Bl	225	116	**341**
33	E	Venice Bl	Huron Ave	19	16	**35**
33	E	Venice Bl	Girard Ave	50	54	**104**
33	E	Venice Bl	Overland Ave	202	103	**305**
33	W	Venice Bl	Overland Ave	98	184	**282**
33	W	Venice Bl	Military Ave	10	25	**35**
733	E	Venice Bl	Sepulveda Bl	339	169	**508**
733	E	Venice Bl	Overland Ave	296	169	**465**
733	W	Venice Bl	Overland Ave	158	302	**460**
			Total	**1,397**	**1,138**	**2,535**

Source: Metro, May 2015

Summary of average daily traffic (ADT) 24-hr machine counts by City of Culver City 2013 Engineering and Traffic Survey. Survey conducted in May and June of 2013.

2013 ADT by Segment			
Street	**Subsegment Limits**	**ADT (Subsegment Average)**	**ADT (Segment Average)**
Culver Boulevard	From Elenda St to Overland Ave	22,901	**20,889**
Culver Boulevard	From Harter Ave to Elenda St	19,821	
Culver Boulevard	From Sepulveda Bl to Harter Ave	19,944	
Elenda Street	From Washington Bl to Arizona Ave	6,062	**6,153**
Elenda Street	From Arizona Ave to Marietta Ave	6,092	
Elenda Street	From Marietta Ave to Culver Bl	6,307	
Overland Avenue	From Culver Bl to Palm Ct	34,428	**33,454**
Overland Avenue	From Palm Ct to Washington Bl	32,480	
Sepulveda Boulevard	From Venice Bl to Washington Bl	32,911	**29,998**
Sepulveda Boulevard	From Washington Bl to Culver Bl	27,084	
Washington Boulevard	From Overland Ave to Midway Ave	28,537	**27,292**
Washington Boulevard	From Midway Ave to Elenda St	28,946	
Washington Boulevard	From Elenda St to Prospect Ave	30,507	
Washington Boulevard	From Prospect Ave to Washington Pl	28,896	
Washington Boulevard	From Washington Pl to Sawtelle Bl	19,572	

Figure 4L-101 (CA). Flashing Beacon at School Crossings Worksheet

COUNT DATE 05-11-15
CALC 05-18-15 DATE GG
CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

Major St: Washington Boulevard — Critical Approach Speed 40 mph
Minor St: Huron Avenue — Critical Approach Speed 25 mph

☐ Speed limit or critical speed on major street traffic > 40 mph.....
or
☐ In built up area of isolated community of < 10,000 population..... } RURAL (R)
☒ URBAN (U)

Flashing Yellow Beacon at School Crossings (All Parts Must Be Satisfied) — SATISFIED YES ☒ NO ☐

Part A

		MINIMUM REQUIREMENTS U	MINIMUM REQUIREMENTS R	7 AM	3 PM
Vehicle Volume	Each of 2 Hours	200	140	1426	2310
School Age Pedestrians Crossing Street	Each of 2 Hours	40	40	46	96

SATISFIED YES ☒ NO ☐

AND

Part B

Critical Approach Speed Exceeds 35 mph — SATISFIED YES ☒ NO ☐

40 mph

AND

Part C

Is Nearest Controlled Crossing More Than 600 ft away? — SATISFIED YES ☒ NO ☐

857 feet between Huron Ave and Elenda St

Population of Census Tracts included in analysis (roughly 1/2 mi from Project Area) (ACS 2009 - 2013 5-year average)	
Total	45,662

Interpolation between SCAG 2012-2035 RTP Forecast and pivot line through ACS 2009-2013 5 yr)								
	2008 Population	**2013 Population**	**2015 Population**	**2016 Population**	**2020 Population**	**2035 Population**	**Avg. Growth Rate**	**2020 vs. 2013 Ratio**
11 TAZs used for 1/2 mi Influence Area	45,205	45,662	45,845	46,119	46,302	47,672	91.385 persons per year	1.01400935

**Estimate based on avg. growth rate applied to ACS 2009-2013 5 yr*

Potential Active Transportation Trips based on Influence population* (1/2 mi)	
2009 NHTS Percent of Person Trips by Mode	
Daily Trips per person	3.79

Walk	10.4%
Bike	4.2%
Transit	1.9%

**Influence population based on influence area of 0.5 mi for pedestrian and bike trips*

Estimated Potential Daily Person Trips within Influence Area				
	2013	**2015**	**2016**	**2020**
Pedestrian	17,998	18,070	18,178	18,250
Bike	7,268	7,298	7,341	7,370

	Pedestrian	**Bike**
Total bike/ped person trips within Influence Area, 2015	18,070	7,298
Total bike/ped person trips within Influence Area, 2016 WITHOUT Project	18,178	7,341
Total bike/ped person trips within Influence Area, 2020 WITHOUT Project	18,250	7,370
New bike/ped person trips in Influence Area due to project increase in 2016 (assumed 5% increase)	909	367
New bike/ped person trips in Influence Area due to project increase in 2020 (assumed 5% increase)	913	369
Total bike/ped person trips within Influence Area, 2016 WITH project	**19,087**	**7,708**
Total bike/ped person trips within Influence Area, 2020 WITH project	**19,163**	**7,739**

Baseline trip generation estimates were arrived at by creating a half-mile buffer around the project and taking the current and projected population of all Transportation Analysis Zones that fall within the buffer. The population data from the SCAG 2012-2035 RTP growth forecast were then pivotted to the 2013 American Community Survey population estimate for the same area. The average growth rate was determine from the resulting projection. Applying the 2009 National Household Travel Survey (NHTS) trip generation rate of 3.79 daily person trips per resident gives the overall trip generation of the area, which is multiplied by the national rate of 10.4% of all trips taken on foot and 4.2% of all trips taken by bicycle (2009 NHTS) to arrive at the daily pedestrian and bicycle trip volume for the area.

All forecast figures are rounded to the nearest whole number. Figures may not add up perfectly due to rounding.

Student Population and Tallied Trips for Study Area and Influencing Schools (From 2014 SRTS Classrom Tallies)													
			Tallied Trips										
School	Enrollment (2014)	Classrooms Surveyed (%)	Number of Trips Tallied	Walk to School (%)	Bike to School (%)	Public Transit (%)	Other (%)***	Walk to School (#)	Bike to School (#)	Public Transit (#)	Other (#)	Total non-Vehicular Trips (#)	Total non-Vehicular Trips (%)
La Ballona Elementary School	565	56%	136	25.00%	2.00%	5.00%	2.00%	34	3	7	3	46	34.00%
Culver City High School*	2,100	NA	NA	18.00%	3.00%	5.00%	1.00%	NA	NA	NA	NA	NA	NA
Culver City Middle School**	1,455	86%	1,931	23.00%	2.00%	2.50%	1.00%	444	39	48	19	550	28.50%
Farragut Elementary	564	55%	389	21.00%	2.00%	0.30%	10.00%	82	8	1	39	130	33.30%
Total	**4,684**			**21.75%**	**2.25%**	**3.20%**	**3.50%**	**560**	**49**	**56**	**61**	**726**	**31.93%**

*Estimates based off of assumed lower rates of walking, higher rates of biking, transit and driving for High School population

**Average of morning and afternoon tallies

***Other includes skateboards, scooters, and other modes

Extrapolated Daily Trips for Study Area and Influencing Schools (From 2014 SRTS Classrom Tallies)															
					Extrapolated Trips										
School	Enrollment (2014)	Classrooms Surveyed (%)	Number of Trips Tallied	Return Trip Multiplier	Extrapolated Trips	Walk to School (%)	Bike to School (%)	Public Transit (%)	Other (%)***	Walk to School (#)	Bike to School (#)	Public Transit (#)	Other (#)	Total non-Vehicular Trips (#)	Total non-Vehicular Trips (%)
La Ballona Elementary School	565	56%	136	1.3	316	25.00%	2.00%	5.00%	2.00%	79	6	16	6	107	34.00%
Culver City High School*	2,100	NA	NA	1.3	2730	18.00%	3.00%	5.00%	1.00%	491	82	137	27	737	27.00%
Culver City Middle School**	1,455	86%	1,931	NA	2245	23.00%	2.00%	2.50%	1.00%	516	45	56	22	640	28.50%
Farragut Elementary	564	55%	389	1.3	919	21.00%	2.00%	0.30%	10.00%	193	18	3	92	306	33.30%
Total	**4,684**		**2,456**		**6,210**	**21.75%**	**2.25%**	**3.20%**	**3.50%**	**1,280**	**151**	**211**	**148**	**1,790**	**30.70%**

*Estimates based off of assumed lower rates of walking, higher rates of biking, transit and driving for High School population

**Average of morning and afternoon tallies

***Other includes skateboards, scooters, and other modes

Future School Enrollment for Influencing Schools Based on Interpolation between SCAG 2012-2035 RTP Forecast and pivot line through ACS 2009-2013 5 yr)			
	2014 Population	2020 Population	2020 vs. 2014 Ratio*
Total School Enrollment	4,684	4,740	1.012

*Ratio based on Influence Area avg. growth rate as shown in general population growth projections.

Estimated Potential Students Walking, Biking, taking Public Transit, or Other to School Daily		
	2014 Students	2020 Students
Pedestrian	1,019	1,031
Bike	105	107
Public Transit	150	152
Other	164	166

	Pedestrian	Bike	Transit	Other	Total
Total Student Walking, Biking, Transit or Other in 2014	1,019	105	150	164	1,438
Total Student Walking, Biking, Transit or Other, 2020 WITHOUT Project	1,031	107	152	166	1,455
New Students Walking, Biking, Transit or Other in Influence Area due to project increase (assumed 10% increase)	103	11	15	17	146
Total Students Walking, Biking, Transit or Other within Influence Area, 2020 WITH project	**1,134**	**117**	**167**	**183**	**1,601**

Estimated Potential Student Daily Trips by Walking, Biking, taking Public Transit, or Other to School Daily		
	2014 Daily Trips	2020 Population
Pedestrian	1,280	1,295
Bike	151	153
Public Transit	211	214
Other	148	150

	Pedestrian	Bike	Transit	Other	Total
Total Student Walking, Biking, Transit or Other daily trips in 2014	1,280	151	211	148	1,790
Total Student Walking, Biking, Transit or Other daily trips, 2020 WITHOUT Project	1,295	153	214	150	1,812
New Walking, Biking, Transit or Other daily trips in Influence Area due to project increase (assumed 10% increase)	130	15	21	15	181
Total Walking, Biking, Transit or Other daily trips within Influence Area, 2020 WITH project	**1,425**	**169**	**235**	**165**	**1,993**

Assumed 10% increase from FHWA Nonmotorized Transportation Pilot Program Report (2012)

All forecast figures are rounded to the nearest whole number. Figures may not add up perfectly due to rounding.

The following SRTS Student Tally & Parent Survey Forms and Summary Results from 2014 & 2015 are attached:

2014 La Ballona Elementary School Tally Results

2014 La Ballona Parent Survey Findings

2015 La Ballona Elementary School Tally Results

2015 La Ballona Parent Survey Comments

2015 La Ballona ATP Safety Improvements Survey Results

2015 SRTS Classroom Tally Form

2015 Parent Survey Form – English & Spanish

2015 ATP Safety Improvements Survey Form – English & Spanish

Culver City SRTS Program Brochure

Safe Routes to School Non-Infrastructure Program information is available at Culver City Walk n' Rollers website

http://www.ccwalkandroll.com

Student Travel Tally Report: One School in One Data Collection Period

School Name: La Ballona Elementary

School Group: Culver City SRTS

School Enrollment: 565

% of Students reached by SRTS activities: Don't Know

Number of Classrooms Included in Report: 6

Set ID: 15480

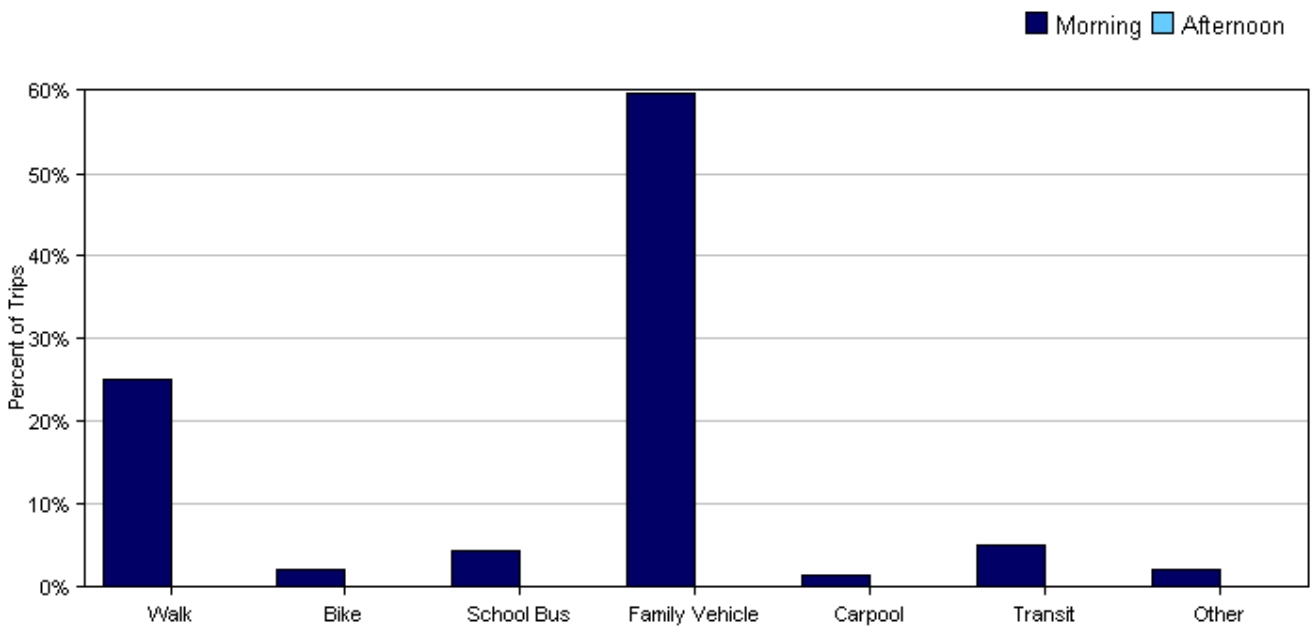
Month and Year Collected: June 2014

Date Report Generated: 08/07/2014

Tags: Walking and Biking to School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

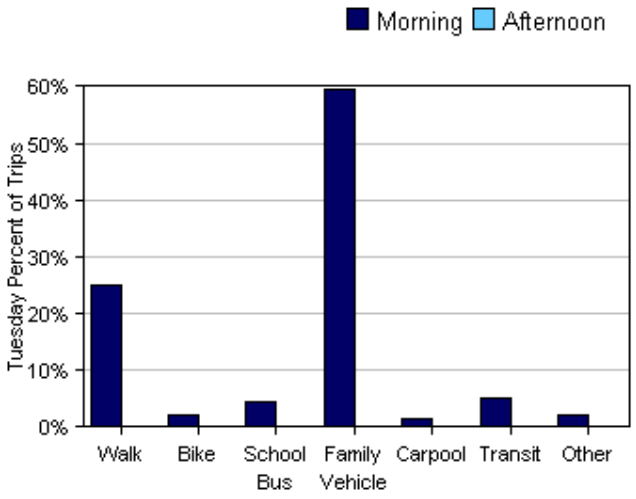


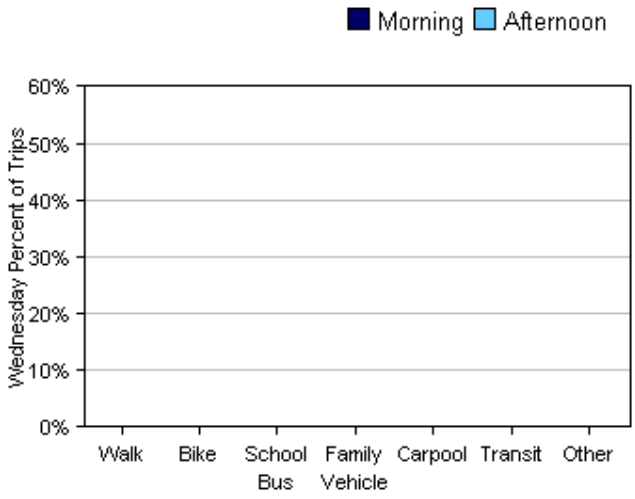
Morning and Afternoon Travel Mode Comparison

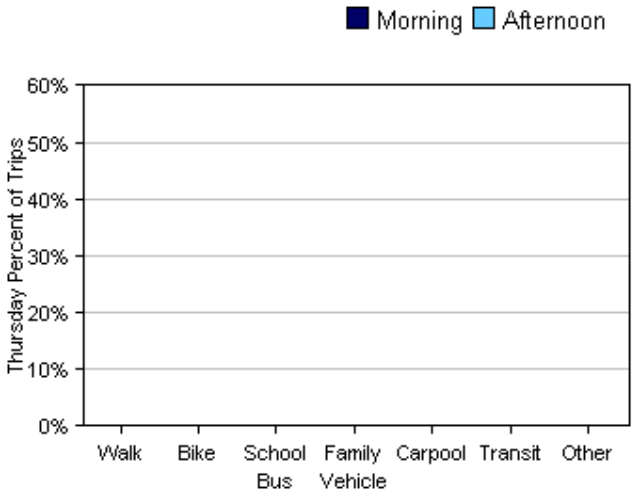
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	136	25%	2%	4%	60%	1%	5%	2%
Afternoon	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day





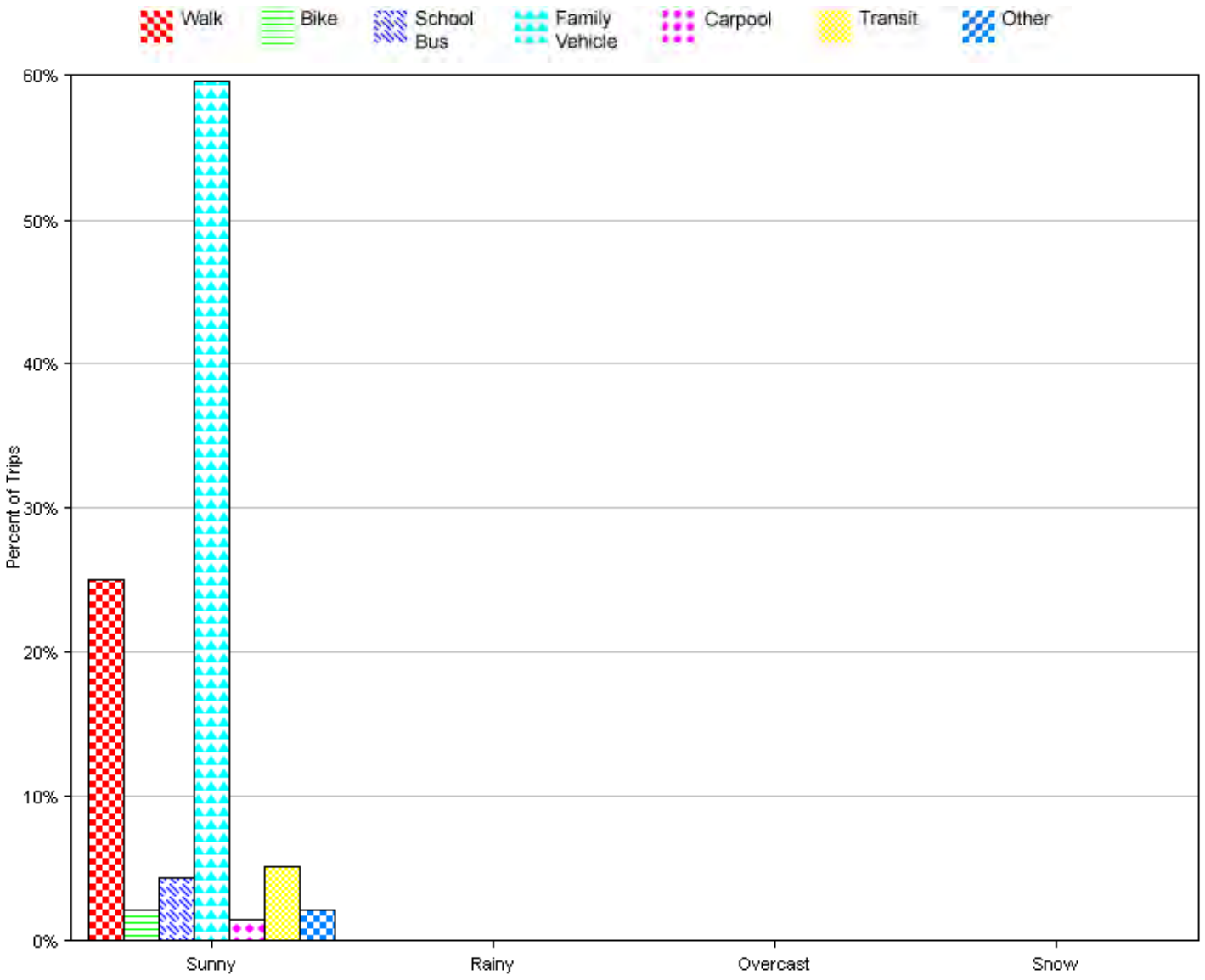


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	136	25%	2%	4%	60%	1%	5%	2%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM		0%	0%	0%	0%	0%	0%	0%
Wednesday PM		0%	0%	0%	0%	0%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	136	25%	2%	4%	60%	1%	5%	2%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Parent Survey Report: One School in One Data Collection Period

School Name: La Ballona Elementary

School Group: Culver City SRTS

School Enrollment: 565

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 565

Set ID: 12644

Month and Year Collected: April 2014

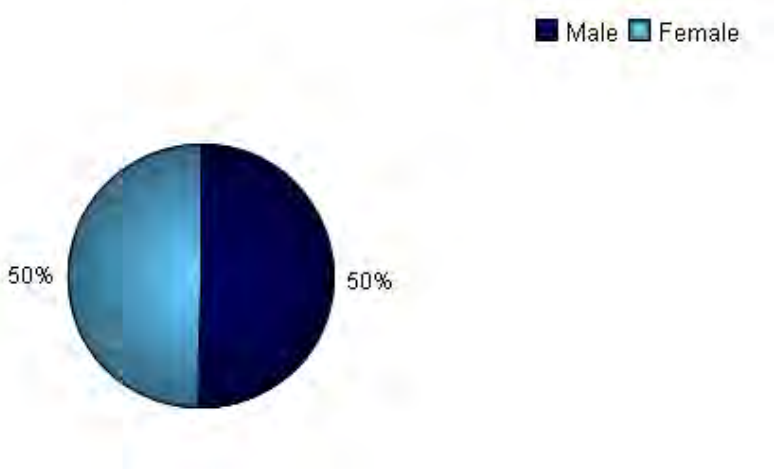
Date Report Generated: 03/06/2015

Tags: Walking and Biking to School

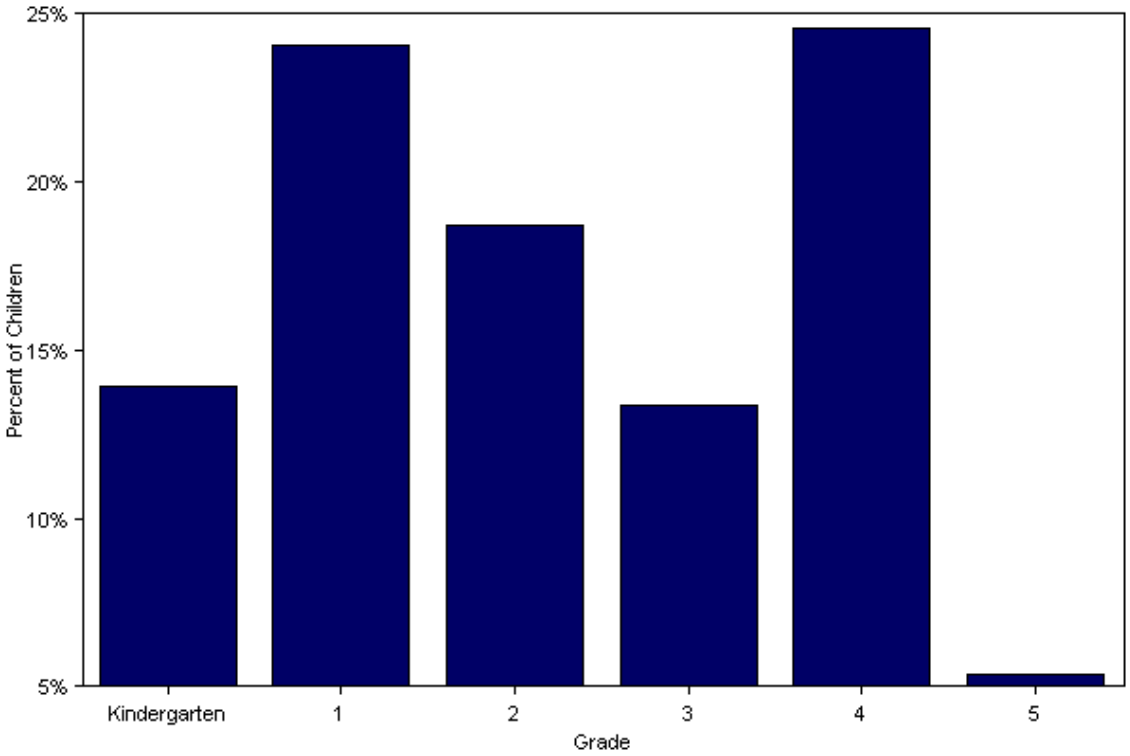
Number of Questionnaires Analyzed for Report: 190

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

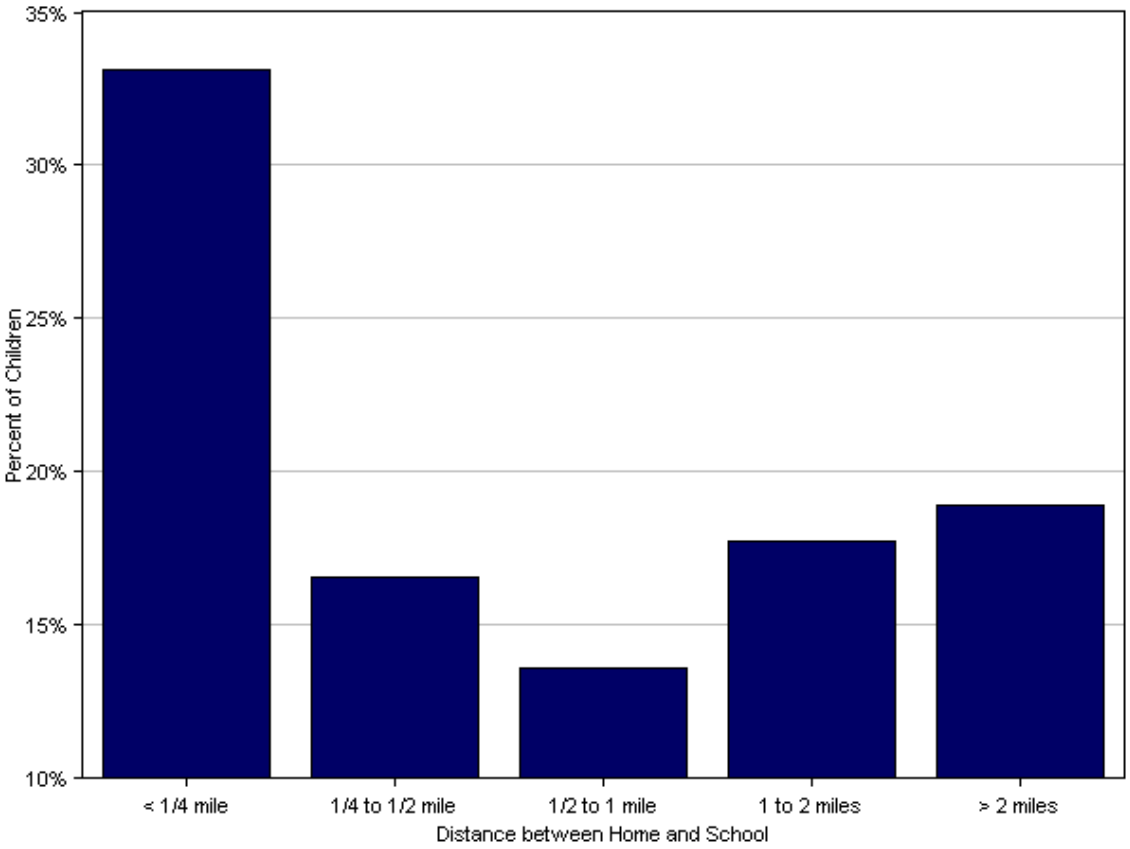


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	26	14%
1	45	24%
2	35	19%
3	25	13%
4	46	25%
5	10	5%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

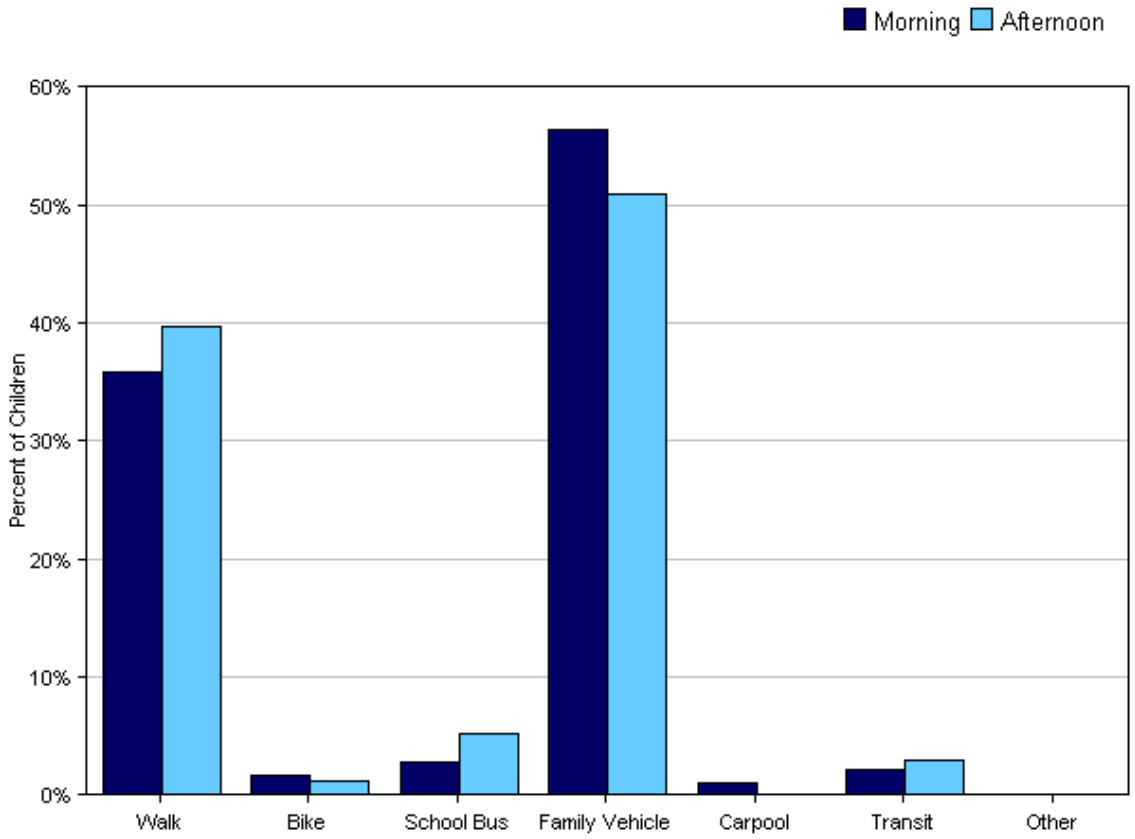


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	56	33%
1/4 mile up to 1/2 mile	28	17%
1/2 mile up to 1 mile	23	14%
1 mile up to 2 miles	30	18%
More than 2 miles	32	19%

Don't know or No response: 21
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

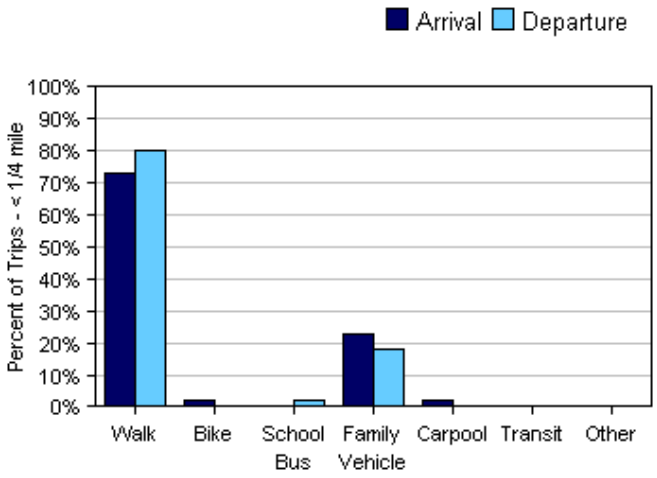


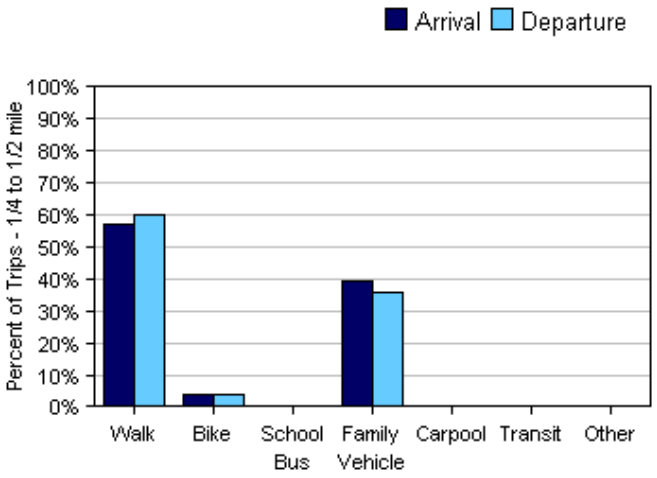
Typical mode of arrival at and departure from school

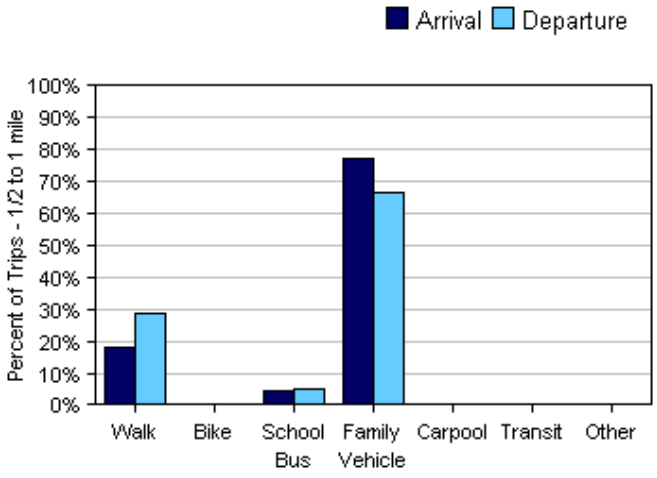
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	181	36%	2%	3%	56%	1%	2%	0%
Afternoon	171	40%	1%	5%	51%	0%	3%	0%

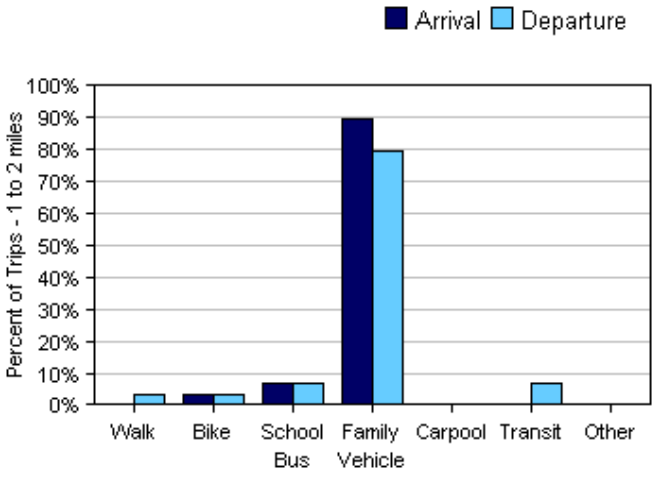
No Response Morning: 9
No Response Afternoon: 19
Percentages may not total 100% due to rounding.

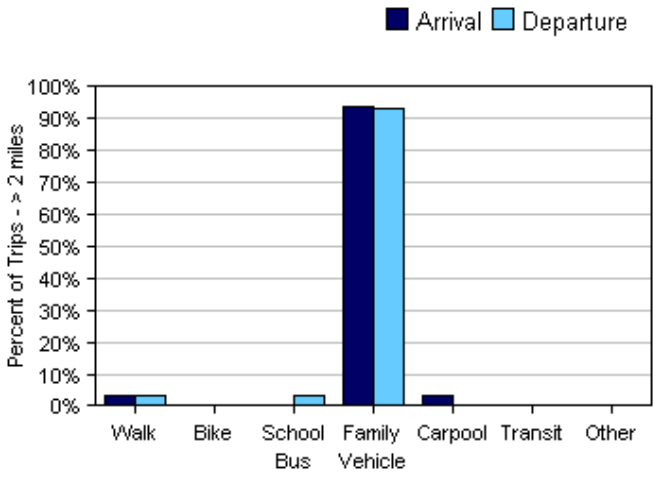
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	52	73%	2%	0%	23%	2%	0%	0%
1/4 mile up to 1/2 mile	28	57%	4%	0%	39%	0%	0%	0%
1/2 mile up to 1 mile	22	18%	0%	5%	77%	0%	0%	0%
1 mile up to 2 miles	29	0%	3%	7%	90%	0%	0%	0%
More than 2 miles	31	3%	0%	0%	94%	3%	0%	0%

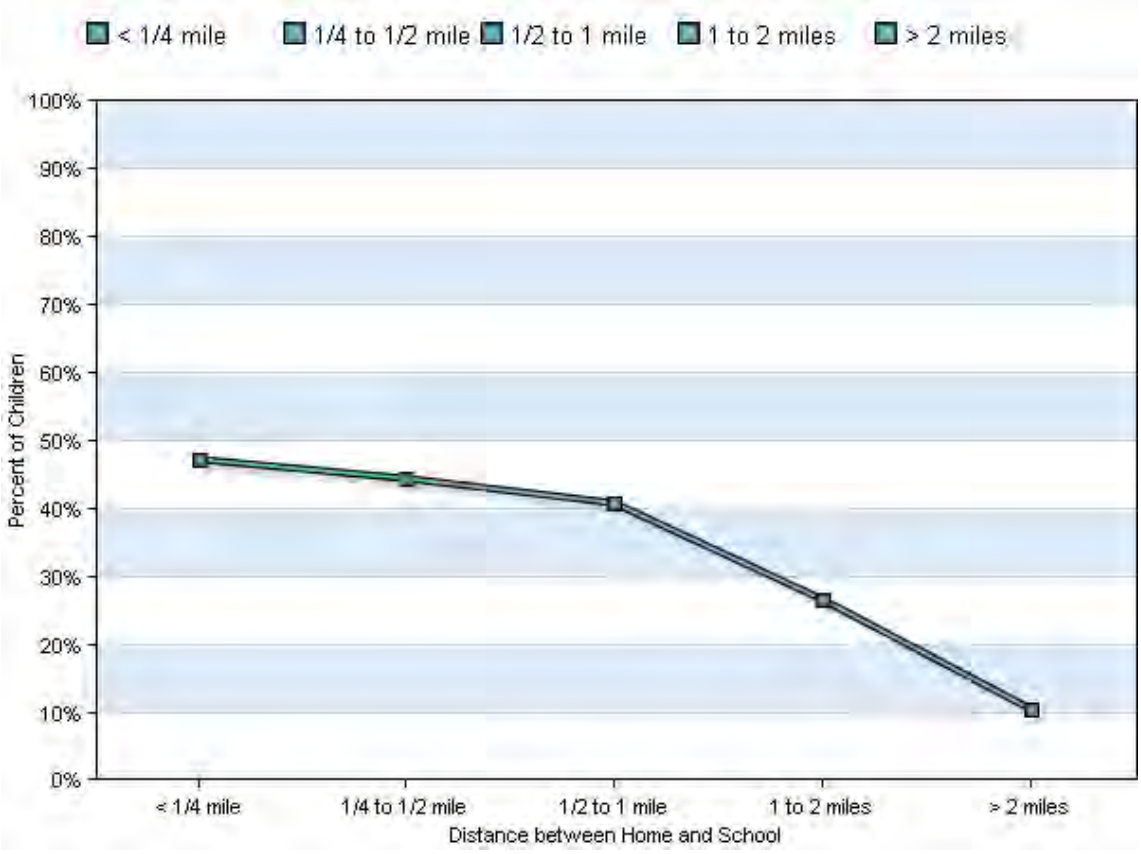
Don't know or No response: 28
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	50	80%	0%	2%	18%	0%	0%	0%
1/4 mile up to 1/2 mile	25	60%	4%	0%	36%	0%	0%	0%
1/2 mile up to 1 mile	21	29%	0%	5%	67%	0%	0%	0%
1 mile up to 2 miles	29	3%	3%	7%	79%	0%	7%	0%
More than 2 miles	29	3%	0%	3%	93%	0%	0%	0%

Don't know or No response: 36
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

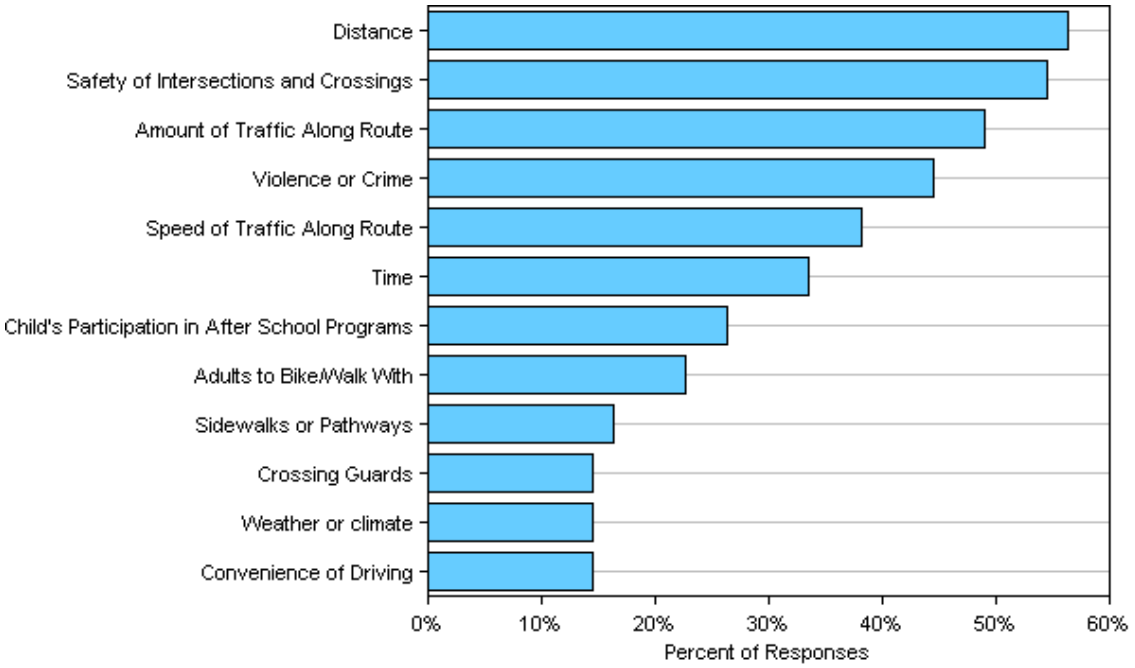


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

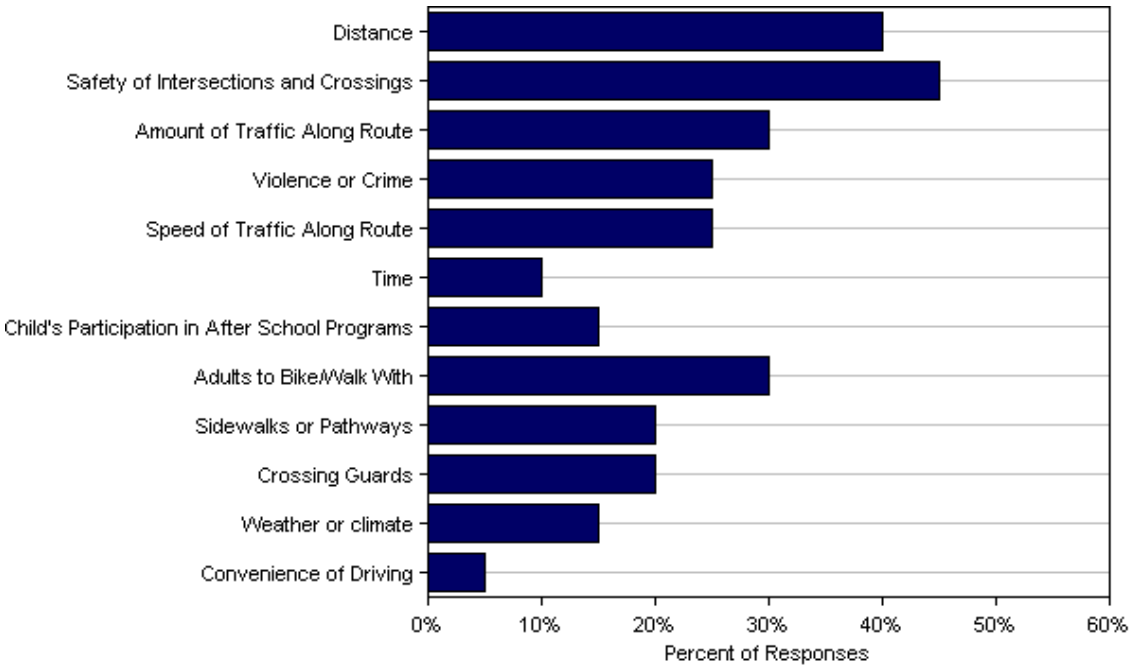
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	57	47%	44%	41%	27%	10%
No	104	53%	56%	59%	73%	90%

Don't know or No response: 29
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

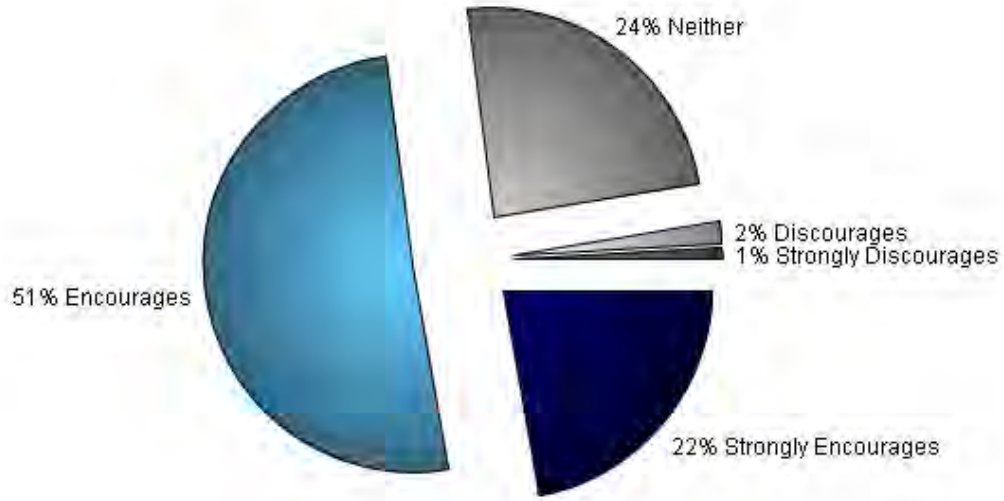


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

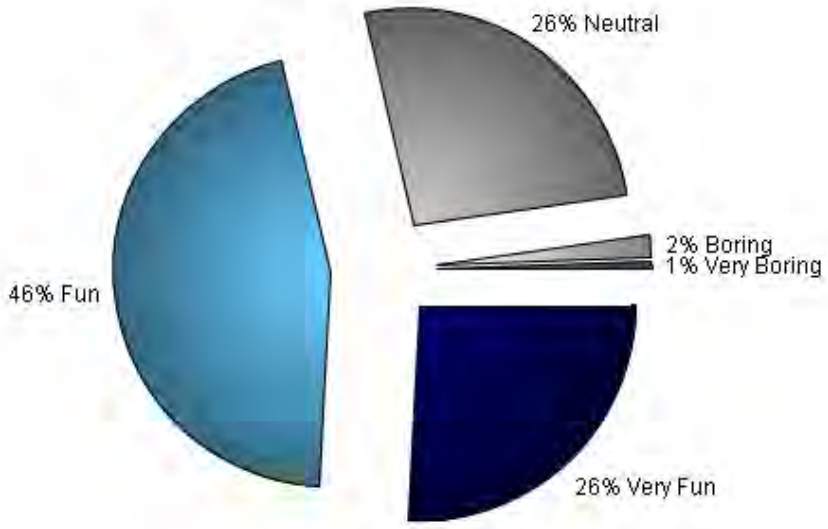
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	56%	40%
Safety of Intersections and Crossings	55%	45%
Amount of Traffic Along Route	49%	30%
Violence or Crime	45%	25%
Speed of Traffic Along Route	38%	25%
Time	34%	10%
Child's Participation in After School Programs	26%	15%
Adults to Bike/Walk With	23%	30%
Sidewalks or Pathways	16%	20%
Crossing Guards	15%	20%
Weather or climate	15%	15%
Convenience of Driving	15%	5%
Number of Respondents per Category	**110**	**20**

No response: 60
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

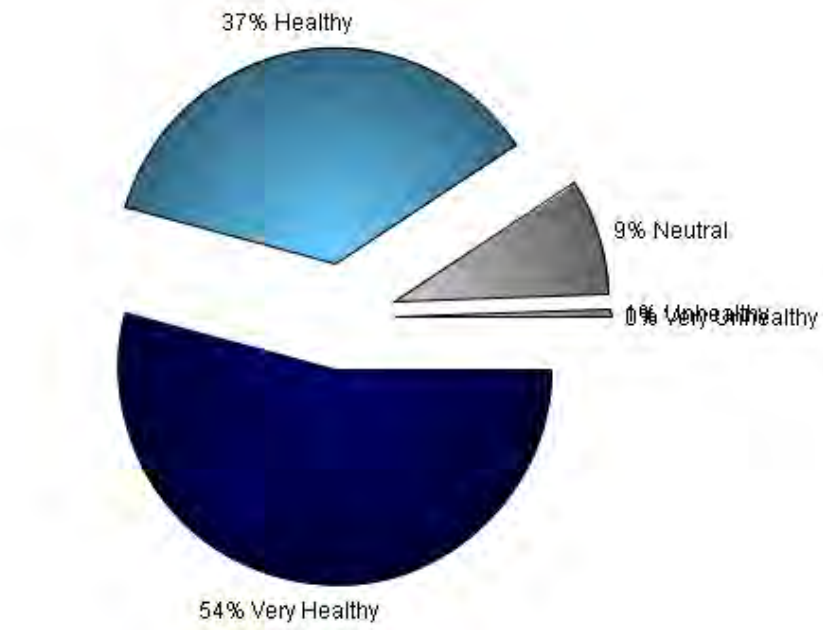
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1296435	NOTHING IMPORTANT.
1296455	I'VE DON'T LIVE IN CULVER CITY. WE HAVE A PERMIT THEREFORE UNABLE TO WALK OR USE BIKE BUT IF WE LIVE CLOSE BY I WOULD LET HER USE A BIKE WITH ADULT SUPERVISION.
1296472	IT IS A GREAT IDEA FOR THOSE THAT LIVE NEAR SCHOOL BUT NOT REALISTIC FOR THE ONES THAT COMMUTE FROM THEIR ORIGINAL HOME SCHOOL TO LABALLONA UNLESS THEY CAN BE DROPPED OFF TO PARTICIPATE WITH OTHERS FROM NEAR SCHOOL TO WALK WITH THEIR PEERS
1296473	PLEASE REVISE THE SURVEY THE QUESTIONS CAN BE CONFUSING SPECIALLY ON THE SECOND PAGE.
1296481	QUESTION #10 - SHE'S IN FIRST GRADE
1296486	MY CHILD IS CHANGING SCHOOLS 2014-2015 YEAR... WILL WALK WHEN CHILD ATTENDS LIN HOWE. (WE LIVE ACROSS THE STREET!) QUESTION #7 - WHEN W/MOM - 7 MILES (20-30 MIN WHEN W/DAD)
1296505	WE CONVENIENTLY LIVE WITHIN WALKING DISTANCE TO SCHOOL FOR THE SOLE REASON TO WALK & EXERCISE.
1296523	TAB VEZ MIS RESPUESTAS SON DEL LADO NEGATIVO POR QUE MI HIJA ESTA PEQUENA AUN.
1296526	I WOULD NOT COMFORTABLE TO WALK MY CHILD AT HOME FROM SCHOOL.
1296557	ES MUY BONITO PARA MI SI TODOS LOS NINOS SE FUERAN CAMINANDO O EN BISICLETA DE LA ESCUELA PERO QUE LEDEN TIKET A LOS CARROS QUE NO RESPETAN A LOS PEATONES A TODOS
1296563	N/A
1296574	LABALLONA HAS THE WORST SUPPORT OF ALL THE CCUSD SCHOOLS TO ALL MODES OF SAFE TRANSPORT TO SCHOOL. NO SAFE WALK/RIDING ROUTE. NO SAFE DROP OFF TRAFFIC CONTROLLED SPACE. NO SPEED LIMIT FOR SCHOOL HOURS ON WASHINGTON BLVD. THE WHOLE SITUATION IS A SHAME. AND FOR THE PRIORITIES TO BE FARRAGUT & LINWOD THEN ETC. MAY NOT BE PURPOSEFUL CLASS/RACE/MONEY PREJUDICE BUT THE EVIDENCE POINT OTHERWISE. PLEASE HELP.
1296576	EVEN THOUGH WE LIVE IN A NICE NEIGHBORHOOD CHILD ABDUCTION ARE ALWAYS AN ISSUE SPECIALLY WHEN IT COMES TO GIRLS.
1296586	ME ENCANTARIA QUE MIS NINAS CAMINARAN PERO YO TRABAJO YES MAS CONBEINIENTE LLEVARLAS EN EL CARRO LA IDEA ES MARAVILLOSA PERO PARA MI ES UN TANTO DIFICIL GRACIAS.
1296588	QUESTION #11 - SOLO DE REGRESO A CASA
1296589	QUE BUENO QUE HACEN ESTA ENCUESTA PARA LA SEGURIDAD DE LOS NINOS
1296605	WE HAVE 3 MAJOR INTERSECTIONS TO CROSS W/ ONLY 1 CROSSING GUARD - NOTE SAFE FOR THEM TO RIDE ALONE.
1296613	PARA MI OPINION AMI ME JUSTARIA QUE PUSIERAN UN GUARDIAS DE CRUSE PEATONAL ENEL CRUSE DE WAINTON Y PROSPER PORQUE AVESES AY MUCHO TRAFICO Y LOS NINOS VAN GRUZANDO Y LOS AUTOMOUILISTAS SE SALEN DE LA LINEA Y NOLES INPORTA QUE LOS NINOS VALLAN CRUZANDO. PORQUE CAMI ME PASO CON MIHIJA MELA IBAN ATROPELLAR AI.
1296621	WE ALSO HAVE A SECOND CHILD AT A PRESCHOOL. ITS HARDER TO WALK OR BIKE SINCE SHE NEEDS TO BE DRIVEN AND DROPPED OFF AT A SIMULAR TIME.
1296442	PROBABLY I WILL LET THEM GO WALKING ONCE THEY ARE 10 YEARD OLD. RIGHT NOW WE JUST WALK WEDNESDAY ONCE MY WIFE LEARNS TO DRIVE A CAR WE WILL WALK EVERYDAY.
1296447	ON QUESTION NUMBER 13 THERE SHOULD BE A N/A BOX FOR THE PARENT'S WHO LIVE TO FAR FOR THEIR CHILD/CHILDREN TO WALK OR BIKE TO SCHOOL.
1296457	EN ESTOS TIEMPOS PARA NOSOTROS LOS PADRES LA SEGURIDAD DE NUESTROS HIJOS ES PRIORIDAD Y HACEMOS TODO LO POSIBLE PARA QUE ELLOS ESTEN SEGUROS. GRACIAS POR ESTE CUESTIONARIO

1296465	MININO POR ALUORA SOLO TIENE SANOS SUPONGO QUE EN SUS 10 ANOS PODRIA PENSAR DE OTRA MAUERA DEPEUDICUD9 DE SU CONDUCTA Y LO SEGURO QUE SE SIENTE PARA HOCORLO POR SI MISMO.
1296467	MANEJOR EN BISICLETA ES MUY SANO PERO NO ME SENTIRIA A GUSTO QUE MI HIJO ANDE EN BISICLETA POR QUE ES UN POCO PELIGROSO X LOS CRUZES.
1296478	TRAFFIC IS BAD AROUND THE SCHOOL SONY & NFL. PROPLE DO NOT PAY ATTENTION. THIS IS WHY I WOULD NOT LET MY KIDS WALK TO SCHOOL ALONE.
1296479	EVEN THOUGH WE WALK TO SCHOOL I WOULD NOT ALLOW MY CHILD TO WALK ALONE DUE TO SAFETY OF INTERSECTIONS FEW CROSSING GUARDS & THE AMOUNT OF TRAFFIC
1296490	MY SON IS TOO YOUNG BUT WHEN HE CAN UNDERSTAND TRAFFIC X SAFETY I WILL ALLOW HIM. A BICYCLE SAFETY COURSE FOR CC CHILDREN?
1296515	IF YOU WANT MORE PARENTS & KIDS TO RIDE TO SCHOOL YOU NEED TO EDUCATE THE PARENTS ON HOW TO RIDE A BIKE. MANY WOMEN FROM THIS COMMUNITY DO NOT RIDE A BIKE BECAUSE THEY DO NOT KNOW HOW TO DO OR FOR RELIGIOUS REASONS CHOOSE NOT TO RIDE. QUESTION #10 - THIS SECTION IS NOT CLEAR. DO YOU MEAN W/ OR W/OUT AN ADULT?
1296518	I FEEL THAT MY SON IS TOO YOUNG TO WALK TO/FROM SCHOOL WITHOUT AN ADULT. NEXT YEAR I WOULD CONSIDER HIM WALKING WITH OTHER FRIENDS BUT NOT ALONE.
1296527	THE OTHER DAY WHILE WALKING MY CHILD AND A FRIEND OF HIS THERE WAS THIS GUY THAT ALMOST RUN US OVER AT THE STOP SIGN. EITHER THEY DON'T STOP COMPLETELY OR THEY GO TO FAST.
1296532	FOR QUESTION 10. - WE HAVE A LITTLE TODDLER WHO DOESN'T WANT TO SIT IN A STROLLER. THAT'S WHY WE DRIVE HOME INSTEAD OF WALKING.
1296533	I DO FEEL THE TRAFFIC IS BAD NEAR THE SCHOOL THIS IS THE MAIN REASON WHY I WON'T LET MY KIDS WALK TO SCHOOL ALONE I WALK THEM EVERYDAY.
1296550	A SPEED BUMP WILL BE REALLY HELPFUL ON PROSPECT AVE BETWEEN MATTESON AVE AND VENICE BLVD. CARS DROVE THIS SMALL SECTION OF THE ROAD AT HIGH SPEEDS.
1296551	I WOULD LOVE FOR BOTH OF OUR BOY'S TO WALK TO SCHOOL BUT UNFORTUNATELY DISTANCE DOES NOT PERMIT US AT THIS TIME.
1296555	PONER SEGURIDAD EN LAS ENTRADAS Y SALIDAS DELA ESCUELA
1296569	WOULD LOE TO WALK AS ITS VERY HEALTHY AND FUN. TRY MY BEST BUT AS I WORK ITS A BIT HARD TO MANAGE SOMETIMES. QUESTION #9 - AS ITS RISKY. QUESTION #10 - VIOLENCE - AS MANY TIME YOU HEAR INCIDENTS
1296591	CAMINAR ES MUY SALUDABLE Y ALLUDA ANO ABER TENTO OCCIDNTES EN PRENTE ALA ESCULA SE EN SENAN A IRESPETERIA SENALES DE TRAFICO.
1296594	PROBABLY MORE SIGNS AND MORE POLICE ACTIVITY.
1296616	EN MI OPINION ES BUENO ANIMAR A LOS NINOS A CAMINAR OH ANDAR EN BICICLETA ACOMPANADOS DE UN ADULTO.
1296438	OUR SCHOOL DOES HAVE A WALK-RIDE TO SCHOOL PROGRAM ONE DAY EACH WEEK. WE LIVE FAR ENOUGH AWAY THAT WE STILL NEED TO DRIVE TO ITS STARTING POINT. WE PARTICIPATE WHEN WE CAN.
1296484	PERHAPS I WOULD ALLOW WHEN SHE GOT OLDER IN A GROUP OF FRIENDS I KNOW.
1296520	IF THE ABOVE ISSUES WERE CHANGED I WOULD BE MORE APT TO WALK/BIKE WITH MY CHILD I WOULD NOT LET MY CHILD GO ALONE UNTIL MUCH OLDER. WE LIVE TOO FAR. QUESTION #7 - DEPENDS ON STREET CONSTRUCTION
1296522	NO ME SENTIRIA CONFIADA POR LOS DEPREDADORES SEXUALES QUE RODEAN A SUS PRESAS CUANDO ANDAN SOLAS. COMO LO QUE PASO HACE POCO CON EL NINO (A) DE ESCUELA DE CULVER CITY NUNCA LA DEJARIA IR SOLOI NUNCA.
1296525	PARENTS DRIVE TO FAST IN THE MORNING ALWAYS IN A RUSH PUTTING THE OTHER KIDS IN DANGER.
1296540	LA BALLONA IS NOT TRAFFIC SAFE. AROUND THE SCHOOL IS PRETTY BAD AT BOTH MORNING AND AFTERNOON. DROPPING OFF & PICKING UP IS DIFFICULT. WOULD NOT ALLOW MY CHILD TO GO ALONE. TOO MANY THINGS. TRAFFIC ETC. TOO MANY INCIDENTS HAVE HAPPENED AT OR NEAR LA BALLONA AND PARKING IS HORRIBLE THE SOUND. HORRIBLE! MAKING TRAFFIC WORSE & DANGEROUS.

1296556	DEBERLAN CERRAR LAS CALLES PRINCIPALES LOS DIAS DE ESCUELA Y QUE UNICAMENTE CAMINEN O USEN SUS BICICLETAS Y ASI YA NO HABRIA TANTO PELIGRO PARA LOS NINOS QUE CAMINAN Y SIRVE QUE LOS PAPAS NO DEJARIAN A LOS NINOS EN LA CALLE EN EL PELIGRO.
1296558	MI HIJA ES MUY PEQUENA YO ENTRO A TRABAJAR 7:30AM. DEBO DEJARLA MUY TEMPRANO EN LA ESCUELA NO PUEDO APOYARLA CUANDO ELLA QUIERE CAMINAR. CREO QUE CAMINAR O IR EN BICICLETA ES MUY SALUDABLE.
1296559	MY KIDS AND I ARE PROBABLY THE ONLY ONES THAT BIKE RIDE DAILY. QUESTION #8 - I BIKE WITH MY KIDS DAILY
1296584	THE AREA WE LIVE IN HAS WAY TOO MUCH TRAFFIC FOR ME TO ALLOW MY CHILD TO WALK TO OR COME HOME BY HER SELF PLUS THE LACK OF SUPERVISION FOR SAFETY REASONS.
1296592	WOULD LIKE MORE OFFICERS MONITORING THE AREA DURING DROP OFF AND PICK UP. I HAVE NOTICED THAT MANY DRIVERS DO NOT DO A COMPLETE STOP OR WATCH FOR PEDESTRIANS.
1296615	QUISIERA SABER SI ES SEGURO QUE LOS NINOS USEN BICICLETA O SCOORER PARA IR A LA ESCUELA Y NO HALLA PROBLEMA EN QUE SE EXTRAVIEN JUNTOL CON LOS CASCOS.
1296468	HAVING DROP OFF LOCATION WOULD ALSO HELP KEEP KIDS WHO WALK & BIKE TO SCHOOL. IT WOULD BE SAFER/LESS CHAOS OF CARS/TRAFFIC.
1296506	NONE.
1296510	SADLY IT'S IMPOSSIBLE FOR ANYONE TO GUARENTEE THE SAFETY OF OUR CHILDREN WHEN THEY'RE ON A BIKE OR WALKING EVEN WITH US WITH THEM WHEN WE LIVE SO FAR FROM SCHOOL.
1296538	WE ARE VERY HAPPY WITH THE WAY OUR BOY GETS TO AND FROM SCHOOL ON THE SCHOOL BUS.
1296587	WRITTEN ON TOP OF FRONT PAGE #18
1296597	THE INTERSECTIONS AT SAWTELLE AND WASHINGTON PL. AND SEPULVEDA AND WASHINGTON PLACE ARE PROHIBITIVELY DANGEROUS FOR RIDING TO SCHOOL ALONE.
1296607	IF THE ABOVE ISSUES WERE CHANGED I WOULD BE MORE APT TO WALK/BIKE WITH MY CHILD. I WOULD NOT LET MY CHILD GO ALONE UNTIL MUCH OLDER. WE LIVE TO FAR. QUESTION #7 - DEPENDS ON TRAFFIC
1296619	MIS NINOS LES GUSTA MUCHO IR CAMINANDO DE LA CASA ALA ESCUELA Y ADEMAS NOS QUEDA MUY CERCA QUE PREFIEREN IR CAMINANDO QUE EN LA BICICLETA
1296495	NO COMMENTS.
1296514	FOR Q'S "10-11" NON OF THEM WE'RE MY REASON. I WOULD LET HIM WALK AT GRADE 5 BECAUSE I THINK MY SON WOULD BE MATURE AND RESPONSIBLE TO DO IT THEN.
1296611	IT IS NOT AFE TO WALK TO SCHOOL WITH CHILDREN AROUND VENICE AND SEPULVEDA INTERSECTION.
1296436	ALTHOUGH MY CHILD WALKS TO SCHOOL I FEEL UNCOMFORTABLE SO I WATCH HER FROM THE WINDOW SINCE THE SCHOOL IS THAT CLOSE. THIS IS THE ONLY REASON SHE WALKS ALONE.
1296433	MIS HIJOS ESTAN PEQUENOS PORA IR EN LA BICICLETA TALVEZ CUANDO BALLAN AL GRADO 6:00 ESTABIEN.
1296443	QUESTION #10 - SAFETY OF CHILD
1296528	UNFORTUNATELY DUE TO THE TIMES WE LIVE IN I WILL NOT ALLOW MY CHILD TO WALK TO SCHOOL. I FIND OTHER ACTIVITIES FOR MY CHILD TO FIND EXERCISE TIME. THERE ARE JUST TOO MANY WEIRDOS OUT THERE.

Student Travel Tally Report: One School in One Data Collection Period

School Name: La Ballona Elementary

School Group: Culver City SRTS

School Enrollment: 588

% of Students reached by SRTS activities: Don't Know

Number of Classrooms Included in Report: 15

Set ID: 17466

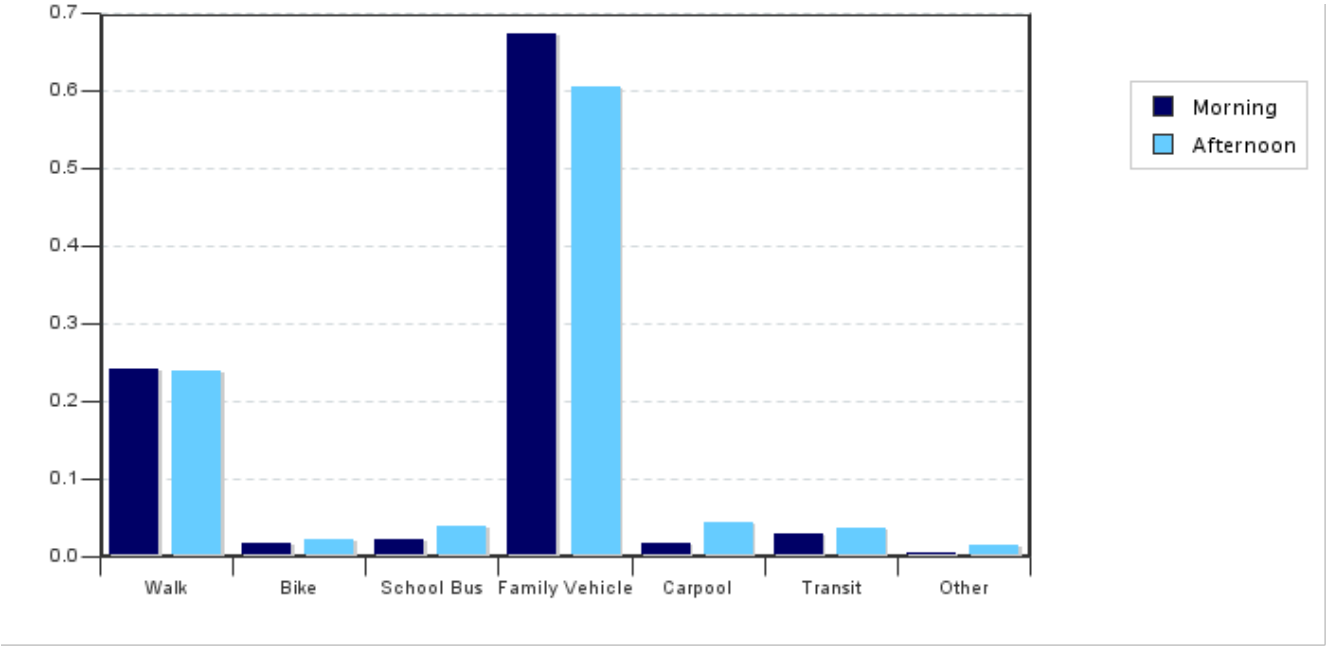
Month and Year Collected: April 2015

Date Report Generated: 05/27/2015

Tags: 2014-15 Spring Class Tally,Walking and Biking to School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

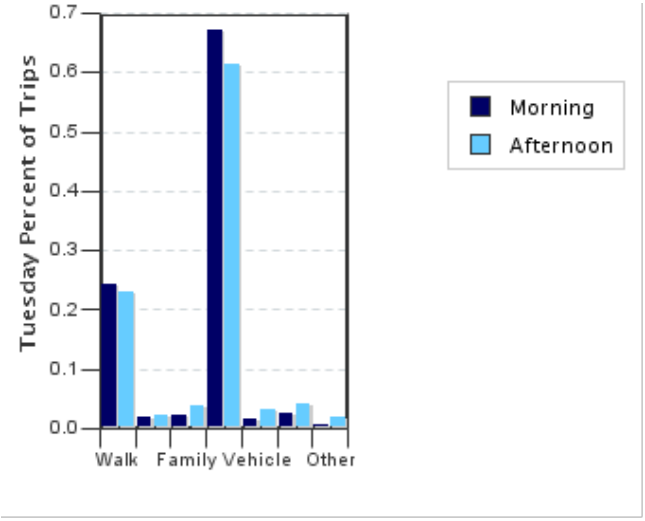


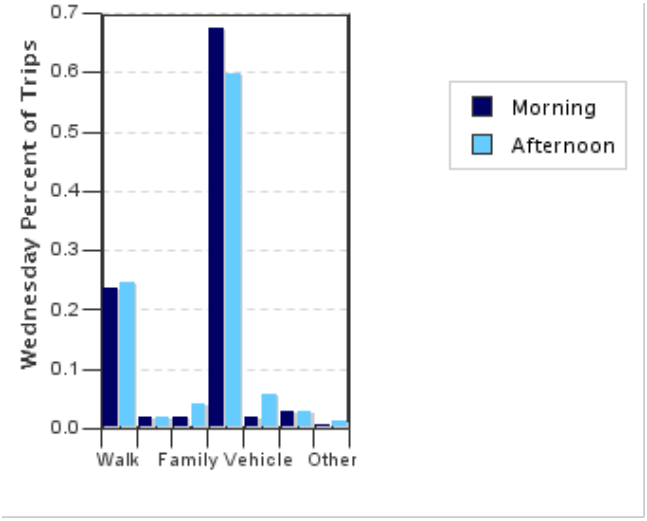
Morning and Afternoon Travel Mode Comparison

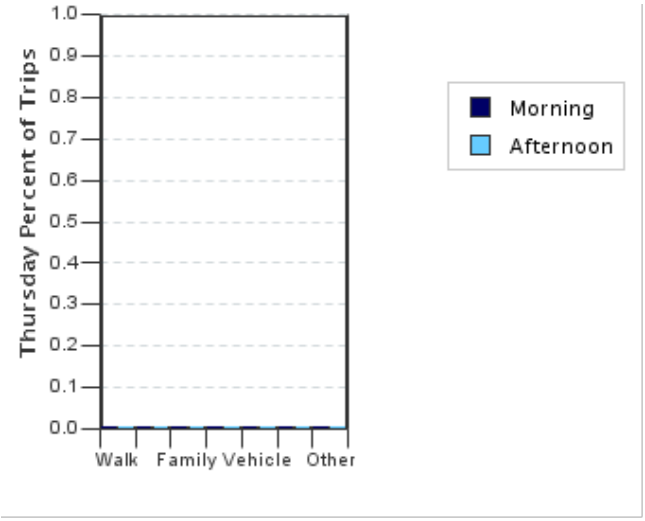
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	673	24%	2%	2%	67%	2%	3%	0.3%
Afternoon	672	24%	2%	4%	61%	4%	4%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day





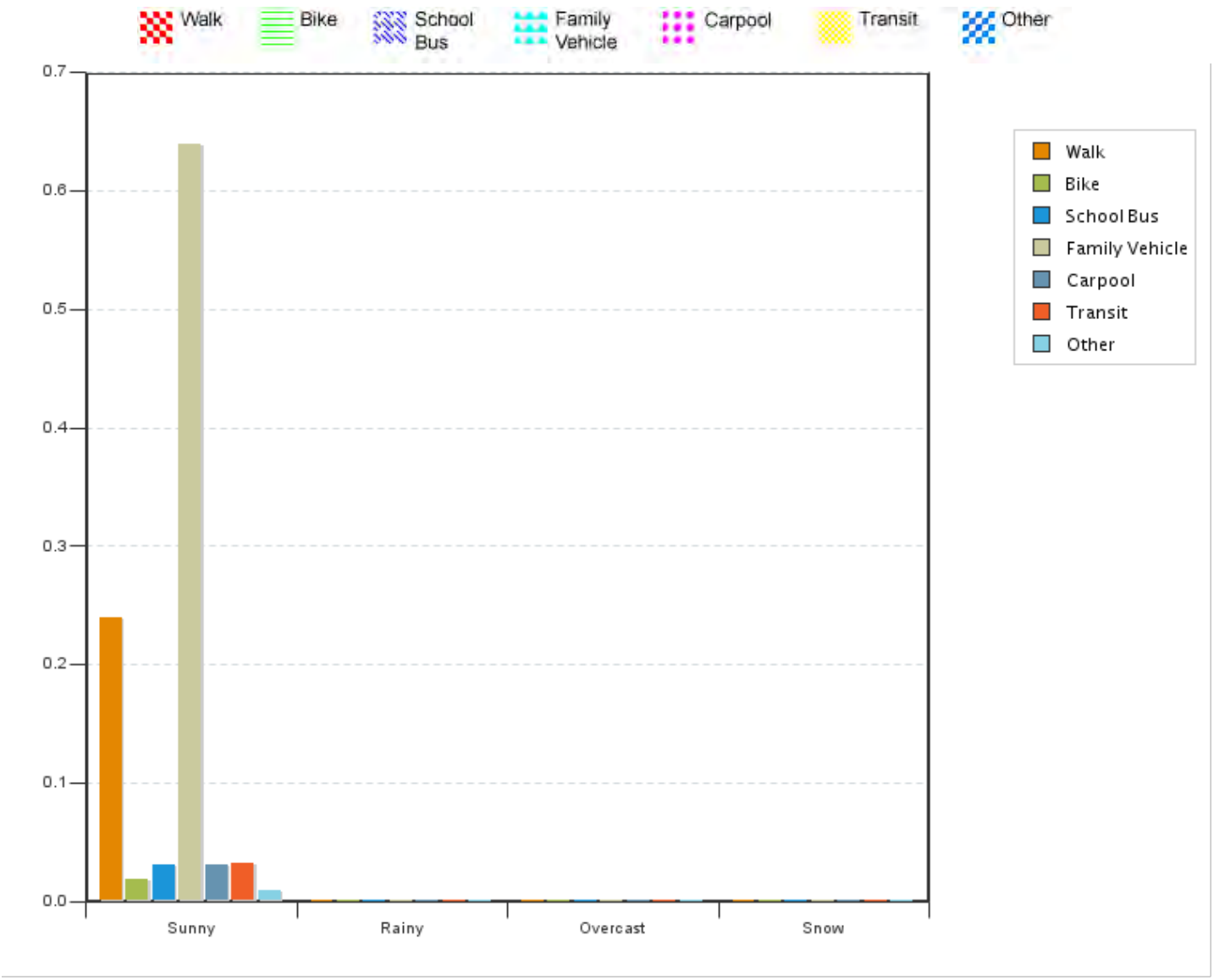


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	336	24%	2%	2%	67%	1%	3%	0.3%
Tuesday PM	335	23%	2%	4%	61%	3%	4%	2%
Wednesday AM	337	24%	2%	2%	67%	2%	3%	0.3%
Wednesday PM	337	25%	2%	4%	60%	6%	3%	1%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1345	24%	2%	3%	64%	3%	3%	0.9%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

2015 National SRTS Parent Survey about Walking and Biking to School

La Ballona Elementary School:

122 surveys returned, 588 surveys distributed (21% response rate)

- Surveys submitted to the National Center for Safe Routes to School Data Center for data entry and reporting – findings not available at this time
- 25 surveys had handwritten comments by parents (4 pertinent to ATP Project), and are listed:

  - ***It would be great to have a crosswalk between Huron and Elenda – it's a long distance between Huron and Elenda. Also, a bike path would encourage us to allow her to bike when she is older.***

  - ***We love to bike and walk – the more bike paths, the better.***

  - ***We walk to school. I would consider letting my child walk alone when older if crosswalks were safer with the traffic and I have safety concerns about the park we walk through. A lot of homeless and people hanging out in their cars are a big safety concern.***

  - ***The traffic and crossing between intersection of Elenda and Washington very dangerous and very dark at night. Need more reflective lighting for maybe crossing areas.***

City of Culver City – ATP Safety Improvement for La Ballona ES Survey Results April 9/10, 2015:

Overall response rate to survey was approximately 20%. Respondents strongly support the proposed infrastructure improvements around La Ballona Elementary School.

N=119 (20% response rate) ***588 surveys distributed***		
Survey Questions	**Responses**	
	Yes	**No**
If new crosswalks and safety enhancements were constructed around the school, would it increase your interest in walking or biking to school?	**88 (74%)**	**31 (26%)**
If a completely protected bike lane was constructed on Elenda Street, would it increase your interest in biking to school?	**82 (69%)**	**37 (31%)**

Comments – hand written by respondents:

- "We responded NO to both questions only because we drop son off early because of work"
- "We currently walk and bike"

Culver City Safe Routes to School
Student Arrival & Departure Tally

Date of Tally:_____
Teacher Name:_____ **Grade:**_____
Number of Students enrolled in your class:_____
Number of Students in class when count made:_____

Instructions for Conducting Tally:

- Please conduct tally on a Tuesday or Wednesday (you will be asking students how they traveled "yesterday" and "today")
- Explain to students that there are many different ways to get to and from school. Write all the ways on your whiteboard (walk, bike, family car, etc...as listed below). Be sure to ask students if they know what a carpool means and explain.
- Start by asking about **YESTERDAY**: **"Think about how you got to school yesterday"**
  - **Raise your hand if you walked to school yesterday** -- Then count and write on the tally sheet (see example below).
  - **Continue similarly with raise your hand if you…rode your bike, family car, carpool, school bus, public transport (bus, train), or other (scooter, skateboard).**
- Next ask students to **"think about how you got home from school yesterday"**…repeat tally by mode of travel as above
- Then ask about **TODAY**: **"How did you arrive at school today?" – repeat tally as above**
- Lastly, **"How do you plan to get home today" – repeat tally as above**
- Remind students to raise their hand only once for the one answer that best applies to them.
- Record the tally below.

DAYS	TO SCHOOL							FROM SCHOOL						
	Walk	Bike	Family Car (only with your family)	Carpool (riding with other family)	School Bus	Public Transit	Other	Walk	Bike	Family Car (only with your family)	Carpool (riding with other family)	School Bus	Public Transit	Other
Example	7	0	11	5	0	0	2	10	0	6	7	0	0	2
YESTERDAY														
TODAY														

Please return this form to your Principal by April 30th

Thank you for your help and cooperation!

Dear Families/ Estimadas familias:

We are interested in your thoughts about kids walking and biking to school. Completing this survey will help us keep your children safe and healthy. ***Only one survey per family is needed.***

Estamos interesados en sus pensamientos acerca los niños que caminan o andan en bicicleta a la escuela. Completando esta encuesta nos ayudará a mantener a sus hijos seguros y saludables. ***Se necesita sólo una encuesta por familia.***

Please return to school by _____, _____/Por favor regrese a la escuela por _____, _____!

Thank you! ¡Gracias!

Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

Thank you for participating in this survey!

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name:

1. What is the grade of the child who brought home this survey? ☐☐ Grade (PK,K,1,2,3…)

2. Is the child who brought home this survey male or female? ☐ Male ☐ Female

3. How many children do you have in Kindergarten through 8th grade? ☐☐

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

and

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

- ☐ Less than ¼ mile
- ☐ ¼ mile up to ½ mile
- ☐ ½ mile up to 1 mile
- ☐ 1 mile up to 2 miles
- ☐ More than 2 miles
- ☐ Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box. +

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	Leave from school
☐ Walk	☐ Walk
☐ Bike	☐ Bike
☐ School Bus	☐ School Bus
☐ Family vehicle (only children in your family)	☐ Family vehicle (only children in your family)
☐ Carpool (Children from other families)	☐ Carpool (Children from other families)
☐ Transit (city bus, subway, etc.)	☐ Transit (city bus, subway, etc.)
☐ Other (skateboard, scooter, inline skates, etc.)	☐ Other (skateboard, scooter, inline skates, etc.)

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	Travel time from school
☐ Less than 5 minutes	☐ Less than 5 minutes
☐ 5 – 10 minutes	☐ 5 – 10 minutes
☐ 11 – 20 minutes	☐ 11 – 20 minutes
☐ More than 20 minutes	☐ More than 20 minutes
☐ Don't know / Not sure	☐ Don't know / Not sure

+ +

Encuesta sobre ir caminando o andando en bicicleta a la escuela
- PARA PADRES -

Estimado Padre o Encargado,

La escuela donde su hijo/hija asiste desea saber sus opiniones sobre niños caminando y andando en bicicleta a la escuela. Esta encuesta tomará entre 5 y 10 minutos para completar. Le pedimos a las familias que completen sólo una encuesta por escuela a la que asisten sus niños. Si recibe más de un formulario de la misma escuela, por favor complete solo una encuesta, la del niño que cumpla años en la fecha más próxima al día de hoy.

Después de completar esta encuesta, devuélvala a la escuela a través de su hijo o entréguesela a la maestra. Sus respuestas se mantendrán confidencial y no se asociará su nombre ni el de su hijo a ningún resultado.

¡Gracias por participar en esta encuesta!

+ LETRA MAYUSCULA SOLAMENTE USE TINTA AZUL O NEGRA +

Nombre de la Escuela:

1. ¿En qué grado esta el niño que trajo esta encuesta al hogar? ☐☐ Grado (PK,K,1,2,3…)

2. ¿El niño que trajo a casa la encuesta es niño o niña? ☐ Niño ☐ Niña

3. ¿Cuántos niños tiene usted entre Kindergarten y el 8vo grado? ☐☐

4. ¿Cuál es la intersección más cerca de su casa? (el cruce de las dos calles)

Y

+ ¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X" +

5. ¿A qué distancia vive su niño de la escuela?

☐ Menos de 1/4 milla ☐ media milla hasta 1 milla ☐ Más de 2 millas

☐ Entre 1/4 y ½ milla ☐ Entre 1 y 2 millas ☐ No lo sé

6. La mayoría de los días, ¿cómo va su niño a la escuela y cómo regresa a la casa después de la escuela?

Llega a la escuela	**Regresa a casa**
☐ Caminando	☐ Caminando
☐ Bicicleta	☐ Bicicleta
☐ Autobús escolar	☐ Autobús escolar
☐ Vehículo de la familia (solo con niños de la familia)	☐ Vehículo de la familia (solo con niños de la familia)
☐ Compartiendo el viaje en auto con niños de otras familias	☐ Compartiendo el viaje en auto con niños de otras familias
☐ Tránsito (autobús de la ciudad, subterráneo, etc.)	☐ Tránsito (autobús de la ciudad, subterráneo, etc.)
☐ Otro (patineta, monopatín, patines, etc.)	☐ Otro (patineta, monopatín, patines, etc.)

+ ¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X" +

7. ¿Cuánto tiempo le toma a su niño para ir y regresar de la escuela? (una respuesta por columna con una "X" en la caja)

Tiempo del recorrido a la escuela	**Tiempo del recorrido para llegar a casa**
☐ Menos de 5 minutos	☐ Menos de 5 minutos
☐ 5 a 10 minutos	☐ 5 a 10 minutos
☐ 11 a 20 minutos	☐ 11 a 20 minutos
☐ Más de 20 minutos	☐ Más de 20 minutos
☐ No lo sé / No estoy seguro/a	☐ No lo sé / No estoy seguro/a

+ +

8. Has your child asked you for permission to walk or bike to/from school in the last year? ☐ Yes ☐ No

9. At what grade would you allow your child to walk or bike to/from school without an adult?

(Select a grade between PK,K,1,2,3…) ☐☐ grade **(or)** ☐ I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

	My child already walks or bikes to/from school		
☐ Distance	☐ Yes	☐ No	☐ Not Sure
☐ Convenience of driving	☐ Yes	☐ No	☐ Not Sure
☐ Time	☐ Yes	☐ No	☐ Not Sure
☐ Child's before or after-school activities	☐ Yes	☐ No	☐ Not Sure
☐ Speed of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Amount of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Adults to walk or bike with	☐ Yes	☐ No	☐ Not Sure
☐ Sidewalks or pathways	☐ Yes	☐ No	☐ Not Sure
☐ Safety of intersections and crossings	☐ Yes	☐ No	☐ Not Sure
☐ Crossing guards	☐ Yes	☐ No	☐ Not Sure
☐ Violence or crime	☐ Yes	☐ No	☐ Not Sure
☐ Weather or climate	☐ Yes	☐ No	☐ Not Sure

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

☐ Strongly Encourages ☐ Encourages ☐ Neither ☐ Discourages ☐ Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

☐ Very Fun ☐ Fun ☐ Neutral ☐ Boring ☐ Very Boring

14. How healthy is walking or biking to/from school for your child?

☐ Very Healthy ☐ Healthy ☐ Neutral ☐ Unhealthy ☐ Very Unhealthy

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?

☐ Grades 1 through 8 (Elementary)
☐ Grades 9 through 11 (Some high school)
☐ Grade 12 or GED (High school graduate)
☐ College 1 to 3 years (Some college or technical school)
☐ College 4 years or more (College graduate)
☐ Prefer not to answer

16. Please provide any additional comments below.

8. ¿En el último año, le ha pedido permiso su hijo para caminar o andar en bicicleta hacia o desde la escuela? ☐ Sí ☐ No

`9. ¿En qué grado permitiría que su hijo camine o ande en bicicleta solo a/o de la escuela?

(seleccione un grado entre PK,K,1,2,3…) ☐☐ grado **o** ☐ No me sentiría cómodo/a en ningún grado

¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X"

10. ¿Cuáles de las siguientes situaciones afectaron su decisión de permitir, o no permitir, que su niño camine o ande en bicicleta hacia o desde la escuela? (marque todas las que correspondan)

11. ¿Probablemente dejaría que su hijo caminara o usara la bicicleta para ir a /regresar de la escuela si este problema cambiara o mejorara? (elija una respuesta por línea)

☐ Mi hijo(a) ya viaja a pié o en bicicleta a/desde la escuela

☐ Distancia	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Conveniencia de manejar	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Tiempo	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Actividades antes o después de la escuela	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Velocidad del tránsito en la ruta	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Cantidad de tránsito en la ruta	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Adultos que acompañen a su niño	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Aceras o caminos	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Seguridad de las intersecciones y cruces	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Guardias de cruce peatonal	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Violencia o crimen	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Tiempo o clima	☐ Sí	☐ No	☐ No estoy seguro/a

¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X"

12. En su opinión, ¿cuánto apoyo provée la escuela de su hijo a caminar y usar la bicicleta para ir o regresar de la escuela?

☐ Anima Fuertemente ☐ Anima ☐ Ni uno ni otro ☐ Desalienta ☐ Desalienta Fuertemente

13. ¿Qué tan DIVERTIDO es caminar o andar en bicicleta hacia o desde la escuela para su niño?

☐ Muy Divertido ☐ Divertido ☐ Neutral ☐ Aburrido ☐ Muy Aburrido

14. ¿Qué tan SANO es caminar o andar en bicicleta hacia o desde la escuela para su niño?

☐ Muy Sano ☐ Sano ☐ Neutral ☐ Malsano ☐ Muy Malsano

¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X"

15. ¿Cuál es el grado o el año más alto de educación que usted terminó?

☐ Grados 1 a 8 (Escuela primaria)
☐ Grados 9 a 11 (alguna High School/secundaria)
☐ Grado 12 o GED (graduado High School/secundaria)
☐ Universidad 1 a 3 años (alguna universidad o escuela técnica)
☐ Universidad 4 años o más (graduado de la universidad)
☐ Prefiero no contestar

16. Por favor proporcione comentarios adicionales:

Culver CITY

YOUR INPUT IS NEEDED!

Safety Improvements at La Ballona Elementary School

The City of Culver City in collaboration with Culver City Unified School District is applying for state funds to make safety improvements around La Ballona Elementary School. The funds are specifically for projects to improve conditions for walking and bicycling and safer routes to school. Please assist the City in securing state funds by answering the questions below regarding transportation to and from school.

1. If new crosswalks and safety enhancements were constructed around the school, would it increase your interest in walking or biking to school?
   ☐ Yes ☐ No

2. If a completely protected bike lane was constructed on Elenda Street, would it increase your interest in biking to school?
   ☐ Yes ☐ No

¡SE NECESITA SU ENTRADA!

Mejoramientos con respecto de la Seguridad de la Escuela Primaria La Ballona

La ciudad de Culver City, en colaboración con el Distrito Escolar de Culver, estará solicitando fondos al estado para el mejoramiento de seguridad alrededor de la Escuela Primaria La Ballona. Los fondos disponibles son designados específicamente para proyectos de transporte activo y rutas seguras a la escuela. Por favor contesta las siguientes preguntas acerca del transporte hacia y desde la escuela para ayudar a la ciudad en obtener fondos estatales.

1. ¿Si agregamos pasos de peatones y mejoramos la seguridad alrededor de la escuela, aumentaría su interés en caminar o andar en bicicleta a la escuela?
   ☐ Si ☐ No

2. ¿Si un carril de bicicleta completamente protegido fuera construido en la calle Elenda Street, aumentaría su interés en andar en bicicleta a la escuela?
   ☐ Si ☐ No

Culver City WALK & ROLLERS
B Safe • B Green • B Healthy

CULVER CITY SAFE ROUTES TO SCHOOL PROGRAM

WALKING TO SCHOOL SAFELY...

BE SAFE
BE SMART
BE SEEN

Everyone benefits from walking to school. It's fun, healthy and we learn about our communities. It also reduces traffic, helps clean the air and it's a great time to spend together.

Whether everyday, once a week or once a month, walking to school is great but you also need to be safe. Following these guidelines will help make your walk to school safe *and* fun.

BE SAFE
- Use the Suggested Route to School Map to find your route to school.
- Stick to your route. Don't let your friends talk you into "shortcuts".
- Walk on sidewalks.
- Stop at all curbs, intersections and alleyways.
- Look left, right, left again before crossing.
- Only cross when traffic is clear. Continue looking as you cross the street.
- Don't cross medians or barriers.

BE SMART
- Obey all traffic signs.
- Walk, don't run across the street.
- Use crosswalks and signals whenever possible.
- If there is no signal, cross where there is a stop sign.
- Walk with a group whenever possible.
- When crossing the street, don't push, shove or chase each other.
- Follow the instructions of crossing guards.

BE SEEN
- Wear bright clothing.
- At night carry a flashlight, wear reflective clothing or add flashing lights to your backpack.

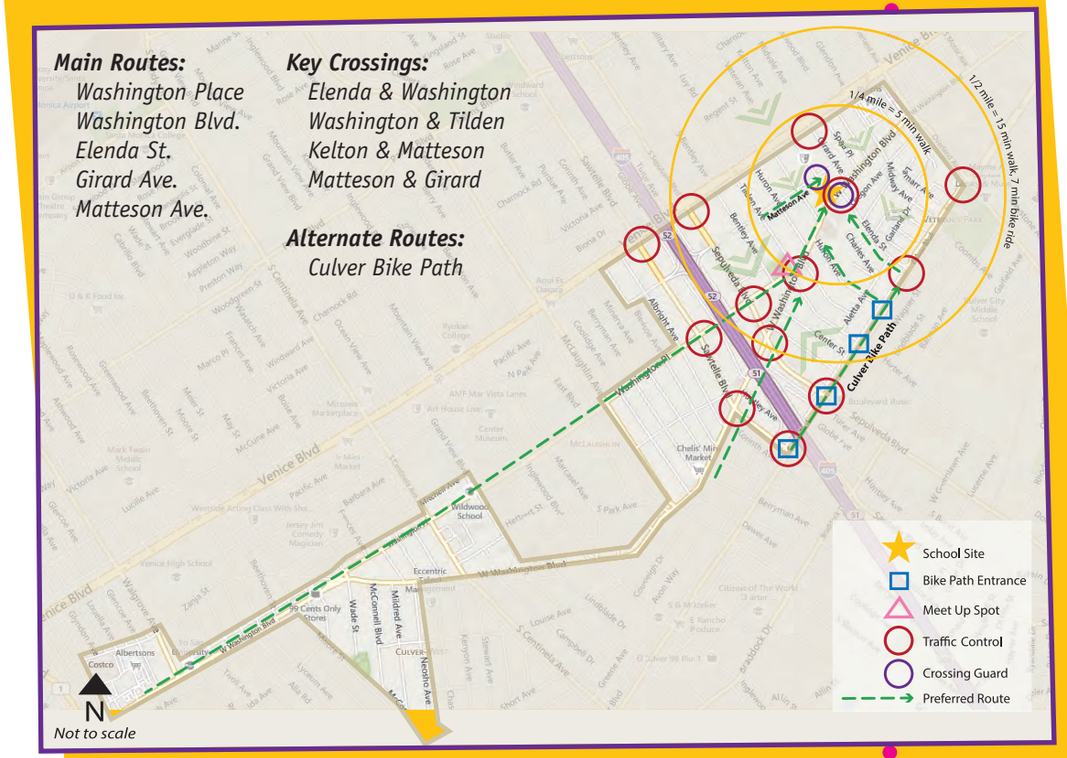
For more safety tips on walking, biking, skating and scooting to school and driving in the school zone, please visit ***www.ccwalkandroll.com/safety-first***

La Ballona Elementary School

Main Routes:
Washington Place
Washington Blvd.
Elenda St.
Girard Ave.
Matteson Ave.

Key Crossings:
Elenda & Washington
Washington & Tilden
Kelton & Matteson
Matteson & Girard

Alternate Routes:
Culver Bike Path



Know when to cross...

...and when NOT to.

Culver City WALK & ROLLERS
B Safe • B Green • B Healthy
www.ccWalkAndRoll.com

Partners
Culver CITY · Culver City Unified School District · Walk 'n Rollers · SafeRoutes

Before I use my feet to cross the street, here is something that can't be beat: Stop, Look and Listen... and then repeat!

Culver City WALK & ROLLERS
B Safe • B Green • B Healthy

CULVER CITY SAFE ROUTES TO SCHOOL PROGRAM

CAMINAR SEGURO A LA ESCUELA...

SE SEGURO
SE INTELIGENTE
DEJATE VER

Todos se benefician de caminar a la escuela. Es divertido, saludable y aprendemos sobre nuestras comunidades. Tambien reduce el trafico y ayuda a limpiar el aire y es una forma muy buena de compartir el tiempo juntos.

Si todos los dias, una vez por sermana, o una vez al mes, caminar a la escuela es bueno pero también se necesita que lo hagas seguro. Siguiendo estas indicaciones hará que tu caminar a la escuela sea seguro y divertido.

SE SEGURO

- Usa el Mapa de Ruta Sugerida de Escuela para encontrar la ruta a tu escuela.
- Mantente en tu ruta. No permitas que tus amigos te convenzan en tomar "Vias Cortas".
- Camina en las banquetas.
- Detente en el cordón de todas las banquetas, intersecciones y callejones.
- Observa a tu isquierda, derecha e isquierda nuevamente.
- Solo cruza cuando no haiga tráfico. Continua viendo cuando estés cruzando la calle.
- No cruzes camellones o barreras.

SE INTELIGENTE

- Obedece todas las senales de trafico.
- Camina, no cruses la calle corriendo.
- Usa los cruzes de peaton y senales cuando sea posible.
- Si no hay señales, cruza donde haiga una señal de alto.
- Camina en grupo cuando sea posible.
- Cuando cruces la calle, no se empujen ni correteen.
- Sige las instrucciones de los guardias de cruce.

DEJATE VER

- Usa ropa brillante.
- Lleva una linterna en la noche, usa ropa reflectiva o ponle a tu mochila luces que relampagueen.

Para obtener más consejos de seguridad para caminar, andar en bicicleta, patinar y arrastrárdose a la escuela y la conduccíon en la zona escolar, por favor visite www.ccwalkandroll.com/safety-first

La Ballona Elementary School

Rutas Primares:
Washington Place
Washington Blvd.
Elenda St.
Girard Ave.
Matteson Ave.

Sitios para Cruza:
Elenda & Washington
Washington & Tilden
Kelton & Matteson
Matteson & Girard

Rutas Alternativas:
Culver Bike Path

Saber cuando cruzar...

...y cuando NO.

Culver City WALK & ROLLERS
B Safe • B Green • B Healthy
www.ccWalkAndRoll.com

Partners
Culver CITY · Culver City Unified School District · Walk 'n Rollers · Safe Routes

Antes de usar mis pies para cruzar la calle, aqui tienes algo que no falla: Detente, Mira Y Escucha... Y despues lo repites!

Destination Type	Destination	Notes
Commercial	Culver Center (Best Buy, Ralphs, Rite Aid, Bank of America, O'Reilly Auto Parts, GameStop, more)	
Commercial	Copenhagen Pastry	
Commercial	Metro Café	
Commercial	Samosa House East	
Commercial	Culver City Music Center	
Commercial	Rising Hearts Bakery	
Commercial	Essential Chocolate Desserts	
Commercial	Platine Bakery	
Commercial	Washington/Sepulveda (Starbucks, Chipotle, Goodwill, Joxer Daly's, Am/Pm, more)	
Commercial	Venice Blvd Commercial along north side of Venice	
Studio	Sony Studios	
Studio	NFL Network Studios	
School	La Ballona Elementary School	588 students
School	Culver City High School	2,100 students
School	Culver City Middle School	1530 students
School	Farragut Elementary	Aprox. 500 students
School	Culver City Adult School	
Public Facility	Julian Dixon Library	
Public Facility	Mayme Clayton Museum & Library	
Park	Veterans Park and Veterans Auditorium	
Park	Tellefson Park	
Place of Worship	King Fahad Mosque	
Place of Worship	Culver City Gospel Hall	
Place of Worship	Christian Testimony Assembly	
Place of Worship	Resurrection Free Will Baptist Church	

Culver CITY BICYCLE & PEDESTRIAN MASTER PLAN

Prepared for:
City of Culver City
Prepared by:
Alta Planning + Design

Adopted by City Council - November 8, 2010
BTA Approval Received - March 29, 2012

Executive Summary

The Culver City Bicycle & Pedestrian Master Plan (BPMP) is the City's first ever comprehensive plan for bicycling and walking. Created through a partnership between Culver City and the Policies for Livable, Active Communities and Environments (PLACE) Program of the Los Angeles County Department of Public Health, the BPMP seeks to articulate a new paradigm for transportation planning in the City that embraces the concept of "Complete Streets." The BPMP also provides a guide for the future development of bicycle and pedestrian facilities, as well as education, enforcement, and encouragement programs for Culver City. In so doing, the BPMP will encourage walking and biking and lead to a host of associated benefits, including reduced congestion; lower greenhouse gas emissions; a thriving, walkable business environment; and the promotion of healthier lifestyles and improved quality of life in the City and adjacent communities.

While articulating a new paradigm for transportation planning and goals for the City are critically important parts of the Plan, they are not sufficient on their own. The Plan must also provide a practical roadmap to help guide bicycle and pedestrian improvements in the City. With this in mind, the Plan inventories and evaluates the City's current bicycle network, addresses opportunities and constraints, and recommends specific policy changes to encourage bicycling and walking. The Plan's Bicycle and Pedestrian Design Guide **(Appendix 1)** also provides guidance for implementing high quality facilities, including shared-use paths, bike lanes, bike routes, bicycle parking, and newer treatments such as Bicycle Friendly Streets and sharrows that conform to current standards and best practices. The Plan prioritizes bicycle and pedestrian facilities and—because grant funding is necessary to implement the proposed projects and programs—the Plan establishes funding and implementation priorities for the upcoming years.

As the City's first Bicycle and Pedestrian Plan, this document is critically important in advancing bicycle and pedestrian issues in the City. Yet it is important to acknowledge that, despite its strengths, this Plan is also just the first step in a long journey. The City must update the Plan regularly as conditions change and the City progresses towards its bicycle and pedestrian goals. In addition, just as public input greatly enriched this first Plan, continued civic participation from neighborhoods, advocacy organizations, the business community, and others is essential as the City implements and updates this Plan in future years.

Vision

In creating its first ever Bicycle and Pedestrian Master Plan (BPMP), the City of Culver City is embracing a new vision of transportation planning, recognizing that it is essential to enhance the quality of life for not only residents and visitors, but also the broader community and world. To this end, the City is adopting the concept of Complete Streets, which emphasizes a balanced transportation system that considers all users of the road while planning development and transportation projects - whether cyclists, pedestrians, transit riders, or vehicles.

Culver City is embracing a new vision of transportation planning

The City is also articulating its principal goal:

> *To transform the City into a place with an extensive bicycle and pedestrian network that allows travelers of all levels and abilities to feel comfortable walking and biking to their destinations. In so doing, encourage more people to forgo car trips, when possible, in favor of alternative forms of transportation and become truly bicycle and pedestrian friendly.*

Project Process

The BPMP, including the focus on the concept of Complete Streets and the principal goal presented above, was developed as a result of a community-based process that included five public workshops and extensive participation from a City Council-appointed Public Advisory Committee (PAC). The PAC consisted of bicycle and pedestrian advocates, representatives from neighborhood organizations, and representatives from the business community. Culver City also convened a Technical Advisory Committee (TAC) composed of City staff from Departments with a stake in overseeing and implementing the Plan. The TAC provided input throughout the BPMP's development.

Existing Conditions

The BPMP reviews elements of the current Culver City General Plan that relate to bicycling and walking, specifically the Circulation Element, Open Space Element, and Land Use Element. The Circulation Element calls for a comprehensive bikeway plan and identifies Ballona Creek as the backbone of Culver City's bikeway network. The Open Space Element dictates human-scale design that caters to pedestrians; it designates bike paths as active recreation areas and calls for new bike paths along National Boulevard and better on-street connections between Downtown and the Ballona Creek Bike Path. The Land Use Element of the Culver City General Plan establishes walkability as a guiding principle for Culver City's development.

The BPMP then reviews walking- and bicycling-related Municipal Codes. It covers Ballona Creek Resolution No. 2004-R044, which promotes active use of the Creek while mitigating the potential negative effects on residents who live alongside it. The BPMP also examines design guidelines for Downtown Culver City that foster walking.

Finally, the BPMP catalogues existing bicycle and pedestrian facilities. The existing bikeways in Culver City are the Ballona Creek Bike Path, Culver Boulevard Bike Path, and the Venice Boulevard Bike Lane. The Plan lists existing pedestrian areas, including Downtown Culver City; major employment and commercial centers; parks and open space; retail centers; commercial corridors; schools; and residential areas. The BPMP also reviews the bicycle parking in Culver City.

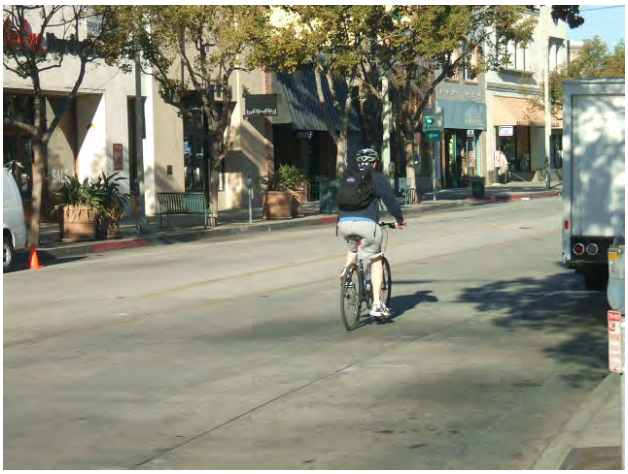
Needs Analysis

To identify the needs of bicyclists and pedestrians in Culver City, the project team (City Staff, Alta Planning + Design and the Los Angeles County Bike Coalition), working with the PAC and community volunteers, conducted an online survey, bicycle and pedestrian counts, bike and walk audits, and public workshops. The team also analyzed collision statistics involving bicyclists and pedestrians in Culver City.

The online survey solicited information about purposes, frequency, and trip characteristics of walking and bicycling. It also asked for respondents' favorite areas to bike and walk as well as areas needing improvement.

The survey helped to ensure public involvement throughout the development of the BPMP. Key conclusions of the survey include:

- Most utilitarian bike trips are less than 6 miles
- Bicyclists' top concern is safety, especially as it relates to car speeds
- Many pedestrians walk for exercise and health
- Pedestrians want pleasant walking conditions on major arterials



The bicycle and pedestrian counts indicate where people in Culver City are currently bicycling and walking, and how bicyclists in Culver City behave, particularly concerning rates of sidewalk riding, wrong way riding, and helmet use. Trained volunteers counted over 1,800 bicyclists and over 4,500 pedestrians at 18 intersections throughout the City. Key results of the counts include:

- Male bicyclists outnumbered female bicyclists 4:1
- Many people bicycle on Washington Boulevard, which had the highest volumes of bicyclists after the Ballona Creek Bike Path, the Culver Boulevard Bike Path, and the Venice Boulevard Bike Lane
- Over 42% of all pedestrians counted were at the intersection of Culver Boulevard and Cardiff Avenue in Downtown Culver City, reflecting Downtown's attraction for pedestrians

The bike and walk audits of six geographically diverse, strategically selected locations around the City provided an on-the-ground evaluation of the City's walking and bicycling conditions, and gave PAC members and volunteers an opportunity to learn about how and where physical improvements might be installed in Culver City. Audits identified:

- Sidewalk obstructions
- Crossing problems
- Lack of shade
- Discomfort due to high motor vehicle speeds
- Rough road conditions for bicyclists

At public workshops, attendees had the opportunity to comment on existing bicycle and pedestrian facilities in Culver City, and to suggest improvements and programs. The BPMP summarizes the public comments. Particular concerns included:

- Safety on the Ballona Creek Bike Path
- Difficult and potentially hazardous intersections and roads for biking and walking
- Enhancing multi-modal connections and bike parking

Collision statistics over the past five years indicate the relative safety of bicycling and walking throughout the City. The BPMP includes maps of all bicycle and pedestrian collisions of the past five years. Bicycle collision rates remained constant over the past five years, while pedestrian collisions rose slightly in the past two years.

All of the elements of the needs analysis informed the selection and prioritization of the recommended bicycle and pedestrian network.

Bicycle and Pedestrian Network

In addition to the existing 4.22 miles of bikeway in the City (Ballona Creek, Bike Path, Culver Boulevard Bike Path, and Venice Boulevard Bike Lane), the BPMP proposes to add an additional 37.58 miles of bikeways to the bicycle network, including: 0.42 miles of bike (multi-use) paths, 6.9 miles of bike lanes, 10.28 miles of sharrows (technically named "Shared Roadway Bicycle Marking" and also referred to as a "Shared Lane Marking"), 5.91 miles of bike routes, and 14.07 miles of potential Bicycle Friendly Streets. On major roadway segments that are not wide enough to accommodate a bicycle lane without roadway reconfiguration and meet the State required guidelines, the BPMP recommends sharrows and bicycle route signage. Also, the BPMP identifies streets that have potential for designation as "Bicycle Friendly Streets" after further analysis and, if needed, improvements. Bicycle Friendly Streets is a bikeway designation referring to enhanced routes on residential streets with low traffic volumes. Prior to a Bicycle Friendly Street designation, they will receive bicycle route signage at a minimum, and may receive custom signage, sharrows, and, if needed, traffic calming measures.

The BPMP also identifies Pedestrian Improvement Zones and Corridors based on public input and fieldwork. Pedestrian Improvement Zones are areas with high pedestrian demand and potential and their designation gives them priority for pedestrian improvements. Pedestrian Improvement Corridors are linear segments of roadway identified as significant to pedestrian travel in Culver City.

To prioritize the bikeway and pedestrian networks, the BPMP scores and ranks them according to six criteria identified by the PAC and TAC. In priority order, these criteria are:

1. Closes system gaps and creates connectivity to existing facilities
2. Creates connections to activity centers
3. Proximity to transit hubs
4. Proximity to schools
5/6. Reduces collisions & accounts for public input (tie)

Each project in the proposed bikeway and pedestrian networks receives a weighted score according to these criteria and the priority ranking above. The BPMP presents the resulting project priorities in **Tables 6-2** and **6-3**.

The BPMP includes a detailed presentation of the most critical project, as well as the five high-priority bicycle projects and the five high-priority pedestrian projects. The project sheets include a description of the project area and issues, a listing of the specific potential improvements, a cost estimate, an overview map of the project area, and conceptual designs of each of the bicycle/pedestrian potential improvements.

Enforcement, Education, and Awareness

Creating a city that supports and encourages its residents to bicycle and walk involves more than just infrastructure improvements. The BPMP proposes ongoing enforcement, education, and awareness programs and identifies City agencies and community populations that should participate in these programs. These include:

- Targeted enforcement
- Bicycle patrol units, speed limit enforcement
- Ballona Creek Bike Path Volunteer Program
- Adult cycling skills education, motorist education
- School-based education
- Creation of a safety handbook

To increase awareness and encourage bicycling and walking, the BPMP proposes a Safe Routes to School Program, a Share the Road education campaign, a bike light campaign, a bike-to-health campaign, bicycle parking at events, community bikeway and walkway adoption, a multi-modal access guide, Ciclovias, a bicycle and pedestrian signage program, and a Ballona Creek Bike Path Volunteer Program.

Funding

The BPMP catalogues available funding sources for network improvements as well as enforcement, education, and awareness programs. The Plan sorts these funding sources by level of government, either federal, State of California, County of Los Angeles, or local. It describes the purpose of each funding source and the types of projects and programs that are eligible for funding by that source, as well as the selection process and the criteria used to select grantees.

Evaluation and Implementation Responsibility

Evaluation is a critical to ensuring that the Plan meets its goals and contributes to a truly bicycle- and pedestrian-friendly City. The BPMP includes a discussion of an evaluation program to serve this purpose. Additionally, this chapter designates the Public Work Department's Administration Division as the agency in the City charged with implementing and evaluating the BPMP.

Goal, Objectives, Policies, and Actions

The document concludes with a reiteration of the principal goal of the Plan and an identification of objectives, polices and actions to help meet this goal. This goal and its associated objectives, policies and actions relate to all the issues addressed in the BPMP, from vision, to policy changes informed by the existing conditions, to expanding the City's network of facilities and creating non-infrastructure programs to encourage cycling and walking. The objectives presented in the Plan include:

- Objective 1 – Implement the 2010 Bicycle and Pedestrian Master Plan (BPMP) by initiating funded projects and programs and pursuing grant funding for unfunded projects and programs over the next 5 years.
- Objective 2 – Implement a "Complete Streets" Program by evaluating the needs of and/or the potential impacts on cyclists and pedestrians, including persons with special mobility needs, during planning/review of proposed public and private development and capital improvement projects.
- Objective 3 – Create a Mobility Coordinator position.
- Objective 4 – Reduce the number of bicyclists and pedestrians involved in traffic crashes.
- Objective 5 – Over the next five (5) year planning period, double the percentage of total trips made by bicycling and walking in the City as observed from the City's 2009 bicycle and pedestrian counts.
- Objective 6 – Amend and update the bicycle and walking related sections of the Municipal Code.
- Objective 7 – Annually evaluate the outcomes of the BPMP implementation.

Appendices

The document contains two appendices; **Appendix 1** is the Bicycle and Pedestrian Design Guide and **Appendix 2** includes all the comments received on the draft of this Plan, which was released to the public, along with responses. **Appendix 3** is a collection of technical memorandums that provide initial concept designs and cost estimates for implementing the BPMP.

UNIVERSITY OF CALIFORNIA, BERKELEY ● INSTITUTE OF TRANSPORTATION STUDIES ● TECHNOLOGY TRANSFER PROGRAM

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CULVER CITY

BICYCLE AND PEDESTRIAN SAFETY ASSESSMENT

Issues, Opportunities, and Enhancement Strategies

Evaluation Team:

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Miguel Núñez, AICP

September 2014

This report was produced in cooperation with Culver City. Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. Opinions, findings, and conclusions are those of the authors and not necessarily those of the University of California and/or the agencies supporting or contributing to this report.

5. WALKING AUDIT RESULTS AND SUGGESTIONS

Walking audits are typically conducted as an initial step to improve the pedestrian environment within the selected area. During a walking audit, positive practices are observed and issues and opportunity areas are noted. Observations are based on how motorists are behaving around pedestrians and how pedestrians are behaving, especially at intersections (for example, if pedestrians are crossing at unmarked locations to avoid certain intersections). For each opportunity area, the group discusses possible suggestions to address pedestrian safety concerns. Walking audits are highly interactive, with many observations explored during the walk. They are a means to observing and learning how to "see through the eyes of the pedestrian."

This chapter presents the observations and suggestions made during the walking audit conducted in Culver City on May 30, 2014. The suggestions are based on best practices and discussions with the participant group regarding local needs and feasibility. A glossary of the pedestrian improvement measures is presented in Appendix A.

The evaluation team worked with City staff to select the focus areas for the walking audit based on the following criteria:

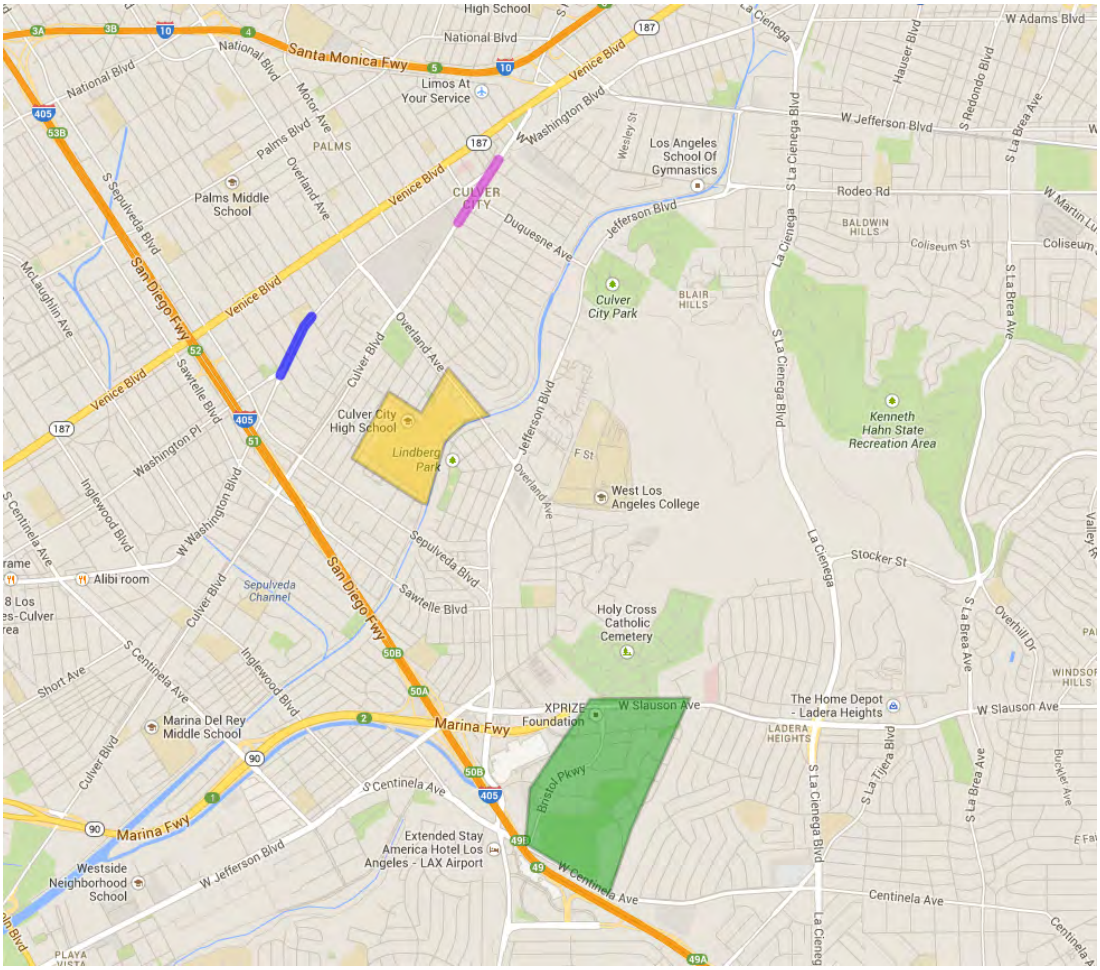
- Demonstrated pedestrian safety concerns
- Presence of children/school-related pedestrians
- No other project has specifically addressed pedestrian safety needs in the area
- Proximity to key generators, such as transit, retail, parks, schools and places of worship
- Availability of prototypical sites for broader Citywide application of suggestions

The walking audit covered four focus areas in Culver City:

1. Washington Boulevard (between Washington Place and Elenda Street)
2. Culver Boulevard (between Duquesne Avenue and Canfield Avenue)
3. Tri-School area (Farragut Elementary School, Culver City Middle School and Culver City High School)
4. Fox Hills Park (at the intersection of Buckingham Parkway and Summer Way)

An overview of the walking audit focus areas are shown in Figure 5-1. The following sections present the key issues identified during the walking audit. Suggestions are presented to respond to the issues at each site. Focus area summary graphics, with a compilation of all suggestions, are provided in the discussion.

Figure 5-1: Walking Audit Locations



5.1 GENERAL CITYWIDE SUGGESTIONS

Several positive practices were identified in the field, including:

- Most bus stops included seating, shelter, and a trash receptacle, with some seeing recent aesthetic and maintenance enhancements
- Striping of crosswalks at all legs of signalized intersections
- High-visibility crosswalks at some locations
- Curb extensions at some crossing locations
- A buffer zone between street and sidewalks, including street trees and/or other landscaping

The following general suggestions for physical enhancements are appropriate for City-wide implementation:

- Use a high-visibility crosswalk striping pattern for uncontrolled crosswalks, crosswalks in the downtown area, and crosswalks near schools. Set the following consistent standards for crosswalks:

Location	**Crosswalk Standard**
All uncontrolled locations	Continental (White) or Triple-Four
All locations in downtown area	Continental (White) or Triple-Four
All locations in school areas	Continental (Yellow) or Triple-Four

- Use a parallel crosswalk striping pattern for all other controlled crosswalks
- Continue to maintain sidewalk clear zones
- Add stop bars for stop-sign or signal-controlled crossings
- Add yield limit lines for uncontrolled crossings
- Ensure green times are adequate for pedestrians (3.5 feet/second or less)
- Install new fluorescent yellow green (FYG) signage for uncontrolled marked crossings

- Strive for “pedestrian-friendly” medians, which are wide enough (at least 6’) for pedestrian refuge, and curb extensions that reduce crossing distances and tighten vehicular turning radii, where feasible
- Install curb extensions for pedestrian crossings, where feasible
- Provide directional curb ramps, rather than diagonal ramps, where appropriate
- ADA-compliant curb ramps with truncated domes

5.2 SITE-SPECIFIC SUGGESTIONS

Focus Area 1: Washington Boulevard

Setting

Washington Boulevard between Harter Avenue and Elenda Street is primarily characterized by commercial land uses, with residential and other uses nearby. The area serves pedestrian activity, with commercial building frontages, the King Fahad Mosque and an elementary school characterizing the majority of the streetscape. The speed limit for this stretch of the street is 35 MPH.

The King Fahad Mosque occupies the south side of Washington Boulevard, left. At Washington Boulevard and Huron Avenue, pedestrians are currently prohibited from crossing, right.

Observations

At this location, Washington Boulevard includes four travel lanes with a center left-turn lane. Parking exists on both sides of the street. Currently, pedestrian crossings are prohibited across Washington Boulevard at Huron Avenue. Marked pedestrian crosswalks are provided across Washington Boulevard where it intersects Tilden Avenue and Elenda Street; both are standard parallel crosswalks.

The King Fahad Mosque, located at the southeast intersection of Huron Avenue and Washington Boulevard, is a local pedestrian generator. Religious services at the mosque occur throughout the day and peak levels of pedestrian activity occur during Friday afternoon prayers, immediately prior to and following religious services, as many attendees arrive on foot. During these times, some pedestrians cross Washington Boulevard to get to and from the mosque; many observed crossings involved wait times while pedestrians held for a gap to cross. Crossings were observed at mid-block or in the presence of direct, oncoming traffic. Because of the prohibited pedestrian crossing at Huron Avenue, many pedestrians travel further to marked crosswalks to cross Washington.

At the conclusion of services, large numbers of pedestrians utilize the nearby sidewalks before slowly dispersing. This results in numerous pedestrians and vehicle conflicts on Huron Avenue.

Suggestions for Potential Improvement (See Figure 5-2)

1. Create an enhanced pedestrian crossing where Washington Boulevard meets Huron Avenue :
    a. Install a high-visibility crosswalk
    b. Install advance yield markings and fluorescent yellow green signage
    c. Install a raised median with pedestrian refuge. If possible, landscape with appropriate planting materials that allow maximum pedestrian visibility
    d. Install curb extensions on the south and north sides of Washington Boulevard to decrease pedestrian crossing distances and improve sight distance. Include directional curb ramps where the crosswalk meets the curb
    e. Relocate the bus stop at the southwest corner of Huron Avenue and Washington Boulevard to the southeast corner of the same intersection. This move will allow buses adequate space for drop-off and pick-up with the installation of the new, expanded curb

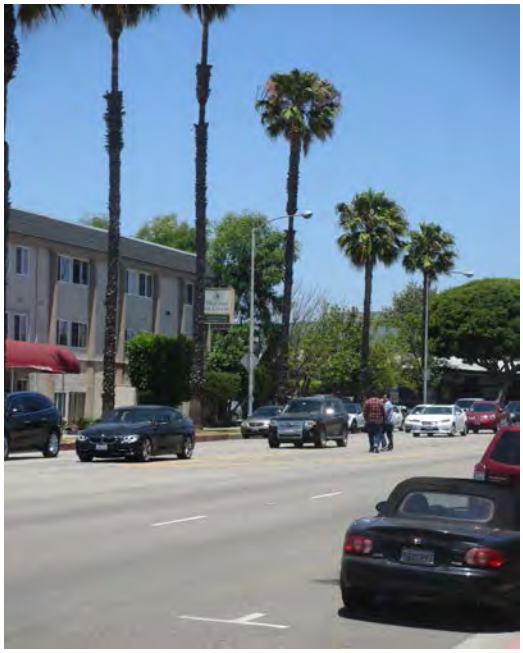
2. Create an enhanced pedestrian crossing to the east of the intersection of Washington Boulevard and Prospect Avenue :
    a. Install a high-visibility crosswalk
    b. Install advance yield markings and fluorescent yellow green signage
    c. Install a raised median with pedestrian refuge. If possible, landscape with appropriate planting materials that allow maximum pedestrian visibility
    d. Install curb extensions on the south and north sides of Washington Boulevard to decrease pedestrian crossing distances and improve sight distance. Include directional curb ramps where the crosswalk meets the curb
    Relocate the bus stop at the northeast corner of Prospect Avenue and Washington Boulevard to the northwest corner of the same intersection. This move will allow buses adequate space for drop-off and pick-up with the installation of the new, expanded curb

3. The City could pursue one or both crossings.

4. Install medians at the south and west legs of the intersection of Washington Boulevard and Elenda Street to create pedestrian refuge space and reduce pedestrian crossing distances.

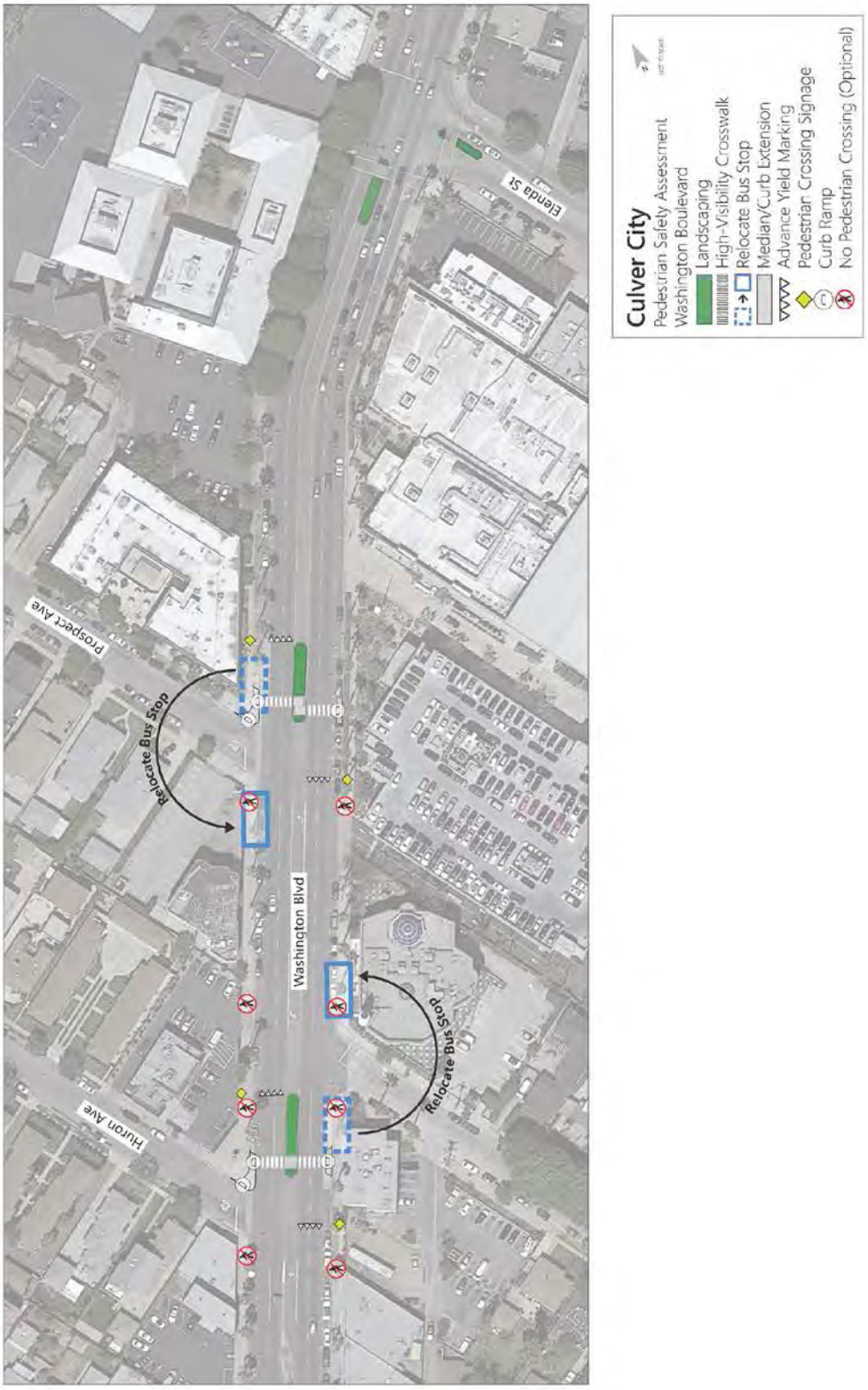
A pedestrian crosses five travel lanes at Washington Boulevard and Prospect Avenue.

Following religious services, pedestrians gather outside King Fahad Mosque at Washington Boulevard and Huron Avenue.



Amidst traffic, pedestrians cross Washington Boulevard mid-block.

Figure 5-2: Washington Boulevard



6. BICYCLING AUDIT RESULTS AND SUGGESTIONS

Observations are made of the interactions among motorists and bicyclists. Observations are based on the behavior of these different road users, particularly at intersections. For example, are bicyclists riding on the sidewalk, rather than the roadway? For each opportunity area, the group discusses possible suggestions to address bicyclist safety concerns. Bicycling audits are highly interactive, with many observations noted in the field. The audits are a means to observing and learning how to "see through the eyes of a bicyclist."

This chapter presents the observations and suggestions made during the bicycling audit conducted in the City of Culver City on Friday, September 5. The suggestions are based on best practices and discussions with the participant group regarding local needs and feasibility. A glossary of bicycle improvement measures is presented in Appendix B.

The evaluation team worked with City of Culver City staff to select the focus areas for the walking and bicycling audit based on the following criteria:

- Demonstrated bicycle safety concerns
- Presence of children/school-related bicyclists
- No other project has specifically addressed bicycle safety needs in the area
- Proximity to key generators, such as transit, retail, parks, and schools
- Availability of prototypical sites for broader Citywide application of suggestions

The bicycling audit examined three focus areas in the City of Culver City:

1. Culver City Expo Line Station
2. Elenda Street
3. Ballona Creek Bike Path at Duquesne Ave

The suggestions presented in this chapter are based on limited field observations and time spent in the City of Culver City by the BSA evaluators. These suggestions, which are based on general knowledge of best practices in bicycle facility design and safety, are intended to guide City staff in making decisions for future safety improvement projects in the City; they may not incorporate all factors relevant to bicycling safety issues in the City. This report is conceptual in nature, and conditions may exist in the focus areas that were not observed and may not be compatible with suggestions presented below. Before finalizing and implementing any physical changes, City staff may choose to conduct more detailed studies or further analysis to refine or discard the suggestions in this report, if they are found to be contextually inappropriate or appear not to improve bicycling safety or accessibility due to conditions including, but not limited to, high vehicular traffic volume or speeds, physical limitations on space or sight distance, or other potential safety concerns.

An overview of the bicycling audit areas are shown in **Figure 6-1.** The following sections present the key issues identified during the bicycling audits. Suggestions are presented to respond to the issues at each site. Focus area summary graphics, with a compilation of all suggestions, are provided in the discussion.

FIGURE 6-1: OVERVIEW OF FOCUS AREA

Culver City Site Visit Locations - Priority 4

1. Washington Blvd - Metro Station to Downtown Culver City
2. Ballona Creek Bike Path (crossing at Duquesne)
3. Braddock Drive - Sawtelle Blvd to Irving Pl
4. Elenda St - (La Ballona Elementary to Farragut Elementary)

6.2 BICYCLE FOCUS AREA 2: ELENDA STREET

Setting

Elenda Street is a two-lane north-south roadway that spans approximately one-half mile between Farragut Drive and Washington Boulevard. Between the termini, Elena Street intersects with Culver Boulevard, which provides a Class I path west of Elenda Street. Elenda Street is surrounded by residential land uses except at the northern and southern termini, which connect to three and one school, respectively.

Observations

Vehicular activity on Elenda Street is substantially increased during the school arrival/dismissal time, based on the proximity to four schools in Culver City. Driver behavior on this street was observed to vary significantly. Some drivers on this street were generally mindful of pedestrians, bicyclists, and other motorists, though illegal or unsafe maneuvers were observed during the school arrival period immediately in-front of Culver City High School. At the northern end of Elenda Street, there was also substantial school activity observed on Washington Boulevard near La Ballona Elementary School The high levels of vehicular activity were complemented by a consistent stream of pedestrians and the occasional bicyclist into the school area. Culver City has explored a cycle track on Elenda Street north of Culver Boulevard, which would help address some concerns over the level of vehicular activity, by installing a protected facility for cyclists to access local schools and residences.

The suggestions for potential improvement are shown on **Figure 6-3**.

Suggestions for Potential Improvement

The proposed cycle track along Elenda Street would connect the Culver Boulevard Bike Path to Washington Boulevard. The cycle track would also provide connection from the neighborhood south of Washington Boulevard to La Ballona Elementary School. This facility would provide 0.3 miles of parking-protected bikeway in both directions, colored treatments at cross streets and driveways, and enhanced intersections at Culver Boulevard and Washington Boulevard, to improve connectivity and safety at the transition points at either end of the facility.

The following improvements are suggested for the intersection of Culver Boulevard & Elenda Street:

- Bicycle signal detection with a bicycle-only signal phase
- Striping of the bike facility across the intersection
- A cut-through between the Culver Boulevard access road and the cycle track, and a concrete island to protect the cut-through
- At the entrance to the Culver Boulevard Bike Path from the Culver Boulevard access road, include the following to facilitate access to areas southeast of Culver Boulevard:
    - High-visibility crosswalks
    - Sharrows
    - A cut-through for a crosswalk in the existing median

The intersection of Washington Boulevard & Elenda Street would include:

- High-visibility crosswalks
- Colored pavement continuing the bicycle facility across the intersection
- A curb ramp on the north side of Washington Boulevard to provide better access for cyclists ending their trip at La Ballona Elementary School

FIGURE 6-3: ELENDA STREET

The following Planning Documents are referenced in the Part B Narrative of the ATP Application can be found at the following links and/or on the CD included with the application:

2010 Culver City Bicycle & Pedestrian Master Plan
http://www.culvercity.org/~/media/Files/PW/TrafficEngineering/Attachment%201%20and%202%20to%20BPMP.ashx

2014 Culver City Bicycle and Pedestrian Safety Assessment
Not yet available online please see enclosed CD for the Assessment prepared for California Office of Traffic Safety

Key text from the above documents is attached for your easy reference:

2010 Culver City Bicycle & Pedestrian Master Plan
Executive Summary pages 1 – 7

2014 Culver City Bicycle and Pedestrian Safety Assessment
Section 5.0 Walking Audit Results and Suggestions pages 53 – 59
Section 6.0 Bicycling Audit Results and Suggestions pages 69 – 70, 74 - 76

Collisions by Crash Severity (1-4)
Each symbol represents one (1) collision (2008-2012)

Bike Ped

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

Transit Features

- ## Route Number
- LA Metro Rapid
- LA Metro Local
- LADOT Commuter Express
- Culver City Bus Rapid
- Culver City Bus Local
- Culver City Bus Local (Eastbound ONLY)

Map Features

- Project Area
- Freeway
- Hydrology

Destinations

- Studio
- Commercial
- Public Facility
- School
- Park
- Medical Facility
- Place of Worship
- City of Culver City
- City of Los Angeles

N

1:10,000

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT I-Q2A: PEDESTRIAN-CYCLIST COLLISION MAP

ATTACHMENT I-Q2A: PEDESTRIAN-CYCLIST COLLISION MAP

Culver CITY

Injury/Fatal Collisions Inv. Pedestrians and Bicyclists within Project Area, 2008 - 2012

PRIMARYRD	SECONDRD	PEDKILL	PEDINJ	BICKILL	BICINJ	CRASHSEV	DATE
WASHINGTON BL	COMMONWEALTH AV	0	1	0	0	2	5/24/08
SEPULVEDA BL	WASHINGTON BL	0	1	0	0	4	6/18/08
WASHINGTON BL	ELENDA ST	0	0	0	1	3	7/23/08
CULVER BL	ELENDA ST	0	0	0	1	3	9/30/08
CULVER BL	ELENDA ST	0	1	0	0	3	11/14/08
WASHINGTON BL	HURON AV	0	0	0	1	3	1/19/09
CULVER BL	ELENA AV	0	0	0	1	4	3/5/09
WASHINGTON BL	PROSPECT AV	0	0	0	1	3	6/24/09
WASHINGTON BL	HURON AV	0	1	0	0	4	9/7/09
SEPULVEDA BL	WASHINGTON BL	0	0	0	1	3	9/16/09
WASHINGTON BL	COMMONWEALTH AV	0	1	0	0	4	12/6/09
WASHINGTON PL	TULLER AV	0	1	0	0	4	1/2/10
WASHINGTON BL	HURON AV	0	0	0	1	3	3/9/10
WASHINGTON BL	ELENDA ST	0	0	0	1	4	12/1/10
WASHINGTON BL	CENTER ST	0	1	0	0	4	1/3/11
VENICE BL	COLLEGE AV	0	0	0	1	4	1/19/11
WASHINGTON BL	HURON AV	0	0	0	1	3	2/1/11
ELENDA ST	CULVER BL	0	0	0	1	3	3/30/11
WASHINGTON BL	SEPULVEDA BL	0	0	0	1	4	4/27/11
SEPULVEDA BL	SEPULVEDA BL 4100	0	0	0	1	3	7/30/11
VENICE BL	BENTLEY AV	0	0	0	1	4	9/3/11
GIRARD AV	VENICE ST	0	1	0	0	4	9/16/11
SEPULVEDA BL	WASHINGTON BL	0	0	0	1	3	10/31/11
SEPULVEDA BL	WASHINGTON PL	0	1	0	0	2	11/19/11
WASHINGTON BL	GIRARD AV	1	0	0	0	1	11/27/11
WASHINGTON PL	SEPULVEDA BL	0	1	0	0	4	5/24/12
VENICE BL	TILDEN AV	0	0	0	1	4	7/17/12
SEPULVEDA BL	WASHINGTON BL	0	0	0	1	3	8/21/12
WASHINGTON BL	ELENDA ST	0	0	0	1	3	12/22/12
COLLEGE AV	VENICE BL	0	0	0	1	4	12/28/12

	PEDKILL	PEDINJ	BICKILL	BICINJ	CRASHSEV
Total Killed/Injured	1	10	0	19	
Total Collisions	1	10	0	19	
Total Crashsev 1 (Killed)					1
Total Crashsev 2 (Injury - Severe)					2
Total Crashsev 3 (Injury - Other Visible)					13
Total Crashsev 4 (Injury - Complaint of Pain)					14

Collision Rates for Washington-Culver Ped-Cyclist Safety Project Project Area

	Project Area	Project Area vs. Culver City	Project Area vs. LA City	Project Area vs. LA County	Culver City	LA City	LA County	CA*
Area (sq mi)	**0**	**4.29%**	**0.05%**	**0.01%**	5	473	4,086	158,734
Total Population (from Block Group)	**2,546**	**6.46%**	**0.07%**	**0.03%**	39,428	3,884,307	10,017,068	38,332,521
Average yearly collisions	**9**	**15.94%**	**0.20%**	**0.10%**	55	4,344	8,576	12,919
Average yearly KSI collisions	**1**	**26.09%**	**0.24%**	**0.12%**	5	509	961	NA
Roadway miles	**5**	**4.60%**	**0.07%**	**0.02%**	99	6,919	25,980	275,089

Absolute numbers are rounded to the nearest whole number. Figures may not add up perfectly due to rounding.

		Project Area	Project Area vs. Culver City	Project Area vs. LA City	Project Area vs. LA County	Culver City	LA City	LA County	CA*
Average yearly (5 year average)	Collisions per roadway mile	**1.93**	**346.87%**	**308.07%**	**585.93%**	0.56	0.63	0.33	0.05
	Collisions per sq. mile	**40.00**	**371.74%**	**435.56%**	**1905.93%**	10.76	9.18	2.10	0.08
	Collisions per 10,000 people	**34.56**	**246.86%**	**309.05%**	**403.70%**	14.00	11.18	8.56	3.37
	Killed or Severly Injured per roadway mile	**0.26**	**567.61%**	**358.22%**	**712.70%**	0.05	0.07	0.04	NA
	KSI per sq. mile	**5.45**	**608.30%**	**506.48%**	**2318.28%**	0.90	1.08	0.24	NA
	KSI per 10,000 people	**4.71**	**403.95%**	**359.36%**	**491.04%**	1.17	1.31	0.96	NA

Block Groups (Sq mi)	0.46
Project Area (Sq mi)	0.22
Proportion of Block Group population used for analysis (based on comparison with Project Area size)	0.47826

**CA are from county level data from 2012*

Estimated Annual Crash Reduction By Countermeasure Type

	SIGNALIZED INTERSECTION COUNTERMEASURES			UNSIGNALIZED INTERSECTION COUNTERMEASURES		ROADWAY COUNTERMEASURES			
	Install Pedestrian countdown signal heads	Install Pedestrian crossing (S.I.)	Install advance stop bar before crosswalk (or Bicycle Box)	Install pedestrian crossing (with enhanced safety features/curb extensions)	Install pedestrian signal	Road Diet	Install sidewalk/path way (for cycletrack)	Install pedestrian crossing (with enhanced safety features)	Other
Applicable Countermeasure?	Y	Y	Y	Y	Y	Y	Y	Y	N
CRF	25%	25%	35%	35%	55%	30%	80%	30%	0%
Fatal Crashes	1	1	1	0	0	1	1	0	0
Injury Crashes	5	4	10	7	5	7	6	5	0
Years of Data	5	5	5	5	5	5	5	5	5
Avg. Annual Total Fatal and Injury Crashes	1.2	1	2.2	1.4	1	1.6	1.4	1	0

										TOTAL ANNUAL CRASH REDUCTION
Annual Crash Reduction	**0.3**	**0.25**	**0.77**	**0.49**	**0.55**	**0.48**	**1.12**	**0.3**	**0**	**4.26**

The following Public Participation documents are attached:

April 26/29, 2014 SRTS Meeting Notice

April 26, 2014 SRTS Meeting Sign In Sheets

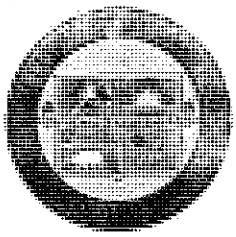
April 29, 2014 SRTS Meeting Sign In Sheets

May 1, 2014 STRTS Meeting Sign In Sheets

Sample Completed 2014 SRTS Meeting Comment Forms

April 9/10, 2015 PTA/LBEP Booster Club Meeting Minutes

ATP SRTS Grant Application Community Meeting Presentation April 9 & 10, 2015



Culver CITY

PUBLIC WORKS DEPARTMENT

9770 Culver Boulevard, Culver City, California 90232

CULVER CITY excellence PUBLIC WORKS

Charles D. Herbertson, P.E., LS
Public Works Director and
City Engineer

Mate Gaspar, P.E.
Engineering Services Manager

(310) 253-5600

FAX (310) 253-5626

April 14, 2014

NOTICE OF COMMUNITY MEETING

WHAT:	**TO HEAR ABOUT PHYSICAL AND NON-INFRASTRUCTURE IMPROVEMENTS THAT MAY BE PROPOSED IN A SAFE ROUTES TO SCHOOL GRANT APPLICATION, AND TO RECEIVE YOUR INPUT TO REFINE THE PROPOSALS.**
WHEN:	**SATURDAY, APRIL 26TH, 2014, AT 10 AM AND TUESDAY, APRIL 29TH, AT 7 PM**
WHERE:	**AT LA BALLONA ELEMENTARY SCHOOL CAFETERIA**

Dear Residents, Business Owners, and Property Owners:

The City is working collaboratively with the Culver City Unified School District and the community, to file a Safe Routes to School grant application under the newly created Active Transportation Program (ATP), which was created by Federal legislation, and is funded by Federal and State funds. The grant application is due in Sacramento by May, 21st, 2014.

We have successfully competed for Safe Routes to School funds, and have previously been awarded almost $1M. With your participation and input, we're confident we can develop a compeling application package of combined physical and non-infrastructure improvements.

The goals of the ATP and the proposed improvements, include to increase the proportion of trips by walking and bicycling; to increase the safety and mobility of non-motorized users; enhance public health and reduce childhood obesity; to contribute towards the reduction of greenhouse gas; and to ensure that

disadvantaged communities fully share in the benefits of the ATP. The proposals to be discussed will meet one or more of the ATP's goals. For example, we will propose development of bikeways; improvement of pedestrian safety at school crossings; increase safety and convenience to and from La Ballona Elementary School, to encourage walking and biking; and the reduction of speed limits on non-arterial streets in the vicinity of the school.

We are pleased to invite you to attend one of two community meetings, (both will discuss the same topic, and two are scheduled to maximize your opportunity to attend), at the dates, times, and location indicated at the top of the previous page. Subsequent to this meeting, on May 12th, the City Council will consider the proposed program and authorize staff to file the grant application by May 21st, 2014.

Please join us and help us further the goals of encouraging walking and bicycling to and from school, while increasing general safety, by giving us your input regarding the proposals.

If you have any questions regarding this notice, please contact me by phone or e-mail at (310) 253-5633 or gabe.garcia@culvercity.org, respectively.

Sincerely,

Gabriel Garcia
Traffic Engineering Analyst

Cc: Charles Herbertson, Public Works Director and City Engineer

Safe Routes to School - La Ballona Elementary School
Community Meeting
Sign-In Sheet
Saturday, April ~~25~~ 26, 2014
10:00am

	NAME	PHONE NUMBER	EMAIL ADDRESS
1	Jim Shanman	310-204-4946	jim@walkrollers.org
2	Charles Kramer	213-804-4845	CharlesKramer@me.com
3	Brenna Moore	310 592-8767	brenitaZ@yahoo.com
4	Orit Alon	(310)6149678	oritalon1@yahoo.com
5	JOHN GREENWAY	917-309-1562	12GWAY@GMAIL.com
6	Mia Alon	808-228-9613	mermaidbubbles@yahoo.com
7	Joseph Moren		wallofsound@hotmail.com
8	Margarita Castaneda	(310) 839-9934	margarita-2000@yahoo.com
9	Margaret Coleman (CCUSD teacher)	(310) 559-9373	margaretcoleman@ccusd.org muggxmaggie@aol.com
10	Margarita Castañeda	margaritac_2000@yahoo.com	
11			
12			
13			
14			
15			

Safe Routes to School – La Ballona Elementary School
Community Meeting
Sign-In Sheet
Tuesday, April 29, 2014 at 7:00pm

	NAME	PHONE NUMBER	EMAIL ADDRESS
1	Brenna Moore	(310) 592-8767	brenita77@yahoo.com
2	Julian Kraner	(310) 202-7778	
3	Keala Kraner	(310) 229-7778	
4	Estela Garcia Roque Garcia	310) 815-8691 (310)570-64-27	estela.garcia59@yahoo.com
5	Olga Castellanos	(310)741-8232	MEXICATALINA@AOL.COM
6	Ayrin Fante	3103679067	ayrinleigh@yahoo.com
7	MIGUEL HERNANDEZ	(310)367-4397	info@3nchanted.com
8	Steve Levinson		stevelevinson@verizon.net
9	Solomon Tsegaye	310-719-5503	Solomon_tsegaye@yahoo.com
10	Charles Kramer	310-202-7778	charleskramer@me.com
11	Jim Shanman	3102044346	jim@walkabroller4.org
12	Germaine Franco	310-836-8499	germainefranco@mac.com
13	Orit Alon	(310)6149675	oalon@hotmail.com
14	Mia Alon	(808)228-9613	mermaidbubbles@yahoo.com
15	Aldo Porfirio	310)4829028	
16	Kelly & John Greenway	917-504-9699	kellyh1220@yahoo.com

Safe Routes to School – La Ballona Elementary School
Community Meeting
Sign-In Sheet
Tuesday, April 29, 2014 at 7:00pm

	NAME	PHONE NUMBER	EMAIL ADDRESS
1	Crystal Alessandra	310 880 9323	4159 Elenda St Apt 6 Culver City CA 90232
2	Cary Anderson	310-838-0078	Cary@CulverCity.TV
3	Andrea Schairer	310 617-3006	aschairer@gmail.com
4	Nancy Montes De Oca	(310) 836-9253	NancyM1997@hotmail.com
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16			

Safe Routes to School – La Ballona Elementary School
Community Meeting
Sign-In Sheet
Thursday, May 1, 2014 at 9:00am

	NAME	PHONE NUMBER	EMAIL ADDRESS
1	Patty Talamantes	(310)916-3123	MattsPatt@Aol.com
2	Eva Downey	(310) 736-7460	eva.downey@yahoo.com
3	Dolores Santillan	(310)741-0406	DoloresSantillan@Rocketmail.com
4	Iselda Garcia	(310) 3915244	Naomiceline778@yahoo.com
5	Nancy Montes De oca	(310) 836-9253	NancyM1997@hotmail.com
6	Brandon Paine	(310) 432-3274	Bnicole payne@gmail.com
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15			

Safe Routes to School – La Ballona Elementary School
Community Meeting
Sign-In Sheet
Thursday, May 1, 2014 at 9:00am

	NAME	PHONE NUMBER	EMAIL ADDRESS	
1	RESHMA / JAWAID	310 836 1846	Jawaidalmeda@SBCGLOBAL.NET	
2	Margot Reyes	(310) 4283224.		
3	Lorena Lopez	(310) 720-9514		
4	Nelida Ramirez	310 745-0478		
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Safe Routes to School – La Ballona Elementary School
Community Meeting
Sign-In Sheet
Thursday, May 1, 2014 at 9:00am

	NAME	PHONE NUMBER	EMAIL ADDRESS	
1	Patricia Grahn	323 828	paredes.grahn@gmail.com	
2	Elizabeth López	310-383-4655	quinmart74@yahoo.com	
3				
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SAFE ROUTES TO SCHOOL COMMUNITY MEETING
COMMENT FORM
SATURDAY, APRIL 26TH, 2014, 10 AM

(PLEASE TURN IN THIS FORM TO CITY STAFF.)

FIRST NAME	LAST	TELEPHONE NUMBERS:
BRENNA	MOORE	HOME: (310) 202-7778
ADDRESS: 4073 Elenda Street 90232		CELL: (310) 592-8767
☑ ADD ME TO THE E-MAIL LIST. MY E-MAIL ADDRESS IS: brenita77@yahoo.com		WORK: (310) 592-8767

MY AREA OF INTEREST IS:

- ☐ CHILD DEV. CTR.
- ☑ LA BALLONA ELEM
- ☐ FARRAGUT ELEM.
- ☐ LINWOOD E. HOWE ELEM.
- ☐ EL MARINO ELEM
- ☐ EL RINCON ELEM
- ☐ CC MIDDLE SCHOOL
- ☐ CC HIGH SCHOOL
- ☐ OTHER _____

I'M INTERESTED IN PARTICIPATING IN FUTURE SAFE ROUTES TO SCHOOL MEETINGS:

- ☑ AT LOCAL SCHOOL LEVEL: _____
- ☑ CITYWIDE LEVEL

IN ATTENDANCE AS:

- ☐ ADMINISTRATOR AT (SCHOOL): _____
- ☐ BICYCLING ORGANIZATION (NAME): _____
- ☐ CITY STAFF: (DEPARTMENT) _____
- ☑ COMMUNITY AT LARGE (INTERESTS): _____
- ☑ NEIGHBOR OF A SCHOOL (NAME): _____
- ☑ NEIGHBORHOOD ASSOCIATION (NAME): _____
- ☑ PARENT OF A STUDENT AT (SCHOOL): LA BALLONA
- ☐ PTO/PTA (SCHOOL): _____
- ☐ RESIDENT: _____
- ☐ SCHOOL DISTRICT/ADMINISTRATION: _____
- ☐ STUDENT (SCHOOL): _____
- ☐ OTHER: _____

COMMENTS:

We need bicycle lanes for children to be able to safely go to/from school.
We need a crosswalk or a stop sign or a speed bump to slow traffic and allow a place on Elenda

(CONTINUE ON REVERSE)

La Ballona PTA/LBEP Booster Club Minutes

April 9 & April 10, 2015

I. Welcome and Call to Order / Bienvenido y Llamada al Orden 6:30pm
Sign-in Sheets / Hojas de Inscripción

II. Teacher's Report and Comments / Informe y Comentarios de los Maestros
a. Thanks for Muchas Gracias Mondays!

III. Approval of PTA and Booster Minutes / Aprobación de las Actas PTA y Booster — Paula Shulman

IV. Financial Business/Negocio Financiero

a. PTA Treasurer's Report (Check Ratification & Report) — Monika Okker
Reporte del Tesorero de PTA (Aprobación de Cheques, Impuestos y Reporte)
- $18,778.68 balance
- Need to reconcile field trip money
- Includes $9233 from bookfair
    - Book fair able to donate $3,000 towards teachers and reading club and students (from Scholastic Money earned)

b. LBEP Treasurer's Report / Reporte del Tesorero de LBEP — Eva Downey
    i. Balance: $20,628
    ii. In March we collected $18,160—this includes $7,531 from 5th grade parents

V. Principal's Report / Reporte de la Directora — Jennifer Slabbinck

VI. PTA President's Report / Reporte de la Presidenta de PTA — Heather Moses, Margot Reyes

a. Local control accessibility plan – survey closing next week
b. PTA Honorary Service Award recipients announced.
    i. Awardees:
        1. Luis Gonzalez
        2. Migel Salcedo
        3. Sra. Haro
        4. Rob Cox
        5. Lisa from front office
        6. Alvaro Fernandez
        7. Patty Grahm
        8. Eva Downey
    ii. Award ceremony 4/19

VII. LBEP President's Report / Reporte de la Presidenta de LBEP — Catalina Pop, Joy Kecken
a. Elections coming up! Looking for volunteers
b. Annual giving drive
    i. Phone banks at Rob and Jae's house

VIII. Committee and Community Updates / Actualizaciones de los Comites y de la Comunidad
a. Sacramento Safari – Rob Cox, Eva Downey & Natalie Rivero
    i. Rob: know your representatives
        1. you can talk to them
        2. you can effect change
    ii. Natalie: very worthwhile
        1. recommends everyone goes at some point
    iii. Eva: students involved were very encouraging
b. 2015-2016 Board Nominations – Monika Okker, Rosy Zendajas & Jackie Euan
c. Teacher Treats – Kim Hawkins
    i. Teachers and staff have donated time/money to do activities with students
    ii. You can bid on any teacher
    iii. Secret bid—meaning no one know what anyone else has bid
    iv. Only the top bid will have to pay

v. The top bidder wins

d. Teacher Appreciation – Marti Paez
   i. May 4-8th
   ii. Would love help and input

e. International Show
   i. Dances – Andrea Schainen
      1. *On the Edge* dance studio dance teachers will be teaching the dances
         a. there will be new dances and old dances
   ii. Food – Jae Toyota
   iii. Flowers – Elizabeth Lopez

f. CCEF (Culver City Education Foundation)
   i. Tribute to the Stars in May 2nd at Sony Studios

IX. State Testing/ pruebas estatales — Jennifer Slabbinck

a. This school year, we will get scores, but results will not be used
b. Last year scores were not released, but were used to calibrate the test
c. 3rd-5th grade will be tested
   i. 3-4: English and Math
   ii. 5: English, Math and Science
   iii. Only Science will still be a paper test
   iv. Math and English will be computerized
d. Important Dates:
   i. 4/27: Practice Week
   ii. 5/4: Testing begins
      1. 5th grade: Tuesdays
      2. 4th grade: Wednesdays
      3. 3rd grade: Thursdays
      4. Mondays and Fridays: Make-up
e. Test is in 4 sections (plus Science for 5th grade):
   i. English knowledge
   ii. English performance
   iii. Math knowledge
   iv. Math performance
f. Each student will complete 7-9 hours of testing
g. Anticipate that testing will start at 9am each day, and continue until they finish the assigned section(s)
h. You can check out a sample test at: californiatac.org

X. New Business, Public Announcements and Comments / Nuevos Negocios, Avisos y Comentarios Públicos

a. **Revolution** movie screening at pier
   i. Free
   ii. About kids and environmental change
   iii. See Marti for more info
b. ELD Summer School being held at La Ballona this year
c. Need representation for Walk to School/Drop off zone
d. April 17th- Fundraising dinner at *Sofra* on Venice Blvd.
e. Gabe Garcia
   i. From City Planning office
   ii. Discussed Safe Routes to School and improvements to roadways/sidewalks around La Ballona to make them safer for our students
   iii. Incentives for kids to walk/bike to school
   iv. Grant funded by Annenberg Foundation for professional grant writers to look over the bid
   v. Goals:
      1. increase walking and biking to school
      2. increase safety and mobility of non-motorized users
      3. decrease green house gases
      4. enhance public health

XI. Adjournment / Aplazamiento 9pm

Dates to Remember / Fechas para Recordar

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

ACTIVE TRANSPORTATION PROGRAM (ATP)
SRTS GRANT APPLICATION

COMMUNITY MEETING
TO INFORM AND RECEIVE INPUT
REGARDING PROPOSED
PHYSICAL IMPROVEMENTS

APRIL 9 and 10, 2015

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

PURPOSE OF MEETING:

1.-To inform;
2.-To obtain your input

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Community engagement at La Ballona Elementary School

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

ATP

SAFE ROUTES TO SCHOOL

CYCLE 2 CALL FOR PROJECTS

- **Infrastructure**
- **Non-Infrastructure**
- **Due June 1st, 2015**

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

SOME OF ATP'S GOALS

- Increase Walking and Biking
- Increase Safety & Mobility of non-motorized users
- Reduction of Green House Gas
- Enhance public health, including reduction of childhood obesity

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

SRTS GOALS

- Encourage Walking and Biking
- Increase Safety
- Improve school drop-offs/pick-ups
- Reduce congestion around schools

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

SOME OF THE EXISTING PROBLEMS

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

UNSAFE PEDESTRIAN BEHAVIORS

- Not looking before crossing
- Crossing at undesirable locations
- Disobeying signals/signs

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

UNSAFE BICYCLISTS BEHAVIORS

- Riding into traffic without looking
- Riding facing traffic or on sidewalks
- Swerving, turning left without looking
- Disobeying signs/signals
- Riding too fast for conditions
- No helmets

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

UNSAFE DRIVING BEHAVIORS

- Speeding
- Failure to yield to pedestrians
- Not making full stops at STOP signs
- Cell phone use
- Texting/reading
- Illegal parking/unloading/loading

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

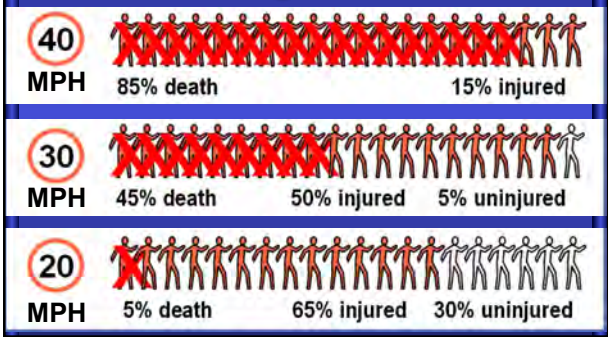
Pedestrian Injuries and Death

Vehicle Travel Speeds and Pedestrian Injuries
U . S. Department of Transportation
National Highway Traffic Safety Administration
DOT HS 809 021 October 1999
Final Report

Killing Speeds and Saving Lives,
United Kingdom DoT, 1993

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Pedestrian Injuries and Death



SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

The Need for Safe Routes

- Early 70's 1/2 all children walked or biked to school.
- Today, about 1 out of 10.
- Today, >3x as many overweight children as there were then.
- Today, 20 to 30% of morning rush hour traffic can be parents driving children to schools.

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

HOW DO WE IMPROVE SAFETY AND ENCOURAGE WALKING & BIKING?

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

ACCOMPLISHED THROUGH THE 5 E's

- EDUCATION
- ENGINEERING
- ENFORCEMENT
- ENCOURAGEMENT
- EVALUATION

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

SOME OF THE TOOLS TO ADDRESS THE PROBLEMS

-Curb Extensions
-High-Visibility Crosswalks
-Advance STOP bars
-Perpendicular ramping

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

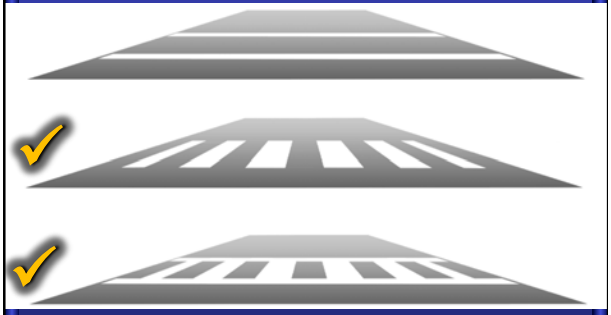
HIGH-VISIBILITY CROSSWALK MARKINGS & ADVANCED STOP BARS

CRF 19, ALL ACCIDENTS.

Source:
"Toolbox of Countermeasures and Their Potential Effectiveness to Make Intersections Safer."
Briefing Sheet 8, ITE, FHWA, (2004).

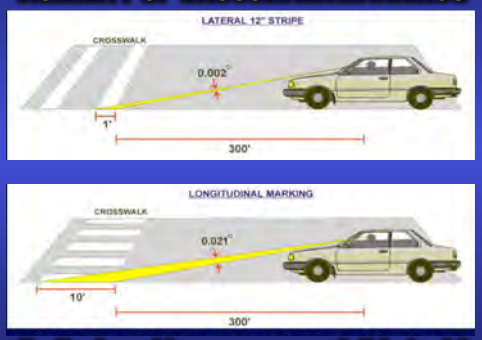
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

HIGH-VISIBILITY CROSSWALK MARKINGS



SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

VISIBILITY OF CROSSWALK MARKINGS



Longitudinal markings are more visible to drivers.

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

CURB EXTENSIONS

CRF 37, ALL ACCIDENTS.

Institute of Transportation Engineers, "Toolbox of Countermeasures and Their Potential Effectiveness to Make Intersections Safer."
Briefing Sheet 8, ITE, FHWA, (2004).

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

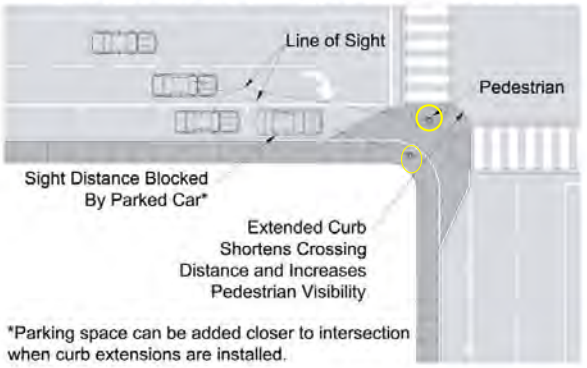
CURB EXTENSIONS

Crash Reduction Factors (CRF)

A CRF is the percentage crash reduction that might be expected after implementing a given countermeasure.

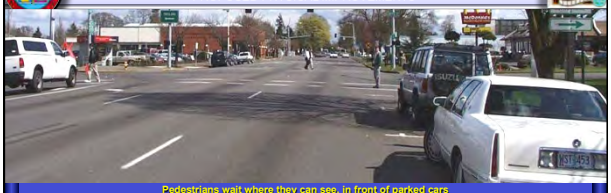
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

EFFECTS OF CURB EXTENSIONS ON SIGHT DISTANCE



*Parking space can be added closer to intersection when curb extensions are installed.

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

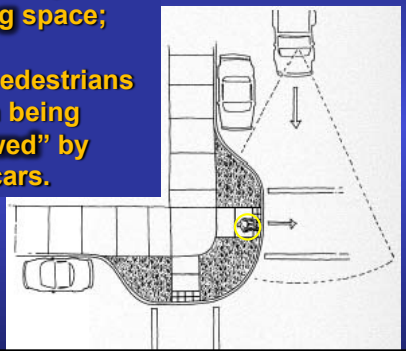


Pedestrians wait where they can see, in front of parked cars

Curb ext. places pedestrian where he can see and be seen

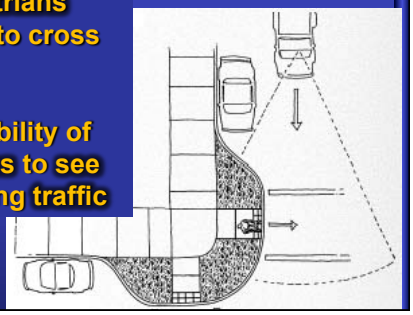
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- **They can augment gathering space;**
- **Moves pedestrians out from being "shadowed" by parked cars.**



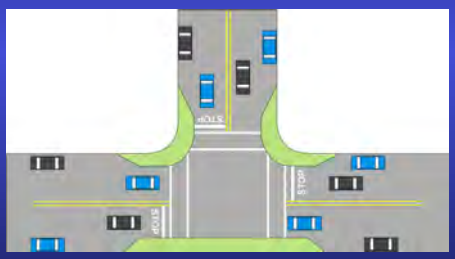
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- They increase ability of drivers to see pedestrians preparing to cross the street;
- Increase ability of pedestrians to see approaching traffic



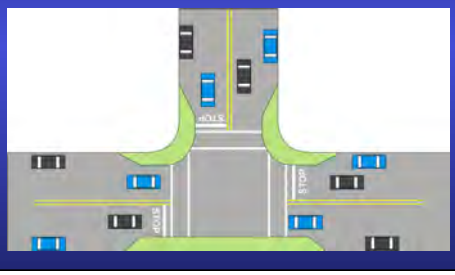
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- They reduce crossing distance;
- Decrease pedestrians' risk exposure.



SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- Increases drivers ability to see cross traffic at the intersection by preventing parking up to the intersection.



SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- Accommodates perpendicular curb ramps;
- Reduced turn radii slow down the speeds of turning vehicles;
- Virtual right turn removed, but decreased pedestrian crossing distance means decreased vehicle delay waiting to enter intersection.

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

PROPOSED IMPROVEMENT LOCATIONS

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

WARRANTS? LEVEL OF SERVICE?

- Some Preliminarily-Proposed Physical Improvements Require Engineering Analysis.
  - ❖Removal of traffic lanes
  - ❖Reduction of Curb Radius
  - ❖Traffic Signal

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

CITY POLICY AND PROCESS

- SPEED HUMPS
  - ❖Speed Survey
  - ❖85th Percentile
  - ❖7 mph > than posted = 32 mph

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Elenda Street, between Washinton & Culver

- Cycle Track
- Speed Humps?

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Girard Ave/Matteson Ave

- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalk
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

On-site Valet Service Lane?

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

College Ave/Matteson Ave

- Curb Extensions
- Perpendicular Ramps
- Raised Crosswalk
- High Visibility Crosswalk
- Advanced Stop Bars
- Pavement Markings & Signs

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Matteson Ave/Prospect Ave

- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalks
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Huron Ave/Matteson Ave

- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalks
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Matteson Ave/Tilden Ave

- Curb Extensions
- Perpendicular Ramps
- Signage & Pave. Mrk.
- High Visibility Crosswalks
- Advanced Stop Bars
- New N-S STOP signs?

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Prospect Ave/Washington Blvd

- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalks
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Girard Ave/Washington Blvd

- Curb Extensions
- Perpendicular Ramps
- Ped Refuge Islands
- High Visibility Crosswalks
- Advanced Stop Bars
- Ped. Count-downs & audibles

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Elenda St/Washington Blvd

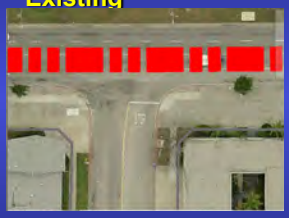
- Ped Refuge Island
- Perpendicular Ramps?
- High Visibility Crosswalks

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Bentley Ave/Venice Blvd

Existing

Proposed



- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalks
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Tilden Ave/Venice Blvd

Existing

Proposed

- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalks
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Overland Ave/Library and Adult School

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Overland Ave/Library and Adult School

- Curb Extensions
- High Visibility Crosswalk
- Perpendicular Ramps
- Advanced STOP Bars
- Pedestrian Refuge Island
- Full Traffic Signal

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Non-Infrastructure

- ADA TRANSITION PLAN
- AB321 REDUCTION OF SPEEDS

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

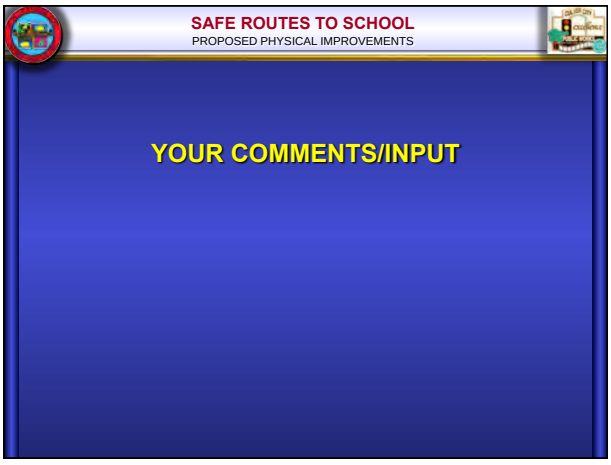
NON-INFRASTRUCTURE

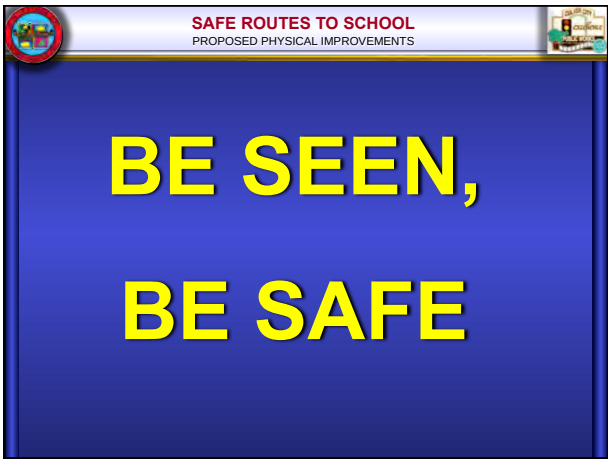
- More Crossing Guards?
- Training for Crossing Guards?
- Police and PEO Strategic Ed & Enforcement
- Incentives

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Tentative Timeline

Nov. 2015	Find out if awarded grant
Summer 2016	Complete funding process
Summer 2016	Release Design RFP
Fall 2016	Receive Design Proposals
Fall 2016	Award Design Contract
Fall 2016	Complete Design of Project
Jan/Feb 2017	Release RFP
Feb/Mar 2017	Receive Construction Proposals
Apr 2017	Award Construction Contract
Summer 2017	Construction


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
YOUR COMMENTS/INPUT


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
BE SEEN,
BE SAFE

The following documents provide Public Health Data background information:

Health Indicators

Public Health Data Key Findings

2013 Physical Fitness Test Results – 5th Grade Students

2010 UCLA Overweight & Obesity Among Students

Relevant Health Indicators

	California		Los Angeles County		Assembly District 54		Zipcodes of interest*	
Indicators	**%**	**Population Universe**	**%**	**Population Universe**	**%**	**Population Universe**	**%**	**Population Universe**
Ever diagnosed with asthma (1-17)	**15.40%**	8,629,700	**15.00%**	2,204,000	**15.50%**	86,700	**14.90%**	28,400
Ever diagnosed with asthma (18+)	**13.70%**	27,796,500	**12.20%**	7,402,100	**13.70%**	371,800	**13.60%**	133,500
Ever diagnosed with diabetes (18+)	**8.40%**	27,796,500	**8.80%**	7,402,100	**8.10%**	371,800	**6.80%**	133,500
Fair or poor health (0-17)	**6.00%**	9,134,500	**6.00%**	2,334,000	**6.20%**	92,100	**4.70%**	30,200
Fair or poor health (18-64)	**17.90%**	23,392,900	**21.40%**	6,305,200	**19.30%**	312,100	**16.10%**	114,600
Fair or poor health (65+)	**27.40%**	4,403,600	**33.00%**	1,096,900	**30.50%**	59,700	**27.50%**	19,000
Low-income food insecurity (18+)	**8.40%**	27,796,500	**9.90%**	7,402,100	**6.90%**	371,800	**6.40%**	133,500
Obese (BMI at or over 30) (18+)	**24.80%**	27,796,500	**24.70%**	7,402,100	**23.50%**	371,800	**18.90%**	133,500
Overweight for age (weight at or over 95th percentile) (2-11)	**13.60%**	4,997,900	**14.40%**	1,262,600	**11.60%**	51,400	**3.70%**	17,200
Overweight or obese (BMIat or over 85th percentile) (12-17)	**32.40%**	3,127,100	**36.60%**	811,500	**36.50%**	29,800	**NA**	9,200
Regular physical activity (5-17)	**20.80%**	6,610,500	**19.90%**	1,684,100	**21.40%**	65,100	**16.60%**	20,900
Walked at least 150 minutes (18+)	**33.30%**	27,796,500	**35.00%**	7,402,100	**37.50%**	371,800	**38.10%**	133,500

**Zipcodes of interest include: 90034, 90066, 90230, 90232*

From California Health Interview Survey (CHIS)

Please note that many estimates produced in AskCHIS Neighborhood Edition are not direct estimates. For more information on the methodology used to calculate estimates please visit http://healthpolicy.ucla.edu

Exported On: 05/16/2015 21:28:53, and on: 05/22/2015 09:53:05

Key findings from 2013 Implementation Strategy Report for Community Health Needs. Kaiser Foundation Hospital – West LA.

- Nearly a third of adults in the service area were overweight (31.3%) compared to Los Angeles County (29.7%).
- Obesity rates were higher too. (22.5% compared to LA County (21.2%)
- Diabetes prevalence was nearly twice that of LA County (19.1% v 10.5% respectively)
- 200.2 per 100,000 experienced diabetes-related hospitalization compared to 145.6 per 100,000 for County.
- In KFH-West LA service area, heart disease hospitalization was over three times the county's (1,129.9 versus 367.1 per 100,000)
- Cardiovascular disease mortality rate per 10,000 adults was higher (19.6) when compared to LA County (15.6)
- Over 28% of adults have been diagnosed with high blood pressure in service area.

Culver CITY

La Ballona Elementary School
California Physical Fitness Test
2013-2014

California Physical Fitness Test Results (School Year 2013-14)

Percent of 5th Grade Students Meeting Fitness Standards

Physical Fitness Area	Total Tested[1] in Grade 5	Number Grade 5 Students in HFZ[2]	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improve-ment	% Grade 5 Students in Needs Improve-ment - Health Risk
Aerobic Capacity	87	68	78.2	18.4	3.4
Body Composition	87	45	51.7	26.4	21.9
Abdominal Strength	87	29	33.3	66.7	N/A
Trunk Extension Strength	87	87	100.0	0.0	N/A
Upper Body Strength	87	45	51.7	48.3	N/A
Flexibility	87	80	92.0	8.0	N/A

Four of Six Standards	Five of Six Standards	Six of Six Standards
25.3%	21.8%	17.2%

HFZ = Health Fitness Zone

Overweight and Obesity among Children by California Cities - 2010

Susan H. Babey, Joelle Wolstein, Allison L.Diamant, Amanda Bloom, and Harold Goldstein
UCLA Center for Health Policy Research and California Center for Public Health Advocacy
June 2012

Data from the 2010 California Physical Fitness Test (PFT) was vital in the development of this report. The Fitnessgram data, mandated by the State, provides a snapshot of the physical fitness of students and provides the Body Mass Index (BMI) information used to compute obesity and overweight figures in this study.

Background

During the last three decades, the prevalence of overweight and obesity in the United States has increased dramatically in both adults and children.[1] In the 1970s, about 15 percent of adults were obese; by 2004, the rate had climbed to 32 percent.[1] Although the prevalence of obesity among children is lower than among adults, the rates among children and adolescents have increased considerably more. Between the early 1970s and 2003-2004, the prevalence of obesity nearly tripled among youth ages 12 to 19, from 6 percent to 17 percent, and more than quadrupled among children ages 6 to 11, rising from 4 percent to 19 percent.[1-4]

More positively, recent data from the National Health and Nutrition Examination Survey indicated that, between 2003-2004 and 2007-2008, there has been no significant change in the prevalence of obesity among children, suggesting that the prevalence of childhood obesity could be leveling off nationally. Nevertheless, rates remain high, with approximately 36 percent of 6- to 11-year-olds and 34 percent of 12- to 19-year-olds considered to be overweight or obese. Among these youth, 20 percent of 6- to 11-year-olds and 18 percent of 12- to19-year-olds are considered to be obese.[5]

Overweight and obesity are associated with serious health risks in children and adolescents, including an increased risk for high cholesterol and high blood pressure (indicators of cardiovascular disease), high fasting insulin (an early indicator of diabetes risk), and a variety of musculoskeletal disorders.[6-10]

Children who are overweight or obese often grow up to be obese as adults.[11,12] Among adults, overweight and obesity are associated with increased risk for diabetes, cardiovascular disease, hypertension, hypercholesterolemia, stroke, some types of cancer, musculoskeletal conditions, and premature death.[1,2,13] Obesity has become second only to tobacco use as the leading preventable cause of disease and death in the United States.[14] The rise in obesity and related diseases has led experts to predict a decrease in life expectancy and productivity for today's youth as well as increased individual and societal costs.[15-17]

Although the prevalence of obesity is high among all children regardless of race/ethnicity,

children of color are disproportionately affected. Hispanic, African American, and American Indian girls and boys have higher rates of obesity than white children.[1,18] Asian children tend to have the lowest rates of obesity, but they have also experienced considerable increases in recent decades.[19] Currently, African American girls and Mexican American boys in the United States have the highest rates of childhood obesity.[20] Recent research suggests that these disparities are mirrored in California, with higher rates of obesity and overweight among Latinos, African Americans, and American Indians than among whites and Asians.[21] Overweight and obesity and their associated health problems have a significant economic impact—in both direct and indirect costs. Direct medical costs may include preventive, diagnostic, and treatment services related to obesity. Indirect costs can include decreased productivity, restricted activity, absenteeism, and future value lost by premature death. Nationally, medical costs alone for obesity reach $147 billion each year.[22] California spends more public and private money on the health consequences of obesity than any other state.[23] Including lost productivity, overweight and obesity in California cost families, employers, the healthcare industry, and the government more than $21 billion each year.[24]

Study Methods

The California Center for Public Health Advocacy and the UCLA Center for Health Policy Research examined geographical variation by city in rates of overweight and obesity among fifth-, seventh-, and ninth-grade schoolchildren in California. Data were from the 2010 California Physical Fitness Test (PFT). State law mandates that public schools administer the PFT annually to all California students in grades five, seven, and nine. The test used in California schools is the Fitnessgram. Body composition, which includes measured height and weight, skinfold measurements, or bioelectric impedance analysis, is one of six fitness areas tested. We obtained de-identified, student-level data for the body composition component of the PFT from the California Department of Education (CDE). This study utilized measured height and weight to calculate Body Mass Index (BMI). Biologically implausible values were excluded. BMI was used to classify students as overweight or obese. Among children, overweight is defined as having a BMI between the 85th and 95th percentile on the 2000 Centers for Disease Control and Prevention sex-specific BMI-for-age growth charts, while obesity is defined as having a BMI above the 95th percentile.[25,26] This study utilized data from 1,214,061 students in 2010 with measured height and weight data.

City overweight rates were determined based on school locations. Schools were assigned to cities by mapping the school locations using latitude and longitude coordinates that are part of the CDE public school data file. GIS techniques were used to map the school locations and assign schools to cities based on census maps delineating incorporated cities and census designated places. Overweight rates in a city represent the average overweight rate for fifth, seventh and ninth grade public school students who attend schools physically located within the boundaries of that city. Data are shown for incorporated cities that have a population of 20,000. Results for cities with a sample size from the PFT of less than 100 are not presented. In addition, results for cities with PFT data reported for less than 70% of enrolled 5th, 7th, and 9th grade students are not presented.

City	County	2010 Overweight + Obese %
Adelanto	San Bernardino	40.4%
Agoura Hills	Los Angeles	15.6%
Alameda	Alameda	28.7%
Alhambra	Los Angeles	35.5%
Aliso Viejo	Orange	20.8%
Anaheim	Orange	43.5%
Antioch	Contra Costa	42.3%
Apple Valley	San Bernardino	35.1%
Arcadia	Los Angeles	25.1%
Atascadero	San Luis Obispo	29.9%
Atwater	Merced	45.1%
Azusa	Los Angeles	45.6%
Bakersfield	Kern	42.7%
Baldwin Park	Los Angeles	46.7%
Banning	Riverside	45.9%
Barstow	San Bernardino	42.3%
Beaumont	Riverside	38.1%
Bell	Los Angeles	47.1%
Bellflower	Los Angeles	42.7%
Benicia	Solano	29.9%
Beverly Hills	Los Angeles	21.5%
Blythe	Riverside	40.3%
Brawley	Imperial	50.0%
Brea	Orange	28.0%
Brentwood	Contra Costa	32.5%
Buena Park	Orange	41.8%
Burlingame	San Mateo	24.4%
Calabasas	Los Angeles	20.0%
Calexico	Imperial	47.6%
Camarillo	Ventura	30.2%
Campbell	Santa Clara	30.1%
Carlsbad	San Diego	16.8%
Carson	Los Angeles	45.0%
Cathedral City	Riverside	42.1%

City	County	2010 Overweight + Obese %
Ceres	Stanislaus	44.2%
Cerritos	Los Angeles	31.1%
Chico	Butte	30.8%
Chino	San Bernardino	41.8%
Chino Hills	San Bernardino	27.0%
Chula Vista	San Diego	37.9%
Citrus Heights	Sacramento	34.7%
Claremont	Los Angeles	29.8%
Coachella	Riverside	48.7%
Colton	San Bernardino	46.1%
Compton	Los Angeles	50.8%
Concord	Contra Costa	41.5%
Corona	Riverside	35.0%
Covina	Los Angeles	40.6%
Cudahy	Los Angeles	49.5%
Culver City	Los Angeles	32.6%
Cupertino	Santa Clara	18.4%
Cypress	Orange	27.6%
Daly City	San Mateo	39.2%
Dana Point	Orange	20.8%
Danville	Contra Costa	16.5%
Davis	Yolo	24.1%
Delano	Kern	48.0%
Desert Hot Springs	Riverside	40.0%
Diamond Bar	Los Angeles	29.4%
Dinuba	Tulare	44.9%
Downey	Los Angeles	40.1%
Duarte	Los Angeles	41.9%
Dublin	Alameda	26.1%
El Cajon	San Diego	38.1%
El Centro	Imperial	45.8%
El Cerrito	Contra Costa	36.3%
El Monte	Los Angeles	50.2%

City	County	2010 Overweight + Obese %
Elk Grove	Sacramento	33.8%
Encinitas	San Diego	18.5%
Escondido	San Diego	38.9%
Eureka	Humboldt	41.0%
Fairfield	Solano	39.3%
Folsom	Sacramento	22.2%
Fontana	San Bernardino	44.9%
Foster City	San Mateo	29.9%
Fountain Valley	Orange	31.4%
Fremont	Alameda	27.9%
Fresno	Fresno	42.5%
Fullerton	Orange	30.9%
Galt	Sacramento	39.9%
Garden Grove	Orange	38.0%
Gardena	Los Angeles	49.9%
Gilroy	Santa Clara	43.6%
Glendale	Los Angeles	37.7%
Glendora	Los Angeles	26.9%
Goleta	Santa Barbara	35.2%
Hanford	Kings	40.5%
Hawthorne	Los Angeles	45.5%
Hayward	Alameda	42.7%
Hemet	Riverside	38.1%
Hercules	Contra Costa	37.0%
Hesperia	San Bernardino	41.0%
Highland	San Bernardino	32.8%
Hollister	San Benito	43.2%
Huntington Beach	Orange	26.4%
Huntington Park	Los Angeles	53.0%
Imperial Beach	San Diego	39.8%
Indio	Riverside	44.4%
Inglewood	Los Angeles	47.8%
Irvine	Orange	21.7%

City	County	2010 Overweight + Obese %
La Cañada Flintridge	Los Angeles	22.3%
La Habra	Orange	36.9%
La Mesa	San Diego	36.9%
La Puente	Los Angeles	42.4%
La Quinta	Riverside	39.2%
La Verne	Los Angeles	30.8%
Lafayette	Contra Costa	17.8%
Laguna Beach	Orange	14.3%
Laguna Hills	Orange	27.2%
Laguna Niguel	Orange	19.4%
Lake Elsinore	Riverside	38.2%
Lake Forest	Orange	26.9%
Lakewood	Los Angeles	39.5%
Lancaster	Los Angeles	38.2%
Lemon Grove	San Diego	46.3%
Lemoore	Kings	42.4%
Livermore	Alameda	32.1%
Lodi	San Joaquin	39.2%
Loma Linda	San Bernardino	41.4%
Lomita	Los Angeles	44.0%
Lompoc	Santa Barbara	48.6%
Long Beach	Los Angeles	40.7%
Los Angeles	Los Angeles	45.2%
Los Banos	Merced	44.5%
Los Gatos	Santa Clara	15.4%
Madera	Madera	45.1%
Manhattan Beach	Los Angeles	11.3%
Manteca	San Joaquin	38.0%
Martinez	Contra Costa	33.0%
Maywood	Los Angeles	50.4%
Menifee	Riverside	36.1%
Menlo Park	San Mateo	26.1%
Merced	Merced	40.9%

City	County	2010 Overweight + Obese %
Millbrae	San Mateo	24.8%
Milpitas	Santa Clara	33.3%
Mission Viejo	Orange	25.1%
Modesto	Stanislaus	39.6%
Monrovia	Los Angeles	39.8%
Montclair	San Bernardino	43.9%
Monterey	Monterey	41.2%
Moorpark	Ventura	29.2%
Moreno Valley	Riverside	42.3%
Morgan Hill	Santa Clara	30.3%
Murrieta	Riverside	29.2%
Napa	Napa	38.5%
National City	San Diego	50.0%
Newark	Alameda	39.2%
Newport Beach	Orange	18.3%
Norco	Riverside	33.7%
Norwalk	Los Angeles	46.5%
Novato	Marin	31.7%
Oakdale	Stanislaus	34.6%
Oakland	Alameda	42.3%
Oakley	Contra Costa	36.7%
Ontario	San Bernardino	43.3%
Orange	Orange	43.2%
Oxnard	Ventura	47.9%
Pacifica	San Mateo	33.1%
Palm Desert	Riverside	31.6%
Palm Springs	Riverside	38.8%
Palmdale	Los Angeles	39.7%
Palo Alto	Santa Clara	18.4%
Paradise	Butte	27.7%
Paramount	Los Angeles	46.4%
Paso Robles	San Luis Obispo	32.7%
Patterson	Stanislaus	45.6%
Perris	Riverside	44.2%

City	County	2010 Overweight + Obese %
Pico Rivera	Los Angeles	43.7%
Pittsburg	Contra Costa	45.6%
Pleasant Hill	Contra Costa	32.1%
Pleasanton	Alameda	22.8%
Pomona	Los Angeles	48.1%
Port Hueneme	Ventura	52.6%
Porterville	Tulare	44.0%
Poway	San Diego	26.1%
Rancho Cordova	Sacramento	39.1%
Rancho Cucamonga	San Bernardino	30.0%
Rancho Palos Verdes	Los Angeles	29.1%
Rancho Santa Margarita	Orange	22.9%
Redding	Shasta	30.5%
Redlands	San Bernardino	30.8%
Redwood City	San Mateo	37.4%
Rialto	San Bernardino	45.0%
Richmond	Contra Costa	51.0%
Ridgecrest	Kern	27.2%
Riverbank	Stanislaus	43.7%
Riverside	Riverside	39.2%
Rocklin	Placer	24.0%
Rohnert Park	Sonoma	32.4%
Rosemead	Los Angeles	34.3%
Roseville	Placer	26.4%
Sacramento	Sacramento	39.9%
Salinas	Monterey	46.7%
San Bernardino	San Bernardino	43.9%
San Bruno	San Mateo	43.4%
San Carlos	San Mateo	29.2%
San Clemente	Orange	21.1%
San Diego	San Diego	33.5%
San Dimas	Los Angeles	31.6%

City	County	2010 Overweight + Obese %
San Fernando	Los Angeles	48.0%
San Francisco	San Francisco	31.7%
San Jacinto	Riverside	39.5%
San Jose	Santa Clara	36.0%
San Juan Capistrano	Orange	33.7%
San Leandro	Alameda	42.7%
San Luis Obispo	San Luis Obispo	23.6%
San Marcos	San Diego	31.9%
San Mateo	San Mateo	33.2%
San Pablo	Contra Costa	52.4%
San Rafael	Marin	32.4%
San Ramon	Contra Costa	22.6%
Sanger	Fresno	47.5%
Santa Ana	Orange	46.5%
Santa Barbara	Santa Barbara	28.2%
Santa Clara	Santa Clara	37.5%
Santa Clarita	Los Angeles	29.6%
Santa Cruz	Santa Cruz	31.0%
Santa Monica	Los Angeles	23.0%
Santa Paula	Ventura	47.9%
Santa Rosa	Sonoma	36.3%
Saratoga	Santa Clara	18.2%
Seal Beach	Orange	28.8%
Seaside	Monterey	45.6%
Selma	Fresno	47.0%
Simi Valley	Ventura	30.7%
Soledad	Monterey	48.5%
South Gate	Los Angeles	51.3%
South Lake Tahoe	El Dorado	34.6%
South Pasadena	Los Angeles	21.8%
South San Francisco	San Mateo	47.0%
Stanton	Orange	51.8%
Stockton	San Joaquin	42.4%
Suisun City	Solano	46.3%
Sunnyvale	Santa Clara	31.0%
Temecula	Riverside	27.6%
Temple City	Los Angeles	28.2%
Thousand Oaks	Ventura	25.7%
Torrance	Los Angeles	26.9%
Tracy	San Joaquin	37.6%
Tulare	Tulare	43.6%
Turlock	Stanislaus	39.7%
Tustin	Orange	35.9%
Twentynine Palms	San Bernardino	32.1%
Union City	Alameda	38.4%
Upland	San Bernardino	42.4%
Vacaville	Solano	36.3%
Vallejo	Solano	43.7%
Ventura	Ventura	33.1%
Victorville	San Bernardino	40.1%
Visalia	Tulare	40.8%
Vista	San Diego	38.7%
Walnut	Los Angeles	27.3%
Walnut Creek	Contra Costa	21.0%
Wasco	Kern	46.8%
Watsonville	Santa Cruz	49.3%
West Covina	Los Angeles	41.0%
West Hollywood	Los Angeles	43.8%
West Sacramento	Yolo	43.6%
Westminster	Orange	33.0%
Wildomar	Riverside	36.7%
Windsor	Sonoma	32.4%
Woodland	Yolo	42.6%
Yuba City	Sutter	35.2%
Yucaipa	San Bernardino	27.4%
Yucca Valley	San Bernardino	37.1%

1. Officially known as 'San Buenaventura (Ventura)'
2. Officially known as 'El Paso de Robles (Paso Robles)'

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Acknowledgments

The authors wish to thank Linqi Zhou, Melanie Levy, Yueyan Wang, Kevin Kong, Hongjian Yu, Gwen Driscoll, and Celeste Maglan of the UCLA Center for Health Policy Research as well as Lisa Craypo of Samuels and Associates for their assistance. The authors would also like to thank the following individuals for their helpful comments on the related publication, *A Patchwork of Progress: Changes in Overweight and Obesity Among California 5th, 7th-, and 9th-Graders, 2005-2010*, which also informed the current city analysis: Kristine Madsen, MD, MPH, Assistant Professor, UCSF Division of General Pediatrics; Paul Simon, MD, MPH, Director of Chronic Disease and Injury Prevention, Los Angeles County Department of Public Health; Antronette Yancey, MD, MPH, Professor, UCLA School of Public Health and Co-Director, UCLA Kaiser Permanente Center for Health Equity.

Funding

Support for this research was provided by a grant from The Robert Wood Johnson Foundation to the California Center for Public Health Advocacy.

Suggested Citation

Babey SH, Wolstein J, Diamant AL, Bloom A, Goldstein H. *Overweight and Obesity among Children by California Cities - 2010*. UCLA Center for Health Policy Research and California Center for Public Health Advocacy, 2012.

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The following documents provide back up census information for the identification of disadvantaged communities:

Census Data Summary

Demographics

Census Tracts & TAZs Used in Analysis

Census Data Summary

Highlights of demographic data for the Washington-Culver ATP Study Area (area within bounds of Culver, Overland, Venice, and I-405, and the Surrounding Area (conterminous census tracts around the Study Area, outlined in attached map Research Areas):

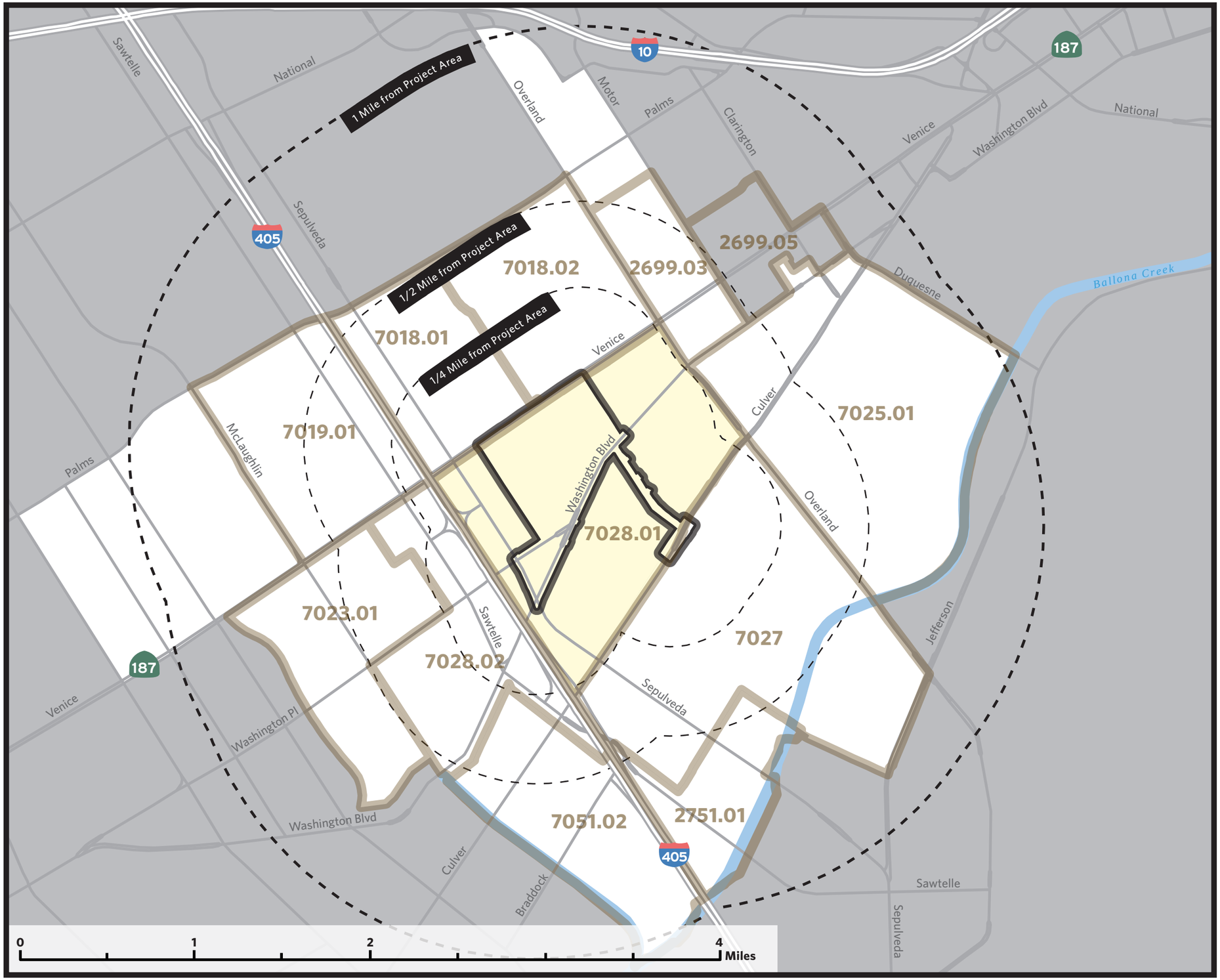
- **Population:**
  - The Study Area is dense, at 11,000 people per square mile.
  - The Study Area has a total population of 5,324.
  - The Surrounding Area has 45,662 people, or a population density of 14,234 per square mile.
- **Race:**
  - 40% of the population of Study Area are of Hispanic or Latino origin, 7 percentage points higher than the Surrounding Area.
  - Both the Study Area and the Surrounding Area are majority minority.
- **Median Household (HH) Income:**
  - The Study Area Median HH Income is $62,326 (above LA Urban Area Median HH Income).
  - The Study Area Some Other Race Median HH Income = $23,500
  - The Study Area Hispanic Median HH Income = $42,500, or only 70% of the Study Area's Median HH Income.
- **Poverty:**
  - 11.55% of the Study Area population lives in poverty.
- **Income groups:**
  - A higher proportion of households in the Study Area earn $30,000 or less than in the Surrounding Area.
  - 27% of Study Area households earn under $30,000 a year in income, 39% earn less than $50,000.
- **Commute to work:**
  - The Study Area has a higher proportion of workers biking and walking to work than the Surrounding Area.
  - 5% of Study Area workers 16 or over bike or walk to work.
- **Vehicle Ownership:**
  - 7% of Study Area one-person households do not have a car.
  - 19% of two-person plus households have only one or no car, so 26% of all households in the Study Area have no car or are can be said to be "car deficient".
  - Nearly 10% of Study Area households have no car whatsoever, which is higher than the Surrounding Area.
- **Age:**
  - Around 1,000 children, or about 20% of Study Area population, are under 18, higher than the Surrounding Area. In fact, a full 15.76% of children are ages 5 to 17.
  - There are around 700 seniors in the Study Area, constituting 14% of the population of the Study Area as a whole. This is a higher proportion than the Surrounding Area.
- **Disability:**
  - A full 10% of the Study Area population has a disability of some kind, more than the Surrounding Area.
  - 28% of Study Area seniors have a disability, which is lower than the Surrounding Area median of 30.47%, but still means that there are around 200 seniors with a disability in the Study Area.

Demographics for Study Area (Census Tract LA County, 7028.01)
and Roughly Half Mile Surrounding Area (ACS 2009-2013 5 yr Estimates)

	Study Area (#)	Study Area (%)	Surrounding Half Mi (#)	Surrounding Half Mi (%)
Area (Sq mi)	0.46		3.207967	
Area (Acres)	295.09		2,053.10	
Population	5,324		45,662	
Population Density	11,547		14,234	
Housing Units per Acre	7.47		9.25	
Race				
White	2,181	40.97%	18,650	40.84%
Black	194	3.64%	3,043	6.66%
Asian	651	12.23%	6,989	15.31%
Hispanic	2,155	40.48%	15,287	33.48%
Other	143	2.69%	1,693	3.71%
Total	5,324	100.00%	45,662	100.00%
Median Household Income (Total Population)	$62,326		$68,256	
Hispanic Households Median Household Income	$42,583	PCT of Total Median HH Income (68%)	$50,097	PCT of Total Median HH Income (73%)
Households in Poverty	604	11.55%	5,234	11.61%
Hispanic Households in Poverty	375	20.11%	1,887	12.50%
Income Groups (By Household)				
$30,000 or Less	2,155	27.60%	2,379	22.74%
$50,000 or Less	2,806	40.01%	7,101	39.12%
Health Insurance Coverage				
Public Coverage	1,441	27.10%	8,692	18.97%
Medicare Coverage	758	14.20%	4,706	10.33%
Medicaid Coverage	917	17.20%	4,944	10.50%
Total Uninsured	892	17%	8,718	19%
Hispanic Persons Uninsured	581	27.00%	4,624	30.11%

Demographics for Study Area (Census Tract LA County, 7028.01)
and Roughly Half Mile Surrounding Area (ACS 2009-2013 5 yr Estimates)

	Study Area (#)	Study Area (%)	Surrounding Half Mi (#)	Surrounding Half Mi (%)
Household Type - All Households				
Family Households (Total)	1,197		9,787	
Single-mother Families (Out of Family Households (Total)	272	22.72%	1,904	19.45%
Household Type - Hispanic Households				
Hispanic Family Households (Out of Family Households (Total)	310	25.90%	3,191	32.60%
Hispanic Single-mother Famililes (Out of Hispanic Family Households)	55	17.74%	606	18.99%
Age				
Under 18	1,047	19.88%	7,837	17.40%
18-34	1,304	24.76%	15,039	33.39%
35-64	2,183	41.45%	17,313	38.43%
65 and Over	733	13.92%	4,857	10.78%
Commute				
Drive Alone	2,029	80.01%	17,739	72.15%
Transit	55	2.17%	1,576	6.41%
Bike	59	2.33%	453	1.84%
Walk	79	3.12%	692	2.81%
Vehicle Ownership				
1 Person HH (No Car)	152	7.28%	862	4.75%
1 Person HH (1+ Vehicles)	562	26.93%	5,028	27.70%
2 Person HH (0 or 1 Vehicle	390	18.69%	3,719	20.49%
2 Person HH (2+ Vehicles)	983	47.10%	8,543	47.06%
0 Vehicle HH	206	9.87%	1,309	7.21%
Disability				
Disabled	536	10.07%	3,334	7.33%
Disabled Senior	207	28.24%	1,598	34.05%



Research Areas

- Project Area
- Study Area
- Census Tracts (2010)
- 7027 Census Tract Name
- SCAG Traffic Analysis Zone (TAZ) Used in Research
- SCAG TAZ not used in Research

Map Features

- Freeway
- Hydrology

N

1:18,000

Culver CITY

City of Culver City // ATP Cycle 2 // June 2015
WASHINGTON-CULVER PEDESTRIAN AND CYCLIST SAFETY PROJECT
ATTACHMENT I-Q5: CENSUS TRACTS & TAZS USED IN ANALYSES

ATTACHMENT I-Q5: CENSUS TRACTS & TAZS USED IN ANALYSES

Project Name: Washington-Cilver Pedestrian & Cyclist Safety Project

Project Location: City of Culver City

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)	Without Project	With Project
Existing	7298	
Forecast (1 Yr after completion)	7341	7708
	Commuters	Recreational Users
Existing Trips	7,298	
New Daily Trips (estimate)	3649	0
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure	
Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	6,153

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)	Without Project	With Project
Existing	18070	
Forecast (1 YR after project completion)	18178	19087
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)	Total
Number of student enrollment	588
Approximate no. of students living along school route proposed for improvement	300
Percentage of students that currently walk or bike to school	30.70%
Projected percentage of students that will walk or bike to school after the project	42.00%

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	$2,872,014
SR2S Infrastructure Project Cost	$0

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	$2,772,014
SR2S Infrastructure	

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	1	0.2
Injury Crashes	9	1.8
PDO		0

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

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	588
Approximate no. of students living along school route proposed for improvement	300
Percent that currently walks/bikes to school	31%
Number of students that walk/bike to school	92.1

After Project

No. of students enrollment	588
Approximate no. of students living along school route proposed for improvement	300
Projected percentage of students that will walk or bike because of the project	42%
Number of students that will walk/bike to school after the project	126

ATP Shift	12,204
Fuels Saved	$2,080.78
Emissions Saved	$152.55

Annual Mobility Benefits	$79,539
Annual Health Benefits	$4,961
Annual Safety Benefits	$437,660
Fuel and Emissions Saved	$2,233
Recreational Benefits	$0

Assumptions:

1) 180 school days
2) 2 miles distance to school = 1 hour walk
3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults $13.03 vs. $5.42 for kids.
6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis	
Total Costs	$2,872,014.00
Net Present Cost	$2,761,551.92
Total Benefits	$552,927,107.67
Net Present Benefit	$366,192,296.71
Benefit-Cost Ratio	132.60

20 Year Itemized Savings	
Mobility	$527,067,929.66
Health	$2,389,286.69
Recreational	$1,813,838.14
Gas & Emissions	$388,095.65
Safety	$21,267,957.53

Funds Requested	$2,772,014.00
Net Present Cost of Funds Requested	$2,665,398.08
Benefit Cost Ratio	137.39

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	18,178.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	19,087.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	909
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	7,298
New Commuters	3649

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	$193,163
Annual Mobility Benefit (Biking)	$21,419,684.74

Total Annual Mobility Benefits	$21,612,847

Sources:
NCHRP 552 Methodology (Biking)
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

Project Types
For M values:

20.38 min/trip	OFF STREET	Bike Class I
18.02 min/trip	ON STREET w/o parking benefit	Bike Class II
15.83 min/trip	ON STREET w/ parking benefit	Bike Class III

$13.03 Value of Time

600 steps=0.3mi=1 trip

$1 Value of Total Pedestrian Environmental Impacts per trip

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists	183.5
Value of Health (ave.annual)	$146
Annual Health Benefits	$26,856

GDP Deflator

2006	0.9429
2014	1.0781

Walking:

New Walkers	454.5
Value of Health	$146
Annual Health Benefits	$66,518

Total Annual Health Benefits	$93,374

Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.
(Estimated annual per capita cost savings of direct and/indirect) of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	455
New Bicyclists	184
Avoided VMT due to Walking	28,974
Avoided VMT due to Biking	46,104
Fuel Saved	$12,801
Emissions Saved	$938
Fuel and Emissions saved	$13,739

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 CO_2 based on US average 20mpg.

Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948

4) Gasoline price per gallon is $3.41 (incl. tax)
5) Carbon price is $25 per ton
6) 250 working days
7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking

New Recreational Users	0	$10 per trip
New Commuters	3,649	
ExistingRecreational Users	0	$4 per trip

Value of Spending Recreational Time for New Recreational Users	$0
Valueof Spending Recreational Time for Existing Recreational Users	$0
Potential number of recreational time outdoors	124

Annual Biking Recreational Benefits	$0

Sources: NCHRP 552 for New Users and Commuters,
TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users,
World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

Walking

Total Recreational pedestrians	136	15%- See Misc. Tab

Value of Spending Recreational timefor all pedestrians	$49,768	$1 per trip
Potential number of recreational time outdoors	365	

AnnualWalking Recreational Benefits	$49,768

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	$49,768

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

		SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERESECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES						
Countermeasures		Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/ underpass	Install raised medians/ refuge islands	Install pedestrian crossings (new signs and markings only	Install pedestrian crossing (with enhanced safety measures/ curb extensions	Install pedestrian signal	Install bike lanes	Install sidewalk/ pathway (to avoid walking along roadways	Install pedestrian crossing (with enhanced safety measures	Install Pedestrian crossing	OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
Applicable Countermeasures		Y	Y	Y	0	Y	Y	Y	Y	Y	0	Y	Y	Y		
Crash Reduction Factors (CRFs)		25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life		20	20	10	20	20	10	20	20	20	20	10	10	20		
	1st year	$243,144	$243,144	$145,887	$0	$437,660	$243,144	$340,402	$534,917	$340,402	$0	$291,773	$340,402	$97,258	$437,660	$437,660

	Fatal	Injury	PDO	Total
Frequency	0.2	1.8	0	2
Cost/crash	$4,130,347	$81,393	$7,624	

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

ECONOMIC EVALUATION (Constant Values)

Total Benefits	##########
Mobility Benefits	##########
Health Benefits	$2,389,287
Recreational Benefits	$1,813,838
Safety Benefits	$21,267,958
Gas & Emission Benefits	$388,096

Total Costs	$2,872,014

Benefit-Cost Ratio (BCR)	191.9

NON-INFRASTRUCTURE-Non-SR2S and SR2S

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

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$21,612,847	$93,374	$49,768	$437,660	$13,739	$22,207,388	$2,872,014	1.02
2	$22,045,104	$95,241	$50,763	$446,413	$14,014	$22,651,536		
3	$22,486,006	$97,146	$51,778	$455,341	$14,294	$23,104,566		
4	$22,935,726	$99,089	$52,814	$464,448	$14,580	$23,566,658		
5	$23,394,441	$101,071	$53,870	$473,737	$14,872	$24,037,991		
6	$23,862,330	$103,092	$54,948	$483,212	$15,169	$24,518,751		
7	$24,339,576	$105,154	$56,047	$492,876	$15,473	$25,009,126		
8	$24,826,368	$107,257	$57,168	$502,733	$15,782	$25,509,308		
9	$25,322,895	$109,402	$58,311	$512,788	$16,098	$26,019,494		
10	$25,829,353	$111,590	$59,477	$523,044	$16,420	$26,539,884		
11	$26,345,940	$113,822	$60,667	$533,505	$16,748	$27,070,682		
12	$26,872,859	$116,099	$61,880	$544,175	$17,083	$27,612,096		
13	$27,410,316	$118,421	$63,118	$555,058	$17,425	$28,164,337		
14	$27,958,522	$120,789	$64,380	$566,159	$17,773	$28,727,624		
15	$28,517,693	$123,205	$65,667	$577,483	$18,129	$29,302,177		
16	$29,088,047	$125,669	$66,981	$589,032	$18,491	$29,888,220		
17	$29,669,808	$128,182	$68,320	$600,813	$18,861	$30,485,985		
18	$30,263,204	$130,746	$69,687	$612,829	$19,238	$31,095,704		
19	$30,868,468	$133,361	$71,081	$625,086	$19,623	$31,717,618		
20	$31,485,837	$136,028	$72,502	$637,587	$20,016	$32,351,971		
						Sum Total Benefits	Total Project Cost	
Total	$525,135,342	$2,268,738	$1,209,225	$10,633,979	$333,832	$539,581,115	$2,872,014	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$79,539	$4,961	$0	$437,660	$2,233	$524,393	$0	1.02
2	$81,130	$5,061	$0	$446,413	$2,278	$534,881		
3	$82,752	$5,162	$0	$455,341	$2,324	$545,579		
4	$84,407	$5,265	$0	$464,448	$2,370	$556,490		
5	$86,096	$5,370	$0	$473,737	$2,417	$567,620		
6	$87,817	$5,478	$0	$483,212	$2,466	$578,973		
7	$89,574	$5,587	$0	$492,876	$2,515	$590,552		
8	$91,365	$5,699	$0	$502,733	$2,565	$602,363		
9	$93,193	$5,813	$0	$512,788	$2,617	$614,410		
10	$95,056	$5,929	$0	$523,044	$2,669	$626,699		
11	$96,958	$6,048	$0	$533,505	$2,722	$639,233		
12	$98,897	$6,169	$0	$544,175	$2,777	$652,017		
13	$100,875	$6,292	$0	$555,058	$2,832	$665,058		
14	$102,892	$6,418	$0	$566,159	$2,889	$678,359		
15	$104,950	$6,546	$0	$577,483	$2,947	$691,926		
16	$107,049	$6,677	$0	$589,032	$3,006	$705,764		
17	$109,190	$6,811	$0	$600,813	$3,066	$719,880		
18	$111,374	$6,947	$0	$612,829	$3,127	$734,277		
19	$113,601	$7,086	$0	$625,086	$3,190	$748,963		
20	$115,873	$7,228	$0	$637,587	$3,254	$763,942		
						Sum Total Benefits	Total Project Cost	
Total	$1,932,588	$120,549	$0	$10,633,979	$54,264	$12,741,380	$0	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	$21,612,847	$93,374	$49,768	$218,830	$13,739	$21,988,558	$2,872,014
2	$22,045,104	$95,241	$50,763	$223,206	$14,014	$22,428,329	
3	$22,486,006	$97,146	$51,778	$227,671	$14,294	$22,876,896	
4	$22,935,726	$99,089	$52,814	$232,224	$14,580	$23,334,434	
5	$23,394,441	$101,071	$53,870	$236,868	$14,872	$23,801,122	
6	$23,862,330	$103,092	$54,948	$241,606	$15,169	$24,277,145	
7	$24,339,576	$105,154	$56,047	$246,438	$15,473	$24,762,688	
8	$24,826,368	$107,257	$57,168	$251,367	$15,782	$25,257,941	
9	$25,322,895	$109,402	$58,311	$256,394	$16,098	$25,763,100	
10	$25,829,353	$111,590	$59,477	$261,522	$16,420	$26,278,362	
11	$26,345,940	$113,822	$60,667	$266,752	$16,748	$26,803,930	
12	$26,872,859	$116,099	$61,880	$272,087	$17,083	$27,340,008	
13	$27,410,316	$118,421	$63,118	$277,529	$17,425	$27,886,808	
14	$27,958,522	$120,789	$64,380	$283,080	$17,773	$28,444,544	
15	$28,517,693	$123,205	$65,667	$288,741	$18,129	$29,013,435	
16	$29,088,047	$125,669	$66,981	$294,516	$18,491	$29,593,704	
17	$29,669,808	$128,182	$68,320	$300,406	$18,861	$30,185,578	
18	$30,263,204	$130,746	$69,687	$306,415	$19,238	$30,789,290	
19	$30,868,468	$133,361	$71,081	$312,543	$19,623	$31,405,075	
20	$31,485,837	$136,028	$72,502	$318,794	$20,016	$32,033,177	
						Sum Total Benefits	Total Project Cost
Total	$525,135,342	$2,268,738	$1,209,225	$5,316,989	$333,832	$534,264,126	$2,872,014

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$79,539	$4,961	$0	$218,830	$2,233	$305,564	$0	1.02
2	$81,130	$5,061	$0	$223,206	$2,278	$311,675		
3	$82,752	$5,162	$0	$227,671	$2,324	$317,908		
4	$84,407	$5,265	$0	$232,224	$2,370	$324,266		
5	$86,096	$5,370	$0	$236,868	$2,417	$330,752		
6	$87,817	$5,478	$0	$241,606	$2,466	$337,367		
7	$89,574	$5,587	$0	$246,438	$2,515	$344,114		
8	$91,365	$5,699	$0	$251,367	$2,565	$350,996		
9	$93,193	$5,813	$0	$256,394	$2,617	$358,016		
10	$95,056	$5,929	$0	$261,522	$2,669	$365,177		
11	$96,958	$6,048	$0	$266,752	$2,722	$372,480		
12	$98,897	$6,169	$0	$272,087	$2,777	$379,930		
13	$100,875	$6,292	$0	$277,529	$2,832	$387,528		
14	$102,892	$6,418	$0	$283,080	$2,889	$395,279		
15	$104,950	$6,546	$0	$288,741	$2,947	$403,185		
16	$107,049	$6,677	$0	$294,516	$3,006	$411,248		
17	$109,190	$6,811	$0	$300,406	$3,066	$419,473		
18	$111,374	$6,947	$0	$306,415	$3,127	$427,863		
19	$113,601	$7,086	$0	$312,543	$3,190	$436,420		
20	$115,873	$7,228	$0	$318,794	$3,254	$445,148		
						Sum Total Benefits	Total Project Cost	
Total	$1,932,588	$120,549	$0	$5,316,989	$54,264	$7,424,390	$0	

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	$10,846,193	$49,168	$49,768	$437,660	$7,986	$11,390,774	$2,872,014
2	$11,063,117	$50,151	$50,763	$446,413	$8,146	$11,618,590	
3	$11,284,379	$51,154	$51,778	$455,341	$8,309	$11,850,962	
4	$11,510,067	$52,177	$52,814	$464,448	$8,475	$12,087,981	
5	$11,740,268	$53,221	$53,870	$473,737	$8,645	$12,329,741	
6	$11,975,074	$54,285	$54,948	$483,212	$8,818	$12,576,335	
7	$12,214,575	$55,371	$56,047	$492,876	$8,994	$12,827,862	
8	$12,458,867	$56,478	$57,168	$502,733	$9,174	$13,084,419	
9	$12,708,044	$57,608	$58,311	$512,788	$9,357	$13,346,108	
10	$12,962,205	$58,760	$59,477	$523,044	$9,544	$13,613,030	
11	$13,221,449	$59,935	$60,667	$533,505	$9,735	$13,885,291	
12	$13,485,878	$61,134	$61,880	$544,175	$9,930	$14,162,996	
13	$13,755,595	$62,356	$63,118	$555,058	$10,129	$14,446,256	
14	$14,030,707	$63,604	$64,380	$566,159	$10,331	$14,735,181	
15	$14,311,321	$64,876	$65,667	$577,483	$10,538	$15,029,885	
16	$14,597,548	$66,173	$66,981	$589,032	$10,749	$15,330,483	
17	$14,889,499	$67,497	$68,320	$600,813	$10,964	$15,637,092	
18	$15,187,289	$68,847	$69,687	$612,829	$11,183	$15,949,834	
19	$15,491,035	$70,223	$71,081	$625,086	$11,407	$16,268,831	
20	$15,800,855	$71,628	$72,502	$637,587	$11,635	$16,594,208	
						Sum Total Benefits	Total Project Cost
Total	$263,533,965	$1,194,643	$1,209,225	$10,633,979	$194,048	$276,765,860	$2,872,014

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	$21,692,386	$98,335	$74,652	$875,319	$15,973	$22,756,665	$2,872,014	192.52
2	$22,126,234	$100,302	$76,145	$892,826	$16,292	$23,211,798		
3	$22,568,759	$102,308	$77,668	$910,682	$16,618	$23,676,034		
4	$23,020,134	$104,354	$79,221	$928,896	$16,950	$24,149,555		
5	$23,480,536	$106,441	$80,805	$947,474	$17,289	$24,632,546		
6	$23,950,147	$108,570	$82,421	$966,423	$17,635	$25,125,197		
7	$24,429,150	$110,741	$84,070	$985,752	$17,988	$25,627,701		
8	$24,917,733	$112,956	$85,751	$1,005,467	$18,348	$26,140,255		
9	$25,416,088	$115,215	$87,466	$1,025,576	$18,715	$26,663,060		
10	$25,924,410	$117,520	$89,216	$1,046,088	$19,089	$27,196,321		
11	$26,442,898	$119,870	$91,000	$1,067,009	$19,471	$27,740,248		
12	$26,971,756	$122,267	$92,820	$1,088,350	$19,860	$28,295,053		
13	$27,511,191	$124,713	$94,676	$1,110,117	$20,257	$28,860,954		
14	$28,061,415	$127,207	$96,570	$1,132,319	$20,662	$29,438,173		
15	$28,622,643	$129,751	$98,501	$1,154,965	$21,076	$30,026,936		
16	$29,195,096	$132,346	$100,471	$1,178,065	$21,497	$30,627,475		
17	$29,778,998	$134,993	$102,481	$1,201,626	$21,927	$31,240,025		
18	$30,374,578	$137,693	$104,530	$1,225,658	$22,366	$31,864,825		
19	$30,982,069	$140,447	$106,621	$1,250,172	$22,813	$32,502,122		
20	$31,601,711	$143,256	$108,753	$1,275,175	$23,269	$33,152,164		

						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	$527,067,930	$2,389,287	$1,813,838	$21,267,958	$388,096	$552,927,108	$2,872,014	192.52

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										4.00%	$363,430,744.79	132.60		
1	$21,692,386	$98,335	$74,652	$875,319	$15,973	$22,756,665	$21,881,409	$2,872,014	$2,761,552				2,772,014	2,665,398
2	$22,126,234	$100,302	$76,145	$892,826	$16,292	$23,211,798	$21,460,612		$0					
3	$22,568,759	$102,308	$77,668	$910,682	$16,618	$23,676,034	$21,047,908		$0					
4	$23,020,134	$104,354	$79,221	$928,896	$16,950	$24,149,555	$20,643,141		$0					
5	$23,480,536	$106,441	$80,805	$947,474	$17,289	$24,632,546	$20,246,157		$0					
6	$23,950,147	$108,570	$82,421	$966,423	$17,635	$25,125,197	$19,856,808		$0					
7	$24,429,150	$110,741	$84,070	$985,752	$17,988	$25,627,701	$19,474,947		$0					
8	$24,917,733	$112,956	$85,751	$1,005,467	$18,348	$26,140,255	$19,100,428		$0					
9	$25,416,088	$115,215	$87,466	$1,025,576	$18,715	$26,663,060	$18,733,112		$0					
10	$25,924,410	$117,520	$89,216	$1,046,088	$19,089	$27,196,321	$18,372,860		$0					
11	$26,442,898	$119,870	$91,000	$1,067,009	$19,471	$27,740,248	$18,019,536		$0					
12	$26,971,756	$122,267	$92,820	$1,088,350	$19,860	$28,295,053	$17,673,006		$0					
13	$27,511,191	$124,713	$94,676	$1,110,117	$20,257	$28,860,954	$17,333,141		$0					
14	$28,061,415	$127,207	$96,570	$1,132,319	$20,662	$29,438,173	$16,999,811		$0					
15	$28,622,643	$129,751	$98,501	$1,154,965	$21,076	$30,026,936	$16,672,892		$0					
16	$29,195,096	$132,346	$100,471	$1,178,065	$21,497	$30,627,475	$16,352,259		$0					
17	$29,778,998	$134,993	$102,481	$1,201,626	$21,927	$31,240,025	$16,037,793		$0					
18	$30,374,578	$137,693	$104,530	$1,225,658	$22,366	$31,864,825	$15,729,374		$0					
19	$30,982,069	$140,447	$106,621	$1,250,172	$22,813	$32,502,122	$15,426,886		$0					
20	$31,601,711	$143,256	$108,753	$1,275,175	$23,269	$33,152,164	$15,130,215		$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
$527,067,930	$2,389,287	$1,813,838	$21,267,958	$388,096	$552,927,108	$366,192,297	$2,872,014	$2,761,552	$2,772,014	$2,665,398

PARAMETERS

Mobility Parameters		
CA Statewide Houly 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
Costy of Property Damage (PDO)	$7,624	$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking		
New Users	$10	per trip
Existing Users	$4	per trip
Walking		
All Users	$1	per trip

VMT Reduction	
Price of gasoline (per gallon incl. tax)	$3.41
Price of CO2 (per ton)-adj to 2014$	$25
Price of Co2 (per lb)	$0.01
Working days	250

Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fu
http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf

Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of C
for Regulatory Impact Analysis Under Executive Order 12866, February 2010.

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

Reasons for Bicycling	Percent
Recreation	33
Exercise or health	28
Personal errands	17
Vist a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

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

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

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

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

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

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

Gross Domestic Product (GDP Deflator)

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

Source: Office of Management Budget, Budget of the U
Table 10.1- Gross Domestic Product and Deflators in th
http://www.whitehouse.gov/sites/default/files/omb/b
page 217-218.

United States Government, Fisca
e Historical Tables: 1940-2019.
udget/fy2015/assets/hist.pdf

Attached email communication from the Conservation Corps as to their intentions to assist with the implementation of this project:

May 29, 2015 Email from Monica Davalos, California Association of Local Conservation Corps

May 29, 2015 Email from Wei Hsieh, California Conservation Corps

From: **Active Transportation Program** inquiry@atpcommunitycorps.org
Subject: Re: ATP Cycle 2 grant request // Culver City // Washington-Culver Pedestrian and Cyclist Safety Project
Date: May 29, 2015 at 10:36 AM
To: SIOBHAN BURKE siobhanburke@mac.com
Cc: Deborah Murphy deborahmurphy@me.com

AT

Yes. Correct.

Best,

On Fri, May 29, 2015 at 10:34 AM, SIOBHAN BURKE <siobhanburke@mac.com> wrote:

> Much appreciated. We will mark the LACC as assisting with the following:
>
> Concrete-sawcut/remove ex curb/gutter & replace
> Concrete-sawcut/remove existing sidewalk
> Concrete-sawcut/remove for tree wells
> Concrete - construct new sidewalk
> Concrete - construct curb extension
> Concrete - Directional ADA Ramps
> Plant 24" box street trees, inc soil prep
> Install stabilized DG surface on tree wells
> Concrete Median Refuge Island
>
> Best,
> Siobhan
>
> **Siobhán Burke, AIA, LEED AP**
> **Principal, Lyric Design & Planning**
> www.lyricdesignandplanning.com
> mobile: 323.377.6587
>
> On May 29, 2015, at 10:26 AM, Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:
>
> Hello,
>
> Sorry for any delay or confusion. It took some time to review the updated estimate.
>
> Bo Savage of the Los Angeles Conservation Corps has responded that they are able to assist with the following portions of the project, from the updated engineers estimate:
>
> 6-11
>
> 15
>
> 18

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

On Thu, May 21, 2015 at 2:58 PM, SIOBHAN BURKE <siobhanburke@mac.com> wrote:

> Hello Danielle,
> I left you a voicemail this morning and am now following up with the project information requested for the ATP Cycle 2 grant application. We hope the Community Conservation Corps is willing to coordinate on this project! We graciously ask for the necessary paperwork by next Wednesday. Please let me know if you have any questions.
>
> Best,
> Siobhan
>
> **Project Description**
> The project involves pedestrian improvements at 17 key intersections surrounding La Ballona Elementary School as well as a 1/4 mile long 2-way cycletrack along Elenda Street between Washington Blvd and Culver Blvd. The main pedestrian improvements at key intersections include the addition of curb extensions and perpendicular ramps to reduce walking distances and high visibility crosswalks with advanced stop bars to improve safety. **Please see preliminary plans and sections for further details. Attachments include a Cost Estimate and Project Area maps for your reference.**
>
> The project will improve pedestrian and cyclists linkages in the Washington-Culver neighborhood of Culver City centered on La Ballona Elementary School at Washington Blvd and Elenda Street, and adjacent to: religious facilities; numerous retail shops, restaurants and cafes; community facilities including parks, a library, and other schools; single and multiple family housing; a senior center; commercial and medical offices; numerous bus lines on Washington Blvd, Sepulevda Blvd, Venice Blvd and Culver Blvd; the Culver Blvd Bike Path and Ballona Creek Bike Path. The project will create new high visibility pedestrian crossings at Washington Blvd and Huron Ave and at Washington Blvd and Prospect Ave to improve the safety of pedestrians crossing to La Ballona ES and to the King Fahad Mosque as well as numerous shops, offices, food establishments, and community facilities.
> The project will improve north-south cyclist linkages between La Ballona ES on Washington Blvd and Culver Blvd by providing a new protected cycle track on the westside of Elenda Street with new traffic signalization at the two ends of the cycle track at Washington Blvd and at Culver Blvd. to provide a separate phase for cyclists. The project will provide a vital linkage to the Culver Blvd Bike Path that currently lacks a safe connection from Elenda Street to the eastern boundary of the Path near the Culver Blvd service road entrance.

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

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

From: **ATP@CCC** ATP@CCC.CA.GOV
Subject: RE: ATP Cycle 2 grant request // Culver City // Washington-Culver Pedestrian and Cyclist Safety Project
Date: May 29, 2015 at 1:23 PM
To: SIOBHAN BURKE siobhanburke@mac.com
Cc: ATP@CCC ATP@CCC.CA.GOV, Hsieh, Wei@CCC Wei.Hsieh@CCC.CA.GOV, inquiry@atpcommunitycorps.org, Slade, Bryan@CCC Bryan.Slade@CCC.CA.GOV, Lino, Edgar@CCC Edgar.Lino@CCC.CA.GOV, Rochte, Christie@CCC Christie.Rochte@CCC.CA.GOV, Wallace, Melanie@CCC Melanie.Wallace@ccc.ca.gov

Hi Siobhan,

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

- Plant 24" box street trees, inc soil prep
- Remove trees at conflict areas
- Drought tolerant plantings & ground cover
- 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: SIOBHAN BURKE [mailto:siobhanburke@mac.com]
Sent: Tuesday, May 26, 2015 3:56 PM
To: ATP@CCC; Wallace, Melanie@CCC
Cc: Deborah Murphy
Subject: Re: ATP Cycle 2 grant request // Culver City // Washington-Culver Pedestrian and Cyclist Safety Project

Hello Wei and Melanie,
Just wanted to check in about the paper work you will be sending us tomorrow or the next day. I wanted to include an updated cost estimate for you, attached. Also attached are some 3d sketches of the proposed improvements. Please let me know if you have any questions.

Thank you,
Siobhan

Siobhán Burke, AIA, LEED AP
Principal, Lyric Design & Planning
www.lyricdesignandplanning.com
mobile: 323.377.6587

On May 22, 2015, at 4:42 PM, ATP@CCC <ATP@CCC.CA.GOV> wrote:

Hi Siobhan,

What is the official title of this project? We need it for our tracking purposes and it must match what you submit to CalTrans and the Local Corps to ensure you get credit for contacting us.

Thank you,

Melanie Wallace
Region I Analyst
California Conservation Corps
P (916)341-3153
F (877)834-4177
1719 24th Street
Sacramento, CA 95816
melanie.wallace@ccc.ca.gov

From: SIOBHAN BURKE [mailto:siobhanburke@mac.com]
Sent: Thursday, May 21, 2015 2:54 PM
To: ATP@CCC
Cc: Deborah Murphy
Subject: ATP Cycle 2 grant request // Culver City // Washington-Culver Pedestrian and Cyclist Safety Project

Hello Wei,
Nice speaking with you this morning. I am following up with the project information requested for the ATP Cycle 2 grant application and pleased you are willing to coordinate on this project. We graciously ask for the necessary paperwork by next Wednesday. Please let me know if you have any questions.

Best,
Siobhan

Project Description

The project involves pedestrian improvements at 17 key intersections surrounding La Ballona Elementary School as well as a 1/4 mile long 2-way cycletrack along Elenda Street between Washington Blvd and Culver Blvd. The main pedestrian improvements at key intersections include the addition of curb extensions and perpendicular ramps to reduce walking distances and high visibility crosswalks with advanced stop bars to improve safety. Please see preliminary plans and sections for further details. Attachments include a Cost Estimate and Project Area maps for your reference.

The project will improve pedestrian and cyclists linkages in the Washington-Culver neighborhood of Culver City centered on La Ballona Elementary School at Washington Blvd and Elenda Street, and adjacent to: religious facilities; numerous retail shops, restaurants and cafes; community facilities including parks, a library, and other schools; single and multiple family housing; a senior center; commercial and medical offices; numerous bus lines on Washington Blvd, Sepulevda Blvd, Venice Blvd and Culver Blvd; the Culver Blvd Bike Path and Ballona Creek Bike Path. The project will create new high visibility pedestrian crossings at Washington Blvd and Huron Ave and at Washington Blvd and Prospect Ave to improve the safety of pedestrians crossing to La Ballona ES and to the King Fahad Mosque as well as numerous shops, offices, food establishments, and community facilities.
The project will improve north-south cyclist linkages between La Ballona ES on Washington Blvd and Culver Blvd by providing a new protected cycle track on the westside of Elenda Street with new traffic signalization at the two ends of the cycle track at Washington Blvd and at Culver Blvd. to provide a separate phase for cyclists. The project will provide a vital linkage to the Culver Blvd Bike Path that currently lacks a safe connection from Elenda Street to the eastern boundary of the Path near the Culver Blvd service road entrance.

Siobhán Burke, AIA, LEED AP
Principal, Lyric Design & Planning
www.lyricdesignandplanning.com
mobile: 323.377.6587

Letters of support from the following organizations are attached:

Los Angeles County Metropolitan Transportation Authority (Metro)

City of Culver City – City Council Resolution

LA N' Sync

Culver City Unified School District

LA Ballona Elementary School Draft

Elenda Neighborhood Association

Walk N' Rollers

King Fahad Mosque

Culver City Bicycle Coalition

Los Angeles County Bicycle Coalition

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

Metro®

May 19, 2015

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

Re: Letter of Support for Cycle Track and Safety Improvements at La Ballona Elementary School 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 Cycle Track and Safety Improvements at La Ballona Elementary School in the City of Culver City. This project will focus on the construction of safety improvements surrounding La Ballona Elementary School and ultimately connect residents in the City to the Metro Expo Station for increased commuting access.

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

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

This project is consistent with the SCAG RTP/SCS and the LRTP, as well as the shared priorities and goals of our agency and the ATP. We endorse the City of Culver City's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Cycle Track and Safety Improvements at La Ballona Elementary School for the ATP grant.

Sincerely,

Phillip A. Washington
Chief Executive Officer

RESOLUTION NO. 2015-R 031

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AN APPLICATION FOR GRANT FUNDS THROUGH CALTRANS ACTIVE TRANSPORTATION PROGRAM FOR THE INFRASTRUCTURE AND NON-INFRASTRUCTURE SAFETY IMPROVEMENTS SURROUNDING LA BALLONA ELEMENTARY SCHOOL

WHEREAS, Caltrans has provided funds for the Active Transportation Program in the State of California ("Grant Program"); and

WHEREAS, Caltrans has the responsibility for the administration of this Grant Program, establishing necessary procedures; and

WHEREAS, said procedures require the City of Culver City to certify, by resolution, the approval of the application before submission of the application(s) to the State; and

WHEREAS, the application is for grant funds for costs associated with infrastructure and non-infrastructure safety improvements surrounding La Ballona Elementary School (collectively, the "Projects"); and

WHEREAS, if the application is approved by Caltrans, the City of Culver City, will enter into an Agreement with Caltrans to carry out the execution of the Projects.

NOW, THEREFORE, the City Council of the City of Culver City DOES HEREBY RESOLVE:

1. The filing of an application for grant funds through Caltrans Active Transportation Program is hereby approved; and

2. The City of Culver City hereby certifies that it understands the assurances and certification in the application form; and

3. The City of Culver City hereby certifies that it will have sufficient funds, as required by the Grant Program, to execute the Projects or will secure the resources to do so; and

4. The City of Culver City hereby certifies the Projects will comply with any applicable laws and regulations; and

5. The City Council hereby appoints the City Manager, or his designee, to conduct all negotiations, and to execute and submit all documents including, but not limited to, applications, agreements, amendments, payment requests and so forth, which may be necessary for the execution of the projects.

APPROVED and ADOPTED this 11th day of May 2015.

MICHEÁL O'LEARY, Mayor
City of Culver City, California

ATTEST:

MARTIN R. COLE, City Clerk

APPROVED AS TO FORM:

CAROL A. SCHWAB, City Attorney

A15-00289

LA n Sync

May 27, 2015

Ms. Teresa McWilliam
Caltrans, Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Dear Ms. McWilliam,

On behalf of LA n Sync it is with pleasure that I write in support of the City of Culver City's Active Transportation proposal to develop the Washington-Culver Pedestrian and Cyclist Safety Project.

LA n Sync represents a coalition whose members consist of visionary leaders from philanthropy, nonprofit, business, academia and government – united in our determination to meet LA's most pressing public needs and dedicated to improving the lives of all Angelenos. Started by Wallis Annenberg and the Annenberg Foundation, LA n Sync's broad group of cross-sector civic leaders is dedicated to Los Angeles' future and shares the tasks of uniting it with pride and solidarity.

To that end, LA n Sync looks to support the most compelling grant applications from the region and is providing the City of Culver City with one of a select few of LA n Sync seals of approval for this grant opportunity.

This project will improve pedestrian and cyclist linkages in the Washington-Culver neighborhood of Culver City centered on La Ballona Elementary School and adjacent to religious facilities, retail shops, and restaurants, as well as several community facilities including parks, a library, other schools, single and multiple family housing, a senior center and commercial offices. The project, once completed, will help to achieve the City's goals for a sustainable, healthy neighborhood that will transform some of the City's vehicular-oriented streets into 'complete streets' with safe infrastructure for people walking and biking.

We believe in this project because it builds upon the stakeholder- and community-driven vision that developed the Bicycle & Pedestrian Master Plan as well as the Safe Routes to School Program over the past two years. This project will help residents, school-aged children, employees, business owners, customers and visitors to enjoy the resources of their community. LA n Sync is very pleased to support the City of Culver City's Active Transportation proposal to Caltrans.

Sincerely,

Cynthia Kennard
Executive Director, Annenberg Foundation

UNITED TO IMPROVE COMMUNITY LIFE
LA n Sync
SEAL OF APPROVAL
#1029

"Lifelong learning...
filling the future with options"

Culver City Unified School District
4034 Irving Place • Culver City, CA 90232-2848 • Telephone (310) 842-4200
La Ballona Elementary School
10915 Washington Boulevard • Culver City, CA 90232 • Telephone (310) 842-4334
Jennifer Slabbinck, Principal jenniferslabbinck@ccusd.org

Teresa McWilliam, ATP Program Manager
Office of Active Transportation and Special Programming
Division of Local Assistance
Caltrans
P.O. Box 942874
Sacramento, CA 94274.0001

RE: **City of Culver City**
Washington-Culver Pedestrian and Cyclist Safety Project
Project Application No. 07-City of Culver City-1
State of California Active Transportation Program Grant Application Cycle 2

May 28, 2015

Dear Ms. McWilliam:

I am writing on behalf of La Ballona Elementary School. As the Principal, I wish to express support to the City of Culver City in its application for funding from the Caltrans Active Transportation Program Grant – Cycle 2 to develop the **Washington-Culver Pedestrian and Cyclist Safety Project.**

The project is in a strategic location that serves our school, the local community and the City of Culver City. La Ballona Elementary School is located on Washington Blvd, a major street that serves as key east-west transit, bike and pedestrian linkage for students, residents, workers, and visitors to get to destinations in Culver City and West Los Angeles.

The City is seeking Active Transportation Program grant funds to prepare final design and construction plans to implement a top priority projects from the City's Bicycle & Pedestrian Master Plan and the Bicycle & Pedestrian Safety Assessment. This project will provide vital safety improvements for La Ballona students, with a new protected cycle track, curb extensions, high-visibility crosswalks and a new pedestrian-activated crosswalk on Washington Blvd.

The project will build upon Culver City's Bicycle & Pedestrian Master Plan and Safe Routes to School Program. La Ballona Elementary School currently has a weekly Walking School Bus program that meets at a nearby park and walks to school. We plan to expand our Walking School Bus program next school year with a second location. This project will directly support our efforts to improve the health, safety and well-being of our school community by making it safer for students to walk and bike to school.

We strongly support the City of Culver City in their application for an Active Transportation Program Grant.

Sincerely,

Jennifer Slabbinck, Principal
La Ballona Elementary School
Culver City Unified School District
Cc: Rudolph Galindo, City of Culver City

ISLAMIC FOUNDATION OF SHAIKH IBN TAYMIYAH
King Fahad Mosque

مؤسسة شيخ الاسلام ابن تيمية
مسجد الملك فهد

May 08th 2015

To Whom It May Concern:

The King Fahad Mosque is a supportive of the City of Culver City Active Transportation Program (ATP) Grant Application. The safety improvements surrounding La Ballona Elementary School provide benefits to students when walking to school as well as facilities in the nearby area.

The Mosque is located two blocks from La Ballona Elementary School and is committed to work with the City on this project. There are students in the neighborhood of the Mosque who do not have adequate crossing points to access the school. This is also true for those who attend the Mosque for services.

The addition of a crosswalk and pedestrian crossing would benefit all of those who currently cross in the middle of blocks with no safe crossing or signal to control vehicles. Students and families as well as those of us at the Mosque would be truly grateful for the improvements being proposed in this project for consideration by the ATP.

The crosswalk is a great benefit to the community at large the kids attending the Culver City Middle and High School are using the Huron Street as it leads directly down to the high school. Due to high traffic area during school drop off and pick up times King Fahad Mosque has given the parents of La Ballona Elemantary school permission to use our parking facilities and having the walkway across will enable the safety of these parents and children at all times.

7 Eleven is a 24 hour convenience store right across from the King Fahad Mosque and it also has an impact on where people are crossing. Due to the Washington Boulevard being such a busy area with businesses and stores people are often crossing the street to 7 Eleven.

Should you require further information please contact Abdul Rauf Patel 310 384 5038.

Sincerely

A Rauf Patel

Abdul Rauf Patel
Director of King Fahad Mosque

11004 Washington Boulevard, Culver City, California 90232 U.S.A. (310) 204-1250 Fax: (310) 204-1260

Teresa McWilliam, ATP Program Manager
Office of Active Transportation and Special Programming
Division of Local Assistance
Caltrans
P.O. Box 942874
Sacramento, CA 94274.0001

RE: **City of Culver City**
Washington-Culver Pedestrian and Cyclist Safety Project
Project Application No. 07-City of Culver City-1
State of California Active Transportation Program Grant Application Cycle 2

May 31, 2015

Dear Ms. McWilliam:

Our organization, the Culver City Bicycle Coalition, wishes to express its support for the application of the City of Culver City for funding from the Caltrans Active Transportation Program Grant – Cycle 2 to develop the **Washington-Culver Pedestrian and Cyclist Safety Project.**

The project is in a strategic location that serves the local community and the City of Culver City, as well as the sub-region of western metropolitan Los Angeles. Washington Blvd and Culver Blvd are major streets that serve as key east-west transit, bike, and pedestrian linkages for residents, students, workers, and visitors to get to destinations in Culver City and West Los Angeles. Streets in the project also connect with major transit and bike facilities on corridors like Sepulveda Boulevard, Overland Avenue, Motor Avenue, Venice Boulevard, National Blvd, Ballona Creek and Jefferson Boulevard.

The City is seeking Active Transportation Program grant funds to prepare final design and construction plans to implement one of the top priority projects from the City's Bicycle & Pedestrian Master Plan and the Bicycle & Pedestrian Safety Assessment. The project will help to achieve the City's goals for a sustainable, healthy neighborhood that will transform some of the City's vehicular-oriented streets into 'complete streets' with safe infrastructure for people walking and biking. This project will provide vital pedestrian and cyclist safety improvements, particularly for students at nearby La Ballona Elementary School, with a new protected cycle track, curb extensions, and high-visibility crosswalks and a new pedestrian-activated crosswalk on Washington Blvd to facilitate pedestrian and cyclist movement across this major barrier in the community.

The project will build on the stakeholder- and community-driven vision that developed the Bicycle & Pedestrian Master Plan as well as the Safe Routes to School Program to address active transportation needs and the access and safety issues that the Culver City community faces in this neighborhood. This project will help our residents, school-aged children, employees, business owners, customers, and visitors to enjoy the resources of their community—such as schools, parks and recreation centers, religious institutions, retail shops,

and restaurants—whether they are on foot, on a bike, in a wheelchair, on a bus, or driving a car, in a safe and comfortable environment.

We look forward to working with the City of Culver City as stakeholders in the community-based process that will further develop the Washington-Culver Pedestrian and Cyclist Safety Project. We strongly support the City of Culver City in their application for an Active Transportation Program Grant.

Very truly yours,

Howard W Cohen

Howard W. Cohen, Steering Committee Member, LACBC Local Chapter Representative
Culver City Bicycle Coalition

Cc: Rudolph Galindo, City of Culver City

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

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

May 22, 2015

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

Support for La Ballona Safe Routes to School & Cycletrack Project
Active Transportation Program Application

To Whom It May Concern:

The Los Angeles County Bicycle Coalition (LACBC) is pleased to support the Active Transportation Program (ATP) funding request for the City of Culver City's proposed improvements near La Ballona Elementary School. The project will include intersection improvements (crosswalks and curb extensions) at 12 intersections surrounding La Ballona Elementary School, a cycletrack on Elenda Street from Culver Boulevard to Washington Boulevard as well as a new crosswalk and pedestrian signal at Washington Boulevard and Huron Avenue for better access to the mosque.

LACBC, and our local chapter the Culver City Bicycle Coalition, were instrumental in adopting Culver City's Bicycle and Pedestrian Master Plan and we continue to advocate for its implementation through projects such as this one. We are truly excited for the installation of Culver City's first cycletrack and believe it provides a unique opportunity to use innovative design to solve bicycle, pedestrian and traffic safety issues in the context of a holistic safe routes to school project. This project sets the stage for a larger effort to connect multiple schools and two regional bike paths through low-stress bicycle facilities.

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

Sincerely,

Eric Bruins
Planning & Policy Director

walknrollers.org

May 14, 2015

Ms. Teresa McWilliam
Caltrans, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

SUPPORT FOR CITY OF CULVER CITY ACTIVE TRANSPORTATION PROGRAM

Dear Ms. McWilliam:

Walk 'n Rollers supports the City of Culver City's application to the Active Transportation Program. As the Culver City Safe Routes to School Coordinator, I recognize the value of increasing safety not just at the school sites but in the surrounding areas as well. This plan will increase safety, improve connectivity and lay the foundation for future projects for all transit users, but especially children and parents travelling to and from the four schools within the proposal's scope.

Culver City has worked hard to improve safety at each of their school sites and has a proven track record of project completion. In our work to educate and encourage families to walk and bike to school more often throughout Culver City, improved street safety is one of parents' top concerns. In particular, this proposal's scope includes benefits for many lower income families and would be a huge step forward in addressing many parents' concerns regarding access to the school site and surrounding neighborhoods and will help alleviate several current barriers to walking and biking to school as noted in recent parent travel surveys. We encourage the State to fund this important proposal.

If you have any questions, please feel free to contact me directly at (310) 204-4346.

Sincerely;

Jim Shanman
Culver City Safe Routes to School Coordinator,
Founder, Walk 'n Rollers