ACTIVE TRANSPORTATION PROGRAM

CYCLE 2

APPLICATION

Project name: West Carson Community Bikeways

Project Unique Application No: 07-County of Los Angeles-11

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ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 07-Los Angeles County-11

Auto populated

Total ATP Funds Requested: $ 425 (in 1000s)

Auto populated

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

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

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

Los Angeles County

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
900 S Fremont Ave	Alhambra	CA	91803

IMPLEMENTING AGENCY'S CONTACT PERSON: Inez Yeung

CONTACT PERSON'S TITLE: Senior Civil Engineer

CONTACT PERSON'S PHONE NUMBER: 626-458-3950

CONTACT PERSON'S EMAIL ADDRESS : iyeung@dpw.lacounty.gov

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

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

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

PROJECT PARTNERING AGENCY'S NAME:

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	07-5953R
Implementing Agency's State Caltrans MA number	00307S

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

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

West Carson Community Bikeways

Application Number: 11 **out of** 11 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Design and construct 0.99 miles of Class II bicycle lanes on Lomita Boulevard and Carson Street, as well as 0.65 miles of Class III bicycle route on 220th Street.

PROJECT LOCATION: (Max of 250 Characters)

Class II bicycle lanes on Lomita Boulevard between Frampton Ave and Vermont Ave, Class III bicycle route on 220th Street between Normandie Ave and 700 feet east of Vermont Ave.

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. 33.930924 /long. -118.308945

Congressional District(s):	43						
State Senate District(s):	35			**State Assembly District(s):**	66	62	
Caltrans District(s):	07						
County:	Los Angeles County						
MPO:	SCAG						
RTPA:							
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**		**Bicyclists**	201
One Year Projection:	**Pedestrians**		**Bicyclists**	261
Five Year Projection:	**Pedestrians**		**Bicyclists**	273

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

Bicycle:	**Class I**	☐	**Class II**	☒	**Class III**	☒	**Other**
Pedestrian:			**Sidewalk**	☐	**Crossing**	☐	**Other**
Multiuse Trails/Paths:			**Meets "Class I" Design Standards**			☐	**Other**

DISADVANTAGED COMMUNITIES

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

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

Household Income	☐ Yes	☐ No	**CalEnvioScreen**	☒ Yes	☐ No
Student Meals	☐ Yes	☐ No	**Local Criteria**	☐ Yes	☐ No

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

CORPS

Does the agency intend to utilize the Corps: ☒ Yes ☐ No

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

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

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☐ No

If Yes, check all Plan types that apply**:**

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

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

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

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

☒ **Bicycle Transportation** **% of Project** 100.0 % (ped + bike must = 100%)

☐ **Pedestrian Transportation** **% of Project** _____ %

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

How many schools does the project impact/serve: _____

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

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

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

Total student enrollment: _____

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

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

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

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

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

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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

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

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

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

ATP funds for PA&D:	$18	
ATP funds for PS&E:	$56	
ATP funds for Right of Way:		
ATP funds for Construction:	$351	
ATP funds for Non-Infrastructure:		*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		$425
Local funds leveraging or matching the ATP funds:		$106

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

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

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

TOTAL PROJECT FUNDS: $531

ATP - FUNDING TYPE REQUESTED:

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

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

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

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

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: **07-County of Los Angeles-11**

Implementing Agency's Name: **County of Los Angeles**

Important:

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

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Part B: Narrative Questions

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:

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

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

2. Consistency with Regional Plan.

The Project will improve bicycle facilities connecting to employment and activity centers in West Carson. . The proposed improvements will increase the use of bicycling trips by 30 percent within the SCAG region that are less than 3 miles in length. The goal of the proposed Project is consistent with the Los Angeles County General Plan, Metro's 2010 First Mile-Last Mile Strategic Plan, and Southern California Association of Governments (SCAG) 2012 RTP/SCS policies which encourage the development of an interconnected multimodal transportation network for motorized and non-motorized travel.

Part B: Narrative Questions

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

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

The West Carson Community Bikeways consist of a 0.46 mile Class II bike lane on Lomita Blvd., a 0.49 mile Class II bike lane along Carson St., and 0.64 mile Class III bike route on 220th Street. The Project is largely contained within West Carson, an incorporated community and census-designated place in Los Angeles County. Bounded by Del Amo Boulevard to the north, Normandie Avenue to the west, the Harbor I-110 Freeway to the east, and Lomita Boulevard to the south, West Carson is a densely populated, low income and transit dependent area in south central Los Angeles. This community has been historically underserved with respect to active transportation infrastructure investment.

Corridor	Direction	Project Limits	Class II Bike Lanes	Class III Bike Lanes	Travel Lane Reduction	Loop/Video Inductor	Bulbouts/Curb Ramps	Way-finding Signage
Lomita Boulevard	E-W	Frampton Av to Vermont Av.	●		●	●	●	
Carson Street	E-W	Normandie Av to Vermont Av.	●		●	●	●	
220th Street	E-W	Normandie Av to Vermont Av.		●	●	●	●	●

Extrapolating from two-hour counts taken May 2015 in the morning and evening peak commute hours at key intersections throughout the Project Area, the three corridors included in the West Carson Community Bikeways scope currently carry an estimated 201 bicycle trips per day. Five years after project implementation in 2025, these corridors will carry 273 daily bicycle trips, an increase of 35% over existing levels of usage, and an increase of 27% compared to a "no-build" scenario, as summarized in the table below

Summary of Existing and Projected Users

Mode	Existing	Daily Trips without the Project, 5-Year Forecast (No-Build)	Daily Trips with the Project, 5-Year Forecast (Build)	% Difference
Bicycle	201	215	273	+27%

.

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

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

By ***creating new routes*** for east-west bicycle circulation through the West Carson community, the Project will enhance multimodal access to and from several activity centers, including schools, parks, shopping areas, restaurants, an ice skating rink, health clinics and most significantly the 72-acre Harbor-UCLA Medical Center Campus, a major employment center in the area and only one of five Level 1 trauma centers in Los Angeles County, serving the 700,000 resident population of the South Bay subregion. The medical center contains pediatric, cardiology, and women's health care centers, the Children's Institute International, and the Los Angeles Biomedical Research Institute— one of the largest independent, not-for-profit biomedical research institutes in the U.S.—and a 570-bed training hospital.

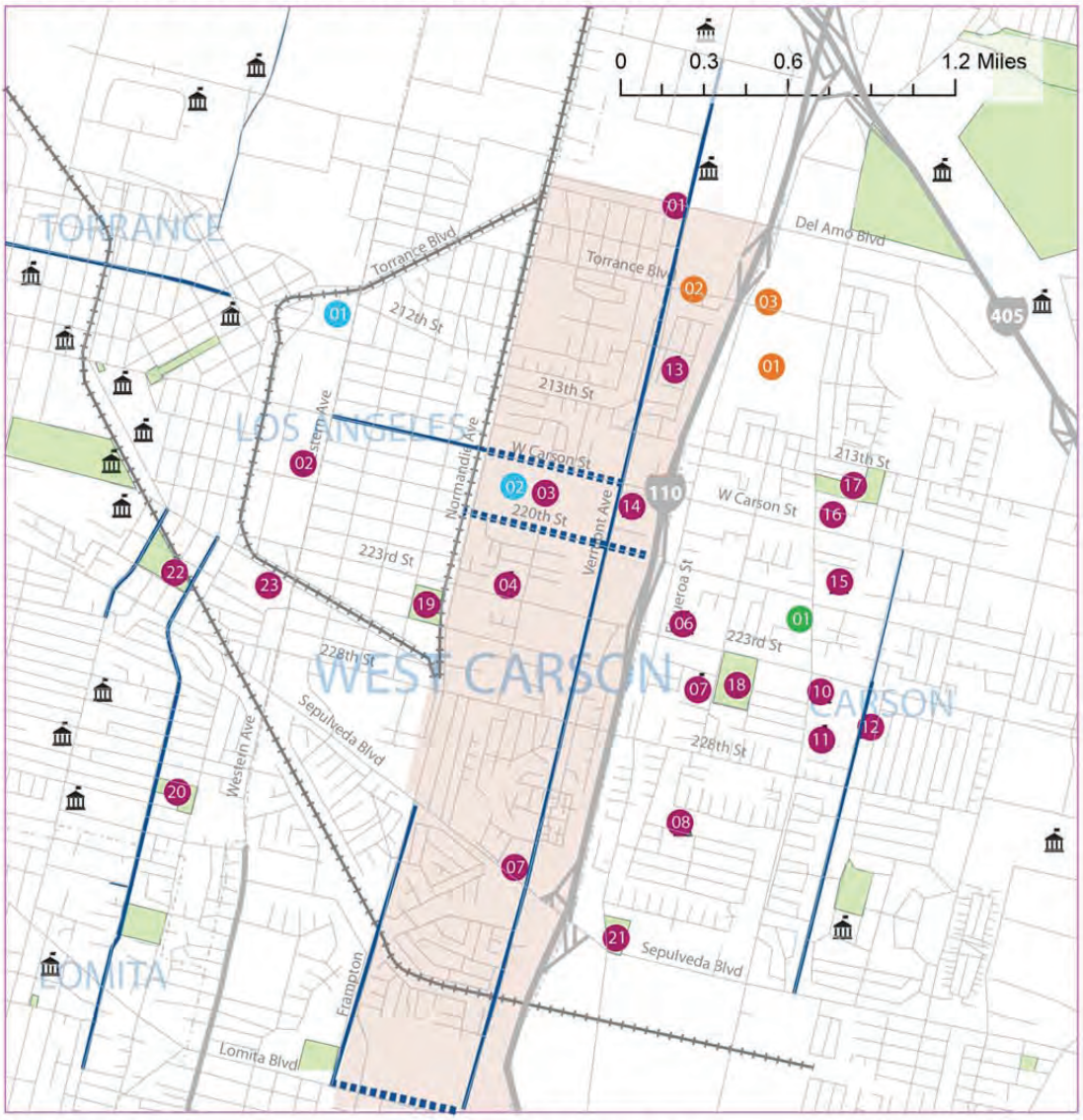
The hospital employs 300 full-time faculty, 450 part-time and voluntary professional staff as well as serves 500 residents and fellows who are completing their graduate medical education training. Additionally, there is another Harbor-UCLA Medical Center facility on Lomita Blvd, two non-affiliated health clinics, and a rehabilitation center in close proximity. In June 2012, the County released a Harbor-UCLA Medical Center Campus Master Plan. To accommodate expanded facilities, the Plan envisions more integrated circulation and access conditions around the campus for pedestrian and bicyclists. The West Carson Community Bikeways will help to realize this vision by ***implementing traffic-calming measures and other improvements to routes*** used by patients and employees of the Harbor-UCLA Medical Center Campus. The proposed bike facilities will connect into existing and planned bicycle lanes along Carson Street and Vermont Avenue. This interconnected system will provide a symbiotic effect, expanding the number of destinations reachable in the West Carson community via safe, convenient bikeways and linked transit trips.

In terms of transit facilities, Torrance Transit and Metro together operate eight local bus stops along Vermont Avenue and three local bus stops along Lomita Boulevard. Torrance Transit Lines 1 and 3 travel along Carson Street, with bus stops at South Budlong Avenue (roughly half-way between Normandie Avenue and Vermont

Avenue) and at the main entrance to Harbor-UCLA Medical Center Campus. These bus stops generate a weekday average of 1,350 boardings/alightings.

Eight schools are located within one-half mile of the Project limits—Meyler Street Elementary, Van Deene Avenue, Caroldale Avenue Middle School, President Avenue Elementary School, Normont Elementary, White Middle School, Nathaniel Narbonne High, and the George S. Patton Continuation School. Additionally, the Normandale Recreation Center provides an auditorium, baseball, football, and soccer fields, basketball and volleyball courts, an indoor gym, and a children's play area. As part of a related programmatic effort not funded by this grant, the County will coordinate with local schools via its existing Safe Routes to School programs to educate students and parents about the SRTS benefits of West Carson Community Bikeways and *encourage greater use of these routes* upon implementation.

WEST CARSON COMMUNITY BIKEWAYS - Points of Interest



Community Facilities

01 LA County Health Services
02 Department Motor Vehicle
03 Harbor UCLA Med Center
04 Meyler St Elementary
05 Zion Luthern School
06 White Middle School
07 Caroldale Ave Elementary
08 232nd Place School
09 Carson Elementary
10 Carson HS
11 Eagle Tree HS
12 Dolores St Elementary
13 Van Deene Ave Elementary
14 Latin University of Theology
15 St Philomena School
16 Carson Library
17 Carson Park
18 Veterans Sports Complex
19 Normandie Rec Center
20 Sur La Brea Park
21 Carriage Crest Park
22 Torrance Park
23 Torrance Little League

Employment Centers

01 KDDI America
02 Harbor UCLA Med Center

Cultural & Popular Destinations

01 Carson Town Center
02 Alpine Village
03 Mission Ebenezer Church

Affordable Housing

01 Carson Village Senior Apts

Legend

Schools
Project Limits
Infuence Area Buffer
Class I
Class II
Class III
Rail Stations
Metrolink Rail

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

The proposed scope of West Carson Community Bikeways consists of bikeway segments ranked #17 and #22 out of 30 identified projects in the South Bay Planning Area of the County's Bicycle Master Plan (BMP). Upon adoption of the BMP, a February 2012 County Board motion directed the Los Angeles County Department of Public Works to work with the Department of Public Health to identify the 10 unincorporated communities with the highest rates of obesity and to prioritize the implementation of bikeways in these communities. West Carson was identified as one of those top 10 communities. Relevant excerpts from the Board motion are included in Attachment I-1C.

Subsequent to this Board direction, the West Carson Community Bikeways became of elevated importance to the County, as it will directly support a number of the County's other plans and goals, including those identified in the Healthy Design Ordinance (HDO) enacted in February 2013, and the County's Public Health 2013-2017 Strategic Plan.

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

This Project reflects, in other words, not just an active transportation project, but an integrated, coordinated effort across the County Departments of Public Works, Regional Planning, and Public Health to improve the mobility, livability, and well-being of communities in the unincorporated areas of Los Angeles.

Citation: Healthy Design Ordinance Objective Statement: http://planning.lacounty.gov/assets/upl/data/ord_healthy-design_guidelines.pdf; Public Health Strategic Plan 2013-2017, http://publichealth.lacounty.gov/docs/HealthNews/StrategicPlan-3-13.pdf;

Part B: Narrative Questions

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

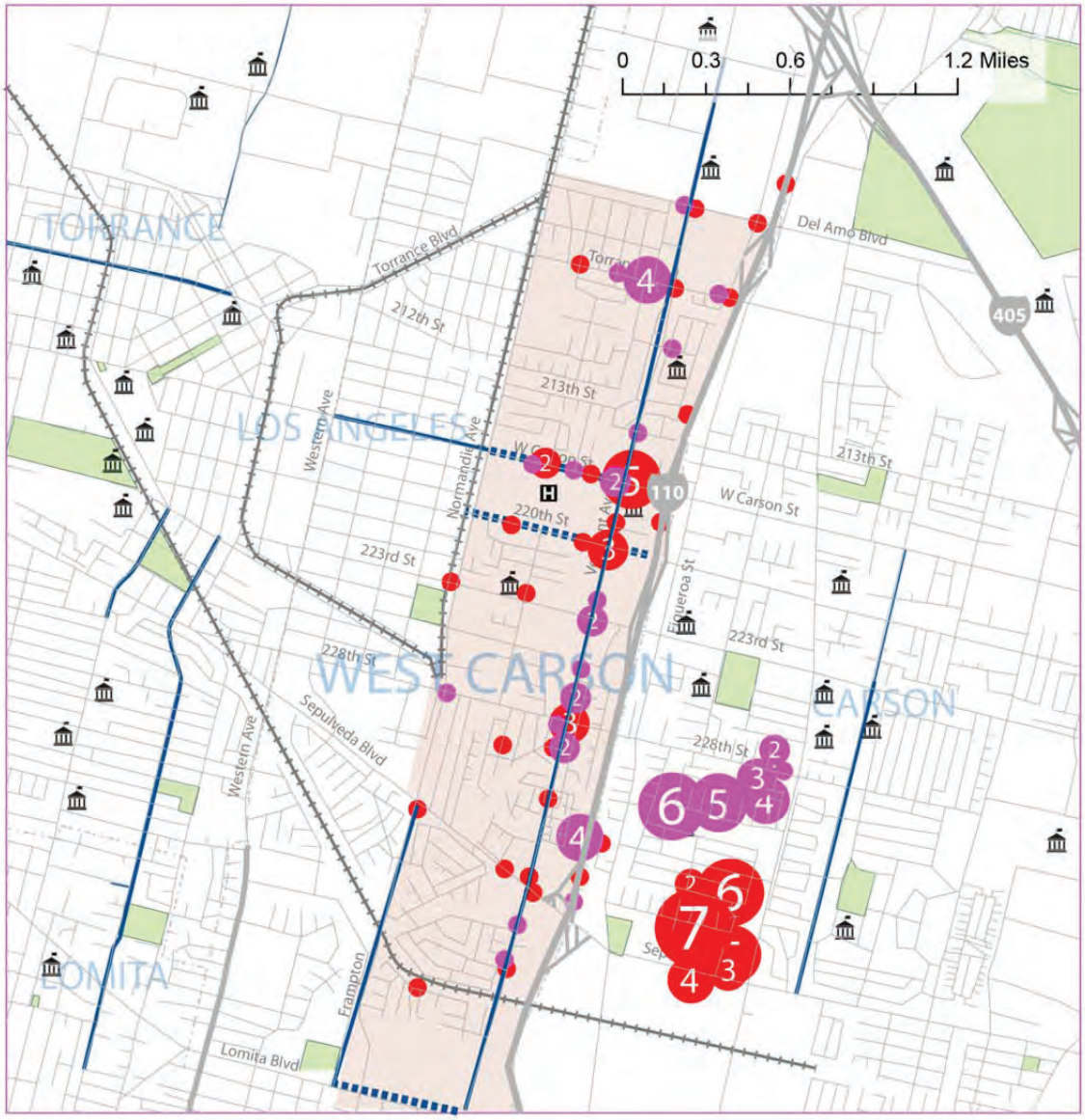
A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Crash data within 200-feet of each corridor was extracted from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). Over a five-year period ending in December 2012, there were 8 collisions involving bicyclists along the three proposed bike corridors. A one-quarter mile radius was used to define the Project influence area, as it is considered the maximum distance that a bicyclist might reasonably be willing to travel to use the Carson, Lomita Blvd, and 220th St bike lanes. As summarized in the table below, the Project influence area experienced 33 bicyclist injuries over a five-year period. The general severity of injuries occurring in the Project influence area appears to be greater than that of the Project corridor, suggesting the potential for the proposed West Carson Community Bikeways to attract users from more commonly traveled—and dangerous—routes where they run a higher risk of collision.

Violation codes associated with each collision were extracted from the TIMS data to further understand the most common types of motorized and non-motorized user behaviors deemed responsible for the project location's history of collisions:

- 28% of violations resulted from motorists failing to yield within a crosswalk
- 20% were caused by a cyclist traveling against traffic.

Motor Vehicle Collision With	Within Project Limits				Total
	Fatalities	Injuries			
AIS Severity Level	*1*	*2*	*3*	*4*	
Bicyclist—Corridors Only	0	0	2	6	8
Bicyclist—Influence Area	0	3	15	15	33
Corridor % of Influence Area	**0%**	**0%**	**13%**	**40%**	**24%**



WEST CARSON COMMUNITY BIKEWAYS
Bicycle and Pedestrian Collision Events

Legend

Influence Area Events
- Bike Collision
- Pedestrian Collision

- Schools
- Project limits
- Influence Area Buffer
- Class I
- Class II
- Class III
- Rail Stations
- Heavy Rail

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

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

The West Carson Community Bikeways will provide a number of safety enhancements for bicyclists seeking to reach the various activity centers located along Lomita Boulevard, Carson Street, and 220th Street, and thereby support the following goals of the ATP to

- ***Reduce speed or volume of motor vehicles***. Traffic -diverting bicycle boulevard features such as traffic circles, bulb outs, diagonal diverters, and choke entrances, will be also be considered to enhance safety.
- ***Eliminate potential conflict points between motorized and non-motorized users*.** The road diet design includes the addition of a 2' buffer on Lomita Boulevard and Carson Street to separate bicyclists from vehicular traffic. The potential removal of parking lanes on the north and south sides of Lomita Boulevard will also reduce points of conflict for cyclists. The Class III route along 220th St will inform and direct bicyclists and pedestrians to utilize the existing pedestrian bridge at the 220th St cul-de-sac for safe passage over the adjacent I-110 Freeway.
- *Address inadequate bicycle facilities*. The introduction of loop and video detectors will help to identify bicycles at intersections. New pavement markings will increase the visibility of non-motorized users and also encourage them to use crosswalks.

The table summarizes how the types of collisions observed in the corridor over the past five years relate to the proposed interventions and street treatments. A variety of countermeasures are being implemented to address the safety hazards documented in the response to Question 2A:

Traffic Condition Causing Injury or Fatality	*Incidents Within the Project Limits (% of total)*	*Incidents Within Influence Area (% of total)*	*Proposed Solution*
Failure to yield at crosswalks	28%	29%	Addition of loop and video detectors, striping, and pavement markings
Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.	20%	15%	Addition of class II and class III bike lanes and way-finding signage
Pedestrian/cyclist yield outside of crosswalk	12%	14%	Addition of striping, pavement markings and way-finding signage.

Part B: Narrative Questions

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

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

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

A broad spectrum of community and government stakeholders were involved in the identification and development of the West Carson Community Bikeways, both in conjunction with the development of the County's Bicycle Master Plan and more targeted outreach around the masterplanning process for the UCLA Harbor Medical Center. The stakeholder list includes:

- Department of Public Works (DPW)
- Department of Regional Planning
- Department of Public Health (DPH)
- Los Angeles County Sheriff's Department
- Children's Institute International
- Meyler Street Elementary School
- UCLA/RAND Prevention Research Center
- Los Angeles County Bicycle Coalition
- Carson Bicycle Coalition

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

Stakeholders were engaged through a series of three workshops held in conjunction with development of the adopted County Bicycle Master Plan, providing an opportunity to deepen relationships with local community members over the course of a yearlong public participation process. Each successive workshop focused on increasingly refined project options, allowing the program of projects included in the final Plan to incorporate and reflect specific stakeholder feedback (discussed further in the response to Question 4C.) There were a total of ten first round workshops held between February and March 2010 covering various areas of the unincorporated County, including West Carson. Meeting attendance was an average of ten people at each workshop.

Workshop 1 provided a broad overview of the Plan and general opportunities for public input. The Plan team performed extensive outreach to inform County residents of these workshops, including sending electronic mail blasts to stakeholders, including all 88 cities in Los Angeles County, posting notices on the project website, producing a meeting flyer in English and Spanish, creating and distributing a press release, and mailing comment cards to local bike shops, libraries, and parks and recreation facilities.

Workshop 2 focused on the refinement of corridor options and included discussion of the Plan at Town Council meetings in the unincorporated West Carson community and at meetings held by Regional Planning for community specific plans, distribution of postcards at "Bike to Work Week" events throughout the County, and posting public service announcements on County websites, bus shelters, and on buses and shuttles that operate within the West Carson community area.

For Workshop 3, the County retained the Angeles County Bicycle Coalition (LACBC) to assist with the outreach and to encourage attendance at the workshops. LACBC issued a press release to news media, radio and television; they worked with various entities to coordinate the posting of our workshop information on these entities' websites.

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)

More recently, the County Department of Public Health held a stakeholder outreach meeting on May 14, 2015 to provide updates on the West Carson Community Bikeways and to reassess whether the current project scope meets the needs of the community. This meeting was co-hosted by the Carson Bicycle Coalition. Some of the feedback received at this meeting included:

- reaffirmation of community desire for bike lanes on Carson Street to improve multimodal access to the Harbor-UCLA Medical Center Campus;
- reaffirmation of community desire for travel lane reductions on wide roadways such as Carson Street and Lomita Boulevard to improve safety and comfort;
- coordinated wayfinding signage between County and City borders with Carson and Los Angeles; and
- addition of high-visibility green paint on Class II bikeways to "let people know that bikes belong."

This type of detailed stakeholder input on project design will increase the Project's overall effectiveness by ensuring the best possible user experience for West Carson residents, employees and patients who access Harbor-UCLA Medical Center Campus via some form of active transportation, and other users. In particular,

the last two comments received at the May 2015 workshop will assist the County in encouraging use of the proposed bikeways and enhancing their safety.

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

The City of Los Angeles, Caltrans District 7, the Los Angeles County Metropolitan Transportation Authority, the City of Carson and other community stakeholders will continue to be engaged during project implementation and as part of the CEQA review process. As part of these ongoing outreach efforts, stakeholders will have the opportunity to review and weigh in on the placement of specific Project elements such as bulb-outs, diagonal diverters, and choke entrances. Other possible efforts will include:

- County participation in Harbor-UCLA Medical Center-sponsored community health fairs to engage West Carson community members;
- Collaboration with the Carson Bicycle Coalition and the LA County Bicycle Coalition to host a community bike ride demonstrating the proposed routes and utilizing existing ones to connect between cities in the area;
- Coordination with Meyler Street Elementary School staff, whose parent organization that meets regularly, to reach parents and students and ensure improvements meet their needs.
- A block party on 220th Street with Starlite Trailer Park residents to gather feedback on the pedestrian overcrossing and the 220th Street bike boulevard design.

Part B: Narrative Questions

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

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

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

West Carson residents suffer disproportionately from health harms associated with a lack of physical activity, adverse environmental factors (a high percentage of residential parcels are within 500 feet of the I-110 Freeway), and poor access to medical care, among other factors.

- Fair or Poor Health. 25.2 % of adults ages 18-64 in West Carson are in fair or poor health compared to 21.4 % for Los Angeles County.
- Obesity. Adult and child obesity rates in West Carson are 22.4% and 31.4%; the latter is significantly higher than the countywide average of 22.4%.
- Uninsured. 22.8% of West Carson residents are uninsured, slightly higher than the countywide average of 21.4%.

Citation: Fair or Poor Health: California Health Interview Survey (CHIS), askchisne.ucla.edu; Adult and Child Obesity Rates: Los Angeles County Office of Health Assessment and Epidemiology, *A Cities and Community Health Report*, Table 1, http://publichealth.lacounty.gov/ha/reports/habriefs/2007/Obese_Cities/Obesity_2011Fs.pdf; Uninsured Rate: 2013 American Community Survey, ID "S2701 - Health Insurance Coverage Status" for West Carson CDP, retrieved from factfinder.census.gov;

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

Part of a national network of academic research centers funded by the Centers for Disease Control (CDC) and Prevention, the UCLA/RAND Prevention Center has been a key collaborator with the adjacent City of Carson on the development of an Active Transportation Plan. The mission of the UCLA/RAND Prevention Center is to engage in health promotion and disease prevention research, training, and dissemination activities that address health needs of communities, empower relationships with partners in Los Angeles County, and directly benefit communities. Due to its shared border with the City of Carson, the West Carson Community Bikeway is an integral element of a regional approach to improve health outcomes in disadvantaged communities by incorporating opportunities for active living into everyday travel routines.

The CDC recommends that adults average at least 22 daily minutes in moderate physical activity, such as brisk walking or biking, to stay fit and healthy. Five years after completion, the Project will generate 58 additional daily bike trips compared to a no-build scenario, equivalent to 45 more calories burned per trip, and an

average 10 minute increase [1] in daily physical activity per each additional trip—almost 50% of the CDC recommended goal. Overall, fewer than half of West Carson residents achieve this target, but most commuters who bike to work do meet this target. In multivariate analysis, transit users, minorities, people in households earning <$15,000 a year, and people in high-density urban areas are more likely to spend ≥30 minutes walking or biking in conjunction with work-related and other utilitarian trips. By making it easier and safer to bike in the West Carson community, the proposed Project will encourage local residents to be more physically active, with dedicated bike lanes to get to and from job centers, schools, community facilities, the nearby Harbor-UCLA Medical Center, and high-quality Metro Rapid Bus service along Vermont Avenue.

Concurrently, recent research by the journal *Health Affairs* shows medical spending averages $1,400 more a year for an obese person than for someone who is a normal weight. The Trust for Public Land (TPL) also estimates that modest amounts of physical activity can reduce annual medical costs by $250 for people under 60, and by as much as $500 for people over 60, for those who are not necessarily overweight or obese. From this standpoint, increased walk trips associated with the West Carson Community Bikeways may play a direct role in lowering health care costs for residents who are uninsured or underinsured.

[1] based on average 1.6 mi trip at 9.6 mph = 0.167 hrs = 10 minutes

Part B: Narrative Questions

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

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

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting. 66

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037543503	$63,668	5,287	39.46	76-80%	X	X
6037543603	$64,545	3,634	32.33	66-70%		

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

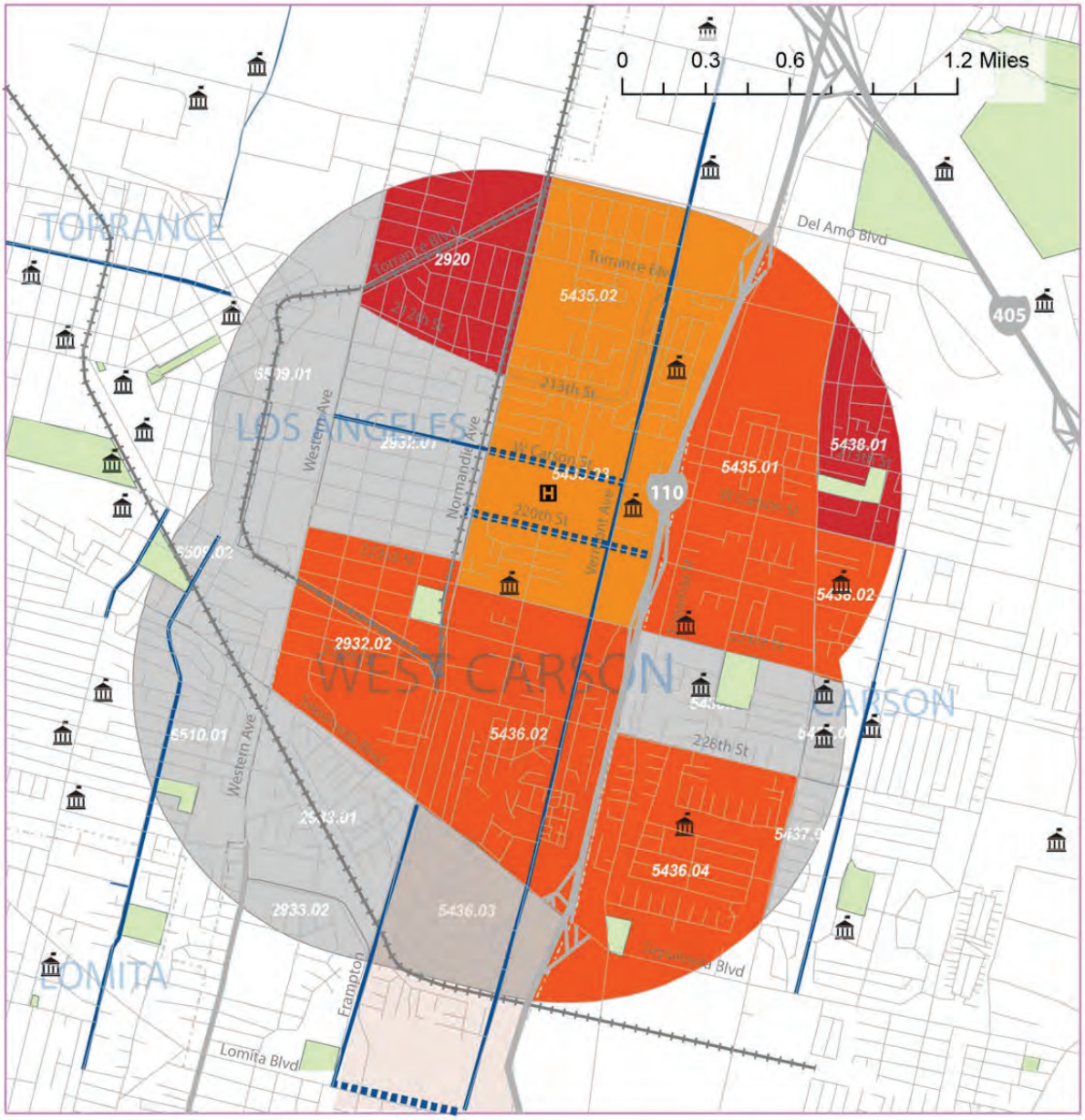
Which criteria does this project meet?

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

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

What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.	69%

Two of the three project segments included in the West Carson Community Bikeways Project scope are located within a Census tract (5435.03) ranked among the top 25% most disadvantaged in the State, according to the CES 2.0 Screening Tool. The third project segment, Lomita Boulevard, is located in a Census tract (5436.03) not considered disadvantaged based on any of the qualifying criteria. Of the 1.59 miles of bicycle facilities included in the scope, 0.49 miles or 31% is located in this non-disadvantaged tract. Assuming



WEST CARSON COMMUNITY BIKEWAY
Disadvantaged Community Mapping

Legend

Influence Area Buffer
Project Limits

CES 2.0 Census Tract Percentile Scores

- Below 75%
- 76-80%
- 81-90%
- 91-100%

that costs are distributed proportionally to the length of the facilities, 69% of project funds will therefore be expended in a disadvantaged community.

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

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

The County Department of Public Health has identified West Carson as one of the unincorporated communities most impacted by obesity. As a result, the County has prioritized the implementation of the proposed community bikeways, citing the potential health benefit to disadvantaged residents. A clear mission to improve the health status of West Carson residents is driving the implementation of this project. Increased active transportation opportunities are among the most cost-effective interventions available to combat diseases that relate to physical inactivity. For example, a 2009 study of nearly 2,400 adults found that those who cycled to work were fitter, leaner, less likely to be obese, and had better triglyceride levels, blood pressure, and insulin levels than those who did not actively commute to work. This health benefit will be achieved through ongoing County collaboration with the Harbor-UCLA Medical Center Campus to educate residents and at-risk patients about active transportation options in the West Carson community at sponsored community health fairs, through outreach to area schools such as Mayfair Elementary to encourage the integration of the West Carson Community Bikeways into school routes, and through various encouragement programs operated by the County with community partners such as the Carson Bicycle Coalition.

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 West Carson Community Bikeways were identified and developed as part of a rigorous screening process undertaken by the County in conjunction with the County Bicycle Master Plan. This screening process used a proven methodology to identify projects with the maximum utility and cost-effectiveness based on roadway configurations, number of activity centers served, connectivity with existing bike facilities, and existing usage, among other criteria. Accordingly, the BMP served to sharpen the focus on projects with the highest ridership benefits relative to costs of implementation. One alternative considered in the BMP was the implementation of a bicycle boulevard along 223rd St instead of 220th Street. Ultimately, 220th Street was chosen because it more directly serves the Harbor-UCLA Medical Center Campus, one of the largest employment centers in West Carson with the greatest potential to increase bicycle mode share for commute trips.

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.)

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

The benefit to total cost (B/C) ratio is estimated to be 9.40, and the benefit to funds requested ratio is 11.75. This means that for every dollar invested in the project, the project will generate $9.40 in benefits over the 20-year analysis period considered. With a net present value of $3.01 million (discounted at 4 percent), and a positive B/C ratio, this Project will be a cost-effective way for the State to leverage its investment in active transportation.

Beneficiaries of the project will include bicycle riders. The proposed project will encourage safer transit accessibility by improving bicycle access to the Vermont Green Line Station and bus lines in a disadvantaged area. Additionally, the project will also improve access to schools, libraries, and other amenities. New facilities will directly serve Harbor UCLA Medical Center and other community activity centers.

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

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

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

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

The County is providing $106,184 in local funding against a total Project cost of $530,921, for a leveraging percentage of 20.0%. All costs have been determined to be eligible following the March 26th Caltrans Local Assistance Program Guidance, so the entirety of the local funding counts toward the match calculation. The ATP Cycle 2 request amount is $424,737.

Funding Source	Amount	%
County Road Funds – Participating Items	106,184	*20.0%*
Active Transportation Program (ATP) Cycle 2 Request	424,737	*80.0%*
Total Sources	**$**530,921	**100%**
Project Approvals & Environmental Documents (PA&ED)	23,000	
Preliminary Engineering (PE)	69,000	
Construction (CON)	438,921	
Total Uses	**$**530,921	**100%**

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

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

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

☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)

☒ No (If this application is NOT for a Plan, proceed to Step #2)

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

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

☐ Neither corps can participate in the project (0 points)

☒ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below

- Striping and signage

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

☐ Applicant has not coordinated with both corps (-5 points)

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

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

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

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

B. Caltrans response only:

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

Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**
Required for all applications

Engineer's Checklist **Attachment C**
Required for Infrastructure Projects

Project Location Map **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**
Required for all applications

Project Estimate **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

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

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

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

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

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

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

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:	5/12/2015

Project Information:

Project Title:	WEST CARSON COMMUNITY BIKEWAYS				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
07	Los Angeles				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				41				41
PS&E					125			125
R/W								
CON						365		365
TOTAL				41	125	365		531

Notes:

ATP Funds	Infrastructure Cycle 2							
Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				18				18
PS&E					56			56
R/W								
CON						351		351
TOTAL				18	56	351		425

Program Code

Funding Agency

Notes:

ATP Funds	Non-infrastructure Cycle 2							
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								

Program Code

Funding Agency

Notes:

ATP Funds	Plan Cycle 2							
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								

Program Code

Funding Agency

Notes:

ATP Funds	Previous Cycle							
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								

Program Code

Funding Agency

Notes:

ATP Funds	Future Cycles							
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								

Program Code

Funding Agency

Notes:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:	5/12/2015

Project Information:

Project Title:	WEST CARSON COMMUNITY BIKEWAYS				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
07	Los Angeles				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: County Road Funds — **Program Code:**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				23				23
PS&E					69			69
R/W								
CON						14		14
TOTAL				23	69	14		106

Funding Agency: Los Angeles County

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:

Attachment C. Engineer's Checklist

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map** **Engineer's Initials:** WAP
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

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

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** WAP
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

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

Attachment C. Engineer's Checklist

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** WAR
   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:** WAR
   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:** WAR
   ☐ 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:** WAR
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
   b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name *(Last, First)*: REHMAN, WAQAS

Title: ASSOCIATE CIVIL ENGINEER

Engineer License Number: 78116

Signature:

Date: 05-27-2015

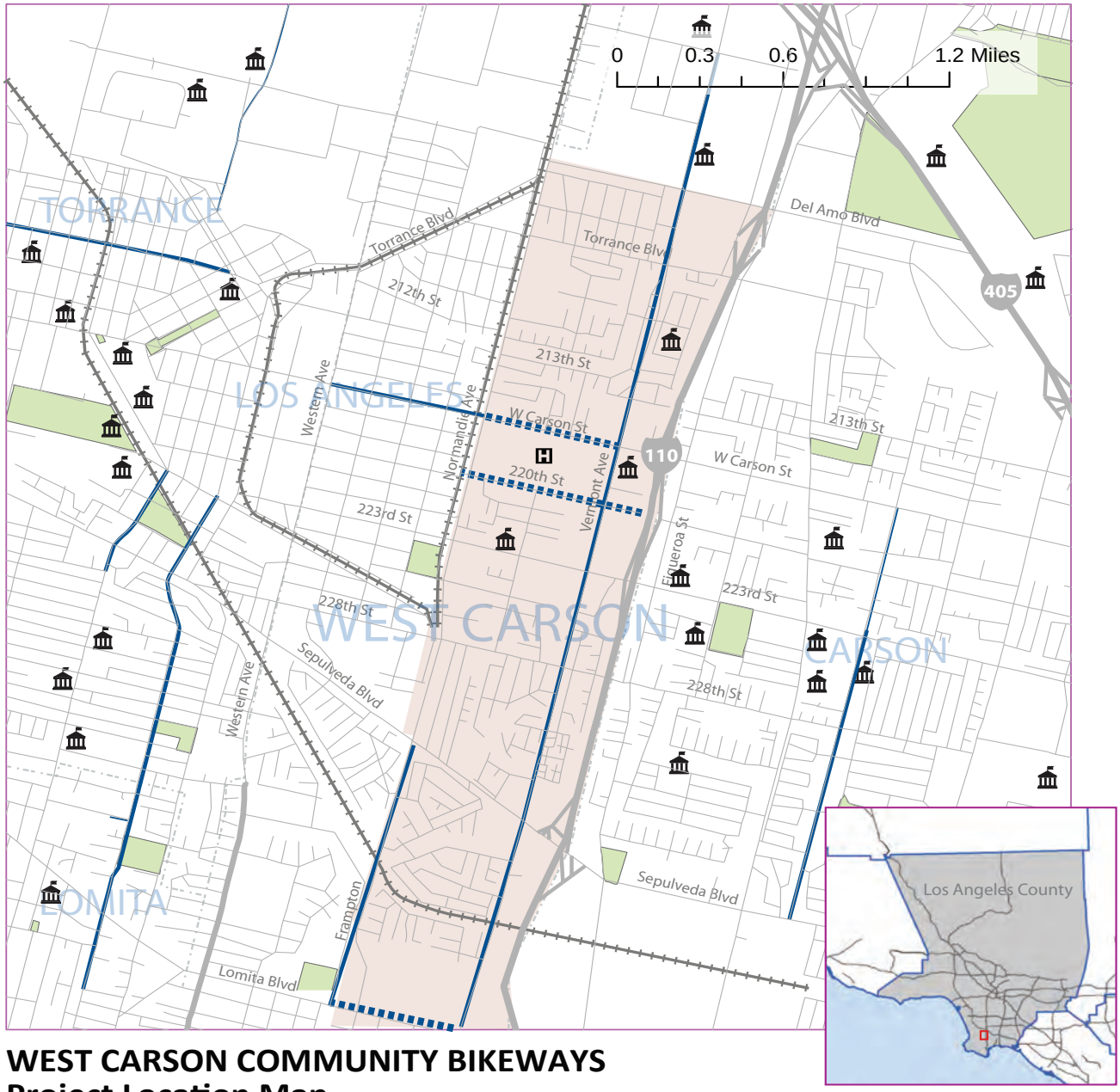
Email: wrehman@dpw.lacounty.gov

Phone: 626-458-5166

Engineer's Stamp:

REGISTERED PROFESSIONAL ENGINEER
WAQAS REHMAN
C 78116
EXP 09-2015
CIVIL
STATE OF CALIFORNIA

Attachment D. Project Location Map



WEST CARSON COMMUNITY BIKEWAYS
Project Location Map

Legend

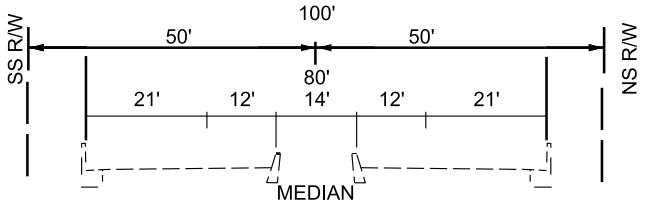
- Schools
- Project Limits
- Infuence Area Buffer
- Class I
- Class II
- Class III
- Rail Stations
- Metrolink Rail

Attachment E. Project Plans/Cross Sections

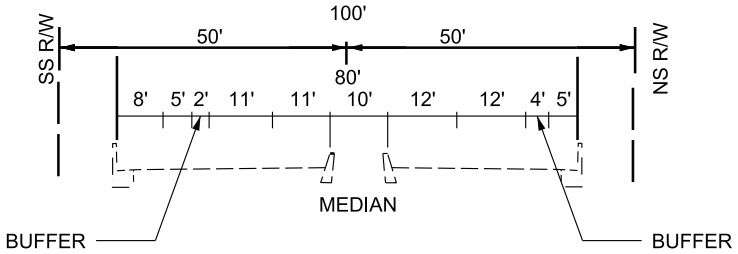
LOMITA BL

ALTERNATIVE 1
FRAMPTON AV TO NORMANDIE AV
(430')

EXISTING CROSS SECTION



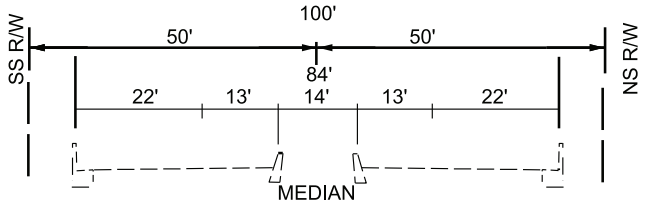
PROPOSED CROSS SECTION
CLASS II-BIKE LANE



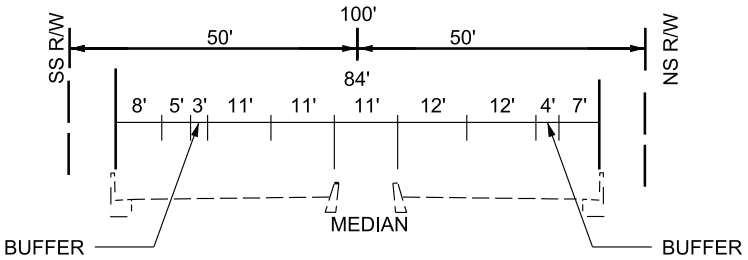
LOMITA BL

NORMANDIE AV TO VERMONT AV
(2020')

EXISTING CROSS SECTION



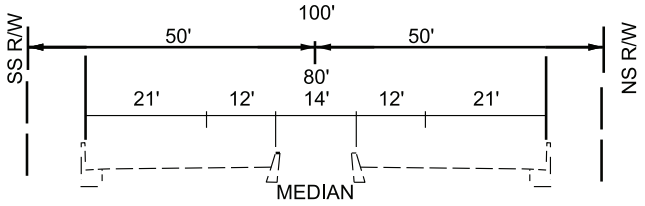
PROPOSED CROSS SECTION
CLASS II-BIKE LANE



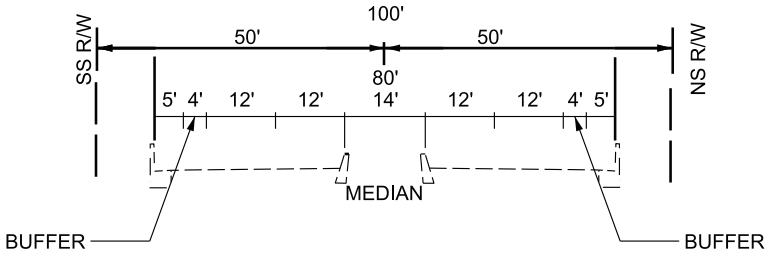
LOMITA BL

ALTERNATIVE 2
FRAMPTON AV TO NORMANDIE AV
(430')

EXISTING CROSS SECTION



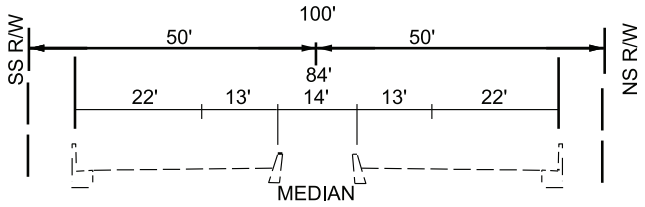
PROPOSED CROSS SECTION
CLASS II-BIKE LANE



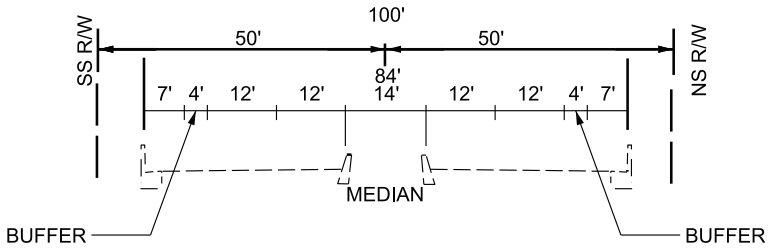
LOMITA BL

NORMANDIE AV TO VERMONT AV
(2020')

EXISTING CROSS SECTION



PROPOSED CROSS SECTION
CLASS II-BIKE LANE



PARKING PROHIBITED ON BOTH NORTH AND SOUTH SIDE, PENDING PDD APPROVAL.

PHOTO 1

PHOTO 2

1 **Normandie Avenue at Imperial Highway to El Segundo Boulevard** Normandie Ave at Imperial-Hwy looking south

2 **Looking South.** Normandie Ave at 120th St looking south

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

PHOTO 3

PHOTO 4

3 **Normandie Ave at El Segundo.** Looking south

4 **Normandie Ave at 105 Fwy.** Looking north

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

5 **Lomita Blvd at Frampton Ave.** Looking east

6 **Lomita Blvd at Vermont Ave.** Looking east

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

PHOTO 7

PHOTO 8

7 **Lomita Blvd Marigold Ave.** Looking west

8 **Lomita Blvd Normandie Ave.** Looking west

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

PHOTO 9

PHOTO 10

9 **220th Street at Normandie Avenue to 700 Feet East of Vermont Avenue.** 220th St at Normandie Ave looking east

10 **220th St at Vermont Ave.** Looking east

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

11 **220th St at I-110 Fwy.** (cul-de-sac 700' E/o Vermont Ave) looking east with pedestrian bridge visible (image courtesy of Google Street View)

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

PHOTO 12

PHOTO 13

12 **Carson Street at Vermont Avenue to Normandie Avenue.** Carson St at Vermont Ave looking west

13 **Carson St at Budlong Ave.** Looking west

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

PHOTO 14

14 **Carson St at Normandie Ave.** Looking east

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

PHOTO 15

PHOTO 16

15 **Lomita Boulevard at Frampton Avenue to Vermont Avenue.** Lomita Blvd at Frampton Ave looking east

16 **Lomita Blvd at Vermont Ave.** Looking east

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

PHOTO 17

PHOTO 18

17 **Lomita Blvd at Broadwell Ave.** Heading west

18 **Lomita Blvd at Normandie Ave.** Heading west

West Carson Community Bikeways

Attachment F - Photos of Existing Conditions

Attachment G. Detailed Cost Estimate

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS				
Application ID:	07-Los Angeles County Dept. of Public Works-11	**Prepared by:**	MARTIN REYES	**Date:**	5/7/2015
Project Description:	Class II and III bicycle facility improvements in the unincorporated West Carson community				
Project Location:	West Carson				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	**Item**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**	**%**	**$**
1	Striping	1	LS	$200,000.00	$200,000	100%	$200,000					100%	$2,000
2	Pavement markings	1,950	SF	$10.00	$19,500	100%	$19,500						
3	Signing	174	EA	$100.00	$17,400	100%	$17,400						
4	Inductive loop detector	1860	EA	$12.00	$22,320	100%	$22,320						
5	Adjust video detector	1	EA	$1,200.00	$1,200	100%	$1,200						
6	PCC	1000	LF	$28.00	$28,000	100%	$28,000						
7	AC replacement	4000	SF	$9.00	$36,000	100%	$36,000						
8													
9													
10													
11													
12													
13													
14													
15													
16													
				Subtotal of Construction Items:	**$324,420**		**$324,420**						**$2,000**
				Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**	**15.00%**	**$48,663**							
				Total (Construction Items & Contingencies) cost:		**$373,083**							

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 23,000		
Plans, Specifications and Estimates (PS&E):	$ 69,000		
Total PE:	**$ 92,000**	**24.66%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ -		
Acquisitions and Utilities:	$ -		
Total RW:	**$ -**		
Construction (CON)			
Construction Engineering (CE):	$ 65,838	**15.00%**	15% Max
Total Construction Items & Contingencies:	$373,083		
Total CON:	**$ 438,921**		
Total Project Cost Estimate:	**$ 530,921**		

Attachment H. Non-Infrastructure Work Plan

[Not Applicable. This page left intentionally blank]

Attachment I-1 Screening Criteria: Consistency with Regional Plans

ACTIVE TRANSPORTATION

Existing Conditions 1
Physical Setting 1
Political Environment 1
Existing Plans 2

Bicycling and Walking Overview 4
Types of Bicyclists 5
Riding Styles 7

Types of Bicycle Facilities 7
Class I Bikeways 7
Class II Bikeways 9
Class III Bikeways 9
Cycletracks 9
Bicycle Boulevards 9
Bicycle Boulevards 9

Bicycle Safety 9

Pedestrian Oriented Design and Access Requirements 11
Americans with Disabilities Act (ADA) 11
Schools 11
Transit 12
Street Design and Access to Destinations 12
Pedestrian Safety 12

Deficiencies and Needs Analysis 14
Pedestrian Facility Deficiencies 14
Bicycle Access to Transit 22
Pedestrian Access to Transit 22
Access to Bicycle Routes 25
California Coastal Trail 35

Policy Recommendations 39
Agencies, Groups and Individuals in Bicycle and Walking Planning 39
Performance Measures 39
Proposed Policies 39

Air Quality Improvements 42
Potential VMT Reduction 42

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

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

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

- **Goal 1:** Increase dedicated funding for bicycle and pedestrian infrastructure.
  - **Objective 1.1:** Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
  - **Objective 1.2:** Estimate the benefits of current investments to analyze future funding needs.
- **Goal 2:** Increase accommodation and planning for bicyclists and pedestrians.
  - **Objective 2.1:** Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
  - **Objective 2.2:** Estimate project costs associated with this vision.
  - **Objective 2.3:** Estimate the benefits of these investments.
  - **Objective 2.4:** Support local jurisdictions with the development of their local plans.
- **Goal 3:** Increase transportation options, particularly for trips less than three miles.
  - **Objective 3.1:** Increase linkages between bicycling and walking with transit.
  - **Objective 3.2:** Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g. Safe Routes to School).
- **Goal 4:** Significantly decrease bicycle and pedestrian fatalities and injuries.
  - **Objective 4.1:** Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

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

Existing Conditions

Physical Setting

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

Political Environment

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

REGIONAL TRANSPORTATION PLAN 2012–2035 RTP

SUSTAINABLE COMMUNITIES STRATEGY

Towards a Sustainable Future

Southern California Association of Governments

ADOPTED APRIL 2012

Our Vision

Towards a Sustainable Future

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

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

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

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

The Setting

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

ECONOMIC RECESSION

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

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

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

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

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

ATP - Cycle 2 - Part B & C - 2015

Image courtesy of the California High-Speed Rail Authority

Our Vision for Active Transportation Beyond 2035

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

BIKEWAYS

Further enhancements to the active transportation system should be considered to make bicycling and walking a more feasible and desirable transportation option. The strategic bikeway plan envisions a three-tiered system to achieve those goals: an expanded regional bikeway network, citywide bikeways in each city, and neighborhood bikeways.

- The Regional Bikeway Network is expanded over the constrained plan, developing a grid pattern where possible in urbanized areas. Each designated regional bikeway links to other regional bikeways and to city bikeways for commuters and recreational riders. Although not as free-flowing as freeways, the Regional Bicycle Network links the cities in the region in a similar manner. To the greatest extent possible, the regional bikeway network should be Class 1, Class 2 bikeways/cycle tracks, or even painted sharrows with appropriate signage and wayfinding.
- Citywide bikeways link neighborhood bikeways to regional bikeways and major city destinations, such as employment, retail, and entertainment centers. These will

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often be on arterial and collector streets, which are already part of the grid system. Bikeways will likely need to be either Class 2 bikeways (painted or unpainted) or Cycle tracks. When going through large suburban areas, they can be designated bicycle boulevards. Citywide bikeways should be no farther than one-half mile apart.

- Neighborhood bikeways link neighborhoods to local amenities, such as schools, parks, grocery stores and local retail, eating, and entertainment. These facilities will be primarily on low-speed streets and be identified through sharrows, bicycle boulevards, and wayfinding signage. While every residential street should be considered a neighborhood bikeway, the focus should be on streets that connect across blocks and neighborhoods. In addition, neighborhood bikeways should link to other neighborhood bikeways, providing a low-speed, low-stress environment for families and youths to bicycle with minimal interaction with faster, busier streets.

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

PEDESTRIANS

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

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

Strategic Finance

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

07-County of Los Angeles-11

Metro, 2009, Long Range Transportation Plan

Bicycles and Pedestrians

> There are more than 1,250 miles of bikeways in Los Angeles County.

> The Metro Call for Projects will fund an expansion of the bicycle network.

> Metro will focus on improving bicycle safety and bicycle access on buses and trains, and at transit hubs.

> Coordinating pedestrian links between transit and the user's final destination is critical to an e ective transportation system.

> Metro will improve pedestrian linkages to bus centers and rail stations.

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

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

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

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

Bicycle Programs

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

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

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

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

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

Pedestrian Priority Improvement Program

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

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

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

Call for Projects

FIGURE BB

Bicycle Program

	$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
$11.7 m/yr in 2009 dollars	$ 287
Strategic Plan	
$12.5 m/yr in 2009 dollars	$ 302

FIGURE CC

Pedestrian Program

	$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
$11.7 m/yr in 2009 dollars	$ 287
Strategic Plan	
$10.0 m/yr in 2009 dollars	$ 242

FIGURE DD

Transportation Enhancements Program

	$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
$2.3 m/yr in 2009 dollars	$ 72

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

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

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

Attachment I-1A. Existing Counts & User Projections

updated 4/1/2015

STEP 1 - Establish Travelshed and Baseline Data

Establish Baseline Facility Travelshed Data with Census Data[i]

Travelshed	P1. Total Population	P36. Sex by Enrollment by Level of School		P30.Means of Transportation to Work, Adults 16+ Years	
	A	B	C	D	E
Census variables[ii]	P001001	P036012; P036015; P036035; P036038	P036018; P036021; P036041; P036044	P030013	P030005
Census Block #	Total Population	Students 5th – 12th Grade	College Students – Undergrad/Graduate	Commuter Bicyclists[iii]	Transit Commuters[iv]
6037543503	5287	272	320	0	82
6037543602	7701	796	550	0	50
6037293202	6185	1015	352	94	141
6037543603	3634	288	461	0	13
6037651001	5810	714	585	10	56
6037543604	5946	659	522	8	39
6037543501	6841	653	751	12	100
6037543502	3959	335	172	0	26
6037293301	2850	286	218	15	18
6037293201	6215	699	536	14	125
6037543601	4207	505	299	0	25
Totals	58635	6222	4766	153	675

STEP 2 - Estimate Current Bicycle Users in the Travelshed[i]

2A. Estimate Adult Bicycle Commuters in the Travelshed

College Students and Commuters 16+ Years Old	Inputs totals from Step 1 – Travelshed Data	Multiply by percent users of travelshed		**F** Estimate of Bicyclists	
Adult Bicycle Commuters	153	[ii]	80%	Subtotal	123
+ College Students	4766	[iii]	20%	Subtotal	935
+Transit Users	675	[iv]	3.50%	Subtotal	24
				Total	1082

2B. Estimate Student Bicycle Commuters in the Travelshed

Students	Inputs total from Step 1 – Travelshed Data	Multiply by percent users of travelshed		**G** Estimate of Bicyclists	
(5th – 12th Grade)	6222	[v]	1.1%	Total	69

[i] This model estimates the number of bicycle users in a travelshed. Means of transportation data only counts bicyclists who travel to work, and who are 16+ years old. Student Census data is utilized to estimate the number of bicyclists who commute to school. These two estimates added together give us an estimate of the total amount of bicyclist users for a travelshed.

[ii] 90% of bicyclist commuters counted by the Census are counted in this model.

[iii] Ranges from 6 - 33%. USC student travel survey reports 33% bicycle mode share for student commuting trips. UCLA State of the Commute indicates that 6.2% of university students commute to campus by bicycle (2012). http://www.sustain.ucla.edu/wp-content/uploads/2013/04/2012SOC.pdf. https://docs.google.com/file/d/0B4tJAQfiDxlUMUU1Z0xXNEVtRm8/edit?pli=1

[iv] Metro Travel Survey (December 2012) found that 3.5% of transit users get to their initial stops via bicycles.

[v] Nancy McGuckin, Analysis Brief, Travel to School in Los Angeles County, Prepared for the Safe Routes to School National Partnership, Figure 1, found that only 1.1% of schoolchildren (ages 5-15) biked to school.

STEP 3 - Convert Bicyclist Data into Daily Trip Data

3A. Convert Bicyclist Data into Daily Commute Trip Data

Bicyclists	Inputs totals from Step 2A & 2B – Bicycle Users	Multiply by % using proposed facility on any given work day	Multiply by # of Daily Trips	**H** Commute Trips Per Day	
Adult & College Students	1082	[i] 3%	2	Subtotal	65
Students (5th – 12th Grade)	69	[ii] 4%	2	Subtotal	5.52
				Total	70

3B. Calculate Utilitarian Trip Data

	Inputs totals from Step 2A & 2B – Bicycle Users	Multiply by % using proposed facility on any given day	Multiply by # of Daily Trips	**I** Utilitarian Trips Per Day	
Utilitarian Trips	1082	[iii] 6%	194%	Total	130.2

[i] Based on estimates from the Los Angeles Countywide Policy Document survey (p.C). We assume that students are more likely to make use of their bicycles for regular commuting than are adults.
[ii] Ibid.

[iii] A comparison of bicycle mode share for commuting vs. all trips (California add-on to 2009 National Household Travel Survey) reveals that for every commute trip there are 1.94 utilitarian trips.

STEP 4 - Estimate Future Daily Vehicle Trips, Vehicle Miles, and C02 Emissions Reduced by Facility Implementation

4A. Estimate Future Daily Bicycle Trips after Proposed Project Implementation

	N			O	
	Input totals from Step 3 – Bicyclist Trip Data	Multiply by minimum expected trip total after proposed project implementation (%)		Estimates of Future Bicyclist Trips	
Adult	65	[i]	124%	Subtotal	80.5
Student	5.52		124%	Subtotal	6.8
Utilitarian	130		124%		161.6
	201		124%	Total	249

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

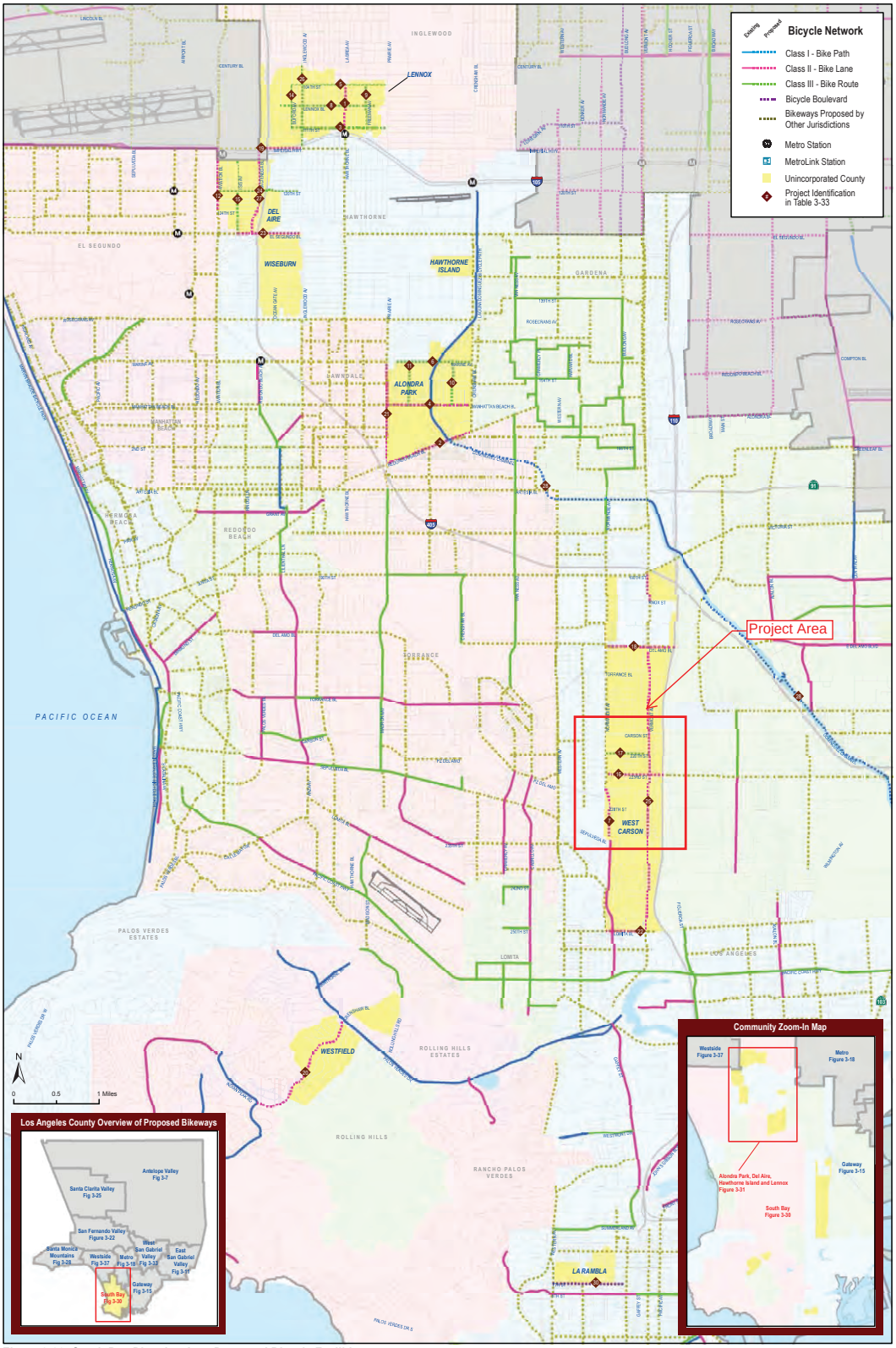

Figure 3-30: South Bay Planning Area Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
7	Normandie Avenue	225th Street	Sepulveda Boulevard	West Carson	2	0.6	2	115
8	Lennox Boulevard	Felton Avenue	Osage Avenue	Lennox	3	1.1	2	110
9	Freeman Avenue	104th Street	111th Street	Lennox	3	0.5	2	105
10	South Lemoli Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
11	Doty Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
12	Aviation Boulevard	Imperial Highway	154th Street	Del Aire and City El Segundo[A]	2	0.7	2, 4	105
13	Dominguez Channel Proposed Bicycle Path	Redondo Beach Boulevard	Pacific Coast Highway	City of Torrance, City of Gardena	1	2.8	2, 4	105
14	Buford Avenue	104th Street	111th Street	Lennox	3	0.5	2	100
15	Isis Avenue	116th Street	El Segundo Boulevard	Del Aire and City of El Segundo[A]	3	0.9	2,4	100
16	223rd Street	Normandie Avenue	Interstate 110	West Carson	2	0.7	2	100
17	220th Street	Normandie Avenue	Vermont Avenue	West Carson	3	0.5	2	90
18	Del Amo Boulevard	Normandie Avenue	Interstate 110	West Carson and City of Los Angeles[A]	2	0.8	2, 4	90
19	Imperial Highway	La Cienega Boulevard	Inglewood Avenue	Lennox and Cities of Hawthorne and Los Angeles[A]	2	0.5	2	90
20	Crenshaw Boulevard	Palos Verdes Drive	Indian Peak Road	Westfield and Cities of Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates[A]	2	1.6	4	90
21	Prairie Avenue	Redondo Beach Boulevard	South Marine Avenue	Alondra Park	2	1.2	2	85
22	Lomita Boulevard	Frampton Avenue	Vermont Avenue	West Carson and City of Los Angeles[A]	2	0.5	2	85
23	El Segundo Boulevard	Isis Avenue	Inglewood Avenue	Del Aire and City of Hawthorne[A]	2	0.8	2	85

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

May 29, 2012

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

TO: Each Supervisor

FROM: Gail Farber *Gail Farber*
Director of Public Works

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

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

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

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

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

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

West Athens Community (Second District)

Corridors	Facility	Length (mi)	Funding	Funding Year	Implementation Schedule	Estimated Cost
Budlong Ave, Imperial Hwy to El Segundo Bl	Bike Blvd	2.03	Pending 2011 Safe Routes 2 School Cycle 10 Approval	2013	2016	$350,000
Normandie Av, Imperial Hwy to El Segundo Bl	Class 2	1.00	Not yet identified	TBD	TBD	$200,400
Vermont Ave, Imperial Hwy to El Segundo Bl	Class 2	1.00	2011 Metro CFP – Vermont Ave Bike Lane	2014	2017	$1,167,500

West Carson Community (Second District)

Corridors	Facility	Length (mi)	Funding	Funding Year	Implementation Schedule	Estimated Cost
Normandie Ave, 225th St to Sepulveda Bl	Class 2	0.64	Not yet identified	TBD	TBD	$128,000

Westmont Community (Second District)

Corridors	Facility	Length (mi)	Funding	Funding Year	Implementation Schedule	Estimated Cost
Budlong Ave, Manchester Ave to Imperial Hwy	Bike Blvd	1.01	Pending 2011 Safe Routes 2 School Cycle 10 approval	2013	2016	$175,000
Denker Ave, Century Bl to Imperial Hwy	Class 3	1.00	Pending 2012 BTA Grant approval	2013	2016	$21,000
Imperial Hwy, Van Ness Ave to Vermont Ave	Class 2	1.50	Not yet identified	TBD	TBD	$2,557,600
Normandie Ave, 98th St to Imperial Hwy	Class 2	1.09	Pending 2012 BTA Grant approval	2013	2016	$252,000
Vermont Ave, 87th Street to Imperial Hwy	Class 2	1.86	2011 Metro CFP – Vermont Ave Bike Lane	2014	2017	$2,171,500

A3836
PDD

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

6. Directed the Director of Public Works, in coordination with the Director of Public Health, to identify the ten unincorporated communities within the County of Los Angeles that have the highest rates of obesity, and develop an implementation plan, that includes appropriate funding sources, to construct the priority bicycle routes identified in the Master Bicycle Plan's Phase I Implementation Recommendations for those respective communities, and other communities covered by the Master Plan, within the next 12 months and report back to the Board in writing on a quarterly basis with their progress; and

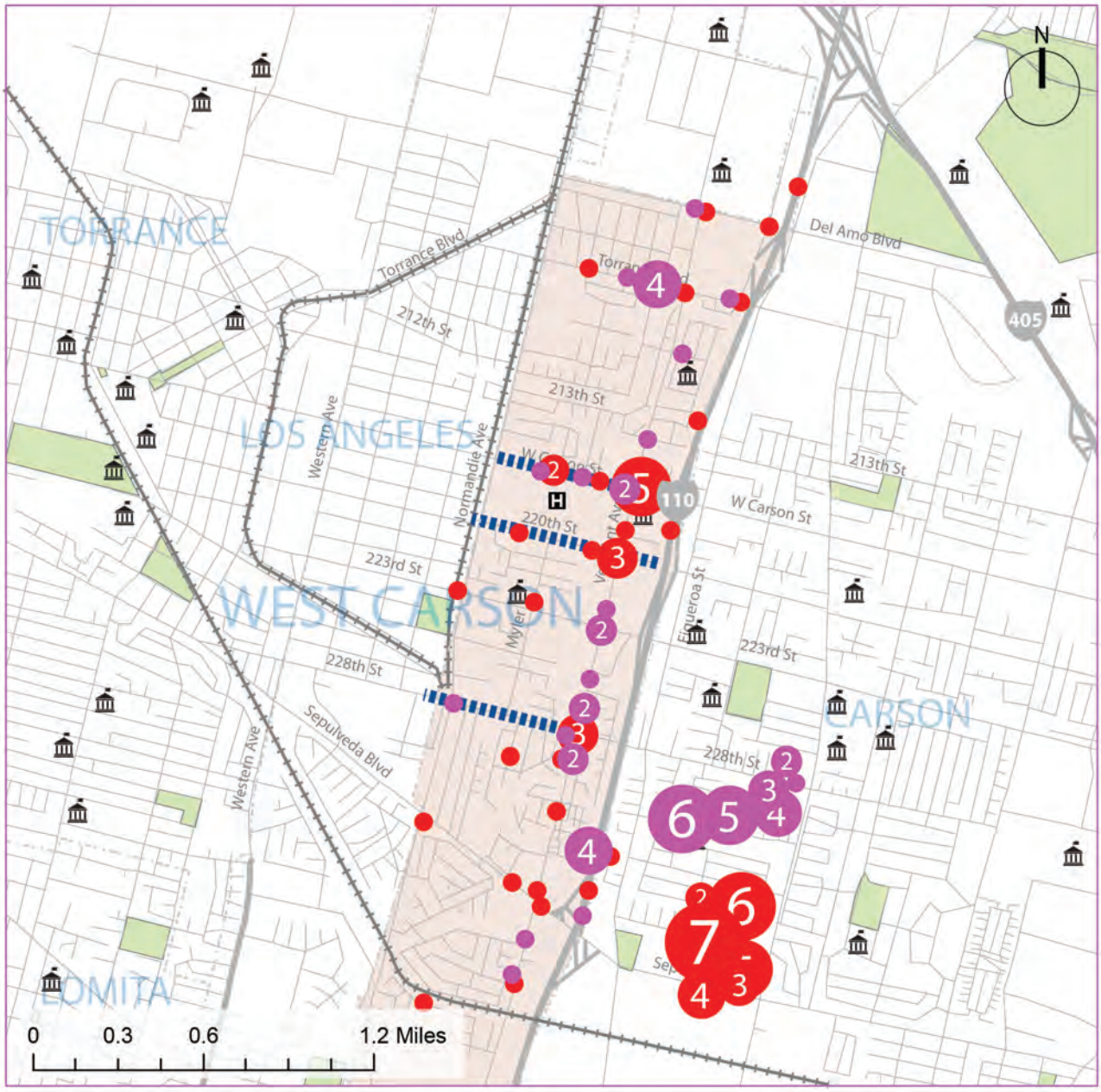
7. Directed the Director of Public Works, in coordination with the Acting County Counsel, to strike all proposals related to the inclusion of a Class I Bicycle Lane along the Sepulveda Channel, adjacent to the Mar Vista community, from the Los Angeles County Bicycle Master Plan and bring the Plan back to the Board at the earliest possible date for final adoption.

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

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

Abstentions: 1 - Supervisor Antonovich

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



WEST CARSON COMMUNITY BIKEWAYS
Bicycle and Pedestrian Collision Events

Legend

Influence Area Events
- Bike Collision
- Pedestrian Collision

- Schools
- Project limits
- Influence Area Buffer
- Class I
- Class II
- Class III
- Rail Stations
- Heavy Rail

Attachment I-2A. Collision Data and Analysis

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

VIOL

	Within Project Limits		Within Influence Area		
Code	**Incident Count**	**%**	**Incident Count**	**%**	**Violation Type**
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	0		0	0%	Riding a bicycle while under the influence of alcohol
21202	0		1	1%	Bicyclist, failure to use right edge of roadway.
21451	0		0	0%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedestrians lawfully within the i
21453	0		1	1%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	1	4%	2	2%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	5	20%	14	15%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
21658	0		0	0%	Laned roadways (2 or more lanes in direction of travel), straddling or changing when unsafe.
21801	0		3	3%	Left turns or U-turns yield until reasonably safe.
21802	0		0	0%	Yield signs, yield until reasonably safe
21804	2	8%	8	9%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an immediate hazard
21950	7	28%	27	29%	Crosswalks, failure to yield to pedestrians within.
21951	1	4%	2	2%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		0	0%	Sidewalk, failure to yield to pedestrian on.
21954	3	12%	13	14%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21956	0		2	2%	Walking on roadway, other than pedestrian's left edge.
22100	1	4%	1	1%	Turn at intersection, improper position
22106	0		2	2%	Starting or backing when unsafe.
22107	3	12%	6	6%	Unsafe turn, and/or without signalling.
22350	1	4%	6	6%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	0		0	0%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	0		0	0%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		0	0%	Under the influence of alcohol while driving a vehicle
0	1	4%	6	6%	Violation Not Reported/Unknown
Count	25		94		
Total	25		97		

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3841654	-118.292	33.82809	5/27/2008	1900	5	2	4	9	0	1	A	Y	
4073709	-118.3	33.828	11/4/2008	1942	0	2	4	5	0	1	A		Y
4694524	-118.297	33.8281	1/14/2010	1900	5	4	4	8	0	1	A	Y	
5523517	-118.29	33.82806	12/6/2011	1900	5	2	4	10	0	1	A	Y	
5919031	-118.29	33.82806	7/15/2012	1900	5	7	4	10	0	1	A	Y	
3862365	-118.294	33.83158	7/16/2008	1900	5	3	4	0	0	1	A		Y
4660480	-118.295	33.83156	1/19/2010	1900	5	2	1	6	1	0	B	Y	
4685693	-118.29	33.83159	3/1/2010	1900	5	1	2	11	0	1	A	Y	
4698046	-118.295	33.83156	4/12/2010	1900	5	1	3	10	0	1	B	Y	
4837177	-118.29	33.83159	6/23/2010	1900	5	3	4	10	0	1	A	Y	Y
5129626	-118.29	33.83161	12/16/2010	1900	5	4	3	11	0	1	B	Y	
5146656	-118.29	33.83159	3/21/2011	1900	5	1	4	10	0	1	A	Y	
5240806	-118.296	33.83156	7/8/2011	1900	5	5	3	5	0	1	A		Y
5259955	-118.296	33.83156	6/10/2011	1900	5	5	3	8	0	2	B	Y	
5371186	-118.29	33.8316	9/29/2011	1900	5	4	2	11	0	1	A	Y	
5476679	-118.29	33.83159	11/5/2011	1900	5	6	4	9	0	1	A		Y
5529918	-118.293	33.83158	1/5/2012	1900	5	4	4	8	0	1	A	Y	
4687777	-118.291	33.79781	3/8/2010	1900	5	1	3	3	0	2	A	Y	
4926236	-118.297	33.79773	9/18/2010	1942	0	6	1	11	1	1	A	Y	
4986479	-118.291	33.79779	10/19/2010	1900	5	2	4	10	0	1	B	Y	
5067071	-118.291	33.7978	1/31/2011	1900	5	1	4	5	0	1	A		Y
5129120	-118.296	33.79773	1/12/2011	1900	5	3	4	5	0	1	A		Y
5285307	-118.291	33.7978	7/23/2011	1900	5	6	3	11	0	1	A	Y	
5416518	-118.297	33.79779	10/21/2011	1942	0	5	4	8	0	1	A		Y
5514654	-118.297	33.79772	1/10/2012	1942	0	2	3	5	0	1	A		Y

Project Corridor(s)

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3841654	-118.292	33.82809	5/27/2008	1900	5	2	4	9	0	1	A	Y	
3862365	-118.294	33.83158	7/16/2008	1900	5	3	4	0	0	1	A		Y
4073709	-118.3	33.828	11/4/2008	1942	0	2	4	5	0	1	A		Y
4402081	-118.3	33.83032	8/6/2009	1942	0	4	4	11	0	1	A	Y	
4461305	-118.295	33.82477	9/30/2009	1900	5	3	3	11	0	1	A	Y	
4514141	-118.29	33.82527	10/7/2009	1900	5	3	3	5	0	1	A		Y
4524509	-118.3	33.82454	9/24/2009	1942	0	4	3	11	0	1	A	Y	
4660480	-118.295	33.83156	1/19/2010	1900	5	2	1	6	1	0	B	Y	
4685693	-118.29	33.83159	3/1/2010	1900	5	1	2	11	0	1	A	Y	
4694524	-118.297	33.8281	1/14/2010	1900	5	4	4	8	0	1	A	Y	
4698046	-118.295	33.83156	4/12/2010	1900	5	1	3	10	0	1	B	Y	
4837177	-118.29	33.83159	6/23/2010	1900	5	3	4	10	0	1	A	Y	Y
4843445	-118.288	33.83006	1/31/2010	1900	1	7	1	11	1	0	A	Y	
4963139	-118.286	33.82778	10/19/2010	1977	0	2	4	5	0	1	C		Y
5129626	-118.29	33.83161	12/16/2010	1900	5	4	3	11	0	1	B	Y	
5146656	-118.29	33.83159	3/21/2011	1900	5	1	4	10	0	1	A	Y	
5240806	-118.296	33.83156	7/8/2011	1900	5	5	3	5	0	1	A		Y
5244229	-118.3	33.83151	6/2/2011	1942	0	4	3	9	0	1	A		Y
5259955	-118.296	33.83156	6/10/2011	1900	5	5	3	8	0	2	B	Y	
5371186	-118.29	33.8316	9/29/2011	1900	5	4	2	11	0	1	A	Y	
5385142	-118.3	33.83032	10/31/2011	1942	0	1	4	11	0	1	A	Y	
5393947	-118.289	33.8316	10/13/2011	1900	5	4	4	3	0	1	A		Y
5476679	-118.29	33.83159	11/5/2011	1900	5	6	4	9	0	1	A		Y
5523517	-118.29	33.82806	12/6/2011	1900	5	2	4	10	0	1	A	Y	
5529918	-118.293	33.83158	1/5/2012	1900	5	4	4	8	0	1	A	Y	
5919031	-118.29	33.82806	7/15/2012	1900	5	7	4	10	0	1	A	Y	
5945809	-118.3	33.82451	6/7/2012	1900	5	4	3	10	0	1	A	Y	
5959711	-118.29	33.82943	7/15/2012	1900	5	7	2	11	0	1	A	Y	
5964156	-118.29	33.8316	5/10/2012	1900	5	4	2	11	0	1	A	Y	
3697528	-118.286	33.83154	4/2/2008	1977	0	3	2	12	0	1	A		Y
3841654	-118.292	33.82809	5/27/2008	1900	5	2	4	9	0	1	A	Y	
3862365	-118.294	33.83158	7/16/2008	1900	5	3	4	0	0	1	A		Y
4024984	-118.303	33.8315	11/22/2008	1942	0	6	4	9	0	1	A		Y
4073709	-118.3	33.828	11/4/2008	1942	0	2	4	5	0	1	A		Y
4402081	-118.3	33.83032	8/6/2009	1942	0	4	4	11	0	1	A	Y	
4660480	-118.295	33.83156	1/19/2010	1900	5	2	1	6	1	0	B	Y	
4685693	-118.29	33.83159	3/1/2010	1900	5	1	2	11	0	1	A	Y	
4694524	-118.297	33.8281	1/14/2010	1900	5	4	4	8	0	1	A	Y	
4698046	-118.295	33.83156	4/12/2010	1900	5	1	3	10	0	1	B	Y	
4837177	-118.29	33.83159	6/23/2010	1900	5	3	4	10	0	1	A	Y	Y
4843445	-118.288	33.83006	1/31/2010	1900	1	7	1	11	1	0	A	Y	
4857372	-118.288	33.83162	2/20/2010	1900	5	6	4	10	0	1	A	Y	

Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
5129626	-118.29	33.83161	12/16/2010	1900	5	4	3	11	0	1	B	Y	
5144289	-118.29	33.83424	3/4/2011	1900	5	5	3	1	0	1	A		Y
5146656	-118.29	33.83159	3/21/2011	1900	5	1	4	10	0	1	A	Y	
5240806	-118.296	33.83156	7/8/2011	1900	5	5	3	5	0	1	A		Y
5244229	-118.3	33.83151	6/2/2011	1942	0	4	3	9	0	1	A		Y
5259955	-118.296	33.83156	6/10/2011	1900	5	5	3	8	0	2	B	Y	
5292541	-118.288	33.8316	6/22/2011	1900	5	3	3	5	0	1	A		Y
5371186	-118.29	33.8316	9/29/2011	1900	5	4	2	11	0	1	A	Y	
5385142	-118.3	33.83032	10/31/2011	1942	0	1	4	11	0	1	A	Y	
5393947	-118.289	33.8316	10/13/2011	1900	5	4	4	3	0	1	A		Y
5404579	-118.288	33.83165	10/21/2011	1900	5	5	4	3	0	1	A		Y
5476679	-118.29	33.83159	11/5/2011	1900	5	6	4	9	0	1	A		Y
5523517	-118.29	33.82806	12/6/2011	1900	5	2	4	10	0	1	A	Y	
5529918	-118.293	33.83158	1/5/2012	1900	5	4	4	8	0	1	A	Y	
5843303	-118.286	33.83153	11/9/2012	1977	0	5	2	10	0	1	A	Y	
5883361	-118.299	33.8344	10/25/2012	1942	0	4	4	9	0	1	A		Y
5919031	-118.29	33.82806	7/15/2012	1900	5	7	4	10	0	1	A	Y	
5959711	-118.29	33.82943	7/15/2012	1900	5	7	2	11	0	1	A	Y	
5964156	-118.29	33.8316	5/10/2012	1900	5	4	2	11	0	1	A	Y	
3799032	-118.297	33.79472	5/13/2008	1942	0	2	3	5	0	1	A		Y
4069786	-118.3	33.79472	11/11/2008	1942	0	2	2	18	0	2	A	Y	
4146974	-118.292	33.7947	2/11/2009	1942	0	3	2	21	0	2	A	Y	
4234298	-118.297	33.79471	3/29/2009	1942	0	7	3	0	0	1	B		Y
4262472	-118.297	33.79668	5/26/2009	1942	0	2	3	11	0	1	A	Y	
4342238	-118.292	33.7947	7/15/2009	1942	0	3	3	9	0	1	A		Y
4542780	-118.291	33.79467	12/15/2009	1942	0	2	4	10	0	1	A	Y	
4546233	-118.296	33.79431	12/1/2009	1942	0	2	3	9	0	1	A		Y
4584205	-118.297	33.79477	12/16/2009	1942	0	3	2	3	0	1	A		Y
4643155	-118.301	33.79781	12/10/2009	1942	0	4	3	5	0	1	A		Y
4687777	-118.291	33.79781	3/8/2010	1900	5	1	3	3	0	2	A	Y	
4727397	-118.301	33.79781	1/5/2010	1942	0	2	3	10	0	1	A	Y	
4755288	-118.291	33.79469	4/19/2011	1942	0	2	3	5	0	1	A		Y
4926236	-118.297	33.79773	9/18/2010	1942	0	6	1	11	1	1	A	Y	
4986479	-118.291	33.79779	10/19/2010	1900	5	2	4	10	0	1	B	Y	
5030745	-118.301	33.79472	10/25/2010	1942	0	1	3	10	0	1	A	Y	
5067071	-118.291	33.7978	1/31/2011	1900	5	1	4	5	0	1	A		Y
5121800	-118.298	33.79472	11/13/2010	1942	0	6	4	10	0	2	A	Y	
5129120	-118.296	33.79773	1/12/2011	1900	5	3	4	5	0	1	A		Y
5172354	-118.297	33.79668	2/22/2011	1942	0	2	2	9	0	1	A	Y	
5206124	-118.297	33.79471	3/29/2011	1942	0	2	4	10	0	1	A	Y	
5214096	-118.296	33.79573	6/7/2011	1942	0	2	4	21	0	1	A	Y	
5249966	-118.297	33.79471	7/18/2011	1942	0	1	4	-	0	1	A	Y	

Influence Area

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
5285307	-118.291	33.7978	7/23/2011	1900	5	6	3	11	0	1	A	Y	
5375171	-118.291	33.79469	9/27/2011	1942	0	2	3	5	0	1	A		Y
5384720	-118.297	33.79572	10/14/2011	1942	0	5	4	10	0	1	A	Y	
5416518	-118.297	33.79779	10/21/2011	1942	0	5	4	8	0	1	A		Y
5442266	-118.301	33.79781	12/3/2011	1942	0	6	3	10	0	1	A	Y	
5506591	-118.297	33.79668	1/28/2012	1942	0	6	2	10	0	1	A	Y	
5514654	-118.297	33.79772	1/10/2012	1942	0	2	3	5	0	1	A		Y
5534318	-118.297	33.79668	1/17/2012	1942	0	2	4	10	0	1	A	Y	
5541236	-118.297	33.79471	2/24/2012	1942	0	5	3	5	0	1	A		Y
5669113	-118.297	33.79572	5/18/2012	1942	0	5	3	-	0	1	A	Y	
5726292	-118.291	33.79469	6/7/2012	1942	0	4	4	10	0	1	A	Y	
5726350	-118.3	33.7978	6/16/2012	1942	0	6	3	11	0	1	A	Y	
5790305	-118.297	33.79471	8/7/2012	1942	0	2	2	3	0	1	A		Y

Influence Area

Attachment I-3. Public Outreach Supporting Documentation

West Carson Bikeways Project

DPH ATP Outreach Summary

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

The West Carson bikeway projects were identified in the County's Bicycle Master Plan adopted in 2011. In addition, the Department of Regional Planning identified the West Carson community as a transit oriented district (TOD) in the County's recently adopted General Plan update. The County recently received funding to develop a TOD specific plan for the West Carson community. In advance of this effort DRP conducted an access study of the West Carson community and identified a number of needed improvements to improve connectivity to the Silver Lane station as well as Rapid buses along Vermont Avenue. This project seeks to implement connectivity improvements in the West Carson community and create a complete bicycle network in this unincorporated community.

In preparation for this grant application the LA County Department of Public Health (DPH) assisted the LA County Department of Public Works (DPW) to gather additional input from community stakeholders. Unfortunately given time constraints DPH was not able to meet with actual residents of the West Carson community. DPH was able to meet and speak with some of the following stakeholders, which have provided letters of the support for this project:

Public Stakeholders	Government Stakeholders
Carson Bicycle Coalition	Los Angeles County Department of Health Services
Los Angeles County Bicycle Coalition	Los Angeles County Department of Public Health
UCLA/RAND Prevention Research Center	Los Angeles County Department of Regional Planning

- **Carson Bicycle Coalition** is a local chapter of the Los Angeles County Bicycle coalition representing cycling enthusiasts in the Carson area.
- **Los Angeles County Bicycle Coalition** works to make Los Angeles County communities' fun, safe, and healthy places to ride a bike.
- **UCLA/RAND Prevention Research Center** is part of a national network of academic research centers funded by the Centers for Disease Control and Prevention. The mission of the UCLA/RAND Prevention Center is to engage in health promotion and disease prevention research, training, and dissemination activities that address health needs of communities, empower relationships with partners in Los Angeles, and directly benefit communities. The UCLA/RAND Prevention Center was funded by DPH to work with the City of Carson on the development of an Active Transportation Plan.

How stakeholders were engaged:

Christian, Adam

From: Ray Aldridge <ray@etw2000.com>
Sent: Wednesday, May 13, 2015 9:30 AM
To: Especially for You!
Cc: Alexis Lantz
Subject: CBC Meeting Agenda

The May meeting for the Carson Bicycle Coalition will be held TOMORROW NIGHT**,**
THURSDAY, May 14, 2015 @ 6:30 pm
Stub Hub Center – Velodrome.

Agenda Topics will include updates and details on the following items:

- Special informational update on Bike Lane Plans for the West Carson area (Alexis Lantz, L.A. County)
- This Saturday's, May 16, 2015 – Tour de Carson Bicycle Rides & Health Fair
- Sunday, June 7, 2015 – Carson's Sunday Funday Ride

NOTE: There's only 3 weeks between the two events. Please bring "Route Ideas" for the Sunday Funday Ride?

Please plan to attend.

Thanks,
Ray Aldridge
(310) 635-7927

Carson Bike Coalition Meeting Notes

Carson Bike Coalition Mtng 5/13/15

- Del Amo Blvd by 710 - under 710 Freeway Ramps configuration unsafe
  - issues w/ going from Metro Blue Line to LA River
    - issues w/ visibility & freight trucks
- Carson St.
  - speeding isn't an issue by hospital
  - no parking - opportunity for bike lanes
  - lanes are very wide
- coordinated wayfinding between county & cities
- Del Amo - need for bike lanes - continuity
- education for drivers re: ability for bikes to be on the Road
- green paint is good - let's people know bikes belong

(DPW provide additional outreach information from meetings w/other County departments, the DPW division staff that worked on the hospital master plan, and from meetings with neighboring jurisdictions, City of LA & Carson)

Outreach event type	Number of attendees/ participants	How noticed	Event location	Accessible by transit?	Time of event	Services Provided	Decision making body that identified project?	Documentation Included in Appendix
Carson Bicycle Coalition meeting 5/14/15	3	Email newsletter, Facebook	Stub Hub Velodrome	Yes, bus	Evening	None	No.	Meeting agenda, meeting notes & support letter

Feedback received from stakeholders:

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

On May 14th, 2015 DPH attended a Carson Bicycle Coalition meeting at the StubHub Velodrome. Unfortunately because of the rain attendance at the meeting was low. The members of the Carson Bicycle Coalition in attendance provided input on issues in the West Carson and brought up some issues in the Rancho Dominquez community to the east of Carson. Given recent improvements in nearby communities, Carson Bicycle Coalition member expressed interested in green paint treatments with bike lanes for increase visibility. Given that there is no parking along the bulk of Carson Street in West Carson they felt it provides an opportunity for wide bike lanes, perhaps with a buffer where feasible. They brought up issues with drivers in the community and would like to see an education program for drivers on the ability for bicycles to use the road. They also suggested implementing a coordinated wayfinding program between the County and the adjacent cities to help direct people cycling in the South Bay region.

In addition, they brought up issues with Del Amo Blvd. near the 710 freeway. They mentioned that this is a particularly dangerous stretch of roadway, especially under the 710 and crossing the freeway on and off ramps while trying to access the LA River Bike Path. They cited issues with visibility and the freight trucks in the area. This area was of particular concern because of the proximity of the Metro Blue Line station and the LA River Bike Path. In the past the Carson Bicycle Coalition has used the Del Amo Metro Blue Line station as a meet up point for group bike rides along the LA River Bike Path.

DPH recommends installing a combination of bike lanes, with buffers and protection where feasible along Carson St. and Lomita. Bicycle lanes should extend all the way to the border of the City of Carson to ensure seamless connectivity between the city and the unincorporated area. DPH also recommends working with neighboring jurisdictions to install wayfinding signage to help people access the Harbor-UCLA Medical Center, the Silver Lane station and destinations within the cities of Carson, LA, and

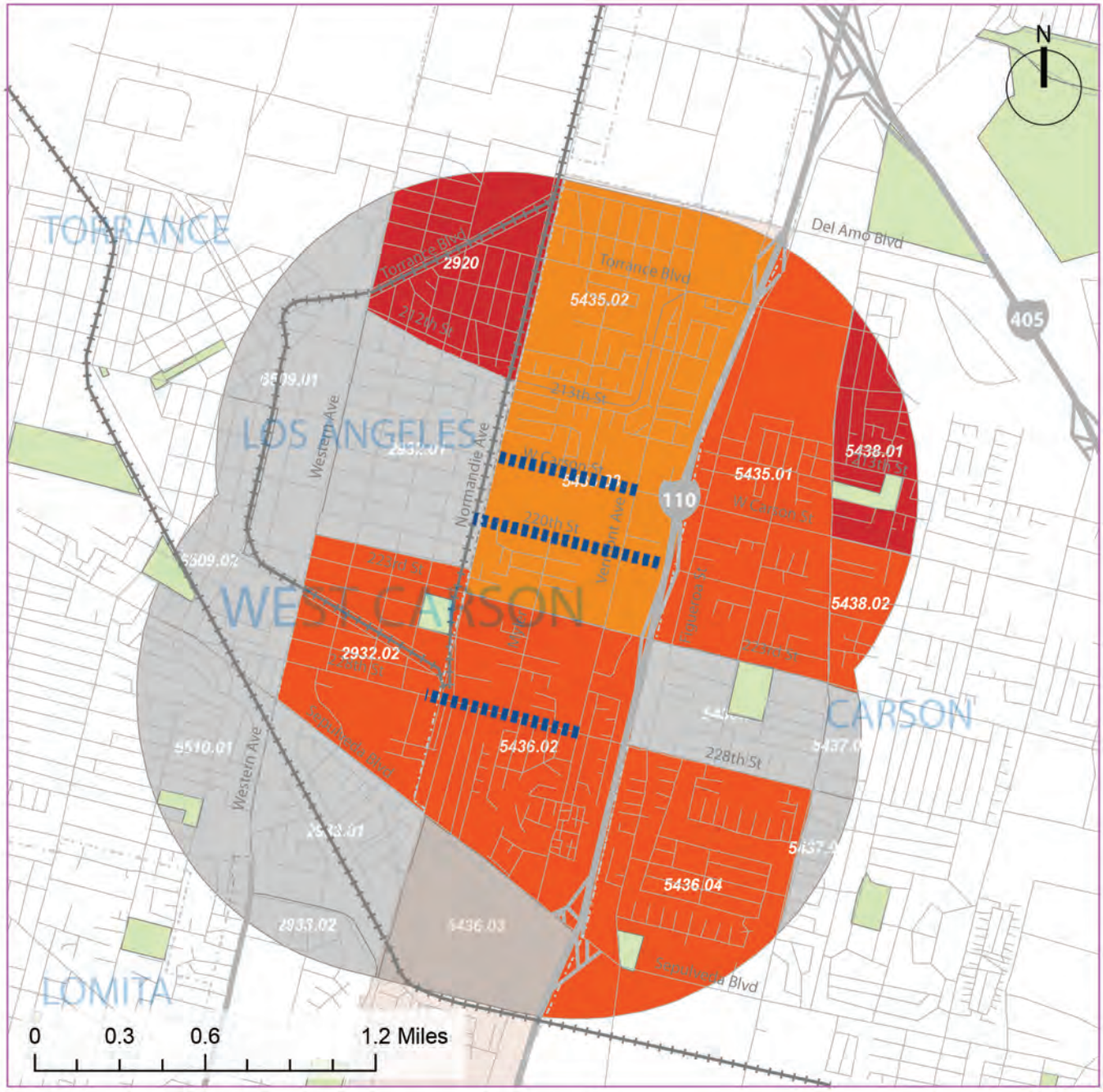
Torrance. In addition, DPH recommends improving the approach to the pedestrian bridge over the 110 at 220th. This could provide a more comfortable crossing for people connecting between the hospital and the city of Carson, during the day time. However additional signage is needed to help direct people. In addition, improved street lighting and landscaping on 220th is needed in order for this to be an appealing route in the evening given that the entrance to the pedestrian bridge is tucked around the side of a building.

Explore the possibility of protected bike lanes or a multi-use path along Del Amo Blvd. in the unincorporated community of Rancho Dominquez to improve connectivity between the City of Carson, the Del Amo Blue Line Station and the Los Angeles River Bike Path.

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

The Harbor-UCLA Medical Center is a key destination and stakeholder in the West Carson community. Utilize events organized by the hospital, such as community health fairs to reach West Carson community members. Consider working with the Carson Bicycle Coalition and the LA County Bicycle Coalition to host a community bike ride demonstrating the proposed routes and utilizing existing ones to connect between cities in the area. DPH was unable to meet with Meyler Street Elementary School staff, but it is likely they have a parent organization that meets regularly. Use that venue as a way to reach parents and students and ensure improvements meet their needs. Consider hosting a block party on 220th with the Starlite Trailer Park residents and Supervisor Ridley-Thomas' office to gather feedback on the pedestrian overcrossing and the 220th bike boulevard project. Utilize the Department of Regional Planning TOD outreach process as a way to coordinate outreach efforts and learn more about community priorities for bicycle and pedestrian improvements.

Attachment I-5. Disadvantaged Community Supporting Documentation



WEST CARSON COMMUNITY BIKEWAY
Disadvantaged Community Mapping

Legend

- Influence Area Buffer
- Project Limits

CES 2.0 Census Tract Percentile Scores

- **Below 75%**
- **76-80%**
- **81-90%**
- **91-100%**

Attachment I-6B. Benefit-Cost Analysis Appendix

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Appendixes

No table of contents entries found.

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	$1,949,221
Health Benefits	$90,678
Recreational Benefits	$2,286,771
Safety Benefits	$738,316
Gas & Emission Benefits	$28,488
Sum Total Benefits	***$5,093,474***
Sum Present Value Benefits	***$3,373,304***
Sum Total Project Cost	***$373,083***
Sum Present Value Cost	***$358,734***
Net Present Value	***$3,014,570***
BCA Ratio	9.40
Net Present Cost of Funds Requested	$286,987
Benefits to Funds Requested Ratio	11.75

The table above includes the breakdown of results for the project. As shown in the table, the project net present value is $3.01 million, and the benefit to cost ratio is 9.40. This means that for every dollar invested, the project will generate $9.40 in benefits. With such strong net benefits, any funds invested in this project will be well-leveraged. Total funding requested from the State for this project is $0.30 million (or present value of $0.29 million), which equates to a benefit-to-funds requested ratio of 11.75.

As shown in the table, the largest benefit of the project is recreation followed by mobility and safety. These benefits make sense given the project's primary goal to encourage cyclist activity in a disadvantaged area. New facilities will directly serve Harbor UCLA Medical Center and other community activity centers. Additionally, the project aims to improve access for bicycle riders to transit (Vermont Green Line station and bus lines) to schools, libraries, and other amenities.

2 Screenshots of Model Results for Project

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

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

PARAMETERS

Mobility Parameters		
CA Statewide 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		Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf
Price of gasoline (per gallon incl. tax)	$3.41	
Price of CO2 (per ton)-adj to 2014$	$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Co2 (per lb)	$0.01	
Working days	250	

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

2.2 Miscellaneous

This screenshot illustrates other parameter values assumed in the model.

Figure 2-2. Additional Parameters used in the Tool

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 Resour	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

Gross Domestic Product (GDP Deflator)

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

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015 Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019. http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf page 217-218.

2.3 Infrastructure Inputs

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

Figure 2-3. Infrastructure Inputs

Bike Projects (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing	201	
Forecast (1Yr after completion)	210	261
	Commuters	Recreational Users
Existing Trips	35	69
New Daily Trips (estimate)	6	23
(1YR after completion) (actual)	6	23

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	15592

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

	Without Project	With Project
Existing	0	
Forecast (1YR after project completion)	0	0
	Without Project	With Project
Existing step counts (600steps-0.3mi-1trip)	0	0
Existing miles walked	0	0

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

	Total
Number of student enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Percentage of students that currently walk or bike to school	0%
Projected percentage of students that will walk or bike to school after the project	0.00%

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$373,083
SR2S Infrastructure Project Cost	$0

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$298,466
SR2S Infrastructure	$0

CRASH DATA (Box 1F)

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

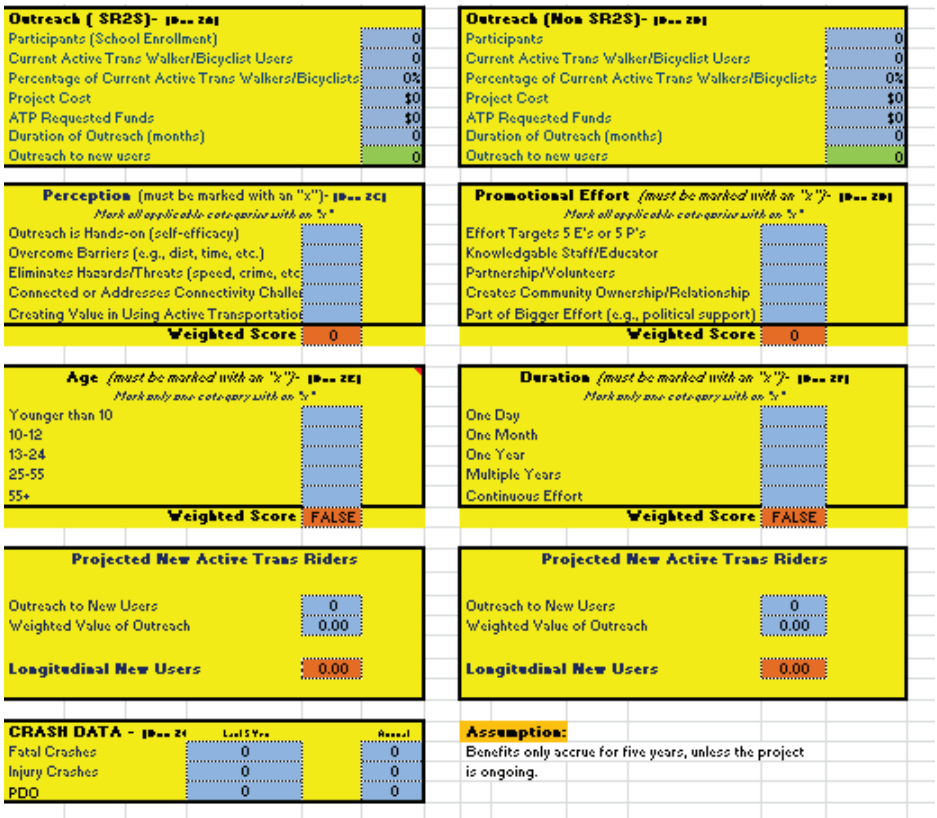
SAFETY COUNTERMEASURES (improvements) (Box 1G)

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

2.4 Non-Infrastructure Inputs

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

Figure 2-4. Non-Infrastructure Inputs



Outreach (SR2S)- [illegible]	
Participants (School Enrollment)	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0%
Project Cost	$0
ATP Requested Funds	$0
Duration of Outreach (months)	0
Outreach to new users	0

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

Perception (must be marked with an "x")- [illegible]	
Mark all applicable categories with an "x"	
Outreach is Hands-on (self-efficacy)	
Overcome Barriers (e.g., dist, time, etc.)	
Eliminates Hazards/Threats (speed, crime, etc	
Connected or Addresses Connectivity Challe	
Creating Value in Using Active Transportatio	
Weighted Score	0

Promotional Effort (must be marked with an "x")- [illegible]	
Mark all applicable categories with an "x"	
Effort Targets 5 E's or 5 P's	
Knowledgable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	
Weighted Score	0

Age (must be marked with an "x")- [illegible]	
Mark only one category with an "x"	
Younger than 10	
10-12	
13-24	
25-55	
55+	
Weighted Score	FALSE

Duration (must be marked with an "x")- [illegible]	
Mark only one category with an "x"	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	
Weighted Score	FALSE

Projected New Active Trans Riders	
Outreach to New Users	0
Weighted Value of Outreach	0.00
Longitudinal New Users	0.00

Projected New Active Trans Riders	
Outreach to New Users	0
Weighted Value of Outreach	0.00
Longitudinal New Users	0.00

CRASH DATA - [illegible]	Last 5 Yrs	Annual
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

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

2.5 Non-Infrastructure—All

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

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All

Projected New ATP Users	0.00	
Annual Mobility Benefits	$0	**Did not quantify mobility benefits.**
Annual Health Benefits	$0	
Annual Recreational Benefits	$0	**Did not quantify recreational benefits.**
Annual Safety Benefits	$0	**reduction in Other Reduction Factor Countermeasures.**

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

Underlying assumptions for calculations:

1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
3) Gasoline price per gallon is $3.41 (incl. tax)
4) Carbon price is $25 per ton (updated $2014 value)
5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

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

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

2.6 SR2S Infrastructure

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

Figure 2-6. SR2S Infrastructure Project Benefits

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project	
No. of students enrollment	0
Approximate no. of students living along school route proposed for	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0
After Project	
No. of students enrollment	0
Approximate no. of students living along school route proposed for	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0
ATP Shift	0
Fuels Saved	$0.00
Emissions Saved	$0.00

Annual Mobility Benefits	$0
Annual Health Benefits	$0
Annual Safety Benefits	$15,193
Fuel and Emissions Saved	$0
Recreational Benefits	$0

Assumptions:

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

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

2.7 Results

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

Figure 2-7. Results

20 Year Invest Summary Analysis	
Total Costs	$373,083
Net Present Cost	$358,734
Total Benefits	$5,093,474
Net Present Benefit	$3,373,304
Benefit-Cost Ratio	9.40

20 Year Itemized Savings	
Mobility	$1,949,221
Health	$90,678
Recreational	$2,286,771
Gas & Emissions	$28,488
Safety	$738,316

Funds Requested	$298,466
Net Present Cost of Funds Requested	$286,987
Benefit Cost Ratio	11.75

2.8 Mobility

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

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

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts		**Project Types**			
Total miles walked	0.00	For M values:			
Total person Trips walked	0.00	20.38	min/trip	OFF STREET	Bike Class I
Total Steps walked	0.00	18.02	min/trip	ON STREET w/o parking benefit	Bike Class II
		15.83	min/trip	ON STREET w/ parking benefit	Bike Class III
After the Project is Completed					
Total miles walked	0.00	$13.03	Value of Time		
Total person trips walked	0.00				
Total Steps walked	0.00	600 steps=0.3mi=1trip			
Converted miles walked to trips	0	$1	Value of Total Pedestrian Environmental Impacts per trip		
Difference of person trips walked	0				
Converted steps walked to trips	0				
Current Bike Counts					
Existing Commuters	35				
New Commuters	6				
Benefits, 2014 values					
Annual Mobility Benefit (Walking)	$0.00				
Annual Mobility Benefit (Biking)	$80,223.54				
Total Annual Mobility Benefits	$80,223.54				

Sources:
NCHRP 552 Methodology (Biking)
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

2.9 Health

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

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

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists	25.5		
		GDP Deflator	
Value of Health (ave.annual)	$146	2006	0.9429
		2014	1.0781
Annual Health Benefits	$3,732.02		

Walking:

New Walkers	0
Value of Health	$146
Annual Health Benefits	$0.00
Total Annual Health Benefits	$3,732

Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.
(Estimated annual per capita cost savings of direct and/indirect) of physical activity)

2.10 Reduced Gas & Emissions Benefits

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

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

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	0
New Bicyclists	26
Avoided VMT due to Walking	0
Avoided VMT due to Biking	6,407
Fuel Saved	1,092
Emissions Saved	80
Fuel and Emissions saved	$1,172

Underlying assumptions for calculations:

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

2.11 Recreational Benefits

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

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

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking

New Recreational Users	23	$10	per trip
New Commuters	6		
ExistingRecreational Users	63	$4	per trip
Value of Spending Recreational Time for New Recreational Users	$28,520		
Valueof Spending Recreational Time for Existing Recreational Users	$34,224		
Potential number of recreational time outdoors	124		
Annual Biking Recreational Benefits	$62,744		

Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

Walking

Total Recreational pedestrians	0	15%- See Misc. Tab	
Value of Spending Recreational timefor all pedestrians	$0	$1	per trip
Potential number of recreational time outdoors	365		
AnnualWalking Recreational Benefits	$0		

Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.

Total Annual Recreational Benefits	$62,744

2.12 Safety Benefits

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

Figure 2-12. Safety Benefits for non-SR2S Infrastructure Projects

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED 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	N	N	N	N	N	N	N	N	Y	N	N	N	N		
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20		
	$32,557	$32,557	$19,534	$97,672	$58,603	$32,557	$45,580	$71,626	$45,580	$104,183	$39,069	$45,580	$13,023		
	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	$45,580	FALSE	FALSE	FALSE	FALSE		
1st year	$0	$0	$0	$0	$0	$0	$0	$0	$45,580	$0	$0	$0	$0	$15,193	$15,193

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

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

2.13 Undiscounted Benefits

This screenshot illustrates the calculations of benefits over the life of the project. Total benefits are calculated on this sheet regardless of the type of project (non-infrastructure SR2S, non-infrastructure non-SR2S, infrastructure SR2S, and infrastructure non-SR2S).

Figure 2-13. Undiscounted Benefits scaled up over Life of Project—Image 1 of 4

ECONOMIC EVALUATION (Constant Values)

Total Benefits	$2,806,703
Mobility Benefits	$1,949,221
Health Benefits	$90,678
Recreational Benefits	$2,286,771
Safety Benefits	$738,316
Gas & Emission Benefits	$28,488
Total Costs	$373,083
Benefit-Cost Ratio (BC	7.5

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	$80,224	$3,732	$62,744	$15,193	$1,172	$163,065	$373,083	1.02
2	$81,828	$3,807	$63,999	$15,497	$1,196	$166,327		
3	$83,465	$3,883	$65,279	$15,807	$1,220	$169,653		
4	$85,134	$3,960	$66,584	$16,123	$1,244	$173,046		
5	$86,837	$4,040	$67,916	$16,446	$1,269	$176,507		
6	$88,573	$4,120	$69,274	$16,775	$1,294	$180,037		
7	$90,345	$4,203	$70,660	$17,110	$1,320	$183,638		
8	$92,152	$4,287	$72,073	$17,452	$1,347	$187,311		
9	$93,995	$4,373	$73,515	$17,801	$1,374	$191,057		
10	$95,875	$4,460	$74,985	$18,157	$1,401	$194,878		
11	$97,792	$4,549	$76,485	$18,521	$1,429	$198,776		
12	$99,748	$4,640	$78,014	$18,891	$1,458	$202,751		
13	$101,743	$4,733	$79,575	$19,269	$1,487	$206,806		
14	$103,778	$4,828	$81,166	$19,654	$1,517	$210,942		
15	$105,853	$4,924	$82,789	$20,047	$1,547	$215,161		
16	$107,970	$5,023	$84,445	$20,448	$1,578	$219,464		
17	$110,130	$5,123	$86,134	$20,857	$1,610	$223,854		
18	$112,332	$5,226	$87,857	$21,274	$1,642	$228,331		
19	$114,579	$5,330	$89,614	$21,700	$1,675	$232,897		
20	$116,871	$5,437	$91,406	$22,134	$1,708	$237,555		
						Sum Total Benefits	Total Project Cost	
Total	$1,949,221	$90,678	$1,524,514	$369,158	$28,488	$3,962,059	$373,083	

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

NON-INFRASTRUCTURE-Non-SR2S and SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$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- 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	$15,133	$0	$15,133	$0	1.02
2	$0	$0	$0	$15,437	$0	$15,437		
3	$0	$0	$0	$15,807	$0	$15,807		
4	$0	$0	$0	$16,123	$0	$16,123		
5	$0	$0	$0	$16,446	$0	$16,446		
6	$0	$0	$0	$16,775	$0	$16,775		
7	$0	$0	$0	$17,110	$0	$17,110		
8	$0	$0	$0	$17,452	$0	$17,452		
9	$0	$0	$0	$17,801	$0	$17,801		
10	$0	$0	$0	$18,157	$0	$18,157		
11	$0	$0	$0	$18,521	$0	$18,521		
12	$0	$0	$0	$18,891	$0	$18,891		
13	$0	$0	$0	$19,269	$0	$19,269		
14	$0	$0	$0	$19,654	$0	$19,654		
15	$0	$0	$0	$20,047	$0	$20,047		
16	$0	$0	$0	$20,448	$0	$20,448		
17	$0	$0	$0	$20,857	$0	$20,857		
18	$0	$0	$0	$21,274	$0	$21,274		
19	$0	$0	$0	$21,700	$0	$21,700		
20	$0	$0	$0	$22,134	$0	$22,134		
						Sum Total Benefits	Total Project Cost	
Total	$0	$0	$0	$363,158	$0	$363,158	$0	

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

COMBO PROJECTS- Non SR2s Infrastructure and Noninfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	$80,224	$3,732	$62,744	$7,597	$1,172	$155,469	$373,083
2	$81,828	$3,807	$63,999	$7,749	$1,196	$158,578	
3	$83,465	$3,883	$65,279	$7,904	$1,220	$161,750	
4	$85,134	$3,960	$66,584	$8,062	$1,244	$164,985	
5	$86,837	$4,040	$67,916	$8,223	$1,269	$168,284	
6	$88,573	$4,120	$69,274	$8,387	$1,294	$171,650	
7	$90,345	$4,203	$70,660	$8,555	$1,320	$175,083	
8	$92,152	$4,287	$72,073	$8,726	$1,347	$178,585	
9	$93,995	$4,373	$73,515	$8,901	$1,374	$182,156	
10	$95,875	$4,460	$74,985	$9,079	$1,401	$185,799	
11	$97,792	$4,549	$76,485	$9,260	$1,429	$189,515	
12	$99,748	$4,640	$78,014	$9,446	$1,458	$193,306	
13	$101,743	$4,733	$79,575	$9,634	$1,487	$197,172	
14	$103,778	$4,828	$81,166	$9,827	$1,517	$201,115	
15	$105,853	$4,924	$82,789	$10,024	$1,547	$205,138	
16	$107,970	$5,023	$84,445	$10,224	$1,578	$209,240	
17	$110,130	$5,123	$86,134	$10,429	$1,610	$213,425	
18	$112,332	$5,226	$87,857	$10,637	$1,642	$217,694	
19	$114,579	$5,330	$89,614	$10,850	$1,675	$222,048	
20	$116,871	$5,437	$91,406	$11,067	$1,708	$226,489	
						Sum Total Benefits	Total Project Cost
Total	$1,949,221	$90,678	$1,524,514	$184,579	$28,488	$3,777,480	$373,083

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	$40,112	$1,866	$62,744	$15,193	$586	$120,501	$373,083
2	$40,914	$1,903	$63,999	$15,497	$598	$122,911	
3	$41,732	$1,941	$65,279	$15,807	$610	$125,370	
4	$42,567	$1,980	$66,584	$16,123	$622	$127,877	
5	$43,418	$2,020	$67,916	$16,446	$635	$130,435	
6	$44,287	$2,060	$69,274	$16,775	$647	$133,043	
7	$45,172	$2,101	$70,660	$17,110	$660	$135,704	
8	$46,076	$2,143	$72,073	$17,452	$673	$138,418	
9	$46,997	$2,186	$73,515	$17,801	$687	$141,187	
10	$47,937	$2,230	$74,985	$18,157	$701	$144,010	
11	$48,896	$2,275	$76,485	$18,521	$715	$146,890	
12	$49,874	$2,320	$78,014	$18,891	$729	$149,828	
13	$50,871	$2,367	$79,575	$19,269	$743	$152,825	
14	$51,889	$2,414	$81,166	$19,654	$758	$155,881	
15	$52,927	$2,462	$82,789	$20,047	$774	$158,999	
16	$53,985	$2,511	$84,445	$20,448	$789	$162,179	
17	$55,065	$2,562	$86,134	$20,857	$805	$165,423	
18	$56,166	$2,613	$87,857	$21,274	$821	$168,731	
19	$57,289	$2,665	$89,614	$21,700	$837	$172,106	
20	$58,435	$2,718	$91,406	$22,134	$854	$175,548	
						Sum Total Benefits	Total Project Cost
Total	$974,610	$45,339	$1,524,514	$369,158	$14,244	$2,927,866	$373,083

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

COMBO PROJECTS- SR2S Infrastructure and Nonlnfrastructure

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	$7,597	$0	$7,597	$0	1.02
2	$0	$0	$0	$7,749	$0	$7,749		
3	$0	$0	$0	$7,904	$0	$7,904		
4	$0	$0	$0	$8,062	$0	$8,062		
5	$0	$0	$0	$8,223	$0	$8,223		
6	$0	$0	$0	$8,387	$0	$8,387		
7	$0	$0	$0	$8,555	$0	$8,555		
8	$0	$0	$0	$8,726	$0	$8,726		
9	$0	$0	$0	$8,901	$0	$8,901		
10	$0	$0	$0	$9,079	$0	$9,079		
11	$0	$0	$0	$9,260	$0	$9,260		
12	$0	$0	$0	$9,446	$0	$9,446		
13	$0	$0	$0	$9,634	$0	$9,634		
14	$0	$0	$0	$9,827	$0	$9,827		
15	$0	$0	$0	$10,024	$0	$10,024		
16	$0	$0	$0	$10,224	$0	$10,224		
17	$0	$0	$0	$10,429	$0	$10,429		
18	$0	$0	$0	$10,637	$0	$10,637		
19	$0	$0	$0	$10,850	$0	$10,850		
20	$0	$0	$0	$11,067	$0	$11,067		
						Sum Total Benefits	Total Project Cost	
Total	$0	$0	$0	$184,579	$0	$184,579	$0	

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	$80,223.54	$3,732	$94,116	$30,387	$1,172	$209,631	$373,083	13.65
2	$81,828	$3,807	$95,998	$30,994	$1,196	$213,823		
3	$83,465	$3,883	$97,918	$31,614	$1,220	$218,100		
4	$85,134	$3,960	$99,877	$32,247	$1,244	$222,462		
5	$86,837	$4,040	$101,874	$32,892	$1,269	$226,911		
6	$88,573	$4,120	$103,912	$33,549	$1,294	$231,449		
7	$90,345	$4,203	$105,990	$34,220	$1,320	$236,078		
8	$92,152	$4,287	$108,110	$34,905	$1,347	$240,800		
9	$93,995	$4,373	$110,272	$35,603	$1,374	$245,616		
10	$95,875	$4,460	$112,477	$36,315	$1,401	$250,528		
11	$97,792	$4,549	$114,727	$37,041	$1,429	$255,539		
12	$99,748	$4,640	$117,021	$37,782	$1,458	$260,649		
13	$101,743	$4,733	$119,362	$38,538	$1,487	$265,862		
14	$103,778	$4,828	$121,749	$39,308	$1,517	$271,180		
15	$105,853	$4,924	$124,184	$40,095	$1,547	$276,603		
16	$107,970	$5,023	$126,668	$40,896	$1,578	$282,135		
17	$110,130	$5,123	$129,201	$41,714	$1,610	$287,778		
18	$112,332	$5,226	$131,785	$42,549	$1,642	$293,534		
19	$114,579	$5,330	$134,421	$43,400	$1,675	$299,404		
20	$116,871	$5,437	$137,109	$44,268	$1,708	$305,392		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	$1,349,221	$90,678	$2,286,771	$738,316	$28,488	$5,093,474	$373,083	13.65

2.14 Discounted Benefits

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

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

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission	Total Benefits	Present Value Benefit	Total Project	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN										4.00%	$3,014,570.07	9.40		
1	$80,224	$3,732	$94,116	$30,387	$1,172	$209,631	$201,568	$373,083	$358,734				298,466	286,987
2	$81,828	$3,807	$95,998	$30,994	$1,196	$213,823	$197,692		$0					
3	$83,465	$3,883	$97,918	$31,614	$1,220	$218,100	$193,890		$0					
4	$85,134	$3,960	$99,877	$32,247	$1,244	$222,462	$190,161		$0					
5	$86,837	$4,040	$101,874	$32,892	$1,269	$226,911	$186,504		$0					
6	$88,573	$4,120	$103,912	$33,549	$1,294	$231,449	$182,918		$0					
7	$90,345	$4,203	$105,990	$34,220	$1,320	$236,078	$179,400		$0					
8	$92,152	$4,287	$108,110	$34,905	$1,347	$240,800	$175,950		$0					
9	$93,995	$4,373	$110,272	$35,603	$1,374	$245,616	$172,566		$0					
10	$95,875	$4,460	$112,477	$36,315	$1,401	$250,528	$169,248		$0					
11	$97,792	$4,549	$114,727	$37,041	$1,429	$255,539	$165,993		$0					
12	$99,748	$4,640	$117,021	$37,782	$1,458	$260,649	$162,801		$0					
13	$101,743	$4,733	$119,362	$38,538	$1,487	$265,862	$159,670		$0					
14	$103,778	$4,828	$121,749	$39,308	$1,517	$271,180	$156,599		$0					
15	$105,853	$4,924	$124,184	$40,095	$1,547	$276,603	$153,588		$0					
16	$107,970	$5,023	$126,668	$40,896	$1,578	$282,135	$150,634		$0					
17	$110,130	$5,123	$129,201	$41,714	$1,610	$287,778	$147,738		$0					
18	$112,332	$5,226	$131,785	$42,549	$1,642	$293,534	$144,896		$0					
19	$114,579	$5,330	$134,421	$43,400	$1,675	$299,404	$142,110		$0					
20	$116,871	$5,437	$137,109	$44,268	$1,708	$305,392	$139,377		$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds
	$1,949,221	$90,678	$2,286,771	$738,316	$28,488	$5,093,474	$3,373,304	$373,083	$358,734				$298,466	$286,987

3 Potential for Model Enhancements

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

Types of Inputs

- **Applicability of mobility parameters**—we note that several of the parameters used in the model come from the National Cooperative Highway Research Program (NCHRP) 552 report. While this source provides good data, some of the assumptions may not be well-suited to the types of projects proposed by LA Metro. For instance, the bike path projects proposed by LA Metro are mostly small (.25 to 5 miles). The value of mobility benefits provided in the NCHRP report range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. But in the case of LA Metro's bike projects, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Another difference to consider is location—the NCHRP study was conducted in Minnesota. Thus the value of having access to a bike path might be greater in a city like Los Angeles where there are more days each year of suitable weather for biking.
- **City-specific parameters**—we understand that this first version of the B/C Tool was kept general so that it could be used by different cities throughout California. However, this means that some of the parameters used may not be appropriate for a particular city. For example, the two percent population growth rate assumed in the model is an average for California from 1955 to 2011. However, currently the population growth rate in Los Angeles is closer to 0.5 percent[1], much smaller than the California average.
- **Construction start and end dates**—allowing the B/C Tool to adapt to different construction start and end dates depending on the project will provide a more precise estimate of net benefits.

Calculation Logic

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

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

grow at approximately 1.2 percent per year[2]. Thus benefit categories that depend on a person's value of time will be affected by this growth rate.

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

Other Recommendations

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

User Interface

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

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

Attachment I-8 California Conservation Corps (CCC) Correspondence

Christian, Adam

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

Hi Martin, see responses below:

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

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

---

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

Thank you Wei.

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

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

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

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

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

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

Hi Martin,

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

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

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

Thank you,

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

From: Martin Reyes [mailto:mreyes2@dpw.lacounty.gov]
Sent: Friday, May 08, 2015 2:23 PM
To: Clark, Virginia@CCC; calocalcorps@gmail.com

Cc: Inez Yeung; Abu Yusuf; Waqas Rehman; Mateusz (Matt) Suska; Tung Vu; Michael Ellison
Subject: County of Los Angeles ATP Applications

Good afternoon,

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

Thank you.

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

		Landscaping New/repair sidewalk, driveways and curb ramps AC pavement work	
West Athens Community Bikeways Access Improvements	Lohengrin St from Imperial Hwy to Denker Ave 110th St from Budlong Ave to Vermont Ave	Bicycle boulevard along Lohengrin and 110th with work including bulb-outs at 2 intersections, 2 non-landscaped traffic circles, one traffic diverter at Western Ave, signage and striping	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 06/19
West Carson Community Bikeways Access Improvements	Carson St from Normandie Ave to Vermont Ave 220th St from Normandie Ave to cul-de-sac at east end Lomita Blvd from Frampton Ave to Vermont Ave	Class II bikeway installations along Carson St and Lomita Blvd with signage and striping Class III bikeway installation along 220th St with signage and striping	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19
Aviation/LAX Green Line Station Improvements	Judah Ave from cul-de-sac at north end to 120th St Isis Ave from 116th St to El Segundo Blvd El Segundo Blvd from Isis Ave to Inglewood Ave	New landscaped median along Judah Ave Class II facilities along Isis Ave and El Segundo Ave with signage and striping Curb and gutter work	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19

		work Landscaping at parkways Wayfinding signage LID systems Traffic signal and pedestrian head improvements	
Hawthorne/Lennox Green Line Station Improvements	Buford Ave from 104th St to 111th St Inglewood Ave from Century Blvd to 112th St 104th St from Felton Ave to Prairie Ave Lennox Blvd from Felton Ave to Osage Ave 111th St from Buford Ave to Prairie Ave Freeman Ave from 104th St to 111th St	Class II bike lanes with signage and striping along Lennox Blvd Class III bike routes along Freeman Ave with signage and striping Enhanced crosswalks along Lennox and Inglewood Ave Parkway enhancements including street trees and landscaping Pedestrian countdown signal heads Transit amenities along Inglewood Ave	DES: 09/17 – 09/18 R/W: 05/18 – 09/18 CON: 03/19 – 08/19

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

Attachment J. Letters of Support

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 West Carson Community Bikeways 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 West Carson Community Bikeways in the County of Los Angeles. This project will implement infrastructure improvements in the community of West Carson.

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

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

This project is consistent with the SCAG RTP/SCS and the LRTP, as well as the shared priorities and goals of our agency and the ATP. We endorse the County of Los Angeles's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the West Carson Community Bikeways for the ATP grant.

Sincerely,

Phillip A. Washington
Chief Executive Officer

50 YEARS
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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12th Floor
Los Angeles, California
90017-3435

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Community, Economic and Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

May 21, 2015

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

RE: Caltrans – 2015 Active Transportation Program Cycle 2
County of Los Angeles Department of Public Works
West Carson Community Bikeways Project

Dear Ms. McWilliam:

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

The proposed project consists of infrastructure improvements in the unincorporated community of West Carson. The project is an enhancement that will benefit bicyclists traveling to and from the community and includes the installation of Class II bike lanes and Class III bike routes.

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

Sincerely,

Hasan Ikhrata
Executive Director

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

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

May 22, 2015

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

County of Los Angeles Department of Public Works ATP Cycle 2 Application for the West Carson Community Bikeways Project

Dear Ms. McWilliam:

The Los Angeles County Bicycle Coalition (LACBC) is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of West Carson.

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

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

Sincerely,

Eric Bruins
Planning & Policy Director

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 13, 2015

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

Dear Ms. McWilliam:

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
ACTIVE TRANSPORTATION PROGRAM (CYCLE 2)
APPLICATION FOR THE WEST CARSON COMMUNITY BIKEWAYS PROJECT

The County of Los Angeles Department of Regional Planning (DRP) is pleased to support the County of Los Angeles Department of Public Works in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of West Carson.

DRP is dedicated to implementing the General Plan for the unincorporated areas of Los Angeles County. The installation of Class II bike lanes and Class III bike routes in unincorporated West Carson will implement the General Plan, and will inform and enhance the development of the Strategic Growth Council-funded West Carson Transit Oriented District Specific Plan, and other planning efforts for the South Bay Planning Area.

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

Sincerely,

Richard J. Bruckner for RJB
Director

RJB:MC:CC:cc:ems

c: Department of Public Works (Gail Farber)

S_AP_051315_L_APP_WCBIKEWAY_MCWILLIAM

COUNTY OF LOS ANGELES
Public Health

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

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

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

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

www.publichealth.lacounty.gov

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May 20, 2015

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

Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the West Carson Community Bikeways Project

Dear Ms. McWilliam:

The Los Angeles County Department of Public Health (DPH) is pleased to support the Los Angeles County Department of Public Works (DPW) in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of West Carson. Our PLACE Program partnered with DPW to work on community outreach efforts for this active transportation project. The community of West Carson has a 31.4% childhood obesity rate, which surpasses the County's average of 23%. By providing these improvements we can better promote physical activity, a critical component for reducing and preventing obesity.

DPH is dedicated to increasing opportunities for active transportation in Los Angeles County. The County's project includes installation of bikeways on three streets in the West Carson community. These improvements will create a more complete bicycle network within the West Carson community, improving access to the Harbor-UCLA Medical Center, the Metro Silver Line station, neighborhood schools, and the cities of Carson, Los Angeles, and Torrance.

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

Sincerely,

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

May 18, 2015

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

Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the West Carson Community Bikeways Project

Dear Ms. McWilliam:

The Carson Bicycle Coalition (CBC) is pleased to support the County of Los Angeles Department of Public Works (County) in its application to the State of California's Active Transportation Program for infrastructure improvements in the unincorporated community of West Carson.

The CBC is dedicated to helping to build and promote a better, more bike-able and healthier Carson. We are also dedicated to providing our local neighborhoods with safer/better walking & biking links to schools, parks, shopping, local events and more.

The proposed project consists of constructing a Bike Boulevard and includes installation of Class II bike lanes and Class III bike routes. The project is an enhancement that will benefit bicyclist traveling to and from the City of Carson.

We appreciate your consideration of the County's application under the Active Transportation Program and respectfully urge you to award funding for this beneficial project. If you have any questions or require any additional information, please feel free to contact me at (310) 635-7927 or via email at Carson Bicycle@gmail.com.

Respectfully submitted,

Ray Aldridge

Ray Aldridge, President

Carson Bicycle Coalition

Harbor-UCLA
MEDICAL CENTER

Los Angeles County
Board of Supervisors

Hilda L. Solis
First District

Mark Ridley-Thomas
Second District

Shelia Kuehl
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

Delvecchio Finley, MPP, FACHE
Chief Executive Officer

Timothy L. Van Natta, MD, FACS
Chief Medical Officer

Kim McKenzie, RN, MSN, CPHQ
Chief Nursing Officer /
Chief Operations Officer

1000 West Carson Street
Torrance, CA 90509

Tel: (310) 222-2101
Fax: (310) 328-9624

May 25, 2015

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

Re: County of Los Angeles Department of Public Works Active Transportation Program (Cycle 2) Application for the West Carson Community Bikeways Project

Dear Ms. McWilliam:

I am writing on behalf of Harbor-UCLA Medical Center in support of the Los Angeles County Department of Public Works (County) application under the California's Active Transportation Program for infrastructure improvements in the unincorporated community of West Carson.

Harbor-UCLA Medical Center is a safety net hospital that serves the South Bay community in Los Angeles County. The hospital's patient population has a high incidence of diabetes, heart disease, and obesity. Greater access to a safe place in which to exercise is an important component of improving the community's health and well-being.

The hospital is in the process of implementing a 15 year campus master plan that includes areas for walking, running and bicycling. The County project under this grant program to add Class II bike lanes and Class III bike routes along the Carson corridor complements the hospital's efforts.

Thank you for your consideration of the County's application under the Active Transportation Program. If you have any questions or require any additional information, please feel free to contact me or Azar Kattan, Chief Administrative Officer at (310) 222-2101.

Sincerely,

Delvecchio Finley, MPP, FACHE
Chief Executive Officer

DF:ak

c: Alexis Lantz

Health Services
www.dhs.lacounty.gov

Attachment K. Additional Attachments

[Not Applicable. This page left intentionally blank]