

ACTIVE TRANSPORTATION PROGRAM CYCLE 2 APPLICATION

Project name: Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub

Project Unique Application No: 07-Los Angeles County Metropolitan Transportation Authority-4

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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 Metropolitan Transportation Authority-4

Auto populated

Total ATP Funds Requested:

\$ 2,909

(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 Metropolitan Transportation Authority

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

One Gateway Plaza

Los Angeles

CA

90012

IMPLEMENTING AGENCY'S CONTACT PERSON:

Wells Lawson

CONTACT PERSON'S TITLE:

Director, Countywide Planning & Development

CONTACT PERSON'S PHONE NUMBER:

(213) 922-7217

CONTACT PERSON'S EMAIL ADDRESS :

lawsonw@metro.net



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

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

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

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

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

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

07-6065R

Implementing Agency's State Caltrans MA number

64A0034

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

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

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

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.553843 /long. -118.141712

Congressional District(s):
State Senate District(s): **State Assembly District(s):**
Caltrans District(s):
County:
MPO:
RTPA:
MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>2,869</u>	Bicyclists	<u>286</u>
One Year Projection:	Pedestrians	<u>3,400</u>	Bicyclists	<u>434</u>
Five Year Projection:	Pedestrians	<u>3,532</u>	Bicyclists	<u>451</u>

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

Bicycle: Class I Class II Class III Other Bike Mobility Hub
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 **CalEnviroScreen** 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 58.7 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 41.3 %
- 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) **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:	_____		_____
* CEQA Environmental Clearance:	_____		6/30/15
* NEPA Environmental Clearance:	_____		7/30/15
CTC - PS&E Allocation:	_____		7/1/16
CTC - Right of Way Allocation:	_____		_____
* Right of Way Clearance & Permits:	_____		_____
Final/Stamped PS&E package:	_____		9/30/16
* CTC - Construction Allocation:			1/1/17
* Construction Complete:			12/31/18
* Submittal of “Final Report”			6/1/19



PROJECT FUNDING (in 1000s)

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

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

ATP funds for PA&D:	_____	
ATP funds for PS&E:	_____	\$445
ATP funds for Right of Way:	_____	
ATP funds for Construction:	_____	\$1,976
ATP funds for Non-Infrastructure:	_____	\$488 <i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	_____	\$2,909

Local funds leveraging or matching the ATP funds: _____ **\$727**

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: _____ **\$26**

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: _____ **\$3,662**

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.: 01-Los Angeles County Metropolitan
Transportation Authority-4

Implementing Agency's Name: Los Angeles County Metropolitan Transportation
Authority

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 in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Los Angeles County Metropolitan Transportation Authority's (Metro's) traditional sources of discretionary funding for active transportation projects have decreased dramatically as the Transportation Activities Enhancement Program, much of which had been programmed by regions, was discontinued and replaced by the Transportation Alternatives Program, distributed through the ATP State Transportation Improvement Program (STIP). Local subvention dollars are projected to decline 65% from FY2014/15 to FY2015/16. Furthermore, federal surface transportation dollars have not been growing at a rate sufficient to keep pace with increases in needs and costs. As a result, Metro does not have adequate funding to implement the types of regionally significant active transportation improvements identified in its *2006 Metro Bicycle Transportation Strategic Plan*, *2009 Long Range Transportation Plan* and *2014 First-Last Mile Strategic Plan*. To continue its investments in bicycling and pedestrian infrastructure that is critical to building transit ridership and serving the mobility needs of the 10 million residents in Los Angeles County, Metro must therefore seek discretionary grant funds from Active Transportation Program or other funding opportunities.

2. Consistency with Regional Plan.

The Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub (Project) supports and is consistent with the regional transportation goals of the Southern California Association of Governments (SCAG) and Metro. The Project is consistent with the SCAG 2012–2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The RTP/SCS has the following goals: 1) Decrease Bicyclist and Pedestrian Fatalities and Injuries; 2) Develop an Active Transportation-Friendly Environment throughout the SCAG Region; and 3) Increase Active Transportation Usage through development of a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the Southern California region to increase transportation options. The Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub directly supports the following RTP/SCS policy goals and objectives related to active transportation:

Goal 3: Increase transportation options, particularly for trips less than three miles.

Objective 3.1: Increase linkages between bicycling and walking with transit.

Objective 3.2: Examine bicycling and walking as an integral part of a congestion/transportation management tool.

Goal 4: Significantly decrease bicycle and pedestrian fatalities and injuries.

Objective 4.1: Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

The project also supports Metro's 2009 Long Range Transportation Plan (LRTP) and its Bicycle Transportation Strategic Plan. The LRTP states that bicycle and pedestrian programs are critical components of a successful transportation system. Metro's Bicycle Transportation Strategic Plan proposes bicycle transit hubs such as the Bike Mobility Hub and gap closures in the regional bikeway network.

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 Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub are the multimodal circulation components of a larger Station Improvement Project for the unincorporated Willowbrook community. The Pedestrian Promenade will close a circulation gap by providing direct through-access between Wilmington and Willowbrook Avenues where none currently exists; the Bike Mobility Hub will provide both secure self-service storage bike lockers for commuters and an on-site (non-infrastructure) mobility program to be developed and implemented in conjunction with community input. The project supports the revitalization of the surrounding community by improving linkages to key activity centers and regionally significant destinations located within a 10-minute walk of the Willowbrook/Rosa Parks Station (the "Station"), increasing first-last mile connections, and providing a new mobility option for residents and commuters. The Station is the fourth-busiest in Metro's expanding rail system and the major transfer point between Metro's Blue and Green Lines, with almost 20,000 daily boardings (including transfers). The Station also includes a major bus facility served by Metro, the County of Los Angeles, municipal operators and private shuttles.

As a disadvantaged community with a high percentage of zero-vehicle households and transit dependency, Willowbrook needs improved and additional mobility options for non-motorized users. In FY 2014, the Station accommodated 19,728 average daily rail boardings and alightings; 4,348 or 22% of this total involved trips originating or ending in the surrounding community (the other 78% were transfers at the Station). An unusually high percentage of these transit users walk or bike to the Station compared to the average systemwide percentage. Willowbrook/Rosa Parks registered **286** daily bike-to-rail boardings, the highest of any station on Metro's Blue Line. The percentage of transit users who use bikes to access the Station, at 6.6%, is nearly double the systemwide average of 3.5%. Pedestrian counts are unavailable for this location; however, a Metro 2012 Rider Survey found that on average 66% of Metro rail riders walk to their local station, meaning that there are at least **2,869** transit-related walk trips in the station area on a given day, and likely many more. This estimate is consistent with observed counts of 2,235 pedestrians per day at the intersection of 119th Street and Wilmington Avenue taken by the County of Los Angeles Department of Public Works in May 2014.

In terms of future users, Metro believes that the proposed Pedestrian Promenade, Bike Mobility Hub and the on-site operation of a non-infrastructure program will increase the number of walk and bike trips taken within the Willowbrook community by 23% and 58%, respectively, five years after project completion in 2023, measured against current estimated counts. This substantial increase in users is driven by the Project itself as well as concurrent implementation of supportive bicycle infrastructure by the County in the area surrounding the Station; the opening of a major new transit line in the Metro system that will boost ridership at the Station and on the overall Metro Blue Line; and transit-oriented development (TOD) activity in the station area that will add at least 105 homes in the near term and up to 1,500 additional housing units in the long term, as further detailed in the response to Question 1B. In Year 5, the Project will increase the number of walk and bike trips in and around the Station by 8% and 24%, respectively, compared to a “no-build” scenario:

Summary of Existing and Projected Users

Mode	Existing	Daily Person Trips – 5 Year Projection		Difference in Year 5
		Without the Project	With the Project	With vs. Without Project
Pedestrian	2,869	3,270	3,532	+8%
Bicycle	286	365	451	+24%

In proposing this Project, Metro seeks to address an acute and visible need for improvements in active transportation infrastructure in the Willowbrook community. Though a number of community resources such as the Martin Luther King, Jr. (MLK) Medical Center Campus and Charles R. Drew University lie a short distance to the west of the Station, presently there is no east-west pedestrian path between 118th and Imperial Highway more than 1/4 mile to the North. The Pedestrian Promenade will provide a safe, off-road, and direct path of travel between Willowbrook and Wilmington Avenues, where none currently exists, and will connect to a planned pedestrian crosswalk across Wilmington Avenue. This promenade would be used not only by transit commuters to support first mile-last mile connections from the Station, but also by residents of the community to avoid out-of-direction travel and to access the services provided by the Bike Mobility Hub.

As shown in Attachment F, the Willowbrook/Rosa Parks Station does not have enough safe, secure, and well-located bike parking capacity for the growing demand of cyclists in the area. On a given weekday, many bikes can be found illegally chained to the fence near the entrance of the Station. The proposed pedestrian and bicycle improvements will be particularly cost-effective in promoting mode shift among commuters who currently drive to the Station. With a large Park and Ride facility at the existing Station (230 parking spaces) currently offering free parking to transit patrons, the provision of secure bicycle storage is a major opportunity to induce those who drive to the Station to bike instead.

In addition, there is no alternative to full bike ownership, in the form of a mobility program such as bikeshare. Given pent-up demand for alternative mobility options in the Willowbrook community and feedback received through the public outreach process, Metro believes that there will be no “ramp-up period” in usage of these new facilities and bikeshare services -- these will be heavily utilized by Willowbrook residents and commuters on Day One. The user projections assume an increase of **95** daily bike trips associated with the Bike Mobility Hub based on the following:

- the 40 self-service storage lockers provided at the Bike Mobility Hub will be 100% utilized on a given weekday, with 10% of those locker spaces utilized by new commuters who would have otherwise used a personal vehicle to access the Willowbrook/Rosa Parks Station, for a net increase of **4** bicycle trips per day.
- Up to 76 bikes are available for short- or long-term use by Bike Mobility Hub members or casual users under either a rental agreement or an encouragement program, with 80% utilized on a given weekday, and 1.5 daily trips per borrowed bike, for a net increase of **91** bike trips per day.

In developing future user projections for these facilities, Metro took into account the complementarity and status of three significant plans and projects in the Willowbrook community: 1) development of the Willowbrook TOD Specific Plan, slated for adoption in 2016, which is intended to realize the full development potential of the area; 2) the County of Los Angeles’ plan to construct a buffered Class I bikeway (cycle track) from the Willowbrook/Rosa Parks Station to 119th and 3) the County of Los Angeles’ plan to construct streetscape improvements and Class II and III bicycle routes along Wilmington Avenue, 119th, and 120th Streets (funded under a Cycle 1 ATP grant), which will provide a safer path of travel from the Pedestrian Promenade to the nearby MLK Medical Center Campus to the west. Bicycle parking racks are also proposed at key locations. The County estimates that the installation of Class II lanes on 120th Street and Class III lanes on Wilmington Avenue will increase daily bike trips by nearly 10% compared to a “no build” scenario. Hence, this project already starts with a larger potential user (and customer) base for the proposed bike storage facilities and Bike Mobility Hub.

The Pedestrian Promenade will provide a safe, attractive, and direct linkage between the Bike Mobility Hub and the fully funded Class III facilities on Wilmington Avenue. Complementing these investments in enhanced active transportation infrastructure, the County’s TOD strategy specifically promotes an additional 1,500 units of transit-accessible housing and additional commercial uses supportive of nearly 1,600 additional jobs within a half-mile surrounding the Project. Even a modest buildout of the zoned capacity allowable under the

proposed TOD Specific Plan would substantially increase the potential resident and employee user base for both the infrastructure and non-infrastructure components of the Project.

Non-Infrastructure Program

First-last mile strategies are a critical component of Metro's overall objective to enhance the mobility of transit patrons. Leveraging the bicycle infrastructure investments being made by the County in the area surrounding the Willowbrook/Rosa Parks Station, Metro sees a unique opportunity to further increase the number of bike trips through implementation of a mobility program such as bikeshare.

Starting in July 2016, Metro will launch the initial phase of a regional bikeshare system in downtown Los Angeles, where a network of kiosks will allow users to check out and return borrowed bikes at a variety of locations. Located approximately 12 miles southwest of downtown, the Willowbrook community may be included in a future phase of this regional bikeshare program. In the interim, Metro seeks to identify candidate programs that can be operated sustainably and address the unmet mobility needs of residents, transit commuters, and other users.

As a preliminary step, Metro will develop a list of candidate programs for implementation at the Willowbrook/Rosa Parks Bike Mobility Hub, drawing upon the lessons learned of existing service models and education/encouragement programs (Task A). Metro believes many potential programmatic models could be successful at this location, including but not limited to:

- ***Prescribe a bike.*** Modeled upon a successful partnership between the City of Boston and Massachusetts General Hospital (MGH), MGH doctors can "prescribe a bike" to at-risk patients whose health conditions are associated with inadequate levels of physical activity. These patients receive subsidized or free annual memberships to the City's bikeshare program.
- ***Earn a bike.*** Members participate in bike traffic safety courses and must pass exams. At the end of the program, they "earn" a bike, often one that they have constructed themselves using spare or reclaimed bicycle parts.
- ***Bike Kitchen.*** Modeled upon an existing program in East Hollywood, participants are given access to a tool workshop on a sliding income scale and learn bicycle repair skills.
- ***Lending library using Metro "found" bikes*** as may be allowed under state law. At any given time, Metro's lost and found contains approximately 600 bikes, 20% of which go unclaimed. Pending further clarification of legal issues, Metro may be able to use these "found" bikes in the near future to supply and restock a lending library at minimal or no cost.

Following a series of stakeholder outreach activities and user surveys (Task A) intended to gauge the needs of the Willowbrook community, Metro will launch operation of an on-site mobility program at the Bike Mobility Hub, which will take the form of a standalone bikeshare station or a bike “lending library,” where visitors, transit commuters, and local residents may borrow low-cost or free bikes on a short- or long-term basis. The Bike Mobility Hub may also include space for community-based programs designed to increase the number of bicycle trips within the Willowbrook community and educate users on how to ride safely. Membership options, fee structures, lending library capacity, and the types of educational/encouragement programs on offer at the Willowbrook/Rosa Parks Bike Mobility Hub will be further developed as part of the Business Plan Development (Task B).

In addition to launching a regional bikeshare program, Metro already sponsors three bike mobility hubs at major transit facilities throughout Los Angeles County. Metro staff have expertise in procuring appropriate vendors for mobility programs and identifying a sustainable model for their ongoing operation. Since the useful life of bicycles tends to be no more than five years, for example, Metro will identify options in its Pilot Program Business Plan to replenish its lending library fleet through community donations or potentially through the donation of Metro’s lost and found inventory of bikes. The Program Implementation (Task C) is anticipated to occur concurrently with completion of the Bike Mobility Hub and operate for a twelve month period.

Prior to the Pilot Program Implementation, the Bike Hub is anticipated to provide immediate utility to station users and members of the community through a keycard-accessible self-service or unattended section. During off-hours, members will have 24-hour access to these unattended facilities. Additionally, a self-service area may be provided during daytime hours to attract more users.

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

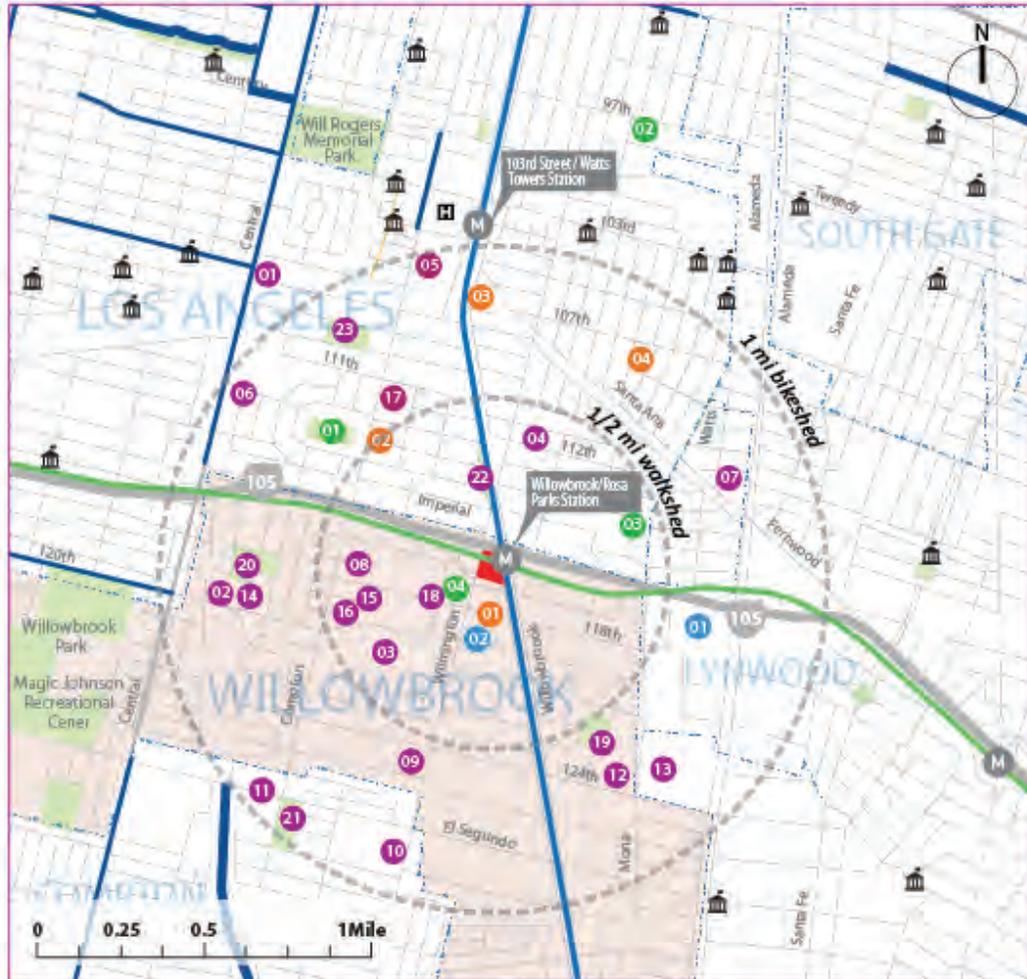
- a. creation of new routes**
- b. removal of barrier to mobility**
- c. closure of gaps**
- d. other improvements to routes**
- e. educates or encourages use of existing routes**

X
X

With the convergence of the Willowbrook/Rosa Parks Station multimodal rail and bus facilities, Kenneth Hahn Plaza shopping center, and predominantly low-income medium-density residential tracts, the Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub project is poised to generate a high level of pedestrian activity. Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic assets exist within a short walk or bike ride of the Station: the adjacent Kenneth Hahn Plaza shopping center, the MLK Medical Center Campus, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve pedestrian and bike access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Station itself, the Mobility Hub and Pedestrian Promenade will better connect transit riders from the Station to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area. The improvements will close a critical gap between the renovated Station and the comprehensive streetscape improvements and enhanced bicycle facilities currently in development and will help to sustain the process of revitalization unfolding within this community as a result of significant investment by both the public and private sectors.

The Pedestrian Promenade will **create a new route** to key destinations immediately west of the Station. Upon exiting the station, those wishing to reach the MLK Medical Center Campus must currently either walk south along the unimproved Willowbrook Avenue (there are no sidewalks today), then turn right onto 117th Street or cross through the under-freeway park and ride to Wilmington Avenue, where they must walk 1/4 mile to 117th and may be tempted to jay walk. By providing a more direct, off-road path, the Pedestrian Promenade will **remove barriers to mobility** and address safety hazards in the area, including points of conflict between pedestrians and motorists at the nearby on-ramps to the I-105 Freeway. Metro plans to coordinate the design of the promenade with the County to ensure that a pedestrian can continue his or her journey beyond the proposed promenade using a safe, high-visibility crosswalk planned by the County across Wilmington Avenue.

The area immediately west of the station will become even more important once the approved Willowbrook Gateway project is constructed. Located at the northwest corner of 118th Street and Wilmington Avenue, this development will feature 105 units of affordable senior housing above a new County public library and community room. In addition, the County has issued a Request for Proposals for a new 50,000 square-foot medical office building to be constructed on County land at the southwest corner of 120th Street and Wilmington Avenue on the MLK Medical Center Campus.



**WILLOWBROOK/ROSA PARKS PED PROMENADE & BIKE MOBILITY HUB
Points of Interest**

Community Facilities

- 01 LA County Department of Public and Social Services
- 02 Willowbrook Library
- 03 Boys & Girls Club
- 04 Grape Elementary
- 05 Markham Mid Sch
- 06 112th Elementary
- 07 Ritter Elementary
- 08 Lincoln Elementary
- 09 Cesar Chavez HS
- 10 Willowbrook Mid Sch
- 11 McNair Elementary

- 12 M.L.King Elementary
- 13 Bunche Mid Sch
- 14 Carver Elementary
- 15 Drew Univ of Med
- 16 King Drew HS
- 17 Flournoy Elementary
- 18 118th/Holmes Future Park
- 19 Mona Park
- 20 GW Carver Park
- 21 Sibrie Park
- 22 Watts Serenity Park
- 23 109th St Rec Center

Employment Centers

- 01 Century Reg Detention Facility
 - 02 MLK Med Center Campus
- Cultural & Popular Destinations**
- 01 Kenneth Hahn Plaza
 - 02 Watts Towers Arts Center
 - 03 Macedonia Baptist Church
 - 04 San Miguel Parish

Affordable Housing

- 01 Nickerson Gardens
- 02 Jordan Downs
- 03 Imperial Courts Public Housing
- 04 Willowbrook Gateway Housing Project (approved)

Legend

- Schools
- Hospitals
- Project Site
- Influence Area Buffer
- Class I
- Class II
- Class III
- Rail Stations

The MLK Medical Center Campus is undergoing an extensive renovation and expansion, with the full campus set to be completed by 2024. The hospital is projected to serve 1.2 million residents from all over the South Los Angeles region, including Willowbrook, Compton, Inglewood, Watts, and Lynwood. Based on data provided by the County, there are currently approximately 1,000 employees at the hospital complex, which houses 134 inpatient beds and serves an average of 741 patients daily receiving out-patient care at the Multi-Service Ambulatory Care Center (MACC).

The Project will directly facilitate access to the MACC and a dense concentration of healthcare-related facilities and educational institutions, including MLK/Drew Medical Magnet High School and the Charles R. Drew University of Medicine and Science. An additional five public and private schools and six parks and recreation centers are located within approximately half-mile radius of the Station including:

- King Drew Magnet High School
- Los Angeles Computer Science Academy
- Lincoln Elementary School
- Martin Luther King Elementary School
- Grape Street Elementary School
- Imperial Courts Employment and Technology Center
- Imperial Courts Recreation Center
- Mona Park
- Martin Luther King Jr Fitness Park
- Imperial Courts Public Housing (455 units)
- Watts Serenity Park (formerly Monitor Avenue Park)
- New Park (118th/Holmes)

Located less than a 10 minute bike ride away north of the Project site on Wilmington Avenue, Jordan Downs contains 700 units of publicly-owned affordable housing. The ongoing redevelopment of Jordan Downs and its surrounding neighborhood will turn 119 acres of low-income housing into a mixed-income urban village, with townhouses, parks, neighborhood-serving retail, restaurants, and other amenities. Current tenants will be able to stay in their apartments and move directly into new units when they are built. The Project includes a six-acre central park, the reconfiguration of Century Boulevard, and up to 1,800 apartments, along with chain stores and new streetscapes.

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 ATP project is a critical component of the Willowbrook/Rosa Parks Station Improvement Project. Implementation of this Project has been one of Metro's highest unfunded active transportation priorities. Metro has sought a broad range of discretionary funding sources for implementation of the Project components, including the improved Pedestrian Promenade and walkways and Bike Mobility Hub. In this manner, Metro's intent is for the station area improvements to be accomplished in a coordinated manner that leverages all available sources of funding. In 2014, the highly competitive USDOT Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program awarded some but not all of the requested funds, which are being used as matching funds for this Project.

Mobility hubs like the one proposed at the Willowbrook/Rosa Parks Station are also a key strategy in the realization of Metro's 2014 First Last Mile Strategic Plan, which seeks to reinforce usage of the region's expanding transit system through improved active transportation linkages to station areas. The mobility hub will provide innovative opportunities to make bicycle ownership and usage more available to the lower income residents of the Willowbrook community and to employees and visitors to the MLK Medical Center Campus and surrounding area. Metro is also launching a regional bikeshare program in summer 2016. While the Project site is not part of the initial phase, the Bike Mobility Hub could be easily integrated into a future phase of regional bikeshare.

The Project reinforces many related efforts underway to revitalize the Willowbrook area's health and education facilities, land use planning, parks, streetscapes and public art. The County Department of Regional Planning has two key planning efforts currently in progress for Willowbrook's future, including the Willowbrook Transit Oriented District (TOD) Specific Plan and the MLK Medical Center Campus Master Plan. The Pedestrian Promenade is recommended in a County-sponsored 2013 TOD Access Study as part of the TOD Specific Plan.

Willowbrook/Rosa Parks Station has been specifically prioritized by Metro because it represents one of the best opportunities to increase active transportation mode share in a lower-income community that is heavily transit dependent. The Project is strongly supported by the Second Supervisorial District of Los Angeles County. Outreach conducted through the 2009 Imperial/Wilmington (former Station name) Metro Rail Station Non-Motorized Access Plan shows that the community also strongly favors the proposed pedestrian improvements.

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)

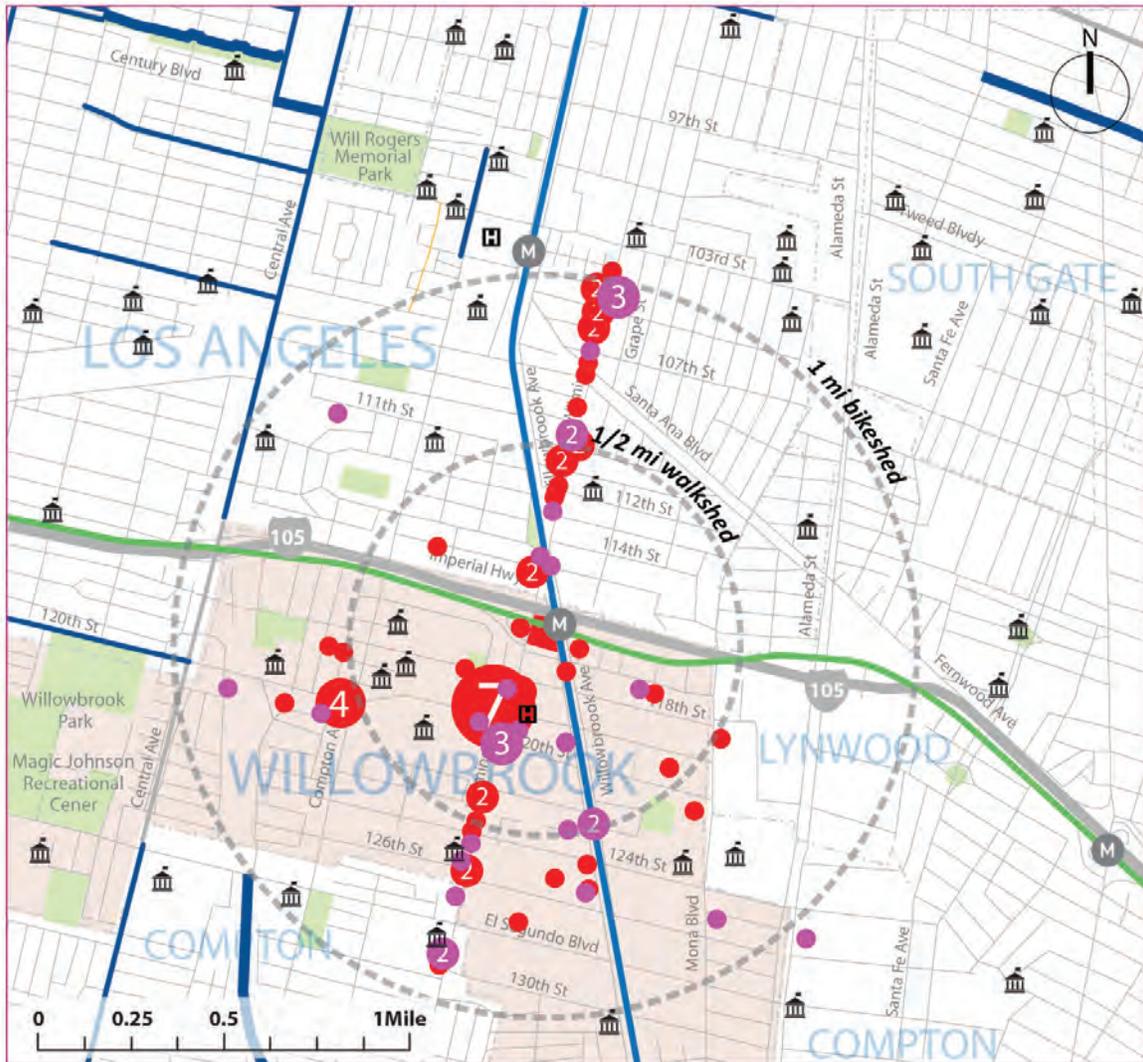
A. Describe the plan/program influence area or project location’s history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Crashes occurring within a one-quarter mile radius of the Project site were extracted from UC Berkeley’s Transportation Injury Mapping System (TIMS) database. Over the last five years for which data are available (2009-2013), the Project area has witnessed 10 pedestrian and 3 bicycle collisions involving motor vehicles, for a total of 13 collisions, none fatal. Fifty-four percent of these collisions involved the failure of a motorist to yield to pedestrians within a crosswalk or stop at the designated limit line. Other common infractions including bicyclists riding in a direction counter to traffic flow (12%) and pedestrian jaywalking (8%), suggest the need for greater bicyclist safety education and more direct paths of travel. While the TIMS database does not document the trip purpose of those injured, many of these collisions likely involved passengers who were accessing the Willowbrook/Rosa Parks Station.

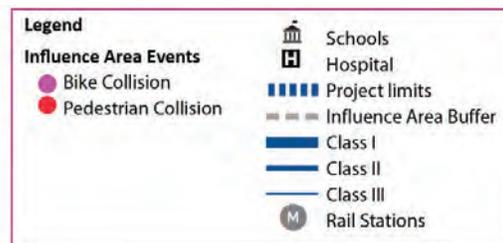
Motor Vehicle Collision With <i>AIS Severity Level</i>	Within Project Limits				Total
	Fatalities	Injuries			
	1	2	3	4	
Pedestrian	0	0	6	4	10
Bicyclist	0	0	3	0	3
Subtotal by Severity	0	0	9	4	13

For the Bike Mobility Hub, the influence area was considered to extend approximately one-mile in either direction of the Project site. The radial distance of this influence area also takes into the account the typical bicycle trip length range of 1.5 miles for recreational trips to 3.0 miles for commuting trips. This influence area is roughly bounded by 110th Street to the north, Mona Boulevard to the west, Compton Avenue to the east, and El Segundo Boulevard to the south. Within this influence area, there were 94 collisions, including 1 fatality, involving bicyclists over a five-year period, an average of 19 collisions annually.

Funded by a Caltrans Environmental Justice Grant, the Non-Motorized Access Plan for Willowbrook/Rosa Parks Station (completed April 2009) documented a number of safety hazards encountered by both pedestrian and cyclists. Pedestrian access to the Station is challenged by lack of infrastructure at and around the Station. The station entrances lack proper signage, curb ramps, and sidewalks. Many walking areas used by pedestrians are unpaved dirt paths with poor lighting. These conditions, along with fast-moving, high-



WILLOWBROOK/ROSA PARKS PED PROMENADE AND BIKE MOBILITY HUB
Bicycle and Pedestrian Collision Events



volume traffic in the area create an unpleasant and unsafe environment for the many pedestrians, including small children, the elderly and the disabled in the area. Surrounding streets, such as Wilmington Avenue (15,000 Average Daily Traffic) and Imperial Highway (32,000 Average Daily Traffic), have high auto traffic volume and speeds. The Station itself is located directly underneath the I-105 Freeway at Wilmington Avenue Freeway “on/off-ramps” are located near the Station facilitating rush-hour traffic as well as anxious drivers quickly accelerating and decelerating to and from the freeway.

On-site interviews conducted at Willowbrook/Rosa Parks Station and nearby intercept points yielded valuable information from stakeholders on users’ perceptions of safety hazards associated with walking and biking in the areas around and at the Station. Major concerns included poor wayfinding and confusing pathways that lead to intersections without designated crossings. The existing lack of coordination between Station circulation patterns and surrounding streets leads to increased jaywalking by pedestrians. Many cyclists also expressed a need for basic education on bicycle riding due to the prevalence of bicyclists riding on the wrong side of the street and riding without lights. Twelve percent of the motor vehicle collisions involving bicyclists were attributed to this type of traffic violation.

Citation: Los Angeles County Traffic Counts, <http://dpw.lacounty.gov/tnl/trafficcounts/>.

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

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

X
X
X
X
X
X

The existing configuration of the Willowbrook/Rosa Parks Station area forces a circuitous path of travel for users attempting to access the Station from the west, where the existing Kenneth Hahn Plaza shopping center blocks pedestrian through-access to E 118th Street. As a result, pedestrians are required to detour along public streets, navigate crosswalks at busy intersections on Wilmington and Willowbrook Avenues and cross multi-lane driveways for the Kenneth Hahn Plaza shopping center. The proposed Pedestrian Promenade will both *address inadequate pedestrian facilities* and *eliminate potential conflict points between motorized and non-motorized users* by creating an off-street path paralleling 119th Street where some of the collisions

documented in the response to Question 2A have occurred. In conjunction with the proposed Metro implementation of the Pedestrian Promenade and the Bike Mobility Hub, the County will be implementing proven safety countermeasures shown to reduce pedestrian and cyclist collisions in other jurisdictions, including high-visibility crosswalks at multiple locations and a new traffic signal across Wilmington Avenue.

Currently, vehicles exiting the I-105 Freeway at Wilmington Avenue face the Kenneth Hahn Plaza Shopping Center and a large surface parking lot behind a fence. Instead, with the reconfiguration of the Kenneth Hahn Plaza Shopping Center, these motorists will, at the end of the off-ramp, have the proposed Pedestrian Promenade directly within their sightlines. These sightlines are important, as they provide a visual cue to motorists exiting the freeway that pedestrians are present. The row of shade trees planned for the Pedestrian Promenade will also create an unexpected focal point and prompt drivers to slow down as they turn onto Wilmington Avenue, where a new crosswalk will be installed by the County to provide a continuous path from the proposed Pedestrian Promenade to points west of the Willowbrook/Rosa Parks station. Accordingly, the traffic-calming effects of these improvements are expected to *reduce the speed of motor vehicles in the proximity of non-motorized users.*

Additional wayfinding signage and improved sightlines between the station area and surrounding destinations will also allow area residents, commuters, and visitors to plan connections more easily and orient themselves more confidently toward their final destination upon exiting the station. Wayfinding signage can be considered a safety countermeasure to the extent that it reduces distracted behavior by pedestrian and cyclists who might otherwise be inattentive to imminent traffic dangers; indeed, a number of recent safety campaigns have focused on the issue of “distracted walking”—pedestrians engrossed in their smartphones or mobile devices rather than watching traffic around them. The signage being installed by Metro will provide an alternative to smartphone use and hence help to *reduce behaviors that lead to collisions involving non-motorized users.*

Non-Infrastructure Program

For the Bike Mobility Hub, the projected increase in the number of local bicycle trips by program participants will improve safety conditions for all bicyclists by creating a "safety in numbers" effect. As drivers become more aware of and accustomed to sharing the road, fewer accidents will occur even as the number of bicycle trips increase. Both a September 2003 *Injury Prevention* study and a March 2014 Harborview Injury and Research Center study provide evidence that increases in the numbers of bicyclists on the road appear to be an effective means of improving the safety of people walking and bicycling.

The Bike Mobility Hub Program is also anticipated to include safety awareness and education classes for new cyclists, thereby *increasing local traffic law compliance amongst motorized and non-motorized users*. Below is an overview of the most popular courses that similar programming efforts provide across the county and that might serve the needs of residents living near the Willowbrook/Rosa Parks Station:

- **Learn to Ride:** In these classes, instructors support members to first become familiar with bicycling itself, first working on balance, pedaling and steering. Learn to Ride classes are an important aspect of bike lending programs as there are many, especially women from diverse immigrant communities, who have never had the opportunity to ride a bike or have not ridden since childhood.
- **Riding in Traffic:** This class teaches basic skills needed for safe maneuvering in traffic. Members practice control, scanning, braking, signaling, and “quick stops”. Instructors lead the participants on a short group ride in traffic to practice skills.

Safety awareness and education classes for new cyclists might be particularly beneficial for residents of Willowbrook, 24% of whom identify as African-American and 74% as Hispanic or Latino. A 2012 League of American Bicyclists survey found that 26% of people of color said they would bicycle more, but are concerned about safety. Only 19% of white respondents said they are concerned about safety (LAB, 2013). However, there may be good reason for this concern. Data from the CDC show that African American bicyclists are 30% more likely to be in a fatal collision than white bicyclists. Hispanic/Latino bicyclists are 23% more likely to be in a fatal collision than white bicyclists.

In aggregate, the Pedestrian Promenade and Bike Mobility Hub program are anticipated to reduce injuries in the Project influence area by 30%, or an average of 6.6 per year, consistent with the safety impacts observed in other cities with similar programs.

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)

The development of the proposed Project is the result of two successive planning efforts, the second of which is ongoing: 1) the Willowbrook/Rosa Parks Non-Motorized Access Plan completed in April 2009; and 2) the Willowbrook/Rosa Parks Station Improvement Project. Many of the Access Plan's recommended interventions for addressing active transportation needs were carried forward into the Rosa Parks Station Master Plan and Transit-Oriented District, adopted by the Metro Board of Directors in 2011.

The foundation for these plans is based on years of community-based planning, starting in 2009 with a series of interviews and stakeholder meetings. For the Access Plan, at least twenty-five on-site interviews were conducted with community members to inform Metro's understanding of existing conditions for pedestrians and cyclists at and around the station. The first group stakeholder meeting for the Plan included residents, leaders of local community-based organizations, local cyclists and bike advocates. A second stakeholder meeting was conducted to present and discuss recommendations with government officials, staff and representatives of the community. Attendees included Los Angeles City DOT bikeway staff and Los Angeles County staff. The Los Angeles County Bicycle Coalition was a co-sponsor of the Plan and provided critical support throughout the stakeholder outreach process.

Development of the subsequent Rosa Parks Station Master Plan involved an extensive list of stakeholders:

- Office of Supervisor Mark Ridley-Thomas
- Los Angeles County Arts Commission
- City of Los Angeles Department of Community Development
- Housing Authority of the City of Los Angeles
- City of Inglewood City Council
- Watts Neighborhood Council
- East Rancho Dominguez Community Association
- Youth Opportunities High School
- Jarvis Senior Center
- Watts Century Latino Organization

- Watts Labor Community Action Committee

More recently, in April and May 2015, Metro held public meetings on the Willowbrook/Rosa Parks Station Improvement Project with the East Side Riders Bike Club, Avalon Gardens Community Association, Harbor Gateway North Neighborhood Council, Watts Neighborhood Council and Willowbrook Concerned Citizens, with between 15 to 50 participants in each. Stakeholders continue to express concern for bicycle and pedestrian safety in the area. Additional documentation on meeting dates, times and locations can be found in Attachment I-3.

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

Non-Motorized Access Plan. Stakeholder outreach consisted of a site audit of the station area, an analysis of site access, field work, bilingual interviews and two stakeholder meetings. The site audit was conducted within one-half mile and one mile of the station area to assess walking and biking conditions to the Station. Twenty-five on-site interviews of pedestrians and bicyclists were conducted in both English and Spanish. The interviews aimed to gauge the concerns and experiences of people who walk or bike to access the Station. Interview questions were developed to understand community conditions, concerns, and trends. Examples of interview questions were: What routes did people take to the Station? What obstacles did they encounter? How could their experience be improved?

The Rosa Parks Station Master Plan. Three Community workshop meetings were held at McNair Elementary School in Compton:

Community Meeting #1 – October 14, 2009 (29 participants). Los Angeles County Supervisor Mark Ridley-Thomas summarized the Community goals along with Metro Project Manager Irv Taylor and Roland Wiley of RAW International, the project architect/planner. The focus was on the definition of transit-oriented districts, characteristics of different housing stock and densities, landscaping options, and examples of stations improvement opportunities. The attendees overall supported improvements to the pedestrian connections between the Station and the Kenneth Hahn Plaza shopping center and MLK Medical Center Campus.

Community Meeting #2: January 9, 2010. Organizations represented at the meeting included East Rancho Dominguez Community Association, Metro's South Bay Governance Council, Los Angeles County Arts Commission, City of Inglewood and the office of Los Angeles County Supervisor Mark Ridley-Thomas. Mr. Wiley of RAW International presented descriptions of potential improvements to the Station area that would help improve pedestrian flow and safety. The improvements included **creating a well-lit Pedestrian Promenade**

near the existing passenger area. The presentation was warmly received. Participants emphasized the need for additional lighting, **increased security and improved accessibility** from Wilmington Avenue.

Community Meeting #3: February 13, 2010 (47 participants). Roland Wiley of RAW International also presented an overview of the conceptual plan, discussed the development of the plan and identified next steps, which were all well received. Participants were invited to provide comment and feedback regarding the conceptual plan. Participants emphasized the need for additional lighting, increased security and improved accessibility from Wilmington Avenue.

Non-Infrastructure Program

Metro has identified potential options for the programmatic component of the Bike Mobility Hub, but believes the details of the program must be developed in collaboration with the Willowbrook community to respond to the unique opportunities and challenges inherent in this area. The selection of a program will be driven by stakeholder engagement and the results of the public outreach and user surveys conducted in Task A of the proposed NI Work Plan. Outreach activities will include:

- *Stakeholder Interviews and Workshop:* A day-long set of interviews will target specific organizations for their input and potential partnership. Stakeholder groups may include the Los Angeles County Bicycle Coalition, Multicultural Communities for Mobility, County Department of Health, Watts Neighborhood Council, and other similar groups.
- *Public Meetings:* Metro will leverage attendance at related public meetings to reach potential users of the program to better understand Willowbrook community needs and desires. In an effort to reach diverse audiences, outreach will target the activity centers identified in the response to Question 1B above (MLK Medical Center Campus, schools, farmers markets, parks and playgrounds).
- *Comment Form/Survey Instrument:* A user survey will be prepared in both hard copy and online formats. This survey will provide Metro and stakeholders insight into the desires of potential users and help prioritize programs for the pilot implementation. In order to generate involvement, free bike lights will be distributed.

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

Outreach resulted in recommendations from the community on the multimodal circulation elements of the Project area, with a general emphasis on better integration of the Willowbrook/Rosa Parks Station with the

adjacent community and improved linkages to major activity centers. Many of these recommendations were incorporated into the design of the Pedestrian Promenade and Bike Mobility Hub, including:

- Increasing the number of entrances to the Station area
- Facilitating more direct access to the MLK Medical Center Campus
- Adding bike racks
- Providing clearly delineated, accessible routes from the Station area to the adjacent shopping center, which should be reconfigured to welcome pedestrians and provide additional retail amenities for the community

The proposed Project responds directly to these concerns, and is therefore expected to increase the overall effectiveness of the proposed Project by attracting more users.

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

As part of the upcoming Preliminary Engineering phase of this project, Metro has defined the scope of an outreach plan to be coordinated and facilitated by the selected contractor. The outreach plan will include:

- Identifying key stakeholder groups, organization and community leaders
- Developing and maintaining a contact database
- Identifying and developing key collateral material such as fact sheets, FAQs, images and other informational material to be made available at events, online, via social media, etc.
- Facilitating opportunities for Metro to present/discuss the project at community meetings and events

Metro has also established and will continue to maintain a Project web site at www.metro.net to inform key stakeholder groups, organizations, and community leaders of important milestones and project updates throughout the project's design and construction phases.

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)

The Willowbrook community suffers disproportionately from a range of health harms associated with poor access to fresh food, physical inactivity, and air pollution, including asthma, obesity and diabetes. According to the UCLA California Health Interview Survey (CHIS), which tracks key health metrics at the city and ZIP code level, residents in ZIP code 90058 (where the Willowbrook/Rosa Parks Station is located) had among the adult highest obesity rates in the County, at 38.1%, compared to 24.7% in Los Angeles County. The stroke mortality rate was 45.5 per 100,000 residents, compared to 33.7 for the County.

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

The proposed Pedestrian Promenade and Bike Mobility Hub will improve public health outcomes in the Willowbrook community in multiple direct ways:

- 1) through increased levels of daily physical activity associated with additional walk and bike trips, many involving first-time active transportation users participating in the mobility program offered at the Bike Mobility Hub who would have otherwise remained sedentary;
- 2) through reductions in auto usage for both local and regional trips—a key generator of mobile-source emissions impacting these freeway-adjacent communities—leading to improved air quality and community health outcomes over the long term; the total **VMT reduction** associated with the Project is estimated at **11,934 miles** annually by the ATP Benefit/Cost Tool; and
- 3) enhanced access to the adjacent MLK Medical Center Campus via a safer, more direct path of travel to and from the Station, allowing those who will utilize the Station a new path to obtain vital healthcare services more easily, particularly those with transportation disadvantages.

Non-Infrastructure Program

Among the potential programs to be operated out of the Bike Mobility Hub is “Prescribe-a-Bike” program, modeled after the City of Boston’s successful program. This type of program directly targets users with

health conditions associated with a lack of physical activity. As part of its Research and Outreach (Task A), Metro will explore potential partnerships with area medical centers such as the MLK Medical Center Campus to strengthen the ties between active transportation and public health.

Part B: Narrative Questions

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

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

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

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037540600	\$29,150	3,589	51.47	91-95%	X	X
6037540901	\$43,714	4,290	55.61	96-100%		X
6037540902	\$45,273	4,897	52.73	91-95%		X
6037540800	\$44,931	5,667	47.20	86-90%		X
6037540700	\$38,690	3,078	53.25	91-95%		X
6037541400	\$34,844	7,296	49.96	91-95%		X
6037541500	\$45,223	5,590	40.31	81-85%		X

Is the project located in a disadvantaged community?

Does the project provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community?

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

Which criteria does this project meet?

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

Option 2. California Communities Environmental Health Screen Tool 2.0 (CalEnvironScreen) score for the community benefited by the project.

Option 3. Percent of students eligible for the Free or Reduced Price Meals Programs

Option 4. Alternative criteria for identifying disadvantaged communities.

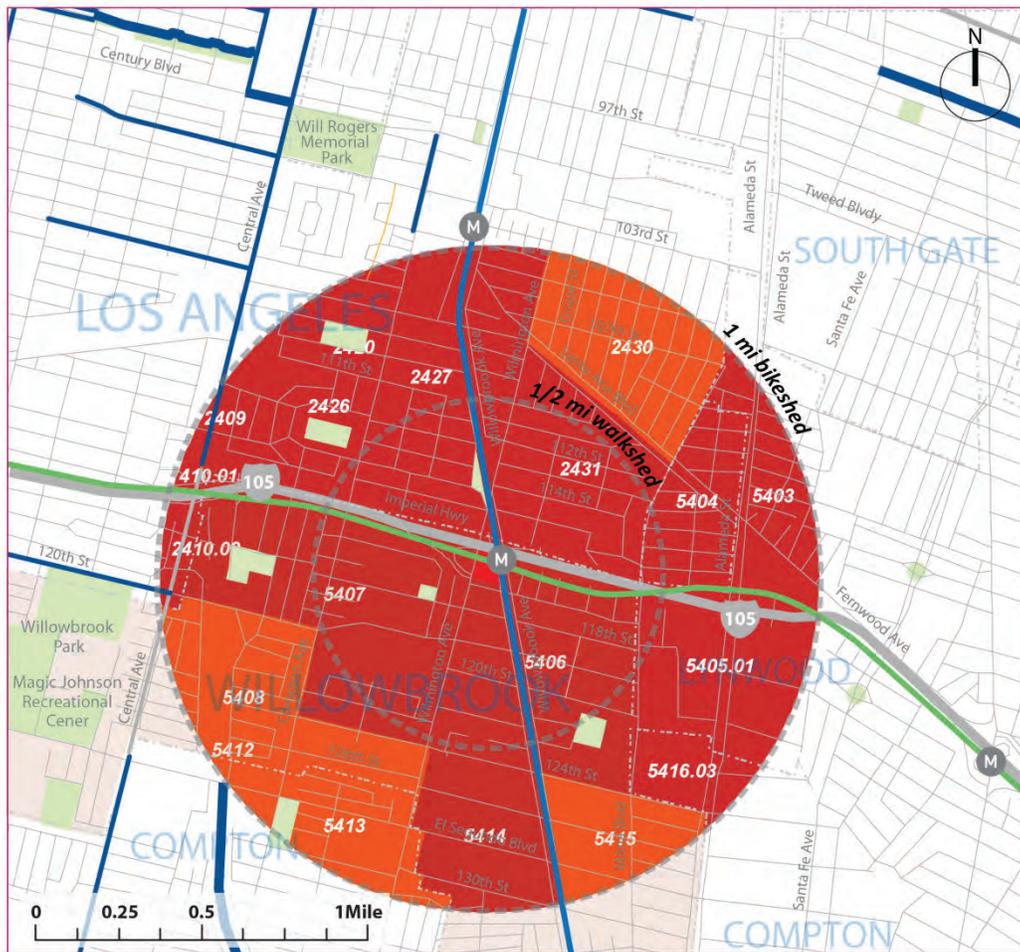
Option 1	X
Option 2	X
Option 3	
Option 4	

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

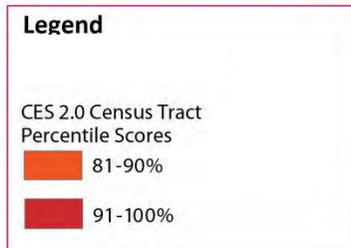
What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.

100%

The project limits of both the Pedestrian Promenade and Bike Mobility Hub included in this project scope are fully located within Los Angeles County census tract 5406.00, ranked among the top 10% most disadvantaged communities in the State. As shown in the above table, all census tracts included within a ½ mile walkshed of the Project are also disadvantaged based on both CES 2.0 score and median household income criteria. All funds requested will be expended in a disadvantaged community.



**WILLOWBROOK/ROSA PARKS PED PROMENADE & BIKE MOBILITY HUB
Disadvantaged Community Mapping**



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.

According to the 2009-2013 American Community Survey (ACS), approximately 19% of households within a one mile radius of the Willowbrook/Rosa Parks Station live in zero-vehicle households. Vehicle ownership

tends to correlate strongly with income, with lower-income households more dependent on transit, walking and biking for their mobility needs. By enhancing access to a major transit hub and providing a safer, off-street connection where an existing pathway does not currently exist, the Pedestrian Promenade will provide both safety and travel time savings benefits for these users. For residents and transit commuters alike, it will also provide enhanced linkages to the MLK Medical Center Campus, educational resources, and social service organizations located in the Willowbrook community, including Century Community Children's Center and Head Start, Drew Child Development Corporation, Watts - Willowbrook Boys And Girls Club, Computer Learning Center, Nickerson Gardens Adult Education, Harriet Tubman High School - Teen Mothers, as well as parks with recreational and fitness facilities.

Non-Infrastructure Program

Metro understands that the mere presence of a Bike Mobility Hub in a disadvantaged community does not necessarily provide a direct, meaningful and assured benefit to members of this community, unless the services offered by the Hub are responsive to community needs. For this reason, Metro is soliciting stakeholder input in order to identify which of the many mobility program models might best address the needs of the Willowbrook community. Assuming that some form of bikeshare or lending library is incorporated into the Program Implementation (Task C), Metro will seek to implement accessible pricing and payment options that remove barriers to program usage for low-income residents, including options that do not require a credit card or bank account, which many disadvantaged users lack.

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.)**

Different design alternatives were considered for the location of the Pedestrian Promenade. The original site plan for the Station Area Master Plan did not have a dedicated Pedestrian Promenade. Instead, it relied on the use of public right-of-way (ROW) under the I-105 freeway overpass to the north of the Project site. With a proposed new Blue Line entrance on the south side of a new civic plaza, this alternative would not have been as supportive of first-last mile connections via walking and biking. Through the design process with the community, Metro decided that while the complexity and costs of the project would increase, the Pedestrian Promenade would support a shorter, less circuitous path of travel for the majority of users who are accessing the Station. In addition, the more direct route through the promenade will result in significant time savings and potential safety benefits associated with the diversion of existing on-street users to the Pedestrian Promenade and better connect with the County’s funded pedestrian and bike improvements.

The revised plan is far more effective, but also complex. Implementation of the Pedestrian Promenade and Bike Mobility Hub requires demolition of a portion of the adjacent Kenneth Hahn Plaza shopping center, a multi-party land transfer and negotiation of an easement through the shopping center parking lot. Active discussions with the County, which owns the underlying land, and KimCo (Willowbrook Center Partnership), which holds a leasehold interest in the shopping center, have been productive and the parties intend to enter into a final agreement for the transaction in the next few months (see Attachment K for evidence of the parties’ cooperation to date).

The Bike Mobility Hub was originally contemplated as a bike storage area without bikeshare facilities. After analyzing the existing and potential user demand, however, Metro decided to proceed with a programmatic component, as it would address an unserved need for additional mobility options in a community that is low-income and heavily transit-dependent. Indeed, due to the severe economic need in the Willowbrook community, many users either cannot afford or do not wish to incur the full costs of bike ownership, which typically costs \$300, compared to a median household income of only \$29,150 for residents living within the Project’s Census tract. Desiring to make bicycle usage more accessible, Metro began exploring the concept of

a mobility hub that could more flexibly accommodate the existing and future needs of the Willowbrook community. The non-infrastructure component of the Project, including the process for working collaboratively with the community to identify an appropriate business model for the Bike Mobility Hub, is an outgrowth of this revised approach.

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

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

The benefit to total cost (B/C) ratio is estimated to be **15.38**, and the benefit to funds requested ratio is **24.78**. This means that for every dollar invested in the project, the project will generate \$15.38 in benefits over the 20-year analysis period considered. With a net present value of \$28.60 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.

Feedback. Benefits of this project depend on the level of demand from pedestrians and cyclists, and 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), while projects located near new or improved transit stations may see usage growth rates higher than that of the population. 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.)

Metro is providing matching non-ATP funds in the amount of \$729,738 for participating items, against eligible project costs of \$3,648,689, for a leveraging percentage of **20.0%**. USDOT Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funds and Measure R Sales and Use Tax revenues are the sources of the non-ATP match.

Metro is providing an additional \$26,069 for non-participating items (LEED Silver premiums for construction of the bike mobility hub). The total project cost is \$3,662,713.

Metro's request for ATP Cycle 2 funds totals \$2,909,315, of which \$487,955 is for the non-infrastructure program, \$445,206 for the PE phase, and \$1,976,154 for the CON phase.

Funding Source	Local Match	Amount	Total %
USDOT TIGER VI Funds – Participating Items	8.47%	308,014	8.4%
Measure R -- Participating Items	11.53%	419,315	11.4%
<i>Subtotal - Non-ATP Leveraged Match Calculation</i>	<i>20.00%</i>	<i>727,329</i>	<i>19.9%</i>
Active Transportation Program (ATP) Cycle 2 Request	80.00%	2,909,315	79.4%
<i>Subtotal Funding -- Participating Items</i>	<i>100.00%</i>	<i>3,636,644</i>	<i>99.3%</i>
USDOT TIGER VI Funds – Non-Participating Items		26,069	0.7%
Total Sources		\$3,662,713	100%
Project Approvals & Environmental Documents			
Plans, Specifications & Estimates		556,508	15.2%
Construction		2,618,251	71.5%
Non-Infrastructure Program		487,955	13.3%
Total Uses		\$3,662,713	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
- 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.**

Metro has been the recipient of State and Federal Grants for both active transportation planning and implementation initiatives in Los Angeles County from the California Office of Traffic Safety, federal NHTSA administered by the State of California, and Safe Routes to School. Metro has performed and has a good project delivery history.

For example, Metro has received the following funds:

- \$88,000 in SHA funds for a bicycle and pedestrian access plan for four Metro Green Line Transit;
- \$191,800 in SHA funds for Public Outreach for the Bicycle Transportation Master Plan;
- \$171,000 in SHA funds for a Bike Station Implementation Plan;
- \$160,380 in SHA funds for the Eastside Gold Line Bike Interface Plan.
- \$280,000 in ATP Grant funds in November 2014 for Fiscal Year 14/15 for the ATP MPO Component Selected Projects for a first mile, last mile plan.
- \$500,000 in Cycle 3, "Safe Routes to School" (Federal) Call for Projects funds in November 2012.

B. Caltrans response only:

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

Part C: Application Attachments

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

List of Application Attachments

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

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



Part C: Attachments Attachment A: Signature Page

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

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

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

Signature: <u><i>Phillip A. Washington</i></u>	Date: <u>05-29-15</u>
Name: <u>for PHILLIP A. WASHINGTON</u>	Phone: <u>(213) 922-2456</u>
Title: <u>Chief Executive Officer</u>	e-mail: <u>floresf@metro.net</u>

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)**

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

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

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)**

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

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

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)**

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

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub					
District	County	Route	EA	Project ID	PPNO
07	LA				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E				556				556	
R/W									
CON					3,106			3,106	
TOTAL				556	3,106			3,662	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E				445				445	Notes:
R/W									
CON					1,976			1,976	
TOTAL				445	1,976			2,421	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON					488			488	
TOTAL					488			488	

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

Project Information:					
Project Title: Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub					
District	County	Route	EA	Project ID	PPNO
07	LA				

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
Fund No. 2:	TIGER Discretionary Grant Funds								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)									USDOT	
PS&E									Notes:	
R/W										
CON					334			334		
TOTAL					334			334		
Fund No. 3:	Measure R								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)									LACMTA	
PS&E				111				111	Notes:	
R/W										
CON					308			308		
TOTAL				111	308			419		
Fund No. 4:									Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										

Attachment C. Engineer's Checklist

Form Date: **March, 2015**

ATP Cycle 2 - Application Form – Attachment C

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map** Engineer's Initials: MC
 - 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: MC
 - 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: MC
(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: MC
 - 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

Form Date: March 2015

ATP Cycle 2 - Application Form – Attachment C

5. Crash/Safety Data, Collision maps and Countermeasures:

Engineer's Initials: MC

- 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: MC

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

7. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: _____



N/A

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

8. Additional narration and documentation:

Engineer's Initials: MC

- 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): COOLEY, MARC

Title: SENIOR PROJECT MANAGER

Engineer License Number: C54905

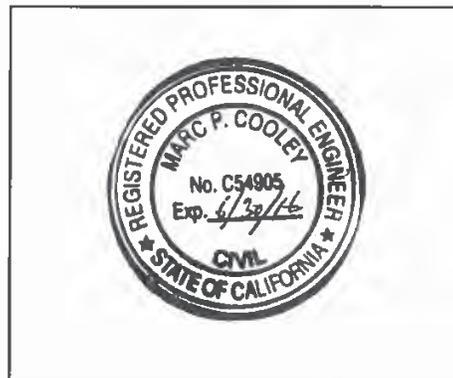
Signature: [Handwritten Signature]

Date: 5/22/15

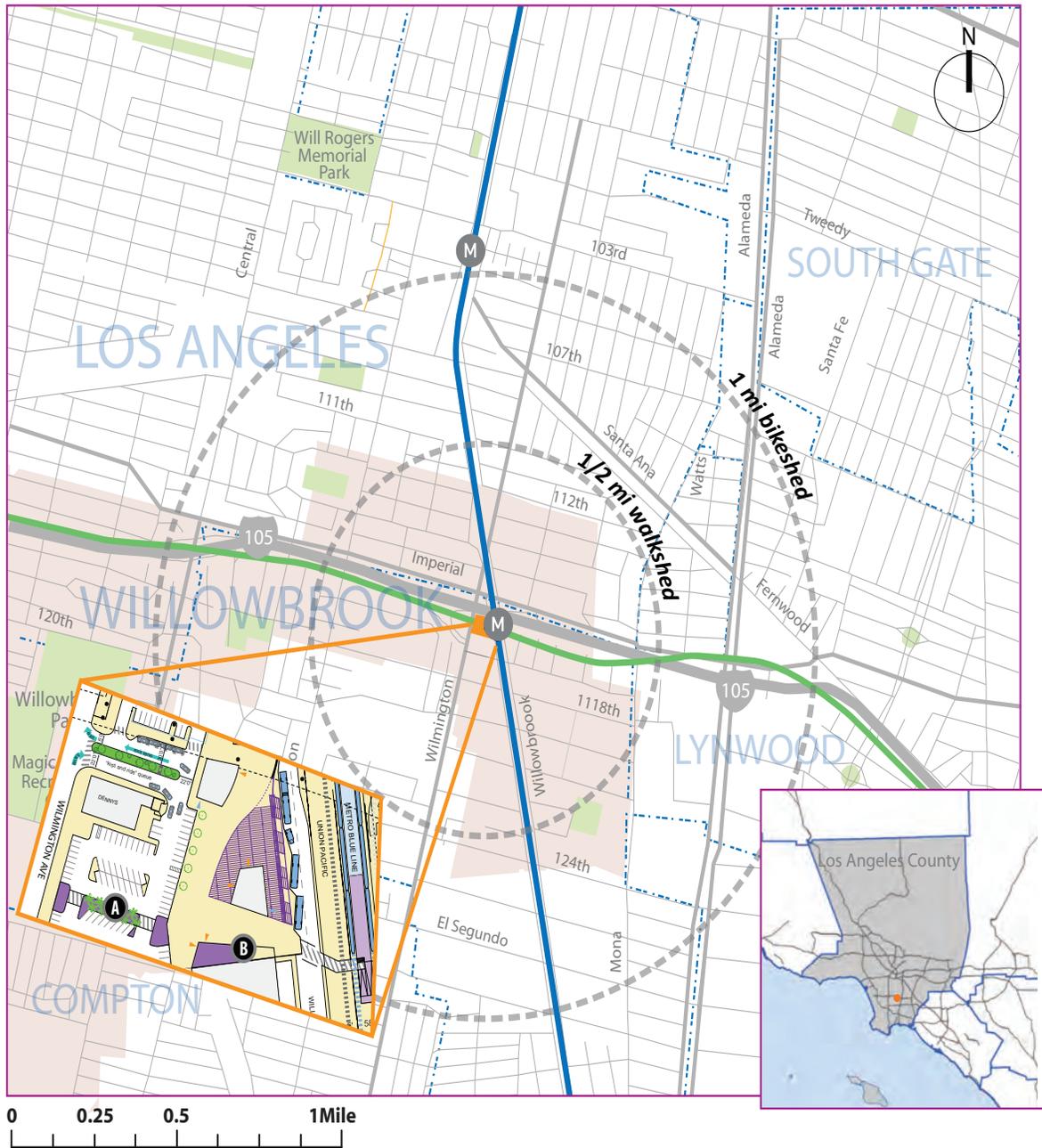
Email: MARC.COOLEY@HDRINC.COM

Phone: 714-368-5646

Engineer's Stamp:



Attachment D. Project Location Map



WILLOWBROOK/ROSA PARKS PEDESTRIAN PROMENADE & BIKE MOBILITY HUB
Attachment D - Project Location Map

Legend

- Project Site
- A Pedestrian Promenade
- B Bike Mobility Hub
- Public Parks
- Metro Blue Line
- Metro Green Line

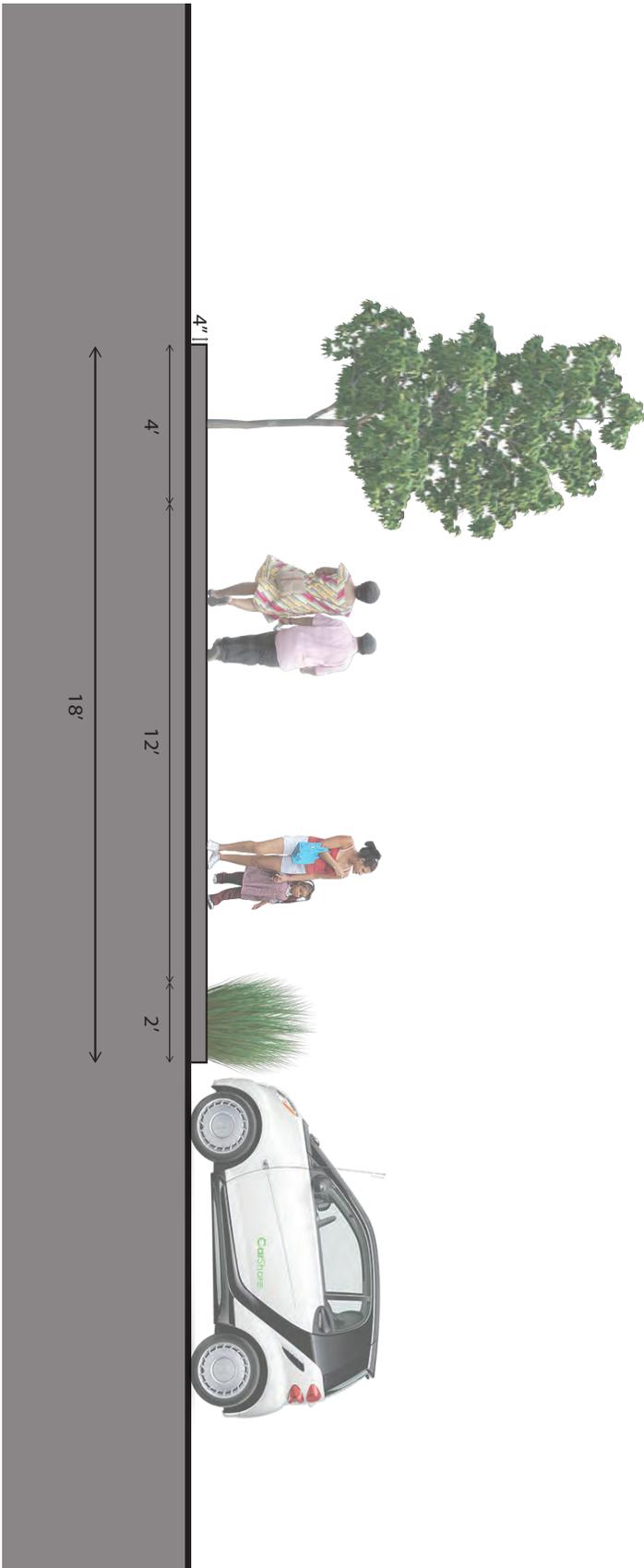
Attachment E. Project Plans/Cross Sections



LEGEND	
	ATP PROGRAM ELEMENTS
	NON ATP - NEW CONSTRUCTION
	NON ATP - NEW CIVIC PLAZA
	METRO BLUE LINE
	METRO GREEN LINE

1. Bike Mobility Hub
2. Pedestrian Promenade
3. LA County proposed Cycle Track
4. LA County Willowbrook Streetscape Improvements
5. LA County proposed pedestrian crosswalk

WILLOWBROOK/ ROSA PARKS PEDESTRIAN PROMENADE AND BIKE MOBILITY HUB
PEDESTRIAN PROMENADE CROSS SECTION



Bike Mobility Hub Rendering



Project Rendering - Aerial View





PHOTO 1



PHOTO 2

- 1 Bikes Illegally Chained to Fences at Willowbrook/Rosa Parks Station.** A paucity of bike facilities suppresses the active transportation potential of transit commuters.
- 2 Lack of Safe Pedestrian Pathways Through the Station.** Users with mobility challenges have trouble navigating the station, and must endure significant out-of-direction travel.

**Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub
Attachment F - Photos of Existing Conditions**



PHOTO 3



PHOTO 4

3 **Station Access.** Inadequate facilities force pedestrians and cyclists into unsafe and circuitous routes to reach destinations surrounding the station area.

4 **View of Bus Depot Looking North on Willowbrook Avenue, I-105 Freeway Overhead.** The Pedestrian Promenade will draw transit patrons out from under the freeway to more visible and attractive routes.

**Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub
Attachment F - Photos of Existing Conditions**

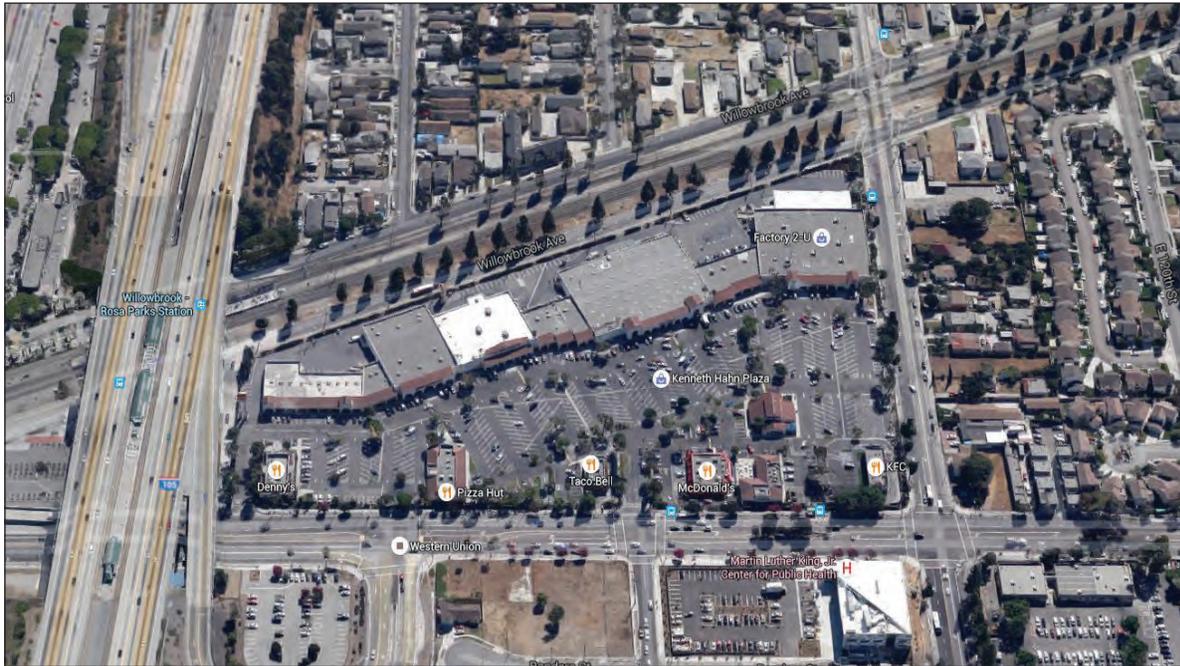


PHOTO 5



PHOTO 6

- 5 **Aerial View of the Shopping Center.** A portion of the shopping center will be demolished to construct the bike mobility hub and pedestrian promenade from Willowbrook Ave to Wilmington Ave.
- 6 **View of Barrier Between Shopping Center and Station Area.** Demolition of the shopping plaza and proposed improvements will remove this barrier to mobility.

**Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub
Attachment F - Photos of Existing Conditions**



PHOTO
7

7

Willowbrook Ave. Portion of Kenneth Hahn Shopping plaza (left) to be acquired by Metro and demolished to create a new civic plaza two to house the Bike Mobility Hub and connect Wilmington Ave to the Blue Line with the proposed Pedestrian Promenade.

**Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub
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:	Los Angeles County Metropolitan Transportation Authority												
Application ID:	07-Los Angeles County Metropolitan Transportation Authority-4				Prepared by:	Wells Lawson				Date:	5/27/2015		
Project Description:	Pedestrian promenade and a bike mobility hub serving the Willowbrook community.												
Project Location:	Metro Willowbrook/Rosa Parks Station, 11611 Willowbrook Ave, Los Angeles, CA 90059												
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	%	\$	%	\$	%	\$	%	\$
Mobility Hub													
<i>Earthwork</i>													
	Earthwork for foundations	2000	SF	\$5.00	\$10,000	100%	\$10,000						
<i>Structure</i>													
	Foundations	2000	SF	\$15.00	\$30,000	100%	\$30,000						
	Slab on grade	2000	SF	\$9.00	\$18,000	100%	\$18,000						
	Structural steel roof framing and decking	2000	SF	\$65.00	\$130,000	100%	\$130,000						
	Premium steel support for glass panels, etc	2000	SF	\$20.00	\$40,000	100%	\$40,000						
<i>Exterior Envelope</i>													
	Exterior wall framing, 20' tall	894	SF	\$35.00	\$31,290	100%	\$31,290						
	Exterior wall glass panels, allow 75%	2683	SF	\$80.00	\$214,640	100%	\$214,640						
	Roofing, flashing, sealants	2000	SF	\$25.00	\$50,000	100%	\$50,000						
<i>Architectural</i>													
	Interior walls, doors, finishes, & specialties	2000	SF	\$60.00	\$120,000	100%	\$120,000						
<i>Equipment</i>													
	Bike storage lockers, casework, etc, allowance	1	LS	\$25,000.00	\$25,000	100%	\$25,000						
<i>Systems</i>													
	MEP, electrical, mechanical, plumbing, and fire sprinklers	2000	SF	\$100.00	\$200,000	100%	\$200,000						
<i>Premiums</i>													
	LEED Silver Premium	0.03		\$868,967.00	\$26,069					100%	\$26,069.01		
Bicycle Storage Racks													
<i>Earthwork</i>													
	Earthwork for foundations	1000	SF	\$5.00	\$5,000	100%	\$5,000						
<i>Structure</i>													
	Foundations	1000	SF	\$15.00	\$15,000	100%	\$15,000						
	Slab on grade	1000	SF	\$10.00	\$10,000	100%	\$10,000						
	Pre-Engineered Canopy Structure	1000	SF	\$40.00	\$40,000	100%	\$40,000						
<i>Equipment</i>													
	Bike racks, allowance	1	LS	\$50,000.00	\$50,000	100%	\$50,000						
<i>Systems</i>													
	Electrical and fire sprinklers	1000	SF	\$30.00	\$30,000	100%	\$30,000						
Pedestrian Promenade													
<i>Demolition and site prep</i>													
	Demolish existing pavement and finishes	3050	SF	\$3.00	\$9,150	100%	\$9,150						
	Earthwork	3050	SF	\$2.50	\$7,625	100%	\$7,625						
<i>Pedestrian and landscaping elements</i>													
	Colored concrete paving, including ped/vehicle c	3050	SF	\$15.00	\$45,750	100%	\$45,750						
	Curb & gutter	410	LF	\$30.00	\$12,300	100%	\$12,300						
	Shade trees and metal grate	10	EA	\$5,100.00	\$51,000	100%	\$51,000	100%	\$51,000				
	Signage and Wayfinding	3050	SF	\$200.00	\$610,000	100%	\$610,000						
Subtotal of Construction Items:					\$1,780,824		\$1,754,755		\$51,000		\$26,069		
Construction Item Contingencies (% of Construction Items):													
Enter in the cell to the right					25.00%								\$445,206
Total (Construction Items & Contingencies) cost:					\$2,226,030								

Engineer's Estimate (for Construction Items Only)						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	%	\$	%	\$	%	\$	%	\$
Project Cost Estimate:													
Type of Project Delivery Cost					Cost \$								
Preliminary Engineering (PE)													
Environmental Studies and Permits(PA&ED):					\$	-							
Plans, Specifications and Estimates (PS&E):					\$	556,508							
Total PE:					\$	556,508	25%	25% Max					
Right of Way (RW)													
Right of Way Engineering:													
Acquisitions and Utilities:													
Total RW:					\$	-							
Construction (CON)													
Construction Engineering (CE):					\$	392,221							
Total Construction Items & Contingencies:					\$	2,226,030							
Total CON:					\$	2,618,251	15%	15% Max					
Total Project Cost Estimate:					\$	3,174,758							

Attachment H. Non-Infrastructure Work Plan

Exhibit 22-R ATP Non-Infrastructure Project Work Plan				
Fill in the following items:				
Date: (1)	28-May-15			
Project Number: (2)	07-Los Angeles County Metropolitan Transportation Authority-4			
Project Location(s): (3a)	LA County: Willowbrook/Rosa Parks Station Bike Mobility Hub			
" " (3b)				
" " (3c)				
Project Description: (4)	To complement the proposed Bike Mobility Hub at the Willowbrook/Rosa Parks Station, this proposal will evaluate programming options, conduct user outreach to determine the needs of the community, develop a program business plan, and implement a pilot program.			
Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)				
<i>For Department use only</i>				
You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:				
Task Summary:				
Click the links below to navigate to "Task Details" tabs:				
Task	Task Name	Start Date	End Date	Cost
Task "A"	Research and Outreach	Oct-2016	Apr-2017	\$ 58,280.00
Task "B"	Business Plan Development	Apr-2017	Dec-2017	\$ 40,680.00
Task "C"	Program Implementation	Jul-2018	Dec-2020	\$ 388,995.00
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 487,955.00

TASK "A" DETAIL				
Task Name (5a):		Research and Outreach		
Task Summary (5b):		Conduct an evaluation of service models for education and encouragement programs suited for the Bike Mobility Hub; Identify project stakeholders and build momentum around program implementation; and conduct public outreach to identify user needs and prioritize programming.		
Task Schedule (5c):		Start Date : Oct-2016	End Date: Apr-2017	
Activities (6a):		Deliverables (6b):		
1.	Develop a "State of Bike Mobility Hub Programming Report" outlining the existing service models of education and encouragement programs suitable for a Bike Mobility Hub, including three peer location case studies.	Five (5) printed copies of the "State of Bike Mobility Hub Programming Report." Electronic copy of report.		
2.	Identify the opportunities and challenges of implementing programs at the Willowbrook/Rosa Parks Station.	One (1) report and one (1) GIS map documenting the challenges and opportunities relevant to programming at the Willowbrook/Rosa Parks Station and surrounding area.		
3.	Develop a list of candidate programs for implementation at the Willowbrook/Rosa Parks Station.	Approved list of candidate education and encouragement programs for implementation.		
4.	Identify project stakeholders and potential partners.	List of contact information for project stakeholders.		
5.	Conduct four (4) stakeholder interviews.	Stakeholder questionnaire. Meeting minutes from stakeholder interviews.		
6.	Facilitate a one-day stakeholder workshop.	Workshop materials such as area maps and group exercise worksheets. Meeting minutes.		
7.	Develop public outreach materials to display the benefits and details of the potential programming options at the Willowbrook/Rosa Parks Station .	Outreach materials including: project boards, website content and graphics, social media advertisements, and press releases.		
8.	Conduct public outreach events to understand the needs and desires of the residents and transit riders (potential users).	Four (4) outreach events. Attendance records. Summary of public input for each event.		
9.	Conduct a user survey to prioritize the list of potential programs the Bike Mobility Hub could offer.	User survey and compiled report of results. 1,000 branded bike lights for survey participation.		
10.	Select one Bike Mobility Hub program to move into implementation.	Preferred Bike Mobility Hub program.		
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager	144	\$100.00	\$ 14,400.00
Party 2 -	Planner	200	\$72.00	\$ 14,400.00
Party 3 -	Principal-in-Charge	80	\$153.00	\$ 12,240.00
Party 4 -	Graphic Designer	80	\$90.00	\$ 7,200.00
Party 5 -	Planner (Outreach Specialist)	120	\$72.00	\$ 8,640.00
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 56,880.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 56,880.00

Task Notes (8):

Program Evaluations

To support and educate residents who do not already have a bike for transportation, and primarily those in low-income households for whom cost is a barrier, Metro proposes to develop a menu of programs for the proposed Willowbrook/Rosa Parks Bike Mobility Hub. While the Metro Bikeshare System has long term plans to serve the Willowbrook/Rosa Parks station, implementation will be several years out. These programs will serve as an interim service to enable residents to access the new Bike Mobility Hub while the Metro Bikeshare System is fully implemented.

Stakeholder Engagement

Implementing education and encouragement programming at the Bike Mobility Hub will require coordination with multiple stakeholders that have a vested interest in increasing bicycle safety, offering physical activity to address issues of obesity, empowering youth, reaching disadvantaged communities, and supporting environmentally sustainable transportation. In addition, coordination with government agencies that may have a role in implementing the Bike Hub program will identify implementation challenges and opportunities early in the process. Creating a multifaceted team of stakeholders will ensure the programming at the Bike Mobility Hub will be sustainable and successful well into the future

Outreach

To best serve the needs of the community, it will be important to receive input from residents and potential participants of the Bike Mobility Hub programming. The public outreach and user survey will be coordinated with the project partners and will target residents in close proximity to the Willowbrook/Rosa Parks Station.

This task will be performed by a consultant. The rate per hour was developed using average consulting billable rates.

Task Components:

- **Evaluate** the types of programs suitable for a Bike Mobility Hub, such as a Earn-a-Bike, Bike Lending Library, Prescribe-a-Bike and Bike Maintenance Classes. Key components of the programs will be documented including strengths, weaknesses, user data, funding sources, staffing needs, space requirements, etc. The findings will be summarized in a "State of Bike Mobility Hub Programming Report" that will be a valuable tool not only for Metro, but for transit agencies across the country.
- **Conduct** case studies of three (3) peer cities or counties that have implemented programs identified in the "State of Bike Mobility Hub Programming" report. Phone interviews will be conducted to understand their business model and document their "lessons learned". Potential peer cities include Boston, Chicago, and Minneapolis.
- **Identify** challenges and opportunities facing the implementation of the programs discussed in the "State of Bike Mobility Hub Programming Report" at the Willowbrook/Rosa Parks station. This evaluation will compare existing conditions at the station and the surrounding area to the findings from the report and case studies.
- **Develop** a list of Metro approved candidate programs capable of serving the unique characteristics of the Willowbrook/Rosa Parks Station to be presented to the stakeholders.
- **Identify** various stakeholders, including government partners such as Metro staff, Los Angeles County Community Development Corporation, and the Los Angeles Housing Authority, as well as community stakeholders such as LA County Bicycle Coalition, Eastside Riders Bike Club, Martin Luther King Medical Center, bicycle shops, health organizations, non-profits, local jurisdictions, etc.
- **Meet** with individual stakeholders to determine their ability and willingness to partner to implement programming at the Bike Mobility Hub. These interviews will provide valuable insight into the program experience of the stakeholders and gauge the potential for project partnerships to assist Metro with implementation.
- **Host** a full-day workshop with stakeholders who are interested and able to participate in the development of programming at the Bike Mobility Hub. The workshop will connect potential partner organizations, discuss what initiatives are mutually beneficial for each organization, and brainstorm program implementation strategies.
- **Public outreach** events will be held to solicit feedback on the programs identified and vetted by the project partners. Outreach locations will be within three (3) miles of the Willowbrook/Rosa Parks Station, such as the MLK Medical Center, farmers' markets, street festivals, bike events, health centers, schools, public plazas, day labor sites, etc.
- **A user survey** will be conducted to generate feedback on the potential usage of the proposed programs and rank the programs identified in order of priority. The survey will be available in both on-line and printed formats. Results will be compiled and shared with project partners. Free bike lights will be offered to the first 1,000 survey participants to encourage participation and promote bicycle safety.
- **Results** from the user survey and public outreach will be used to help Metro and project partners determine the preferred Bike Mobility Hub program that will be carried forward into implementation in Tasks B and C.

Task "A" Other Costs:

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (8a)	Quantity	Total \$	
1.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	-
Total Travel Cost:		\$	-

Itemized Equipment Cost (8b)			
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task			
Equipment (8b)	Quantity	Unit Cost \$	Total \$
1.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total:	0	\$0	-
Total Equipment Cost:		\$	-

Itemized Supplies/Materials Cost (8c)			
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task			
Supplies/Materials (8c)	Quantity	Unit Cost \$	Total \$
1. Five (5) printed and binded copy of "State of Bike Mobility Hub Programming Report", 8.5x11, 50 pages.	5	each \$20	\$ 100.00
2. Workshop packets for 25 participants.	25	1 \$20	\$ 500.00
3. Print materials (boards and handouts)	2,000	each \$0	\$ 400.00
4. Printed user surveys	2,000	each \$0	\$ 400.00
5.			-
6.			-
7.			-
8.			-
9.			-
10.			-
11.			-
12.			-
13.			-
14.			-
15.			-
16.			-
17.			-
18.			-
19.			-
20.			-
Total:	4030	\$40	1,400.00
Total Supplies/Materials Cost:		\$	1,400.00

Itemized Incentives Cost (8d)			
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task			
Incentives (8d)	Quantity	Unit Cost \$	Total \$
1.			-
2.			-
3.			-
4.			-
5.			-
6.			-
7.			-
8.			-
9.			-
10.			-
11.			-
12.			-
13.			-
14.			-
15.			-
16.			-
17.			-
18.			-
19.			-
20.			-
Total:	0	\$0	-
Total Incentives Cost:		\$	-

Task "A" Other Costs:

Itemized Other Direct Costs (8e)					
Please provide an itemized "other" cost estimate for all other costs applicable to each task					
	Other Direct Costs (8e)	Quantity	Units	Unit Cost \$	Total \$
1.	Type of Other Direct Costs				\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:					\$ -
Total Other Direct Cost:					\$ -

Itemized Other Direct Costs (8f)					
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task					
	Other Direct Costs (8f)	Quantity	Units	Unit Cost \$	Total \$
1.	Type of Other Direct Costs				\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:					\$ -
Total Other Direct Cost:					\$ -

TASK "B" DETAIL				
Task Name (5a):		Business Plan Development		
Task Summary (5b):		Reach agreement between project partners and develop a detailed pilot program business plan.		
Task Schedule (5c):		Start Date : Apr-2017	End Date: Dec-2017	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Confirm the optimal management structure and agency oversight for the pilot program with project partners.	Partnership agreement between Mero and selected project partners.		
2.	Develop a pilot program business plan.	Business plan in twelve (12) printed copies and electronic format.		
3.	Coordinate with all project stakeholders, both government agencies and community partners	Meeting minutes.		
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager	120	\$100.00	\$ 12,000.00
Party 2 -	Planner	160	\$72.00	\$ 11,520.00
Party 3 -	Principal-in-Charge	40	\$153.00	\$ 6,120.00
Party 4 -	Graphic Designer	120	\$90.00	\$ 10,800.00
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 40,440.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 40,440.00
Task Notes (8):				
<p>The preferred pilot program to be implemented at the Bike Mobility Hub was identified through project partner engagement and user feedback. Before proceeding with implementation, this task will formalize the relationships between all project partners and develop a detailed business plan that will outline implementation steps and impacts. Once complete, the business plan will serve as a valuable tool for other agencies and partners across the country as they prepare to implement Bike Mobility Hub programming.</p> <p>This task will be performed by a consultant. The rate per hour was developed using average consulting billable rates.</p> <p>Task Components:</p> <ul style="list-style-type: none"> • Create a partnership agreement between Metro and the identified project partners in task A. The agreement will clarify the roles and responsibilities of each party. Metro will serve as the coordinating agency and the agreement will be subject to the Metro procurement process. • Produce a business plan for the pilot program that includes the following elements: <ul style="list-style-type: none"> • Business pro-forma complete with costs, staffing recommendations and program structure recommendations. • Detailed schedule for implementing the business plan. • Five year cost estimates for operating and capital expenditures. • Innovative marketing strategy and program branding • Stewardship Plan to identify needs and opportunities for external partner support to ensure sustainability of the Bike Mobility Hub programming. 				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	240.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 240.00
TASK GRAND TOTAL (10g):				\$ 40,680.00

Task "B" Other Costs:

Itemized Travel Cost (8a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (8a)		Quantity	Total \$
1.			-
2.			-
3.			-
4.			-
5.			-
6.			-
7.			-
8.			-
9.			-
10.			-
11.			-
12.			-
13.			-
14.			-
15.			-
16.			-
17.			-
18.			-
19.			-
20.			-
Total		0	\$ -
Total Travel Cost:			\$ -

Itemized Equipment Cost (8b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task			
Equipment (8b)		Quantity	Total \$
1.			-
2.			-
3.			-
4.			-
5.			-
6.			-
7.			-
8.			-
9.			-
10.			-
11.			-
12.			-
13.			-
14.			-
15.			-
16.			-
17.			-
18.			-
19.			-
20.			-
Total		0	\$0
Total Equipment Cost:			\$ -

Itemized Supplies/Materials Cost (8c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)		Quantity	Unit Cost \$	Total \$
1.	Twelve (12) printed and binded copy of the pilot program business plan". 6.5x11, 50 pages.	12	\$20	240.00
2.				-
3.				-
4.				-
5.				-
6.				-
7.				-
8.				-
9.				-
10.				-
11.				-
12.				-
13.				-
14.				-
15.				-
16.				-
17.				-
18.				-
19.				-
20.				-
Total:		12	\$20	240.00
Total Supplies/Materials Cost:				\$ 240.00

Itemized Incentives Cost (8d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (8d)		Quantity	Unit Cost \$	Total \$
1.				-
2.				-
3.				-
4.				-
5.				-
6.				-
7.				-
8.				-
9.				-
10.				-
11.				-
12.				-
13.				-
14.				-
15.				-
16.				-
17.				-
18.				-
19.				-
20.				-
Total:		0	\$0	-
Total Incentives Cost:				\$ -

Task "B" Other Costs:

Itemized Other Direct Costs (8e)					
Please provide an itemized "other" cost estimate for all other costs applicable to each task					
	Other Direct Costs (8e)	Quantity	Units	Unit Cost \$	Total \$
1.	Type of Other Direct Costs				\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:					\$0
Total Other Direct Cost:					\$ -

Itemized Other Direct Costs (8f)					
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task					
	Other Direct Costs (8f)	Quantity	Units	Unit Cost \$	Total \$
1.	Type of Other Direct Costs				\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:					\$0
Total Other Direct Cost:					\$ -

TASK "C" DETAIL				
Task Name (5a):		Program Implementation		
Task Summary (5b):		Operate and evaluate a pilot program at the Bike Mobility Hub at Willowbrook/Rosa Parks Station.		
Task Schedule (5c):		Start Date: Jul-2018	End Date: Dec-2020	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Develop marketing materials for the pilot program.	Marketing materials: brochures, postcard mailings, posters, social media graphics, sandwich boards (sidewalk signs), press releases. Earned media coverage.		
2.	Conduct training for the pilot program volunteers and project partners.	Lesson plans and useful tip worksheet.		
3.	Operate a twelve (12) month pilot Bike Mobility Hub program at the Willowbrook/Rosa Parks Station.	Bike Mobility Hub Pilot Program. Thirty (30) bikes. Bike repair stands and tools.		
4.	Develop a pilot program evaluation matrix to measure success of the program.	Evaluation matrix spreadsheet.		
5.	Develop an easy-to-follow instructional guide to provide guidance for future implementation.	Bike Mobility Hub Pilot Program instruction guidebook.		
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager	240	\$100.00	\$ 24,000.00
Party 2 -	Graphic Designer	80	\$90.00	\$ 7,200.00
Party 3 -	Planner (Outreach Specialist)	240	\$72.00	\$ 17,280.00
Party 4 -	Principal-in-Charge	80	\$153.00	\$ 12,240.00
Party 5 -	Bike Repair Specialist	1,040	\$60.00	\$ 62,400.00
Party 6 -	Bike Repair Specialist	1,040	\$60.00	\$ 62,400.00
Party 7 -	Bike Education Course Instructor	1,040	\$60.00	\$ 62,400.00
Party 8 -	Bike Education Course Instructor	1,040	\$60.00	\$ 62,400.00
Party 9 -	Volunteer Coordinator	960	\$60.00	\$ 57,600.00
Subtotal Party Costs (6d):				\$ 367,920.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 367,920.00
Task Notes (8):				
<p>The pilot program selected for implementation will be operated for a twelve (12) month time period. While the details of the pilot program won't be available until Tasks A and B are complete, the general concept of an Earn-a-Bike program has been used to develop implementation costs in this task. An Earn-a-Bike program contributes to Metro's goals to empower community members with increased education and access to bikes as reliable, affordable transportation by equipping participants with repair skills and introducing them to free education resources. To receive a free bike, participants must attend an orientation session, participate in three education and skills classes, and volunteer for a total of 6-hours.</p> <p>This task will be performed by a consultant plus part-time staff equivalent to 2.5 Full Time Employees (FTE). The rate per hour was developed using average consulting billable rates and current market rates.</p> <p>Task Components:</p> <ul style="list-style-type: none"> • Develop program marketing materials targeting traditionally marginalized communities including people of color, women, and immigrants living near the Willowbrook/Rosa Parks Station. A strong and coordinated program branding effort will develop an identity that will carry the program beyond the initial pilot implementation. • Develop a training course packet for program participants and volunteers. • Operate a twelve month pilot program at the Bike Mobility Hub that follows the detailed business plan developed during Task B. • To evaluate the program, performance measures will be developed and recorded in an evaluation matrix spreadsheet. • Developing a Bike Mobility Hub Pilot Program instruction guidebook will ensure that future efforts are easy to sustain in LA County, and other areas, beyond this pilot program implementation. 				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-
		Equipment (9b):	\$	14,125.00
		Supplies/Materials (9c):	\$	6,950.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 21,075.00
TASK GRAND TOTAL (10g):				\$ 388,995.00

Task "C" Other Costs:

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Type of Travel	Quantity	Total \$	
1.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	-
Total Travel Cost:		\$	-

Itemized Equipment Cost (8b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1. Bikes of various sizes	30	each	250	\$ 7,500.00
2. Bike repair tools (wrenches, screwdrivers, BB tool, cable cutters, cassette tool, crank puller, chain tool, headset tool)	5	each	500	\$ 2,500.00
3. Bike repair stand	3	each	250	\$ 750.00
4. Bike helmets	50	each	50	\$ 2,500.00
5. Sandwich boards (Sdewak signs) with 23x33 custom poster insert	5	each	175	\$ 875.00
6.				-
7.				-
8.				-
9.				-
10.				-
11.				-
12.				-
13.				-
14.				-
15.				-
16.				-
17.				-
18.				-
19.				-
20.				-
Total:	93		\$1,225	14,125.00
Total Equipment Cost:		\$	14,125.00	\$

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Printed marketing materials (brochures, posters, doorhangers)	2,500	each	\$1	\$ 1,250.00
2. Printed training materials (Handbooks, tip cards)	100	each	\$5	\$ 500.00
3. Printed Instruction Guidebook	20	each	\$5	\$ 100.00
4. Program posters (23x33)	10	each	\$10	\$ 100.00
5. Postcard mailings	5,000	each	\$1	\$ 5,000.00
6.				-
7.				-
8.				-
9.				-
10.				-
11.				-
12.				-
13.				-
14.				-
15.				-
16.				-
17.				-
18.				-
19.				-
20.				-
Total:	7630		\$22	6,950.00
Total Supplies/Materials Cost:		\$	6,950.00	\$

Itemized Incentives Cost (8d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				-
2.				-
3.				-
4.				-
5.				-
6.				-
7.				-
8.				-
9.				-
10.				-
11.				-
12.				-
13.				-
14.				-
15.				-
16.				-
17.				-
18.				-
19.				-
20.				-
Total:	0		\$0	-
Total Incentives Cost:		\$	-	\$

Task "C" Other Costs:

Itemized Other Direct Costs (8e)						
Please provide an itemized "other" cost estimate for all other costs applicable to each task						
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$		
1.				\$ -		-
2.				\$ -		-
3.				\$ -		-
4.				\$ -		-
5.				\$ -		-
6.				\$ -		-
7.				\$ -		-
8.				\$ -		-
9.				\$ -		-
10.				\$ -		-
11.				\$ -		-
12.				\$ -		-
13.				\$ -		-
14.				\$ -		-
15.				\$ -		-
16.				\$ -		-
17.				\$ -		-
18.				\$ -		-
19.				\$ -		-
20.				\$ -		-
Total:				0	\$0	-
Total Other Direct Cost:				\$	\$	-

Itemized Other Direct Costs (8f)						
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task						
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$		
1.				\$ -		-
2.				\$ -		-
3.				\$ -		-
4.				\$ -		-
5.				\$ -		-
6.				\$ -		-
7.				\$ -		-
8.				\$ -		-
9.				\$ -		-
10.				\$ -		-
11.				\$ -		-
12.				\$ -		-
13.				\$ -		-
14.				\$ -		-
15.				\$ -		-
16.				\$ -		-
17.				\$ -		-
18.				\$ -		-
19.				\$ -		-
20.				\$ -		-
Total:				0	\$0	-
Total Other Direct Cost:				\$	\$	-

Attachment I-1 Screening Criteria: Consistency with Regional Plans



ACTIVE TRANSPORTATION

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

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

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

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

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

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

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

Existing Conditions

Physical Setting

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

Political Environment

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



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

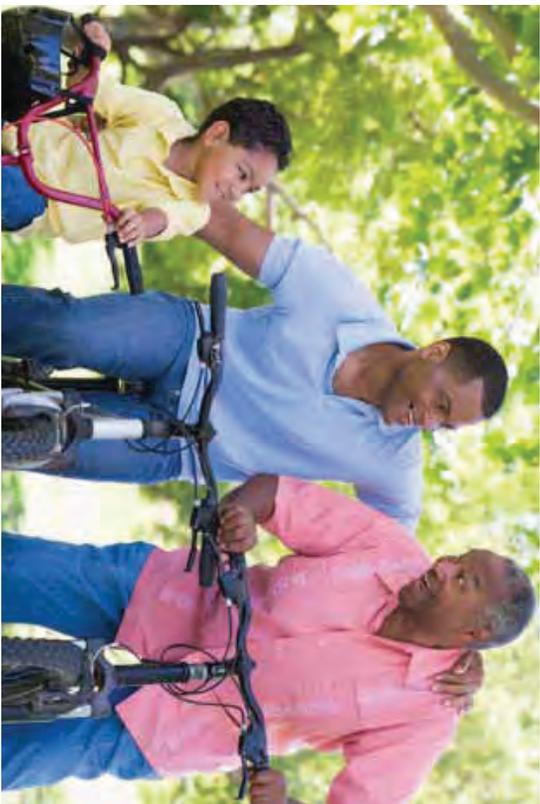
Proposed Action/Strategy	Responsible Party(ies)
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.	SCAG
Develop comprehensive regional active transportation network along with supportive tools 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



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

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

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

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



PEDESTRIANS

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

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

Strategic Finance

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

Metro, 2009, Long Range Transportation Plan



Bicycles and Pedestrians



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

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

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

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

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

Bicycle Programs

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

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

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

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

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

Pedestrian Priority Improvement Program

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

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

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

Call for Projects

FIGURE BB

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

FIGURE CC

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

FIGURE DD

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

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

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

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

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

Active Transportation Improvements in the Willowbrook Community Funded by ATP Cycle 1



Attachment I-2A. Collision Data and Analysis

METRO - Willowbrook/Rosa Parks Station Bike and Ped Improvements Summary of Most Common Traffic Violations Causing Injuries and/or Fatalities

VIOL Code	Within Project Limits		Within Influence Area		Violation Type
	Incident Count	%	Incident Count	%	
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	0		5	6%	Riding a bicycle while under the influence of alcohol
21202	0		3	4%	Bicyclist, failure to use right edge of roadway.
21367	0		0	0%	Failure to obey warning devices at construction site
21451	1	8%	1	1%	Driver facing green arrow, failure to yield the right-of-way to other
21453	1	8%	4	5%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	0		0	0%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	2	15%	28	34%	Bicycle on roadway or shoulder required to be operated in same direction as traffic
21658	0		0	0%	Laned roadways (2 or more lanes in direction of travel), straddling
21703	0		0	0%	Following Too Closely, not reasonable and prudent
21717	0		0	0%	Motor vehicle turning across a bicycle lane.
21750	0		1	1%	Passing or overtaking to the left of a vehicle or bicycle proceeding in same direction
21800	0		3	4%	Uncontrolled intersection, yield to first vehicle within
21801	0		2	2%	Left turns or U-turns yield until reasonably safe.
21802	0		1	1%	Yield signs, yield until reasonably safe
21804	0		9	11%	Driver failure to yield right-of-way to approaching traffic so close as to constitute a hazard
21950	6	46%	4	5%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within
21952	0		0	0%	Sidewalk, failure to yield to pedestrian on.
21954	1	8%	0	0%	Pedestrian yield, upon roadway outside crosswalk (ie: jaywalker)
21955	0		0	0%	Jaywalking, between signal controlled intersections
21956	0		0	0%	Walking on roadway, other than pedestrian's left edge.
22100	0		3	4%	Turn at intersection, improper position
22102	0		0	0%	U-turn in business district, other than from extreme left-hand turn
22106	0		2	2%	Starting or backing when unsafe.
22107	1	8%	9	11%	Unsafe turn, and/or without signalling
22350	1	8%	7	8%	Unsafe speed for prevailing conditions (use for all prima facie limits)
22450	0		1	1%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection
22517	0		1	1%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		0	0%	Under the influence of alcohol while driving a vehicle
23153	0		0	0%	Driving a vehicle under the influence of alcohol and causing injury, death, or property damage
0	0		4	5%	Violation Not Reported/Unknown

CASEID	POINT_X	POINT_Y	PRIMARYRD	SECONDRD	DATE	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
4130997	-118.239	33.92468	WILMINGTON AV	119TH ST	1/16/2009	1900	5	5	3	10	0	0	1 A	Y	
4443998	-118.239	33.92467	WILMINGTON AV	119TH ST	9/4/2009	1900	5	5	3	10	0	0	1 A	Y	
4694397	-118.239	33.92596	WILMINGTON AV	118TH ST	3/7/2010	1900	5	7	4	10	0	0	1 A	Y	
4843436	-118.239	33.92469	WILMINGTON AV	WILMINGT	5/31/2010	1942	5	1	3	5	0	0	1 A		Y
4976493	-118.237	33.92798	WILMINGTON AV	RT 105	9/27/2010	1900	5	1	3	11	0	0	1 A	Y	
4996393	-118.239	33.92468	120TH ST	WILMINGT	11/5/2010	1900	5	5	4	9	0	0	1 A	Y	
5169019	-118.239	33.92468	WILMINGTON AV	120TH ST	1/26/2011	1900	5	3	3	3	0	0	1 A		Y
5292639	-118.238	33.92468	119TH ST	WILMINGT	6/26/2011	1900	5	7	3	5	0	0	1 A		Y
5337410	-118.237	33.92708	WILLOWBROOK AV	117TH ST	8/16/2011	1900	5	2	4	8	0	0	1 A	Y	
5847530	-118.239	33.92468	120TH ST	WILMINGT	3/25/2012	1900	5	7	3	10	0	0	1 B	Y	
5959596	-118.239	33.92468	WILMINGTON AV	120TH ST	6/19/2012	1900	5	2	4	10	0	0	1 A	Y	
5959752	-118.239	33.9247	WILMINGTON AV	120TH ST	7/6/2012	1900	5	5	3	17	0	0	1 A	Y	
6079585	-118.239	33.92469	119TH ST	WILMINGT	10/24/2012	1900	5	3	3	10	0	0	1 A	Y	

Project Corridor(s)

CASEID	POINT_X	POINT_Y	PRIMARYR	SECOND RD	DATE	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INURED	WEATHER	BICCOL
3015337	-118.238	33.9334	112TH ST	WILMINGT	1/10/2007	1942	0	3	4	22	0	1 B	Y	
3024643	-118.235	33.92918	IMPERIAL F	CROESUS A	1/11/2007	1900	5	4	2	17	0	1 -	Y	
3053667	-118.236	33.92469	WILLOW BL	119TH ST	1/24/2007	1900	5	3	2	9	0	1 A	Y	
3238910	-118.239	33.93822	WILMINGT	SANTA AN	5/23/2007	1942	0	3	4	5	0	1 A	Y	
3283619	-118.233	33.93581	SANTA AN	JUNIPER ST	6/14/2007	1942	0	4	2	5	0	1 A	Y	
3324338	-118.241	33.92944	IMPERIAL F	WILMINGT	7/5/2007	1900	5	4	4	5	0	1 A	Y	
3385793	-118.236	33.94028	HICKORY	105TH ST	8/2/2007	1942	0	4	4	3	0	1 A	Y	
3387041	-118.228	33.91985	124TH ST	MONA BL	9/13/2007	1900	5	4	4	-	0	1 A	Y	
3389514	-118.246	33.92598	COMPTON	118TH ST	9/18/2007	1900	5	2	3	9	0	1 A	Y	
3434084	-118.243	33.93244	GRAHAM A	113TH ST	10/14/2007	1942	0	7	4	9	0	1 A	Y	
3522860	-118.235	33.93512	110TH ST	LOU DILLOI	11/22/2007	1942	0	4	3	9	0	2 A	Y	
3614629	-118.254	33.92892	CENTRAL A	IMPERIAL F	2/1/2008	1942	0	5	3	10	0	1 B	Y	
3708882	-118.231	33.9311	MONA BL	114TH ST	3/27/2008	1942	0	4	2	5	0	1 A	Y	
3709749	-118.235	33.93888	LOU DILLOI	107TH ST	4/18/2008	1942	0	5	3	17	0	2 A	Y	
3862361	-118.239	33.92601	WILMINGT	118TH ST	7/15/2008	1900	5	2	2	9	0	1 A	Y	
3913018	-118.233	33.92708	117TH ST	LOU DILLOI	8/2/2008	1900	5	6	3	3	0	2 A	Y	
3913122	-118.23	33.93338	112TH ST	MONA	8/31/2008	1942	0	7	4	5	0	1 A	Y	
3913138	-118.237	33.94062	105TH ST	GRAPE ST	8/5/2008	1942	0	2	3	9	0	1 A	Y	
3964273	-118.254	33.92947	CENTRAL A	IMPERIAL F	9/20/2008	1942	0	6	3	10	0	1 A	Y	
3975747	-118.239	33.94055	WILMINGT	105TH ST	10/12/2008	1942	0	7	2	9	0	1 A	Y	
3987787	-118.239	33.91627	WILMINGT	EL SEGUNC	6/14/2008	1915	0	6	4	8	0	1 A	Y	
4070584	-118.239	33.92473	WILMINGT	120TH ST	12/1/2008	1900	5	1	3	0	0	1 A	Y	
4099537	-118.246	33.93967	COMPTON	106TH ST	1/7/2009	1942	0	3	4	5	0	1 A	Y	
4205752	-118.239	33.93082	WILMINGT	WILLOWBR	4/20/2009	1942	0	1	4	17	0	1 A	Y	
4230029	-118.235	33.93888	107TH ST	LOU DILLOI	5/3/2009	1942	0	7	3	17	0	1 A	Y	
4262475	-118.244	33.9311	114TH ST	MAIE AV	5/16/2009	1942	0	6	3	9	0	1 A	Y	
4316258	-118.226	33.93096	ALAMEDA	15TH ST	6/25/2009	1942	0	4	3	17	0	1 A	Y	
4325125	-118.227	33.91639	MONA BL	EL SEGUNC	6/7/2009	1900	5	7	3	8	0	1 A	Y	
4487378	-118.246	33.92947	IMPERIAL F	COMPTON	10/26/2009	1942	0	1	3	8	0	2 A	Y	
4493167	-118.226	33.93102	ALAMEDA	15TH ST	11/20/2009	1942	0	5	3	5	0	1 A	Y	
4517921	-118.24	33.92466	120TH ST	WILMINGT	8/25/2009	1900	5	2	3	5	0	1 A	Y	
4549773	-118.239	33.91624	WILMINGT	EL SEGUNC	12/14/2009	1915	0	1	4	5	0	1 A	Y	
4568846	-118.236	33.93889	107TH ST	HICKORY S	12/28/2009	1942	0	1	4	9	0	1 A	Y	
4665431	-118.254	33.92636	CENTRAL A	118TH ST	4/8/2010	1942	0	4	2	10	0	2 A	Y	
4673037	-118.239	33.92044	WILMINGT	124TH ST	1/28/2010	1900	5	4	4	17	0	1 A	Y	
4687300	-118.249	33.92892	SUCCESS A	IMPERIAL F	12/27/2009	1900	5	7	3	8	0	1 A	Y	
4693171	-118.229	33.93329	SANTA AN	WATTS AV	4/12/2010	1900	5	1	3	5	0	1 A	Y	
4737224	-118.249	33.93403	11TH PL	ANTWERP	5/31/2010	1942	0	1	3	9	0	1 A	Y	
4843436	-118.239	33.92469	119TH ST	WILMINGT	5/31/2010	1942	5	1	3	5	0	1 A	Y	
4874976	-118.248	33.93783	108TH ST	COMPTON	6/26/2010	1942	0	6	3	21	0	2 A	Y	

Influence Area

CASEID	POINT_X	POINT_Y	PRIMARYR1	SECOND RD	DATE	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INURED	WEATHER	BICCOL
4956786	-118.246	33.93783	COMPTON	108TH ST	7/28/2010	1942	0	3	4	8	0	1	A	Y
4959058	-118.239	33.93499	WILMINGT	110TH ST	9/17/2010	1942	0	5	4	6	0	1	A	Y
4985233	-118.24	33.93847	SANTA ANA	WILMINGT	2/17/2010	1942	0	3	3	3	0	1	A	Y
4990905	-118.239	33.9185	126TH ST	WILMINGT	2/4/2011	1900	5	5	1	5	1	0	A	Y
5006462	-118.239	33.93523	WILMINGT	110TH ST	10/5/2010	1942	0	2	3	5	0	1	A	Y
5023477	-118.234	33.91986	WILLOWBR	124TH ST	11/12/2010	1900	5	5	3	1	0	1	A	Y
5049827	-118.23	33.92859	RT 105	IMPERIAL	9/5/2010	1900	1	7	3	5	0	1	A	Y
5051061	-118.239	33.91989	124TH ST	WILMINGT	11/22/2010	1900	5	1	3	9	0	1	A	Y
5086610	-118.239	33.93061	WILLOWBR	115TH ST	10/29/2010	1942	0	5	4	17	0	1	A	Y
5096589	-118.246	33.93299	COMPTON	112TH ST	10/20/2010	1942	0	3	4	5	0	1	B	Y
5109206	-118.232	33.93245	113TH ST	GORMAN	12/20/2010	1942	0	1	3	5	0	1	C	Y
5169019	-118.239	33.92468	WILMINGT	120TH ST	1/26/2011	1900	5	3	3	3	0	1	A	Y
5177657	-118.228	33.91984	MONA BL	124TH ST	3/9/2011	1900	5	3	3	5	0	1	A	Y
5201433	-118.226	33.93096	15TH ST	ALAMEDA	5/27/2011	1942	0	5	4	5	0	1	A	Y
5203624	-118.246	33.9348	111TH ST	COMPTON	4/11/2011	1942	0	1	4	8	0	1	A	Y
5224949	-118.254	33.92934	CENTRAL A	IMPERIAL	5/14/2011	1942	0	6	4	8	0	1	B	Y
5230658	-118.239	33.94062	WILMINGT	105TH ST	5/12/2011	1942	0	4	4	5	0	1	A	Y
5249985	-118.246	33.93878	COMPTON	107TH ST	7/21/2011	1942	0	4	3	5	0	1	A	Y
5265819	-118.236	33.93148	114TH ST	GRAPE ST	7/8/2011	1942	0	5	4	3	0	1	A	Y
5285333	-118.234	33.92197	WILLOWBR	121ST ST	7/4/2011	1900	5	1	4	9	0	1	A	Y
5292639	-118.238	33.92468	119TH ST	WILMINGT	6/26/2011	1900	5	7	3	5	0	1	A	Y
5301413	-118.224	33.91984	124TH ST	ALAMEDA	8/25/2011	1900	5	4	4	5	0	1	A	Y
5316100	-118.232	33.9162	EL SEGUNO	WILLOWBR	9/9/2011	1900	5	5	4	8	0	1	A	Y
5328732	-118.234	33.9222	WILLOWBR	121ST ST	9/26/2011	1900	5	1	4	5	0	1	A	Y
5360883	-118.243	33.93787	108TH ST	WILLOWBR	10/3/2011	1942	0	1	3	5	0	1	A	Y
5363288	-118.226	33.9318	ALAMEDA	14TH ST	9/14/2011	1942	0	3	4	5	0	1	A	Y
5430210	-118.253	33.93096	114TH ST	ALVARO ST	10/13/2011	1942	0	4	3	8	0	1	A	Y
5430218	-118.239	33.94052	WILMINGT	105TH ST	10/9/2011	1942	0	7	3	9	0	1	A	Y
5463775	-118.226	33.92993	IMPERIAL	ALAMEDA	9/21/2011	1943	0	3	3	5	0	1	A	Y
6201294	-118.226	33.9373	ALAMEDA	108TH ST	12/14/2012	1900	5	5	4	5	0	1	A	Y
5970718	-118.243	33.91625	EL SEGUNO	GRANDEE	12/13/2012	1915	0	4	3	12	0	1	A	Y
5966841	-118.226	33.92993	IMPERIAL	ALAMEDA	10/18/2012	1943	0	4	4	15	0	1	A	Y
5964008	-118.251	33.92375	120TH ST	PARMELEE	5/28/2012	1900	5	1	4	8	0	1	A	Y
5961909	-118.239	33.93245	WILMINGT	113TH ST	12/23/2012	1942	0	7	4	5	0	1	A	Y
5915124	-118.246	33.92379	120TH ST	COMPTON	6/29/2012	1900	5	5	4	12	0	1	A	Y
5909902	-118.241	33.93789	E 108TH ST	WILLOWBR	12/26/2012	1942	0	3	3	5	0	1	-	Y
5880913	-118.235	33.92172	122ND ST	WILLOWBR	4/22/2012	1900	5	7	2	9	0	1	B	Y
5878596	-118.246	33.92948	IMPERIAL	COMPTON	4/17/2012	1900	5	2	4	21	0	1	A	Y
5864079	-118.235	33.92708	E 117TH ST	LOU DILLOI	5/3/2012	1900	5	4	4	8	0	1	A	Y
5838093	-118.239	33.9334	112TH ST	WILMINGT	10/16/2012	1942	0	2	4	3	0	1	A	Y

Influence Area

CASEID	POINT_X	POINT_Y	PRIMARYR	SECOND RD	DATE	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INURED	WEATHER	BICCOL
5829189	-118.254	33.92946	IMPERIAL F	CENTRAL A	9/13/2012	1942	0	4	4	5	0	1 A	Y	
5816959	-118.254	33.92951	CENTRAL A	IMPERIAL F	8/25/2012	1942	0	6	4	17	0	1 A	Y	
5795779	-118.242	33.9311	114TH ST	GRAHAM A	8/29/2012	1942	0	3	2	3	0	1 A	Y	
5789811	-118.222	33.93209	PENN ST	LOS FLORE	8/5/2012	1943	0	7	3	5	0	1 A	Y	
5783776	-118.237	33.94061	GRAPE ST	105TH ST	8/1/2012	1942	0	3	3	5	0	1 A	Y	
5774305	-118.237	33.93889	107TH ST	GRAPE ST	8/24/2012	1942	0	5	3	17	0	1 A	Y	
5746558	-118.243	33.93207	GRAHAM A	113TH ST	7/4/2012	1942	0	3	2	12	0	1 A	Y	
5746491	-118.246	33.9348	111TH ST	COMPTON	7/15/2012	1942	0	7	3	12	0	1 A	Y	
5666972	-118.245	33.91625	EL SEGUNO	COMPTON	5/30/2012	1915	0	3	4	8	0	1 A	Y	
5592027	-118.254	33.92633	CENTRAL A	118TH ST	3/20/2012	1942	0	2	4	10	0	1 A	Y	
5545289	-118.234	33.93861	CROESUS A	107TH ST	2/26/2012	1942	0	7	4	9	0	1 A	Y	
5534297	-118.249	33.92865	RT 105	CENTRAL A	1/23/2012	1942	1	1	4	12	0	1 B	Y	

Influence Area

Attachment I-3. Public Outreach Supporting Documentation

Willowbrook/Rosa Parks Community Meetings

Group	Date/Time	Attendees
Concerned Citizens of Willowbrook MLK Center for Public Health Community Room 11833 S. Wilmington Ave. Los Angeles, CA 90059	Wed, Apr 22 5:00 pm	<ul style="list-style-type: none"> • Metro staff • TRG staff
East Side Riders Bike Club Chase Bank-John's Office 10221 S. Compton Ave. Los Angeles, CA 90002	Wed, Apr 22 6:30 pm	<ul style="list-style-type: none"> • Metro • TRG
Avalon Gardens Community Association 701 E 88 th Place Los Angeles, CA 90002	Tues, Apr 28 5:30 pm	<ul style="list-style-type: none"> • Metro • TRG
Harbor Gateway North Neighborhood Council 135 th St. Elementary School 801 W. 135 th St. Gardena, CA 90247	Tues, Apr 28 7:00pm	<ul style="list-style-type: none"> • Metro • TRG
Watts Neighborhood Council Watts Senior Center 1657 E. Century Blvd. Los Angeles, CA 90002	Tues, May 12 6:30 pm	<ul style="list-style-type: none"> • Metro • TRG
Harbor Gateway South Neighborhood Council Halldale Ave. Elementary School Auditorium 21514 Halldale Ave. Torrance, CA 90501	Thurs, May 14 7:00 pm	<ul style="list-style-type: none"> • Metro • TRG
Open House/Public Hearing Martin Luther King Jr. Outpatient Center Hudson Auditorium 1670 E. 120 th St. Los Angeles, CA 90059	Thurs, May 28 6:30pm-8:00pm	<ul style="list-style-type: none"> • Metro • TRG • AECOM

04.20.15

MEETING NOTES

**Los Angeles County Transit Oriented Development Strategy Workshop
Rosa Parks Station TOD (Metro Planning Area)
Martin Luther King-MACC
October 13, 2011
6:00-8:00pm**

Department of Regional Planning Staff:
Connie Chung, General Plan Development/Housing
Bruce Durbin, Ordinance Studies

Number of stakeholders in attendance: 37

Presentation

Connie Chung welcomed attendees and introduced the staff from the Department of Regional Planning.

Ms. Chung provided an overview of the County's Transit Oriented Development (TOD) strategy in the General Plan Update, which will focus development within unincorporated communities around select Metro rail stations throughout the County. Ms. Chung explained that the components of the TOD strategy include: Part 1) identifying a half mile radius around the station as the plan area, and allowing mixed-use and higher density development along major thoroughfares within the plan area; and Part 2) upon adoption of the General Plan Update, working with the community to develop a TOD Station Area Plan. Ms. Chung also highlighted some of the planning issues that are unique to the Rosa Parks Station TOD within the community of Willowbrook. Ms. Chung emphasized the importance of the TOD strategy for the Rosa Parks Station TOD to be coordinated with other related and concurrent initiatives including but not limited to the MLK Campus Master Plan. The audience was invited to provide comments on the draft land use policy map for the unincorporated community of Willowbrook.

Questions/Comments

After the presentation, the floor was open for questions and comments. Questions were raised regarding the General Plan TOD strategy and general issues regarding the County.

TOD Strategy

Many members of the audience indicated that the commercial and retail uses in Willowbrook should be community-serving uses and provide a sense of community. Another audience member also expressed concerns over high density residential uses, and the implications of providing lot consolidation incentives. The commenter also expressed concerns over single family homes being converted into multifamily residential buildings. The staff underscored that the intent of the General Plan TOD strategy is not to displace people or convert single family homes to multifamily homes. The staff responded that the purpose of the MU land use designation as part of the TOD strategy is to promote mixed uses with residential and/or community-serving commercial uses. The staff reiterated that the focus of the General Plan Update ("Part 1" of the TOD Strategy) is the existing commercial corridor along Wilmington Ave. within the ½ mile distance from the Rosa Parks Station. Other strategies—whether they be land

use in nature or relate more to access and infrastructure—will be considered through a community-driven process when a Station Area Plan is prepared for the TOD (“Part 2 of the TOD Strategy”).

The staff indicated that the Department is currently developing the MXD zone with design and development standards, and procedures to implement the MU land use designation. An audience member indicated that policies must be sound and not have any loopholes. Other issues expressed by audience members include ensuring that projects “fit” into the community, and are designed to enhance community identity.

Rosa Parks Metro Station

The audience expressed concerns for general maintenance of public facilities and right-of-ways. In particular, many members of the audience raised concerns over the Metro station area, per se, and what could be done to encourage people to take transit. For example, they indicated that the artwork within the Metro station is very offensive and should be replaced. Several members of the audience also felt that the Metro station area could be improved with the addition of restrooms. Furthermore, the audience members expressed concerns over noise impacts from the train, as well as safety between transit and pedestrian crossings, particularly along Willowbrook Ave.

Community Outreach

The staff reiterated the County’s commitment to continuing to work with the community on the General Plan Update and offered to meet with additional stakeholder groups as needed. One audience member suggested having Spanish translation available at future community meetings.

IMPERIAL-WILMINGTON ROSA PARKS METRO BLUE LINE RAIL STATION
NON-MOTORIZED ACCESS PLAN
CITY AND COUNTY OF LOS ANGELES



Metro



Funded by Caltrans Community Based Transportation Planning
Environmental Justice Grant
April 2009



COMMUNITY OUTREACH

ON-SITE INTERVIEWS

At the Imperial-Wilmington Rosa Parks Station, twenty-five on-site interviews of pedestrians and bicyclists were conducted in both English and Spanish. The interviews aimed to gauge the concerns and experiences of people who walk or bike to access the station. Interview questions were developed to understand community conditions, concerns, and trends. Examples of interview questions were: What routes did people take to the station? What obstacles did they encounter? How could their experience be improved?

Major Concerns Identified:

- **Speed of auto traffic**
 - Most people mentioned concerns about speeding cars and the need for motorists to slow down to increase safety for pedestrians and cyclists.
- **Personal security (petty crime/beggars/loiterers)**
 - Interviewees communicated that there were some loiterers near the station.
 - They expressed a need for more security and patrolling, especially on foot and bike, and outside of patrol car.
- **Sidewalk infrastructure and condition (crossings, pavement, intersections)**
 - People wanted more visible and less confusing intersections
 - Many crossings are faded, lack curb ramps or paint.
- **Lighting**
 - People wanted more lighting near the station at night and in the neighborhood streets.
- **More traffic signals**
 - Interviewees wanted more traffic signals near the station especially at current uncontrolled crossings.
- **Education on crossing/walking for pedestrians and for motorists**
 - People said that motorists and pedestrians both need to be educated on how to interact with each other
 - Motorists need to speed less and pedestrians need to cross at the designated crossings.

Other Findings:

- More interviewees were concerned about personal security at this station than any other station studied.
- Many cyclists expressed a need for basic education on bicycle riding due to the prevalence of bicyclists riding on the wrong side of the street and riding without lights.



NON-MOTORIZED ACCESS PLAN

COMMUNITY OUTREACH

STAKEHOLDER MEETINGS

Two stakeholder meetings were held to obtain more detailed feedback from community members and government officials.

First Stakeholder Meeting

The first stakeholder meeting was organized to gain feedback from the community regarding specific issues and of existing conditions in the area for bicycling and walking. Residents, leaders of local community-based organizations, local cyclists and bike advocates attended the first stakeholder meeting. A draft Concept Access Plan Map of the study area and proposed pedestrian and bicycle improvements were presented to the meeting attendees. Attendees assessed and documented existing conditions through bike and walkabouts, which are short biking and walking tours.

After the first stakeholder meeting, community comments from the meeting, interview data and site audit information was analyzed to develop draft recommendations.

Second Stakeholder Meeting

A second stakeholder meeting was conducted to present and discuss recommendations with government officials, staff and representatives of the community. Attendees included LADOT Bikeway staff and LA County Staff.

Specific Comments:

- The bicycle-specific recommendations need to be incorporated into the City's upcoming Bicycle Master Plan.
- Bicycle recommendations need to be continued beyond the study area boundaries in order to be effective.
- Some of the attendees suggested phasing improvements.
- Some staff members were concerned about curb bulb-outs and radius reductions due to truck traffic in the area.
 - They expressed a potential danger for pedestrians in installing curb bulb-outs at locations with truck traffic due to the possibility of the truck not being able to turn in a safe manner
 - Truck traffic data and other considerations should be assessed before installing curb bulb-outs in the area.
- Staff members commented that zebra-stripe crossings are not standard for protected intersections within the City and County of Los Angeles, but special consideration could be given to protected crossings near rail stations due to safety concerns and high volume of pedestrians and bicyclists near the stations.

Community and stakeholder comments are recorded in the following pages, along with existing conditions gathered from site audits. A Concept Access Plan Map on the next page shows the study area and recommendations, while the subsequent pages detail the specific observations, community comments and recommendations for each location.



Willowbrook/Rosa Parks Station Improvement Project
Community Meetings Summary, April-May 2015

Meeting: Concerned Citizens of Willowbrook
Date: Wednesday, April 22, 2015 5:00 pm
Location: MLK Center for Public Health
Community Room
11833 S. Wilmington Ave.
Los Angeles, CA 90059
Attendance: 75-80 people

Concerned Citizens of Greater Willowbrook

P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676

Martin Luther King Center for Public Health Community Workshop Agenda

April 22, 2015
5:00p.m.

Welcome & Special introductions

Chris Johnson, Lieutenant Los Angeles County Sheriff's Dept.

Mike Kim and Stephano Medina LANLT

I. Metro

II. DPW

III. DRP

- a. Relationship of TOD to Metro and DPW projects
- b. Recap of TOD and feedback to date
 - i. Maintain character of residential areas
 - ii. Four story height limit
 - iii. No mixed use on south side of 119th Street
 - iv. Preference for houses or townhomes rather than apartments (neighborhood character and safety concerns)
 - v. Concerns over chain-link fences and canopies
 - vi. Need for a variety of uses along major streets and on Kenneth Hahn Plaza such as:
 1. Variety of restaurants (healthy food, sit-down); bakeries; hair salons; childcare centers; offices; community services; fitness center; small businesses; grocery stores (no liquor stores); senior housing; special needs housing
 - vii. Landscaping (beautification and noise screening)
 - viii. Community gathering spaces and public art
 - ix. No new alcohol sales outlets
 - x. Fines for hosting alcohol service to minors (social host ordinance)
 - xi. Restrict new smoke shops and sale of drug paraphernalia
 - xii. Restrict adult businesses (gentlemen's clubs etc.)
 - xiii. Community gardens
 - xiv. No commercial farming
 - xv. Allow temporary mobile homes
 - xvi. Allow churches in mixed use areas without CUP

A Community Service of the
Willowbrook Project Area Committee and
The Fellowship Baptist Church.

Services For Residents, By Residents,
With Residents in Mind.
"Working Together Works"

a. Key issues

i. Development standards

1. Building heights /setbacks
2. Second units
3. Fence heights/design, clotheslines, antennas
4. Parking design requirements (carport, canopy, stall size, location)

ii. Uses

1. Vaping lounges/Alcohol
 - a. Grocery
 - b. Gas stations
 - c. Restaurants
 - d. Bars
 - e. Vaping
2. Agricultural uses
 - a. Commercial farming/farmstands/community gardens
 - b. Chicken coops/pigeon coops/livestock
3. Light industrial on M-1 property
4. Mobile homes

b. Next steps (scoping meeting, summer)

II. Breakout stations (including info table for zoning enforcement and 120th Street naming ideas)

Concerned Citizens of Greater Willowbrook

P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676

Name	Address
1. Lillias	[Redacted]
2. William	[Redacted]
3. Harold	[Redacted]
4. May	[Redacted]
5. LASHON	[Redacted]
6. SHARON	[Redacted]
7. Margaret	[Redacted]
8. Patricia	[Redacted]
9. Sandra	[Redacted]
10. BERNARD	[Redacted]
11. Tyrona	[Redacted]
12. LUCY	[Redacted]

A Community Service of the

Concerned Citizens of Greater Willowbrook

*P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676*

Name	Address
13. <i>Allen</i>	[Redacted]
14. <i>Amanda</i>	[Redacted]
15. <i>Mercedes</i>	[Redacted]
16. <i>Lillian</i>	[Redacted]
17. <i>Lorene</i>	[Redacted]
18. <i>James</i>	[Redacted]
19. <i>Babette</i>	[Redacted]
20. <i>Charlene</i>	[Redacted]
21. <i>Dorothy</i>	[Redacted]
22. <i>Athena</i>	[Redacted]
23. <i>Angela</i>	[Redacted]
24. <i>Veronica</i>	[Redacted]
25. <i>Theresa</i>	[Redacted]

*A Community Service of the
Willowbrook Project Area Committee and the
Fellowship Baptist Church
Serving The Residents. By Residents.*

Concerned Citizens of Greater Willowbrook

P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676

Name	Address
26. <i>Perry</i>	[Redacted]
27. <i>Mary</i>	[Redacted]
28. <i>Betty</i>	[Redacted]
29. <i>Bobbie</i>	[Redacted]
30. <i>Annie</i>	[Redacted]
31. <i>Sheila</i>	[Redacted]
32. <i>Felton</i>	[Redacted]
33.	[Redacted]
34. <i>Maurice</i>	[Redacted]
35. <i>Ronald</i>	[Redacted]
36. <i>Frederick</i>	[Redacted]
37. <i>Zelma</i>	[Redacted]

*A Community Service of the
Willowbrook Project Area Committee and the
Fellowship Baptist Church*

Concerned Citizens of Greater Willowbrook

P.O. Box 3030
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Telephone (323) 569-7676

<u>Name</u>	<u>Address</u>
38. Ashley	[Redacted]
39. Ashley	[Redacted]
40. Clontze	[Redacted]
41. Peggy	[Redacted]
42. Carmell	[Redacted]
43. Karetta	[Redacted]
44. Tommy	[Redacted]
45. Viveca	[Redacted]
46. Clyde	[Redacted]
47. Sherita	[Redacted]
48. Kevin	[Redacted]
49. Shumeka	[Redacted]
50. Lucille	[Redacted]

*A Community Service of the
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Fellowship Baptist Church
Services For Residents, By Residents,*

Concerned Citizens of Greater Willowbrook

*P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676*

<u>Name</u>	<u>Address</u>
51. Cristoll	[Redacted]
52. Mance	[Redacted]
53. Minerva	[Redacted]
54. Robert	[Redacted]
55. [Redacted]	[Redacted]
56. Karen	[Redacted]
57. Rosadio	[Redacted]
58. Raquel	[Redacted]
59. Walt	[Redacted]
60.	[Redacted]
61. [Redacted]	[Redacted]
62. Gregor	[Redacted]
63. Venus	[Redacted]

*A Community Service of the
Willowbrook Project Area Committee and the
Fellowship Baptist Church*

Concerned Citizens of Greater Willowbrook

*P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676*

Name

Address

64. Dorothy

65.

66. Latonya

67. Ebony

68. Irene

69. Betty

70. Jean

71. Lionasha

72. Jeri

73. Yolanda

74. Ted

75. Denisha

76. Clementine

*A Community Service of the
Willowbrook Project Area Committee and the
Fellowship Baptist Church
Services For Residents 92 07 11*

Concerned Citizens of Greater Willowbrook

*P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676*

<u>Name</u>	<u>Address</u>
77. Dion	[Redacted]
78. Jant	[Redacted]
79. Darlene	[Redacted]
80. Wallme	[Redacted]
81. Ola	[Redacted]
82. Tammy	[Redacted]
83. Doree	[Redacted]
84. Ena	[Redacted]
85. June	[Redacted]
86. Arlene	[Redacted]
87. Beecia	[Redacted]
88. Dinit	[Redacted]
89. Diane	[Redacted]

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Willowbrook Project Area Committee and the
Fellowship Baptist Church
Services For Residents, By Residents.*

Concerned Citizens of Greater Willowbrook

*P.O. Box 3030
Compton, California 90223
Telephone (323) 569-7676*

Name

Address

90. *Michael* [Redacted]

91. *Nikishw* [Redacted]

92. *Alonzi* [Redacted]

93. *Samuel* [Redacted]

94. *Deather* [Redacted]

95. *Larmita* [Redacted]

96.

97. *FREDERICK* [Redacted]

98. *Darcella* [Redacted]

99. *Jose* [Redacted]

100. *Suzanne* [Redacted]

101.

102.

*A Community Service of the
Willowbrook Project Area Committee and the
Fellowship Baptist Church
Services For Residents Of Willowbrook*

Willowbrook/Rosa Parks Station Improvement Project
Community Meetings Summary, April-May 2015

Meeting: East Side Riders Bike Club

Date: Wednesday, April 22, 2015 6:30 pm

Location: Chase Bank-John's Office
10221 S. Compton Ave.
Los Angeles, CA 90002

Attendance: 5 people

Willowbrook/Rosa Parks Station Improvement Project
Community Meetings Summary, April-May 2015

Meeting: Avalon Gardens Community Association

Date: Tuesday, April 28th, 2015 5:30pm

Location: Avalon Gardens School
13940 S San Pedro St
Los Angeles, CA 90061

Attendance: 15 people

Avalon Gardens Community Association
"Committed to the Safety and Security of the Residents of our Community"

MEETING: TUESDAY
APRIL 28, 2015
AVALON GARDENS SCHOOL
Time: 5:30 P.M. until 7:00P.M.

AGENDA

MEETING CALL TO ORDER	ALICE CRAFT
COMMUNITY REPORTS	ALICE CRAFT
TREASURER'S REPORT	AUDREY HORTON
ROSA PARK STATION METRO	NICK SAPONARA
PRINCIPAL OF AVALON GARDENS	MS TEOLA
GARDENA FIRE DEPT.	CAPTAIN GOMEZ
DEP. COX	SHERIFF DEPT
NEXT MEETING WILL BE TUESDAY, MAY 26, 2015	

Please Print

NAME *NICK* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *YOLANDA* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *Audrey* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *ALVIN* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *Herman* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

tion
nity"

NAME *Harry* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *Maroon* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *Valerie* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *Kim* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

Please Print

NAME *Iona* [REDACTED]
ADDRESS [REDACTED]
E-MAIL [REDACTED] PHONE [REDACTED]

[Faint handwritten notes in red and blue ink at the top of the page]

NAME *Annie* [REDACTED]

ADDRESS [REDACTED] [REDACTED]

E-MAIL _____ PHONE [REDACTED]

Please Print

NAME *Meevin* [REDACTED]

ADDRESS [REDACTED]

E-MAIL _____ PHONE [REDACTED]

Please Print

NAME _____

ADDRESS _____

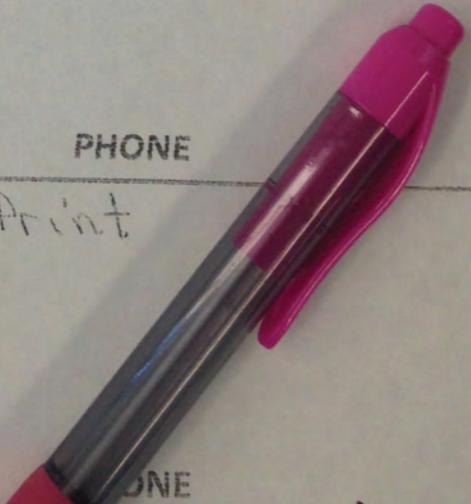
E-MAIL _____ PHONE _____

Please Print

NAME _____

ADDRESS _____

E-MAIL _____ PHONE _____



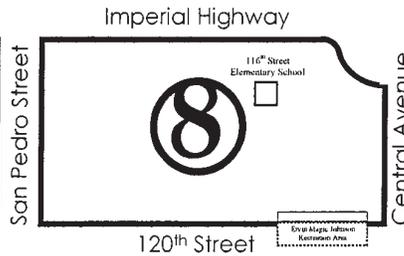
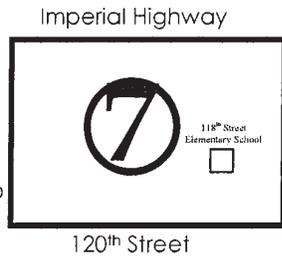
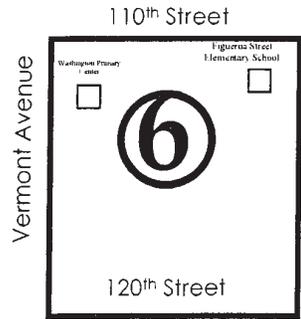
Willowbrook/Rosa Parks Station Improvement Project
Community Meetings Summary, April-May 2015

Meeting: Harbor Gateway North Neighborhood Council

Date: Tuesday, April 28th, 2015 7:00pm

Location: 135th St. Elementary School
801 W. 135th St.
Gardena, CA 90247

Attendance: 65 people



HARBOR GATEWAY NORTH NEIGHBORHOOD COUNCIL

P.O. Box 3723, Gardena, CA 90247 (310) 768-3853 tel (310) 538-9654 fax

www.harborgatewaynorth.org

HGNNC@sbcglobal.net

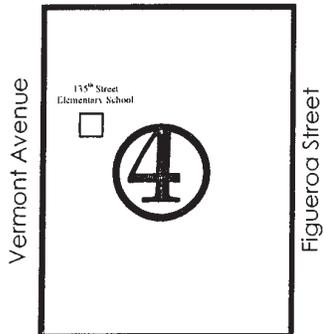


GENERAL MEMBERSHIP MEETING

Tuesday, April 28, 2015 7:00 p.m.

135th Street Elementary School Auditorium

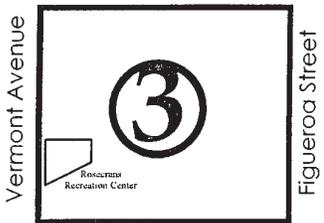
801 W. 135th Street



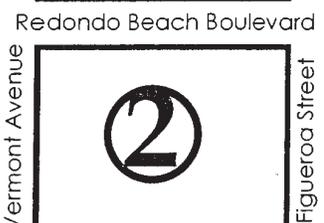
AGENDA

- 1) Public Comment - 2 minutes per speaker-please use a speaker card (10 minutes)
- 2) Report on proposed improvements to the Willowbrook/Rosa Parks Metro station (5 minutes)
- 3) LA Police Department report (10 minutes)
- 4) Neighborhood Prosecutor Sonja Dawson gives an update on local issues (10 min)

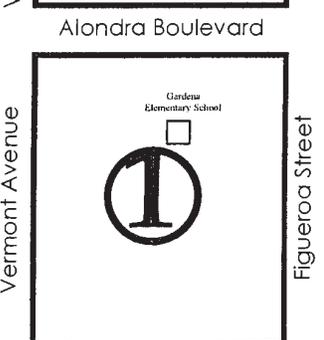
*We will serve light a light meal
Se servira una comida liviana*



- 5) District 15 Councilmember Joe Buscaino reports on HGNNC issues and answers questions (25 minutes)
- 6) Approval of the October 28 Membership meeting minutes (5 minutes) **Vote**
- 7) Treasurer's report: expenditures to date (5 minutes)
- 8) Update on Ham radio training, May 5 CERT training, Small Business workshop on Sat. May 30, appointment of two Budget Representatives and an Election Chair for the May 2016 Board elections (5 minutes)
- 9) Announcements: (5 minutes)



As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, listening devices, or other auxiliary aids and/or services may be provided upon request, Please make your request at least 3 business day (72 hours) prior to the meeting you wish to attend by contacting us at (310) 768-3853 or hgnc@sbcglobal.net



Agendas are posted on the office door of the 135th Street School, 801 W. 135th Street

Willowbrook/Rosa Parks Station Improvement Project
Community Meetings Summary, April-May 2015

Meeting: Watts Neighborhood Council
Date: Tuesday, May 12th, 2015 6:30pm
Location: Watts Senior Center
1657 E. Century Blvd.
Los Angeles, CA 90002
Attendance: 30 people

CITY OF LOS ANGELES
CALIFORNIA



WATTS NEIGHBORHOOD COUNCIL
BOARD OFFICERS

Maudine Clark, Area 1
CHAIR

Mac Shorty, Area 9
VICE-CHAIR

Henry Broomfield, Environment Rep
COMMUNICATION SECRETARY

Dearthry Henderson, Area 6
RECORDING SECRETARY

Betty Day, Recreation Arts & Cultural
TREASURER

Cynthia Mendenhall, Area 3
Joseph Banuelos, Area 4
JB Mayberry, Area 6
Kory Corothers, Area 8
Robert Green, Faith Based Org.
Cynthia Gonzalez, Community Based Org
Tim McDaniel, Adult Parents Caregivers
Janine Watkins, Business & Commerce
Ervin Bromell Jr., Health Care Rep
Ferdinand Sique, Youth Rep
Sharron Haynes, Education Rep
Jacquelyn Badejo, Transportation Rep
Jacquelyn Simms, Senior Rep
Vacant, Areas 2,5,& 10

WATTS NEIGHBORHOOD
COUNCIL (WattsNC)

10221 COMPTON AVE, STE 106
LOS ANGELES, CA 90002

TELEPHONE: (323) 564-0260
E-mail: wattsnc@sbcglobal.net

Website: www.thewattsnc.com
Facebook: [WattsNeighborhoodCouncil](https://www.facebook.com/WattsNeighborhoodCouncil)
Twitter: @WattsNC

WATTS NEIGHBORHOOD COUNCIL
GENERAL BOARD MEETING AGENDA

Tuesday, May 12, 2015 – 6:30 PM
Watts Senior Citizen Center
1657 E. Century Blvd., Los Angeles, CA 90002

The public is requested to fill out a “**Speaker Card**” to address the Board on any agenda item before the Board takes an action. Public comment is limited to 3 minutes per speaker, but the Board has the discretion to modify the amount of time for any speaker.

The public may comment on a specific item listed on this agenda when the Board considers that item. When the Board considers the agenda item entitled “Public Comments,” the public has the right to comment on any matter that is within the Board’s jurisdiction. In addition, the members of the public may request and receive copies without undue delay of any documents that are distributed to the Board, unless there is a specific exemption under the Public Records Act that prevents the disclosure of the record. (Govt. Code § 54957.5)

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting can be viewed at Watts Public Library 10205 Compton Ave Los Angeles, CA 90002, at our website by clicking on the following link: www.thewattsnc.com and at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Dearthry Henderson or Henry Broomfield at (323) 564-0260.

The Watts Neighborhood Council complies with Title II of the Americans with Disabilities Act and does not discriminate on the basis of any disability. Upon request, the Watts Neighborhood Council will provide reasonable accommodations to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure the availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting the Neighborhood Council Secretary at (323) 564-0260, or please send an e-mail that states the accommodations that you are requesting to wattsnc@sbcglobal.net.

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR A LA OFICINA 3 dias de trabajo (72 horas) ANTES DEL EVENTO. SI NECESITA AYUDA CON ESTA AGENDA, POR FAVOR LLAME A NUESTRA OFICINA AL (213) 978-1551.

□ With regard to items not on the agenda, you may specify agenda items on your request form. You will then be given the opportunity to speak up to (3) minutes when the Board discusses that item.

Meeting Call to order by Vice Chair Rev. Mac Shorty.

Board Roll Call

Approval of Minutes

For the March 10, and April 11, 2015 General Board Meeting.

Presentations:

- Kurston Cook – CA.Common Cause.
- Randall Curtis -Metro- Rosa Parks Station.
- John Jones, CD-15.
- Taneda Larios, Neighborhood Empowerment Staff. (DONE)

Treasurer Report: Betty Day

Action Item

- **Discussion and possible action on WattsNC Board Member that have four (4) are more unexcused Absences. - Ferdinand Sigue-Jacquelyn Badejo-
Janine Watkins-Robert Green-Cynthia Gonzalez-Jacquelyn Simms.**
- **Discussion and possible action on Mother’s Day Brunch \$2,000 –Kathy Wooten.**
 - **Watts Fire Station # 65 Event May 30, 2015 \$2,500 – Capt. Green.**
- **Discussion and possible action on refreshments for meetings and office supplies \$1,000 for the Month of June 2015.**
- **The Branch Church Back to School Youth Explosion Saturday August 1, 2015 from 12:00pm to 3:00pm \$2,000**
 - **Juneteenth Event June 19, 2015 WattsNC Area 9, Shields Family’s and H.A.C.L.A. \$2,000 in Jordan Downs.**
 - **Gap- \$2,000 to clean up Watts.**
- **Discussion and possible action on having on-line and Telephone Voting for WattsNC 2016 Election. Also prepare Procedures Stipulation Worksheet.**

- **Discussion and possible action - Update on the Watts 50th Rebellion Event – By Dee Henderson.-**

Public Comments.

Adjournment.

Next Watts Neighborhood Council General Board Meeting scheduled Tuesday, June 9, 2015@ 6:30pm at the Watts Senior Citizen Center 1657 E. Century Blvd., Los Angeles, CA 90002

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meeting purpose/name Watts Neighborhood Council
General Board Meeting
 meeting date 5/17/15

FULL NAME (FIRST LAST)	FULL ADDRESS NUMBER STREET CITY ZIP	APT. #	PHONE # EMAIL ADDRESS	STAKEHOLDER AFFILIATION										
				homeowner renter	religious org member	educator	student	refugee	member	refugee	student	non-profit community org	other	
Linda	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jacquelyn	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rachel	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Teneshia	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Debra	[REDACTED]			<input checked="" type="checkbox"/>	<input type="checkbox"/>									
Timothy	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tina	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ROBERT	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Michelle	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wynne	[REDACTED]			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PARTNERS
 Governor's Office of Business
 and Economic Development
 Small Business Development Center
 Pacific Workforce Investment Network
 of Long Beach/South Bay WIB

Attachment I-6B. Benefit-Cost Analysis Appendix

Appendix I: BC Tool

Willowbrook/Rosa Parks Pedestrian Promenade
&
Bike Mobility Hub

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Figure 2-16. Undiscounted Benefits scaled up over Life of Project—Image 4 of 4 126

Figure 2-17. Discounted Benefits scaled up over Life of Project..... 127

Appendixes

No table of contents entries found.

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1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	\$1,595,426
Health Benefits	\$1,053,433
Recreational Benefits	\$1,592,756
Safety Benefits	\$40,399,891
Gas & Emission Benefits	\$96,860
Sum Total Benefits	\$44,738,366
Sum Present Value Benefits	\$30,592,466
Sum Total Project Cost	\$2,068,244
Sum Present Value Cost	\$1,988,696
Net Present Value	\$28,603,770
BCA Ratio	15.38
Net Present Cost of Funds Requested	\$1,234,733
Benefits to Funds Requested Ratio	24.78

Table 1 lists the benefits (by category) and costs of the Project. As shown in the table, the net present value of the Project is \$28.60 million and the benefit to cost ratio is 15.38. This means that the benefits outweigh the costs of the Project, and thus the Project is net beneficial to society. Specifically, the benefit to cost ratio indicates that for every dollar spent on the Project, \$15.38 of benefits will be generated. LA Metro is requesting \$1.28 million (or in present value \$1.23 million) in State funds to implement this Project, resulting in a benefits to funds requested ratio of 24.78.

Of the Project's total expected benefits, the largest benefit by far is improved safety. Safety benefits make sense given the scope of the Project, which includes implementing a Pedestrian Promenade. The Promenade will offer pedestrians a protected path separate from vehicles, which will extend between Willowbrook and Wilmington Avenues. Other safety design elements include a pedestrian crosswalk across Wilmington Avenue.

Mobility, recreation, and health benefits are also key components of the Project's total benefits. The promenade will close a circulation gap by providing pedestrians access between Wilmington and Willowbrook Avenue, thus enhancing pedestrian mobility. The project will also encourage cycling through a Bike Mobility Hub, with bike storage for commuters. Whether cycling to reach a destination or cycling for recreation, there will be associated health benefits. Finally, the Project will improve linkages to key activity centers and regionally significant destinations.

2 Screenshots of Model Results for Project

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

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

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

2.4 Non-Infrastructure Inputs

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

Figure 2-4. Non-Infrastructure Inputs

Outreach (SR25)- (Box 2A) Participants (School Enrollment) 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 SR25)- (Box 2B) Participants 2,500 Current Active Trans Walker/Bicyclist Users 300 Percentage of Current Active Trans Walkers/Bicyclists 12% Project Cost \$500,000 ATP Requested Funds \$500,000 Duration of Outreach (months) 12 Outreach to new users 2,200													
Perception (must be marked with an "x")- (Box 2C) <i>Mark all applicable categories with an "x"</i> Outreach is Hands-on (self-efficacy) <input checked="" type="checkbox"/> Overcome Barriers (e.g., dist, time, etc.) <input checked="" type="checkbox"/> Eliminates Hazards/Threats (speed, crime, etc.) <input checked="" type="checkbox"/> Connected or Addresses Connectivity Challenge <input checked="" type="checkbox"/> Creating Value in Using Active Transportation <input checked="" type="checkbox"/> Weighted Score 0.15		Promotional Effort (must be marked with an "x")- (Box 2D) <i>Mark all applicable categories with an "x"</i> Effort Targets 5 E's or 5 P's <input checked="" type="checkbox"/> Knowledgeable Staff/Educator <input checked="" type="checkbox"/> Partnership/Volunteers <input checked="" type="checkbox"/> Creates Community Ownership/Relationship <input checked="" type="checkbox"/> Part of Bigger Effort (e.g., political support) <input checked="" type="checkbox"/> Weighted Score 0.25													
Age (must be marked with an "x")- (Box 2E) <i>Mark only one category with an "x"</i> Younger than 10 10-12 13-24 25-55 <input checked="" type="checkbox"/> 55+ Weighted Score 0.15		Duration (must be marked with an "x")- (Box 2F) <i>Mark only one category with an "x"</i> One Day One Month One Year Multiple Years Continuous Effort <input checked="" type="checkbox"/> Weighted Score 0.25													
Projected New Active Trans Riders Outreach to New Users 0 Weighted Value of Outreach 0.80 Longitudinal New Users 0.00		Projected New Active Trans Riders Outreach to New Users 2,200 Weighted Value of Outreach 0.80 Longitudinal New Users 440.00													
CRASH DATA - (Box 2G) <table border="1"> <thead> <tr> <th></th> <th>Last 5 Yrs</th> <th>Annual</th> </tr> </thead> <tbody> <tr> <td>Fatal Crashes</td> <td>0</td> <td>0</td> </tr> <tr> <td>Injury Crashes</td> <td>94</td> <td>18.8</td> </tr> <tr> <td>PDO</td> <td>0</td> <td>0</td> </tr> </tbody> </table>			Last 5 Yrs	Annual	Fatal Crashes	0	0	Injury Crashes	94	18.8	PDO	0	0	Assumption: Benefits only accrue for five years, unless the project is ongoing.	
	Last 5 Yrs	Annual													
Fatal Crashes	0	0													
Injury Crashes	94	18.8													
PDO	0	0													

2.5 Non-Infrastructure—All

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

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All				
Projected New ATP Users		440,000		
Annual Mobility Benefits		\$0	Did not quantify mobility benefits.	
Annual Health Benefits		\$64,396		
Annual Recreational Benefits		\$0	Did not quantify recreational benefits.	
Annual Safety Benefits		\$752,000	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		\$752,000		
	Fatal	Injury	PDO	Total
Frequency	0	94	0	94
Cost/crash	\$3,750,837	\$80,000	\$6,924	

2.6 SR2S Infrastructure

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

Figure 2-6. SR2S Infrastructure Project Benefits

SAFE ROUTES TO SCHOOL		
Infrastructure		
Before Project		
No. of students enrollment	0	
Approximate no. of students living along school route proposed for improvement	0	
Percent that currently walks/bikes to school	0%	
Number of students that walk/bike to school	0	
After Project		
No. of students enrollment	0	
Approximate no. of students living along school route proposed for improvement	0	
Projected percentage of students that will walk or bike because of the project	0%	
Number of students that will walk/bike to school after the project	0	
ATP Shift	0	
Fuels Saved	\$0.00	
Emissions Saved	\$0.00	
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.		
Annual Mobility Benefits	\$0	
Annual Health Benefits	\$0	
Annual Safety Benefits	\$750,831	
Fuel and Emissions Saved	\$0	
Recreational Benefits	\$0	

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

2.7 Results

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

Figure 2-7. Results

20 Year Invest Summary Analysis	
Total Costs	\$2,068,244
Net Present Cost	\$1,988,696
Total Benefits	\$44,738,366
Net Present Benefit	\$30,592,466
Benefit-Cost Ratio	15.38
<i>20 Year Itemized Savings</i>	
Mobility	\$1,595,426
Health	\$1,053,433
Recreational	\$1,592,756
Gas & Emissions	\$96,860
Safety	\$40,399,891
Funds Requested	\$1,284,122
Net Present Cost of Funds Requested	\$1,234,733
Benefit Cost Ratio	24.78

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	3,091.00	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	3,400.00				
Total Steps walked	0.00	600 steps=0.3mi=1 trip			
Converted miles walked to trips	0				
Difference of person trips walked	309	\$1	Value of Total Pedestrian Environmental Impacts per trip		
Converted steps walked to trips	0				
Current Bike Counts					
Existing Commuters	220				
New Commuters	44				
Benefits, 2014 values					
Annual Mobility Benefit (Walking)	\$65,662.50				
Annual Mobility Benefit (Biking)	\$0.00				
Total Annual Mobility Benefits	\$65,662.50				
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	47.5			
		GDP Deflator		
Value of Health (ave.annual)	\$146	2006	0.9429	
		2014	1.0781	
Annual Health Benefits	\$6,951.81			
Walking:				
New Walkers	154.5			
Value of Health	\$146			
Annual Health Benefits	\$22,611.68			
Total Annual Health Benefits	\$29,563			
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

<u>YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT</u>	
INFRASTRUCTURE	
New Pedestrians	155
New Bicyclists	48
Avoided VMT due to Walking	9,849
Avoided VMT due to Biking	11,934
Fuel Saved	3,714
Emissions Saved	272
Fuel and Emissions saved	\$3,986
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	4	\$10	per trip
New Commuters	44		
Existing Recreational Users	44	\$4	per trip
Value of Spending Recreational Time for New Recreational Users	\$4,960		
Value of Spending Recreational Time for Existing Recreational Users	\$21,824		
Potential number of recreational time outdoors	124		
Annual Biking Recreational Benefits	\$26,784		
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	46	15%-	See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$16,918	\$1	per trip
Potential number of recreational time outdoors	365		
Annual Walking Recreational Benefits	\$16,918		
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	\$43,702		

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)		INFRASTRUCTURE - Non-SR2S																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Total Benefits	\$43,145,610																				
Mobility Benefits	\$1,595,426	\$65,663	\$66,976	\$68,315	\$69,682	\$71,075	\$72,497	\$73,947	\$75,426	\$76,934	\$78,473	\$80,042	\$81,643	\$83,276	\$84,941	\$86,640	\$88,375	\$90,141	\$91,938	\$93,765	\$95,622
Health Benefits	\$1,053,433	\$29,155	\$30,155	\$31,173	\$32,200	\$33,239	\$34,289	\$35,350	\$36,422	\$37,504	\$38,597	\$39,701	\$40,816	\$41,941	\$43,076	\$44,221	\$45,376	\$46,541	\$47,716	\$48,901	\$50,096
Recreational Benefits	\$1,592,796	\$43,702	\$44,578	\$45,467	\$46,377	\$47,304	\$48,250	\$49,215	\$50,200	\$51,204	\$52,228	\$53,272	\$54,336	\$55,420	\$56,524	\$57,648	\$58,791	\$59,954	\$61,136	\$62,337	\$63,557
Safety Benefits	\$40,399,891	\$765,896	\$781,165	\$796,788	\$812,724	\$828,978	\$845,558	\$862,469	\$879,719	\$897,313	\$915,259	\$933,564	\$952,236	\$971,280	\$990,706	\$1,010,520	\$1,030,731	\$1,051,348	\$1,072,372	\$1,093,813	\$1,115,680
Gas & Emission Benefits	\$96,860	\$3,986	\$4,066	\$4,147	\$4,230	\$4,315	\$4,401	\$4,489	\$4,579	\$4,671	\$4,764	\$4,859	\$4,956	\$5,054	\$5,153	\$5,253	\$5,355	\$5,458	\$5,562	\$5,667	\$5,773
Total Project Benefits	\$43,145,610	\$893,726	\$911,630	\$929,853	\$948,420	\$967,419	\$986,767	\$1,006,503	\$1,026,633	\$1,047,165	\$1,068,109	\$1,089,471	\$1,111,260	\$1,133,485	\$1,156,155	\$1,179,278	\$1,202,854	\$1,226,891	\$1,251,398	\$1,276,385	\$1,301,852
Total Project Cost	\$1,568,264																				
Benefit-Cost Ratio (BCR)	20.9																				
Net Present Value (NPV)	\$2,068,264																				
Internal Rate of Return (IRR)	20.9																				

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

NON-INFRASTRUCTURE-Non-SR25 and SR25										INFRASTRUCTURE-SR25									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		
PROJECT OPEN									PROJECT OPEN										
1	\$0	\$64,396	\$0	\$752,000	\$0	\$816,396	\$500,000	1.02	1	\$0	\$0	\$0	\$750,831	\$0	\$750,831	\$0	1.02		
2	\$0	\$65,684	\$0	\$767,000	\$0	\$832,724			2	\$0	\$0	\$0	\$765,848	\$0	\$765,848				
3	\$0	\$66,987	\$0	\$782,281	\$0	\$849,328			3	\$0	\$0	\$0	\$781,165	\$0	\$781,165				
4	\$0	\$68,327	\$0	\$798,008	\$0	\$866,486			4	\$0	\$0	\$0	\$796,788	\$0	\$796,788				
5	\$0	\$69,704	\$0	\$813,989	\$0	\$883,693			5	\$0	\$0	\$0	\$812,724	\$0	\$812,724				
6									6	\$0	\$0	\$0	\$828,978	\$0	\$828,978				
7									7	\$0	\$0	\$0	\$845,558	\$0	\$845,558				
8									8	\$0	\$0	\$0	\$862,469	\$0	\$862,469				
9									9	\$0	\$0	\$0	\$879,719	\$0	\$879,719				
10									10	\$0	\$0	\$0	\$897,313	\$0	\$897,313				
11									11	\$0	\$0	\$0	\$915,259	\$0	\$915,259				
12									12	\$0	\$0	\$0	\$933,564	\$0	\$933,564				
13									13	\$0	\$0	\$0	\$952,246	\$0	\$952,246				
14									14	\$0	\$0	\$0	\$971,280	\$0	\$971,280				
15									15	\$0	\$0	\$0	\$990,706	\$0	\$990,706				
16									16	\$0	\$0	\$0	\$1,010,520	\$0	\$1,010,520				
17									17	\$0	\$0	\$0	\$1,030,731	\$0	\$1,030,731				
18									18	\$0	\$0	\$0	\$1,051,345	\$0	\$1,051,345				
19									19	\$0	\$0	\$0	\$1,072,372	\$0	\$1,072,372				
20									20	\$0	\$0	\$0	\$1,093,819	\$0	\$1,093,819				
Total	\$0	\$335,118	\$0	\$3,913,488	\$0	\$4,248,656	\$500,000		Total	\$0	\$0	\$0	\$18,243,227	\$0	\$18,243,227	\$0			

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

COMBO PROJECTS - Non SIDS Infrastructure and NonInfrastructure										COMBO PROJECTS - Non SIDS & SIDS Infrastructure									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost				
PROJECT OPEN																			
1	\$65,669	\$93,989	\$43,702	\$751,416	\$3,986	\$868,726	\$2,068,244	1	\$32,881	\$44,782	\$43,702	\$750,831	\$1,993	\$844,139	\$1,568,244				
2	\$66,076	\$95,838	\$44,576	\$766,444	\$4,066	\$977,900		2	\$33,488	\$45,077	\$44,576	\$765,848	\$2,033	\$861,022					
3	\$68,315	\$97,755	\$45,467	\$781,773	\$4,147	\$997,458		3	\$34,158	\$45,379	\$45,467	\$781,165	\$2,074	\$878,243					
4	\$69,882	\$99,710	\$46,377	\$797,408	\$4,230	\$1,017,407		4	\$34,861	\$45,687	\$46,377	\$796,788	\$2,115	\$895,807					
5	\$71,025	\$101,704	\$47,304	\$813,356	\$4,315	\$1,037,755		5	\$35,598	\$46,000	\$47,304	\$812,724	\$2,158	\$913,724					
6	\$72,697	\$102,640	\$48,230	\$824,689	\$4,401	\$1,057,278		6	\$36,298	\$46,320	\$48,230	\$828,578	\$2,201	\$931,998					
7	\$73,947	\$103,293	\$49,215	\$842,779	\$4,489	\$1,083,724		7	\$36,973	\$46,647	\$49,215	\$845,558	\$2,245	\$950,638					
8	\$75,346	\$103,999	\$50,200	\$861,235	\$4,579	\$1,109,388		8	\$37,713	\$46,980	\$50,200	\$862,469	\$2,290	\$969,651					
9	\$76,934	\$104,638	\$51,204	\$880,859	\$4,671	\$1,137,306		9	\$38,467	\$47,319	\$51,204	\$887,719	\$2,335	\$989,044					
10	\$78,673	\$105,331	\$52,228	\$901,656	\$4,764	\$1,167,652		10	\$39,236	\$47,666	\$52,228	\$907,313	\$2,382	\$1,008,825					
11	\$80,042	\$106,038	\$53,272	\$923,730	\$4,859	\$1,184,841		11	\$40,021	\$48,019	\$53,272	\$915,259	\$2,430	\$1,029,001					
12	\$81,643	\$106,758	\$54,338	\$946,782	\$4,957	\$1,204,478		12	\$40,822	\$48,379	\$54,338	\$933,564	\$2,478	\$1,049,981					
13	\$83,276	\$107,494	\$55,424	\$971,118	\$5,056	\$1,227,388		13	\$41,638	\$48,747	\$55,424	\$952,286	\$2,528	\$1,070,573					
14	\$84,941	\$108,244	\$56,533	\$997,640	\$5,157	\$1,252,515		14	\$42,471	\$49,122	\$56,533	\$971,280	\$2,578	\$1,091,984					
15	\$86,640	\$109,008	\$57,664	\$1,026,460	\$5,260	\$1,279,832		15	\$43,320	\$49,504	\$57,664	\$990,706	\$2,630	\$1,113,824					
16	\$88,373	\$109,789	\$58,817	\$1,057,817	\$5,365	\$1,309,604		16	\$44,187	\$49,894	\$58,817	\$1,010,520	\$2,683	\$1,136,100					
17	\$90,141	\$110,584	\$59,993	\$1,091,365	\$5,473	\$1,341,566		17	\$45,070	\$50,292	\$59,993	\$1,051,345	\$2,736	\$1,159,822					
18	\$91,943	\$111,393	\$62,417	\$1,127,186	\$5,582	\$1,384,001		18	\$45,972	\$50,698	\$62,417	\$1,072,372	\$2,791	\$1,181,999					
19	\$93,782	\$112,224	\$63,655	\$1,165,310	\$5,694	\$1,428,061		19	\$46,891	\$51,112	\$63,655	\$1,093,819	\$2,847	\$1,206,659					
20	\$95,658	\$113,068	\$64,865	\$1,205,640	\$5,807	\$1,474,970		20	\$47,829	\$51,534	\$64,865	\$1,116,319	\$2,904	\$1,229,752					
Total	\$1,995,426	\$1,053,433	\$1,061,838	\$11,078,332	\$98,860	\$14,889,889	\$2,068,244	Total	\$797,713	\$859,158	\$1,061,838	\$18,243,227	\$48,430	\$20,510,265	\$1,568,244				

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

COMBO PROJECTS - SPS Infrastructure and Noninfrastructure										SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS									
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor		Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit/Cost Ratio	
PROJECT OPEN										PROJECT OPEN									
1	\$0	\$64,396	\$0	\$75,146	\$0	\$815,811	\$500,000	1.02		1	\$65,662.50	\$93,959	\$65,533	\$2,253,663	\$3,986	\$2,482,823	\$2,068,244	21.63	
2	\$0	\$65,684	\$0	\$76,644	\$0	\$822,128				2	\$66,976	\$95,838	\$66,864	\$2,298,736	\$4,066	\$2,552,480			
3	\$0	\$66,997	\$0	\$78,173	\$0	\$848,770				3	\$68,315	\$97,755	\$68,201	\$2,344,711	\$4,147	\$2,583,130			
4	\$0	\$68,337	\$0	\$79,748	\$0	\$865,746				4	\$69,682	\$99,710	\$69,565	\$2,391,665	\$4,230	\$2,667,492			
5	\$0	\$69,704	\$0	\$81,356	\$0	\$883,060				5	\$71,075	\$101,704	\$70,956	\$2,439,437	\$4,315	\$2,687,488			
6	\$0	\$71,089	\$0	\$82,999	\$0	\$900,489				6	\$72,487	\$103,640	\$72,375	\$2,489,957	\$4,401	\$1,839,871			
7	\$0	\$72,522	\$0	\$84,679	\$0	\$918,235				7	\$73,947	\$105,599	\$73,823	\$2,542,116	\$4,489	\$1,876,668			
8	\$0	\$73,975	\$0	\$86,395	\$0	\$936,589				8	\$75,466	\$107,594	\$75,299	\$2,596,938	\$4,579	\$1,914,202			
9	\$0	\$74,959	\$0	\$88,156	\$0	\$955,066				9	\$76,994	\$109,638	\$76,805	\$2,653,437	\$4,671	\$1,952,486			
10	\$0	\$76,530	\$0	\$90,066	\$0	\$973,670				10	\$78,573	\$111,733	\$78,341	\$2,713,626	\$4,764	\$1,991,535			
11	\$0	\$78,158	\$0	\$92,022	\$0	\$992,406				11	\$80,202	\$113,878	\$79,908	\$2,775,918	\$4,859	\$2,031,366			
12	\$0	\$79,841	\$0	\$94,122	\$0	\$1,011,382				12	\$81,881	\$116,074	\$81,506	\$2,840,471	\$4,957	\$2,071,933			
13	\$0	\$81,578	\$0	\$96,366	\$0	\$1,030,909				13	\$83,613	\$118,322	\$83,137	\$2,907,663	\$5,056	\$2,113,433			
14	\$0	\$83,366	\$0	\$98,656	\$0	\$1,051,500				14	\$85,401	\$120,624	\$84,799	\$2,976,612	\$5,157	\$2,158,816			
15	\$0	\$85,206	\$0	\$101,000	\$0	\$1,073,166				15	\$87,244	\$123,080	\$86,495	\$3,048,842	\$5,260	\$2,207,792			
16	\$0	\$87,100	\$0	\$103,500	\$0	\$1,095,906				16	\$89,141	\$125,592	\$88,225	\$3,123,960	\$5,365	\$2,261,461			
17	\$0	\$89,050	\$0	\$106,156	\$0	\$1,118,720				17	\$91,093	\$128,160	\$90,000	\$3,202,690	\$5,473	\$2,320,608			
18	\$0	\$91,060	\$0	\$108,966	\$0	\$1,142,618				18	\$93,103	\$130,794	\$91,790	\$3,284,744	\$5,582	\$2,383,401			
19	\$0	\$93,166	\$0	\$111,830	\$0	\$1,167,600				19	\$95,186	\$133,494	\$93,625	\$3,370,969	\$5,694	\$2,449,069			
20	\$0	\$95,310	\$0	\$114,846	\$0	\$1,193,776				20	\$96,658	\$136,264	\$95,488	\$3,463,839	\$5,807	\$2,519,671			
Total	\$0	\$393,118	\$0	\$11,078,332	\$0	\$114,193,450	\$500,000			Total	\$1,295,428	\$1,059,433	\$1,192,726	\$40,399,891	\$96,880	\$44,748,366	\$2,068,244	21.63	

2.14 Discounted Benefits

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

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

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS														
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$65,663	\$93,959	\$65,553	\$2,253,633	\$3,386	\$2,482,823	\$2,387,330	\$2,068,244	\$1,988,696	4.00%	\$28,603,769.76	15.38	1,284,122	1,234,733
2	\$66,976	\$95,838	\$66,864	\$2,298,736	\$4,066	\$2,532,480	\$2,341,420		\$0					
3	\$68,315	\$97,755	\$68,201	\$2,344,711	\$4,147	\$2,588,130	\$2,296,393		\$0					
4	\$69,682	\$99,710	\$69,565	\$2,391,605	\$4,230	\$2,634,792	\$2,252,231		\$0					
5	\$71,075	\$101,704	\$70,956	\$2,439,437	\$4,315	\$2,687,488	\$2,208,919		\$0					
6	\$72,497	\$102,640	\$72,375	\$1,657,957	\$4,401	\$1,839,871	\$1,454,077		\$0					
7	\$73,947	\$103,293	\$73,823	\$1,691,116	\$4,489	\$1,876,668	\$1,426,114		\$0					
8	\$75,426	\$103,959	\$75,299	\$1,724,938	\$4,579	\$1,914,202	\$1,398,688		\$0					
9	\$76,934	\$104,638	\$76,805	\$1,759,437	\$4,671	\$1,952,486	\$1,371,791		\$0					
10	\$78,473	\$105,331	\$78,341	\$1,794,626	\$4,764	\$1,991,535	\$1,345,410		\$0					
11	\$80,042	\$106,038	\$79,908	\$1,830,518	\$4,859	\$2,031,366	\$1,319,537		\$0					
12	\$81,643	\$106,758	\$81,506	\$1,867,129	\$4,957	\$2,071,993	\$1,294,161		\$0					
13	\$83,276	\$107,494	\$83,137	\$1,904,471	\$5,056	\$2,113,433	\$1,269,273		\$0					
14	\$84,941	\$108,244	\$84,799	\$1,942,561	\$5,157	\$2,155,702	\$1,244,864		\$0					
15	\$86,640	\$109,008	\$86,495	\$1,981,412	\$5,260	\$2,198,816	\$1,220,924		\$0					
16	\$88,373	\$109,789	\$88,225	\$2,021,040	\$5,365	\$2,242,792	\$1,197,445		\$0					
17	\$90,141	\$110,584	\$89,990	\$2,061,461	\$5,473	\$2,287,648	\$1,174,417		\$0					
18	\$91,943	\$111,396	\$91,790	\$2,102,690	\$5,582	\$2,333,401	\$1,151,832		\$0					
19	\$93,782	\$112,224	\$93,625	\$2,144,744	\$5,694	\$2,380,069	\$1,129,682		\$0					
20	\$95,658	\$113,068	\$95,498	\$2,187,639	\$5,807	\$2,427,671	\$1,107,957		\$0					
TOTAL														
	\$1,595,426	\$1,053,433	\$1,592,756	\$410,999,891	\$96,660	\$44,738,366	\$30,992,466	\$2,068,244	\$1,988,696				\$1,284,122	\$1,234,733

3 Potential for Model Enhancements

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

Types of Inputs

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

Calculation Logic

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

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

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

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

Other Recommendations

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

User Interface

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

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

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

Fwd: Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub

Fwd: Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub

Lawson, Wells [LawsonW@metro.net]

Sent: Tuesday, May 26, 2015 10:03 PM

To: Christian, Adam

Attachments: image001.jpg (2 KB)

Begin forwarded message:

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Date: May 26, 2015 at 6:09:00 PM PDT
To: "Lawson, Wells" <LawsonW@metro.net>
Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>, "Saponara, Nicholas" <SaponaraN@metro.net>, "Popatia, Aliya" <PopatiaA@metro.net>
Subject: Re: Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub

Hello,

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

Thank you

On Wed, May 20, 2015 at 10:58 AM, Lawson, Wells <LawsonW@metro.net> wrote:

Mr. Hsieh and Ms. Lynch:

The Los Angeles County Metropolitan Transportation Authority (Metro) intends to submit an application to the California Transportation Commission Active Transportation Program (ATP) grant to fund pedestrian and bike improvements associated with the Willowbrook/Rosa Parks Station Improvement Project (Project). Details regarding this project are attached to this email.

As required by the ATP application, I am submitting this detail to determine if your organizations are interested in participating in this project.

Please contact me (information provided below) if you have any questions about this project or our application.

Wells Lawson

Joint Development | Countywide Planning & Development
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza | Mail Stop: 99-23-35 | Los Angeles, CA 90012
P: [213.922.7217](tel:213.922.7217) | F: [213.922.2228](tel:213.922.2228)
E: LawsonW@metro.net

Fwd: Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub

Fwd: Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub

Lawson, Wells [LawsonW@metro.net]

Sent: Friday, May 22, 2015 5:05 PM

To: Saponara, Nicholas [SaponaraN@metro.net]; Popatia, Aliya [PopatiaA@metro.net]; Christian, Adam

Attachments: image001.jpg (2 KB)

FYI

Begin forwarded message:

From: "ATP@CCC" <ATP@CCC.CA.GOV>

Date: May 22, 2015 at 4:36:24 PM PDT

To: "lawsonw@metro.net" <lawsonw@metro.net>

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

Subject: RE: Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub

Hi Wells,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

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: Lawson, Wells [<mailto:LawsonW@metro.net>]

Sent: Wednesday, May 20, 2015 10:58 AM

To: ATP@CCC; inquiry@atpcommunitycorps.org

Cc: Saponara, Nicholas; Popatia, Aliya

Subject: Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub

Mr. Hsieh and Ms. Lynch:

The Los Angeles County Metropolitan Transportation Authority (Metro) intends to submit an application to the California Transportation Commission Active Transportation Program (ATP) grant to fund pedestrian and bike improvements associated with the Willowbrook/Rosa Parks Station Improvement Project (Project). Details regarding this project are attached to this email.

As required by the ATP application, I am submitting this detail to determine if your organizations are interested in

[https://hdrwebmail.hdrinc.com/...d9XVAACLeqPODAc5SYxCrkmIXalQAAAZpRmHAAAJ&a=Print&pspid=_1432342313281_418085711\[5/22/2015 5:54:00 PM\]](https://hdrwebmail.hdrinc.com/...d9XVAACLeqPODAc5SYxCrkmIXalQAAAZpRmHAAAJ&a=Print&pspid=_1432342313281_418085711[5/22/2015 5:54:00 PM])

Attachment J. Letters of Support



COMMUNITY DEVELOPMENT COMMISSION of the County of Los Angeles

700 W. Main Street • Alhambra, CA 91801
Tel: 626.262.4511 • TDD: 626.943.3898 • www.lacdc.org

Hilda L. Solis
Mark Ridley-Thomas
Sheila Kuehl
Don Knabe
Michael D. Antonovich
Commissioners

Sean Rogan
Executive Director

May 18, 2015

April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N St., MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

On behalf of the Los Angeles County Community Development Commission, I am pleased to submit this letter of support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade. These improvements are a critical piece of a transformation underway in the Willowbrook community in unincorporated Los Angeles County, and are a top priority for this community. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr., Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. These improvements will:

- increase the transportation options available to our community's residents, approximately 10% of which are zero-vehicle households, compared to 1.4% countywide;
- increase non-motorized mobility within the station area;
- support improved community health by increasing walking and biking among residents and facilitating access to the nearby MLK MCC;
- increase the proportion of trips accomplished by walking and biking;
- increase safety and security for pedestrians and cyclists using the station;
- improve passenger flow and intermodal transfers;
- expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions; and
- focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

We Build Better Lives
& Better Neighborhoods



May 18, 2015

Page 2 of 2

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Willowbrook/Rosa Parks station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

We thank you in advance for your review of this application. Should you have any questions regarding our support for this project, please contact me at (626) 586-1500 or via email at Sean.Rogan@lacdc.org.

Sincerely,



SEAN ROGAN
Executive Director
Community Development Commission
County of Los Angeles



Willowbrook Project Area Committee

P.O. Box 3030
Compton, CA 90222
Tel: (310) 537-1751
Fax: (310) 537-1753

May 20, 2015

April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N St., MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

On behalf of Willowbrook Project Area Committee Concerned Citizens of Willowbrook, I am pleased to submit this letter of support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade. These improvements are a critical piece of a transformation underway in the Willowbrook community in unincorporated Los Angeles County, and as such are a top priority for this community. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr. Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. These improvements will:

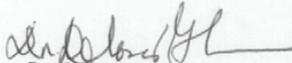
- increase the transportation options available to our community's residents, approximately 10% of which are zero-vehicle households, compared to 1.4% countywide;
- increase non-motorized mobility within the station area;
- support improved community health by increasing walking and biking among residents and facilitating access to the nearby MLK MCC;
- increase the proportion of trips accomplished by walking and biking;
- increase safety and security for pedestrians and cyclists using the station;
- improve passenger flow and intermodal transfers;

- expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions; and
- focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Willowbrook/Rosa Parks station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

We thank you in advance for your review of this application. Should you have any questions regarding our support for this project, please contact me at (213) 590-2650 or via email at delglass323@aol.com

Sincerely,



Dr. Deloris Glass

President

Concerned Citizens of Willowbrook



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

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

May 21, 2015

IN REPLY PLEASE
REFER TO FILE: PD-1

Ms. Teresa McWilliam
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N Street, Mail Stop 1
Sacramento, CA 95814

Dear Ms. McWilliam:

**LETTER OF SUPPORT
2015 ACTIVE TRANSPORTATION PROGRAM, CYCLE 2
WILLOWBROOK/ROSA PARKS STATION MOBILITY HUB
AND PEDESTRIAN PROMENADE PROJECT**

Public Works is pleased to submit this letter of support for the Willowbrook/Rosa Parks Station Mobility Hub and Pedestrian Promenade project. The improvements in the unincorporated County community of Willowbrook are located in an economically distressed area currently undergoing significant revitalization through expansion of medical services and economic development opportunities in and around the 42-acre Martin Luther King, Jr., Medical Center Campus (MLK MCC). The project is a top priority in the community transformation.

The project is essential to promote a diversity of transportation options for area residents, employees, and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. The improvements will:

- Increase transportation options available to the residents in the communities by approximately 10 percent of zero-vehicle households compared to 1.4 percent Countywide.
- Increase nonmotorized mobility within the station area.
- Support improved community health by increasing walking and biking among residents and facilitating access to the nearby MLK MCC.

Ms. Teresa McWilliam
May 21, 2015
Page 2

- Increase the proportion of trips accomplished by walking and biking.
- Increase safety and security for pedestrians and cyclists using the station.
- Improve passenger flow and intermodal transfers.
- Expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions.
- Focus benefits on disadvantaged populations that rely on health services, jobs, training, and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the community of Willowbrook. A number of significant community and economic resources for employment; education; and training exist in the area surrounding the Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza Shopping Center, the MLK MCC, and Charles Drew University. The project will improve nonmotorized access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation, the project will improve connections for all health services, jobs, education, training, and retail businesses in the surrounding community and will complement other economic revitalization projects in the area.

Public Works is proud to support this worthwhile project that will benefit many of our citizens. We appreciate your consideration for funding this project. If you have any questions regarding our support for this project, please contact Ms. Inez Yeung, Programs Development Division, Transportation Infrastructure Project Development Section, at (626) 458-3950 or iyeung@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works


PATRICK V. DeCHELLIS
Deputy Director

IY:pr
C150536
P:\pdpub\Federal\Rosa Park Station Ltr..doc

*Fellowship Baptist Church of Willowbrook
11901 S. Willowbrook Avenue
Los Angeles, California*

May 20, 2015

April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N St., MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

On behalf of Fellowship Baptist of Willowbrook, I am pleased to submit this letter of support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade. These improvements are a critical piece of a transformation underway in the Willowbrook community in unincorporated Los Angeles County, and as such are a top priority for this community. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr. Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. These improvements will:

- increase the transportation options available to our community's residents, approximately 10% of which are zero-vehicle households, compared to 1.4% countywide;
- increase non-motorized mobility within the station area;
- support improved community health by increasing walking and biking among residents and facilitating access to the nearby MLK MCC;
- increase the proportion of trips accomplished by walking and biking;
- increase safety and security for pedestrians and cyclists using the station;
- improve passenger flow and intermodal transfers;
- expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions; and

*"For we know that all things work together for the good
to them who love God to them who are the called
according to His purpose"
Romans 8:28*

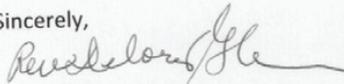
*Fellowship Baptist Church of Willowbrook
11901 S. Willowbrook Avenue
Los Angeles, California*

- focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Willowbrook/Rosa Parks station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

We thank you in advance for your review of this application. Should you have any questions regarding our support for this project, please contact me at (213) 590-2650 or via email at delglass323@aol.com

Sincerely,



Rev. Deloris Glass, Pastor
Fellowship Baptist Church

*"For we know that all things work together for the good
to them who love God to them who are the called
according to His purpose"
Romans 8:28*



May 26, 2015

April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N Street, MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

On behalf of the Los Angeles County Economic Development Corporation (LAEDC) and the Los Angeles Public Landowners Assistance Network (LA PLAN) – which, together, are dedicated to promoting job growth, economic expansion and increasing overall prosperity in LA County – we are pleased to submit this letter of support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade. These improvements are a critical piece of a transformation underway in the Willowbrook community in unincorporated Los Angeles County, and as such are a top priority for this community. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr. Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. These improvements will:

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- increase the proportion of trips accomplished by walking and biking;
- increase safety and security for pedestrians and cyclists using the station;
- improve passenger flow and intermodal transfers;
- expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions; and
- focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station, including: the adjacent Kenneth Hahn Plaza Shopping Center, MLK MCC, Charles Drew University and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical



transformation of the Willowbrook/Rosa Parks station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

For all the above reasons, we strongly support the Willowbrook/Rosa Parks station, the Mobility Hub and the Pedestrian Promenade. We thank you in advance for your review of this application. Should you have any questions regarding our support for this project, please contact us at (213) 236-4800

Sincerely,

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

David Flaks
Chief Operating Officer
LAEDC

A handwritten signature in blue ink, appearing to read 'Carolyn Hull', written over a horizontal line.

Carolyn Hull
Executive Director
LA PLAN



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

May 20, 2015

April Nitsos, Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N Street, MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

LETTER OF SUPPORT FOR THE WILLOWBROOK/ROSA PARKS MOBILITY HUB AND PEDESTRIAN PROMENADE

On behalf of the Los Angeles County Department of Regional Planning, I am pleased to submit this letter of support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade. These improvements are a critical piece of the transformation underway in the Willowbrook community of unincorporated Los Angeles County. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr. Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. These improvements will:

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- Support improved community health by increasing walking and biking among residents and facilitating access to the nearby MLK MCC;
- Increase the proportion of trips accomplished by walking and biking;
- Increase safety and security for pedestrians and cyclists using the station;
- Improve passenger flow and intermodal transfers;
- Expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions; and

Ms. April Nitsos
May 20, 2015
Page 2

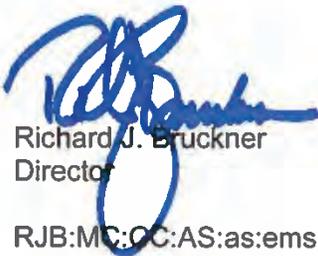
- Focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks Station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Willowbrook/Rosa Parks Station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

The Mobility Hub and Pedestrian Promenade are key to ensuring the success of the County's ongoing development of the Willowbrook Transit-Oriented District Specific Plan. Enhancements to the station's bicycle and pedestrian environment will connect with several improvements planned for the half-mile area surrounding the Willowbrook/Rosa Parks Station. These include bicycle and pedestrian amenities, landscaping, and a mix of land uses that will promote transit accessibility to housing, jobs and educational opportunities.

We thank you in advance for your review of this application. Should you have any questions regarding our support for this project, please contact Ayala Scott at (213) 974-6417 or via email at ascott@planning.lacounty.gov.

Sincerely,



Richard J. Bruckner
Director

RJB:MC:CC:AS:as:ems

S_AP_052015_L_SUPPORT_ROSAPARKSHUB_NITSOS

**WATTS/CENTURY LATINO ORGANIZATION**

10360 Wilmington Ave. • Los Angeles, California 90002 • (213) 564-9140

May 20, 2015

April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N St., MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

On behalf of the Watts/Century Latino Organization I am pleased to submit this letter to manifest our strong support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade. These improvements are a critical piece of a transformation underway in the Willowbrook community in unincorporated Los Angeles County, and as such are a top priority for this community. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr. Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. These improvements will:

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- increase non-motorized mobility within the station area;
- support improved community health by increasing walking and biking among residents and facilitating access to the nearby MLK MCC;
- increase the proportion of trips accomplished by walking and biking;
- increase safety and security for pedestrians and cyclists using the station;
- improve passenger flow and intermodal transfers;

- expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions; and
- Focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new way finding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Willowbrook/Rosa Parks station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

We thank you in advance for your review of this application. Should you have any questions regarding our support for this project, please contact me at (323) 564-9140 or via email at aybarra@wacelo.org

Sincerely,



Arturo Ybarra
President



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

866 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

MARK RIDLEY-THOMAS
SUPERVISOR, SECOND DISTRICT

May 28, 2015

Ms. April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N St., MS-1
Sacramento, CA 95814

**RE: ACTIVE TRANSPORTATION PROGRAM GANT REQUEST FOR THE
WILLOWBROOK/ROSA PARKS MOBILITY HUB AND PEDESTRIAN
PROMENADE PROJECT**

Dear Ms. Nitsos:

I am pleased to submit this letter of support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade. These improvements are a critical piece of a transformation underway in the Willowbrook community in unincorporated Los Angeles County, and as such are a top priority for this community. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr. Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a variety of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area.

These improvements will:

- Increase the transportation options available to our community's residents, approximately 10% of which are zero-vehicle households, compared to 1.4% countywide;
- Increase non-motorized mobility within the station area;
- Support improved community health by increasing walking and biking among residents and facilitating access to the nearby MLK MCC;

Ms. April Nitsos

May 28, 2015

Page 2 of 2

- Increase the proportion of trips accomplished by walking and biking;
- Increase safety and security for pedestrians and cyclists using the station;
- Improve passenger flow and intermodal transfers;
- Expand alternatives to driving, thereby reducing vehicle miles traveled and greenhouse gas emissions; and
- Focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access to these destinations through new wayfinding signage, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Willowbrook/Rosa Parks station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

I thank you in advance for your review of this application. Should you have any questions regarding our support for this project, please contact me deputy, Karly Katona at (213) 974-2222.

With hope, ~



MARK RIDLEY-THOMAS
Supervisor, Second District

CAPITOL OFFICE
STATE CAPITOL, ROOM 4085
SACRAMENTO, CA 95814
TEL (916) 651-4035
FAX (916) 651-4935

WEBSITE
WWW.SENATE.CA.GOV/HALL

California State Senate

SENATOR
ISADORE HALL, III
THIRTY-FIFTH SENATE DISTRICT
CHAIR, GOVERNMENTAL ORGANIZATION COMMITTEE



DISTRICT OFFICE
222 WEST 6TH STREET, SUITE 320
SAN PEDRO, CA 90731
TEL (310) 514-8573
FAX (310) 514-8578

EMAIL
SENATOR.HALL@SENATE.CA.GOV

May 29, 2015

April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N St., MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

I am pleased to express my support for the Los Angeles County Metropolitan Transportation Authority (Metro) application for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade under Caltrans' Active Transportation Program. These improvements are a critical piece of a transformation underway in the Willowbrook community in unincorporated Los Angeles County, and as such are a top priority for this community. The project is located in an economically distressed area, which is undergoing significant revitalization through ongoing efforts to expand medical services and economic development opportunities on and around the 42-acre Martin Luther King, Jr. Medical Center Campus (MLK MCC).

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements are part of a cohesive and comprehensive program that combines a variety of physical and programmatic interventions to improve the experience of all transportation users in the area.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community. A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers. The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design. Together with the physical transformation of the Willowbrook/Rosa Parks station, the Mobility Hub and Pedestrian Promenade will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

Please contact me or my district office staff at 310-514-8573 if you have questions or require additional information

Sincerely,

A handwritten signature in black ink that reads "Isadore Hall, III".

ISADORE HALL, III
Senator, 35th District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0064
(916) 319-2064
FAX (916) 319-2164

DISTRICT OFFICE
2200 W. ARTESIA BOULEVARD, SUITE 210
COMPTON, CA 90220
(310) 223-1201
FAX: (310) 223-1202

E-MAIL
Assemblymember.Gipson@assembly.ca.gov

Assembly California Legislature



MIKE A. GIPSON
ASSEMBLYMEMBER, SIXTY-FOURTH DISTRICT

COMMITTEES
CHAIR: JOINT LEGISLATIVE AUDIT
AGING AND LONG-TERM CARE
GOVERNMENTAL ORGANIZATION
JOBS, ECONOMIC DEVELOPMENT
AND THE ECONOMY
REVENUE AND TAXATION

May 27, 2015

April Nitsos
Active Transportation Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N St., MS-1
Sacramento, CA 95814

RE: Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade

Dear Ms. Nitsos:

I would like to lend my support for the Willowbrook/Rosa Parks Mobility Hub and Pedestrian Promenade.

The Mobility Hub and Pedestrian Promenade are essential because they will promote a diversity of transportation options for area residents, employees and visitors, including walking and biking amenities that complement existing transportation assets. The improvements combine a variety of physical and programmatic interventions to improve the experience of all transportation users in the area. These improvements will:

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- focus benefits on disadvantaged populations that rely on health services, jobs, training and retail opportunities available in the surrounding community.

Improving mobility in the project area is critical to unlocking the potential for improved public health and economic development in the Willowbrook community.

A number of significant community and economic resources exist in the area surrounding the Willowbrook/Rosa Parks station: the adjacent Kenneth Hahn Plaza Shopping Center, the MLK MCC, Charles Drew University, and other employment, training and educational centers.

The Mobility Hub and Pedestrian Promenade will improve non-motorized access through new wayfinding, landscaping, improved lighting and visibility, and pedestrian-scaled design.

This project will better connect residents and workers to health services, jobs, training and retail opportunities available in the surrounding community, and will build on the economic revitalization of the area.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike A. Gipson". The signature is stylized with a large, sweeping flourish that loops back over the name.

Mike A. Gipson
Assemblymember
64th Assembly District

Attachment K. Additional Attachments

Letter of Intent to Enter Maintenance Agreement for the Pedestrian Promenade

WILLOWBROOK CENTER PARTNERSHIP
3333 New Hyde Park Road
P.O. BOX 5020
New Hyde Park, NY 11042-0020

May 26, 2015

Nick Saponara
Director, Countywide Planning and Development
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS: 99-18-3
Los Angeles, CA 90012-2952

Dear Mr. Saponara:

I am writing to confirm our conversations to date regarding the Kenneth Hahn Plaza Shopping Center (Shopping Center) and improvements at the adjacent Willowbrook/Rosa Parks Station. Willowbrook Center Partnership, has been in active conversations with the Los Angeles County Community Development Commission and Los Angeles County Metropolitan Transportation Authority (Metro) staff about the planned Willowbrook/Rosa Parks Station improvements and the construction of a mobility hub and pedestrian promenade to better connect the station to the Shopping Center and the surrounding community.

In the next few months, we look forward to entering negotiations regarding the acquisition of a portion of the Shopping Center improvements to allow for the construction of the mobility hub as well as an easement through the existing Shopping Center parking lot that would allow for the extension of the pedestrian promenade to Wilmington Avenue.

Sincerely,



Manuel F. Balderrabano

Sr. Director Asset Management

AGN. NO.

MOTION BY SUPERVISOR MARK RIDLEY-THOMAS

July 22, 2014

Partnership for Ladders of Opportunity Grant for the Willowbrook/Rosa Parks Intermodal Facility

The Willowbrook/Rosa Parks Station (Station) connects the Los Angeles County Metropolitan Transportation Authority (Metro) Blue and Green lines and functions as a major regional transit center with connections to numerous bus lines. The Station provides the only transfer point between the two rail lines and has the fourth highest passenger boardings in the entire Metro rail system.

The Station is located in unincorporated Willowbrook, which is undergoing significant revitalization through the Los Angeles County's (County) ongoing efforts to expand medical services on the Martin Luther King, Jr. Medical Campus. In addition, the County, in coordination with Metro, the Los Angeles County Community Development Commission (CDC), and community partners, has also initiated pedestrian and bike improvements, affordable housing and open space projects, along with a variety of other community enhancements in the surrounding area.

Metro's Master Plan for the Station, completed in cooperation with the County and with input from the community, proposes a reconfiguration of Station's area, including bus

- MORE -

MOTION

MOLINA _____

RIDLEY-THOMAS _____

YAROSLAVSKY _____

ANTONOVICH _____

KNABE _____

MOTION BY SUPERVISOR MARK RIDLEY-THOMAS
July 22, 2014
PAGE 2

facility and intermodal improvements, an expansion of the Blue line station platform, a new southern entrance to improve pedestrian movement, rider-oriented retail amenities, and a Sheriff's sub-station. These improvements promise to better connect transit riders from the station to health services, jobs, training and retail opportunities available in the surrounding community. In order to complete the envisioned improvements, Metro would redevelop a 1.25 acre portion of the adjacent 14-acre Kenneth Hahn Plaza (Plaza). CDC, which owns the land and ground leases for the 14-acre site, would work collaboratively to transfer its ownership interest in the 1.25 acre portion to Metro.

At the April 24, 2014 Board Meeting, the Metro Board of Directors approved the submittal of a "Transportation Investment Generating Economic Recovery Act" grant application for the Willowbrook/Rosa Parks Station Master Plan Implementation Project to the United States Department of Transportation. Metro staff has since identified the Federal Transit Administration's Bus and Bus Facilities Program, through its Ladders of Opportunity Initiative, as another potential funding source for bus and intermodal facility elements of the Master Plan for the Willowbrook/Rosa Parks Station.

Given the County's ongoing engagement in the revitalization of this community, and that CDC has fee ownership of the portion of the property on which the improvements are planned, it is appropriate for CDC to partner with Metro on this application and continue to work with Metro to transfer the fee ownership so that the objectives of improving the rider experience, along with enhancing the safety and accessibility of the Station can be realized.

MOTION BY SUPERVISOR MARK RIDLEY-THOMAS
July 22, 2014
PAGE 3

**I THEREFORE MOVE THAT THE BOARD OF COMMISSIONERS FOR THE
COMMUNITY DEVELOPMENT COMMISSION:**

1. Work collaboratively with the Los Angeles County Metropolitan Transportation Authority, as a partner, to submit a Ladders of Opportunity grant to the Federal Transit Administration for the Willowbrook/Rosa Parks Intermodal Facility Project;
2. Delegate authority to the Executive Director to partner with the Los Angeles County Metropolitan Transportation Authority on other potential funding opportunities to implement the Willowbrook/Rosa Parks Station Master Plan; and
3. Continue to take appropriate steps to transfer its property ownership interest in the 1.25 acre portion of Kenneth Hahn Plaza to the Los Angeles County Metropolitan Transportation Authority in order to facilitate the proposed Willowbrook/Rosa Parks Station Master Plan Implementation.

###

KK

II. SPECIAL DISTRICT AGENDA

**STATEMENT OF PROCEEDINGS FOR THE MEETING OF
THE COMMUNITY DEVELOPMENT COMMISSION
OF THE COUNTY OF LOS ANGELES
TUESDAY, JULY 22, 2014
9:30 A.M.**

- 1-D.** Recommendation as submitted by Supervisor Ridley-Thomas: Acting as the Board of Commissioners of the Community Development Commission, work collaboratively with the Los Angeles County Metropolitan Transportation Authority (Metro), as a partner, to submit a Ladders of Opportunity grant to the Federal Transit Administration for the Willowbrook/Rosa Parks Intermodal Facility Project; and authorize the Executive Director to partner with Metro on other potential funding opportunities to implement the Willowbrook/Rosa Parks Station (Station) Master Plan, which proposes a reconfiguration of the Station's area to better connect transit riders from the Station to health services, jobs, training and retail opportunities available in the surrounding community, and continue to take appropriate steps to transfer its property ownership interest in the 1.25 acre portion of Kenneth Hahn Plaza to Metro in order to facilitate the proposed Station Master Plan Implementation. (14-3252)

Arnold Sachs addressed the Board.

On motion of Supervisor Yaroslavsky, seconded by Supervisor Knabe, this item was approved.

Ayes: 5 - Supervisor Molina, Supervisor Ridley-Thomas, Supervisor Yaroslavsky, Supervisor Antonovich and Supervisor Knabe

Attachments: [Board Letter](#)
[Video](#)
[Audio](#)