ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Liechty Middle and Neighborhood Elementary Schools Safety Improve

Resolution ATP-P-2021-04B
(will be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *Liechty Middle and Neighborhood Elementary Schools Safety Improve*, effective on, May 12, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Los Angeles Department of Transportation*, and the Implementing Agency, *Los Angeles Department of Transportation*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its January 30, 2019 meeting the Commission approved the Active Transportation Program, and included in this program of projects the *Liechty Middle and Neighborhood Elementary Schools Safety Improve*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☒ Resolution G-19-31, "Adoption of Program of Projects for the Active Transportation Program", dated January 30, 2019
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's Active Transportation Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 The Los Angeles Department of Transportation agrees to secure funds for any additional costs of the project.

4.6 The Los Angeles Department of Transportation agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 The Los Angeles Department of Transportation agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Liechty Middle and Neighborhood Elementary Schools Safety Improve

Resolution ATP-P-2021-04B

Seleta J Reynolds — 12/22/2020

Seleta J Reynolds — Date

General Manager

Project Applicant

Seleta J Reynolds — 12/22/2020

Seleta J Reynolds — Date

General Manager

Implementing Agency

Tony Tavares — 4/2/2021

Tony Tavares — Date

District 7 Director

California Department of Transportation

Toks Omishakin — 05-04-21

Toks Omishakin — Date

Director

California Department of Transportation

Mitch Weiss — 06/01/21

Mitch Weiss — Date

Executive Director

California Transportation Commission

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP) *General Instructions*

Amendment (Existing Project) Y/N					**Date:** 10/6/20
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	
07		ATP5006893	5576		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Nominating Agency**	
LA				Los Angeles Department of Transportation	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Ira Karol Rodriguez	(213) 928-9628	ira.k.rodriguez@lacity.org

Project Title

Liechty Middle School and Neighboring Elementary Schools Safety Improvement Project

Location (Project Limits), Description (Scope of Work)

0.25-mile within 10th Street Elementary School (ES), Esperanza ES, Gratts Learning Academy for Young Scholars, Gratts Early Education Center, and Liechty Middle School in Central Los Angeles.

Transform five of the City's most traffic-stressed schools through the implementation of safety improvements, bicycle infrasturcture, and speed-reduction measures

Component	**Implementing Agency**
PA&ED	LA Dept. of Transportation
PS&E	LA Dept. of Transportation
Right of Way	LA Dept. of Transportation
Construction	LA Dept. of Transportation

Legislative Districts

Assembly:	53	**Senate:**	24	**Congressional:**	34

Project Benefits

(see Project Info Page 2)

Purpose and Need

Implementation of strategic infrastructure improvements will increase the proportion, safety, and mobility of non-motorized users, enhance public health for active transportation users including school-age children in the project vicinity.

Category	**Outputs**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities miles constructed	LF	12000
Operational Improvements	Intersection / Signal improvements	EA	100

NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	No					Reduces Greenhouse Gas Emissions	No

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved		01/30/20	
Begin Environmental (PA&ED) Phase		10/01/2019	10/01/19
Circulate Draft Environmental Document	**Document Type**		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)		05/23/2021	05/23/21
Begin Design (PS&E) Phase		08/10/2021	08/10/21
End Design Phase (Ready to List for Advertisement Milestone)		05/02/2023	05/02/23
Begin Right of Way Phase		10/23/2021	10/23/21
End Right of Way Phase (Right of Way Certification Milestone)		05/16/2023	05/16/23
Begin Construction Phase (Contract Award Milestone)		08/08/2023	12/31/23
End Construction Phase (Construction Contract Acceptance Milestone)		12/19/2026	12/31/26
Begin Closeout Phase			06/30/27
End Closeout Phase (Closeout Report)			12/31/27

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PROJECT PROGRAMMING REQUEST

Additional Information

Project Benefits

The project will provide continuous "neighborhood friendly street" linkages around and between the schools to 1) enhance safety for walking and bicycling to school, 2) promote a traffic-calmed environment that increases safety and comfort for all modes. 3) build out a low-stress network of streets as an alternative to major arterials to serve people of all ages and abilities, and 4) facilitate crossings over busy and wide arterials; and 5) improve overall citywide bicycle and pedestrian network connectivity.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

Date: 10/6/20

District	County	Route	EA	Project ID	PPNO	
07	LA			ATP5006893	5576	
Project Title:	Liechty Middle School and Neighboring Elementary Schools Safety Improvement Project					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									LA Dept. of Transportation
PS&E									LA Dept. of Transportation
R/W SUP (CT)									LA Dept. of Transportation
CON SUP (CT)									LA Dept. of Transportation
R/W									LA Dept. of Transportation
CON									LA Dept. of Transportation
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	3,700							3,700	
PS&E		1,233						1,233	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,371					1,371	
CON				22,696				22,696	
TOTAL	3,700	1,233	1,371	22,696				29,000	

Fund No. 1:	**ATP Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	2,959							2,959	
PS&E		986						986	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,096					1,096	
CON				18,157				18,157	
TOTAL	2,959	986	1,096	18,157				23,198	

Fund No. 2:	**Local Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									LA Dept. of Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	741							741	
PS&E		247						247	
R/W SUP (CT)									
CON SUP (CT)									
R/W			275					275	
CON				4,539				4,539	
TOTAL	741	247	275	4,539				5,802	

Fund No. 3:									Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

Complete this page for amendments only **Date:** 10/6/20

District	County	Route	EA	Project ID	PPNO	
07	LA			ATP5006893	5576	

SECTION 1 - All Projects

Project Background

The project creates Safe Routes to School for five schools clustered in Central Los Angeles: Esperanza Elementary, Liechty Middle, Gratts Learning Academy for Young Scholars, Gratts Early Education Center, and Tenth Street Elementary. These schools rank from 2nd to 24th in LAUSD's Top 50 Schools with Greatest Need owing to a high incidence of collisions and high proportion of children within walking distance of the schools. The project's robust outreach process included five bilingual and community-inclusive Walking Safety Assessments with over 120 parents, community members, and school staff attending as well as engineering plan review sessions with engineers from multiple city agencies.

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

Revised Application Documents

Attachment D (plans) and attachment F (estimate) of the application were revised at the time of programming.

SAFE ROUTES TO SCHOOL PLAN - REVISED - V3

INFRASTRUCTURE IMPROVEMENTS

SCHOOL

- (X) Entrance/Exit
- Attendance Area

PROPOSED INFRASTRUCTURE IMPROVEMENTS

1. Continental Crosswalk (42)
2. Curb Ramp (5)
3. Shorten Crossing (21)
5. Sidewalk Reconstruction (Spot Treatments)
6. Speed Feedback Sign (5)
7. Stop Sign with Flashing Beacon (1)
8. Accessible Pedestrian Signals (9 Intersections)
9. Speed Humps (4)
14. Bus Stop Relocation (4)
21. Pedestrian Signage (2)
25. Intersection Tightening (4)

- Pedestrian Lighting
- Bike Lane (Class 2)
  Union Av - Emerald Dr to 6th St (1670 LF)
- Bike Route (Class 3)
  Union Av - Esmerald Dr to Beverly Bl (680 LF)

FOR REFERENCE

- Public Park or Open Space

QTY

Proposed Improvement

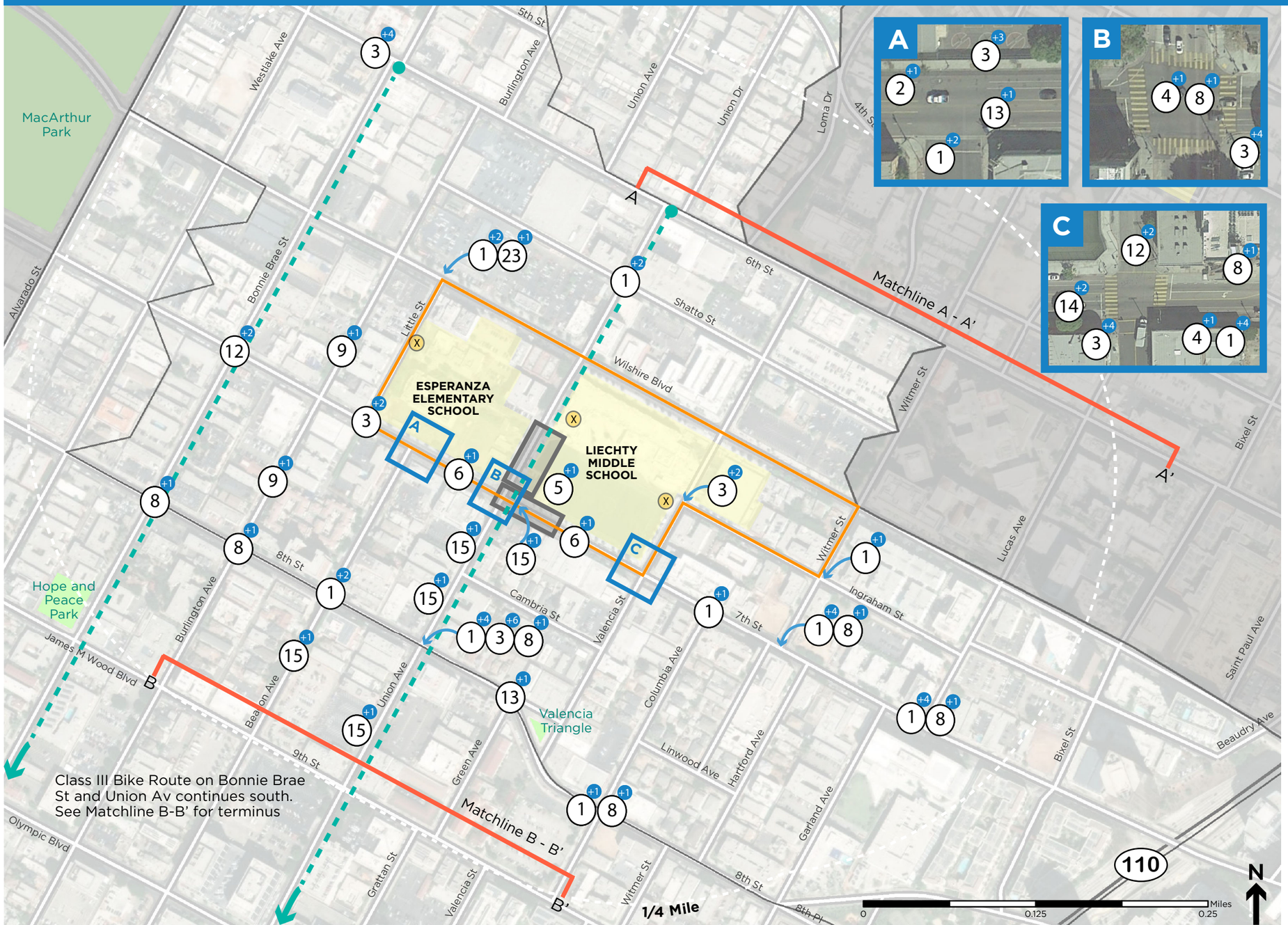
09/16/2019

GRATTS EARLY EDUCATION CENTER & GRATTS ACADEMY FOR YOUNG SCHOLARS

City Council District 1 - LAUSD Local District Central

SAFE ROUTES TO SCHOOL PLAN - REVISED - V3

INFRASTRUCTURE IMPROVEMENTS



SCHOOL

- (X) Entrance/Exit
- Attendance Area

PROPOSED INFRASTRUCTURE IMPROVEMENTS

- (1) Continental Crosswalk (27)
- (2) Curb Ramp (1)
- (3) Shorten Crossing (25)
- (4) Leading Pedestrian Interval (2)
- (5) Sidewalk Reconstruction (Spot Treatments)
- (6) Speed Feedback Sign (2)
- (8) Accessible Pedestrian Signals (8 Intersections)
- (9) Speed Humps (2)
- (12) Bike Box (4)
- (13) Rectangular Rapid Flashing Beacon (2)
- (14) Bus Stop Relocation (2)
- (15) Tree Trimming (5)
- (23) HAWK Signal (1)
- Pedestrian Lighting
- Bike Route (Class 3)
  Union Av - 6th St to Pico Bl (4350 LF)
  Bonnie Brea St - 6th St to 11th St (3260 LF)

FOR REFERENCE

- Public Park or Open Space
- QTY / Proposed Improvement

ESPERANZA ELEMENTARY & JOHN H LIECHTY MIDDLE SCHOOL

City Council District 1 - LAUSD Local District Central

09/16/2019

September 16, 2019

SAFE ROUTES TO SCHOOL PLAN - REVISED - V3

INFRASTRUCTURE IMPROVEMENTS

SCHOOL

- Drop Off/Pick Up
- Entrance/Exit
- Attendance Area

PROPOSED INFRASTRUCTURE IMPROVEMENTS

1. Continental Crosswalk (71)
2. Curb Ramp (6)
3. Shorten Crossing (24)
4. Leading Pedestrian Interval (2)
5. Sidewalk Reconstruction (Spot Treatments)
6. Speed Feedback Sign (4)
8. Accessible Pedestrian Signals (11 Intersections)
13. Rectangular Rapid Flashing Beacon (1)
17. Protected Left Turn Phase (2)

Pedestrian Lighting

Bike Route (Class 3)
Union Av - 6th St to Pico Bl (4350 LF) Bonnie Brae St - 6th St to 11th St (3260 LF)

FOR REFERENCE

Public Park or Open Space

QTY
Proposed Improvement

10TH ELEMENTARY SCHOOL
City Council District 1 - LAUSD Local District Central

09/16/2019

September 16, 2019

Detailed Engineer's Estimate and Total Project Costs- Cycle 4 - REVISED V3

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

Project Information:

Agency: Los Angeles Department of Transportation **Date:** 9/16/2019

Project Description: SRTS Infrastructure Project: Liechty Middle School and Neighboring Schools

Project Location: Neighborhood street network that serves Liechty Middle, 650 S Union Ave, los Angeles, and Esperanza Elementary, Gratts Learning

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: **License #:**

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	$1,200,000.00	$1,200,000	100%	$1,200,000				$0
2	Construction Survey and Monumentation	1	LS	$255,000.00	$255,000	100%	$255,000				$0
3	Stormwater Pollution Prevention BMP	1	LS	$103,000.00	$103,000	100%	$103,000				$0
4	Traffic Control	1	LS	$255,000.00	$255,000	100%	$255,000				$0
General Construction Items (non-decorative only)											
5	Traffic Striping: Intersection Tightening	4	Unit	$500.00	$2,000	100%	$2,000				$0
6	Traffic Striping:Pedestrian Signage (Two Intersections)	4	EA	$500.00	$2,000	100%	$2,000				$0
7	Traffic Striping: Bike Boxes	4	EA	$4,200.00	$16,800	100%	$16,800				$0
8	Traffic Striping: Bike Lanes (Class II)	1670	LF	$32.00	$53,440	100%	$53,440				$0
9	Traffic Striping: Bike Route (Class III)	8290	LF	$5.50	$45,595	100%	$45,595				$0
10	Traffic Striping: Crosswalk Legs	140	Crosswalks	$2,600.00	$364,000	100%	$364,000				$0
11	Bus Stop Relocations	6	LS	$30,000.00	$180,000	100%	$180,000				$0
12	Shorten Crossing (Curb Extensions) @ Signalized and Unsignalized Intersections	70	Unit	$100,000.00	$7,000,000	100%	$7,000,000				$0
13	Curb Ramps	12	Unit	$20,000.00	$240,000	100%	$240,000				$0
14	Accessible Pedestrian Signals (APS)	28	Per Intersection	$10,000.00	$280,000	100%	$280,000				$0
15	Pedestrian Lighting	123	Pole	$13,850.00	$1,703,550	100%	$1,703,550				$0
16	RRFB (Ped Activated Flashing Beacon)	3	Unit	$75,000.00	$225,000	100%	$225,000				$0
17	Tree Trimming / Pruning	8	LS	$13,250.00	$106,000	100%	$106,000			2%	$2,120
18	Spot Treatments Sidewalk Reconstruction: Various Locations	18216	SF	$50.00	$910,784	100%	$910,784				$0
19	Signal Modification: Protected Left Turn	2	LS	$125,000.00	$250,000	100%	$250,000				$0
20	Signal Modification: Pole Adjustments for Signals	14	LS	$250,000.00	$3,500,000	100%	$3,500,000				$0
21	Leading Pedestrian Interval (LPI)	4	Unit	$27,500.00	$110,000	100%	$110,000				$0
22	Speed Feedback Signs	11	Unit	$35,000.00	$385,000	100%	$385,000				$0
23	Speed Humps	6	Unit	$7,000.00	$42,000	100%	$42,000				$0
24	Catch Basins	31	LS	$15,000.00	$465,000	100%	$465,000				$0
25	Stop Sign with Flashing Beacon	1	Units	$5,000.00	$5,000	100%	$5,000				$0
26	HAWK Signal	1	Unit	$225,000.00	$225,000	100%	$225,000				$0
				Subtotal of Construction Items:	**$17,924,169**		**$17,924,169**				**$2,120**
				Construction Item Contingencies (% of Construction Items):	**10.00%**	$1,792,417		$1,792,417		$0	
				Total (Construction Items & Contingencies) cost:		**$19,716,586**		**$19,716,586**		**$0**	

Project Delivery Costs:

Type of Project Cost	Cost $	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	$ 3,700,367	$3,700,367	$0	
Plans, Specifications and Estimates (PS&E):	$ 1,233,455	$1,233,455	$0	E" costs / "CON" co
Total PE:	**$ 4,933,822**	**$4,933,822**	**$0**	**25%** **25% Max**
Right of Way (RW)				
Right of Way Engineering:	$ 244,750	$244,750	$0	
Acquisitions and Utilities:	$ 1,125,850	$1,125,850	$0	
Total RW:	**$ 1,370,600**	**$1,370,600**	**$0**	
Construction Engineering (CE)				E" costs / "CON" co
Construction Engineering (CE):	$ 2,960,292	$2,960,292	$0	**15%** **15% Max**
Total Project Delivery:	**$9,264,714**	**$9,264,714**	**$0**	
Total Construction Costs:	**$22,676,878**	**$22,676,878**	**$0**	
		ATP Eligible Costs	Non-participating Costs	
Total Project Cost:	**$28,981,300**	**$28,981,300**	**$0**	

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

Item Number(s):	Description of Engineer's Logic: (See examples shown in the Instructions)

Part A4: Project Details (Revised)

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ **Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1:_____Linear Feet	**Class 2: 1670 Linear Feet**
	Class 3: 8290 Linear Feet	Class 4: _____ Linear Feet
Signalized Intersections:	**New Bike Boxes: 4 Units**	Timing Improvements: __Unit
Un-Signalized Intersections:	New RRFB/Signal:_____Number	Crossing-Surface Improvements:_____Number
Mid-Block Crossing:	New RRFB/Signal:_____Number	Crossing-Surface Improvements:_____Number
Lighting:	Intersection:_____Number	Roadway Segments:_____Linear Feet
Bike Share Program:	New Station:_____Number	New Bikes:_____Number
Bike Racks/Lockers:	New Racks:_____Number	New Secured Lockers:_____Number Other
Bicycle Improvements		

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide):_____Linear Feet	New (over 8' wide):_____Linear Feet
	Widen Existing:_____Linear Feet	**Reconstruct/Enhance: 18216 Square Feet**
	New Barrier Protected (Barrier, parking, functional-planter, etc.):_____Linear Feet	
ADA Ramp Improvements:	**New Ramp (none exist): 12 Units**	Reconstruct Ramp to Standard: _____ Number
Signalized Intersections:	New Crosswalk: _____Number	**Enhance Existing Crosswalk: 20 Legs**
	Ped-Heads:_____Number	**Shorten Crossing (Curb Extension): 52 Units**
	Leading Pedestrian Interval (LPI): 4 Units	
	Accessible Pedestrian Signals: 28 Intersections	
Un-Signalized Intersections:	New Traffic Signal: __Unit	New Roundabout:_____Number
	New RRFB: ___Units	**New/Enhance Existing Crosswalk: 80 Legs**
	Shorten Crossing: 18 Units	**Stop Sign with Flashing Beacon: 1 Units**
	New HAWK: 1 Unit	
Mid-Block Crossing:	**New RRFB/Signal: 3 Number**	Crossing-Surface Improvements:_____Number
Lighting:	**Intersection/Roadway: 123 Units**	
Pedestrian Amenities:	Benches:_____Number	Trash Cans:_____Number
	Tree Trimming: 8 Locations	Number Shade Tree Type:
Other Ped Improvements:		

☐ **Multi-use Trail Improvements**

☒ **Vehicular-Roadway Traffic-Calming Improvements**

Road Diets:	Remove Travel Lane: 0 Linear Feet	Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs:	**Speed Feedback Signs: 11 Units**	
Signalized Intersections:	**Timing Improvement/LT Protected: 2 Units**	**New Roundabout: 0 Unit**
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: Number
Other Traffic-Calming Improvements:	**Speed Humps: 6 Units**	**Bus Stop Relocations: 6 Units**

☐ **Non-Infrastructure Components Plan**

☐ **Type (only intended for Plans)**

ADA Notice

Right of Way (R/W) Impacts (Check all that apply)

☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

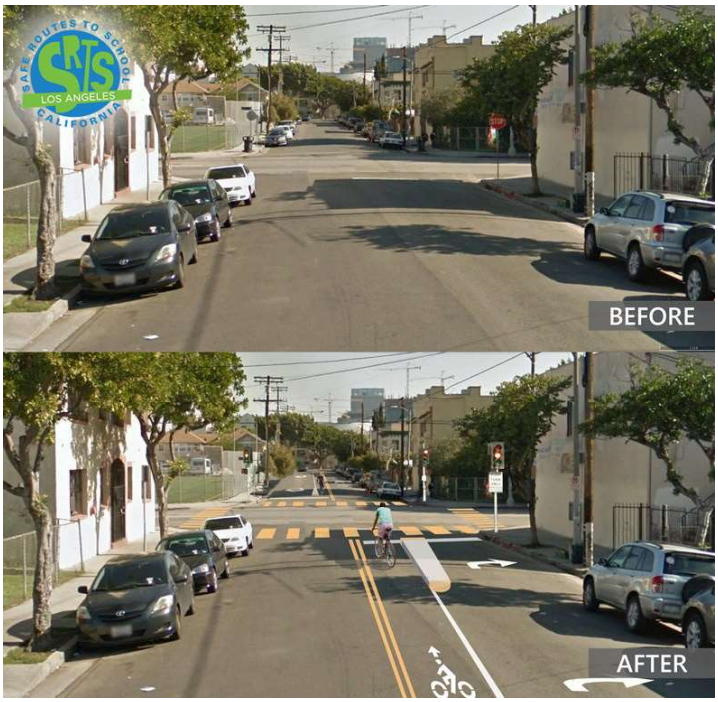
☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

In the yellow security banner above, please click on "**Options**" and select "**Trust this document one time only**" before completing the form. After you select to trust the document, you will be asked if you want to save the document before closing, select "**No**".

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: LA Dept. of Transportation

PROJECT TYPE: Infrastructure - Large



PROJECT APPLICATION NO.: 7-LA Dept. of Transportation-13

PROJECT NAME: Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project

PROJECT DESCRIPTION: Transform five of the City's most traffic-stressed schools through the implementation of safety improvements, bicycle infrastructure, and speed-reduction measures.

PROJECT LOCATION: 0.25-mile within 10th St ES, Esperanza ES, Gratts LAYS, Gratts EEC, and Liechty MS in Central Los Angeles.

ATP FUNDED COMPONENTS

Infrastructure								Non-Infrastructure		Plan	
PA&ED		PS&E		R/W		CON					
$	2,959	$	986	$	1,096	$	18,157	$	-	$	-
FY	19/20	FY	20/21	FY	21/22	FY	22/23	FY	-	FY	-

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
29,000	23,198	5,802	-	5,802	-	-

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.

APPLICATION INDEX PAGE

Part A1: Applicant 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:			
LA Dept. of Transportation			
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
100 S. Main Street	Los Angeles	CA	90012
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Margot Ocañas	Safe Routes to School Coordinator		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
213-928-9707	margot.ocanas@lacity.org		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	07-5006R
Implementing Agency's State Caltrans MA number	00152S

* 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 Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☐ Yes ☒ No

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 1

Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project

PROJECT / APPLICATION NUMBER: 13

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)
(Summary of the Existing Condition, Project Scope, the Expected Benefits) **Words Remaining:** 0

This project proposes Safe Routes to School plans for five schools clustered in Central Los Angeles: Esperanza Elementary, Liechty Middle, Gratts Learning Academy for Young Scholars, Gratts Early Education Center, and Tenth Street Elementary. These schools rank from 2nd to 24th in LAUSD's Top 50 Schools with Greatest Need owing to a high incidence of collisions and high proportion of children within walking distance of the schools.

This project will provide continuous "neighborhood friendly street" linkages around and between the schools to 1) enhance safety for walking and bicycling to school, 2) promote a traffic-calmed environment that increases safety and comfort for all modes, 3) build a low-stress network of streets as an alternative to major arterials to serve people of all ages and abilities, and 4) facilitate crossings over busy and wide arterials; and 5) improve overall citywide bicycle and pedestrian network connectivity.

Countermeasures included in this project such as new bike routes, pedestrian-scale lighting, leading pedestrian interval signal timing, pedestrian-activated flashing beacons, curb extensions, and high-visibility crosswalks will create safer crossings and provide greater visibility to drivers of students and families walking. Speed feedback signs, speed humps, and additional stop signs will calm cross-neighborhood traffic and create low-stress pedestrian and bicycle linkages along streets connecting the school to the surrounding community.

The project's robust outreach process included five bilingual and community-inclusive Walking Safety Assessments with over 120 parents, community members, and school staff attending as well as engineering plan review sessions with engineers from multiple city agencies: District Engineering and Architecture, Operations, Environmental Health and Safety; school administration; City and School police; and the Office of Council District 1.

Implementation of strategic infrastructure improvements will increase the proportion, safety, and mobility of non-motorized users, enhancing public health for active transportation users including school-age children in the project vicinity.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 17

Transform five of the City's most traffic-stressed schools through the implementation of safety improvements, bicycle infrastructure, and speed-reduction measures.

PROJECT LOCATION: (Max of 180 characters) **Characters Remaining:** 74

0.25-mile within 10th St ES, Esperanza ES, Gratts LAYS, Gratts EEC, and Liechty MS in Central Los Angeles.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

A2. Project Location.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.054902 N /long. -118.269536 W

Congressional District(s): 34

State Senate District(s): 24 **State Assembly District(s):** 53

Caltrans District: 7

County: Los Angeles

MPO: SCAG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the ten large MPOs

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☒ Yes ☐ No If yes, how many previous awards? 2

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
ATPLNI-5006(809	Active Transportation Program (ATP)	$1,900,000	Non-Infrastructure (NI) NI)	Previous ATP project phase funded
SR2SL-5006(731)	Federal – Safe Routes to School (SRTS)	$686,000	Infrastructure (I)	Overlapping limits and scope of work

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure - Large

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 ☐ None

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

☒ **Bicycle Transportation** % of Project 5 %

☒ **Pedestrian Transportation** % of Project 95 %

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

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application.
As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

How many schools does the project impact/serve: 5

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

School Name: John H Liechty Middle School
School Address: 650 S Union Ave, Los Angeles, CA 90017
District Name: Los Angeles Unified School District
District Address: 333 S Beaudry Ave., Los Angeles, CA 90017
Co.-Dist.-School Code: 19 64733 0114199
School Type: 6 to 8

Project improvements maximum distance from school 0.3 mile

Total student enrollment:	984
Total # of students that currently walk or bike to school:	740
Approximate # of students living along route proposed for improvement:	390
Projected # of students that will walk/bike to school after the project:	840
Percentage of students eligible for free or reduced meal programs**	96 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sd/sd/filessp.asp

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

A3. Liechty MS Map & Statement of Support.pdf

School Name: Esperanza Elementary School
School Address: 680 Little St. Los Angeles, CA 90017-1644
District Name: Los Angeles Unified School District
District Address: 333 S Beaudry Ave., Los Angeles, CA 90017
Co.-Dist.-School Code: 19647336110969
School Type: K to 5

Project improvements maximum distance from school 0.3 mile

Total student enrollment:	835
Total # of students that currently walk or bike to school:	620
Approximate # of students living along route proposed for improvement:	630
Projected # of students that will walk/bike to school after the project:	780
Percentage of students eligible for free or reduced meal programs**	97 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sd/sd/filessp.asp

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

A3. Esperanza ES Map & Statement of Support.pdf

School Name: Tenth Street Elementary School
School Address: 1000 Grattan St. Los Angeles, CA 90015-2046
District Name: Los Angeles Unified School District
District Address: 333 S Beaudry Ave., Los Angeles, CA 90017
Co.-Dist.-School Code: 19 64733 6019459
School Type: K to 5

Project improvements maximum distance from school 0.3 mile

Total student enrollment:	715
Total # of students that currently walk or bike to school:	480
Approximate # of students living along route proposed for improvement:	390
Projected # of students that will walk/bike to school after the project:	610
Percentage of students eligible for free or reduced meal programs**	97 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sd/sd/filessp.asp

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

A3. 10th St ES Map & Statement of Support.pdf

School Name: Gratts Learning Academy for Young Scholars (GLAYS)
School Address: 309 Lucas Ave. Los Angeles, CA 90017-2062
District Name: Los Angeles Unified School District
District Address: 333 S Beaudry Ave., Los Angeles, CA 90017
Co.-Dist.-School Code: 19 64733 6113419
School Type: K to 6

Project improvements maximum distance from school 0.3 mile

Total student enrollment:	540
Total # of students that currently walk or bike to school:	380
Approximate # of students living along route proposed for improvement:	450
Projected # of students that will walk/bike to school after the project:	520
Percentage of students eligible for free or reduced meal programs**	93 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sd/sd/filessp.asp

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

A3. Gratts LAYS Map & Statement of Support.pdf

School Name: Gratts Early Education Center
School Address: 1415 W 5th St, Los Angeles, CA 90017
District Name: Los Angeles Unified School District
District Address: 333 S Beaudry Ave., Los Angeles, CA 90017
Co.-Dist.-School Code: 19 64733 0122630
School Type: K to 1

Project improvements maximum distance from school 0.3 mile

Total student enrollment:	535
Total # of students that currently walk or bike to school:	370
Approximate # of students living along route proposed for improvement:	350
Projected # of students that will walk/bike to school after the project:	480
Percentage of students eligible for free or reduced meal programs**	94 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sd/sd/filessp.asp

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

A3. Gratts EEC Map & Statement of Support.pdf

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

Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ **Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1:	Linear Feet	Class 2: 2,000	Linear Feet
	Class 3: 9,300	Linear Feet	Class 4:	Linear Feet
Signalized Intersections:	New Bike Boxes: 4	Number	Timing Improvements:	Number
Un-Signalized Intersections:	New RRFB/Signal:	Number	Crossing-Surface Improvements:	Number
Mid-Block Crossing:	New RRFB/Signal:	Number	Crossing-Surface Improvements:	Number
Lighting:	Intersection:	Number	Roadway Segments:	Linear Feet
Bike Share Program:	New Station:	Number	New Bikes:	Number
Bike Racks/Lockers:	New Racks:	Number	New Secured Lockers:	Number
Other Bicycle Improvements:	#1:	#:	#2:	#:

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide):	Linear Feet	New (over 8' wide):	Linear Feet
	Widen Existing:	Linear Feet	Reconstruct/Enhance Existing: 800	Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.):	Linear Feet		
ADA Ramp Improvements:	New Ramp (none exist): 10	Number	Reconstruct Ramp to Standard:	Number
Signalized Intersections:	New Crosswalk:	Number	Enhance Existing Crosswalk: 47	Number
	Ped-Heads:	Number	Shorten Crossing: 34	Number
	Timing Improvements: 4	Number		
Un-Signalized Intersections:	New Traffic Signal:	Number	New Roundabout:	Number
	New RRFB/Signal: 17	Number	Crossing-Surface Improvements: 81	Number
	Shorten Crossing: 22	Number		
Mid-Block Crossing:	New RRFB/Signal:	Number	Crossing-Surface Improvements:	Number
Lighting:	Intersection:	Number	Roadway Segments: 10,300	Linear Feet
Pedestrian Amenities:	Benches:	Number	Trash Cans:	Number
	Shade Trees: 5	Number	Shade Tree Type: Unspecified	
Other Ped Improvements:	#1: ADA Pedestrian Signals (# Intersections)	#: 28	#2: Toucan Crossing	#: 1

☐ **Multi-use Trail Improvements**

☒ **Vehicular-Roadway Traffic-Calming Improvements**

Road Diets:	Remove Travel Lane: 0	Linear Feet	Remove Right-Turn Pocket: 0	Number
Speed Feedback Signs:	Speed Feedback Signs: 11	Number		
Signalized Intersections:	Timing Improvements: 0	Number	New Roundabout: 1	Number
Un-Signalized Intersections:	New Traffic Signal: 1	Number	New Roundabout: 0	Number
Other Traffic-Calming Improvements:	#1: Conversion to One-Way Street	#: 1	#2: Speed Humps	#: 6

☐ **Non-Infrastructure Components**

☐ **Plan Type (only intended for Plans)**

Right of Way (R/W) Impacts (Check all that apply)

☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2019 and June 30, 2023 to be consistent with the available ATP funds for Cycle 4.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PA&ED Allocation" Date:	8/1/2019
Notice to Proceed with Federally Reimbursable ATP Work:	9/30/2019
Expected or Past Start Date for PA&ED activities:	10/1/2019
Time to complete the separate CEQA & NEPA studies/approvals:	20 months *(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	5/23/2021

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date:	6/10/2021
Notice to Proceed with Federally Reimbursable ATP Work:	8/9/2021
Expected or Past Start Date for PS&E activities:	8/10/2021
Time to complete the final Plans, Specification & Estimate:	21 months
Expected or Past Completion Date for the PS&E Phase:	5/2/2023

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "R/W Allocation" Date:	8/5/2021
Notice to Proceed with Federally Reimbursable ATP Work:	10/4/2021
Expected or Past Start Date for R/W activities:	10/23/2021
Time to complete the R/W Engineering, Acquisition, and Utilities:	19 months
Expected or Past Completion Date for the R/W Phase:	5/16/2023

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	6/8/2023
Notice to Proceed with Federally Reimbursable ATP Work:	8/7/2023
Expected Start Date for Construction activities:	8/8/2023
Time to complete the Construction activities:	41 months
Expected or Past Completion Date for the CON Phase:	12/19/2026

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: *(This includes combined "I" and "NI" projects)*

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected Start Date for "NI" or "Plan" Construction activities:	
Time to complete the CON-Phase activities:	months
Expected Completion Date for the CON Phase:	

Proposed Dates for "Before" and "After" Counts *(As required by the CTC and Caltrans guidelines):*

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)	1/1/2023
Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)	7/1/2027

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year **	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	3,700	2,959	*19/20*	741	-	-	741	-
PS&E	1,233	986	*20/21*	247	-	-	247	-
R/W	1,371	1,096	*21/22*	275	-	-	275	-
CON	22,696	18,157	*22/23*	4,539	-	-	4,539	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**29,000**	**23,198**		**5,802**	**-**	**-**	**5,802**	**-**

* *The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.*

** *Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)*

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, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

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

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Amendment (Existing Project) Y ☐ N ☒ **Date:** 09/29/20

District	EA	Project ID	PPNO	MPO ID	Alt Project. ID/prg.
7					ATP

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA				LA Dept. of Transportation	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Margot Ocañas	(213) 928-9707	margot.ocanas@lacity.org

Project Title

Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project

Location (Project Limits), Description (Scope of Work)

0.25-mile within 10th St ES, Esperanza ES, Gratts LAYS, Gratts EEC, and Liechty MS in Central Los Angeles.

Component	Implementing Agency
PA&ED	LA Dept. of Transportation
PS&E	LA Dept. of Transportation
Right of Way	LA Dept. of Transportation
Construction	LA Dept. of Transportation

Legislative Districts

Assembly:	53	Senate:	24	Congressional:	34

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

This project will provide continuous "neighborhood friendly street" linkages around and between the schools to 1) enhance safety for walking and bicycling to school, 2) promote a traffic-calmed environment that increases safety and comfort for all modes, 3) build out a low-stress network of streets as an alternative to major arterials to serve people of all ages and abilities, and 4) facilitate crossings over busy and wide arterials; and 5) improve overall citywide bicycle and pedestrian network connectivity.

Purpose and Need

Implementation of strategic infrastructure improvements will increase the proportion, safety, and mobility of non-motorized users, enhancing public health for active transportation users including school-age children in the project vicinity.

Category	Outputs/Outcomes	Unit	Total
Local Streets and Roads	Pedestrian/Bicycle facilities miles constructed	Feet	12,000
Local Steets and Roads	Intersections modified	Each	100

ADA Improvements: Y ☒ N ☐ Bike/Ped Improvements: Y ☒ N ☐ Reversible Lane Analysis: Y ☐ N ☒

Inc. Sustainable Communities Strategy Goals: Y ☒ N ☐ Reduces Greenhouse Gas Emissions: Y ☐ N ☒

Project Milestone	Existing	Proposed
Project Study Report Approved	09/29/20	
Begin Environmental (PA&ED) Phase		10/01/2019
Circulate Draft Environmental Document (Document Type) CE		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		05/23/2021
Begin Design (PS&E) Phase		08/10/2021
End Design Phase (Ready to List for Advertisement Milestone)		05/02/2023
Begin Right of Way Phase		10/23/2021
End Right of Way Phase (Right of Way Certification Milestone)		05/16/2023
Begin Construction Phase		08/08/2023
End Construction Phase		12/19/2026
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Additional Information	Date:	09/29/20

Exhibit 22-G Project Programming Request (PPR)

Date: 09/29/20

Project Information:					
Project Title:	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	-			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	3,700	0	0	0	0	**3,700**
PS&E	0	0	0	1,233	0	0	0	**1,233**
R/W	0	0	0	0	1,371	0	0	**1,371**
CON	0	0	0	0	0	22,696	0	**22,696**
TOTAL	**0**	**0**	**3,700**	**1,233**	**1,371**	**22,696**	**0**	**29,000**

Notes:

ATP Funds	Infrastructure Cycle 4							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**
E&P (PA&ED)	0	0	2,959	0	0	0	0	**2,959**
PS&E	0	0	0	986	0	0	0	**986**
R/W	0	0	0	0	1,096	0	0	**1,096**
CON	0	0	0	0	0	18,157	0	**18,157**
TOTAL	**0**	**0**	**2,959**	**986**	**1,096**	**18,157**	**0**	**23,198**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Non-Infrastructure Cycle 4							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Plan Cycle 4							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Previous Cycle							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Program Code:
Funding Agency: Caltrans
Notes:

Exhibit 22-G Project Programming Request (PPR)

Date: 09/29/20

Project Information:					
Project Title:	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	-			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	741	0	0	0	0	**741**	LA Dept. of Transportation
PS&E	0	0	0	247	0	0	0	**247**	**Notes:**
R/W	0	0	0	0	275	0	0	**275**	
CON	0	0	0	0	0	4,539	0	**4,539**	
TOTAL	**0**	**0**	**741**	**247**	**275**	**4,539**	**0**	**5,802**	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

District	County	Route	EA	Project ID	PPNO	Alt. ID
7	Los Angeles	-				

SECTION 1 - All Projects

Project Background — Characters Remaining: 52

This project creates Safe Routes to School for five schools clustered in Central Los Angeles: Esperanza Elementary, Liechty Middle, Gratts Learning Academy for Young Scholars, Gratts Early Education Center, and Tenth Street Elementary. These schools rank from 2nd to 24th in LAUSD's Top 50 Schools with Greatest Need owing to a high incidence of collisions and high proportion of children within walking distance of the schools. The project's robust outreach process included five bilingual and community-inclusive Walking Safety Assessments with over 120 parents, community members, and school staff attending as well as engineering plan review sessions with engineers from multiple city agencies.

Programming Change Requested — Characters Remaining: 747

N/A

Reason for Proposed Changed — Characters Remaining: 747

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded — Characters Remaining: 572

N/A

Other Significant Information — Characters Remaining: 1997

N/A

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Margot Ocañas	Margot Ocañas	Safe Routes to School Coordinator	07/30/2018

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

Part A7: Screening Criteria

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

1. **Demonstrated fiscal needs of the applicant:**
   - **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☐ Yes ☒ No
   - **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☐ Yes ☒ No
   - **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☐ Yes ☒ No
2. **Consistency with an adopted regional transportation plan:**
   - **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

   If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

   A7. RTP_SCS Relevant Pages.pdf

   Note: Projects not providing proof will be disqualified and not be evaluated.
3. **Is the Implementing Agency Caltrans?** ☐ Yes ☒ No

Part B: Narrative Questions

Question #1

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ **This project does not qualify as a Disadvantaged Community.**

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

B1. Disadvantaged Communities and Local Destinations.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Other**

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: http://www.cde.ca.gov/ds/sd/sd/filessp.asp (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

School Name	School Enrollment	% of Students Eligible for FRPM
John H Liechty Middle School	984	96 %
Esperanza Elementary School	835	97 %
Tenth Street Elementary School	715	97 %
Gratts Learning Academy for Young Scholars (GLAYS)	540	93 %
Gratts Early Education Center	535	94 %

Highest percentage of students eligible from above (autofill): **97%** (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: **96%**
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 150 Words)

Words Remaining: 3

The intent of these improvements is to improve the safety of crossings for bicyclists and pedestrians on their way to the five selected schools or other community destinations. Hazardous crossings and unmitigated vehicle speeds in the project area impede active transportation access across the community, as evidenced by the high percentage of collisions within 0.25-mile of these schools involving a pedestrian or bicycle in the past five years (33.9 percent). Having safe conditions to cross at intersections is an important community need for students and residents alike. The lack of adequate active transportation facilities is clear given that high rates of sidewalk usage (66 to 75 percent of students and 10.3 percent of commuters walking or biking daily; 42,900 daily transit boardings in the project area) have not led to a change in driver behavior that would result in a lower percentage of pedestrian- or bicycle-involved collisions.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 150 Words)

Words Remaining: 33

This project proposes safety and accessibility improvements throughout the neighborhood of the five schools. Almost all improvements except for portions of the proposed bike corridors lie within a 0.25-mile radius, an area of which roughly 90 percent falls within the disadvantaged community boundaries. All fundamental walking routes to/from the schools and most routes between destinations on surrounding residential streets will benefit from one or more of the proposed improvements. The traffic calming measures at several intersections will improve safety for bicyclists and

pedestrians on all adjoining residential streets by reducing the speed of through-traffic originating from surrounding arterials and neighborhoods. Furthermore, the improvements will benefit users of all ability, age, and degree of access to personal vehicles.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. (Max of 150 Words)

Words Remaining: 19

These improvement recommendations were determined from analysis of substantial user input from parents, students, school staff, and other involved community members. The City provided five 100-percent bilingual Walking Safety Assessment (WSA) events for community members to voice their concerns and offer input for the project, as part of the LADOT Safe Routes to School Program (Phase I: Top 50 Schools). The WSAs were held at each of the five schools in May, September, and October 2017. Over 120 community members attended the events; participants included representatives from local community organizations, parents, students, school and district staff, and elected-officials who came together to share experiences, insight, concerns, and recommendations regarding improving traffic safety in the community. This application documents outreach process in more detail in the response to Question 4: Public Participation.

Attach Documentation

B1. Disadvantaged Community Involvement.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

a. Auto calculated

Part B: Narrative Questions

Question #2

QUESTION #2
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. (0-38 POINTS)

Please provide the following information: (This must be completed to be considered for funding.)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	5,700	800	5/2/2018	☐

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School
John H Liechty Middle School	984	390	740
Esperanza Elementary School	835	630	620
Tenth Street Elementary School	715	390	480
Gratts Learning Academy for	540	450	380
Gratts Early Education Center	535	350	370
Total	**3,609**	**2,210**	**2,590**

Document the methodologies used to establish the **current** count data. (Max of 250 Words) **Words Remaining:** 72

NOTE: In addition to the above, 43,900 daily transit boardings are measured for the study area.

Student travel tallies taken between April 2017 and September 2017 (two days at each school) surveyed students' methods of commuting to & from school. An additional survey occurred in May 2018 for Gratts Learning Academy for Young Scholars. These tallies had a high participation rate (over 50 percent of the student body at each school) among the students and were thus significantly reliable. At each school, between 45 and 75 percent of students walk or bike to school. These percentages informed estimates for daily student users. Estimates for the daily use by other project-area residents, calculated from US Census Bureau population and work-commute mode split measures for the 0.25-mile vicinity of the school, were additionally included. The resulting amount was rounded to the nearest hundred to account for the imprecision in estimating non-student users. Furthermore, the final amount is an underestimate in that no method for calculating daily recreational users was attempted due to scarcity of relevant data for the project vicinity.

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Lack of connectivity
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 1000 Words) **Words Remaining:** 23

The project addresses infrastructure deficiencies, improves safety conditions and connectivity for pedestrians, bicyclists, and other active transportation

users accessing 10th St ES, Esperanza ES, Gratts Early Education Center, Gratts Learning Academy, Liechty MS, and other community destinations within a 0.25-mile radius of those schools. These five schools were analyzed as one entire project due to their proximity to each other and because the elementary schools are direct feeder schools to Liechty Middle School. As such, there is strong interconnectivity between the schools and the students attending them. Thus, any improvement affecting one school will affect students of another school. For anyone attending one of the five schools or living or working in this area, the project improves the safety and accessibility of first-mile/last-mile connections. All five schools were featured in the LADOT Safe Routes to School: Top 50 Schools Plan which carefully reviewed the capital improvements that would make the most local impact to walkers and bikers in the community. Los Angeles Department of Transportation staff, Los Angeles Unified School District administrative staff, councilmembers, commission members, Board of Education members, and Los Angeles Police Department staff developed a set of criteria to select 50 schools to receive active transportation improvements. Collaborators established a methodology that used a data-driven approach to identify schools with the most need, including but not limited to an analysis of: pedestrian and bicycle collision rates for a 0.5-mile vicinity of each school and percentage of student eligibility for free and reduced-price meals. All five schools ranked 24th or higher and Esperanza ES was the 2nd top school on the list (LAUSD operates 1,100 schools in total).

The neighborhood ranks within the top 10% most collision-prone areas of the City of Los Angeles, an observation based on kernel density analysis of five years of TIMS collision data (2012-16). In those years, 298 pedestrian and bicycle collisions occurred in the project area, 24 resulting in a fatality or a severe injury. The Census tracts comprising the project area collectively rank in the 77th percentile statewide for traffic density, per Cal EnviroScreen 3.0. Nearby stretches of 3rd St, 6th St, 7th St, 8th St, Olympic Blvd, Pico Blvd, Union Ave, and Wilshire Blvd been designated by the City as part of its Vision Zero High-Injury Network, where collisions resulting in injury are most frequently observed.

Despite these threats to pedestrians and bicyclists, local economic challenges and density of development have translated to constrained mobility options for residents in the neighborhood, and their subsequent reliance on active transportation to conduct their everyday livelihoods. As discussed in the response to Question 1, 96 percent of students who attend the schools in project area are enrolled in the Free/Reduced-Priced School Meals program. According to the 2016 American Community Survey, very few households have the option of using a personal vehicle: 82 percent of all households have 'low vehicle access,' while 43.9 percent of households have no access to a personal vehicle. According to the Healthy Places Index, the community ranks in the lowest percentile statewide for automobile access but the 98th percentile for active commuting since 60-80% of commuters walk, bike, or take transit to work. Lastly, 29% of residents are children (<=10 years old) or elderly (>=65 years old). Active transportation and transit remain the few mobility options for these residents to reach their jobs, civic institutions, healthcare and other destinations.

Residents are thus disproportionately exposed to safety risk by walking or biking on their local roadways, in addition to living in an area with collision rates that are already among the highest in the City. A substantial number of residents would benefit from local capital improvements that addressed local walkability issues such as unsafe crossings. Because walking and biking rates at each of the five featured schools is so high, each improvement to the local roadways has the capacity to change the pedestrian and bicycle environment for a significant number of children every day. Walking tallies conducted at each of the five schools show that more than 71 percent of students use active transportation to get to and from school. According to transit ridership data, almost 43,000 boardings were made to LA Metro buses and rail service on a typical day during the month of May in 2017.

Safe, accessible active transportation connectivity provides community members with the opportunity to participate in and develop healthy behaviors that promote wellbeing. More than half (58 percent) of all adults living in the project area do not get at least 150 minutes of physical exercise per week, as recommended by the Centers for Disease Control and Prevention (CDC). Among community members, 1 in 5 (20.1 percent) are considered obese, 4 percent are diagnosed with heart disease, and 7.9 percent of adults have diabetes. The Centers for Disease Control and Prevention reports that Diabetes is the 7th leading cause of death in the United States (and may be underreported). Similarly to cardiovascular disease, the risk of diabetes can be greatly reduced through increased physical activity and lifestyle changes. By providing a safe network for walking and bicycling in the Liechty Middle School neighborhood, local community members will engage in active transportation and increase their physical activity, reducing their risks of obesity, diabetes and heart disease.

The project will create low-stress pedestrian and bicycle linkages for students and community members accessing five schools located within the neighborhood, transit stops including 68 bus stops and the Westlake/MacArthur Park Metro station, and nearby community destinations including MacArthur Park, the Good Samaritan Hospital, and many local businesses. It will improve the existing active transportation network for non-motorized users by installing improvements that will lead to a safer and more comfortable walking and biking environment, and promote healthy behaviors throughout the community. Through this effort, the project strives to provide the community members, mainly disadvantaged communities, with an active transportation network that will meet their needs.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. **Close a gap?** ☐ Yes ☒ No
2. **Creation of new routes?** ☒ Yes ☐ No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

a. Must provide a map of the new route location.

B2B2. New Routes Location Map.pdf

b. Describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 29

There are currently no north-south bicycle facilities in the project area. Due to the density of high-volume streets in this neighborhood, biking for any linear distance through the project area is unusually cumbersome. Nonetheless, bicyclists continue to bike on the roadways, as evidenced by the high number of bicycle-involving collisions for the vicinity. Many intersections dispersed throughout the project area are uncontrolled or two-way stop controlled, and drivers are observed failing to follow speed limits; despite so, students and parents continue to cross, putting them at a great risk. The only existing bicycle facility is on 7th Street, however, there are poor bicycle network connections to this facility; this project will address that need and will help strengthen the bicycle network.

c. Describe how the project links or connects, or encourages use of existing routes 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. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 25

The project will construct three new north-south bicycle corridors that include bike lanes on Lucas Ave between Emerald Dr and 6th St, and 'sharrows' along three corridors: Union Ave between Pico Blvd and 6th St, Bonnie Brae St between Olympic Blvd and 6th St, and Lucas Ave between Emerald Dr and Beverly Blvd (linking with the new bike lanes). The new facilities will provide students and adults alike at each of the five schools enhanced safety on their journeys to and from school by bike. They will additionally provide access to local destinations such as the Church of Immaculate Conception, Felipe's Bike Shop, and several Metro bus stops. Finally, they will interconnect several east-west bike corridors that are existing or proposed, connecting to Downtown LA.

3. Removal of barrier to mobility? ☒ Yes ☐ No

a. Type of barrier: Safety

b. Must provide a map identifying the barrier location and improvement.

B2B3. Safety Barriers Location Map.pdf

c. Describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 1

One of the most significant safety concerns in the neighborhood is crossing the high-volume (primarily east-west) boulevards that traverse the school attendance boundaries. The local student population is spread across the project area, requiring students to cross 3rd St, 6th St, 7th St, 8th St, Alvarado Ave, Olympic Blvd, Pico Blvd, Union Ave, and/or Wilshire Blvd--half of which rank on the Vision Zero priority corridors list.

To address these implicit barriers, the project incorporates a comprehensive set of treatments at signalized intersections and along corridors. Countermeasures include curb extensions, continental crosswalks, lead pedestrian intervals and bike boxes. The project also calls for the relocation of certain bus stops from the near-side to the far-side of the intersection, allowing buses to proceed through the intersection before stopping for passengers. These multiple treatments improve visibility of bicyclists and pedestrians as well as bicyclist/pedestrian compliance with automobile right-of-way (significant local collision factors).

d. Describe how the project links or connects, or encourages use of existing routes 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. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 33

By removing these significant barriers to safety, students and guardians can safely cross the dangerous roadways to reach the five school campuses. Simultaneously, community members can safely reach local institutions such as Church of Immaculate Conception, Good Samaritan Hospital, and MacArthur Park; commercial and retail development along 6th St, 7th St, Pico Blvd, or Olympic Blvd; and Metro rail or bus stops. Often the perception of unsafe crossings is the primary reason why users choose not to walk or bike to nearby destinations. Parents commonly cite this as the reason they instead drive their children to and from school, an observation based on aggregated data from Safe Routes to School surveys conducted at similar Southern California schools.

4. Other improvements to existing routes? ☒ Yes ☐ No

a. Must provide a map of the new improvement location.

B2B4. Improvements to Existing Routes Location Map.pdf

b. Explain the improvement. (Max of 150 Words)

Words Remaining: 52

The project will add almost 300 improvements to the existing active transportation network. Those improvements include more than 120 crossing-surface improvements including new high-visibility crosswalks; 11 speed feedback signs and four speed humps to slow down motorists; 14 stop signs with flashing beacons and two pedestrian-activated flashing beacons to warn motorists of pedestrian crossings; ten new curb ramps for people with disabilities to safely cross the roadway; and tree replacement and/or sidewalk repair where needed. The list of proposed improvements is derived from the comments received from the walking safety assessments--hence their direct applicability to the existing network.

c. Describe how the project links or connects, or encourages use of existing routes to important or 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. *Specific destination must be identified*. (Max of 150 Words)

Words Remaining: 37

The existing active transportation infrastructure in the project area is demonstrably inadequate for the community's current need--a problem exacerbated by the remarkably high local biking, walking, and transit-ridership rates. The improvements in this project will tactically enhance the existing active transportation network, creating a safer and more comfortable environment for students to get to and from Esperanza Elementary, Gratts Early Education Center, Gratts Learning Academy, Liechty Middle, and Tenth Street Elementary. Additionally, it will allow community members to safely reach local institutions such as Church of Immaculate Conception, Good Samaritan Hospital, and MacArthur Park; commercial and retail along 6th St, 7th St, Pico Blvd, and Olympic Blvd; and Metro rail or bus stops.

Part B: Narrative Questions

Question #3

QUESTION #3
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. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined INI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:** 157

   The collision analysis for this application incorporates collision data obtained through TIMS for the extent of the City of Los Angeles over five continuous years. The attachment below displays the same features requested in 1.a.-1.d. above, however processed independently through ArcGIS and Excel.

   Data and methodologies Attachment (optional)

   B3. Collisions Maps and Summary.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 5

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	2	0	2	0.4
Injuries	163	132	295	59
Total	**165**	**132**	**297**	59.4

4. Referencing project's heat-maps, collision map and collision summaries provided in above, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/ barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words) **Words Remaining:** 21

This project represents one of the most prioritized efforts for the City of Los Angeles. In 2015, the City established its Vision Zero policy, a traffic-safety policy that strives to eliminate traffic fatalities by the year 2025. As directed by Mayor Garcetti, this effort brings together transportation engineers, police officers, advocates, and policymakers to work together towards creating safer streets. The City's focus is protecting the most vulnerable road users, including children, older adults, and people walking and bicycling. The Los Angeles Department of Transportation established Vision Zero Prioritized Corridors that prioritized funding for roadways for safety projects. Within the project area, Pico Blvd, 6th St, Wilshire Blvd, and Alvarado St are a part of these corridors.

In addition to Vision Zero Prioritized Corridors, the City has also identified a network of streets called the High Injury Network (HIN) which spotlights streets with a high concentration of severe injuries and deaths, particularly those involving people walking and bicycling. According to the Vision Zero policy, strategic investments along the HIN will have the biggest impact in reducing traffic-related severe injuries and deaths. The project area includes ten roadways that are a part of the High Injury Network: 8th St, Olympic Blvd, Union Ave, Pico Blvd, 6th St, Wilshire Blvd, 7th St, Alvarado St, 3rd St, and Union Ave.

The improvements identified in this project are a direct response to collision trends as well as field observations of challenge areas and threats that can lead to collisions in the future. Over the course of past five years, there were 298 pedestrian and bicycle collisions that occurred in the neighborhood. Of these, 23 collisions resulted in fatalities or where the victims were severely injured. The top five roadways with the most collisions are Olympic Blvd, Western Ave, Pico Blvd, Vermont Ave, and Normandie Ave. As noted earlier, these roadways are also a part of the High Injury Network. At the intersection level, the top five intersections with the highest collisions are: 1) Olympic Blvd and Union Ave, 2) Wilshire Blvd and Union Ave, 3) Lucas Ave and 3rd St, 4) 6th St and Union Ave, and 5) 7th St and Union Ave.

To better provide improvements that respond to safety issues posited at the project area, the project team also examined the type of violations that were involved in the collisions. Among all the pedestrian collisions in the project area, 44 percent occurred when pedestrians had the right-of-way. This is likely due to poor visibility of pedestrians when crossing roadways at certain locations, lack of defined space for pedestrian right-of-way, or lack of awareness of surrounding pedestrians among motorists. The project provides countermeasures such as curb extensions to shorten the crossing distance for pedestrians while giving them more visibility; stop signs with flashing beacons and pedestrian activated flashing beacons to warn motorists of pedestrian crossings; continental crosswalks to clearly demarcate space for pedestrians to cross the roadway; traffic signal modification to provide leading pedestrian intervals so pedestrians can begin crossing signalized intersections earlier; and pedestrian scale street lighting.

Bicycle collisions account for 26 percent of all bicycle and pedestrian collisions in the neighborhood. The leading cause of the collisions is bicyclists biking on the automobile right-of-way (39 percent). It is followed by bicyclists biking on the wrong side of the road (17 percent), and bicyclists not adhering to traffic signals & signs (10 percent). Delineation of bicycle right-of-way through the creation of Class II & III facilities, increased frequency of convenient and high-visibility crosswalks, and slower overall traffic speeds resulting from traffic-calming improvements can address these collision factors. The project will provide bike lanes on Lucas Ave, and bike sharrows on Lucas Ave, Union Ave, and Bonnie Brea St to better define the roadway spaces for bicyclists. The bike facilities will be complemented with bike boxes on Bonnie Brea St and Valencia St to provide bicyclists even greater visibility and ease of turning at signalized intersections. With more defined space for bicyclists, bicyclists will be encouraged to use the facilities in accordance with roadway laws and bike with the flow of traffic.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? ☒ Yes ☐ No

a. Current speed and/or volume: (Max of 100 Words) **Words Remaining:** 14

The traffic-calming countermeasures included in this project (curb extensions, intersection tightenings, speed feedback signs, and signs with flashing beacons, one new traffic circle, etc.) have been shown to be highly effective in slowing vehicular traffic in the context of residential streets. To the degree that these traffic-calming improvements deter motorists from surrounding neighborhoods from driving on these streets en route to other destinations--as opposed to following local arterials--they will also reduce unnecessary traffic flow traversing the neighborhood and decrease the risk of pedestrian- or bicycle-involved collisions.

b. Anticipated speed and/or volume after project completion : (Max of 100 Words) **Words Remaining:** 5

According to the City's General Plan, City streets designated as Avenue II or Avenue III are planned for speed reductions to 30 miles per hour and 25 miles per hour, respectively. All streets within the project area meet either category. An ultimate goal of this project is travel speeds of 25 MPH around the vicinity of the five schools, where student pedestrians and bicyclists are most present. Speed reductions create a safer environment for pedestrians and bicyclists in the neighborhood. Reducing speeds has a significant impact on reducing both the possibility and severity of collisions.

2. Improves sight distance and visibility between motorized and non-motorized users? ☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 100 Words) **Words Remaining:** 23

Wide streets, parked cars, and uncontrolled intersections near the schools present visibility issues that posit harm to pedestrians and bicyclists. Current sight distance and visibility issues that occurred at schools in the neighborhood include a) motorists not being able to see students cross the roadways at intersections due to parked cars, b) motorists not stopping for pedestrians crossing at uncontrolled intersections, and c) motorists not seeing pedestrians as they cross large arterials at traffic signal controlled intersections.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words) **Words Remaining:** 3

Curb extensions allow pedestrians to safely stand further into the roadway, aligning them with the parking lane. This reduces obstructed lines of sight caused by parked vehicles. High-visibility crosswalks will be implemented to indicate the pedestrian right of way, while leading pedestrian intervals at existing traffic signals will allow pedestrians to begin crossing before motorists receive a green light, increasing pedestrian visibility. The project will install pedestrian activated flashing beacons and stop signs with flashing beacons to warn vehicles of pedestrian crossings. The installation of bike boxes will give bicyclists more visibility as they make left turns.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? ☐ Yes ☒ No

4. Improves compliance with local traffic laws for both motorized and non-motorized users? ☒ Yes ☐ No

a. Which Law: Speeding

b. How will the project improve compliance: (Max of 100 Words) **Words Remaining:** 26

The project will install 11 speed feedback signs on 3rd St, Lucas Ave, 6th St, 7th St, Olympic Blvd, and Union Ave which educate motorized-users on their speed. Signs capture vehicle speeds and display a "slow down" warning message when speeds exceed the posted limit. The project will install 4 speed humps on Columbia Ave, Witmer St, and Hartford Ave to slow down traffic, thus getting motorists to adhere to the posted speed limit.

5. Addresses inadequate vehicular traffic control devices? ☒ Yes ☐ No

a. List traffic controls that are inadequate: (Max of 100 Words) **Words Remaining:** 0

The following is a list of traffic controls that needs to be upgraded: Traffic signals at 7th St & Union Ave, 7th St & Valencia St, Olympic Blvd & Union Ave, 11th St & Albany St and Olympic Blvd & Valencia St; stop controls at 3rd St & Columbia Ave/Crown Hill Ave, 4th St & Loma Dr, 5th St & Hartford Ave, 7th St & Beacon Ave, 8th St & Green Ave, Ingraham St & Valencia St, and Little St & Wilshire Blvd; a crosswalk at James M Wood Blvd & Grattan St; and pedestrian signals at 28 signalized intersections.

b. How are they inadequate? (Max of 100 Words) **Words Remaining:** 19

Many signalized intersections with crosswalks currently lack any ADA-compliant pedestrian push buttons. Certain intersections lack protected left turn signals which lead to queuing along the roadway and rushed vehicle intersection crossing. Other intersections and crosswalks have pedestrian or stop control signage (or none whatsoever) that are inadequate in slowing or stopping traffic for pedestrians at those locations. Pedestrians crossing the intersections are at a great risk, and upgrades to these devices will allow children, elderly, and disabled users to cross safely.

c. How does the project address the inadequacies? (Max of 100 Words) **Words Remaining:** 7

The project will install accessible pedestrian push buttons at numerous traffic signal-controlled intersections, stop signs with flashing beacons at selected stop-controlled intersections, leading pedestrian intervals at four signalized crosswalks, pedestrian-activated flashing beacons at three crosswalks, and a high-intensity activated crosswalk (HAWK) at a new midblock crosswalk. In addition, the traffic signal at 11th St & Albany St will be replaced with a traffic circle to combat speeding and hazardous turning along those two streets. Most of these changes will be coupled with visibility-enhancing improvements such as continental crosswalks, curb extensions, and intersection tightenings.

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words) **Words Remaining:** 42

The sidewalks on Bonnie Brae St, Olympic Blvd, and Lucas Ave are cracked, and are in need of repairs. The sidewalks on Union Ave, 7th St, and Beacon Ave have been uprooted by the roots of the trees from the streets' urban canopy. More than 100 intersections in the neighborhood are missing crosswalks at one or more approaches.

b. How are they inadequate? (Max of 100 Words) **Words Remaining:** 38

Poor sidewalk conditions prevent pedestrians from using the infrastructure, which would deter them from walking or force them to walk alongside vehicular traffic. It can also prevent people with disabilities from safely navigating through the facility. Many existing streets lack crosswalks. Given the high levels of pedestrian activities in the neighborhood, crosswalks can offer more visibility to those that need the

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks? ☒ Yes ☐ No

infrastructure.

c. How does the project address the inadequacies? (Max of 100 Words) **Words Remaining:** 44

The project will repair the sidewalks that are currently uprooted and replace the trees to provide continuity with the existing sidewalk infrastructure. The project calls for the installation of more than 60 crosswalks at unsignalized intersections. At intersections with large arterials, crosswalks are upgraded from standard crosswalks to continental crosswalks to give crossing pedestrians more visibility.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? ☒ Yes ☐ No

a. List of behaviors: (Max of 100 Words) **Words Remaining:** 11

Motorists have been observed speeding through roadways, or through turns at intersections, throughout the project area. The current speed limit on arterial roadways such as Olympic Blvd and Wilshire Blvd is 35 MPH. Around the school area, the speed limit is 25 MPH when children are present. However, motorists were observed to not adhere to the posted speed limit or slow when approaching marked crosswalks. Additionally, motorists may not necessarily see pedestrians crossing the roadway, either due to visibility issues or due to lack of situational awareness of pedestrians.

b. How will the project eliminate or reduce these behaviors? (Max of 100 Words) **Words Remaining:** 8

As discussed above, speed feedback signs and speed humps can reduce high speeds on roadways, reducing collisions involving non-motorized users. The project calls for installation of pedestrian activated flashing beacons, stop signs with flashing beacons, high-visibility crosswalks, curb extensions, and bike boxes. These improvements increase the visibility of pedestrians and bicyclists and capture driver attention to further reduce collisions. At 11th St & Albany St, the proposed traffic circle will discourage speeding along those two streets or unsafe turning at the intersection itself--motorist behaviors which create extra hazard for pedestrians and bicyclists.

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 200 words)

Words Remaining: 3

The City strives to implement infrastructure improvements that not only respond to the community's needs and address their concerns, but were also feasible within engineering limitations. To gather community input, the City conducted Walking Safety Assessments (WSA) at all five of the featured schools in the project area. The assessments were conducted between Fall 2017 and Spring 2018 as part of the City's Safe Routes to School Plan for the Top 50 Schools, featuring the 50 schools citywide with the highest demonstrated need ('need' being a comprehensive assessment of collision history and community conditions). At the Walking Safety Assessments, participants walked around the vicinity of schools, discussed key areas of concerns and explored a range of improvements that they would like to see. After the walk, participants gathered for a discussion on the primary issues that they saw during the walk, as well as routes that affect them going to and from the school. A wide range of potential solutions were explored during these exercises. Solutions that were discussed aimed at addressing participants' main concerns and adhering to engineering limitations so that the ultimate list of improvements would offer beneficial immediate and long-lasting outcomes to the community.

B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 150 words)

Words Remaining: 18

Extensive outreach was conducted for the Walking Safety Assessments to ensure that stakeholders had a voice in this project. Among many, the project team reached out to administrative staff at each school and the Los Angeles Unified School District, representatives from Council Districts 1 and 13, members of the Board of Education and parent groups at each school, the Los Angeles Police Department, local businesses, civic institutions, and community groups such as the Los Angeles Chamber of Commerce, Felipe's Bike Shop (a local business), Church of Immaculate Conception, and LA Walks.

The project staff used a variety of outreach methods to engage the stakeholders including emails, flyers, a Road Show (held at each school campus) to meet and greet major stakeholders, and one-on-one meetings with stakeholders who demonstrated interest in the project.

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. (2 points max) (Max of 200 words)

Words Remaining: 36

The outreach efforts for the Walking Safety Assessments garnered a wealth of comments from participants, as well as public support for the project. Event participants expressed safety concerns that arose from high traffic volumes on streets adjacent to the schools, the poor conditions of existing sidewalks and bikeways, and inadequate street lighting. They discussed issues on the roadways that could be improved to provide a safer and more comfortable walking and biking experience. These issues include problems with existing crosswalks and high speeds. The improvements identified in this project are a direct response to the feedback heard from the participants.

Having a bilingual staff and the capability to conduct the WSA in Spanish proved to be essential in creating a comfortable and organic dialogue between participants. The project area has many residents who are Spanish speaking or Spanish Speaking with limited English abilities. Project staff ensured participants felt comfortable being open and honest about their concerns and provided useful feedback for the proposed improvements.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max) (Max of 150 words)

Words Remaining: 35

Stakeholders will continue to be engaged in this project in multiple ways. The outreach process resulted in a collection of contact information such as email addresses and phone numbers from Walking Safety Assessment Participants, as well as organizations and stakeholders that were contacted to participate in the Assessments. The project team can utilize the information collected to inform community stakeholders as the project progresses.

The project team has also forged new relationships with staff at the schools, Los Angeles Unified School District, council districts, community organizations, local businesses, and civic institutions to disseminate information about the project. As the project progresses, the project team can also tap into those networks to further engage the community.

E. Is this project specifically listed in an approved Transportation Plan? (1 point max)
(Max of 50 words)

Words Remaining: 18

This project is listed in the forthcoming Los Angeles Safe Routes to School: Phase 1 Plan. This Plan adheres to the goals of the SCAG RTP-SCS and the California Transportation Plan 2040.

Attach the applicable plan page with the project highlight:

B4. Transportation Plan Excerpt.pdf

Attach any applicable Public Participation & Planning documents:

B4. Outreach Package.pdf

Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed
- The existing and future motorized and non-motorized traffic volume
- The widths for each facility
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
    - What is the current stress level? (low, medium, or high?
    - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words) **Words Remaining:** 6

The project is comprised of infrastructure improvements that balance the community's needs and values with the engineering and implementation limitations of potential infrastructure projects. Using student addresses, student enrollment area boundaries, and community input, recommendations were made for improvements on residential streets surrounding the two schools to aid connectivity with the surrounding neighborhoods. These improvements include pedestrian-oriented safety measures such as high-visibility crosswalks and enhanced stop signs with flashing beacons that will more effectively raise awareness of pedestrians, reduce vehicle speeds, and reduce instances of rolling stops in the area. In a few locations, sidewalk repairs are planned in order to ensure accessibility and safety for mobility-impaired or elderly pedestrians.

As described in the response to Question B4, community members contributed their insight on how to improve the neighborhood. During the Walking Safety Assessments, the project team discussed concerns, as well as potential infrastructure projects. All comments from the WSA's were recorded and carefully considered by a team of professional transportation engineers, who used a problem-solving approach of applying a suite of countermeasures to address and eliminate the cause of concerns. The improvements ultimately included in this project have been vetted by both licensed engineers and certified planners to ensure feasibility for both the community context as well as construction.

One of the primary concerns that community members have is high speed along roadways such as Olympic Blvd, 11th St, and Union Ave adjacent to Tenth Street Elementary; Wilshire Blvd, 7th St, and Union Ave near Esperanza Elementary and Liechty Middle School; and 3rd St, Lucas Ave, and 6th St adjacent to Gratts Academy for Young Scholars Elementary and Gratts Early Education Center. Repeatedly in their comments during the outreach exercises, the community expressed interest in slowing the speed of cut-through traffic (with those roadways above called out by name), and in response the project calls for an abundance of traffic-calming improvements and other devices alerting motorists to the presence of pedestrians in the crosswalk.

Such traffic-calming measures are proposed for streets in the project area that are designated as part of the City's Neighborhood Enhanced Network (NEN), such as 11th St, Bonnie Brae St, Lucas Ave, and Union Ave. In general, these streets have high levels of traffic stress or high vehicular volumes that conflict with their function as local streets. Traffic-calming improvements are needed to restore safe speeds along these roadways so that the neighborhoods they traverse are not split apart by implicit safety barriers. With sufficient improvements to active transportation convenience and safety, these roadways may become walking and biking corridors tying adjacent neighborhoods such as Echo Park, MacArthur Park, and Downtown LA together.

One unique aspect of this project area is the high degree of transit ridership: 43,900 boardings on an average weekday. Those using transit to access jobs, retail, and services must walk or bike to each station or stop. The project provides improvements that would allow residents and employees to access transit facilities with greater ease and safety.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words) **Words Remaining:** 26

As discussed in earlier sections, this project utilizes both innovative and traditional active transportation elements to strike a compromise between the community's needs, the roadway network's engineering limitations, and the City's planning goals. This project introduces three new elements to the City that will achieve this balance: 1) a toucan crossing at a signalized intersection, 2) replacement of a traffic signal with a traffic circle, and 3) conversion of a two-way street into a one-way street.

The project will install the first toucan crossing in the City of Los Angeles at 11th St and Union Ave. A toucan crossing allows pedestrians and bicyclists to continue through the intersection perpendicular to the primary direction of traffic, but diverts vehicle through-traffic onto the primary roadway. 11th

Street is a local arterial-- that fronts Tenth Street Elementary--often used by motorists to access the I-110 Freeway. Consequently, the roadway receives a large amount of cut-through east-west traffic, despite the presence of parallel arterials such as Olympic Blvd and Pico Blvd. 11th St is a corridor identified in the NEN, and the project team wishes to convert the busy road into a safe, neighborhood street. With the proposed toucan crossing at 11th St and Union Ave, pedestrians and bicyclists can continue in eastbound or westbound direction while motorists will be diverted to Union Ave. In addition, by replacing the traffic signal at 11th St & Albany St with a stop-controlled traffic circle, the project will stall through-traffic and slow down right-angle turns. This will be one of the first signalized intersections replaced by a traffic circle in the City of Los Angeles. Through these interventions, the project will deter through-traffic from using 11th St, making the corridor a safer place for students and adults alike.

The project will convert Little St (fronting Esperanza Elementary) into a one-way south-to-north roadway in order to manage the morning and afternoon rush of school traffic. This conversion can be accomplished easily for Little St, since its entire length is less than 600 feet and only one block with few driveways. During pick-up and drop-off, parents double-park adjacent to the school to drop-off and pick-up students, or stop on the non-school side of the roadway to drop-off and pick-up students. These conditions result in severe congestion and students crossing mid-block in the midst of vehicles. The redesign will add a center median to the converted one-way street, complete with a stop sign and crosswalk, effectively doubling the safe and appropriate pick-up and drop-off curb space for parents and students. The redesign also has features which can be used to provide a seating and gathering area outside of the school, to be used by parents waiting for their children to be released from school. This change will improve the capacity of the street and safety conditions for students without creating significant repercussions for surrounding roadways.

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment? (Max of 500 words)

Words Remaining: 64

The project will provide a safer and more comfortable walking and bicycling experience for current and future pedestrians and bicyclists. In doing so, it will solidify the neighborhood's transition from a vehicle-dependent neighborhood to one where residents and visitors partake in active transportation for a majority of all local trips. As evident from walking tallies, transit ridership numbers, and commute patterns discussed earlier, community members in the neighborhood already walk and bike at high rates. This project will provide community members of all abilities with the adequate active transportation infrastructure needed to walk or bike to/from local destinations safety.

To solidify this transformation, the strength of this project rests upon 1) scale of the project itself, 2) its strategic location, and 3) its context within a larger active transportation initiative.

The project's first strength is its combination of innovative and traditional active transportation improvements for a neighborhood that is home to roughly 38,000 residents. The improvements are comprehensive, supported by safety research across the industry, and carefully vetted by licensed engineers to ensure construction feasibility. Examples of installations include almost 100 new crosswalks and crosswalk upgrades, 56 crosswalk shortenings, 28 new accessible pedestrian push-buttons, 11 speed feedback signs, 2.1 miles of bike lanes and bike routes, the conversion of a two-way street to a one-way street, a new toucan crossing, and a new traffic circle. The project also carefully identified all existing pedestrian and bicycle infrastructure within the project area that need maintenance. Upon the project's completion, the entire neighborhood's active transportation network will be interconnected, offering its 38,000 residents, 4,000 students, and 44,000 transit riders with the much-needed and continuous infrastructure to safely partake in active transportation activities.

The project's second strength is its strategic location. Most improvements are within a quarter-mile of the featured schools; all improvements are within a half-mile (walking distance). Of the five featured schools, four are elementary schools and one is a middle school. All these campuses have high recorded rates of walking and biking among students. This scope is deliberate in that the project hopes to instill a sense of pride and understanding for young students to partake in active transportation. As students transition from the elementary schools to Liechty Middle School, they will continue to benefit from and use the active transportation active infrastructure to travel to and from school. By doing so, the project will have a lasting benefits for students and cultivate the next generation of active transportation users.

The project's third strength is its planning context within the City's macroscopic planning initiatives including the Mobility Plan 2035 and Vision Zero, described in section B below.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project?

As you address this question consider items like the following:
- Transit
- Land Use
- Overall non-motorized network

For projects please attach one of the following:
- The meeting minutes voting to fund the project, or
- The approved environmental document,
- Other important documentation demonstrating the transformation

(Max of 500 words)

Words Remaining: 195

In addition to this project, the City has policies and proposed funding for other projects that will contribute to the transformative nature of this project. The City of Los Angeles has a historically been a heavily auto-centric metropolis. However, per the City's Mobility Plan 2035 (adopted in 2016) the City is determined to develop a multi- transportation system that balances the need of all road users. The Mobility Plan 2035 included the designation of the Neighborhood Enhanced Network, a network of slow, locally-serving streets that connect communities to schools, retail, parks and open space, health care services, and employment opportunities. The project area includes 11 corridors that are a part of the Neighborhood Enhanced Network, including 2nd St, 4th St, 11th St, 12th St, Beacon Ave, Bonnie Brae St, Lucas Ave, Union Ave, Union Dr, and Loma Dr.

Working in conjunction with the Mobility Plan 2035 is the City's Vision Zero initiative that was discussed earlier in the response to Question B3. As part of the Vision Zero initiative, the City has proposed funding for improvements along several corridors in the neighborhood that align with the improvements in this project and will transform the neighborhood into a safer and more comfortable environment for non-motorized users. Along 6th St between Beaudry Ave and Westlake Ave, the improvements will include installing new speed feedback signs, and reconfiguring traffic signals to include a leading pedestrian interval and protected left turns. On Wilshire Blvd, the City plans to modify signal phasing to offer more time for pedestrians to

cross, provide leading pedestrian intervals, and include protected left turns.

The policies identified in Mobility Plan 2035 and Vision Zero, along with the improvements in this project, will contribute to a better active transportation network that will immediately benefit the neighborhood's disadvantaged communities, as well as the next generation of Angelenos.

B6. Package.pdf

Part B: Narrative Questions

Question #7

COST EFFECTIVENESS (0-5 POINTS)

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why this project is the best use of State Resources. (5 points max.) (Max of 250 words) **Words Remaining:** 108

These improvements will enable project-area residents of all abilities to walk or bike throughout their neighborhood with ease. It also addresses a significant local trend of collisions involving pedestrians and bicyclists that put residents at daily risk and dissuade many from healthy active mobility habits. Lastly, countermeasures comprising the project are well-tested by national traffic safety authorities and proven to be effective in improving spot safety conditions. Accordingly, this project will yield substantial long-term benefits in terms of user convenience, health, and safety. For the five schools featured in this application and their surrounding neighborhood, this project is a much-needed relief.

See below a rough estimate of the quantitative benefits of this project using the Caltrans Life-Cycle Benefit-Cost Tool v6.2 for Active Transportation. This estimate is conservative in that benefits to recreational users could not be calculated due to scarcity of data.

B7. Benefit-Cost Estimates.pdf

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

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

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $741 Designate the Funding Type: City Funds

PS&E Phase Project Delivery Costs:
Leveraging Funding: $247 Designate the Funding Type: City Funds

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $275 Designate the Funding Type: City Funds

Construction Phase Project Delivery Costs:
Leveraging Funding: $4,539 Designate the Funding Type: City Funds

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $29,000
Leveraging Funding: $5,802
% of Total Project 20.01 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

Words Remaining:

Part B: Narrative Questions

Question #9

QUESTION #9
SCOPE AND PLAN CONSISTENCY (0 - 2 points)

A. The application, scope and plans are consistent with one another: (2 points max)

The scope and plans are consistent with one another including:

- **Improvement location(s)**
- **Improvement elements(s)**

Part B: Narrative Questions

Question #10

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED COMMUNITY CONSERVATION CORPS (0-5 POINTS)

- For project "Plan" types, this section is not required. -

☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)

☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND Certified Community Conservation Corps at least 5 days prior to application submittal to Caltrans. The CCC and Certified Community Conservation Corps will respond within five (5) business days from receipt of the information.

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

Click on the following links for the California Conservation Corps and Certified Community Conservation Corps Representative ATP contact information:
http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx
http://calocalcorps.org/active-transportation-program/

The applicant must also attach any email correspondence from the CCC and Certified Community Conservation Corps or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

B10. California Conservation Corps.pdf

Attach submittal email, response email and any attachment(s) from the Certified Community Conservation Corps:

B10. Local Conservation Corps.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the Certified Community Conservation Corps, or the Tribal Corps and determined the following: (check appropriate box)

☒ Applicant intends to utilize the CCC, Certified Community Conservation Corps, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 79

"The LA Corps [Los Angeles Conservation Corps] would like to partner on the tree installation and landscaping portion of this project."

☐ No corps can participate in the project. (0 points)

☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)

☐ the CCC ☐ the Certified Community Conservation Corps ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #11

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

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**

Attachment A - Liechty Signature Page.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) **Attachment B**

CB. Engineers Checklist.pdf

Project Location Map (Required for all applications) **Attachment C**

A2. Project Location.pdf

Project Map/Plans showing existing and proposed conditions **Attachment D**
(Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)

CD. Project Plans.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**

CE. Existing Conditions.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**

CF. Project Estimate.pdf

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

Plan Scope of Work (Form 22-PLAN) **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

CI. Letters of Support.pdf

Exhibit 22-F State Funding **Attachment J**

Additional Attachments **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)

CK. Additional Attachments.pdf

SB 1 Program Baseline Agreement
Project Benefits Form

Project Title: Liechty Middle School and Neighboring Elementary Schools Safety Improvement Project

Funding Received from the Following Programs:

- [ ] Solutions for Congested Corridors
- [ ] Trade Corridors Enhancement Program
- [ ] Local Partnership Program (Formula and/or Competitive)
- [x] Active Transportation Program
- [ ] SHOPP - Bookitem only applies this form to TCEP, LPP, SCCP, ATP.
- [ ] STIP - same comment as SHOPP

Benefits - Proposed Outputs

Changes to the Built Environment			
Project Type - list is more scope of work and not project types.	**Quanity**	**Unit**	**Total**
At-grade crossing eliminated			
Auxillary lanes - constructed			
Bicycle lanes	9,960	LF	9,960
Bicycle/pedestrian facilities - constructed/modified	144	EA	144
Bridge - new/modified			
Facilities - constructed	6	EA	6
Grade separation(s) / rail crossing improvement(s)			
Greenway			
HOV/HOT lane - constructed			
Interchange - constructed/modified			
Intersection(s) - constructed/modified	74	EA	74
Landscape - miles			
Lane miles - constructed/modified			
Light(s)	123	EA	123
Local road/streets - miles rehabiliated			
Mixed-flow lanes constructed			
New roadway lane miles			
Operational improvements	18	EA	18
Passing lanes - constructed			
Pedestrian facilities	32	EA	32
Rail car(s) / transit vehicle(s)			
Rail-at-grade crossing eliminated			
Ramp connectors modified			
Safety / beautification			
Sidewalks	18216	SF	18216
Sign(s)	19	EA	19
Signaling systems - new/modified	17	EA	17
Sound walls - constructed			
Station improvement(s)			
Terminals - constructed/modified			
Track - new/rehabilitated			
Tunnels			
Urban runoff			
Other			

* In the space provided below, describe assumptions and methologies used for proposed ~~outcomes~~ outputs.

The improvements identified in this project are a direct response to collision trends as well as field observations of challenge areas and threats that can lead to collisions in the future. Over the course of past five years, there were 298 pedestrian and bicycle collisions that occurred in the neighborhood. Of these, 23 collisions resulted in fatalities or where the victims were severely injured. The top five roadways with the most collisions are Olympic Blvd, Western Ave, Pico Blvd, Vermont Ave, and Normandie Ave. As noted earlier, these roadways are also a part of the High Injury Network. At the intersection level, the top five intersections with the highest collisions are: 1) Olympic Blvd and Union Ave, 2) Wilshire Blvd and Union Ave, 3) Lucas Ave and 3rd St, 4) 6th St and Union Ave, and 5) 7th St and Union Ave.

To better provide improvements that respond to safety issues posited at the project area, the project team also examined the type of violations that were involved in the collisions. Among all the pedestrian collisions in the project area, 44 percent occurred when pedestrians had the right-of-way. This is likely due to poor visibility of pedestrians when crossing roadways at certain locations, lack of defined space for pedestrian right-of-way, or lack of awareness of surrounding pedestrians among motorists. The project provides countermeasures such as curb extensions to shorten the crossing distance for pedestrians while giving them more visibility; stop signs with flashing beacons and pedestrian activated flashing beacons to warn motorists of pedestrian crossings; continental crosswalks to clearly demarcate space for pedestrians to cross the roadway; traffic signal modification to provide leading pedestrian intervals so pedestrians can begin crossing signalized intersections earlier; and pedestrian scale street lighting.

Bicycle collisions account for 26 percent of all bicycle and pedestrian collisions in the neighborhood. The leading cause of the collisions is bicyclists biking on the automobile right-of-way (39 percent). It is followed by bicyclists biking on the wrong side of the road (17 percent), and bicyclists not adhering to traffic signals & signs (10 percent). Delineation of bicycle right-of-way through the creation of Class II & III facilities, increased frequency of convenient and high-visibility crosswalks, and slower overall traffic speeds resulting from traffic-calming improvements can address these collision factors. The project will provide bike lanes on Lucas Ave, and bike sharrows on Lucas Ave, Union Ave, and Bonnie Brea St to better define the roadway spaces for bicyclists. The bike facilities will be complemented with bike boxes on Bonnie Brea St and Valencia St to provide bicyclists even greater visibility and ease of turning at signalized intersections. With more defined space for bicyclists, bicyclists will be encouraged to use the facilities in accordance with roadway laws and bike with the flow of traffic.

CALIFORNIA TRANSPORTATION COMMISSION

Active Transportation Program
Benefits Form

Project Information	
Project Title: Liechty Middle School and Neighboring Elementary Schools Safety Improvement Project	Date:
Project Identifier (EA, PPNO, etc.): PPNO: 5576	

Contact Information			
Nominating Agency:	LA Dept. of Transportation	Agency Completing Form:	LA Dept. of Transportation
Contact Person: Ira Karol Rodriguez	Phone: (213) 928-9628	Contact Person: Ira Karol Rodriguez	Phone: (213) 928-9628
Email Address: ira.k.rodriguez@lacity.org		Email Address: ira.k.rodriguez@lacity.org	

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	800	831	2026
	Pedestrian Counts	Each	5,700	5918	2026

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

In addition to the numbers shown above, 43,900 daily transit boardings are measured for the study area.

Student travel tallies taken between April 2017 and September 2017 (two days at each school) surveyed students' methods of commuting to & from school. An additional survey occurred in May 2018 for Gratts Learning Academy for Young Scholars. These tallies had a high participation rate (over 50 percent of the student body at each school) among the students and were thus significantly reliable. At each school, between 45 and 75 percent of students walk or bike to school. These percentages informed estimates for daily student users. Estimates for the daily use by other project-area residents, calculated from US Census Bureau population and work-commute mode split measures for the 0.24-mile vicinity of the school, were additionally included. The resulting amount was rounded to the nearest hundred to account for the imprecision in estimating non-student users. Furthermore, the final amount is an underestimate in that no method for calculating daily recreational users was attempted due to scarcity of relevant data for the vicinity.

Based on the US Census Bureau, the City of Los Angeles has seen a 4.9% increase in population between April, 1 2010 to July, 1 2019. Within this period, a 0.5444% average population growth per year was observed. Applying the same growth rate between the beginning of the project to the end of construction (7 year period), we were able to calculate a population increase of 3.808%. Assuming the same rate will apply for the projected pedestrian and student counts, we were able to calculate the projected counts for the end of construction.

Attachment A

10th St Elementary School / Esperanza Elementary School / Gratts Learning Academy for Young Scholars / Gratts Early Education Center / Liechty Middle School Safe Routes to School (SRTS) Project

I. Project Description

The proposed project consists of transforming five of the City's most traffic-stressed schools through safety improvements, bicycle infrastructure, and speed reduction measures within 0.4-mile vicinity of 10th St Elementary School / Esperanza Elementary School / Gratts Learning Academy for Young Scholars / Gratts Early Education Center / Liechty Middle School in Central Los Angeles. The project elements include installing continental crosswalk, curb ramp, curb extension, sidewalk reconstruction (spot treatments), leading pedestrian interval, speed feedback sign, accessible pedestrian signals, speed humps, stop sign with flashing beacon, pedestrian signage, intersection tightening, bus stop relocation, rectangular rapid flashing beacon, tree trimming, protected left turn phase, bike box, Class II bike lanes, Class III bike "sharrows" and pedestrian lighting. See Attachment B, C, and D for specific locations of project elements.

II. Project History

The project proposes Safe Routes to School plans for five schools clustered in Central Los Angeles: Esperanza Elementary, Liechty Middle, Gratts Learning Academy for Young Scholars, Gratts Early Education Center, and Tenth Street Elementary. These schools rank from 2nd to 24th in LAUSD's Top 50 schools with greatest need due to high incidence of collisions and high proportion of children within walking distance of the school.

III. Environmental Review

Basis for Categorical Exemption

A project qualifies for a Class 1, Category 3 categorical exemption under City CEQA Guidelines and a Class 1(c) categorical exemption under State CEQA Guidelines (CCR Sec. 15301 (c)) if it consists of operation, repair, maintenance, or minor alteration of existing streets, sidewalks, and gutters involving negligible or no expansion of use beyond that previously existing; and does not involve the removal of a scenic resource. Further, a project qualifies for a Class 1, Category 15 categorical exemption if it consists of the installation of traffic signs, signals and pavement markings, including traffic channelization using paint and raised pavement markers. Finally, a project qualifies for a Class 1, Category 20 categorical exemption if it consists of the modernization of an existing highway or street by construction of improvements and adding auxiliary lanes for localized purposes such as turning, involving negligible or no expansion of use beyond that previously existing, except where extensive tree removal will be involved.

Consideration of Potential Exceptions to use of a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may be significant in a particular sensitive environment. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

Those project features that are exempted under Class 1 categories (existing facility) are not subject to the location exception.

Those project features that include roadway restriping to feature bicycle facilities are eligible for a Class 4 exemption and therefore are potentially subject to the location exception. However, Class 4 exemptions are qualified by the consideration of whether the project is located in a sensitive environment where it would impact an environmental resource of hazardous or critical concern. Specifically, if implementing bicycle lanes were to occur in a sensitive environment that would impact a resource of hazardous and critical concern, then the bicycle lanes would not be eligible to be exempt from CEQA. However, nationwide research has demonstrated effectiveness of channelization, lane reductions, and bicycle lanes in calming traffic.[1] In contrast to impacting a resource of hazardous and critical concern, the project features are expected to reduce severe roadway collisions of all roadway users, including people in vehicles, people who travel by foot, and people on bicycles.

Given that the bicycle lanes are striped on existing street right-of-way, this element of the project would not cause impact on an environmental resource by roadway widening. Additionally, as described in the "Traffic/Transportation" element of Subsection 3: Significant Impact below, the project's effects on traffic, transportation networks, and mobility also will not impact a resource of hazardous and critical concern in a sensitive environment.

2. Cumulative Impact. This exemption applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant.

While other similar projects are occurring elsewhere in the City, they have been determined to be happening in different neighborhoods, locations, and times. Given the nature of the project, it is not anticipated to result in a cumulative impact when included with successive projects in the same place and over time.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

Aesthetics

This exception applies when a project may cause a substantial adverse change in the significance of a visual resource. The project consists of installing continental crosswalk, curb ramp, curb extension, sidewalk reconstruction (spot treatments), leading pedestrian interval, sidewalk reconstruction, speed feedback sign, accessible pedestrian signals, speed humps, stop sign with flashing beacon, pedestrian signage, intersection tightening, bus stop relocation, rectangular rapid flashing beacon, tree trimming, protected left turn phase, bike box, Class II bike lanes, Class III bike "sharrows" and pedestrian lighting across a 0.4-mile vicinity of 10th St Elementary School / Esperanza Elementary School / Gratts Learning Academy for Young Scholars / Gratts Early Education Center / Liechty Middle School in Central Los Angeles. The

[1] Keith Knapp et al., *Road Diet Informational Guide*, Nov. 2014, *U.S. Department of Transportation Federal Highway Administration: Safety*, https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/rdig.pdf and U.S. Department of Transportation Federal Highway Administration, *Crash Modification Factors Clearinghouse*, http://www.cmfclearinghouse.org/.

locations consist of corridors with existing traffic signals, crosswalks, roadway markings and features. As such, this exception does not apply.

Noise
The work shall be performed in accordance with Ordinance No. 144.331, "Noise Regulation" in Chapter XI of the Los Angeles Municipal Code of March 1982. As such, this exception does not apply.

Biological Resources
The proposed project does not involve the loss or alteration to any biological resources. As such, this exception does not apply.

Traffic/Transportation
The work shall be performed in accordance with work area traffic control handbook (WATCH). City construction crews will coordinate with schools and Department of Transportation according to WATCH and provide flaggers when required. When the activity site encroaches upon a sidewalk, walkway or crosswalk area, pedestrians shall be provided advance warning if they are detoured away from the activity site. Advance notification of sidewalk closures shall be provided according to WATCH. At least one lane of traffic in each direction will be maintained at all times.

In addition, substantial travel delay no longer qualifies as an exception under the Section 15300.2 (c) of the CEQA Guidelines that could disqualify a lane striping project covered under a Class 1 or Class 4 exemption due to the adoption and rulemaking procedures of Senate Bill (SB) 743. Upon adopting SB 743 into law, the legislature and Governor directed the Office of Planning and Research (OPR) replace delay and capacity-based metrics such as level of service (LOS) when lead agencies are evaluating transportation impacts under CEQA. The legislature further found that new transportation analysis under CEQA was needed to promote the state's goals of reducing greenhouse gas (GHG) emissions and traffic-related air pollution, promote the development of a multimodal transportation system (including bicycle lanes), and provide clean, efficient access to destinations. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018, and are now in effect.[2]

In its document, 'Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA', the OPR recommended that a vehicle miles traveled (VMT) per capita metric replace delay-based metric throughout the State when identifying transportation impacts under CEQA.[3] OPR finds that a VMT per capita metric is in direct correlation with the state's goals of reducing GHG emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations.

In its 'Technical Advisory on Evaluating Transportation Impacts in CEQA', OPR has further indicated that both active transportation projects (which include bicycle lanes), and transportation projects that reduce number of lanes should generally not lead to substantial increase in VMT, and further not be considered to contribute to a significant impact under

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[2] State of California, Natural Resources Agency, Final Adopted Text, December 2018. http://resources.ca.gov/ceqa/
[3] The Governor's Office of Planning and Research. January 2016. Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA.
http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf

CEQA.[4] In the presumption of less than significant impacts for active transportation projects, OPR finds that streamlining active transportation projects align with three of the statutory goals of SB 743, which include reducing greenhouse gas emissions, increasing multimodal transportation networks, and facilitating mixed-use development.

In summary, the actions of the California Legislature in adopting SB 743, as well as the record of evidence and preliminary guidance as provided by OPR, Caltrans, and the Natural Resource Agency support the conclusion that travel delay is not considered an exception of hazardous and critical concern that would disqualify the application of a Class 1 Exemption pursuant to Section 15300.2 (c) of the CEQA Guidelines.

Standard conditions and construction practices are anticipated for this project. No unusual construction noise or traffic effects are anticipated. The project elements are expected to result in reducing conflicts of vehicles and pedestrians by providing greater protective crossing control, and will not materially alter transportation patterns that would result in an impact under CEQA. No reasonable possibility has been identified that the project will have a significant effect due to unusual circumstances. As such, this exception does not apply.

4. Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

There are no historical and scenic features or a scenic highway in the immediate vicinity of the project locations, as such this exception does not apply.

5. Hazardous Waste Sites. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

As of May 5, 2020, the Department of Toxic Substances Control (DTSC) data management system (http://www.envirostor.dtsc.ca.gov) does not reflect sites of concern in the immediate area in which the project will take place.[5] All project work will be limited to signal related work, minor striping and signage changes, and road work within existing right-of-way. Therefore, this exception has no application here.

6. Historical Resources. This exception applies when a project may cause a substantial adverse change in the significance of a historical resource. The addition of continental crosswalk, curb ramp, curb extension, leading pedestrian interval, sidewalk reconstruction, speed feedback sign, accessible pedestrian signals, stop sign, bus stop relocation, left turn only bike box, left turn lane, and pedestrian lighting will not affect any known local historical resources. The proposed Project would occur on existing streets and with no more than four feet in depth of excavation. The depth of demolition and excavation is not anticipated to exceed the depth of previously disturbed soil.

In case of any historical artifacts being encountered, City Engineer Standard Specifications, Section 6-3.2, (Greenbook, 2012) states: "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer." Therefore, during activities in which there will be ground

[4] The Governor's Office of Planning and Research. December 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

[5] California Department of Toxic Substance Control, EnviroStor Hazardous Waste and Substance Site List http://www.envirostor.dtsc.ca.gov/public/ Accessed May 5, 2020

disturbances (i.e., digging, drilling, etc.) if any evidence of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as testing or data recovery may be warranted.

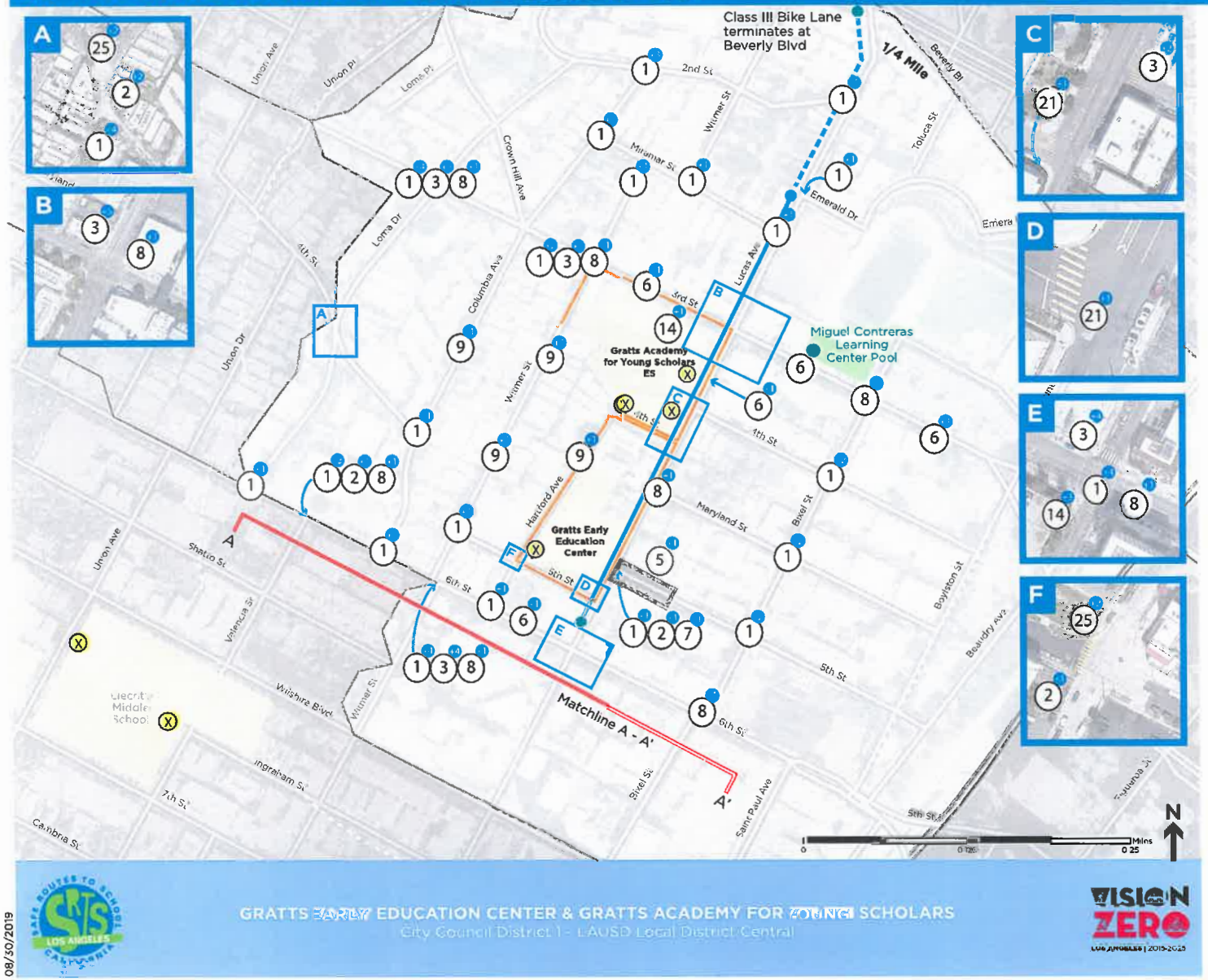
The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

In case of unforeseen discovery of cultural resources, measures are in place to manage unanticipated cultural resource finds or discovery of human remains. Therefore, no substantial adverse impact to cultural resources is anticipated.

Attachment B

SAFE ROUTES TO SCHOOL PLAN - REVISED - V3

INFRASTRUCTURE IMPROVEMENTS



SCHOOL

- Entrance/Exit
- Attendance Area

PROPOSED INFRASTRUCTURE IMPROVEMENTS

1. Continental Crosswalk (42)
2. Curb Ramp (5)
3. Shorten Crossing (21)
5. Sidewalk Reconstruction (Spot Treatments)
6. Speed Feedback Sign (5)
7. Stop Sign with Flashing Beacon (1)
8. Accessible Pedestrian Signals (9 Intersections)
9. Speed Humps (4)
14. Bus Stop Relocation (4)
21. Pedestrian Signage (2)
25. Intersection Tightening (4)

- Pedestrian Lighting
- Bike Lane (Class 2) Union Av - Emerald Dr to 6th St (1670 LF)
- Bike Lane (Class 3) Union Av - Esmerald Dr to Beverly Bl (680 LF)

FOR REFERENCE

- Public Park or OpenSpace
- QTY
- Proposed Improvement

GRATTS EARLY EDUCATION CENTER & GRATTS ACADEMY FOR YOUNG SCHOLARS

City Council District 1 - LAUSD Local District Central

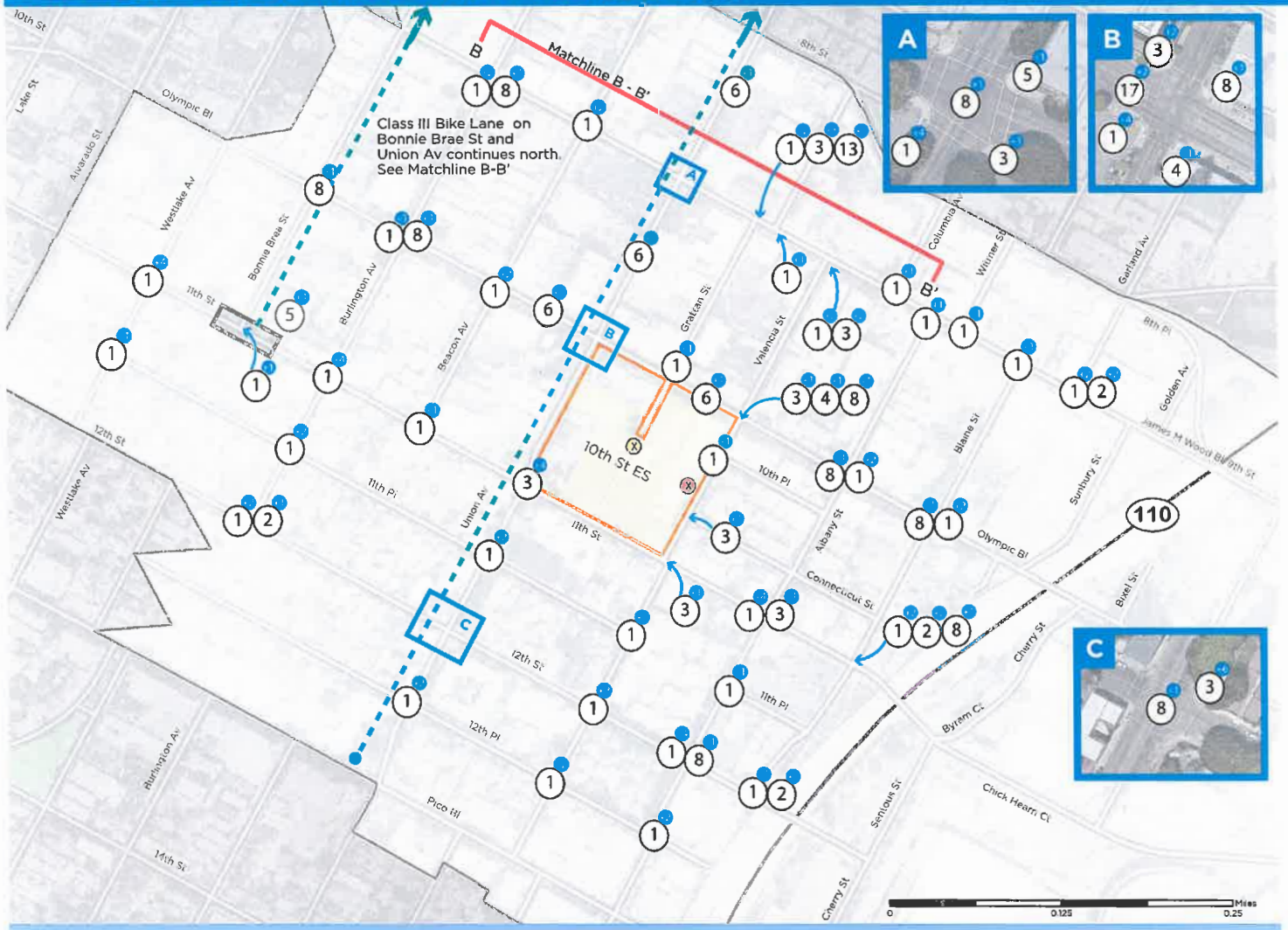
08/30/2019

AUGUST 30, 2019

Attachment C

SAFE ROUTES TO SCHOOL PLAN - REVISED - V3

INFRASTRUCTURE IMPROVEMENTS



SCHOOL

- Drop Off/Pick Up
- Entrance/Exit
- Attendance Area

PROPOSED INFRASTRUCTURE IMPROVEMENTS

1. Continental Crosswalk (71)
2. Curb Ramp (6)
3. Shorten Crossing (24)
4. Leading Pedestrian Interval (2)
5. Sidewalk Reconstruction (Spot Treatments)
6. Speed Feedback Sign (4)
8. Accessible Pedestrian Signals (11 Intersections)
13. Rectangular Rapid Flashing Beacon (1)
17. Protected Left Turn Phase (2)

- Pedestrian Lighting
- Bike Lane (Class 3)
  Union Av - 6th St to Pico Bl (4350 LF)
  Bonnie Brae St - 6th St to 11th St (3260 LF)

FOR REFERENCE

- Public Park or Open Space

QTY
Proposed Improvement

10TH ELEMENTARY SCHOOL

City Council District 1 - LAUSD Local District Central

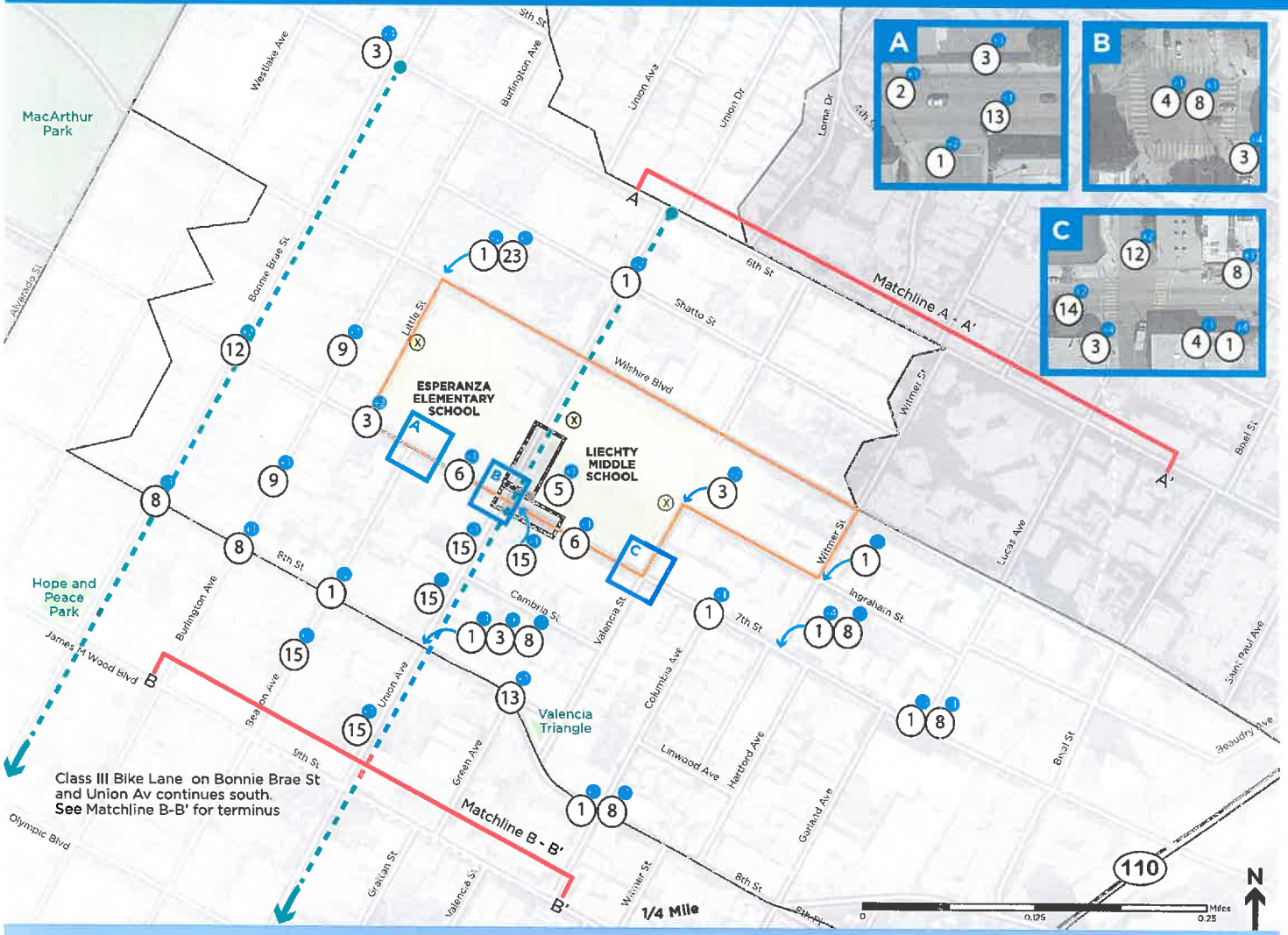
08/30/2019

August 30, 2019

Attachment D

SAFE ROUTES TO SCHOOL PLAN - REVISED - V3

INFRASTRUCTURE IMPROVEMENTS



SCHOOL

- Entrance/Exit
- Attendance Area

PROPOSED INFRASTRUCTURE IMPROVEMENTS

1. Continental Crosswalk (27)
2. Curb Ramp (1)
3. Shorten Crossing (25)
4. Leading Pedestrian Interval (2)
5. Sidewalk Reconstruction (Spot Treatments)
6. Speed Feedback Sign (2)
8. Accessible Pedestrian Signals (8 Intersections)
9. Speed Humps (2)
12. Bike Box (4)
13. Rectangular Rapid Flashing Beacon (2)
14. Bus Stop Relocation (2)
15. Tree Trimming (5)
23. HAWK Signal (1)

- Pedestrian Lighting
- Bike Lane (Class 3)
  Union Av - 6th St to Pico Bl (4350 LF)
  Bonnie Brea St - 6th St to 11th St (3260 LF)

FOR REFERENCE

- Public Park or Open Space
- QTY / Proposed Improvement

ESPERANZA ELEMENTARY & JOHN H LIECHTY MIDDLE SCHOOL

City Council District 1 - LAUSD Local District Central

08/30/2019

AUGUST 30, 2019

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 05/2020)

Project Information

DIST-CO-RTE: 07-LA-LA City **PM/PM:**

EA: 202004004 **Federal-Aid Project Number:** ATPL-5006(893)

Project Description

The City of Los Angeles proposes to transform 5 of the City's most traffic stressed schools through safety improvements, bicycle infrastructure, and speed reduction measures.

Caltrans CEQA Determination (Check one)

☒ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)

- ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name	Signature	Date

Project Manager

Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(3)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Michael Enwedo		6/8/2020
Print Name	Signature	Date

Project Manager/ DLA Engineer

David Wang	David Wang	6/9/20
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion: 6/4/2020
Date of Environmental Commitment Record or equivalent: 6/4/2020

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

Construct 3 new north-south bicycle corridors: 2,000' Class II bike lanes on Lucas Ave between Emerald Dr-6th St; 9,300' Class III 'sharrows' along 3 corridors: Union Ave between Pico Blvd-6th St, Bonnie Brae St between Olympic Blvd-6th St, and Lucas Ave between Emerald Dr-Beverly Blvd (linking with the new bike lanes)

This project will provide continuous “neighborhood friendly street” linkages around and between the schools to 1) enhance safety for walking and bicycling to school, 2) promote a traffic-calmed environment that increases safety and comfort for all modes, 3) build a low stress network of streets as an alternative to major arterials to serve people of all ages and abilities, 4) facilitate crossings over busy and wide arterials; and 5) improve overall citywide bicycle and pedestrian network connectivity.

Countermeasures included in this project, such as new bike routes, pedestrian-scale lighting, leading pedestrian interval signal timing, pedestrian-activated flashing beacons, curb extensions, and high-visibility crosswalks, will create safer crossings and provide greater visibility to drivers of students and families walking. Speed feedback signs, speed humps, and additional stop signs will calm cross neighborhood traffic and create low-stress pedestrian and bicycle linkages along streets connecting the school to the surrounding community.

The project’s robust outreach process included five bilingual and community-inclusive Walking Safety Assessments with over 120 parents, community members, and school staff attending as well as engineering plan review sessions with engineers from multiple city agencies: District Engineering and Architecture, Operations, Environmental Health and Safety; school administration; City and School police; and the Office of Council District 1.

Implementation of strategic infrastructure improvements will increase the proportion, safety, and mobility of non-motorized users, enhancing public health for active transportation users including school-age children in the project vicinity.

If previously unidentified cultural resources or archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately stop all work within a 60- foot radius of the discovery, secure the area and notify the resident/project engineer. The local agency shall notify Caltrans Division of Environmental Planning immediately. Caltrans will assess the discovery and take appropriate action as required by the Section 106 Programmatic Agreement. Do not resume work within the radius of discovery until authorized by Caltrans.

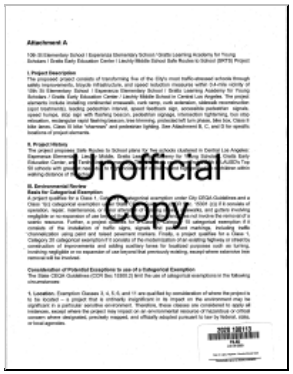
Filing #: 2020100113

Project Title: 10TH ST ELEMENTARY SCHOOL / ESPERANZA ELEMENTARY SCHOOL / GRATTS LEARNING ACADEMY FOR YOUNG SCHOLARS / GRATTS EARLY EDUCATION CENTER / LIECHTY MIDDLE SCHOOL SAFE ROUTES TO SCHOOL (SRTS) PROJECT

Submitter: CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION

Filed: June 30, 2020

1 / 9



COUNTY CLERK'S USE

2020 100113

FILED
Jun 30 2020

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by MAXINE CARRASCO

CITY OF LOS ANGELES CITY CLERK'S USE
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY
City of Los Angeles Department of Transportation

COUNCIL DISTRICT
1

PROJECT TITLE
10th St Elementary School / Esperanza Elementary School / Gratts Learning Academy for Young Scholars / Gratts Early Education Center / Liechty Middle School Safe Routes to School (SRTS) Project

COUNCIL FILE NO:

PROJECT LOCATION
Project location consists of multiple intersections and street segments within a 0.4-mile vicinity of 10th St Elementary School / Esperanza Elementary School / Gratts Learning Academy for Young Scholars / Gratts Early Education Center / Liechty Middle School in Central Los Angeles. See Attachments B, C, D for specific project [illegible] and street segment locations.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
Transform five of the City's most traffic-stressed [illegible] through safety improvements, bicycle infrastructure, and speed reduction measures. Construct three new north-south bicycle corridors: 2,0[illegible]' Class II bike lanes on Lucas Ave between Emerald Dr-6th St; 9,300' Class III bike 'sharrow' along [illegible] corridors: Union Ave between Pico Blvd-6th St, Rimpau Blvd-6th St between Olympic Blvd-6th St, and Lucas Ave between Emerald Dr-Beverly Blvd (linking with the new bike lanes). See Attachment A, B, C and D for more specific project details.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: N/A

CONTACT PERSON | AREA CODE | TELEPHONE NUMBER | EXT.