For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Los Angeles, City of

PROJECT TYPE: Infrastructure - Large

PROJECT APPLICATION NO.: 7-Los Angeles, City of-1

PROJECT NAME: Osborne Street: Path to Park Access Project

PROJECT DESCRIPTION: 3.3-miles raised Class IV w/ ADA sidewalks, 2 PHB midblock Xings, 20 high-visibility crosswalks/ramps 3 protected intersections, right-turn slip-lane closure, 250 trees, 334 lights

PROJECT LOCATION: Osborne Street between San Fernando Road and Foothill Blvd in the San Fernando Valley in the Pacoima Community of City of Los Angeles.

ATP FUNDED COMPONENTS

Infrastructure								Non-Infrastructure		Plan	
PA&ED		PS&E		R/W		CON					
$	5,287	$	2,266	$	-	$	34,742	$	-	$	-
FY	23/24	FY	25/26	FY	25/26	FY	26/27	FY	-	FY	-

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
49,832	42,295	7,537	-	7,537	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

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.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5006	Los Angeles, City of		
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
1149 S. Broadway, 4th Floor	Los Angeles	CA	90015
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Shirley Lau, P.E.	Assistant Director		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
213-847-3333	shirley.lau@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	07-5006F15
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, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. 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:** 3

Osborne Street: Path to Park Access Project

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 4
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Osborne Street: Path to Park Access (Project) is a key connector for disadvantaged/low-income residents of the Pacoima and Lakeview Terrace communities who live here and must walk and bike. Today, Osborne is dominated by four car lanes, long pedestrian crossing distances, dirt gaps in the sidewalk, and no bicycle facility. Through a lane reduction, the Project closes a critical 1.65-mile pedestrian/bicycle gap, installs ADA accessible, continuous sidewalks, Class IV raised cycle track/bicycle ramps, installs 2 pedestrian-hybrid-beacons (PHB), 3 protected intersections, high-visibility crosswalks, and slip-lane closure. The project introduces 250 shade trees and landscape areas enhancing shade and comfort and raising visibility dramatically by increasing pedestrian lighting levels (0.47FC to 2.0FC). Landscaping is included to help lower ambient temperatures and increase carbon sequestration.
As part of the City's Vision Zero Action Plan (2017), the southern portion of Osborne Street was identified on the High-Injury-Network (HIN) due to two pedestrian/bicycle-related fatalities in one year. A total of 16 pedestrian/bicycle-related collisions and additionally, 20 fatalities from vehicle collisions occurred indicating the unsafe conditions for all users on Osborne Street (2010-2020). See Attachment B3A1
Residents will be able to walk safely on continuous 10-foot wide sidewalks to Roger Jessup and Hansen Dam Regional Parks (La Mille, aquatic center/skate park), Laurel Canyon Blvd and Osborne Street (commercial center), Discovery Cube Education Center (Discover Cube), Lake View Terrace Public Library, 18 schools, Metro bus routes 224, 92, and 166 bus stops, 5 grocery stores, and other destinations. The Project connects bicyclists directly to the San Fernando Regional Bike Path, the Hansen Dam Bike Path, and Class II Bike Lane (Glenoaks Blvd). From the San Fernando Regional Bike Path, residents will be able to bike/walk to the East San Fernando Light Rail Transit, Metrolink Antelope Valley Line, and ultimately the Metro G Line.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 1

3.3-miles of Class IV raised cycle tracks, 10-foot sidewalks, 2 pedestrian-hybrid-beacon crossings, 20 bicycle crossing improvements/high-visibility crosswalks, 22 bike ramps, 38 ADA ramps,1 right-turn slip-lane closure, 3 protected intersections, 334 lighting, 250 shade trees.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 0

3.3-miles raised Class IV w/ ADA sidewalks, 2 PHB midblock Xings, 20 high-visibility crosswalks/ramps 3 protected intersections, right-turn slip-lane closure, 250 trees, 334 lights

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 46

Osborne Street between San Fernando Road and Foothill Blvd in the San Fernando Valley in the Pacoima Community of City of Los Angeles.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☐ Yes ☒ No

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.

A-Project Location Map.pdf

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code: LA City Name: Los Angeles

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 34.264 N / long. -118.401 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. N / long. W

Congressional District(s): 29 | | |

State Senate District(s): 18 | | | **State Assembly District(s):** 39 | | |

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? 3

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
TGF14020	Highway Safety Improvement Program (HSIP) SIP	$50,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work s of
FTAATPL-5006(87	Active Transportation Program (ATP)	$31,000,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work s of
TCC	OTHER – State Funding	$23,000,000	Combination (I/NI)	Overlapping limits and scope of work

Part A3: Project Type

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

Will construction funds be requested for this project? ☒ Yes ☐ No
* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

Construction is anticipated to start in 2027 and last through 2030. A total of $49.8 million is requested in ATP funds towards the estimated total construction cost of $40.9 million of which $32.7 million will be funded by ATP.

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

☒ Other plans that include Bicycle and/or Pedestrian Improvements Vision Zero Action Plan, Mobility Plan 2035

Is your project in a current Plan? ☒ Yes ☐ No

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

☒ **Bicycle Transportation** % of Project 50 %

☒ **Pedestrian Transportation** % of Project 50 %

☒ **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. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☒ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

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

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 12

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

School Name: Bert Corona Charter School
School Address: 9400 REMICK AVE, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19647330106872
School Type: 5 to 8
Project improvements maximum distance from school 1.50 mile

Total student enrollment: 370
Approximate # of students living along route proposed for improvement: 37
Percentage of students eligible for free or reduced meal programs** 77 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Broadous Early Education Center
School Address: 11736 BROMONT AVE, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code:
School Type: Pre-K to 0
Project improvements maximum distance from school 1.10 mile

Total student enrollment: 118
Approximate # of students living along route proposed for improvement: 11
Percentage of students eligible for free or reduced meal programs**

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Charles Maclay Middle School
School Address: 12540 Pierce Ave., Pacoima, CA 91331-1701
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6058101
School Type: 6 to 8
Project improvements maximum distance from school 0.70 mile

Total student enrollment: 472
Approximate # of students living along route proposed for improvement: 94
Percentage of students eligible for free or reduced meal programs** 91 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Fenton Primary Center
School Address: 11351 Dronfield Ave, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-115048
School Type: K to 2
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 688
Approximate # of students living along route proposed for improvement: 138
Percentage of students eligible for free or reduced meal programs** 84 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Fenton Map and Letter.pdf

School Name: Haddon Ave Elementary
School Address: 10115 Haddon Ave., Pacoima, CA 91331-3208
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6017081
School Type: K to 5
Project improvements maximum distance from school 1.20 mile

Total student enrollment: 435
Approximate # of students living along route proposed for improvement: 44
Percentage of students eligible for free or reduced meal programs** 98 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Hillery T Broadous Elementary School
School Address: 12561 Filmore St, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6017081
School Type: K to 5
Project improvements maximum distance from school 1.20 mile

Total student enrollment: 435
Approximate # of students living along route proposed for improvement: 44
Percentage of students eligible for free or reduced meal programs** 98 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Montague Charter Academy (Montague Street Elementary School)
School Address: 13000 Montague St, Arleta, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6018204
School Type: K to 5
Project improvements maximum distance from school 1.00 mile

Total student enrollment: 823
Approximate # of students living along route proposed for improvement: 164
Percentage of students eligible for free or reduced meal programs** 89 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: North Valley Military Institute College Preparatory Academy
School Address: 12105 ALLEGHENY ST, SUN VALLEY, CA 91352
District Name: North Valley Military Institute College Preparatory Academy
District Address: 12105 ALLEGHENY ST, SUN VALLEY, CA 91352
Co.-Dist.-School Code: 19647330100776
School Type: 6 to 12
Project improvements maximum distance from school 1.80 mile

Total student enrollment: 732
Approximate # of students living along route proposed for improvement: 146
Percentage of students eligible for free or reduced meal programs**

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Pacoima Charter Elementary School
School Address: 11016 Norris Ave, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6018642
School Type: K to 6
Project improvements maximum distance from school 1.20 mile

Total student enrollment: 1,202
Approximate # of students living along route proposed for improvement: 240
Percentage of students eligible for free or reduced meal programs** 85 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Pacoima Middle School
School Address: 9919 Laurel Canyon Blvd, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6058218
School Type: 6 to 8
Project improvements maximum distance from school 1.10 mile

Total student enrollment: 1,114
Approximate # of students living along route proposed for improvement: 223
Percentage of students eligible for free or reduced meal programs** 90 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

MS Enrollment Boundary.pdf

School Name: Sara Coughlin Elementary School
School Address: 1035 Borden Ave, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6110951
School Type: K to 5
Project improvements maximum distance from school 0.70 mile

Total student enrollment: 565
Approximate # of students living along route proposed for improvement: 113
Percentage of students eligible for free or reduced meal programs** 96 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

School Name: Telfair Elementary School
School Address: 10975 Telfair Ave, Pacoima, CA 91331
District Name: Los Angeles Unified School District
District Address: 333 South Beaudry Ave. Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6019442
School Type: K to 5
Project improvements maximum distance from school 2.00 mile

Total student enrollment: 669
Approximate # of students living along route proposed for improvement: 67
Percentage of students eligible for free or reduced meal programs** 88 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

ES Enrollment Boundary Map.pdf

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? 100 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 0 Linear Feet	Class 2: 0 Linear Feet
	Class 3: 0 Linear Feet	Class 4: 17,000 Linear Feet
Signalized Intersections:	New Bike Boxes: 0 Number	Timing Improvements: 0 Number
Un-Signalized Intersections:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: Number
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: Number
Lighting:	Intersection: 0 Number	Roadway Segments: Linear Feet
Bike Share Program:	New Station: 0 Number	New Bikes: 0 Number
Bike Racks/Lockers:	New Racks: 4 Number	New Secured Lockers: 0 Number
Other Bicycle Improvements:	#1: Bike Ramps #: 22	#2: Bicycle Crossings #: 10

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 8,934 Linear Feet	New (over 8' wide): 8,066 Linear Feet
	Widen Existing: Linear Feet	Reconstruct/Enhance Existing: Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 15,981 Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): 14 Number	Reconstruct Ramp to Standard: 24 Number
Signalized Intersections:	New Crosswalk: 1 Number	Enhance Existing Crosswalk: 12 Number
	Ped-Heads: 0 Number	Shorten Crossing: 7 Number
	Timing Improvements: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number	
	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 6 Number
	Shorten Crossing: 1 Number	
Mid-Block Crossing:	New RRFB/Signal: 2 Number	Crossing-Surface Improvements: 2 Number
Lighting:	Intersection: 334 Number	Roadway Segments: 0 Linear Feet
Pedestrian Amenities:	Benches: 10 Number	Trash Cans: 0 Number
	Shade Trees: 250 Number	Shade Tree Type: Deciduous, Evergreen
Other Ped Improvements:	#1: High Intensity Activated Crosswalk #: 2	#2: Slip Lane Closure #: 1

☐ **Multi-use Trail Improvements**

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

Road Diets:	Remove Travel Lane: 17,000 Linear Feet	Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs:	Speed Feedback Signs: 0 Number	
Signalized Intersections:	Timing Improvements: 0 Number	New Roundabout: 0 Number
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 0 Number
Other Traffic-Calming Improvements:	#1: Curb Extension (Bulbout) #: 3	#2: Bus Island (Bulbout) #: 3

☐ **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.

☐ Program/Plan will likely have an open street/demonstration on state highway.

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, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

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:	10/13/2023	
Notice to Proceed with Federally Reimbursable ATP Work:	12/11/2023	
Expected or Past Start Date for PA&ED activities:	1/1/2024	
Time to complete the separate CEQA & NEPA studies/approvals:	24 months	*(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	12/21/2025	

** 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:	3/20/2026	
Notice to Proceed with Federally Reimbursable ATP Work:	5/19/2026	
Expected or Past Start Date for PS&E activities:	6/1/2026	
Time to complete the final Plans, Specification & Estimate:	12 months	
Expected or Past Completion Date for the PS&E Phase:	5/27/2027	

** 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:	6/1/2026	
Notice to Proceed with Federally Reimbursable ATP Work:	7/31/2026	
Expected or Past Start Date for R/W activities:	8/1/2026	
Time to complete the R/W Engineering, Acquisition, and Utilities:	2 months	
Expected or Past Completion Date for the R/W Phase:	9/30/2026	

** 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:	5/28/2027	
Notice to Proceed with Federally Reimbursable ATP Work:	7/27/2027	
Expected Start Date for Construction activities:	8/20/2027	
Time to complete the Construction activities:	36 months	
Expected or Past Completion Date for the CON Phase:	8/4/2030	

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	6,229	5,287	*23/24*	942	-	-	942	-
PS&E	2,670	2,266	*25/26*	404	-	-	404	-
R/W	-	-	*25/26*	-	-	-	-	-
CON	40,933	34,742	*26/27*	6,191	-	-	6,191	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**49,832**	**42,295**		**7,537**	**-**	**-**	**7,537**	**-**

* *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 over $1M must be eligible to receive federal funding. 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. A request for State-Only funds does not guarantee it will be received.

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: 6/7/2022
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	Osborne Street			Los Angeles, City of	
				MPO	**Element**
				SCAG	Capitol

Project Manager/Contact	**Phone**	**E-mail Address**
Shirley Lau, P.E.	(213) 847-3333	shirley.lau@lacity.org

Project Title

Osborne Street: Path to Park Access Project

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

Osborne Street between San Fernando Road and Foothill Blvd in the San Fernando Valley in the Pacoima Community of City of Los Angeles.

Component	**Implementing Agency**
PA&ED	Los Angeles, City of
PS&E	Los Angeles, City of
Right of Way	Los Angeles, City of
Construction	Los Angeles, City of

Legislative Districts

Assembly:	39	**Senate:**	18	**Congressional:**	29

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

The Project transforms Osborne Street from a wide four lane, automobile-centric environment to a two lane complete street that safely and comfortably accommodates non-motorized users. Project will provide protected, separate sidewalks and Class IV raised cycle track to increase access to Roger Jessup (RJ) and Hansen Dam (HD) Regional Parks in addition to other community destinations. See next page.

Purpose and Need

Existing conditions prioritize vehicles. There is no bike facility and there are dirt gaps in the sidewalk that push non-motorized users into the roadway. The project serves the disadvantaged Pacoima Community and 12 schools within a two-mile radius. Project improvements increases

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Bicyle lane-miles	Miles	3.3
Active Transportation	Sidewalk miles	Miles	3.3
Active Transportation	Crosswalk	Each	10
Active Transportation	# Signs, lights, greenway, safety/beautification	Each	581

NHS Improvements:No	Roadway Class: No	Reversible Lane Analysis: No

Inc. Sustainable Communities Strategy Goals:Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved	06/15/2022	
Begin Environmental (PA&ED) Phase		1/1/2024
Circulate Draft Environmental Document (Document Type) CE/CE		9/1/2025
Draft Project Report		10/31/2025
End Environmental Phase (PA&ED Milestone)		12/21/2025
Begin Design (PS&E) Phase		6/1/2026
End Design Phase (Ready to List for Advertisement Milestone)		5/27/2027
Begin Right of Way Phase		8/1/2026
End Right of Way Phase (Right of Way Certification Milestone)		9/30/2026
Begin Construction Phase		8/20/2027
End Construction Phase		8/4/2030
Begin Closeout Phase		8/5/2030
End Closeout Phase (Closeout Report)		01/31/2031

Additional Information	**Date:**	6/7/2022

Multimodal improvements on Osborne Street include reduced travel lanes (road diet), high-visibility crosswalks and bicycle crossings, ADA ramps and bicycle ramps, curb extensions, 2 pedestrian hybrid beacon (PHB) mid-block crossings, new, widened sidewalks, Class IV raised cycle track, 250 shade trees and landscaping, 334 pedestrian lights, and right-turn slip lane closure at Osborne Place.

Project Programming Request (PPR)

Date: 6/7/2022

Project Information:					
Project Title:	Osborne Street: Path to Park Access Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Osborne			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	6,229	0	0	0	0	**6,229**
PS&E	0	0	0	0	2,670	0	0	**2,670**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	40,933	0	**40,933**
TOTAL	**0**	**0**	**6,229**	**0**	**2,670**	**40,933**	**0**	**49,832**

Notes:

ATP Funds	Infrastructure Cycle 6								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	5,287	0	0	0	0	**5,287**	Caltrans
PS&E	0	0	0	0	2,266	0	0	**2,266**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	34,742	0	**34,742**	
TOTAL	**0**	**0**	**5,287**	**0**	**2,266**	**34,742**	**0**	**42,295**	

ATP Funds	Non-Infrastructure Cycle 6								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
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**	

ATP Funds	Plan Cycle 6								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
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**	

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
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**	

Project Programming Request (PPR)

Date: 6/7/2022

Project Information:					
Project Title:	Osborne Street: Path to Park Access Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Osborne			

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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	942	0	0	0	0	**942**	Los Angeles, City of
PS&E	0	0	0	0	404	0	0	**404**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	6,191	0	**6,191**	
TOTAL	**0**	**0**	**942**	**0**	**404**	**6,191**	**0**	**7,537**	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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**	

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 in 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

   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 - Applicable Pages from RTP.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.

B1A-Map of Project, Access, Destinations.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 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.
- **Healthy Places Index**
- **Other**

Select Option: Healthy Places Index (HPI)

The Healthy Places Index (HPI) includes a composite score for each census tract in the state. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the state. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. Data and maps found can be found at California Healthy Places Index at https://healthyplacesindex.org. Access the map directly at https://map.healthyplacesindex.org/. View step-by-step HPI tutorial videos at: https://healthyplacesindex.org/how-to/.

Census Tract/Block Group/Place #	Population	HPI Percentile
1041.08	6,001	17.4
1047.03	2,174	5.99
1047.04	4,321	13.6
1048.1	5,631	19.3

The Lowest HPI Percentile from above (autofill): **6** (to be used for qualifying as benefiting a DAC only)

HPI percentile for the community benefited by the project: **15.72**
(to be used for severity calculation only)

Must attach a copy of the HPI page for each census tract listed above. Attach all pages as one pdf.

DAC HPI Census Tracts.pdf

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 500 Words)

Words Remaining: 23

Osborne St is lined with multifamily housing and multigenerational single-family households. The Project closes a critical 1.65-mile pedestrian and bicycle gap for residents who live directly on the corridor and provides connections to the San Fernando Bike Path connecting to the Burbank Airport and Sun Valley Metrolink Stations, funded East San Fernando Light Rail Transit, and ultimately the Metro G Line. 18,127 residents live in this area, and, on average for the Project Census Tracts (1041.08, 1047.04, 1047.03, 1048.10), according to CalEnviroScreen 4.0 (CES) 15% are children under 10 and nearly 28% of children are living in poverty, while 9% are seniors, 49% have mobility challenges and 10% are living in poverty. This is a community that must walk, bike, and use transit due to income. See B1C3

Residents frequently visit Hansen Dam Regional Park including the skate park, pool, La Milla, a 1-mile trail to the Dam, an informal gathering of street vendors, Roger Jessup Park, Lake View Terrace Public Library, and stores at Osborne and Glenoaks and Foothill Boulevards. Everyday children and caregivers, and often seniors, need to reach Fenton Primary, Coughlin, Pacoima Charter, Montague Street Elementary Schools, Maclay and Pacoima Middle Schools, and Sun Valley High Schools. See K-5. Depending on

school selection through Los Angeles Unified School District's (LAUSD) choice program, children and caregivers need to walk/bike to 10 additional schools within a 2-mile walk of Osborne. There are no bicycle facilities and sidewalks disrupted by dirt make walking challenging for youth/seniors and impossible for people with disabilities. The connections crossing Osborne are also important as there are few marked crosswalks to increase connections in this area. Community engagement also revealed that residents with young children, youth, and seniors walk/bike an average distance of 2 miles to access the Metro bus/transit lines on Van Nuys Blvd. See Attachment-C-3.

According to the Healthy Places Index (HPI), the Project Census Tracts have percentile scores of 17.4, 13.6, 5.99, 19.3. An estimated 31-34% of this disadvantaged/low-income community has high rates of obesity. At the same time the community suffers from poor air quality conditions, 3.8 percentile across all census tracts, and nearly 28 days with extreme heat days above 100 and according to the City of Los Angeles Cool Priorities, this area has very high priority for cooling due to low tree canopy and 115 to 121 degree days (See Attachment-B4E1). The project introduces 250 shade trees and landscape areas to help address heat degree days and raises visibility dramatically by increasing pedestrian lighting levels (0.47FC to 2.0FC). See K-1.

By providing continuous ADA sidewalks on both sides of the street, Class IV raised cycle track, and PHB mid-block crossings, the Project will connect residents to the parks on Osborne Street. This fulfills the infrastructure needed to be able to safely, comfortably walk and bike to destinations on Osborne, a spine that connects the Pacoima community.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 17

Disadvantaged households are prevalent in the Project area and Pacoima community. The total population of the Project Census Tracts is 18,127, approximately 15% are youth and 9% are seniors. According to HPI, 55% of those individuals are living below the poverty line. There are four affordable housing projects totaling 202 units within a 0.5-mile of the Project. 91 units are dedicated for residents with disabilities and 64 units are dedicated to large families. Additionally, Osborne Street is lined with primarily multifamily. Residents will be able to walk, bike, take transit, and reach destinations especially Hansen Dam (HD) Regional and Roger Jessup (RJ) Parks directly from their front doors.

There are 18 schools within a 2-mile walk/bike of Osborne Street; each of these schools has a high percentage of students eligible for free or reduced programs (FRPM) ranging from 84.4% to 97.5% . Walking is especially important for Fenton Primary, Coughlin, Pacoima Charter, Montague Elementary Schools, and Maclay Middle School as these schools have enrollment boundaries that directly intersect the Project. See Attachment-K-5. Youth, and caregivers, frequently grandparents, who have no choice but to walk, will have direct, safe, comfortable walking and biking routes. Connectivity Analysis shows how access could increase to schools, for instance, an additional 2% of students would gain access to Maclay MIddle School by walking and an additional 6% would gain access by biking.

All residents struggle to reach HD Regional and RJ Parks because of the lack of pedestrian/bicycle facilities on Osborne Street. Connectivity analysis (Attachment-K-3) shows that with the Project, an additional 12,510 residents could walk to HD Park and an additional 63,900 residents could bike to HD Park. The access to RJ Park would increase by 1009% for walking, 866% for seniors walking, and 7,126% for biking. Seniors, 9% of the population, frequently want to walk to the five senior activity/social centers within a 2-mile walk/bike of the Project. Under current conditions, seniors would have to drive or likely not go to these senior centers. With the Project, it is estimated that 1,126 more seniors could reach these parks and senior centers including Broaduous Senior Center.

The Project increases access to transit through this Project. Metro bus route 166 runs along Osborne Street; Metro bus routes 224 and 92 intersect with Osborne Street at San Fernando Rd and Glenoaks Blvd. With this Project, residents will have access to 34 more transit stops by walking and 134 more transit stops by biking. Residents will also be able to reach the San Fernando Bike Path which connects directly to the Metrolink Antelope Valley Line and in the future the East San Fernando Light Rail which will then connect to the future Metro G Line. See Attachment-C-2. By the Project providing bicycle infrastructure to the San Fernando Bike Path, 8% more residents could reach the Van Nuys/San Fernando Station. This translates into over 27% increased access for residents to jobs.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 13

This Project is the result of years of advocacy by community-based organizations (CBOs) and residents of Pacoima. See Attachment-B4E2. The City of Los Angeles and Metro focused on bilingual outreach and engagement through promotoras, trusted community residents/leaders who work closely with the CBOs. Over the last ten years, over one-hundred documented meetings, six bilingual surveys, and 40 CBOs, churches, community groups, and stakeholders engaged.

In 2011, the Pacoima Wash Vision Plan focused on connecting residents to parks in the Pacoima community. The engagement highlighted the urgent need to add bicycle facilities on Osborne Street. Residents shared that they could not walk/bike to Hansen Dam Park or Roger Jessup Park despite being in/near their neighborhoods.

In 2015, the Pacoima Urban Greening Vision Plan focused on complete streets solutions and addressing shade, urban heat island effect, and stormwater/runoff. The Pacoima community including this Project suffers from very high temperatures ranging from 115 to 121 degrees and has a tree canopy of less than 1 tree every 100 feet (See Attachment-B4E1). Residents identified Osborne Street as an important walking/biking/street and vendor access route for "La Milla", the community's name for the top of Hansen Dam Park. Residents highlighted the lack of pedestrian amenities, the safety challenges while crossing the street, and the dangers of Osborne street for youth, families, and seniors as they try to reach parks.

In 2017-2019, Metro began outreach as part of the East San Fernando Valley Transit Corridor First/Last Mile Corridor Study and the Transit Parks Strategic Plan. Residents shared their frustrations due to the lack of safe, comfortable walking and biking access to the planned station at Van Nuys/San Fernando, especially on Osborne Street. As part of the Transit Parks Strategic Plan, community engagement was conducted throughout LAC; results revealed Hansen Dam Park as the 9th highest regional park of interest overall and the most important community-to-park connection for the Pacoima community.

In 2019-2020, the Transformative Climate Communities Project called Green Together conducted engagement to bring physical change to the Pacoima community. Resounding messages from residents from this engagement include a cry for more shade along Osborne Street and emphasized the inability for residents to walk or bike to Metro bus stops also along Osborne. .
In 2021-2022, the City conducted a bike audit, two focus group meetings, an open house, two pop-up events/tabling. These meetings were primarily conducted in Spanish to increase the reach to Spanish-speaking residents who reviewed previous outreach and collisions and discussed the benefits and trade-offs of different street concepts. Residents identified priorities related to park access, parking, sidewalks, and locations crossing Osborne.

The Project does not anticipate displacement of residents. The City established “anti-displacement” zones by requiring inclusionary zoning in 2019. The City encourages dense land uses through the Transit Oriented Communities (TOC) Program (incentives for developers to build affordable housing near major transit stops). Major stops include Osborne and Glenoaks Blvd, Foothill Blvd, and San Fernando Road. See Attachment-C-4.

Attach Documentation

B1C3-DAC Documentation.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)

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
Bert Corona Charter School	370	37
Broadous Early Education	118	11
Charles Maclay Middle School	472	94
Fenton Primary Center	688	138
Haddon Ave Elementary	435	44
Hillery T Broadous Elementary	435	44
Montague Charter Academy	823	164
North Valley Military Institute	732	146
Pacoima Charter Elementary	1,202	240
Pacoima Middle School	1,114	223
Sara Coughlin Elementary	565	113
Telfair Elementary School	669	67
Total	**7,623**	**1,321**

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- 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 and locally 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 and education program.

(Max of 900 Words) **Words Remaining:** 17

Documented through ten years of community engagement, one of the greatest frustrations of residents, particularly youth and seniors, is that the community can see parks but they cannot walk or bike to them due to a lack of pedestrian/bicycle facilities. Osborne Street is lined with primarily residential, multi-family homes. Within two miles of the Project, there are frequently visited destinations including 18 schools, 8 daycares, 3 grocery stores, 8 churches. See Attachment-B1A.

There are three neighborhood-serving areas along Osborne Street that residents want to be able to walk and bike to. Located on the north end of the project and directly accessed from Osborne Street is the Hansen Dam Regional Park which includes fields, aquatic center, golf course, skate park, a street vendor spot, and La Milla, a one-mile trail to the Dam. Residents of the broader Pacoima community, disadvantaged/low-income residents surrounding the Project have highlighted the need to connect to this recreational resource. Discovery

Cube Educational Center and Lake View Terrace Library Branch Library are located along the edge of the park on the east side of Osborne. Through years of community engagement, residents have highlighted neighborhood serving businesses including the carniceria (butcher/ small market), La Michoacana (ice cream shop), and in the middle of the Project at Glenoaks Blvd, a number of mom pop restaurants as well as Dr Molina Dental Office, NCS Cleaner/Shoe Repair, and Salud y Alegria, neighborhood fitness classes. Residents have highlighted the need to be able to reach these places for small daily needs. See Attachment-B1A.

There are three bus stops within the Project, at Foothill Boulevard to the North, at Glenoaks Boulevard in the middle of the Project, and at San Fernando Road at the South end of the project. Residents have shared how difficult it is to walk, bike, or carry bikes to any of those bus stops despite being a short distance due to missing sidewalks and lack of bicycle facility. Community engagement revealed that residents with young children, youth, and seniors walk/bike an average distance of 2 miles to access the Metro bus/transit lines on Van Nuys Blvd. This is particularly concerning since on average for the census tracts, nearly 28% of children are living in poverty and 10% of seniors are in poverty while 49% of the population are seniors with disabilities. This deficiency in the active transportation network further negatively impacts disadvantaged/low-income residents and subjects them to poor environmental conditions.

Just to the south of the Project (0.75-mile) is Pacoima Center including Target, Superior Grocers, and Food4less. This is a key destination for many residents as the center includes a barbershop, pharmacy, and banking services. Van Nuys and Glenoaks Boulevard is a key destination for many disadvantaged residents and seniors. The area includes Food4Less, Valley Food Bank, Good Will, and the Boys and Girls Club of San Fernando Valley. In general, residents highlighted Van Nuys Blvd, a corridor running parallel to the project, as a street with frequently visited destinations. Beyond commercial centers, children and caregivers, often seniors, need to reach Fenton Primary, Coughlin, Pacoima Charter, Montague Street Elementary Schools. These schools all have enrollment boundaries that feed directly from Osborne Street. See Attachment-K-5. While older youth frequently walk and bike to Maclay and Pacoima Middle Schools, and Sun Valley High Schools on their own, parents/caregivers have shared broad concerns about walkability and bikeability to these schools.

With this Project, residents will be able to walk out their front doors and walk/bike, take transit to community places highlighted above, especially Hansen Dam Regional Park and Roger Jessup Park. The Project encourages residents to walk and bike; this is key as 31-34% of this community has high rates of obesity. At the same time the community suffers from poor ozone conditions (3.8 percentile across all census tracts), high rates of environmental pollutants – notably, the census tracts are worse off than 96% of California with regards to ozone exposure, which can increase the risk of cardiovascular and respiratory diseases, poor birth outcomes, and premature death, and 57% for PM 2.5 and extremely high rating (0.4%) related to diesel PM, the fine particulate matters that can reach deep into people's lungs, increasing the risk of cardiovascular and respiratory diseases, poor birth outcomes, and premature death. HPI recommends reduced car use and transit-oriented development as policy opportunities to address ozone formation, which this Project helps support. According to the City's Resilient Los Angeles Plan, this community is in the area of very high priority for cooling due to low tree canopy and 115 to 121 degree days (See Attachment-B4E1).

Increasing walking and biking infrastructure will provide a shaded, safe, comfortable, and continuous ADA path on both sides of the street for youth, seniors, and those with mobility challenges. The Project can help lower obesity rates by making walking and biking to Hansen Dam Regional Park and Roger Jessup Park and activity centers an easier and more real choice by removing barriers, providing shade, improving air quality, and increasing visibility. The addition of 250 shade trees and landscape areas will provide shade and carbon sequestration benefits which will translate into helping to improve air quality, ozone levels, particulate matter, and reduce urban heat island effect. The Project will significantly transform how residents move by and increase safety for all non-motorized users and especially disadvantaged/low-income residents.

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

1. Closes a gap? ☒ Yes ☐ No

No. of gaps: 11 Total length of gap(s) (feet): 32,945

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

B2B1 Gap Closure Maps.pdf

b. 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 destinations must be identified*. (Max of 150 Words)

Words Remaining: 1

Osborne connects two important parks for the Pacoima community. By closing 10 sidewalk gaps, Residents can connect to RJ and HD Parks including athletic fields, ranger station, skate park, and Aquatic Center, Lake View Terrace Public Library, and Discovery Cube Education Center. Residents east of Osborne will better connect to seven neighborhood schools (Fenton Primary,

Coughlin, Pacoima Charter, Montague Street Elementary Schools, and Maclay and Pacoima Middle Schools) that are located on the west side of Osborne.

There are 4 signalized intersections (listed north to south Foothill Blvd, Dronfield Avenue, Glenoaks Boulevard, and Norris Avenue) with missing pedestrian facilities. The Project will support connectivity for residents with disabilities by installing LPI, high-visibility crosswalks, ADA ramps. This will increase access to the neighborhood centers at Osborne and Glenoaks Boulevard and Osborne and Foothill Blvd as well as Pacoima Center (0.75-mile south) which includes Target, Superior Grocers, and Food4less. See Attachment-C-4.

2. Creates 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.

B2B2A New Routes 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: 64

There are ten sidewalk gaps on Osborne filled with dirt. This condition limits the walkability for residents to reach places directly on the corridor including RJ and HD parks. There is no bicycle route or facility. This limits residents' ability to connect to the bicycle network and regional bike connections. There are missing pedestrian crossing facilities which limit connectivity from one side of Osborne to the other side which also results in increased conflict points between vehicles and pedestrians on Osborne Street. See Attachment-B2B1A and B2B2A.

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: 12

By installing the Class IV raised cycle track, residents can bike safely, comfortably, and much farther. Residents can connect to the Class II bike lane on Glenoaks Boulevard to reach Maclay Middle School and Food4Less and businesses on Van Nuys Boulevard (located west of Osborne) and connect to the Class III bike route that continues south of the Project to Pacoima Middle School, the neighborhood center at Laurel Canyon Boulevard and Osborne which includes mom pop restaurants and Pacoima Center (0.75-mile south) including Target, Superior Grocers, and Food4less. See Attachment-C-3.

Residents can connect to the San Fernando Bike Path which links to the East San Fernando Light Rail Station at Van Nuys Boulevard, 1-mile north, and Sun Valley Metrolink Station, 3-miles south, and the Metro G line linking to regional destinations such as downtown Los Angeles. See Attachment-C-2.

3. Removes barrier to mobility? ☒ Yes ☐ No

a. Type of barrier: Safety

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

B2B3B Barriers Map.pdf

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

Words Remaining: 2

Sidewalk gaps, missing bicycle facilities, and pedestrian crossing conflict points between vehicles and pedestrians. Osborne Street is a key connector to RJ and HD Parks for this community but there are sidewalk gaps making walking unsafe for children, parents with strollers, and people with disabilities. The lack of sidewalk/bike facility forces bicyclists into a roadway with no signage/space for bicyclists. The long distances between pedestrian crossings encourages residents to dart out into the street to cross Osborne. See Attachment-B2B1A and B2B3B.

The project addresses these safety barriers through a road diet, installing a 6-foot sidewalk and Class IV raised cycle track on both sides of the street, 2 PHBs with high-visibility crosswalks , 3 protected signalized intersections with LPIs, and closes a right-turn slip lane. 250 shade trees and landscape areas frame the street and lighting levels are increased from 0.47fc to 2.0fc to increase visibility. See Attachment-K-1.

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: 1

Connecting north-to-south, residents can connect safely to HD Park (athletic fields, skate park, aquatic center), Lake View Terrace Public Library, and Discovery Cube Education Center in the north Project area, businesses at Osborne and Glenoaks Boulevard and Foothill Blvd in the middle Project area, RJ Park (in the south Project area), Pacoima Middle School and Pacoima Center (0.75-mile south of the Project). See Attachment-C-4 and K-5.

Two PHB mid-block crossings located between Osborne Place and Chanute and Bradley Avenue provide safe connections to cross Osborne and increase east-to-west connectivity to RJ Park, HD Regional Park, Fenton Primary, Coughlin, Pacoima Charter, Montague Street Elementary Schools, Maclay Middle School, and businesses along Van Nuys Blvd particularly Valley Food Bank, Good Will, and the Boys and Girls Club of San Fernando Valley. These crossings reduce distance between crossings to 300-feet, reduce out-of-direction travel, and increase linkages to the Metro Bus 166 stops.

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

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

B2B4A Other Improvements Map.pdf

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

Words Remaining: 30

The Project installs 250 shade trees, landscape areas, and 334 pedestrian lights. These improvements directly impact non-motorized connectivity and encourage residents to change behavior and choose to walk/bike on Osborne Street. While the Project narrows the existing roadway from four lanes to two lanes, the shade trees create additional edge friction which helps motorists perceive the roadways as narrowed further. Shade trees add a cooling effect to the pedestrian environment. Shade trees provide a comfortable walking and biking environment in the extreme heat of the San Fernando Valley, encouraging walking/biking for longer distances. Lighting contributes significantly to reducing barriers to safety by increasing visibility. The 334 pedestrian lights will raise the lighting levels to 2.0fc through the Project. See Attachment-K-1.

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 destinations must be identified*. (Max of 150 Words)

Words Remaining: 26

The two improvements visually connect residents to RJ Park and HD Park. Visibility contributes directly to safe walking and bicycling, and the increased lighting levels will encourage residents to walk and bicycle for more hours during the day. This is particularly critical for this community as youth and seniors must walk and bike to reach destinations including Fenton Primary, Coughlin, Pacoima Charter, Montague Street Elementary Schools, Maclay Middle School to the west of the Project and Pacoima Middle School to the south of the Project. With improved visibility and cooler walking environment, seniors can connect to the Alicia Broadous-Duncan Senior Center and David M Gonzales Recreation Center to the west of the Project, Sunset Guest Home to the east of the Project. See Attachment-B1A.

5. Implements a non-infrastructure program? ☐ Yes ☒ No

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 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 I/NI 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.

   TIMS_ATP_Los Angeles_Los Angeles_2022_06_07.pdf

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, Street Story (https://streetstory.berkeley.edu/), Crowd Source, 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:** 181

   Mapping shown on attachment below highlights pedestrian collisions, bicycle collisions, collisions involving youth and seniors, and collisions by race.

   Data and methodologies Attachment (optional)

   B3A2 - Collisions Mapping.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: 10

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	3	0	3	0.3
Injuries	7	15	22	2.2
Total	**10**	**15**	**25**	2.5

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, 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. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

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

(Max of 900 Words) **Words Remaining:** 18

In 2017, the City of Los Angeles adopted the Vision Zero Action Plan, detailing an equity-strategy that prioritizes corridors on the High Injury Network (HIN). The southern portion of Osborne, south of Norris Avenue, was identified as part of the HIN due to two pedestrian/bicycle-related fatalities in one year. The high percentage of youth and senior-related collisions within the disadvantaged community of Pacoima is an equity concern and is the result of a built environment that prioritizes cars.

On Osborne Street, there have been 3 fatalities and a total of 25 pedestrian-/bicycle-related collisions from 2010 to 2020. One fatality was of a youth and of the 25 pedestrian/bicycle-related collisions, 31% involved youth. Additionally, there have been 19 fatalities from 299 vehicle-to-vehicle collisions. The lack of pedestrian and bicycle facilities are a key factor for collisions but the high number of fatalities in vehicular-only collisions indicate roadway visibility concerns. An example of this is at Osborne Place and Osborne St (slip turn lane closure). A youth died as a result of poor visibility and crossing at an unmarked location. The slip lane closure will force slower speeds at the turn and better visibility for all. Parallel to Osborne and only 1-mile away, Van Nuys Blvd has had 118 pedestrian/ bicycle-related collisions including 1 killed and 11 severe injury (KSI) collisions. While the City is working to improve safety on Van Nuys Boulevard, this Project presents an opportunity to divert non-motorized users to Osborne and improve safety on both streets.

According to data, 40% of the collisions were due to drivers failing to yield to pedestrian right-of-way with another 40% of collisions resulting from pedestrians failing to yield to vehicular right-of-way, failing to finish crossing before countdown ends, or crossing out of a crosswalk. This data is particularly significant for this community as CES indicates 15% of the population are children under 10 and 9% are seniors of whom 49% have mobility challenges. The need to shorten crossing distances and narrow the roadway through a road diet was highlighted by the cause of collisions given that seniors and children can typically walk slower. Additionally, since 28% of children are living in poverty and 10% of seniors are living in poverty, this is a community that must walk, bike, and use transit due to income.

Residents feel pushed into the street because there is no continuous sidewalk. With no existing bike lanes and the lack of sidewalks, bicyclists are forced to mix with the high speed traffic on Osborne St if they want to access the nearby high-quality facilities that are the San Fernando Road Bike Path or the Hansen Dam Bike Path. The Project provides a 6-foot continuous ADA access pedestrian paths and a Class IV raised cycle tracks. The raised cycle track was selected over a conventional bike lane or a bike lane protected by bollards because of the high number of youth, seniors, and those with mobility challenges who would use the bicycle facility. There are four cross streets on the west side of Osborne, Chanute Street, Glenoaks Blvd, and Dronfield Avenue, and Foothill Blvd and six cross streets on the east side of Osborne, Ralston Avenue, Bradley Avenue, Norris Avenue, Osborne Place, Glenoaks Blvd, Dronfield Avenue, and Foothill Blvd. To increase visibility and maintain connectivity, each bicycle crossing includes bike ramps, and green bicycle crossing striping. Each pedestrian crossing includes ADA ramps and a high-visibility crosswalk.

The Project responds to resident input and collision data. For pedestrians, the collision hotspots are Osborne and Foothill Blvd, Glenoaks Blvd, and Bradley Ave. For bicyclists, the collision hotspots are Osborne and Glenoaks Blvd, Osborne Place, and Norris Avenue. See Attachment-BA2. Based on this qualitative and quantitative data, a PHB crossing location was identified for Bradley Avenue. Residents highlighted this location as a frequent crossing point due to the Metro 166 Bus Stop and the high number of collisions supporting high pedestrian activity. One of the challenges with Osborne Place was the right-turn slip lane. Today, this slip lane results in increased pedestrian and bicyclist exposure time to the long crossing distance. The Project will close the right-turn slip lane and transform the space into a pedestrian plaza with green space that would extend the sidewalk on Osborne Place to Osborne Street. This slip lane closure and the second PHB crossing location was located north of Osborne Place to address bicycle collision data and comments from residents that residents are crossing again to reach the Metro 166 bus stop. Another challenging location for residents is the intersection of Osborne St and Glenoaks Blvd. Northbound Glenoaks Blvd to eastbound Osborne St is a popular cut-through route connecting the 5 freeway to the 210 freeway, and the geometry of the northeast corner of the intersection allows high turning speeds for northbound right-turning vehicles from Glenoaks Blvd to Osborne St, making it dangerous for pedestrians and bicyclists to cross. The Project will install curb extensions, LPIs, high-visibility crosswalks, bicycle crossings, bicycle ramps and ADA ramps to improve the safety of the crossing. Similar treatment will also be applied to the signalized intersection at Norris Avenue and Foothill Blvd.

In addition to pedestrian/bicycle facilities, the project includes increasing lighting levels to 2.0fc through 334 new pedestrian lights. This is important to increase visibility and increase safety for pedestrians and bicyclists.

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. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

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 200 Words) **Words Remaining:** 8

The posted speed limit on Osborne Street was raised from 40mph to 45mph in 2018. A speed survey showed that the average speed was 44mph and the 85th percentile speed was 49mph, both were well over the speed limit at the time. A myriad of factors contribute to the speeding issues on Osborne St. The daily traffic volumes are low relative to the capacity of a four-lane corridor with a median. The traffic signals are spaced far apart at 0.3 to 0.5 miles, and there is a downslope from Foothill Blvd to Osborne Pl. The high speeds continue onto Osborne Place encouraged by a slip lane.

The existing conditions have resulted in two fatalities in one year and a high number of pedestrian and bicycle-related collisions (10 collisions involving pedestrians and 15 involving bicyclists from 2010-2020) near Osborne Place in particular. According to NACTO's guidance on designing for all ages and abilities as shown in Attachment-K-8, streets with speeds above 26mph and volumes over 6,000 should provide protected paths for pedestrian and bicyclist safety. The conditions on Osborne Street greatly exceed these conditions, which highlights the need for providing these safety features.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 9

The Project proposes traffic calming measures that are anticipated to reduce the speed of vehicles. The Project will reduce Osborne Street from four to two lanes, provide a continuous ADA sidewalk and Class IV cycle track on both sides of the street, and add bulbouts at signalized intersections. The Project will physically reduce the width of Osborne Street for vehicles to encourage lower speeds. Drivers are anticipated to drive slower and comply with speed limits. The project will also close the slip lane at Osborne Place, removing the ability to continue at high speeds, shortening the crossing distance at Osborne Place, and returning the space to the community. The Project will also construct two PHB crossings with high-visibility crosswalks which will stop vehicles when non-motorized users are crossing at Bradley Avenue and just north of Osborne Place highlighting the presence of pedestrians. LPIs at existing signals will give pedestrians, important for youth, seniors, and those with disabilities, a head start at intersections increasing overall visibility and additional time to cross. FHWA Proven Safety Countermeasures, as seen in Attachment-K-9 include roadway configuration as an effective countermeasure for reducing and managing travel speeds.

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

a. Current sight distance and/or visibility issue: (Max of 200 Words) **Words Remaining:** 67

Osborne Street consists of four travel lanes with 2 stops to vehicular flow. Cars are traveling at speeds higher than the posted speed limit, which does not allow them sufficient time to acknowledge the presence of pedestrians and bikes. This is exacerbated by the long distances between crossings which encourages pedestrians to jaywalk. Additionally, the lighting levels along Osborne average 0.82fc for the roadway and 0.47fc for sidewalk area compared to the City's lighting level standard at 0.9fc for the roadway and 2.0fc for the sidewalk area. The combination of high vehicle speeds, gaps in the sidewalk, lack of bike facilities, lack of high visibility crosswalks, poor lighting, and limited pedestrian crossings decreases the visibility of pedestrians and bicyclists, as they do not have a clear dedicated space that drivers are alerted to.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining:** 9

Project elements to address the visibility issue consist of two PHB (pedestrian hybrid beacon) crossings and 3 signalized intersections with high-visibility crosswalks, road diet that will create continuous ADA sidewalk for pedestrians and dedicated Class IV cycle track for bicyclists. The PHB crossings at Bradley Avenue and north of Osborne Place are key as they have the highest number of pedestrian and bike collisions within the Project. Foothill Blvd, Dronfield Avenue, Glenoak Boulevard, and Norris Avenue intersections will be improved with high visibility crosswalks, ADA curb ramps, bike ramps, and bike crossing markings to increase visibility of the pedestrian and bike space. According to the Federal Highway Administration (FHWA) Crash Reduction Factor (CRF) rating, a road diet a a 29 CRF and providing pedestrian and bicycle facilities has a 88 CRF, PHBs have a 55 CRF and high-visibility crosswalks have a 39 CRF. See Attachment-K-9.

To address low lighting levels on the corridor, the project includes 334 pedestrian lights and 81 repurposed/relocated roadway lights. Adding lighting has a 23 CRF for all users per the FHWA. The Project design elements and lighting will improve visibility and sight lines throughout the Project.

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

a. Current conflict point description: (Max of 200 Words) **Words Remaining:** 4

There are numerous conflict points on Osborne due to non-existent and deficient facilities. There are currently no bike facilities and the sidewalk is disrupted by gaps that force pedestrians onto dirt paths or vehicle travel lanes. This increases dangerous conflicts between residents, especially, youth and seniors, who are pushed into the street. See Attachment-E for family walking the street along a "dirt path."

The lack of sidewalk and driveways are conflict points for pedestrians/bicyclists because vehicles are traveling at high speeds and pedestrian movements are not prioritized due to the missing sidewalks. The right-turn slip lane onto Osborne Place is a conflict point resulting in high collision propensity as drivers make high speed right-turns into the unmarked path of bicyclists and

pedestrians traveling on the roadway (see Attachment-B3A1). There are only four signalized intersections (i.e. crossing points for pedestrians) spaced 1,400 ft. to 4,500 ft. apart on Osborne and, as a result, non-motorized users are jaywalking. Signalized intersections are also conflict points because vehicles are traveling at high speeds and the few existing marked crosswalks are faded. None of the cross streets have marked crosswalks and of the four intersections, there are only two high-visibility crosswalks.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining:** 47

A Class IV cycle track will run on each side of Osborne Street and a continuous ADA sidewalk will extend through Osborne. Both pedestrians and cyclists will have a separate and dedicated space away from vehicles.

The sidewalk and bike crossings will separate pedestrians and cyclists creating a safer environment by eliminating conflict points particularly at driveways along Osborne. The right-turn slip lane will be removed and the space will be returned to allow for non-motorized facilities.

The Project introduces two PHB crossings with high-visibility crosswalks and shortens the distance between crossings to 350-feet. This will reduce conflicts between pedestrians and vehicles. Additionally, each of the four intersections will have shortened crossing distances per the road diet and high-visibility crosswalks installed. Osborne includes 20 new high-visibility crosswalks and 10 bike crossings at mid-block and intersections to better protect pedestrians and bicyclists. This will require drivers to slow down and notice non-motorized users crossing.

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

a. Which Law: Other If Other, please explain Multiple - Jaywalking, Failure to Yield

b. How will the project improve compliance: (Max of 200 Words) **Words Remaining:** 81

Jaywalking: Incidences of jaywalking will be reduced by adding two PHB crossings, providing more opportunities for pedestrians to safely cross, and reducing the incidences of crossings at unmarked locations.

Driver Failure to yield: A number of design elements will improve compliance. The road diet will calm traffic and encourage lower speeds. Removing the right-turn slip lane at Osborne Place will provide pedestrians with added protection from turning traffic, as the sharper turning radius will naturally force drivers to slow down and increase the safety of pedestrians. The Project will install high-visibility crosswalks and bicycle crossings at PHB crossings, intersections, and driveway crossings to increase pedestrian visibility and better alert drivers to pedestrians and bicyclists moving along and crossing Osborne.

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

a. List traffic controls that are inadequate: (Max of 200 Words) **Words Remaining:** 124

Attachment-B2B4 shows the inadequate traffic controls along Osborne, which include the following:

Traffic signals at existing intersections do not prioritize pedestrians or bicycles. The majority of pedestrian and bike collisions occurred at signalized intersections along Osborne Street, specifically at Glenoak Boulevard and Norris Avenue. There are faded crosswalks, no high-visibility crosswalks, and no bicycle facilities.

Long pedestrian crossing distances between existing signalized intersections and limited pedestrian crossings

Lack of traffic control devices geared to cyclists crossing.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 38

The existing traffic signals do not prioritize pedestrian or bicycle movements and are missing bicycle crossings. They expose pedestrians and bicyclists to fast moving vehicle traffic, especially during vehicle turning movements.

The lack of pedestrian crossing and geometry of the Osborne Place slip lane allows for unsafe crossings and puts pedestrians at risk of collisions with vehicles making northbound right-turns.

Lack of bicycle facility and missing/gaps in the pedestrian facility means that bicyclists, pedestrians, and vehicle movements conflict.

There are no crosswalks on the cross streets to Osborne and the faded crosswalks at intersections are not clearly marked and limit the visibility of pedestrians to the fast-moving vehicles and increases the opportunities for pedestrian collisions.

Long pedestrian crossing distances do not allow enough time for pedestrians to safely cross the street, causing pedestrians to have a longer exposure time from oncoming traffic.

The distance between marked pedestrian crossings is about 0.5-miles. These conditions encourage jaywalking and increase the opportunities for pedestrian collisions.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 102

The Project will improve bicyclist, pedestrian, and motorists' safety.

High-visibility crosswalks and bicycle crossings at four signalized intersections will provide greater visibility for pedestrians/ bicyclists crossing.

Bicycle crossings and high-visibility crosswalks at cross streets to Osborne and driveways will provide greater visibility for pedestrians/bicyclists crossing.

Closing the slip lane to Osborne Place will eliminate vehicle and pedestrian conflicts and force motorists to reduce speeds to navigate the right-turn.

New PHB midblock crossings with high-visibility crosswalks added at Bradley Avenue and north Osborne Place will provide additional opportunities to safely cross Osborne. Distance between marked pedestrian crossings will be reduced.

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

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words) **Words Remaining:** 141

There are no bicycle facilities on Osborne.

There are a total of 10 gaps in the sidewalk.

The only marked crosswalks exist at the four signalized intersections.

There are no crosswalks at the cross streets to Osborne and long distances without a pedestrian crossing.

Insufficient lighting (i.e. low lighting levels) for pedestrians and cyclists.

Inadequate shade in extreme heat.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 34

There is no marked bicycle facility of any kind on Osborne. Bicyclists share the roadway with cars traveling at high speeds, which creates conflict points.

The missing sidewalk gaps throughout Osborne force pedestrians to share the roadway with cars. There is also no ADA access and pedestrians often share the roadway with cars traveling at high speeds, which creates dangerous conflict points.

The crosswalks at intersections are faded and not high-visibility crosswalks. This reduces visibility and increases conflicts between pedestrians and motorists.

There are no bicycle crossings on Osborne. This creates conflicts between drivers and bicyclists.
There are no marked crossings at the cross streets to Osborne creating a visibility issue for pedestrians, and the long distances between crossings encourages jaywalking, particularly to reach Metro 166 bus stops.

The lighting level for pedestrians is 0.47fc. This grossly inadequate compared the City's standard for pedestrian lighting at 2.0fc. The lighting level for the roadway is 0.83fc and is slightly low compared to the City's standard at 0.9fc.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 6

Class IV raised cycle tracks will define bicyclists' space on Osborne. Continuous ADA sidewalks will provide safe access to RJ and HD Regional Park as well as businesses at Foothill Blvd, Glenoaks Blvd, and destinations outside the Project in the Pacoima community. By incorporating a new bicycle facility and pedestrian space, this will provide a high-comfort, separate space for non-motorized users.

High-visibility crosswalks and bicycle crossings will be installed at all cross streets and signalized intersections. The road diet with these improvements will raise visibility of pedestrians/bicyclists and upgrade the faded crosswalks to a higher quality crossing. This allows for more opportunities to continue safely on Osborne and prioritizes pedestrians and bicyclists at crossings.

The PHB crossings with high-visibility crosswalks will allow for more opportunities to cross the street safely and provide space for pedestrians and bicyclists crossing Osborne.

20 high-visibility crosswalks, 10 bicycle crossings, and 334 new pedestrian lighting standards will be installed along with 81 roadway lights increasing safety and visibility for all users. By increasing the lighting level from 0.47fc to 2.0fc on the sidewalk, pedestrians and bicyclists will be more visible, keeping motorists from accidentally harming a cyclist or pedestrian.

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

a. List of behaviors: (Max of 200 Words) **Words Remaining:** 3

A-Speeding: Cars often drive faster than the already high posted speed limits of 35 miles per hour, encouraged by the width of the right-of-way and distance between intersections. Based on the TIMS data, 20% of the reported collisions resulted from speeding and not seeing a pedestrian.

B-Driver failure to yield: Wide roadway supports motorists speeding and faded crosswalks at intersections limit visibility of

pedestrians. Based on the TIMS data, 20% of the reported collisions resulted in this behavior.

C-Jaywalking: Existing conditions encourage jaywalking due to the long distances on Osborne and no marked crossings near Metro 166 bus stops. Based on the TIMS data, 20% of the reported collisions were pedestrian crossing out of a crosswalk.

D-Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present: The gaps in the sidewalk force pedestrians into the roadway. Based on the TIMS data, 10% of the reported collisions result from pedestrians walking in the roadway.

E-Pedestrian failure to finish crossing before “countdown” ends: The wide roadway and faded crosswalks present a challenge to crossing Osborne and visibility issues. Based on the TIMS data, 10% of the reported collisions resulted in this behavior.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) **Words Remaining:** 0

A-Implementation of road diet, high-visibility crosswalks and bicycle crossings at intersections increase pedestrian and bicycle visibility, reduce reckless turning behaviors.

B-The increase in crossings and reduction of vehicle travel lanes will calm traffic and reduce car travel speeds. Narrowing the roadway also allows for the continuous ADA sidewalk and Class IV raised cycle track, which will provide a separate and dedicated bike and pedestrian path with physical separation (i.e. shade tree area) from vehicles. Increasing the amount and quality of pedestrian infrastructure in the area will also make the street less susceptible to speeding.

C-The addition of two PHB crossings, high visibility crosswalks at Bradley Avenue and north of Osborne Place HAWK will reduce distance between crosswalks to be ¼ mile apart. This will reduce the number of jaywalking incidents in this project.

D-The Project installs a continuous ADA sidewalk, providing a separate space for pedestrians from vehicles. Shade trees and landscape areas provide a physical separation from vehicles and increase “edge friction” which can provide traffic calming benefits. With the installation of a continuous sidewalk, this behavior will be eliminated.

E-The reduction of vehicle travel lanes will shorten the crossing distance. This will eliminate pedestrian failing to finish crossings.

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. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

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 400 words)

Words Remaining: 7

In 2011, the lack of investment in the Pacoima community sparked a conversation about a healthier Pacoima. This project began with the Pacoima Wash Vision Plan (2011) and continues today through the Pacoima Urban Greening Vision Plan, City's Vision Zero Action Plan, City's Mobility Plan 2035, Transformative Climate Communities project, Green Together, and 2021 and 2022 Visioning Workshops. Parallel to the City's effort, Metro has a Transit to Park Strategic Plan and East San Fernando Valley Transit Corridor First/Last Mile Corridor Study, which includes Osborne as a key connection to parks and as a bike/pedestrian for residents to the light rail coming to Van Nuys Blvd. Through the extensive outreach process for this Project, Pacoima Beautiful, the neighborhood council, Council Office, and residents came together to brainstorm the needs of the disadvantaged Pacoima residents. Common themes included an urgent need to access parks and not only by car, a need for continuous sidewalks and bicycle facilities, and a plea for safe connections to Metro bus stops. See Attachment B4E2.

Building on the outreach from these plans, the City and Council Office District 7 led a five-part series of visioning workshops in 2021 The workshops were specifically focused on engaging disadvantaged community residents, providing workshops exclusively in Spanish, and focus groups conducted by promotoras with already established relationships. Feedback was received through polling and interactive online exercises. One of the key findings of this effort was identifying the location of the PHB mid-block crossings. Residents highlighted Metro 166 bus route stops as important connections to transit facilities on Van Nuys Blvd.

Most recently, in 2022, the City conducted two focus group meetings in partnership with Pacoima Beautiful, the neighborhood council, and Council Office District 7 to review existing conditions, experiences, and needs of the residents and what they envisioned in the future. Based on the workshop process, the City developed a series of alternatives and residents discussed the benefits and trade-offs of the project and shared their thoughts on details related to parking, and sidewalk connections. Shade and lighting were identified as key priorities due to the lack of visibility of pedestrians and relief from hot temperatures.

A urgent driver of this Project is the deficiency of pedestrian and bicycle facilities that provide connections to RJ Park and HD Regional Park. Osborne Street is a critical connection to important park amenities for this 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 with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)

Words Remaining: 10

This Project is the culmination of a ten year community engagement movement. In 2011, the Pacoima Wash Vision Plan focused on how to connect parks to residents in Pacoima. There were 27 outreach meetings including youth engagement, school collaboration, and design charrettes. The engagement specifically highlighted the need to address Osborne Street and add bicycle facilities. Residents shared they could not walk/bike to parks and the Pacoima Wash despite being located near their homes. Outreach focuses on resident leadership through the promotoras model of engagement. All outreach materials and events were bilingual in Spanish and English to reach community members who speak Spanish as their primary spoken language. In 2015, the Pacoima Urban Greening Vision Plan included 13 meetings, a survey, large community event, and two technical advisory meetings that included 4 CBOs at locations within 2 miles of Osborne Street. Residents identified Osborne Street as an important walking/biking/street vendor access route for "La Milla", the community's name for the top of Hansen Dam. Residents highlighted the lack of pedestrian amenities, the safety issues in crossing the street, and the dangers of Osborne street for youth, families, and seniors as they try to reach street vendors near Osborne Street and small shops at Osborne and Laurel Canyon.

In 2016, the City adopted Mobility Plan 2035, the Mobility Element of the City's General Plan. The Plan lays the foundation for a network of complete streets and establishes citywide networks to provide safe and efficient transportation for pedestrians, bicyclists, transit riders, and drivers of motor vehicles. The Project is included as a part of the enhanced bicycle network and priority transit route. City staff identified Osborne Street south of Norris Avenue as part of the HIN in 2017 due to the high number of collisions.

In 2019-2020, the Transformative Climate Communities project, Green Together conducted public engagement activities to bring physical change to the Pacoima community. Constrained by the pandemic, Green Together conducted 4 community meetings, attended/presented at existing virtual meetings, conducted doorknocking, and bilingual survey. Residents identified Osborne Street as needing more shade and

highlighted the inability to walk or bike to the stops for the City's Dash line that runs along Osborne.

In 2021-2022, the City conducted two focus group meetings in partnership with Pacoima Beautiful, the neighborhood council, and Council Office specific to this Project. Residents discussed the benefits and trade-offs of the Project and shared their thoughts on details related to parking, sidewalk connections, and locations for pedestrian hybrid beacons.

Metro began outreach as part of the East San Fernando Valley Transit Corridor First/Last Mile Corridor Study in 2018. Engagement included more than 40 CBOs, schools, churches, and others. Four walk audits, bilingual survey, and four public workshops, and two pop-up events were implemented. Residents shared their frustrations due to the lack of safe, comfortable walking and biking access to the planned station at Van Nuys/San Fernando, specifically on Osborne Street and Van Nuys Blvd. In 2019, Metro established the Transit to Parks Strategic Plan. The community engagement focuses on parks as a destination and communities having equitable access to recreation and its positive health benefits. In this plan, HD Regional Park was ranked #9 highest regional park of interest. The Hansen Dam Circulator pilot program was recommended to increase community access to HD Regional Park and Roger Jessup Park.

The Project is a critical linkage to RJ Park and HD Regional Park for the Pacoima community as well as a connector in the active transportation network within the City of Los Angeles and LA Metro service area.

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 400 words)

Words Remaining: 11

The City conducted extensive review of existing conditions, data gather, and collected community input from previous planning and as part of this Project process. Direct feedback from residents and stakeholders helped determine project priorities and the level of interest and support for project elements. Councilwoman Monica Rodriguez, LA Council District 7, was in full support of the project and the engagement strategy, which gave the project more credibility and likely led to a higher level of community participation.

An example of how the stakeholder engagement process and public participation helped improve the overall focus of the project to meet the purpose and goals of the ATP is illustrated by resident feedback related to pedestrian crossings and lighting. Through a five-part visioning workshop in 2021, the promotoras asked common places they walked to in their neighborhoods. The summary of results indicated residents wanted sometimes more than 2-miles to reach transit on Van Nuys Blvd. Residents felt that people drove too fast on Osborne and that crossing Osborne was even more unsafe due to those high speeds and the lack of marked crossings. Commonly heard safety concerns in the corridor included: speeding, the need for more protected street crossings, lack of sidewalks, lack of bicycle infrastructure, and lack of lights at night.

As part of the most recent outreach efforts, residents answered questions: "Which roadway reconfiguration is your preference and why? Would you use a protected bicycle lane? How do you cross Osborne now? Identify where you would like to be able to cross Osborne. Where do you experience challenges walking and biking on Osborne? Results were summarized as part of outreach summaries and locations documented as part of charrette data maps. See Attachment-B4E2.

The City summarized and strongly considered input gathered from previous engagement as well as the charrette, focus group meetings, pop-up events, and open house/workshops. The feedback directly determined the Project safety measures, mobility improvements, and amenities and increased the Project's ability to increase walking and bicycling, improve safety, enhance public health, reduce greenhouse gas emissions, and benefit this disadvantaged community. Improvements include a Class IV raise cycle track and bike ramps, continuous ADA sidewalk, and 2 PHB mid-block crossings, crosswalk improvements to high-visibility crosswalks and bicycle crossings, reduction of the number of travel lanes to slow down traffic, improved lighting for pedestrians and bicyclists, and curb ramps.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words)

Words Remaining: 176

Disadvantaged and hard-to-reach residents will continue to be the most important stakeholders in this project. The City will continue to partner with CBOs and promotoras who are recognized as experts with trusted relationships in the Pacoima community to reach residents, youth, seniors, business owners, and others. The City is planning additional visioning meetings to further engage residents and will release information online about the project and embed interactive engagement activities into the website. The City also plans on releasing the Layout Plans for public feedback. See Attachment D-2. Attachment-E shows Osborne Street plans as they are now. Feedback gathered from the project's portal.

The City is prepared to continue to engage with the City Council office, Pacoima Beautiful, LACBC, residents, schools, community leaders, business owners and other City departments such as LAPD and LAFD to ensure that the community is getting what it wants and needs. The City will also work with the on-going Green Together engagement that will happen over the next two years to gain feedback about improvements on Osborne Street. Osborne Street is wholly within the project area of that plan effort.

Once awarded, engagement will continue through PAED, PSE, and Construction phases of the project to ensure that countermeasures identified during the grant application phase are implemented and still relevant to the community at the time of design and implementation

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)
(Max of 300 words)

Words Remaining: 107

The following plans list the Osborne Street: Path to Park Access or elements of the project:
Pacoima Wash Vision Plan Book. See Attachment-B4E2. As part of the Pacoima Wash Vision Plan process, there were three rounds of outreach meetings. Each round included nine focus group meetings spread throughout the Pacoima community.

City's Mobility Plan 2035. As part of the City's Mobility Plan 2035, there were 9 number of meetings held in the Pacoima community. This Project was raised as one of the key projects during that planning process.

City of LA's Vision Zero Action Plan and Safety Study. City of LA's Vision Zero Action Plan through individual projects and public meetings offer opportunities from the public to provide feedback on the program or individual initiatives. Vision Zero Outreach efforts are year round and ongoing.

Metro Transit to Parks Strategic Plan. Completed in 2019, the Transit to Parks Strategic Plan focuses on actions and recommended next steps to increase connectivity to parks through transit. The plan process included a survey conducted by First 5 LA, a community non profit, and a series of 4 meetings in partnership with over 40 CBOs and City staff.

Attach the applicable plan page with the project highlight:

B4E1 - Applicable Plan Pages.pdf

Attach any applicable Public Participation & Planning documents:

B4E2 - Outreach Documentation.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 comfort for all ages and abilities?
    - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
    - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 2

WIDTH OF STREET: Osborne Street has two travel lanes in each direction, with a parking lane on each side and a painted median. U-turn and left turn gaps in the median provide vehicle access to businesses on either side of the street. This type of wide, multi-lane roadway design facilitates higher travel speeds, and creates a more dangerous environment.

The current width provides an opportunity to reduce the number of travel lanes to provide a continuous ADA sidewalk and install Class IV raised cycle tracks. Reconfiguring the roadway will force drivers to slow down, making the street safer for all.

SPEEDS: The posted speed limit is 45mph on Osborne Street. The ADTs is about 19,214. However, vehicles travel at an average speed of 44mph or 85th Percentile Speed of 49mph. A road diet and traffic calming is needed to reduce speeds and create a separate facility for bicycles and pedestrians and safe crossings for pedestrians.

WIDTHS OF FACILITIES: Osborne Street has gaps in the sidewalk network. The Project installs a 6-foot continuous ADA sidewalk (wider than the typical 5-foot sidewalk) on both sides of the street. To support continuity of pedestrian routes, the Project installs ADA ramps and high-visibility crosswalks at each crossing.

The Project installs a Class IV raised cycle track that is separated from vehicular traffic by shade trees and landscape areas. To support continuity of the bicyclists, the Project installs bicycle crossings and bike ramps at each crossing.

LAND USES: Osborne Street is primarily surrounded by multifamily homes with commercial at Foothill Blvd, Glenoaks Blvd. RJ and HD Parks are important community assets and attract pedestrians, bicyclists, vehicles, and street vendor traffic. Providing safe walking and biking for seniors, youth, and those with mobility challenges to reach destinations beyond this corridor are critical as this is a community that must walk, bike, and use transit due to income.

STRESS LEVEL: The current level of stress for people walking and biking is very high. With the Class IV raised cycle tracks and continuous ADA-compliant sidewalk, separated from moving traffic by shade trees/landscape areas, the level of stress for non-motorized users reduces significantly and creates a low-stress facility that is suitable for people that are 8 to 80 years old. The street could be used for transportation by cyclists with a range of comfort with cycling. The Class IV cycle track is designed to a high standard of safety.

Crossing Osborne is dangerous and highly stressful. The road diet which results in a shortened crossing distance with the 2 new PHB mid-block crossings and high-visibility crosswalks will lower stress levels to low.

The Project includes addressing the conflict points at driveways and intersections to promote safe and comfortable pedestrian and bicycle connections. This includes ADA ramps, high-visibility crosswalks, bicycle ramps, and bicycle crossings which raise the visibility of pedestrians and bicyclists promoting a low-stress walking and biking condition.

The Project features also include 250 shade trees, landscape areas, and 334 light standards that will separate non-motorized users from the vehicles in the roadway. The shade trees will also provide benefits to pedestrian and bicycle comfort and enhancements to the environment while the lighting will increase visibility promoting pedestrian comfort at early morning, dusk, and evening hours.

The Project creates a low-street network on Osborne Street that will be a key connection for the community to parks, businesses, schools, and more. The Project expands the low-stress bicycle network by connecting to the San Fernando Bicycle Path (at the southern end of the Project limit).

The creation of new, dedicated space for bicyclists and continuous ADA sidewalk, particularly for youth, seniors, and those with mobility challenges, will make a safer space for walking and bike. This will encourage residents to choose walking and biking and for the many residents who must walk, bike, or take transit, these improvements will significantly increase comfort and safety.

These bicycle and pedestrian connections have been long awaited by the Pacoima community. The improvements will increase access to RJ Park and HD Regional Park will improve connectivity to schools, senior center, and much more. This in combination with LADOT's future DASH bus service along Osborne will greatly increase connectivity to these important park resources.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements. (Max of 500 words)

Words Remaining: 180

In the City of Los Angeles, there are few roadways that can accommodate all modes of transportation due to the right-of-way constraints. The elimination of travel lanes and installation of a dedicated pedestrian and bicycle space, especially a sidewalk-level raised bicycle facility, is not typically found in Los Angeles. Key benefits to having the dedicated space includes increased access for residents, connections across intersections through bicycle crossings (also a new and innovative element) and high-visibility crosswalks.

The proposed raised cycle track will completely eliminate conflicts with vehicles at intersections and bus zones that are typically seen on most protected bike facilities, and the 250 shade trees, landscape areas, and 334 pedestrian-level lights will improve comfort and security for people walking and biking. This facility will connect to the broader bicycle network via the HD bike path and San Fernando bike path and increase this community's connections to community destinations and resources, provide safer routes to school, and connect to planned transit stops in the area.

The proposed bicycle crossings at intersections are new and uncommon in Southern California. In addition to eliminating the conflict between cyclists and vehicles at intersections and bus zones, the Project also includes green-painted conflict zones to remind drivers using the driveways and intersections that they must yield to bicyclists as well as bike ramps to increase ease of access for bicyclists. These design elements increase bicyclists' visibility to turning traffic by forcing drivers to slow down and be more aware of cyclists traveling straight through intersections/driveways.

Bike crossings and bike ramps at intersections are also uncommon in Los Angeles. These facilities prioritize bikes and increase their visibility to drivers.

Two PHB mid-block crossings are also uncommon in Los Angeles. These will be installed at Bradley Avenue and north of Osborne Place and will increase safe access to Metro 166 bus stops and increase cross connectivity through Pacoima.

All innovative elements were included in the project.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining:

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment. Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) **Prohousing Designation Program** and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: 188

The overarching principle of Osborne Street: Path to Park Access is to remove barriers to RJ and HD Parks and close gaps in the active transportation network while transforming an auto-centric street. Dedicating space to bikes and pedestrians will transform the roadway by taking space away from cars. Reducing the number of travel lanes, closing sidewalk gaps and providing a 6-foot ADA path, providing a new Class IV raised cycle track, installing new PHB mid-block crossings, high-visibility crosswalks and bicycle crossings will transform Osborne Street and inspire this disadvantaged community.

The Project will be a highly visible example and symbol to Pacoima residents who have been asking for this project for ten years. Osborne will be the gateway to RJ Park and HD Regional Park and will be experienced by transit users, drivers, cyclists and pedestrians coming to the parks but it will also serve as an important neighborhood connector. The street will provide safe, comfortable connections to adjoining street and give identity and pride to residents and workers of Pacoima. Residents who live on Osborne will finally be able to walk and bike from their homes to the skate park, pool, and “La Mille,” street vendors gathering, HD Park, RJ Park, Lake View Terrace Public Library, and stores at Osborne and Laurel Canyon Blvd, Fenton Primary, Coughlin, Pacoima Charter, Montague Street Elementary Schools, Maclay and Pacoima Middle Schools and so much more. The project improvements will provide a safe route to the 18 schools located within two-miles of the project, but 6 schools above are schools whose enrollment boundaries intersect the Project directly. Removing the dirt gaps and installing a continuous ADA sidewalk will expand walkability particularly for youth and caregivers, often seniors.

There are four affordable housing projects totaling 202 units within a 0.5-mile of the Project. 91 units are dedicated for residents with disabilities and 64 units are dedicated to large families. Additionally, Osborne Street is lined with primarily multifamily. The project supports the City and Pacoima community’s affordable housing efforts by allowing more commuting options without the need for a car. In addition to expanding transportation options, the project will create significant high-quality space that connects to a network of parks and recreation facilities.

The amount of pavement and asphalt that covers much of the surface area in the Project area contributes to an Urban Heat Island effect, which makes walking and bicycling uncomfortable due to the higher temperatures experienced while traveling on roadways. The Project will narrow the roadway and install 250 shade trees and landscape areas to help reduce Urban Heat Island effect, making walking more comfortable.

The Project increases access to transit through this Project. Metro bus route 166 runs along Osborne Street; Metro bus routes 224 and 92 intersect with Osborne Street at San Fernando Rd and Glenoaks Blvd. With this Project, residents will have access to 34 more transit stops by walking and 134 more transit stops by biking. Residents will be able to bike to the San Fernando Bike Path which connects directly to the Metrolink Antelope Valley Line and in the future the East San Fernando Light Rail which will then connect to the future Metro G Line. By the Project providing bicycle infrastructure to the San Fernando Bike Path, 8% more residents could reach the Van Nuys/San Fernando Station. This translates into over 27% increased access for residents to jobs.

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
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:
- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

(Max of 600 words) **Words Remaining:** 92

See attachment below. Active transportation is an important component of LA's economic and environmental sustainability and affordable housing goals. Osborne Street is located in the community of Pacoima.

The Mobility Plan 2035 and Vision Zero Action Plan and Priority Corridors both emphasize the need for improvements to the Pacoima community. Metro, a key partner to the City, is implementing two key transit projects that will greatly improve access for the residents of Osborne and the broader Pacoima community. Metro is planning the East San Fernando Valley Light Rail and the nearest station to the Project is one-mile away at Van Nuys Boulevard and San Fernando Road. Metro is also planning the G-line transit line. The Project makes key connections to these transit lines. See Attachment-C-2.

The City is installing the San Fernando Bike Path. This Bike Path exists north of San Fernando Road and Phase 3 is slated for opening next year. Phase 3 will connect with the new Class IV raised cycle tracks on Osborne Street to the Metrolink Antelope Valley Line - Sun Valley Station about 1.5-miles away. Bicycle connections on the San Fernando Bike Path will dramatically increase bicycle connections to Metro's transit facilities and to other bicycle facilities in the San Fernando Valley.

The City recently launched the ADAPT (Adjusted deployment to Accelerate Paving/Sweeping in Traffic Corridors) program which focuses on leveraging every opportunity to make changes to the street environment. The ADAPT program implements striping changes and pedestrian and bicycle facilities whenever possible as part of paving and resurfacing efforts. The City will continue to leverage every opportunity to improve walking and bicycle access through striping, quick-build like efforts, and more.

Pacoima is a key partner in the City's Resilient Los Angeles Plan which focuses on addressing the needs of LA's most vulnerable populations and neighborhoods. Pacoima is at higher risk for an increased number of heat degree days and fire. As part of the Resilient LA Plan, the Pacoima community will be conducting multi-year planning and engagement to address increasing extreme heat in Pacoima, increasing safe and affordable housing, and increasing neighborhood connectivity. The Plan highlights the importance of reducing vehicle-miles-traveled and greenhouse gas emissions in as many ways as possible including encouraging pedestrian and bicycle access. See Attachment-B4E1.

Health Atlas LA is a people-focused look at data. It highlights disparities and highlights why who lives where and why it matter as well as concerns related to human development and environmental justice. Mobility and well-being are inextricably connected. Compared to other communities in the City of Los Angeles, Pacoima is consistently identified in the bottom 10% when looking at community health, life expectancy, median income, and has the lowest levels of education in all of Los Angeles.

The City continues to increase affordable housing with its 2018 policy on increasing Permanent Supportive Housing (PSH) units. The Project area includes 4 developments/202 affordable housing units directly on Osborne Street. The City will continue to look for opportunities to increase affordable housing. The City developed a displacement index that estimates displacement pressures facing residents.

B6B - New or Proposed Projects.pdf

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer’s Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

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. These amounts should match the amounts shown in Part A6: Project Funding.

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: $942 Designate the Funding Type: City Funds

PS&E Phase Project Delivery Costs:
Leveraging Funding: $404 Designate the Funding Type: City Funds

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Construction Phase Project Delivery Costs:
Leveraging Funding: $6,191 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: $49,832
Leveraging Funding: $7,537
% of Total Project 15.12 %

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

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

Leveraging Funding 14-0499-S6_misc_5-12-22-combined_1.pdf

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

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

- ☐ 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)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC 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:

CCC Response - Osborne.pdf

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

LCC Response - Osborne.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 CALCC, or the Tribal Corps and determined the following: (check appropriate box)

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

Words Remaining: 80

City will contract with CCC for support on clearing and grubbing, landscaping elements, and minor concrete work for intersection medians.

- ☐ 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 CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #10

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-Signature-Page (1)_encrypted_.pdf

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

Attachment-B-Engr-Checklist_encrypted_.pdf

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

A-Project Location Map.pdf

Project Layout/Plans showing existing and proposed conditions **Attachment D**
(Required for all Infrastructure Projects)

C-D - Existing and Proposed Layout.pdf

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

Attachment E - Photos of Existing Conditions.pdf

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

2022.06.15_Attachment-F-Project-Estimate.pdf

Non-Infrastructure Work Plan (Exhibit 25-R) **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Plan Scope of Work (Exhibit 25-Plan) **Attachment H**
(Required for all Plan Projects)

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

C-I Letters of Support.pdf

Exhibit 25-F State Funding **Attachment J**

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

C-K - Additional Attachment.pdf