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-4

PROJECT NAME: Normandie Beautiful: Creating Neighborhood Connections in South LA

PROJECT DESCRIPTION: Ped and bike safety improvements including enhanced ped crossings, traffic signal modifications and low-stress bicycle facilities to address community-identified mobility barriers.

PROJECT LOCATION: W. Expo Park and W. Adams communities, located in South LA (SW of Downtown LA) -- Washington Blvd. (N), La Salle Ave. (W), Vermont Ave. (E), and Martin Luther King Blvd. (S)

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ 2,740	$ 1,475	$ -	$ 19,364	$ -	$ -
FY 23/24	FY 25/26	FY -	FY 26/27	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
27,774	23,579	4,195	-	4,195	-	-

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	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:** 2

Normandie Beautiful: Creating Neighborhood Connections in South LA

PROJECT / APPLICATION NUMBER: 4

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

The Normandie Beautiful project is located in the West Exposition Park and West Adams neighborhoods in the City of LA, both state-designated disadvantaged communities. Part of the greater community of South LA, the area has been historically disinvested in and underserved, resulting in inadequate public infrastructure, including a lack of safe and connected pedestrian and bicycle facilities. Existing conditions include broken and narrow sidewalks, missing curb cuts, unsafe crossings, high auto volume and speeds, and unlit passages at night.

The project responds to the mobility needs of residents by proposing traffic safety improvements along and adjacent to Normandie Avenue, a priority corridor listed on the City of LA's High Injury Network (HIN). This project is in partnership with a local non-profit, Redeemer Community Partnership (RCP), who facilitated a robust and sustained community-led design process to identify safety concerns of the community and propose context-specific design improvements.

Improvements include:
-Improved pedestrian crossings, shade tree planting, pedestrian-scale lighting and traffic signal modifications along Normandie Avenue.

-Bicycle facilities along adjacent low-stress streets that connect residents to schools, neighborhood parks, public facilities, and other key community resources.

-Neighborhood traffic circles, speed humps, and curb extensions to reduce vehicle speeds and to greatly improve active transportation experiences in the neighborhood.

-Pedestrian safety beacons, crosswalk treatments, speed feedback signs, and signal modifications that increase pedestrian visibility and calm vehicle speeds to improve student safety along key routes to schools. Safety improvements are concentrated near Vermont Ave Elementary School -- a “Top 50 School with the Most Need” as identified by LADOT's Safe Routes to School Strategic Plan.

Through these enhancements, Normandie Beautiful will serve as a key connector to existing and proposed projects that run perpendicular to Normandie Avenue, while addressing mobility barriers and gaps to create a denser, safer, and more complete active transportation network

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: 0

Targeted improvements including pedestrian crossings, traffic signal modifications, low-stress bicycle facilities, traffic safety measures (neighborhood traffic circles, speed humps, and curb extensions) will greatly improve safety and comfort for pedestrians and cyclists in the neighborhood.

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

Ped and bike safety improvements including enhanced ped crossings, traffic signal modifications and low-stress bicycle facilities to address community-identified mobility barriers.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 6

W. Expo Park and W. Adams communities, located in South LA (SW of Downtown LA) -- Washington Blvd. (N), La Salle Ave. (W), Vermont Ave. (E), and Martin Luther King Blvd. (S)

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

Please describe any project design elements intended to minimize exposure to air pollution and circumstances that make locating project components in close proximity to heavily travelled freeways or roadways unavoidable, and explain why this project location was chosen. (Max of 300 words) **Words Remaining:** 2

Project design elements proposed in the Normandie Beautiful project directly minimizing exposure to air pollution include the over 90 street

trees lining Normandie Ave (from 22nd Street to Martin Luther King Jr Blvd), which will not only provide shade and cooling for pedestrians, but also remediate the levels of particulate matter along the project corridor. Additionally, a series of landscaped medians is proposed along the center line of Normandie Avenue, which will integrate a mix of deciduous and evergreen drought-tolerant trees (40+) as well as landscaping that further supports air pollution reduction.

The identified project location is a direct response to the community's desire for mobility safety, as well as Normandie Avenue's designation as one of the City of Los Angeles's top priority corridors listed in its High Injury Network (HIN). Normandie Avenue itself has seven lanes, with stretches that are 66' wide, creating a highway-like thoroughfare in an area predominantly composed of multi-family residences, neighborhood schools, local businesses and other community institutions. The project's proximity to heavily trafficked freeways is unavoidable as the project location was community-driven and defined through the project's close partnership with a community based organization, Redeemer Community Partnership (RCP). The project location and identified improvements were directly shaped by the immediacy and need felt by community members to address the dire traffic safety issues in their neighborhoods.

Normandie Beautiful also proposes a series of safety improvements designed within the attendance area of Vermont Ave Elementary School, an identified "Top 50 Schools with the Most Need" (citywide) by LADOT Safe Routes To School (SRTS). Normandie Beautiful's project area's identification as an HIN and the high incidence of collisions, the project's SRTS component, and the project's origin as a community-defined effort cumulatively contributed to the project's boundaries, which made proximity to heavily trafficked thoroughfares unavoidable.

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-2_Project Location Maps.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. 34.02709 N / long. -118.3006 W

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

Congressional District(s): 37

State Senate District(s): 30

State Assembly District(s): 53 59

Caltrans District: 7

County: Los Angeles

MPO: SCAG

RTPA: None

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

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

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

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
ATPL-5006 (875)	Active Transportation Program (ATP)	$5,986,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work

CML-5006 (609)	OTHER – Local Agency Funding	$3,200,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work	mits

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. The Total Project Cost is $27.8M with a Total Construction Cost of $22.8M of which $19.3M will be funded by ATP. Match funding from The City of Los Angeles CRA Excess Bond and City staff salaries will be applied as leverage funding.

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 Mobility Plan 2035, Vision Zero, Stress Free Connections

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

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

☒ **Bicycle Transportation** % of Project 46 %

☒ **Pedestrian Transportation** % of Project 54 %

☒ **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: 3

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

School Name: Vermont Elementary School
School Address: 1435 W. 27th Street, Los Angeles, CA 90007
District Name: Los Angeles Unified School District
District Address: 333 S. Beaudry Avenue, Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6019731
School Type: K to 5
Project improvements maximum distance from school 1.52 mile

Total student enrollment: 508
Approximate # of students living along route proposed for improvement: 149
Percentage of students eligible for free or reduced meal programs** 93 %

**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.

A-3_Vermont ES Enrollment Maps and Support.pdf

School Name: John W. Mack Elementary School
School Address: 3020 S. Catalina Street, Los Angeles, CA 90007
District Name: Los Angeles Unified School District
District Address: 333 S. Beaudry Avenue, Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-0109355
School Type: K to 5
Project improvements maximum distance from school 1.25 mile

Total student enrollment: 361
Approximate # of students living along route proposed for improvement: 61
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.

A-3_Mack ES Enrollment Maps and Support.pdf

School Name: Lenicia B. Weemes Elementary School
School Address: 1260 W. 36th Place, Los Angeles, CA 90007
District Name: Los Angeles Unified School District
District Address: 333 S. Beaudry Avenue, Los Angeles, CA 90017
Co.-Dist.-School Code: 19-64733-6019483
School Type: K to 5
Project improvements maximum distance from school 1.05 mile

Total student enrollment: 505
Approximate # of students living along route proposed for improvement: 107
Percentage of students eligible for free or reduced meal programs** 86 %

**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.

A-3_Weemes ES Enrollment Maps and Support.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: 5,206 Linear Feet	
	Class 3: 40,858 Linear Feet		Class 4: 1,354 Linear Feet	
Signalized Intersections:	New Bike Boxes: 7 Number		Timing Improvements: 7 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 10 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: Bike Wayfinding Signage #: 8		#2: Bike Lane Bollards #: 18	

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 0 Linear Feet		New (over 8' wide): 0 Linear Feet	
	Widen Existing: 0 Linear Feet		Reconstruct/Enhance Existing: 10,994 Linear Feet	
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet			
ADA Ramp Improvements:	New Ramp (none exist): 191 Number		Reconstruct Ramp to Standard: 114 Number	
Signalized Intersections:	New Crosswalk: 117 Number		Enhance Existing Crosswalk: 28 Number	
	Ped-Heads: 3 Number		Shorten Crossing: 0 Number	
	Timing Improvements: 3 Number			
Un-Signalized Intersections:	New Traffic Signal: 2 Number			
	New RRFB/Signal: 3 Number		Crossing-Surface Improvements: 0 Number	
	Shorten Crossing: 0 Number			
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 230 Linear Feet	
Pedestrian Amenities:	Benches: 4 Number		Trash Cans: 0 Number	
	Shade Trees: 139 Number		Shade Tree Type: mix of deciduous/evergreen	
Other Ped Improvements:	#1: Pedestrian Wayfinding Signage #: 16		#2: Bus Bulb #: 1	

☐ **Multi-use Trail Improvements**

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

Road Diets:	Remove Travel Lane: 0 Linear Feet		Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs:	Speed Feedback Signs: 4 Number		
Signalized Intersections:	Timing Improvements: 1 Number		New Roundabout: 0 Number
Un-Signalized Intersections:	New Traffic Signal: 0 Number		New Roundabout: 21 Number
Other Traffic-Calming Improvements:	#1: Curb Extensions #: 87		#2: Speed Humps #: 29

☐ **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

Expected or Past Start Date for R/W activities:	6/1/2026
Time to complete the R/W Engineering, Acquisition, and Utilities:	2 months
Expected or Past Completion Date for the R/W Phase:	7/31/2026

** 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	3,224	2,740	*23/24*	484	-	-	484	-
PS&E	1,735	1,475	*25/26*	260	-	-	260	-
R/W	-	-		-	-	-	-	-
CON	22,815	19,364	*26/27*	3,451	-	-	3,451	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**27,774**	**23,579**		**4,195**	**-**	**-**	**4,195**	**-**

* *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: 6/15/2022
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				Los Angeles, City of	
				MPO	**Element**
				SCAG	Local Assistance

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

Project Title

Normandie Beautiful: Creating Neighborhood Connections in South LA

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

W. Expo Park and W. Adams communities, located in South LA (SW of Downtown LA) -- Washington Blvd. (N), La Salle Ave. (W), Vermont Ave. (E), and Martin Luther King Blvd. (S)

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:	53, 59	**Senate:**	30	**Congressional:**	37

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

Targeted improvements including pedestrians crossings, traffic signal modifications, low-stress bicycle facilities, bicycle facilities gap closures, traffic safety measures (neighborhood traffic circles, speed humps, and curb extensions), shade-tree planting, and pedestrian-scale lighting will greatly improve safety and comfort for pedestrians and cyclists in the neighborhood. (See next page for additional information)

Purpose and Need

Existing conditions include broken and narrow sidewalks, missing curb cuts, unsafe crossings, high auto volume and speeds, and unlit passages at night. Ped and bike safety improvements in an historically underserved, state-designated disadvantaged community in South LA +

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Bicyle lane-miles	Feet	47,418
ADA Improvements	Repair/upgrade curb ramp	Each	114
Active Transportation	# Signs, lights, greenway, safety/beautification	Feet	4,022
Active Transportation	Sidewalk miles	Feet	10,994

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

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

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved	6/15/2022	
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		6/1/2026
End Right of Way Phase (Right of Way Certification Milestone)		7/31/2026
Begin Construction Phase		8/20/2027
End Construction Phase		8/4/2030
Begin Closeout Phase		08/05/2030
End Closeout Phase (Closeout Report)		1/31/2031

Additional Information	**Date:**	6/15/2022

[Project Benefits Cont.]

Safety improvements are concentrated near Vermont Ave Elementary School -- a “Top 50 School with the Most Need” as identified by LADOT's Safe Routes to School Strategic Plan. In addition to benefits at the neighborhood scale, the project provides benefits at both the sub-regional and regional scales with enhanced connections to regional bikeways and transit services.

[Purpose and Need Cont.]

NOTE: This submission of the Normandie Beautiful project is a resubmittal of a previously submitted ATP Cycle 5 Application, which scored 89 points in the last cycle. Normandie Beautiful was one point away from receiving funding (Cycle 5 qualifying score: 90 points) during a very competitive ATP cycle. Since the Cycle 5 submittal, the Normandie Beautiful project has integrated substantial components in its project scope that directly addresses a series of bicycle facilities gap closures and deficiencies in the existing low stress bike network. They include:

(1) Class III bicycle route markings along: Congress Ave (Adams Blvd - 22nd St) and 22nd St (Congress Ave - Budlong Ave), with 2 bike-only ramps with bike wayfinding signage that provides a connection for the 22nd Street bike routes on either side of Normandie Avenue. This route facilitates an east-west connection between proposed the project's low stress bike networks on Halldale/Denker and Budlong/ Raymond;

(2) Combining the intersections at Adams Blvd and Halldale Ave/Congress Ave to facilitate a safe, low-stress route for cyclists between a jogged intersection;

(3) Combining the intersections at Adams Blvd and Budlong Ave to facilitate an additional low-stress route for cyclists between a jogged intersection, and;

(4) Class IV two way bicycle lanes along Exposition Blvd (Raymond Ave - Budlong Ave) and intersection treatments at Exposition Blvd/ Raymond Ave and Exposition Blvd/Budlong Ave to facilitate a safe and comfortable route for cyclists to cross the Metro Expo (E) Line in the north/south direction.

The supplemental additions to the Normandie Beautiful project’s scope was coordinated in close partnership with a community based organization, Redeemer Community Partnership (RCP). RCP had led the engagement effort for Normandie Beautiful's Cycle 5 submission, and has since hosted a series of events to reconfirm the project’s scope with the community as well as obtain feedback on the additions to the Cycle 6 scope.

Project Programming Request (PPR)

Date: 6/15/2022

Project Information:					
Project Title:	Normandie Beautiful: Creating Neighborhood Connections in South LA				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Normandie			

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	3,224	0	0	0	0	**3,224**
PS&E	0	0	0	0	1,735	0	0	**1,735**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	22,815	0	**22,815**
TOTAL	**0**	**0**	**3,224**	**0**	**1,735**	**22,815**	**0**	**27,774**

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	2,740	0	0	0	0	**2,740**	Caltrans
PS&E	0	0	0	0	1,475	0	0	**1,475**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	19,364	0	**19,364**	
TOTAL	**0**	**0**	**2,740**	**0**	**1,475**	**19,364**	**0**	**23,579**	

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: 6/15/2022

Project Information:					
Project Title:	Normandie Beautiful: Creating Neighborhood Connections in South LA				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Normandie			

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	484	0	0	0	0	**484**	Los Angeles, City of
PS&E	0	0	0	0	260	0	0	**260**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	3,451	0	**3,451**	
TOTAL	**0**	**0**	**484**	**0**	**260**	**3,451**	**0**	**4,195**	

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.

   A-7_Inclusion in the 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.

B-1A_Healthy Places Index.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
2131.00	3,014	20.8
2132.02	3,942	16.3
2133.10	3,015	19.9
2133.20	2,469	13.3
2134.02	4,857	13.7
2188.00	2,752	30.2
2189.00	6,149	17.7
2190.10	3,027	27
2190.20	5,411	16.8
2211.10	3,705	0.6
2211.20	3,197	9.5
2212.10	3,165	17.2
2212.20	3,376	17.8
2213.02	4,373	11.2
2213.03	2,806	3.2
2213.04	3,656	10.1
2214.01	3,628	7
2214.02	2,851	18.1

2215.00	3,875	7.8	
2216.01	3,141	10.9	
2216.02	3,030	2.1	
2217.10	2,833	7.3	
2218.10	2,892	1.3	
2218.20	2,363	12.2	
2219.00	4,248	0	
2220.01	3,142	39.5	
2220.02	5,243	19.5	
2221.00	4,331	17.7	
2222.00	4,016	11.5	
2225.00	5,120	25.8	
2226.00	5,549	4.6	
2243.10	2,422	3.4	
2243.20	2,972	6	
2244.10	3,194	8.4	
2312.10	4,040	6.7	
2312.20	4,653	2.1	
2313.00	5,754	20.1	
2314.00	4,745	20.9	
2315.00	5,396	31.8	
2316.00	7,420	11.4	
2317.10	4,165	0	
2317.20	4,934	2.4	
2321.20	5,567	1.7	
2322.00	3,487	12.4	
2323.00	6,006	12.9	
2324.00	7,361	12	

The Lowest HPI Percentile from above (autofill): **0** (to be used for qualifying as benefiting a DAC only)

HPI percentile for the community benefited by the project: **12.77**
(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.

B-1B_Identification of DAC.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: 2

Pedestrian improvements on Normandie Avenue provide critical north-south connectivity between the major east-west arterial boulevards of Jefferson Boulevard, Exposition Boulevard and MLK Boulevard, establishing the backbone of a neighborhood active transportation network. While major active transportation projects have recently been completed or are in-progress along these east-west routes, there is currently poor north-south connectivity between them.

Normandie Beautiful will leverage the following existing, in-progress, and proposed projects along these perpendicular arterial Boulevards, ultimately making the neighborhood active transportation network safer, denser and more Complete:

-First/Last mile improvements on Exposition Boulevard, to facilitate ped/bike access to two well-utilized Metro E Line (Expo) light rail stations (completed by the City in 2017).

-Complete Street improvements for Jefferson Boulevard, which received ATP Cycle 3 funding (construction begins in Fall 2022). The

project includes a parking protected bicycle lane and improvements that will reduce vehicular speeds and improve safety for pedestrians and cyclists.

-Exposition and MLK Boulevards also rank highly on LA Metro's list of priority Active Transportation Corridors. This sets both east-west corridors up for implementation funding through the Metro Active Transportation (MAT) program, monies allocated through LA County's Measure M sales tax measure.

The Normandie Beautiful Project includes low-stress routes for cyclists on parallel north-south streets a few blocks to the east and west of Normandie Avenue. West of Normandie, the proposed route includes a protected Cycle II facility on Halldale Avenue from Adams to Jefferson, and Class III routes on 22nd Street from Congress to Normandie as well as Congress/Denker/Halldale Avenues from 22nd to MLK. East of Normandie, Class III routes are proposed on 22nd Street from Normandie to Budlong and along Budlong Avenue from Washington to MLK, which serves as a key route for students traveling to and from school. A Class IV two-way protected bike lane is also proposed along Exposition Boulevard to close a critical bicycle facility gap going east and west between Raymond and Budlong. These low-stress routes will enhance and close gaps in the neighborhood bicycle network, as well as the First/Last Mile network feeding into two Metro E (Expo) Line stations in the project area.

The project is also critical in completing the neighborhood, pedestrian, and bicycle networks, as planned in the City of Los Angeles' Mobility 2035 Plan and the Vision Zero Action Plan. Normandie Avenue, as well as the major streets it crosses (MLK and Jefferson Boulevards) are on the City of LA's High-Injury Network, the 6% of streets that account for over two-thirds of serious injuries and fatalities citywide. Reconstructed sidewalks, curb extensions and ADA improvements on Normandie Avenue will close an important safety gap and address a deficiency for people on foot and in wheelchairs, who traverse the street every day.

The resulting active transportation network, made complete with the Normandie Beautiful Project, directly connects two Metro light rail stations, three neighborhood parks, two recreation centers, a senior center, a library, and facilitates direct access to eleven neighborhood schools serving 8,800 students within a half-mile of the project area.

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

Words Remaining: 93

The project area is fully within a severely disadvantaged community, as defined by Healthy Places Index and CalEnviroscreen data. In addition, over 90% of students that attend schools within the immediate project area are eligible for free or reduced price meals (Attachment K-1: Additional DAC Maps).

The comprehensive package of improvements will form a neighborhood active transportation network, including new low-stress bicycle facilities, new and upgraded pedestrian infrastructure, street calming, shade and wayfinding elements, directly serving disadvantaged community residents who walk, bike, roll and drive on these neighborhood streets and intersections every day.

According to the ACS Census data, more than 10% of residents have a disability. The experience of neighbors in wheelchairs, forced off sidewalks into traffic as they navigate to the store or to school to pick up their children, and the sometimes calamitous interactions with vehicles, helped catalyze the "Normandie Beautiful" campaign.

This community also has a high percentage of residents without access to automobiles. Nearly 25% of households do not own a car, and 30% of workers commute to work by transit, walking or cycling, according to Healthy Places Index data.

The project directly serves the needs of transit riders in the community, by facilitating better and safer first/last mile access to Metro bus stops as well as E (Expo) Line Vermont and Western light rail stations, which are located on Exposition Boulevard in the project area. The median household income for Metro's rail riders is $27,723 and for bus riders is $17,975, according to Metro's on-board survey results. The E Line facilitates access to job centers and regional destinations throughout LA County, including direct access to Downtown Los Angeles and Downtown Santa Monica. Metro's 7th/Metro Center station, with connections to the Metro A (Blue), B (Red), and D (Purple) lines, is just five stops eastward on the E (Expo) Line.

Enhanced bicycle access to downtown Los Angeles will also be facilitated through neighborhood connections to existing Class II bike lanes on Exposition Boulevard, and protected lanes on Jefferson Boulevard (in design), that will seamlessly connect with the north-south Figueroa bikeway, a protected cycle track that connects the communities of South LA with Downtown Los Angeles. The active transportation network Normandie Beautiful enhances will also provide improved access to the regionally significant cultural resource, Exposition Park, which includes the California Science Center, California African American Museum, the Natural History Museum, the Coliseum football stadium, and the LA Football Club Banc of California stadium.

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: 3

Community input from previous studies near the project area show residents, the majority of who live in designated disadvantaged communities, support infrastructure improvements such as bike lanes, repaired sidewalks, and safer crosswalks. These projects (Exposition Park Master Plan, LA Expo Line Station Streetscape Project, and the Jefferson Boulevard Complete Streets Project) were the precursor for the public engagement efforts for Normandie Beautiful. The project's roots were established over a decade ago, when residents initiated efforts to win a $1.2 million commitment from the LA Community Redevelopment Agency to repair sidewalks and improve infrastructure in high-injury corridors through the "Take a Walk Campaign." Subsequently, in 2016, residents and community organizations conducted engagement workshops and won an ATP Cycle 3 grant for the Jefferson Boulevard project. Residents identified Normandie Avenue as a strategic north-south corridor to complement this successfully funded project.

Throughout the Normandie Beautiful planning process, Redeemer Community Partnership (RCP) and the City engaged the community through a variety of methods to ensure a wide range of opportunities for participation. Input came from residents with a diverse set of ages, languages, income levels, mobility, and life-experiences in an inclusive effort to address critical safety needs and respond to a

historic lack of investment. Each project component comprising the proposed suite of improvements were directly requested and supported by community residents through the following events and additional engagement methods.

Community-based bilingual engagement methods for identifying priorities, including door-to-door outreach to over 400 residences, walk and bike audits, and workshops started in July 2019. RCP conducted 75 one-on-one conversations and 61 surveys during this period. Community engagement events were coordinated over a 2 ½ year period (October 2019 - May 2022), hosting over 150+ participants altogether. Residents identified gaps, barriers and opportunities within their community, as well as design preferences and desired safety improvements.

The Vermont Ave Elementary School community and local youth also shaped the Normandie Beautiful Project. Key stakeholders such as Vermont Ave ES's principal, staff, parents and students participated in a Walking Safety Assessment to identify primary concerns, barriers and challenges for students walking and biking to school. RCP led additional “Youth Photovoice Project” events in 2020 and 2022 dedicated to gathering input from local youth who walked to and from school along Normandie Avenue. Youth were invited to photograph what makes Normandie Avenue feel inviting and/or inconvenient to travel on.

The project is not expected to result in displacement. In fact, the City of LA is encouraging developers to build more housing units, including affordable units, near major public transit stops through its Transit-Oriented Communities (TOC) program. While transit-oriented development (TOD) often refers to development near rail or other fixed guideway transit, this integrated transportation-land use strategy is also supported by high-frequency bus service. Under current guidelines, any new development within the entire project area is eligible for TOC incentives. In addition, the South LA Community Plan has identified a "No Net Loss Program" which outlines an effort to minimize displacement in targeted TODs (Attachment K-2).

Attach Documentation

B-1C_Disadvantaged Community Support.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
Vermont Elementary School	508	149
John W. Mack Elementary	361	61
Lenicia B. Weemes Elementary	505	107
Total	**1,374**	**317**

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:** 1

The Normandie Beautiful project is located in the West Exposition Park and West Adams neighborhoods in the City of LA, both state-designated disadvantaged communities. Normandie Avenue has seven lanes, with stretches that are 66' wide, creating a highway-like thoroughfare that runs adjacent to family residences, neighborhood schools, local businesses and other community institutions. Existing conditions for non-motorized users include broken and narrow sidewalks, missing curb cuts, empty tree-wells and utility boxes positioned in the middle of walkways; the community's most vulnerable users, people in wheelchairs, are often forced to roll into travel lanes on Normandie Avenue to avoid these mobility barriers.

Normandie Beautiful represents a bold effort to address dire safety issues in the community, and will serve as a catalyst to transform the neighborhood into a safe, healthy and inspiring public space for residents. Project elements were carefully selected by the community, with designs that provide residents with safe and direct north-south access to neighborhood resources by closing critical gaps left by current, in-design and proposed projects on perpendicular east-west streets.

The community faces interrelated public health and environmental justice challenges. Census tracts within a half-mile of the project meet all statewide DAC criteria; the project area ranks within the top 15% of DACs statewide (CalEnviroScreen), has a median household income of $36,824 (ACS), and has less healthy living conditions overall than 88% of all California census tracts (Healthy Places Index). Over 75% of students at 11 schools within a half-mile of the project area, and 30 schools within one-mile, qualify for free and reduced price lunches (Attachment K-1).

The average Life Expectancy at Birth for the project area, a key health outcome, is 77 years old (HPI). Residents born in the community would expect to live five years less than the LA County average (82) and nearly 13 years less than the most affluent communities in LA County (90). The community's racial make up is roughly 60% Hispanic, 30% Black, and 10% White, Asian or other. Existing public health

challenges disproportionately impact this community, underscoring the great need for targeted investments in safe, quality infrastructure to address the inequities pervasive in the surrounding built environment.

Destinations and Key Connectivity

The project will lead to an increase in walking and biking by focusing improvements on the streets used daily by residents - to access essential neighborhood services like schools, shopping centers, parks and health facilities, local destinations with regional significance (University of Southern California and Exposition Park), as well as regional destinations and jobs through Metro's bus and light rail system.

Many area residents do not own autos and rely heavily on walking, biking and transit. Nearly 25% of households do not own a car, and 30% of workers commute to work by transit, walking or cycling (Healthy Places Index), highlighting the critical need for safe and direct non-motorized options.

The resulting active transportation network enhances access to a larger city bike network, six LA Metro bus lines, LADOT DASH bus service, two Metro light rail stations, four parks, two recreation centers and numerous schools.

Students

Normandie Avenue is a vital thoroughfare for families and children serving over 8,800 students attend 11 schools within a half mile, and 21,000 attend 40 schools within one mile of the project. Youth are disproportionately impacted by high rates of severe and fatal traffic collisions (SWITRS). The project will serve student mobility needs with shorter crossing distances, reduced auto speeds, and other safety improvements at key routes to school.

Public health challenges specific to students include high rates of childhood obesity. More than 28% of children in South LA are obese, representing the highest rate of childhood obesity in the City (Plan for a Health Los Angeles). Further, more than 50% of 5th, 7th and 9th grade students are not within the "Healthy Fitness Zone" of the Body Mass Index portion of the FitnessGram test (CA Dept of Education, 2018). New bicycle and enhanced pedestrian facilities will provide opportunities for active travel to/from school and other community destinations, directly addressing physical activity needs for students.

Within the project area, Vermont Avenue Elementary School is ranked among the "Top 50 Schools with the Most Need" (citywide) by LADOT Safe Routes to School (SRTS). A number of project improvements are clustered in Vermont ES' attendance area, complementing SRTS' goals to improve the safety, health, and education of LAUSD students.

Nearly 50,000 college-age students also attend USC, located on the eastern edge of the project area. Many USC students live in housing between Vermont and Normandie Avenues, and represent a population with low auto ownership rates, and high walking, biking and transit use. USC generates 12,000 daily bicycle trips alone, many of which traverse the neighborhood streets in the project area, according to the LA County Bicycle Coalition.

Job Access

In the project area, residents also experience high rates of unemployment - over 13% are unemployed; only 30% of California Census tracts reported higher rates (CalEnviroScreen). Within the Exposition Park area, there are over 46,000 jobs; top local employers include USC with over 28,000 jobs (Attachment K-3). Over 500,000 jobs are located within three miles of the project; top regional employment destinations for residents include Downtown LA, Westlake/Koreatown and LAX (LEHD census data). The project will enhance neighborhood transit, bike and pedestrian connections to improve non-motorized access to these employment destinations.

Other Health Concerns

See Attachment K-4 for a full list of public health concerns.

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

1. Closes a gap? ☒ Yes ☐ No

No. of gaps: 2 Total length of gap(s) (feet): 47,418

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.

B-2B1A_Gap Closure.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: 0

Bike routes on Denker/Halldale/Congress Avenues, Budlong Avenue/Raymond Avenue 22nd Street, and Exposition Boulevard complete a critical north-south gap in the active transportation network left by existing, planned and proposed facilities on east-west arterial streets. Improvements connect to First/Last Mile enhancements completed on Exposition Boulevard in 2017, facilitating direct access to two E (Expo) Line light rail stations, as well as USC and Exposition Park, major destinations on the eastern edge of the project area. Connections to the Jefferson Boulevard Complete Street project (funded in ATP Cycle 3), will similarly facilitate safe and direct access to USC, Exposition Park, and community businesses along east-west corridors of Jefferson Boulevard and Adams Boulevard. A neighborhood retail hub (including grocery stores and a weekly farmer's market) at Vermont Avenue and Adams Boulevard, schools, a senior center, a library and parks can also be safely accessed by residents via these improved connections to east-west routes.

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.

B-2B2A_New Routes Created.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: 26

Cyclists currently do not have any continuous north-south bike facilities in the neighborhood; they must use unmarked residential streets, or travel on high-stress arterials to reach neighborhood destinations. The community proposed new, low-stress Class III routes on Budlong/Raymond/22nd, residential streets east of Normandie, and on Denker/Halldale/Congress/22nd between MLK and 22nd west of Normandie. Along a wider section of Halldale (55'), between Adams and Jefferson, a Class II bike lane with a buffer is proposed to narrow the roadway. To facilitate movement across the Metro Expo (E) Line along Exposition, a two-way Class IV bike facility is proposed between Raymond/Budlong.

There are currently no bike facilities on these adjacent residential streets. Street alignments allow for one travel lane and parallel street parking in each direction.

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: 0

The proposed new bike route on Budlong will directly serve three elementary schools (Weemes ES, Camino Nuevo, and Salvin Special Education Center). Budlong functions as a key route for children attending 10 schools in the immediate vicinity. At the southern end of the project, Budlong connects to Exposition, the location of two Metro light rail stations and an east-west bike lane. At its northern end, Budlong connects to Richardson Family Park and the commercial corridors of Washington and Jefferson Boulevards.

The proposed bike facilities on Denker/Halldale/Congress directly connect to Exposition, Denker Park Recreation Center, Betty Hill Senior Center, and Loren Miller Park Recreation Center. These north-south streets also provide important routes for students attending four schools within three blocks of this alignment, Foshay MS, KIPP Scholar Academy, Public Policy Charter and MLK Jr. ES.

The bike facilities along 22nd and Exposition provide east-west connections between the Budlong and Denker/Halldale/Congress routes.

3. Removes barrier to mobility? ☒ Yes ☐ No

a. Type of barrier: Safety

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

B-2B3B_Safety Barriers.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: 0

Normandie, as well as the adjacent arterials (Western, Vermont, Jefferson, MLK and Vernon) are on the City's High Injury Network (HIN). South LA has the highest density of HIN streets in the City, and ranks among the most dangerous streets for pedestrians

and cyclists in the State. Within one mile of proposed improvements on Normandie, there were 711 collisions involving pedestrians and 503 collisions involving cyclists from 2015-2019; 31 collisions were fatal and 141 resulted in severe injury.

Along the Budlong bicycle route, a critical barrier is the Metro Expo (E) line, which makes it difficult for cyclists to safely and comfortably connect in the north-south direction. Proposed protected bike facilities along this segment, and intersection treatments on each side will provide a safer protected route. Other improvements will substantially reduce crossing distance for pedestrians, improve the ability of motorists and pedestrians to see each other, and slow vehicle speeds.

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: 2

Twenty-one neighborhood traffic circles will reduce the speed of automobile traffic at minor intersection crossings and increase pedestrian safety. Twenty-nine speed humps on neighborhood streets will similarly reduce the number and speed of vehicles, mitigating the unsafe conditions for pedestrians and cyclists. Together with Class II/III/IV bike routes on Budlong/Raymond/22nd, Denker/Halldale/Congress/22nd, and Exposition, speed humps and traffic circles will help create a low-stress environment for cyclists. Pedestrian wayfinding signage will improve visibility for non-motorized users, and encourage safe routes to transit and other local destinations. Four speed feedback signs near Vermont Avenue ES will help reduce driver speeds by an average of 5 MPH (FHWA). The improvements will provide significantly safer routes for the more than 8,800 students who attend 11 schools within a half mile of Normandie Avenue, in particular students traveling to and from Vermont Avenue ES, Mack ES, Weemes ES, and St. Agnes Parish School.

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

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

B-2B4A_Improvements-Barriers-Opportunities.pdf

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

Words Remaining: 1

Other improvements to existing routes include repaired sidewalks, ADA accessible ramps, street trees, pedestrian lighting, traffic signal modifications, and continental crosswalks on Normandie Avenue between 22nd Street and MLK Boulevard. Pedestrian wayfinding signage along Normandie Avenue will encourage use of existing routes to local and regional destinations. Focused safety Improvements near Vermont Avenue ES and along key routes to school include neighborhood traffic circles, speed humps, curb extensions, speed feedback signs, new traffic signals and flashing beacons.

Treatments at Exposition/Raymond and Exposition/Budlong including bicycle wayfinding signage, bike signalization, bike boxes and bike signal detection will improve accessibility for cyclists. Additionally, two bike-only ramps with bike wayfinding signage proposed at 22nd/Normandie will facilitate an east-west connection for cyclists to travel between the low-stress bike networks on both sides of Normandie.

See Attachment B-2B4A for existing barriers and opportunities throughout the project area, and the full suite of proposed project components.

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: 4

Traffic signal modifications, flashing beacons and continental crosswalks will increase the ability for pedestrians to safely get from one side of Normandie to the other, connecting two parts of the neighborhood and the destinations separated by the HIN along Normandie. The east side of the neighborhood includes key destinations for students including John Mack ES, Weemes ES, Vermont Avenue ES, STEM Preparatory and St. Agnes Parish School, as well as community parks like Rolland Curtis Park, Richardson Family Park, and Glazer Community Garden. The west side of the project area includes destinations such as Loren Miller Park, Denker Recreation Center, MLK Park, Betty Hill Senior Center, Bethune Library, and a number of schools including Foshay Learning Center Middle School and MLK Elementary school. The suite of safety improvements along Normandie Avenue and its adjacent streets prioritizes walking and biking in a neighborhood dominated by automobile traffic.

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.

   B-3A1_SafeTREC TIMS Results.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:** 15

   In addition to the TIMS printout, a customized pedestrian/cyclist collision map which shows all collisions specifically within ½ mile and one mile buffers of improvements along Normandie Avenue is included. This approach allows us to break clusters of overlapping data, and narrow the field of collisions to those in our defined project areas, providing a clearer view of collision hotspots and how they relate to project improvements. The table below shows reported numbers from our customized TIMS data analysis.

   The attachment also contains a complete list of project components and justifications, as well as countermeasure examples from LADOT's safety toolkit, NACTO and other leading industry sources, highlighting the safety benefits of proposed project elements.

   Despite the horrific number of officially recorded crashes in the project area, feedback from the community suggests that many more collisions go unreported. The South LA community has many reasons to fear interactions with law enforcement, and residents have witnessed incidents of injured cyclists and pedestrians who choose not to report collisions to official authorities. A Community Collision Observation log (recorded via the Citizen App) is also included in Attachment B-3A2.

   Data and methodologies Attachment (optional)

   B-3A2_Custom Collision Map and Countermeasures.pdf

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

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

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	27	4	31	6.2
Injuries	684	499	1,183	236.6
Total	**711**	**503**	**1,214**	242.8

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:** 0

--LADOT's priorities in the project area

In 2017, the City of LA adopted the Vision Zero Action Plan, that details an equity-strategy that prioritizes improving corridors on the High Injury Network (HIN), six percent of the city's streets where nearly two-thirds of all traffic deaths and severe injuries have occurred. Using traffic collision and health data, the Plan identified 40 Priority Corridors with the highest rates of traffic fatalities and serious injuries, which included Normandie Avenue from Vernon Avenue to the I-10 in South LA (Attachment B-4E). The proposed extent of improvements on Normandie Avenue is on the City of LA's HIN, as well as the key intersecting east-west arterials of MLK Boulevard, Jefferson Boulevard, Vernon Avenue and Washington Boulevard.

The City has implemented campaigns to educate the public on the crisis on HIN streets and continues to engage community members in impacted neighborhoods to discuss safety concerns and design solutions. The City's key focus is on redesigning streets to slow down traffic, and increasing awareness of safe behaviors by all street users.

LADOT has also developed a Safe Routes to School (SRTS) Strategic Plan to identify the "Top 50 Schools with the Most Need" in LAUSD; Vermont Avenue ES is #38 out of more than 500 ranked schools in LAUSD. Through ATP Cycle 1 funding, LADOT was able to complete construction of nine of the Top 50 schools including two South LA schools: Menlo Ave ES and West Vernon ES, both located just over a mile from the project area. The Normandie Beautiful project directly complements the goals of the SRTS Strategic Plan by integrating safety improvements that respond to the ongoing community feedback and education engagement in the Vermont ES attendance area.

Another active transportation effort currently led by LADOT is their Stress Free Connections program, which will build out the planned network proposed in the City of Los Angeles' Mobility element into 'stress-free' neighborhood streets. Although many of the streets are designated as bicycle-enhanced networks (BEN), pedestrian-enhanced networks (PEN), or neighborhood-enhanced networks (NEN), they will often be interrupted by barriers that add a level of stress for community members traveling along these routes. The Stress Free Connections effort has launched a campaign focused specifically in South LA, and the Stress Free Connections team has closely coordinated with the Normandie Beautiful project to propose elements in the project's improvements to address the many bike barriers and conflict areas for non-motorized users. As part of LADOT's ongoing effort to expand active transportation accessibility and safety in the City of LA, they have launched a new program called Conveyal, which provides analysis of how many people will gain access to community destinations once a project's improvements are implemented to reduce existing barriers and conflicts to mobility. Treating Normandie Avenue as a barrier, the Conveyal analysis provides an overview of how the Normandie Beautiful project improvements will increase accessibility for users in detail for a number of destinations in Attachment K-9.

--Individual improvements that respond to collisions

The re-designed streets (Normandie Avenue, Denker/Halldale, Congress/La Salle, Budlong/Raymond, 22nd, Exposition/Raymond/ Budlong, Adams/27th/29th) will result in a reduction of vehicle speeds and safer intersections creating a markedly safer environment for all street users, including motorists. Improvements that will directly result in a decrease in pedestrian and cyclist collisions include enhanced crossings with curb extensions and high-visibility, continental crosswalks. Pedestrian signals and wayfinding signage will also encourage safe crossings, giving priority to non-motorized users and making them more visible to motorists.

Between 2015-2019, 19 pedestrian and bike collisions occurred on Budlong Avenue between Adams and MLK Boulevards, including three with severe injuries. One severe pedestrian injury was due to unsafe speed, and a severe cyclist injury was due to a broadside collision. Class III routes on Budlong, together with speed humps and enhanced crossings, will lower speeds and increase caution on the part of motorists along the street and at intersections. In addition to over 15 collisions, residents frequently observe drivers "donutting" at intersections along Denker/Halldale Avenues. Class II facilities and Class III routes on Denker/Halldale Avenues, together with neighborhood traffic circles, will also work to lower speeds and discourage unsafe driver behavior at intersections.

Streets adjacent to Vermont ES were identified through SWITRS analysis and community engagement as priority areas for safety improvements. Three collisions occurred on 27th Street between Catalina and Vermont, including one severe collision, and one due to unsafe speed involving a 5 year-old child. The project includes a number of curb extensions on corners adjacent to Vermont ES and speed humps along school entrance/exit streets along Dana and 27th Streets. To reduce vehicle speeds, as well as to increase compliance at all way stops, neighborhood traffic circles are proposed on 27th and 29th Streets between Normandie and Vermont

Avenues. Additionally, a new traffic signal at Adams and Catalina, and pedestrian activated beacons on Vermont Avenue are proposed to facilitate safer crossings and build awareness of pedestrians on key routes to school.

Over 15 injuries were reported on Normandie Avenue at HIN intersections, and several were due to drivers failing to yield to pedestrians in crosswalks or speeding excessively. Along Normandie, curb extensions will lower automobile traffic speeds and reduce crossing distances. Landscaped medians will prevent illegal parking in the center median (currently striped), and visually reduce travel lane widths, inducing lower vehicle speeds. Shade-tree plantings, pedestrian-scale lighting and signage will enhance comfort and visibility for pedestrians and bicyclists throughout the neighborhood.

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:** 98

Posted speed limits on Normandie Avenue, MLK Boulevard, Adams Boulevard, and Exposition Boulevard are currently 35MPH. Posted speed limits on residential streets in the project area, including streets with proposed bike facilities (Budlong Avenue/ Raymond Avenue and Halldale/Denker Avenues) are 25MPH.

However, feedback from the community suggests that actual speeds are higher than posted, due to ample room for two travel lanes plus parking on residential streets. Along Budlong Avenue, speed traffic studies have recorded approximately 70% of vehicles going southbound exceeding the posted speed limit of 25MPH, and nearly 80% exceeding speed limits going northbound (Attachment K-5: Budlong Avenue Speed Traffic Study).

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 4

Landscaped medians on Normandie Avenue will visually narrow the roadway, slow speeds and discourage observed illegal U-turns mid-block and parking in the striped medians.

Curb extensions at key intersections on Normandie, along Halldale/Denker, in neighborhood streets near Vermont ES, and the northwest portion of the project area, will slow vehicles approaching intersections and encourage slower and more careful turns (NACTO).

Neighborhood traffic circles, proposed along Halldale/Denker and on neighborhood streets, will lower speeds at minor intersections and will increase safety (NACTO). Most locations proposed for neighborhood traffic circles will be implemented with curb extensions, further improving pedestrian safety. A buffered Class II bike lane on Halldale and protected Class IV bike lane on Exposition will narrow the street and slow traffic.

Speed humps on Budlong/Raymond and neighborhood streets near Vermont ES will reduce the number and speed of vehicles (to 15-20 MPH), mitigating unsafe conditions that lead to collisions, and reinforcing the safety of bicyclists along this route (NACTO).

Upgraded/modified traffic signals will safely manage high volumes of traffic at intersections. Speed feedback signs, proposed on streets near Vermont ES, have been shown to reduce vehicle speeds by an average of 5 MPH (LADOT Safety Toolkit).

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:** 1

Many intersections within the project area are unsignalized, unmarked and lack ADA-compliant ramps. Where visible markings exist, many are in disrepair and in need of upgrades. Speeding on Normandie and surrounding streets narrows a driver's field of vision. This combined with the excessive width of streets (e.g. Normandie has 7 lanes and is 66' wide in sections, Halldale is twice the width of a typical residential street) obscures the visibility of active road users crossing intersections.

Sidewalks along Normandie are poorly lit, with average footcandle measurements in more than ⅓ of the project area falling well below City standards (Attachment K-6: Normandie Avenue Lighting Calculations Summary).

Neighborhood streets proposed for Class II bike lanes on Halldale and Class III bicycle routes along Congress/Halldale/Denker/22nd and Budlong/Raymond/22nd currently have no markings or signage to acknowledge the presence of cyclists. The proposed Class IV two-way bike lane on Exposition is presently a Class II route for cyclists traveling east. Cyclists traveling west from Budlong along Exposition will often ride on narrow and crowded sidewalks (5' width with power poles, street lights, utilities), often with poor visibility due to cars turning into the driveways and cyclists being obstructed by street-parked cars as well.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining:** 0

High-visibility crosswalks throughout the neighborhood will make pedestrians and cyclists more visible to approaching vehicles and will improve driver yielding behavior (NACTO). New and modified traffic signals, including Leading Pedestrian Intervals, Accessible Pedestrian Signals, HAWK signals and speed feedback signs will prioritize safe crossings and alert drivers to slow down and yield to pedestrians and other non-motorized users. A FHWA study found that the installation of a HAWK signal can reduce vehicle/pedestrian crashes by up to 69%.

Curb extensions will narrow crossing distances along Normandie (from 66' to 50'), Halldale/Denker and neighborhood streets near Vermont ES and the northwest portion of the project area. Visibility of pedestrians will be enhanced by alignment with the parking lane and reduced crossing distances. Studies show that motorists more frequently yield to people walking where curb extensions exist (LADOT Safety Toolkit).

Pedestrian-scale lighting along Normandie will increase visibility at poorly-lit intersections, community destinations and transit stops.

Class II lane striping on Halldale, and Class III sharrows on Congress/Halldale/Denker/22nd and Budlong/Raymond/22nd will increase awareness of non-motorized modes on adjacent residential streets. Bollards and concretized medians along the Class IV two-way protected bike lane on Exposition will provide greater visibility and separation between cyclists and motorists.

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:** 9

Intersections along Normandie with significant collision history include 29th St (5 over pedestrian collisions), and Adams Boulevard (4 pedestrian collisions), according to 2015-2019 SWITRS data. At Jefferson Boulevard and Budlong Avenue, two incidents involving driver behaviors (failure to yield, and excessive speeding) resulted in severe injuries to pedestrians.

Between 2015-2019, 21 pedestrian and bike collisions occurred on Budlong Avenue between Washington Boulevard and MLK Boulevard, including three with severe injuries. One severe pedestrian injury was due to unsafe speed, and a severe cyclist injury was due to a broadside collision. Along Exposition Boulevard between Raymond Avenue and Budlong Avenue, 4 pedestrian collisions are clustered where the streets jog. In addition to over 14 collisions along Denker/Halldale Avenues, residents frequently observe drivers "donutting" at intersections creating potential for conflict with other roadway users.

Through engagement, residents reported concern for neighbors in wheelchairs and potential conflict with vehicles. Wheelchair and other rolling mode users often have to navigate into the street to avoid broken sidewalks, uneven surfaces and utility boxes. Input included reports of community members in wheelchairs being hit by drivers while crossing Normandie Avenue at 27th Street and at 36th Place.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining:** 0

Proposed Class III bicycle routes on Denker/Halldale/Congress/22nd and Budlong/Raymond/22nd, residential streets parallel to Normandie Avenue, in conjunction with speed calming measures, will create safe and direct, low-stress routes, providing an alternative route and separating cyclists from high-volume, heavily-congested north-south arterials (e.g. Normandie, Western and Vermont Avenues). Class II bike lanes with a painted buffer on a section of Halldale Avenue and Class IV protected two-way bike lanes on Exposition will increase separation between cyclists and motorists.

The high-volume intersections of Normandie and Exposition, Jefferson and Adams will receive curb extensions, providing more space between people walking and people driving. Curb extensions are also proposed at Normandie and 35th Place, 29th Street and 27th Street, along key routes to parks and schools for students at Vermont ES, John Mack ES and Weemes ES. The additional space provided by curb extensions also provides opportunities to install amenities like street trees and lighting, as proposed along Normandie Avenue (LADOT Safety Toolkit).

Sidewalk repair on Normandie Avenue will eliminate conflict points between neighbors in wheelchairs navigating into the street to avoid broken sidewalks, non-ADA compliant ramps, and utility box obstructions. High-visibility crosswalks will increase visibility and safety of non-motorized users while crossing Normandie Avenue.

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

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

b. How will the project improve compliance: (Max of 200 Words) **Words Remaining:** 3

Speeding: New Class II bike lanes on Halldale, Class III routes on Denker/Halldale/Congress/22nd and Budlong/Raymond/22nd, in conjunction with neighborhood traffic circles and speed humps will reduce inducement to speed on neighborhood streets. Speed humps and curb extensions in the northwest section of the project area, as well as near Vermont ES will similarly reduce speeds on neighborhood streets. Speed feedback signs on Vermont in the vicinity of Vermont ES will reduce speeds by up to 5 MPH. Landscaped medians on Normandie Avenue will visually narrow the roadway, inducing slower vehicle speeds.

Jaywalking: Instances of jaywalking will be reduced by providing safe and direct crossings, with ADA-compliant facilities and high-visibility markings, along Normandie Avenue and throughout the neighborhood. Pedestrians, specifically persons in wheelchairs and others using rolling modes, will no longer have to take circuitous routes in order to safely cross Normandie Avenue. The landscaped median on Normandie Avenue will also deter jaywalking by providing a physical barrier between travel directions.

Failure to yield: HAWK signals, high-visibility crosswalks and curb extensions will make it easier for drivers to see pedestrians and slow down when turning. Drivers entering neighborhood traffic circles must yield to traffic already in the roundabout.

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

a. List traffic controls that are inadequate: (Max of 200 Words) **Words Remaining:** 22

1. Normandie Avenue lacks adequate traffic control devices at 27th Street and 35th Street, which are key intersections that connect the east side of Normandie Avenue to community destinations on the west side such as Loren Miller Recreation Center and Denker Recreation Center. Both intersections lack signals and crosswalks.

2. Additionally, several existing traffic signals along Vermont Avenue and Adams Boulevard (Vermont Avenue and Adams Boulevard, Vermont Avenue and 27th Street, Vermont Avenue and 28th Street, Vermont Avenue and 29th Street, and Adams Boulevard and Raymond Avenue) do not provide adequate traffic controls, especially for students who require safe crossings to Vermont ES.

3. Adam Boulevard at Halldale/Congress Avenues as well as Adams Boulevard at Budlong Avenue provide poor north/south connections for cyclists and pedestrians as they are jogged with signalization that does not prioritize non-motorized travel along low-stress neighborhood streets.

4. Raymond Avenue at Exposition Boulevard does not have any option fo cyclists to call for a signal change for cyclists to turn left onto Exposition Boulevard and onto an existing buffered Class II bike lane facility.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 0

1. Traffic controls and crossings across Normandie at 27th Street and 35th Street are currently not adequately stopping vehicles when pedestrians are present. There are no improvements/traffic controls at these critical intersections, including even crosswalks. There were two severe pedestrian injuries at Normandie and 35th Street (SWITRS). In addition to collision history, feedback from the community identified Normandie and 27th Street as an unsafe intersection for pedestrians.

2. Intersections that line Vermont and Adams fail to alert motorists at important pedestrian crossings as evidenced by a number of pedestrian and bike collisions clustered at the intersections where 27th Street, 28th Street and 29th Street intersects with Vermont, and where Budlong meets Adams.

3. The traffic signals at the jogged intersections of Adams and Halldale/Congress Avenues as well as Adams and Budlong require cyclists to ride up sidewalks to call for a signal request for cyclists traveling north and south along low-stress neighborhood routes.

4. To use an existing bike facility on Exposition, cyclists have to cross the street and onto the sidewalk request a signal change. As Metro's Expo (E) line runs along Exposition, Raymond is one of a few streets that provides a north-south connection, but primarily prioritizes vehicular travel.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 0

1. Two HAWKs are proposed along Normandie at 27th and 35th, along with crosswalks and curb extensions. An additional HAWK is proposed at Vermont and 28th, which is a heavily used intersection connecting residents to a commercial corridor and Vermont ES.

2. Leading pedestrian intervals and accessible pedestrian signals are proposed for Vermont at Adams, 27th Street, and 29th Street, which are key crossing points for students attending Mack ES and Vermont ES. Lastly, a traffic signal is proposed at Catalina and Adams, which will calm vehicle speeds and increase pedestrian visibility to drivers entering and exiting the Vermont ES school zone.

3. Adams at Halldale/Congress will integrate opposed signal phasing to prioritize pedestrian and cyclist connections at this jogged intersection. A new traffic signal is proposed at Adams and Budlong. and timed to function like a TOUCAN to facilitate north-south connections for cyclists and pedestrians. Both intersections propose new bike boxes and bike signal detection to request a signal change.

4.A traffic signal modification at Raymond and Exposition will facilitate bike signalization to orchestrate a stress-free connection between cyclists traveling south from Raymond onto Exposition. Additionally, a bike box with signal detection will also be installed at this intersection.

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:** 130

1. Along Normandie Avenue
a. Crossings
b. Sidewalks
c. Lighting for pedestrians
d. Bicycle routes

2. Congress/Denker/Halldale Avenues and 22nd Street (west of Normandie Avenue)
a. Intersections and crossings
b. Neighborhood intersections

3. Budlong Avenue/Raymond Avenue and 22nd Street (east of Normandie Avenue)
a. Bicycle routes

4. Other neighborhood streets (near Vermont ES and northeast project area)
a. Intersections and Crossings

5. Exposition Boulevard at Raymond/Budlong Avenues
a. Bicycle routes

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 0

1. Normandie
a.Most crosswalks are unmarked and lack ADA-compliant curb ramps.

b.Sidewalks are narrow (7'-10' wide), and have issues such as broken curb and gutter, are uplifted by tree roots, or have barriers such as utility cabinets (reducing the available space for pedestrians). Almost all driveways do not provide a level surface for residents to use comfortably.

c.Low-level pedestrian lighting discourages walking at night and contributes to the perception of unsafe streets and sidewalks (Attachment K-6).

d.No dedicated bicycle facilities exist, and cyclists often use sidewalks because it is unsafe to bike along the street.

2. Denker/Halldale
a.The majority of crosswalks are unmarked and lack ADA-compliant ramps.

b.Residents reported unsafe driver behavior of speeding and "donutting" at neighborhood intersections, creating potential conflicts with other roadway users.

3. Budlong/Raymond:
a.Although designated as a BEN, there are no visible indications for cyclists or vehicles to emphasize shared use in the roadway.

4. Other neighborhood streets:
a.Residents reported unsafe speeds along residential streets that serve as key routes for students at Vermont ES, Weemes ES and John Mack ES and other neighborhood schools.

5. Exposition at Raymond/Budlong
a Difficult for cyclists to get from Raymond to Class II facility along Exposition to Budlong

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 1

1.Normandie
a. High-visibility crosswalks and ADA-compliant curb ramps will be installed at intersections along Normandie Avenue.

b.Sidewalks will be reconstructed/enhanced, providing a safe and continuous route for pedestrians.

c.Pedestrian-scale lighting will illuminate transit stops, intersections and community destinations.

d.The project will provide safe alternative cycling routes to Normandie Avenue along Halldale/Denker and Budlong, where low-stress bicycle facilities can be accommodated in conjunction with other street calming measures.

2.Denker/Halldale
a. High-visibility crosswalks and ADA-compliant curb ramps will be installed at neighborhood intersections.

b.Neighborhood traffic circles with curb extensions will reduce crossing distances, and increase safety for non-motorized users

and reduce unsafe driver behaviors. Class II bike lanes and Class III bike routes and signage will demarcate safe space for cyclists.

3.Budlong/Raymond: Class III markings and signage will visually reduce the roadway, and provide increased visibility for cyclists. Speed humps will slow vehicle speed to 15-20MPH.

4.Other neighborhood streets: Concentrated improvements near Vermont ES include high-visibility crosswalks, curb extensions, speed humps, speed feedback signs, new HAWK signals and Leading Pedestrian Intervals.

5.Exposition and Raymond/Budlong: Improvements including bike boxes, a 2 way Class IV bike facility, bike signalization, bike bollards, concretized medians, and bus bulb facilitate a stress free connection for cyclists.

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:** 119

1. Driver failure to yield right-of-way to pedestrians along Normandie Avenue, Denker/Halldale/Dalton/Brighton Avenues, La Salle/ Congress, 27th/29th Streets.

2. Crossing outside of crosswalks along Normandie Avenue and throughout the project area. Persons with disabilities and other pedestrians will use the roadway to avoid traveling on uneven surfaces/lack of ADA compliant curb ramps at intersections

3. Drivers speeding along Normandie Avenue, Budlong Avenue/Raymond Avenue, Denker/Halldale/Dalton/Brighton Avenues, La Salle/Congress, and 27th/29th Streets.

4. Illegal u-turns and parking at painted center lane along Normandie Avenue

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) **Words Remaining:** 7

1. Curb extensions, traffic signal upgrades, high-visibility crosswalks, and pedestrian-scale lighting along Normandie Avenue will increase visibility of non-motorized modes.

On adjacent low-stress neighborhood routes, drivers will yield to cyclists and pedestrians at neighborhood traffic circles with curb extensions on Denker/Halldale/Dalton/Brighton Avenues as well as La Salle/Congress (west of Normandie). East of Normandie, neighborhood traffic circles along 27th/29th streets will improve drivers yielding to cyclists and pedestrians.

2. ADA-compliant ramps throughout the project area, reconstructed sidewalks on Normandie Avenue, and safer and more direct connections between community destinations on the east and west sides of Normandie Avenue will provide continuous pedestrian routes throughout the neighborhood, decreasing the incidence of pedestrians crossing outside of crosswalks.

3. Project improvements that directly address driver speeding include: speed humps on Budlong Avenue, speed feedback signs near Vermont ES, neighborhood traffic circles with curb extensions on Denker/Halldale/Dalton/Brighton Avenues as well as La Salle/Congress, neighborhood traffic circles along 27th/29th streets, and curb extensions along Normandie Avenue and Raymond Avenue.

4. Landscaped medians on Normandie Avenue will also visually narrow the roadway, preventing illegal parking in medians and u-turns while also inducing lower speeds and preventing other reckless driver behaviors.

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: 1

The Normandie Beautiful project was designed by the community, Redeemer Community Partnership (RCP), and StreetsLA (City of Los Angeles, Department of Public Works, Bureau of Street Services). LADOT supported the community by providing design guidance for safety countermeasures in response to community demand for safer and more comfortable walking and biking facilities. The project is part of a years-long transformation of a gridded street network built to accommodate cars, to one that is multi-modal and makes biking, walking, and transit viable and appealing transportation options.

The specific engagement efforts that led to Normandie Beautiful started in 2019, but were built on the foundation of several waves of community engagement that produced improvements on portions of the project area.Through each wave, residents have indicated that if infrastructure improvements like bike lanes, repaired sidewalks, and safer crosswalks were implemented, they would be significantly more likely to walk and bike to work, school and other community destinations.

In 2010, residents initiated efforts to win a $1.2 million commitment from the Los Angeles Community Redevelopment Agency to repair sidewalks through the “Take a Walk Campaign.” Residents and business owners identified the need for sidewalk repairs and improved infrastructure on several nearby corridors. In 2016, residents and community organizations conducted several engagement workshops resulting in funding from ATP Cycle 3 for a 1-mile segment of Jefferson Blvd. At that time, the community identified Normandie Avenue as a strategic north-south corridor to complement the Jefferson Blvd east-west corridor. In October 2018, LADOT SRTS also hosted a Walking Safety Assessment (WSA) with over 30 school community members, LAUSD, and city partner stakeholders to help identify obstacles and areas of challenge for persons walking and cycling safely to Vermont ES.

Three community visioning workshops were held in 2020, including a virtual open house in June, serving as culmination of previous planning and engagement efforts. At these workshops, residents defined specific active transportation needs and safety concerns for Normandie Avenue between the I-10 Freeway to the north and MLK Boulevard to the south. At visioning workshops, StreetsLA and LADOT prepared various design options for neighborhood pedestrian and cyclist facilities, based on community-identified needs and industry best practices. Residents provided feedback on various design options, ultimately crafting the individual design components and overall vision for the Normandie Beautiful project.

Pages 67-68 of Attachment B-4E2 show various design options for Normandie Avenue, benefits and drawbacks, and the preferred community-supported alternative.

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: 101

The Normandie Beautiful project design and components were directly shaped by community residents of all ages, languages, income levels, and ability. Participants represented a diverse and inclusive range of experiences. Project needs were identified by front-line residents of the West Adams and West Exposition neighborhoods who have been impacted by the historic lack of infrastructure investment in the project area.

Bilingual community partners and local volunteers knocked on 400 doors along Normandie Avenue in early 2020, resulting in 75 one-on-one conversations and 61 completed surveys about the Normandie Beautiful Project. Five events hosted over the course of six months by the project’s community engagement partner, Redeemer Community Partnership (RCP), reached more than 100 community members. The engagement events provided bilingual public education on the importance of street safety improvements and design options that can slow vehicles and make pedestrians and cyclists safer and more visible. The events also gathered input and feedback from residents on preferred designs and identified trouble spots along the project area. One of the events, Youth Photovoice, was completely dedicated to gathering input from local youth who gave valuable input on their experiences of walking to and from school on and across Normandie Avenue.

RCP used a variety of methods to ensure a wide range of opportunities for participation including:

- Seven public engagement events from October 2019 to May 2022: a Walk & Roll audit, two Bike audits, two in-person community workshops, and two online workshops.

- Door-to-door outreach, call banking, and postage paid surveys and response cards elicited neighbors' input.

- Monthly community updates at churches, neighborhood associations, and neighborhood council meetings kept neighbors informed and engaged in the process of surfacing a shared vision.

- Widespread flyering in laundries, donut shops, bike shops, local schools and more

- Walking safety assessment with community members and LAUSD

-Three youth PhotoVoice meetings that included education and discussion of active transportation infrastructure, a walk audit to photograph conditions, and a closing pizza party to prioritize improvements. Students' photos and captions were then incorporated into a public display at the local library located within the project area.

- 50 "Make Normandie Beautiful" yard signs placed throughout the project area advertising community workshops

- Wide social media posting

All materials, presentations, and workshop posters were presented in both English and Spanish. See Attachment B-4E2 for public participation documentation.

As a community based organization situated in the Normandie Beautiful project area, RCP has 30-years of experience organizing neighbors to enhance public health and safety in South LA. Their pivotal role in shaping the Normandie Beautiful project since 2019 has been critical as RCP has developed relationships with their neighbors to surface a shared vision for safer streets in the West Exposition Park and West Adams neighborhoods. If the project is funded, RCP will continue to play a key role in maintaining the authentic community relationships and neighborhood contacts that have been fostered over the course of the project's 4-year development as reflected in the robust engagement listed above.

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:** 0

The Walk & Roll Audit and Youth Photovoice created a space for residents to build observation skills and to catalog the cumulative impact of broken sidewalks, narrow walkways, and unsafe crosswalks, highlighting the dangerous journey many neighbors in wheelchairs make each day.

The three Bike Audits revealed that many residents who bike feel threatened and unwelcome. Cyclists cited excessive vehicle speeds and the lack of separation from traffic as dangerous threats. Narrow sidewalks become a hazard for pedestrians when cyclists, who feel unsafe on-street, choose to bike on the sidewalk. This feedback underscored the need for more dedicated space for pedestrians and cyclists, and critical improvements to accommodate wheelchairs and other rolling modes.

Two Community Workshops and two Virtual Open Houses revealed a preference for low-stress bike lanes. There was also support for safer crosswalks, and implementing street design elements that would make pedestrians more visible, like RRFBs, high-visibility crosswalks, refuge islands and curb extensions. Residents also emphasized the need to repair broken sidewalks and add pedestrian lighting. Most notably, the surveys conducted at the workshops and door-to-door, indicated that residents would be significantly more likely to walk and bike to work, school and other community destinations if infrastructure improvements like bike facilities, repaired sidewalks, and safer crosswalks were implemented.

At the second Workshop, in March 2020, StreetsLA and Redeemer Community Partnership presented multiple options for lane configuration and project design. Designs that received the most positive feedback were either bike lanes on Normandie that resulted in a travel lane reduction, or bicycle facilities on adjacent low-stress residential corridors. The street width limitation of Normandie Avenue and existing City regulations elevated the low-stress routes as the Normandie Beautiful project proposal. Due to COVID-19 restrictions, a third workshop was held online in June, 2020 to refine project designs with the community. The community finalized enhanced street designs at a fourth workshop in May 2022

Cumulative feedback from residents through the walk, roll and bike audits, door-to-door surveying, community workshops, and open houses shaped a vision for the project that directly responds to residents' most pressing safety concerns and priorities. Project components, such as curb extensions, ADA-compliant curb ramps, reconstructed sidewalks, roundabouts, and high-visibility crosswalks will create a safer pedestrian experience for the neighborhood. Additionally, low-stress bicycle lanes and routes will provide better connectivity for residents navigating along the north-south corridor, with key connections to community parks, schools, transit and neighborhood retail.

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

Words Remaining: 2

In partnership with the City of LA, Redeemer Community Partnership (RCP) will continue to play an organizing role in engaging residents through project design and construction. As with the Jefferson Beautiful ATP project, RCP will regularly update residents at various community meetings including neighborhood councils, neighborhood associations, church services, and school parent meetings.

Additionally, RCP will engage directly with the business community along the project area to ensure they are a part of the vision for the commercial corridor, including participating in the Prop 218 Lighting District campaign. RCP plans to launch a utility box art competition for local artists to design about 12 utility boxes along the corridor to maintain and build community buy-in and support for the project. RCP will also coordinate tree planting events and neighborhood clean-ups to keep residents and community stakeholders engaged in working together to create a new Normandie Avenue.

In partnership with the Council Office, RCP will continue to participate in the all-hands planning meetings involving various City Departments that will implement the proposal. In effect, RCP will serve as a community liaison ensuring the project moves forward integrating community-identified priorities.

Close communication and coordination with the council office, various key stakeholders, and specific businesses, residents, and property owners will be maintained by StreetsLA throughout the design and construction phases of the project upon award of the grant.

During design development, StreetsLA will coordinate with the council office to re-engage the community through scheduled meetings. The meetings will be used to review items proposed in the ATP grant, note any changes in active transportation priorities, and continue to engage residents in design decisions such as type of trees, lighting options, and other street amenities. A survey will be developed to gather community preferences for these items.

During implementation, StreetsLA will coordinate closely with the council office to keep the community apprised of the project schedule by providing a regularly occurring two-week look ahead. This will serve to provide advance notice to any businesses or property owners that may be affected during construction so that they can make necessary accommodations. Construction impact information may involve temporary loss of parking, construction hours, and alternate access to properties or driveways, as required.

Upon construction completion, a ribbon cutting ceremony will be scheduled and the community will be invited to celebrate the culmination of the project where their participation, ideas, and vision will be acknowledged.

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: 4

1. Several corridors of the project are listed in the Mobility Plan 2035 (The City of Los Angeles's Transportation Element of the General Plan)
    (a) Budlong Avenue is listed as part of the Neighborhood Enhanced (NEN) and Bicycle Enhanced Network (NEN)
    (b) Normandie Avenue has 3 segments within the project limits designated as Pedestrian Enhanced Network (PEN)
    (c) Denker Avenue (between Exposition Boulevard and MLK) is part of the NEN
    (d) 22nd Street is part of the NEN
2. Normandie Avenue is on the City of LA's High Injury Network and Top 40 Priority Corridors (Vision Zero Action Plan)
3. Vermont Avenue Elementary School is listed as a "Top 50 School with the Most Need" out of more than 500 LAUSD schools ranked by LADOT in the Safe Routes to School Strategic Plan and Action Plan.
4. Exposition Boulevard from Raymond Avenue to Budlong Avenue is referenced in LADOT's Stress Free Connections Implementation Plan (DRAFT)

All of the aforementioned plans undergo a robust public participation and engagement process before formal adoption by the City of Los Angeles. For efforts such as the Mobility Plan 2035, public outreach spanned over the course of several years led by Los Angeles' City Planning department, and which involved open houses, public workshops, public hearings, coordination with neighborhood councils and community organizations, and a public hearing process. For strategic plans such as the Vision Zero Action Plan, Safe Routes to School Strategic Plan and Action Plan, and Stress Free Connections Plan, LADOT also has a similar process for setting forth continual engagement opportunities for the public to shape the plan's development. The Stress Free Connections effort also directly coordinated with the Normandie Beautiful project to shape recommendations integrated into the project's resubmission of the Normandie Beautiful ATP application for Cycle 6.

Attach the applicable plan page with the project highlight:

B-4E1_Transportation Plans.pdf

Attach any applicable Public Participation & Planning documents:

B-4E2_Public Participation & Planning Documents.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:** 3

Normandie Avenue is a high-volume, high-stress corridor; the street has seven lanes, with stretches up to 66' wide and Average Daily Traffic counts ranging from 20,000-30,000. The posted speed limit on Normandie, as well as major east-west arterials, is 35MPH. However, observed speeds are higher.

Community feedback indicates that people navigating wheelchairs or strollers have to travel on-street because the sidewalks on Normandie Avenue are obstructed or in bad repair. Residents must also cross the street in places without marked crosswalks, or in places without ADA ramps, making them vulnerable to getting hit.

The project prioritizes the needs of the community's most vulnerable users; a core component of the project is reconstructed and enhanced sidewalks, including ADA-compliant ramps along Normandie to provide safe and continuous routes for people in wheelchairs. Curb extensions reduce road widths at intersections, shortening the crossing distance by 16' and encouraging drivers to turn corners slower and more carefully. High-visibility crosswalks and other traffic signal modifications will make pedestrians and drivers more visible to each other.

No bicycle facilities exist on Normandie Avenue. Protected Class II or Class IV facilities could not be installed without removing parking lanes. The alternative the community preferred was for Class II lanes and Class III routes on adjacent residential streets, (e.g. Denker/ Halldale/Congress Avenues, Budlong/Raymond Avenues, and 22nd Street), where posted speed limits are 25MPH. These streets were identified as key routes to/from transit, schools, parks and other community destinations. Class III routes on Denker/Halldale/Congress, Budlong/Raymond, and 22nd can cost-effectively accommodate cyclists and slow traffic by visually narrowing travel lanes. A buffered Class II facility on Halldale will similarly slow speeds by narrowing travel lanes.

A series of bike improvements along Exposition Boulevard between Raymond and Budlong Avenues will address bike barriers stemming from their intersection with the Metro Expo (E) line. It is difficult for cyclists traveling east to navigate from Raymond onto Exposition without needing to make inconvenient crossings and riding on sidewalks to request signal changes. The presence of the rail also makes it difficult for cyclists coming from Budlong to travel onto Exposition, as the existing bike facility only accommodates an eastward route. Cyclists will often resort to riding on a narrow sidewalk that is populated by obstacles like vehicles turning into driveways, power poles, utility boxes, and street lighting poles. To address this mobility barriers, a suite of improvements is proposed, including: a two-way Class IV bike facility, bike boxes with signal detection, signal modifications for bikes, bike crossing, wayfinding signage, bollards, concretized bike buffers, and bus pad (See Attachment B4-E1 Page 15 for an overview of the barrier/gap closure).

Additional bike gap closures along Adams at Halldale/Congress and Budlong provide improvements at stressful jogged intersections where cyclists have difficulty making north-south connections. The project proposes combining the jogged intersections to utilize a combined traffic signal system that allows cyclists to safely navigate with bike signals, bike boxes, and bike signal detection.

While posted speed limits and volumes would suggest that Denker/Halldale/Congress Avenues and Budlong/Raymond are sufficiently low-stress routes for cycling, the community reports reckless driver behavior (e.g. "donut" skids at intersections, speeding, failing to stop/yield to pedestrians). Along Budlong, speed traffic studies recorded approximately 70% of vehicles going southbound exceeding the posted speed limit of 25MPH, and nearly 80% exceeding speed limits going northbound (Attachment K-5). As an added safety measure, neighborhood traffic circles are proposed at minor intersections along these routes to slow speeds and discourage reckless driver behavior. Similarly,

speed humps have been proposed on neighborhood streets immediately adjacent to Vermont ES, and on 23rd/24th/25th Streets in the northwest portion of the project area.

Together, the Normandie Beautiful improvements unify a neighborhood of housing, schools, and local retail, linking it to a wider transit and active transportation network. Normandie is lined by low to medium density multi-family residences on either side of the street. It is the neighborhood's main street, providing access to parks, schools and community destinations to the east and west. The ability to comfortably and safely cross Normandie is as important to pedestrians, cyclists, and people in wheelchairs or pushing strollers as being able to walk along Normandie to transit and retail destinations on perpendicular commercial corridors.

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: 2

The key innovative element of this project is the direct, sustained community-led engagement and design process. West Adams and West Exposition Park residents mobilized to identify specific gaps, barriers and opportunities in their neighborhoods, and worked in partnership with Redeemer Community Partnership and the City to design pedestrian and bicycle safety improvements that met their unique needs. This example of robust and sustained community-led active transportation design sets a precedent for other projects in the City of Los Angeles and beyond.

At the local level, the integration of a neighborhood safety improvement project with a Safe Routes to School (SRTS) plan leverages City programs to strengthen each other. The combined input from neighborhood and school stakeholders, and requested safety countermeasures proposed as part of Normandie Beautiful, ensures that the resulting active transportation network meets the mobility needs of community members of all ages and abilities. Further, the collaboration with LADOT's Stress-Free Networks team demonstrated the coordination between City programs to translate the long range policies and goals of the City into implementable designs while addressing the pressing need to prioritize safety for Angelenos walking and rolling in LA's streets.

Another unique aspect of this project is the integration of neighborhood improvements with the broader regional transit and active transportation network. Synergies between the improved neighborhood network and existing high-quality transportation assets unlock potential for local active transportation, making it safer and easier for residents to walk, roll, and bike to local and regional destinations.

An unconventional approach to addressing street safety was the network of traffic circles to discourage the use of neighborhood intersections for illegal street takeovers. The community advocated for the use of neighborhood traffic circles not only for their traffic calming benefits, but as an innovative countermeasure for drivers racing through four-way stop intersections and illegal street takeovers where drivers create "donut" skids and clouds of burning rubber. These illegal activities have resulted in numerous crashes and harmed pedestrians. See Attachment E - Photos of Existing Conditions (Page 14-15).

Class IV bicycle improvements on Normandie Avenue were considered, but not selected because of street-width limitations and safety concerns. Parking lane removal was also not desired by the community, as many households with several working adults commute to job centers that are not currently transit accessible. The community opted for low-stress bicycle lanes that made targeted improvements to address gaps and barriers in the neighborhood bike network, pairing them with street calming measures on adjacent residential streets. Among the neighborhood network improvements, the project's bicycle gap closure at Exposition Boulevard between Raymond Avenue and Budlong Avenue is an innovative approach to creating context-specific bicycle and pedestrian improvements that provide a less stressful walking and rolling experience despite the challenges of the roadway width due to the Metro E rail line.

Even though limitations on Normandie Avenue precluded a road reconfiguration (i.e. a road diet), the density of focused safety improvements throughout the neighborhood make for a strong, comprehensive active transportation network that truly reflects community needs.

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: 486

Does not apply as the project does not include any non-infrastructure elements or programs.

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: 141

The Normandie Beautiful project will strengthen and complete a neighborhood network of healthy streets that connects residents to the broader city and regional non-motorized transportation system with vital linkages to regional job centers and destinations. It will increase walking, biking and rolling by making active modes of transportation safe, viable, and preferred alternatives to those that burn fossil fuels. The project will transform Normandie Avenue from an auto-oriented street into a corridor where pedestrians and bicyclists can safely and conveniently travel to and access from its adjacent neighborhood street networks.

A large number of affordable housing developments currently exist in the project area, with other medium-high density affordable projects in planning. The recently completed Rolland Curtis Gardens development, across from Expo/Vermont Metro E Line Station, transformed a site with 48 apartments into 140 subsidized affordable units, 65,000 square feet community health clinic and 1,500 square feet neighborhood market. The project currently has 2,000+ households on its waiting list, indicating the need and desire of the community to continue building similar affordable housing, and transit-oriented developments. A list of 100 constructed and proposed affordable developments near the Normandie Beautiful project area is included in Attachment B-6.

The density of project components along Normandie Avenue, adjacent to Vermont Avenue ES, and on key neighborhood streets will reinforce each other, working together to slow auto traffic, and prioritize the movement of people walking, cycling and rolling throughout the West Exposition Park and West Adams communities. Street trees, landscape medians, and pedestrian-scale lighting will transform streets and sidewalks into safe, beautiful, and inviting community spaces.

The Normandie Beautiful project is consistent with and reinforces the core themes set forth in the City of Los Angeles South LA Community Plan (2017). The plan supports development of moderate-density to higher-density housing in “context-specific transit-oriented districts.” The plan prioritizes production of affordable and/or mixed-income housing in transit oriented developments (TODs), and new housing for transit-users and the transit-dependent community. The plan also encourages new developments and existing multi-family residences to offer tenants incentives for using transit (Attachment K-4: South LA Community Plan). Other relevant goals of the Community Plan include:

- Revitalize corridors and preserve neighborhood character
- Promote appropriate uses that support community needs
- Develop a sustainable community
- Create a Healthy Community

The City of Los Angeles has also established prohousing goals through the City's General Plan Housing Element and in the South Los Angeles Community Plan - see excerpts in Appendix K. Along Normandie Avenue the zoning is zoned for low medium density residential (R2 - R3) and single-family residential (R1) with most of the current structures being 1-2 story single family homes. The residential areas have the opportunity to provide additional affordable and market-rate housing consistent with the current zoning and with permissive housing regulations that allow for Accessory Dwelling Units (ADUs) as well as statewide legislation that allows for existing property owners to add up to 4 units to their single family zoned property.

The increase in new housing units in a transit-supportive community like the West Exposition Park and West Adams communities can help to transform the non-motorized environment by providing more customers for the existing transit services as well as encourage transit agencies to expand services to accommodate the needs of new residents and transit riders. This synergy can increase the demand for first/last mile improvements that support walking and rolling to the bus and rail stops in the project area as well as nearby. By expanding the transit opportunities in the area, the Normandie Beautiful project is well positioned to support the concentration of new, incoming, and proposed affordable housing within and adjacent to the project area.

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:** 0

Residents in the Normandie Beautiful project area will benefit from planned improvements to the regional transit network through LA Metro's NextGen bus program, as well as significant expansions of the Light Rail system. When LA Metro's C Line (Crenshaw) opens in 2022, it will link with the Metro E (Expo) Line at Crenshaw Boulevard, providing convenient light-rail access to the Crenshaw Corridor and LAX, a major employer of area residents. Normandie Beautiful also connects to LA Metro's Vermont Transit Corridor, the second busiest bus corridor in LA County, which encompasses Vermont Avenue from Hollywood Boulevard to 120th Street. Metro is currently studying options for BRT and future conversion to light rail.

The Exposition Park Master Plan has been updated to take better advantage of its proximity to Metro's E (Expo) Line and prepare it for the 2028 Olympic games, which will include events at a new soccer stadium and the Coliseum. Planned pedestrian and transit improvements will connect with the Normandie Beautiful project, ensuring convenient access to new employment and recreational opportunities for residents.

Other significant new or proposed funded projects include:

-Lucas Museum of Narrative Art, a $1.5 billion project opening in 2023 in Exposition Park.

-The California Science Center Oschin Air and Space Center, a $400 million project that will display the space shuttle Endeavor broke ground in 2022 in Exposition Park.

-Jefferson Beautiful, a $12 million ($6 million ATP + $6 million match) ATP Cycle 3 project breaking ground in summer 2022 that creates a complete street on a one-mile stretch of Jefferson Boulevard running perpendicularly through the Normandie Beautiful project.

-PATH Metro Villas-Rolland Curtis AHSC Round 2 Grant - Construction complete (AHSC $3,066,000). The project provides affordable housing, as well as sustainable transportation improvements on Normandie Beautiful area streets. Project components include: 60 new streetlights on MLK Blvd (Figueroa-Denker); 86 new streetlights on Budlong/Catalina (MLK to Jefferson); 24 new curb ramps, 2 mini-roundabouts, new sidewalks on Catalina (36th Pl to 37th St); Curb extensions at 39th St/Budlong

-Budlong Avenue Bicycle Friendly Street (MLK to 60th St) (Prop C, $1,632,000): Active transportation division-led project to introduce bike and pedestrian-friendly enhancements such as mini roundabouts, curb extensions, and enhanced crossings. The project was funded through the Metro Expresslanes Budlong Ave BFS Grant and construction is complete.

-Western Our Way (MLK Blvd- Century Blvd) (ATP Cycle 6 Application) A Cycle 6 application proposing traffic calming elements along Western Avenue and neighborhood bike imrpovements along Gramercy Place and Denker Avenue. Normandie Beautiful will continue completed bicycle and street calming improvements on Denker Avenue north of MLK Boulevard. Denker Avenue is listed as part of the City of LA's Neighborhood Enhanced network, providing a continuous low-stress north-south route through South Los Angeles from 22nd Street to Century Blvd.

-Vision Zero Left-Turn Signal Upgrades (Measure M/Vision Zero, $1,050,000): VZ-designed and funded left turn signals at Jefferson/ Normandie, Adams/Normandie, Adams/Vermont, Washington/Vermont, Washington/Normandie, MLK/Normandie, MLK/Western.
-Normandie Beautiful project components like curb extensions and high-visibility crosswalks will reinforce Vision Zero signal upgrades at High-Injury Network intersections.

-Western Ave Bus Stop and Pedestrian Improvements (Prop C and CMAQ funds, $1,472,500): Complete Streets Division-led project to improve bus stops and walking conditions on Western between the 10 Freeway and Exposition Blvd.
This project complements First/Last Mile improvements and enhanced transit access as part of the Normandie Beautiful project.

-Menlo Ave Elementary SRTS: (ATP Cycle 1, $4,694,550)
Construction is complete on this Safe Routes to School plan implementation, another "Top 50" LAUSD school. Menlo Avenue ES is located roughly a mile south of Vermont ES. Concentrated ped/bike improvements around schools will increase safety for all youth in the community.

B-6B_Projects in Vicinity Map and Documentation.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: $484 Designate the Funding Type: Local agency funds

PS&E Phase Project Delivery Costs:
Leveraging Funding: $260 Designate the Funding Type: Local agency funds

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

Construction Phase Project Delivery Costs:
Leveraging Funding: $3,451 Designate the Funding Type: Local agency funds

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

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $27,774
Leveraging Funding: $4,195
% of Total Project 15.10 %

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

B-8_Leverage Justification Attachment.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: 81

Local agency funds in the form of CRA Excess Bond and staff salaries will be applied as leverage funding.

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_Normandie Beautiful Response.pdf

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

CALCC_Normandie Beautiful Response.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: 96

Installation of street furniture

☐ 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**

A_Signature-Page.pdf

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

B_Engineers Checklist.pdf

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

A-2_Project Location Maps.pdf

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

D_Project Maps and Plans.pdf

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

E_Photos of Existing Conditions.pdf

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

F_Engineering Estimate_Normandie Beautiful_220615.pdf

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

G_Non-Infrastructure WorkPlan.pdf

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.)

I_Letters of Support.pdf

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

J_State-only Funding.pdf

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.)

K_Additional Attachments.pdf