ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
LA River Greenway, West San Fernando Valley Gap Closure

Resolution ATP-P-1920-02B
(will be completed by CTC)

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *LA River Greenway, West San Fernando Valley Gap Closure*, effective on, Dec. 5, 2019 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *the City of Los Angeles*, and the Implementing Agency, *the City of Los Angeles*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its May 15, 2019 meeting the Commission approved the Active Transportation Program, and included in this program of projects the *LA River Greenway, West San Fernando Valley Gap Closure*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

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

4. GENERAL PROVISIONS

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

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

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

- ☒ Resolution G-19-12, "Adoption of Program of Projects for the Active Transportation Program", dated May 15, 2019
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

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

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

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

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

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

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

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

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

5. SPECIFIC PROVISIONS AND CONDITIONS

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

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

5.3 Other Project Specific Provisions and Conditions

Attachments:

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

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

LA River Greenway, West San Fernando Valley Gap Closure

Resolution ATP-P-1920-023

Gary Lee Moore — 10-11-19
Gary Lee Moore — Date

City Engineer

Project Applicant

Gary Lee Moore — 10-11-19
Gary Lee Moore — Date

City Engineer

Implementing Agency

for John Bulinski — 10-24-19
John Bulinski — Date

District 7 Director

California Department of Transportation

11.13.19
Adetokunbo Omishakin — Date

Director _

California Department of Transportation

Susan Bransen — 12/6/19
Susan Bransen — Date

Executive Director

California Transportation Commission

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09) *General Instructions*

Amendment (Existing Project) Y/N					Date:	10/14/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
07		LATP19M013	5663	7120004		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
LA				City of Los Angeles-Dep of Public Works (Bureau of Engineering)	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Nur Malhis	213-485-4737	Nur.Malhis@lacity.org

Project Title

LA River Greenway, West San Fernando Valley Gap Closure

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

Project Loction: The LA River from Vanalden Ave to Balboa Blvd, and adjacent on-street connections, centered on the communities of Reseda and Tarzana, in the City of LA 's San Fernando Valley.

Project Description: Design and construction of approximately 2.93 miles of bike way and greenway gap closure along the banks of the LA River, and adjacent on-street network of bicycle and pedestrian improvements. The bike path will include a walking path, landscaping, fencing. lighting, signage, benches and crossings under street bridges. The On-Street Network is proposing Class III Bike Routes (3 miles) and Class IV Bike Lanes (0.45 miles).

Component	**Implementing Agency**
PA&ED	City of Los Angeles-Dep of Public Works (Bureau of Engineering)
PS&E	City of Los Angeles-Dep of Public Works (Bureau of Engineering)
Right of Way	City of Los Angeles-Dep of Public Works (Bureau of Engineering)
Construction	City of Los Angeles-Dep of Public Works (Bureau of Engineering)

Legislative Districts

Assembly:	45,46	**Senate:**	27	**Congressional:**	30

Project Benefits

The LA River Greenway, West San Fernando Valley Gap Closure will transform the non-motorized environment at multiple scales, supporting active transportation goals of the region, County and City. The Gap Closure and adjacent on-street bicycle and pedestrian improvements will provide residents with safe and direct Class I routes, off of high-speed arterials, and to and from retail destinations, 16 schools and colleges, and a senior center, all within a half mile of the project area.

Purpose and Need

The area within a half-mile of the Gap Closure is currently lacking in safe bicycle and pedestran facilities. If the gap is closed, these residents will benefit from a new active mode network that links key community destinations. The river channel is currently an unsightly barrier to walking and biking. The project will transform the LA River into an asset and important link for residents north and south of the River

Category	**Outputs/Outcomes**	**Unit**	**Total**
Local streets and roads	Pedestrian/Bicycle facilities miles constructed	miles	6.4
Local streets and roads	Intersections modified	each	5

ADA Improvements Yes	Bike/Ped Improvements Yes	Reversible Lane analysis No
Inc. Sustainable Communities Strategy Goals Yes	Reduces Greenhouse Gas Emissions Yes	

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved	08/24/18	
Begin Environmental (PA&ED) Phase		07/01/18
Circulate Draft Environmental Document **Document Type** CE		01/31/19
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		09/04/19
Begin Design (PS&E) Phase		11/01/19
End Design Phase (Ready to List for Advertisement Milestone)		06/23/21
Begin Right of Way Phase		11/01/19
End Right of Way Phase (Right of Way Certification Milestone)		12/20/21
Begin Construction Phase (Contract Award Milestone)		09/15/22
End Construction Phase (Construction Contract Acceptance Milestone)		08/25/26
Begin Closeout Phase		08/26/26
End Closeout Phase (Closeout Report)		09/30/26

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018) **Date:** 10/14/19

Additional Information

Programming Change: At the October 9, 2019 CTC Meeting, a funding distribution change to amend this project (PPNO 5663) was approved to move $300,000 in PS&E and $400,000 in RW currently programmed in Fiscal Year (FY) 2019-20 to the CON phase programmed in FY 2021-22. The revised funding distribution is $200,000 in PS&E programmed in FY 2019-20 and $18,593,000 in CON programmed in FY 2021-22.

Clarification to Project Scope: The ATP application shows a discrepancy between the length of Class IV bikeway on Part A4: Project Details (4,310 LF) and the Detailed Engineer's Estimate (2,360 LF). The Part A4: Project Details was incorrect and the correct length was shown on the Detailed Engineer's Estimate of 2,360 LF.

NOTE:

Gutierrez, Gary F@DOT

To: Gutierrez, Gary F@DOT (gary.gutierrez@dot.ca.gov)
Subject: ATP Baseline Agreement

Caltrans and CTC both agree that the City's scope clarification is a result of an honest mistake and does not warrant a scope change. There are other places in the application, such as the engineers estimate and in the project mapping were the correct distance is cited. For future auditing, we appreciate the City's intent to be transparent and accountable.

Best Regards,

Gary Gutierrez, PE
DLA SB1 Program Manager
Division of Local Assistance
(o) (916) 653-8176

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09) **Date:** 9/25/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA	, ,			5663	
Project Title:	LA River Greenway, West San Fernando Valley Gap Closure					

Existing Total Project Cost ($1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	**Implementing Agency**
E&P (PA&ED)									City of Los Angeles-Dep of Public
PS&E									City of Los Angeles-Dep of Public
R/W SUP (CT)									City of Los Angeles-Dep of Public
CON SUP (CT)									City of Los Angeles-Dep of Public
R/W									City of Los Angeles-Dep of Public
CON									City of Los Angeles-Dep of Public
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	100	240						340	
PS&E	1,417	1,308	3,375	500				6,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W			70	30				100	
CON					29,814	8,734	6,234	44,782	
TOTAL	1,517	1,548	3,445	530	29,814	8,734	6,234	51,822	

Fund No. 1:	**ATP - Infrastructure Cycle 4 (SCAG)**								**Program Code**
Existing Funding ($1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Revised funding distribution approved at the October 2019 CTC meeting as shown.
PS&E			200					200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					18,593			18,593	
TOTAL			200		18,593			18,793	

Fund No. 2:	**Various Funds-City**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	**Funding Agency**
E&P (PA&ED)									LA Dep of Public Works
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	100	240						340	Includes Bureau of Sanitation, LADOT, Rec and Parks, Dep of Water and Power, Prop K,Measure M Local Return, General Funds (Staff Charges),
PS&E	1,417	1,058	2,425					4,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W			70	30				100	
CON									
TOTAL	1,517	1,298	2,495	30				5,340	

Fund No. 3:	Los Angeles County								Program Code
Existing Funding ($1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E		250	750	500				1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		250	750	500				1,500	

Fund No. 4:	Measure M								Program Code
Existing Funding ($1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					7,500	5,000	2,500	15,000	
TOTAL					7,500	5,000	2,500	15,000	

Fund No. 5:	Local Funds								Program Code
Existing Funding ($1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									May be additional Measure M or Other Sources, to supplemental the ATP Cycle 4 request
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,721	3,734	3,734	11,189	
TOTAL					3,721	3,734	3,734	11,189	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only **Date:** 10/14/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA				5663	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
Nur Malhis		Civil Engineer/Project Manager	10/14/2019

Attachments

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

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Los Angeles Department of Public Works (Bureau of Engineering)

PROJECT TYPE: Infrastructure - Large

PROJECT APPLICATION NO.: 7-Los Angeles Department of Public Works (Bureau of Engineering)-7

PROJECT NAME: LA River Greenway, West San Fernando Valley Gap Closure

PROJECT DESCRIPTION: Design and construction of 2.93 miles of a greenway gap closure along the banks of the LA River, and adjacent on-street network of bicycle and pedestrian improvements.

PROJECT LOCATION: The LA River from Vanalden Ave. to Balboa Blvd., and adjacent on-street connections, centered on the communities of Reseda and Tarzana, in the City of LA's San Fernando Valley.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ -	$ 400	$ 500	$ 29,082	$ -	$ -
FY -	FY 19/20	FY 19/20	FY 21/22	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
51,822	29,982	21,840	-	21,840	-	-

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APPLICATION INDEX PAGE

Part A1: Applicant Information

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

IMPLEMENTING AGENCY'S NAME:			
Los Angeles Department of Public Works (Bureau of Engineering)			
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
1149 S Broadway, Suite 830	Los Angeles	CA	90015
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Nur Malhis	Civil Engineer/Project Manager		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
213-485-4737	Nur.Malhis@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 (2015)
Implementing Agency's State Caltrans MA number	00152S (2006)

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

Project Partnering Agency:

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

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

Part A2: General Project Information

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

LA River Greenway, West San Fernando Valley Gap Closure

PROJECT / APPLICATION NUMBER: 7

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits) **Words Remaining:** 0

The project scope centers on design and construction of 2.93 miles of Class I multi-use path (Greenway) closing the gap along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The Gap Closure will seamlessly integrate with existing sections of the LA River Greenway that extend eastward from Canoga Park to Vanalden Avenue, as well as an on-street network of proposed pedestrian and bicycle improvements. Twelve access points will provide safe and direct connections for the surrounding community.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the backbone of an integrated active transportation network that will serve people of all ages and abilities, weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities. The completed Greenway will provide a safe and direct alternative to traveling on high-speed east-west arterials (e.g. Victory Boulevard and Vanowen Street) for bicyclists and pedestrians. Expected benefits include an increased share of trips made by biking and walking, which will improve public health and air quality, a decrease in bicycle and pedestrian injuries and deaths, and enhanced neighborhood character. The Gap Closure is critical towards completion of the San Fernando Valley Greenway, as well as the entire continuous 51-mile LA River Greenway, spanning from Canoga Park southeast to Long Beach. As the backbone of a region-wide active transportation network, the completed LA River Greenway will transform the non-motorized environment at both the scale of the County and the communities located along the river. The river is the anchor of a major policy and civic design initiative; converting the LA River channel from its present state to serve new, multiple purposes has the potential to improve public health, though new parks and walking and biking paths, and offer new opportunities for affordable housing.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 13

Design and construction of 2.93 miles of a greenway gap closure along the banks of the LA River, and adjacent on-street network of bicycle and pedestrian improvements.

PROJECT LOCATION: (Max of 180 characters) **Characters Remaining:** 4

The LA River from Vanalden Ave. to Balboa Blvd., and adjacent on-street connections, centered on the communities of Reseda and Tarzana, in the City of LA's San Fernando Valley.

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.

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Project Coordinates: (latitude/longitude in decimal format) Lat. 34.198523 N /long. -118.527295 W

Congressional District(s): 30

State Senate District(s): 27

State Assembly District(s): 45 46

Caltrans District: 7

County: Los Angeles

MPO: SCAG

RTPA: None

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

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

☒ Yes ☐ No If yes, how many previous awards? 3

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
ESPL-5006(597)	OTHER – Federal Funding	$3,700,373	Infrastructure (I)	Adjacent project limits with no overlapping scope of work
ESPL-5006(597)	OTHER – State Funding	$900,320	Infrastructure (I)	Adjacent project limits with no overlapping scope of work
ESPL-5006(601)	OTHER – Federal Funding	$2,000,000	Infrastructure (I)	Adjacent project limits with no overlapping scope of work

Part A3: Project Type

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

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

☒ Bicycle Plan ☐ Pedestrian Plan ☒ Safe Routes to School Plan ☐ Active Transportation Plan ☐ None

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

☒ **Bicycle Transportation**	% of Project	61 %
☒ **Pedestrian Transportation**	% of Project	39 %

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

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

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

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

Part A4: Project Details

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

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

☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 99 %

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

New Bike Lanes/Routes:	Class 1: 15,550 Linear Feet		Class 2: 410 Linear Feet	
	Class 3: 16,120 Linear Feet		Class 4: 4,310 Linear Feet	
Signalized Intersections:	New Bike Boxes: 0 Number		Timing Improvements: 0 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: 28 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: Bike Repair Stations #: 2		#2: Wayfinding #: 90	

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 39 %

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

Sidewalks:	New (4' to 8' wide): 12,472 Linear Feet	New (over 8' wide): 2,602 Linear Feet
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 500 Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): 17 Number	Reconstruct Ramp to Standard: 15 Number
Signalized Intersections:	New Crosswalk: 5 Number	Enhance Existing Crosswalk: 1 Number
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number
	Timing Improvements: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 1 Number	New Roundabout: 0 Number
	New RRFB/Signal: 0 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: 2 Number	Roadway Segments: 15,550 Linear Feet
Pedestrian Amenities:	Benches: 15 Number	Trash Cans: 10 Number
	Shade Trees: 240 Number	Shade Tree Type:
Other Ped Improvements:	#1: ADA-compliant Drinking Fountains #: 6	#2: Dog Poop Station #: 9

☐ 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: 0 Number	
Signalized Intersections:	Timing Improvements: 0 Number	New Roundabout: 0 Number
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 0 Number
Other Traffic-Calming Improvements:	#1: Mini-Roundabouts #: 4	#2: #: 0

☐ 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.

The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

What is the total number of private R/W parcels expected to be impacted? 0

What is the total number of utility companies expected to be impacted? 3

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 6

Has the project schedule been developed to account for this time? Yes

☐ 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.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

A-4_Letters of Intent.pdf | Remove | Open File

The following information should be based on specific prior coordination and agreement between the agencies:

What is the total additional months needed (all project phases) for all of these agencies to complete their required oversite responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 6

Has the project schedule been developed to account for this time? Yes

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

A-4
Letters of Intent

The following documents are included:

U.S. Army Corps of Engineers
Los Angeles Metro
LA County Department of Public Works
City of Los Angeles, Department of Transportation
City of Los Angeles, Bureau of Street Lighting

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, LOS ANGELES DISTRICT
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CALIFORNIA 90017-3489

July 12, 2018

Ms. Deborah Weintraub, AIA, LEEDAP
Chief Deputy City Engineer
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 700
Los Angeles, California 90015-2213

Dear Ms. Weintraub:

The U.S. Army Corps of Engineers (Corps) has reviewed the information provided to date for the City of Los Angeles's (City's) request regarding a proposed future bikeway project that is proposed, in part, to traverse the Sepulveda Basin and around the Sepulveda Dam main structure. We understand the City's desire to improve cycling alternatives and recreational accessibility.

As you are aware, the Corps manages, on behalf of the United States, the Sepulveda Dam and Basin, as a feature of the Los Angeles County Drainage Area (LACDA) Flood Risk Management Project. Construction and maintenance of a bikeway would require approval from the Corps in the form of an outgrant, along with a review pursuant to Section 14 of the Rivers and Harbors Act of 1899, codified at 33 U.S.C. § 408. Please be advised that in order for the Corps to issue a decision on (either approve or disapprove) any specific land use proposal, we will require more detailed designs and will have to comply with the National Environmental Policy Act, as well as other laws, regulations, and policies that are applicable to the Corps' land use and project modification decisions, including the relevant master plan. Paramount in our review is that any proposed outgrant and project modification be compatible with the flood risk management purpose of Sepulveda Dam and Basin, including operations and maintenance requirements. We look forward to continued coordination with you as you continue to develop and evaluate alternatives that would be compatible with the Federal project.

The Corps' point of contact regarding continued coordination on this effort is Mr. Eric Nguyen who may be reached by or by phone at (213) 452-3288 or e-mail at eric.l.nguyen@usace.army.mil . Thank you again and we look forward to hearing from you as you further develop more detailed alternatives.

Sincerely,

Lillian D. Doherty
Acting Chief, Operations Division

Connect Create Collaborate

Nur Malhis <nur.malhis@lacity.org>

CITY OF LOS ANGELES – BUREAU OF ENGINEERING-REQUEST FOR LETTER OF INTENT FOR FUTURE BIKEWAY PROJECT BY THURSDAY, JUNE 28, 2018

Deborah Weintraub <deborah.weintraub@lacity.org> Fri, Jun 8, 2018 at 8:38 AM
To: "Van Dorpe, David M SPL" <David.M.VanDorpe@usace.army.mil>
Cc: Nur Malhis <nur.malhis@lacity.org>, Michael Affeldt <michael.affeldt@lacity.org>, "Lee, Gary J SPL" <Gary.J.Lee@usace.army.mil>

Hi David,

The City of Los Angeles, Bureau of Engineering is currently applying for Active Transportation Program (ATP) Cycle 4 funding in order to construct approximately three miles of bikeway along the Los Angeles River in the West San Fernando Valley (Vanalden Ave to Balboa Blvd) - Segments 1 and 2, as part of the LA River Valley - San Fernando Completion project. The scope of work consists of constructing a bike path, pedestrian path, landscaping, under crossings (*in the channel under bridges*), fencing, and lighting. This project will add to the West Valley's livability be expanding active transportation options, by providing new and safe access to transit for residents and businesses, by providing access to nature and recreational opportunities, and by providing other community amenities

Segment 2 spans from White Oak Ave to Balboa Blvd, and the land is owned by the United States Army Corps of Engineers (Corps). Please see attached map for Segment 2.

As part of the ATP application, one requirement is to receive a letter of intent/support from the land owner for a land use agreement or easement. Engineering contacted the Corps about requesting a letter of intent and received a response from Ms Cheryl Connet, Chief of the Real Estate Division. She indicated that due to a matter of law, she cannot provide certainty at this time to enter into a land use agreement until the NEPA process of the underlying improvements is complete. Also, she stated that until your Engineering and Operations Departments both agree that the proposal will not adversely impact the civil works project or impede the operation and maintenance of the federal project, she cannot make a determination of providing a land use agreement.

All of this is very understandable, since you have to review the plans and comply with your procedures, before the commitment of providing a land use agreement is made.

In order to satisfy this crucial element of the application, I am asking that the Corps provide a letter to the effect that the Corps will work closely with the City through the NEPA and permitting process, as you have done in other similar LA River projects in the San Fernando Valley, and that your office intends to work towards allowing an easement for the bikeway development or a land use agreement that meets the intent of the bikeway and that maintains Corps' civil works along the River.

Due to the time frame of the ATP submission, we would greatly appreciate if you can provide a final letter no later than **Thursday, June 28, 2018**. Again, we understand that you cannot commit to signing an easement or land use agreement until the design and reviews have not been completed. I do hope that you can provide a letter of intent to work with the City to achieve the goals of a land use agreement, and am optimistic that this would satisfy the grant application requirements.

My project engineer is Nur Malhis, who can be reached at 213-485-4737, or via e-mail at nur.malhis@lacity.org.

Please call if we can answer any questions. If you want to send a draft letter first, we are happy to review it.

Thanks for your consideration of this request. This grant application will help the City with our efforts to fill in the gaps in the River bikeway in the San Fernando Valley, a key initiative of the Mayor's office.

Thanks,

Deborah

--
Deborah Weintraub, AIA, LEEDAP
Chief Deputy City Engineer
Bureau of Engineering | Department of Public Works
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213
O: (213) 485-5499 | F: (213) 485-4923

LA River Bikeway Project Map_Segments 060818.pdf
2259K

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

July 9, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

RE: ATP Cycle 4 Application - Letter of Intent to Grant Easement for LA River Greenway West San Fernando Valley Gap Closure

Dear Ms. Waters,

The purpose of this letter is to convey the Los Angeles County Metropolitan Transportation Authority (Metro)'s intent to grant an easement to the City of Los Angeles (City) to construct, operate, and maintain the LA River Greenway West San Fernando Valley Gap Closure (Project). The City's Bureau of Engineering (BOE) is requesting funds from the Statewide Active Transportation Program (ATP) Cycle 4 for the design and construction of a multi-use path (bike path, pedestrian path and greenway), which extends approximately three miles along the LA River from Vanalden Avenue to Balboa Boulevard.

A segment of the multi-use path is adjacent to the Metro Orange Line Busway, which provides bus rapid transit service as often as every four minutes along a dedicated right-of-way. As part of the Project, the City plans to build a tunnel or crossing for the multi-use path to continue across the LA River channel below the Orange Line Busway between White Oak Ave and Balboa Blvd. The Army Corps of Engineers owns this segment of the channel and Metro has an easement for the construction, operation, and maintenance of the Orange Line Busway. Thus, the City is requesting an easement from Metro.

Metro has discussed coordination needs and design, construction, and maintenance requirements with the City to ensure compatibility between the multi-use path and Metro's infrastructure and operations. Provided that the Project neither disrupts transit service and operations, nor compromises Metro facilities, Metro intends to grant an easement to the City to construct, operate, and maintain a crossing or tunnel below the Orange Line Busway. Metro is committed to working with local municipalities and other stakeholders across Los Angeles County on Transit Oriented Communities, places that by design, allow people to drive less and access transit more. Metro plans to coordinate closely with the City on this Project.

Sincerely,

John T Potts

John Potts
Executive Officer, Real Estate

cc: Nur Malhis, Bureau of Engineering

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

MARK PESTRELLA, Director

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

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

June 19, 2018

IN REPLY PLEASE
REFER TO FILE: SWP-5

Ms. Laurie Waters
Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 North Street MS52
Sacramento, CA 95814

Dear Ms. Waters:

ACTIVE TRANSPORTATION PROGRAM CYCLE 4 PROJECT APPLICATION LETTER OF INTENT FOR LOS ANGELES RIVER GREENWAY WEST SAN FERNANDO VALLEY GAP CLOSURE

The Los Angeles County Flood Control District in partnership with the City of Los Angeles supports the construction of approximately 3 miles of Class I bikeway and greenway along the Los Angeles River in the West San Fernando Valley. This City of Los Angeles-led effort would integrate a network of local pedestrian and bicycle improvements along the Los Angeles River between Vanalden Avenue and Balboa Boulevard. The District supports such projects consistent with its goal of enhancing the aesthetics of flood control channels and their rights of way and promoting beneficial uses.

The City of Los Angeles will collaborate with the District on the design and implementation of this project. This will help ensure consistency of the proposed components of the project with operations, maintenance, and any required modifications of the channel to ensure adequate flood protection.

Prior to implementation of any proposed project, the City of Los Angeles would be required to obtain conceptual approval and necessary permits from the District and other regulatory agencies for the proposed project, demonstrate compliance with the California Environmental Quality Act, and enter into a use and maintenance agreement with the District. The District is supportive of this project that aligns with District goals. We encourage the funding of this proposed Study.

If you have any questions, please contact Ms. Carolina Hernandez at (626) 458-4322 or chernandez@dpw.lacounty.gov.

Very truly yours,

MARK PESTRELLA
Director of Public Works

DANIEL J. LAFFERTY
Assistant Deputy Director
Stormwater Planning Division

EJR:pt
P:\swppub\Secretarial\2018\Letters\West San Fernando valley Gap Closure.docx\C18111

CITY OF LOS ANGELES
CALIFORNIA

Seleta J. Reynolds
GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

ERIC GARCETTI
MAYOR

July 12, 2018

Ms. Laurie Waters, Associate Deputy Director
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 APPLICATION – LETTER OF INTENT FOR THE LOS ANGELES RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE PROJECT

Dear Ms. Waters:

I am writing to convey the City of Los Angeles, Department of Transportation's (LADOT) support for the Bureau of Engineering's request for funds from the Statewide Active Transportation Program (ATP) Cycle 4, for the design and construction of approximately three miles of bike path, pedestrian path, and greenway along the Los Angeles (LA) River in the West San Fernando Valley. The proposed facilities on the LA River between Vanalden Avenue and Balboa Boulevard will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of proposed pedestrian and bicycle improvements.

LADOT will assume maintenance of the 3-mile section of the bike path along the river between Vanalden Avenue and Balboa Boulevard. Consistent with LADOT's operation of other built segments of the LA River Bike Path, we will provide routine sweeping of the asphalt bike path surface, as-needed repair of the asphalt bike path and railing, and graffiti removal on the bike path. Maintenance is supported by local funding for bike path maintenance and is consistent with the funding guidelines.

LADOT will also maintain all traffic control devices, including traffic signals, signs, and pavement markings, related to the proposed on-street improvements that are also a part of the funding request.

If you have any questions, please contact Abbass Vajar of my staff at abbass.vajar@lacity.org or (213) 972-4965.

Sincerely,

Pauline Chan
Senior Transportation Engineer
Active Transportation Division

c: Nur Malhis, Bureau of Engineering

CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
STREET LIGHTING
1149 S. BROADWAY, STE. 200
LOS ANGELES, CA 90015

NORMA ISAHAKIAN
EXECUTIVE DIRECTOR

(213) 847-2090
(213) 847-1860 Fax

E-mail: bsl.streetlighting@lacity.org
http://bsl.lacity.org

May 24, 2018

Ms. Laurie Waters
Associate Deputy Director
California Department of Transportation
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF INTENT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

Dear Ms. Waters:

The City of Los Angeles, Bureau of Street Lighting is writing this letter of intent to provide street lighting maintenance for the Bureau of Engineering's Project titled "LA River Greenway,- West San Fernando Valley Gap Closure (Vanalden to Balboa). The street lights which will be installed will be approved from our Engineering Group. This project is for the construction of approximately three (3) miles of Class I bikeway and greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Blvd. Additionally, This project will also integrate a network of local pedestrian and bicycle improvements.

Major benefits from the project for the neighborhood and region include the following:

- more biking for kids to schools
- safe access routes to schools and transits, jobs and recreation
- provide a safe alternative to high speed east-west articles for bicyclists
- creating a continuous path along the LA River

Sincerely,

Hagop Tujian
Division Manager
Bridge, BOE, DOT Ltg. Design
City of Los Angeles
Bureau of Street Lighting

Part A5: Project Schedule

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

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

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

Expected or Past Start Date for PA&ED activities:	7/1/2018
Time to complete the separate CEQA & NEPA studies/approvals:	12 months *(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	6/26/2019

** 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.*

Attach

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date:	8/20/2019
Notice to Proceed with Federally Reimbursable ATP Work:	10/19/2019
Expected or Past Start Date for PS&E activities:	12/31/2019
Time to complete the final Plans, Specification & Estimate:	18 months
Expected or Past Completion Date for the PS&E Phase:	

** 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.*

Attach

Right of Way Project Delivery Phase:

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

Proposed CTC "R/W Allocation" Date:	8/20/2019
Notice to Proceed with Federally Reimbursable ATP Work:	10/19/2019
Expected or Past Start Date for R/W activities:	12/31/2019
Time to complete the R/W Engineering, Acquisition, and Utilities:	24 months
Expected or Past Completion Date for the R/W Phase:	12/20/2021

** 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.*

Attach

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date:	3/15/2022
Notice to Proceed with Federally Reimbursable ATP Work:	5/14/2022
Expected Start Date for Construction activities:	9/15/2022
Time to complete the Construction activities:	48 months
Expected or Past Completion Date for the CON Phase:	8/25/2026

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

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

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

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

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)	10/19/2020
Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)	1/29/2027

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year* *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	340	-		340	-	-	340	-
PS&E	6,800	400	*19/20*	6,400	-	-	6,400	-
R/W	600	500	*19/20*	100	-	-	100	-
CON	44,082	29,082	*21/22*	15,000	-	-	15,000	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**51,822**	**29,982**		**21,840**	**-**	**-**	**21,840**	**-**

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

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

ATP FUNDING TYPE REQUESTED:

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

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

If "Yes", provide a brief explanation. (Max of 50 Words) **Words Remaining:** 10

This project warrants receiving state-only funding due to this project having started relevant work with non-Federal funding. It is the understanding of the City that procedures of the LAPM may affect projects which have started design with non Federal funds.

If "Yes", applicants requesting SHA must also attach an "Exhibit 22-F"

J State only Funding ATP Cycle 4_LARB_Exhibit 22-F_18-0718.pdf [Remove] [Open File]

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:** 11/15/19

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 Department of Public Works (Bureau of Engineering)	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Nur Malhis	(213) 485-4737	Nur.Malhis@lacity.org

Project Title

LA River Greenway, West San Fernando Valley Gap Closure

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

The LA River from Vanalden Ave. to Balboa Blvd., and adjacent on-street connections, centered on the communities of Reseda and Tarzana, in the City of LA's San Fernando Valley.

Component	Implementing Agency
PA&ED	Los Angeles Department of Public Works (Bureau of Engineering)
PS&E	Los Angeles Department of Public Works (Bureau of Engineering)
Right of Way	Los Angeles Department of Public Works (Bureau of Engineering)
Construction	Los Angeles Department of Public Works (Bureau of Engineering)

Legislative Districts

Assembly:	45, 46	Senate:	27	Congressional:	30

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

The LA River Greenway, West San Fernando Valley Gap Closure will transform the non-motorized environment at multiple scales, supporting active transportation goals of the region, County and City. The Gap Closure and adjacent on-street bicycle and pedestrian improvements will provide residents with safe and direct Class I routes, off of high-speed arterials, and to and from retail destinations, 16 schools and colleges, and a senior center, all within a half-mile of the project area. The Greenway will also create new pedestrian routes for walking and recreation, and easy access on foot to Balboa Park.

Purpose and Need

The area within a half-mile of the Gap Closure is currently lacking in safe bicycle and pedestrian facilities. If the gap is closed, these residents will benefit from a new active mode network that links key community destinations. The river channel is currently an unsightly barrier to walking and biking; the project will transform the LA River into asset and important link for residents north and south of the river.

Category	Outputs/Outcomes	Unit	Total
Local Streets and Roads	Pedestrian/Bicycle facilities miles constructed	Miles	2.93
Local Steets and Roads	# Signs, lights, greenway, or other safety/beautification	Miles	2.93
Local Steets and Roads	Intersections modified	Each	6
Local Steets and Roads	Bicycle lane-miles	Feet	410

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

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

Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/19	
Begin Environmental (PA&ED) Phase		07/01/2018
Circulate Draft Environmental Document (Document Type) EIR/EIS		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		06/26/2019
Begin Design (PS&E) Phase		12/31/2019
End Design Phase (Ready to List for Advertisement Milestone)		06/23/2021
Begin Right of Way Phase		12/31/2019
End Right of Way Phase (Right of Way Certification Milestone)		12/20/2021
Begin Construction Phase		09/15/2022
End Construction Phase		08/25/2026
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Additional Information Date: 11/15/19

Exhibit 22-G Project Programming Request (PPR)

Date: 11/15/19

Project Information:					
Project Title:	LA River Greenway, West San Fernando Valley Gap Closure				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Local St			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	100	240	0	0	0	0	0	**340**
PS&E	1,417	1,308	3,575	500	0	0	0	**6,800**
R/W	0	0	570	30	0	0	0	**600**
CON	0	0	0	0	34,082	5,000	5,000	**44,082**
TOTAL	**1,517**	**1,548**	**4,145**	**530**	**34,082**	**5,000**	**5,000**	**51,822**

Notes:

ATP Funds	Infrastructure Cycle 4								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	400	0	0	0	0	**400**	**Notes:**
R/W	0	0	500	0	0	0	0	**500**	
CON	0	0	0	0	29,082	0	0	**29,082**	
TOTAL	**0**	**0**	**900**	**0**	**29,082**	**0**	**0**	**29,982**	

ATP Funds	Non-Infrastructure Cycle 4								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	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 4								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	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**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	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**	

Exhibit 22-G Project Programming Request (PPR)

Date: 11/15/19

Project Information:					
Project Title:	LA River Greenway, West San Fernando Valley Gap Closure				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Local St			

Summary of Non-ATP Funding

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

Fund No. 2:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	100	240	0	0	0	0	0	**340**	Los Angeles Department of Public Works (
PS&E	1,417	1,058	2,425	0	0	0	0	**4,900**	**Notes:**
R/W	0	0	70	30	0	0	0	**100**	Includes Bureau of Sanitation, LADOT,
CON	0	0	0	0	0	0	0	**0**	Rec and Parks, Dept. Water and Power,
TOTAL	**1,517**	**1,298**	**2,495**	**30**	**0**	**0**	**0**	**5,340**	Prop K, General Funds (Staff Charges)

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Los Angeles County
PS&E	0	250	750	500	0	0	0	**1,500**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**250**	**750**	**500**	**0**	**0**	**0**	1,500	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**18/19**	**19/20**	**20/21**	**21/22**	**22/23**	**23/24+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Metro Measure M
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	5,000	5,000	5,000	**15,000**	
TOTAL	**0**	**0**	**0**	**0**	**5,000**	**5,000**	**5,000**	15,000	

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

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

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

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

SECTION 1 - All Projects

Project Background Characters Remaining: 55

Public agency studies include the Army Corps of Engineers ARBOR Study, the LA River Master Plan (2007) and the LA Bike Master Plan. The LA River Greenway is part of the 2016 RTP SCAG Regional Greenway Network. The Greenway will ultimately connect to LA Metro's Los Angeles River Bike Path Gap Closure Project, which will build a bike path along an 8-mile stretch of the Los Angeles River from Elysian Valley through Downtown Los Angeles to the City of Vernon, closing the longest remaining continuous gap in the Los Angeles River Bike Path. Local on-street improvements as well as the Gap Closure itself, are part of the City of LA's Mobility Plan 2035, the City's general plan mobility element.

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

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

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
Nur Malhis		Civil Engineer/Project Manager	

Attachments

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

2) Project Location Map

Part A7: Screening Criteria

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

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

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

   A-7_ATP4_LARGWY_ver02_FINAL_20180727.pdf [Remove] [Open File]

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

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

A-7
RTP Project Consistency & RTP Map

The following documents are included:

2016-2040 RTP/SCS (Adopted Regional Transportation Plan) (8.5" x 11")
Regional Bikeway Network (8.5" x 11")
Transportation System Project List (8.5" x 11")
SCAG 2016-2040 RTP Map (11" x 17")

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

50 YEARS

2016 2040 RTPSCS

THE **2016-2040** REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

ADOPTED

APRIL 2016

OUR VISION

In our vision for the region in 2040, many communities are more compact and connected seamlessly by numerous public transit options, including expanded bus and rail service. People live closer to work, school, shopping and other destinations. Their neighborhoods are more walkable and safe for bicyclists. They have more options available besides driving alone, reducing the load on roads and highways. People live more active and healthy lifestyles as they bike, walk or take transit for short trips. Goods flow freely along roadways, highways, rail lines and by sea and air into and out of the region—fueling economic growth.

Southern California's vast transportation network is preserved and maintained in a state of good repair, so that public tax dollars are not expended on costly repairs and extensive rehabilitation. The region's roads and highways are well-managed so that they operate safely and efficiently, while demands on the regional network are managed effectively by offering people numerous alternatives for transportation.

Housing across the region is sufficient to meet the demands of a growing population with shifting priorities and desires, and there are more affordable homes for all segments of society. With more connected communities, more choices for travel and robust commerce, people enjoy more opportunities to advance educationally and economically. As growth and opportunity are distributed widely, people from diverse neighborhoods across the region share in the benefits of an enhanced quality of life.

With more alternatives to driving alone available, air quality is improved and the greenhouse gas emissions that contribute to global climate change are reduced. Communities throughout Southern California are more prepared to confront and cope with the inevitable consequences of climate change, including droughts and wildfires, heat waves, rising seas and extreme weather. Meanwhile, natural lands and recreational areas that offer people a respite from the busier parts of the region are preserved and protected.

At mid-century, technology has transformed how we get around. Automated cars have emerged as a viable option for people and are being integrated into the overall transportation system. Shared mobility options that rely on instantaneous communication and paperless transactions have matured, and new markets for mobility are created and strengthened.

Above all, people across the region possess more choices for getting around and with those choices come opportunities to live healthier, more economically secure and higher quality lives.

This vision for mid-century, which is built on input received from thousands of people across Southern California, is embodied in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS, or Plan), a major planning document for our regional transportation and land use network. It balances the region's future mobility and housing needs with economic, environmental and public health goals. This long-range Plan, required by the State of California and the federal government, is updated by SCAG every four years as demographic, economic and policy circumstances change. The 2016 RTP/SCS is a living, evolving blueprint for our region's future.

OUR OVERARCHING STRATEGY

It is clear that the path toward realizing our vision will require a single unified strategy, one that integrates planning for how we use our land with planning for how we get around.

Here is what we mean: we can choose to build new sprawling communities that pave over undeveloped natural lands, necessitating the construction of new roads and highways—which will undoubtedly become quickly overcrowded and contribute to regional air pollution and ever-increasing greenhouse gas emissions that affect climate change.

Or, we can grow in more compact communities in existing urban areas, providing neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserving more of the region's remaining natural lands for people to enjoy. This second vision captures the essence of what people have said they want during SCAG outreach to communities across the region.

SCAG acknowledges that more compact communities are not for everyone, and that many residents of our region prefer to live in established suburban neighborhoods. The agency supports local control for local land use decisions, while striving for a regional vision of more sustainable growth.

Within the 2016 RTP/SCS, you will read about plans for "High Quality Transit Areas," "Livable Corridors" and "Neighborhood Mobility Areas." These are a few of the key features of a thoughtfully planned, maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity and an overall higher quality of life. These features embody the idea of integrating planning for how we use land with planning for transportation.

OPTIMIZING THE PERFORMANCE OF THE TRANSPORTATION SYSTEM

The 2016 RTP/SCS earmarks $9.2 billion for Transportation System Management (TSM) improvements. These include extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g., auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, integrated and dynamic corridor congestion management, and other Intelligent Transportation System (ITS) improvements. Recent related initiatives include the Caltrans Advanced Traffic Management (ATM) study for Interstate 105 and the Regional Integration of ITS Projects (RIITS) and Information Exchange Network (IEN) data exchange efforts at Los Angeles Metro.

PROMOTING WALKING, BIKING AND OTHER FORMS OF ACTIVE TRANSPORTATION

The 2016 RTP/SCS plans for continued progress in developing our regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The Plan invests $12.9 billion in active transportation strategies. The Plan also considers new strategies and approaches beyond those proposed in 2012. To promote short trips, these include improving sidewalk quality, local bike networks and neighborhood mobility areas. To promote longer regional trips, these strategies include developing a regional greenway network and continuing investments in the regional bikeway network and access to the California Coastal Trail. Active transportation will also be promoted by integrating it with the region's transit system; increasing access to 224 rail, light rail and fixed guideway bus stations; promoting 16 regional corridors that support biking and walking; supporting bike share programs; educating people about the benefits of active transportation for students; and promoting safety campaigns.

STRENGTHENING THE REGIONAL TRANSPORTATION NETWORK FOR GOODS MOVEMENT

The 2016 RTP/SCS includes $70.7 billion in goods movement strategies. Among these are establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710; connecting to the State Route 60 east-west segment and finally reaching Interstate 15 in San Bernardino County; working to relieve the top 50 regional truck bottlenecks; adding mainline tracks for the Burlington Northern Santa Fe (BNSF) San Bernardino and Cajon Subdivisions and the Union Pacific Railroad (UPRR) Alhambra and Mojave Subdivisions; expanding/modernizing intermodal facilities; building highway-rail grade separations; improving port area rail infrastructure; reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives; and, in the longer term, advancing technologies to implement a zero- and near zero-emission freight system.

LEVERAGING TECHNOLOGY

Advances in communications, computing and engineering—from shared mobility innovations to zero-emission vehicles—can lead to a more efficient transportation system with more mobility options for everyone. Technological innovations also can reduce the environmental impact of existing modes of transportation. For example, alternative fuel vehicles continue to become more accessible for retail consumers and for freight and fleet applications—and as they are increasingly used, air pollution can be reduced. Communications technology, meanwhile, can improve the movement of passenger vehicles and connected transit vehicles. As part of the 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency of Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles that are powered by a gasoline engine when their battery is depleted. The 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances, the additional chargers will create the opportunity to increase the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

IMPROVING AIRPORT ACCESS

Recognizing that the SCAG region is one of the busiest and most diverse commercial aviation regions in the world and that air travel is an important contributor to the region's economic activity, the 2016 RTP/SCS includes strategies for reducing the impact of air passenger trips on ground transportation congestion. Such strategies include supporting the regionalization of air travel demand; continuing to support regional and inter-regional projects that facilitate airport ground access (e.g., High-Speed Train); supporting ongoing local planning efforts by airport operators, county transportation commissions and local jurisdictions; encouraging the development and use of transit access to the region's airports; encouraging the use of modes with high average vehicle occupancy; and discouraging the use of modes that require "deadhead" trips to/from airports (e.g., passengers being dropped off at the airport via personal vehicle).

FOCUSING NEW GROWTH AROUND TRANSIT

The 2016 RTP/SCS plans for focusing new growth around transit, which is supported by the following policies: identifying regional strategic areas for

infill and investment; structuring the Plan on centers development; developing "Complete Communities"; developing nodes on a corridor; planning for additional housing and jobs near transit; planning for changing demand in types of housing; continuing to protect stable, existing single-family areas; ensuring adequate access to open space and preservation of habitat; and incorporating local input and feedback on future growth. These policies support the development of:

- **High Quality Transit Areas (HQTAs):** areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 55 percent of the future employment growth.
- **Livable Corridors:** arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.
- **Neighborhood Mobility Areas (NMAs):** strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit but make many short trips within their urban neighborhoods. NMAs are conducive to active transportation and include a "Complete Streets" approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility devices.

IMPROVING AIR QUALITY AND REDUCING GREENHOUSE GASES

It is through integrated planning for land use and transportation that the SCAG region, through the initiatives discussed in this section, will strive toward a more sustainable region. The SCAG region must achieve specific federal air quality standards. It also is required by state law to lower regional greenhouse gas emissions. California law requires the region to reduce per capita greenhouse gas emissions in the SCAG region by eight percent by 2020—compared with 2005 levels—and by 13 percent by 2035. The strategies, programs and projects outlined in the 2016 RTP/SCS are projected to result in greenhouse gas emissions reductions in the SCAG region that meet or exceed these targets.

PRESERVING NATURAL LANDS

Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. The 2016 RTP/SCS recommends redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework and complements an infill-based approach.

FINANCING OUR FUTURE

To accomplish the ambitious goals of the 2016 RTP/SCS through 2040, SCAG forecasts expenditures of $556.5 billion—of which $275.5 billion is budgeted for operations and maintenance of the regional transportation system and another $246.6 billion is reserved for transportation capital improvements.

Forecasted revenues comprise both existing and several new funding sources that are reasonably expected to be available for the 2016 RTP/SCS, which together total $556.5 billion. Reasonably available revenues include short-term adjustments to state and federal gas excise tax rates and the long-term replacement of gas taxes with mileage-based user fees (or equivalent fuel tax adjustment). These and other categories of funding sources were identified as reasonably available on the basis of their potential for revenue generation, historical precedence and the likelihood of their implementation within the time frame of the Plan.

WHAT WE WILL ACCOMPLISH

Overall, the transportation investments in the 2016 RTP/SCS will provide a return of $2.00 for every dollar invested. Compared with an alternative of not adopting the Plan, the 2016 RTP/SCS would accomplish the following:

- The Plan would result in an eight percent reduction in greenhouse gas emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040—compared with 2005 levels. This meets or exceeds the state's mandated reductions, which are eight percent by 2020 and 13 percent by 2035.
- Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that impact public health in the region.
- The combined percentage of work trips made by carpooling, active transportation and public transit would increase by about four percent,

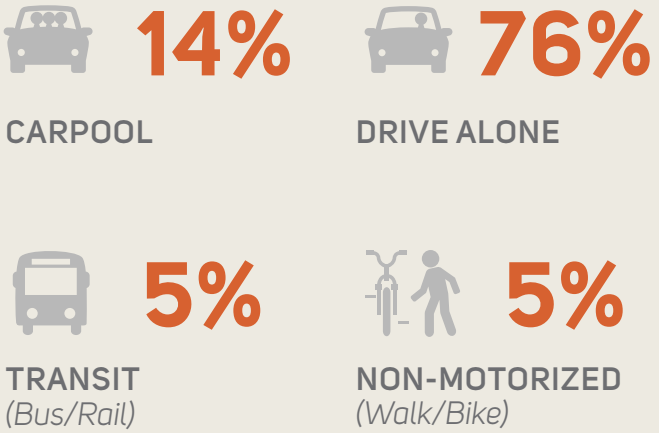
improvements include adding double-tracking, sidings, station improvements and grade separations to increase speed and service levels. However, there is no dedicated long-term funding for commuter and intercity rail to move these projects forward.

ACTIVE TRANSPORTATION

Our region has made steady progress in encouraging people to embrace active transportation, that is, human-powered transportation such as walking and biking. Across our region today, many people live and work in areas where trips are short enough to be completed by walking or biking. Walking and biking as a share of all trips is more than 18 percent in our most urban areas where there are abundant nearby destinations/land uses, yet still reaches 11 percent in rural areas where land uses are less diverse.[7] There is a strong relationship between land use and travel behavior. Land use characteristics play a key role in determining the conditions for and feasibility of walking and biking in a community, due to the sensitivity of these modes to trip length.

[7] California Department of Transportation (2012). California Household Travel Survey.

HOW WE GET TO WORK



Source: SCAG Regional Travel Demand Model

The regional bike network is expanding but remains fragmented. Nearly 500 additional miles of bikeways were built since SCAG's 2012 RTP/SCS, but only 3,919 miles of bikeways exist regionwide, of which 2,888 miles are bike paths/lanes (see EXHIBIT 2.3).

Walking represents nearly 17 percent of all trips in the SCAG region, with the largest share in Los Angeles County. It is how most transit riders reach their station. Most walk trips (83 percent) are less than one half mile; walkers are less likely to travel further because of a lack of pedestrian friendly infrastructure. Routes to stops and stations are often circuitous and/or obstructed, increasing the time it takes to complete a trip by transit and therefore making the choice to use transit less attractive. A study in Los Angeles County found that the most common barriers to station access on foot or bicycle include: long blocks, highway over/underpasses, concerns about safety and security, sidewalk maintenance, legibility/lack of signage and right-of-way constraints leading to limited space for safe walking and biking.[8] Currently, all six counties in the SCAG region are pursuing first/last mile solutions to make transit or border crossing stations more accommodating to active transportation. Their efforts are aided by the Federal Transit Administration (FTA), which has extended the "walk-shed" (the area encircling a destination point) from transit stations from a quarter mile to a half mile, enabling transit funding to be used for larger areas around transit stations.[9] The "bike-shed," as defined through FTA guidance, extends three miles in all directions from a station.

While the number of bicyclists and pedestrians is increasing, so are injuries and fatalities—although not as fast as the growth overall in active transportation. Nevertheless, injuries among those who bike and walk are increasing at a time when the total number of traffic-related injuries and fatalities is dropping regionwide. Improving safety will likely require pursuing innovative strategies (as described in the following sections) to reduce conflicts among bicyclists, pedestrians and automobiles. In 2015, the City of Los Angeles began its Vision Zero Campaign. Vision Zero is a road safety policy that promotes smart behaviors and roadway design that anticipates mistakes, so that collisions do not result in severe injury or death.

[8] Los Angeles County Metropolitan Transportation Authority (2014) First Last Mile Strategic Plan & Planning Guidelines.

[9] Department of Transportation (Friday, August 19, 2011): Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law. Federal Register Volume 76, Number 161 Pages 52046-52053.

Additionally, there are a number of statewide programs and resources to assist local jurisdictions in funding the production of affordable housing. As mentioned in earlier chapters, there are several new funding opportunities to help regions and jurisdictions promote affordable housing. California's Affordable Housing Sustainable Communities (AHSC) program, funded by the statewide Greenhouse Gas Reduction Fund created by Assembly Bill 32, provides funding to certain projects that provide affordable housing through a competitive grant process. Moreover, other programs such as the California Department of Housing and Community Development (HCD)'s Housing-related Parks Program, provides funds to local jurisdictions to maintain and rehabilitate parks and open space based on the number of affordable housing units built. Other opportunities to build housing also include Senate Bill 628 (Beall) and Assembly Bill 2 (Alejo), which allow jurisdictions to establish special reinvestment districts to develop affordable housing and supportive infrastructure and amenities. As the regional MPO, SCAG is committed to providing jurisdictions and stakeholders applying for funding opportunities with data, technical and policy support in order to further the progress of establishing more affordable housing in the region aligned with the goals of the RTP/SCS.

IMPROVING PUBLIC HEALTH

Today, many people in our region suffer from poor health due to chronic diseases related to poor air quality and physical inactivity. Chronic diseases including heart disease, stroke, cancer, chronic lower respiratory disease and diabetes are responsible for 72 percent of all deaths in our region, according to the California Department of Public Health. Furthermore, more than 60 percent of residents are overweight or obese, more than eight percent have diabetes, 27 percent suffer from hypertension and more than 12 percent suffer from asthma, according to the California Health Interview Survey. Health care costs resulting from being physically inactive, obese and overweight and from asthma cost our Southern California region billions of dollars annually in medical expenses, lost life and lost productivity, research shows.[6] For example, one study showed that health care costs resulting from physical inactivity and obesity reached an estimated $41.2 billion in 2006 in California.

A growing body of evidence shows that how a neighborhood is laid out and linked to transportation options can shape the lifestyles that people have—how physically active they are and how safe their everyday lives can be.[7] As a result, regional planning for land use and transportation across the U.S. has increasingly incorporated strategies to improve public health. MPOs such as SCAG are focusing on improving transportation safety, offering people more opportunities to walk, bike and embrace other forms of active transportation, improve first/last mile connections to transit, and improve access to natural lands. They are also pursuing strategies to make neighborhoods more walkable, improve air quality, help people cope with climate change impacts such as extreme heat events, improve accessibility to essential destinations such as hospitals and schools, and work overall toward a transportation system and land use patterns that promote regional economic strength.

One of the challenges that SCAG faces as it strives to improve public health is the sheer size and diversity of our region. Public health varies widely by geographic location, income and race. There is no one size fits all approach to meeting this complex challenge. It requires flexibility and creativity to ensure that initiatives are effective in both rural and urban areas.

To gain more insight on the connection between how we use land and public health, SCAG has identified seven focus areas for further analysis: access to essential destinations, affordable housing, air quality, climate adaptation, economic opportunity, physical activity and transportation safety. For more details, see the Plan's Public Health Appendix.

CONFRONTING A CHANGING ENVIRONMENT

The consequences of continued climate change already are impacting California and more intensified changes are expected. Ongoing drought conditions, water shortages due to less rainfall as well as declining snowpack in our mountains, and an agriculture industry in crisis have become hard realities in recent years. Climate change is transforming the state's natural habitats and overall biodiversity. Continued changes are expected to impact coastlines as sea levels rise and storm surges grow more destructive. Forests will continue to be impacted by drought and wildfire. Climate change also will impact how we use energy and the quality of public health. Our statewide transportation

[6] Peck, C., Logan, J., Maizlish, N., & Van Court, J. (2013). The Burden of Chronic Disease and Injury: California. 2013. California Department of Public Health.

[7] Frank, L. D., Schmid, T. L., Sallis, J. F., Chapman, J., & Saelens, B. E. (2005). "Linking Objectively Measured Physical Activity with Objectively Measured Urban Form: Findings from SMARTRAQ." American Journal of Preventive Medicine, 28(2S2), 117-125.

- Affordable housing requirements
- Reduced parking requirements
- Adaptive reuse of existing structures
- Density bonuses tied to family housing units such as three- and four-bedroom units
- Mixed-use development standards that include local serving retail
- Increased Complete Streets investments around HQTAs. Complete Streets are streets designed, funded and operated to enable safe access for roadway users of all ages and abilities, including pedestrians, bicyclists, motorists and transit riders.

The State of California is also trying to encourage growth around transit with the passage of Senate Bill 743 (SB 743), which seeks to facilitate transit-oriented projects in existing urbanized areas. The bill creates a new exemption from CEQA for certain projects that are residential or employment centers or mixed-used projects located within a Transit Priority Area (TPA), a part of a specific plan with a certified EIR and consistent with the SCS or APS.

Transit Oriented Development, HQTAs and Local Air Quality Impacts

The 2016 RTP/SCS recognizes guidance from the 2005 ARB air quality manual, which recommends limiting the siting of sensitive uses within 500 feet of highways and urban roads carrying more than 100,000 vehicles per day. This ARB guidance is carefully applied in areas that support Transit Oriented Development. Less than 10 percent of HQTAs planned in the 2016 RTP/SCS would fall within 500 feet of highways and highly traveled corridors, according to geographic information system (GIS) analyses. While density is increased in some areas of HQTAs, growth remains constant in areas within 500 feet of highways and urban roads to reflect local input, thereby balancing the growth distribution.

Plan for Growth Around Livable Corridors

The Livable Corridors strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased economic activity and improved mobility options. Since 2006, SCAG has provided technical assistance for 19 planning efforts along arterial roadway corridors. These corridor planning studies focused on providing a better understanding of how corridors function along their entire length. Subsequent research has distinguished the retail density and the specific kinds of retail needed to make these neighborhood nodes destinations for walking and biking.

From a land use perspective, Livable Corridors strategies include a special emphasis on fostering collaboration between neighboring jurisdictions to encourage better planning for various land uses, corridor branding, roadway improvements and focusing retail into attractive nodes along a corridor.

Livable Corridors Network

SCAG identified 2,980 miles of Livable Corridors along arterial roadways discussed in corridor planning studies funded through the Sustainability Planning Grant program and along enhanced bus transit corridors identified by regional partners. However, the land use strategies proposed in the 2016 RTP/SCS are not tied to a specific corridor. Livable Corridors are predominately a subset of the HQTAs, however 154 miles are not designated as HQTAs. These miles were identified in Sustainability Planning Grant projects and are proposed for active transportation improvements and the land use planning strategies described below.

Livable Corridors Strategies

The Livable Corridors concept combines three different components into a single planning concept to model the VMT and greenhouse gas emission reduction benefits:

- **Transit improvements:** The associated county transportation commissions (CTCs) have identified some of these corridors for on-street, dedicated lane Bus Rapid Transit (BRT) or semi-dedicated BRT-light. The remaining corridors have the potential to support other features that improve bus performance. These other features include enhanced bus shelters, real-time travel information, off-bus ticketing, all door boarding and longer distances between stops to improve speed and reliability.
- **Active transportation improvements:** Livable Corridors should include increased investments in Complete Streets to make these corridors and the intersecting arterials safe for biking and walking.
- **Land use policies:** Livable Corridor strategies include the development of mixed-use retail centers at key nodes along the corridors, increasing neighborhood-oriented retail at more intersections and zoning that allows for the replacement of under-performing auto-oriented strip retail between nodes with higher density residential and employment. These strategies will allow more context sensitive density, improve retail performance, combat blight and improve fiscal outcomes for local communities.

to the airport. LAX is also currently not served by any rail, but will be within the next decade via the Crenshaw Line and the Airport Metro Connector. Improving transit bicycling and walking accessibility to our region's passenger rail stations is also critical. Increasing rail feeder bus services in our region to passenger rail stations would reduce the incentive for SOV travel. Establishing more transit services such as OCTA's Stationlink service would provide this incentive. Finally, there is still little BRT or BRT-Lite service in our region outside of Los Angeles County, and establishing more BRT routes to serve rail stations such as the current Omnitrans sbX Green Line and the Riverside Transit Agency's future RapidLink Line 1 will help meet this goal.

Secure Increased Funding and Dedicated Funding Sources: Passenger rail has traditionally lacked dedicated funding streams. Amtrak is funded annually by the U.S. Congress, usually resulting in funding amounts insufficient to meet state of good repair needs or to increase Amtrak's levels of service and expand the network. With local control of the Pacific Surfliner now complete, the State of California has guaranteed funding levels to maintain current service levels (but not to increase service levels) for the first three years. One new funding source is California's Cap-and-Trade Transit and Intercity Rail Capital Program, which received $25 million in FY2014-15 and 10 percent of annual Cap-and-Trade auction proceeds beginning in FY2015-16. This FY2015-16 allocation is currently estimated to be more than $200 million. Similarly, the CHSRA has been given a dedicated Cap-and-Trade funding stream of 25 percent of funds, beginning in FY2015-16 (for FY2014-15 CHSRA received $250 million). FY2015-16 funding is estimated at more than $600 million.

Support Increased TOD and First/Last Mile Strategies: Increased TOD and first/last mile planning and investments are crucial to passenger rail station area planning. Increased and effective TOD improves our region's jobs/housing balance, and it reduces VMT, air pollution and greenhouse gas emissions. First/last mile investments also reduce VMT, air pollution and greenhouse gas emissions and encourage rail users to access rail stations with options other than driving alone.

Implement Cooperative Fare Agreements and Media: Cooperative fare agreements and media also offer opportunities for increasing rail ridership and attracting new riders. For example, the Rail2Rail pass allows Metrolink monthly pass riders who have origin and destination points along the LOSSAN corridor to ride Amtrak. In 2014, the North County Transit District (NCTD) reached an agreement with Caltrans Division of Rail (DOR), in which five daily Pacific Surfliner trains stop at all non-Pacific Surfliner Amtrak (Coaster) stops in San Diego County. This service has proven quite popular and successful. Agreements like this one could be expanded once the California High-Speed Train is built.

Active Transportation

The 2016 RTP/SCS includes $12.9 billion for active transportation improvements, including $8.1 billion in capital projects and $4.8 billion as part of the operations and maintenance expenditures on regionally significant local streets and roads. The Active Transportation portion of the 2016 Plan updates the Active Transportation portion of the 2012 Plan, which has goals for improving safety, increasing active transportation usage and friendliness, and encouraging local active transportation plans. It proposes strategies to further develop the regional bikeway network, assumes that all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. To accommodate the growth in walking, biking and other forms of active transportation regionally, the 2016 Active Transportation Plan also considers new strategies and approaches beyond those proposed in 2012. Among them:

- Better align active transportation investments with land use and transportation strategies to reduce costs and maximize mobility benefits
- Increase the competitiveness of local agencies for federal and state funding
- Develop strategies that serve people from 8–80[5] years old to reflect changing demographics and make active transportation attractive to more people
- Expand regional understanding of the role that short trips play in achieving RTP/SCS goals and performance objectives, and provide a strategic framework to support local planning and project development geared toward serving these trips
- Expand understanding and consideration of public health in the development of local plans and projects.

[5] 8–80 years old is an age span that is used as a shorthand to refer to expanding the potential for all people to use active transportation. The term refers to addressing the needs school aged children who would be conceivably allowed to walk or bike to school unaccompanied if the environment were safer and older senior citizens who prefer physical separation from the noise and speed of vehicles.

6. **Bike Share Services:** Bike share is a point-to-point service combining the convenience of a bicycle with the accessibility of public transportation.[6] Using closely packed bike rental kiosks in heavily urbanized areas, bike share is designed to replace short-distance motor vehicle trips, reduce parking demand and complement local bus services such as DASH in the City of Los Angeles. Most importantly, bike share acts as a first/last mile strategy and it will be closely integrated with high quality transit stations. Los Angeles Metro, Santa Monica and Long Beach are currently implementing bike share within Los Angeles County. Bike share is anticipated to grow beyond these initial areas over the course of the Plan. A pilot program was recently completed in the City of Fullerton, in Orange County. The University of California, Irvine already has a bike share system in place for students and faculty. The regional bike share system will be comprised of about 8,800 bikes and 880 stations/kiosks.

Short Trips Strategies

For the purposes of this RTP/SCS, SCAG considers short trips as any trip less than three miles. These trips are primarily the utilitarian trips we take every day to the store, school or a restaurant. Planning policy objectives, including reducing VMT and greenhouse gas emissions and improving public health, depend highly on our region's ability to address these short trips. That's because trips less than three miles account for 38 percent of all trips in the region. Short trips can easily be taken by walking or biking.

The land use strategies described earlier in this chapter and promoted by the 2016 RTP/SCS seek to improve location efficiency—in other words, minimize the distance between origins and destinations to create even more short trips in the future. The short trip strategies described below aim to ensure that the roadway network evolves to help realize the walkable/bikeable vision advanced by land use strategies in regional and local plans, and improve mobility and reduce travel times in locations that are already considered location-efficient.

7. **Sidewalk Quality:** The Plan calls for 10,500 miles of sidewalks to be repaired or improved. This includes making them Americans with Disabilities Act (ADA) compliant and adding amenities such as exercise spots (logs or other no-maintenance objects that can be used for sitting, stretching or mild exercise) and rest seats for older walkers. These improvements are in addition to sidewalk enhancements incorporated into the other active transportation strategies.

8. **Local Bikeway Networks:** The region's Local Bikeway Networks promote local mobility, while also providing the needed bikeway density to interconnect with the regional bikeway network. The Plan proposes expanding the local bikeway network by an additional 6,016 miles. This is in addition to the 2,760 additional bikeway miles incorporated into other active transportation strategies, bringing total regional, local and greenway bikeway mileage to 12,700.

9. **Neighborhood Mobility Areas:** This strategy is targeted to locations that have a high proportion of short trips due to the mix of land uses, a fairly dense street grid pattern and the presence of locally serving retail destinations. These locations, however, do not benefit from high quality transit. Where Livable Corridors focus on connections to a corridor, Neighborhood Mobility Areas focus on connections within the neighborhood—to schools, places of worship, parks or greenways, and other destinations. SCAG has identified potential locations in the region to establish Neighborhood Mobility Areas. However, the investments proposed in the Plan under this strategy are not tied to a specific community. Some of the practices that inform this concept include: Level of Traffic Stress (LTS) bicycle planning, NEV planning, Plug-in Vehicle (PEV) readiness planning and a geographic analysis of commute trip lengths. These planning practices are based on the idea that non-auto trips increase as the perceived danger and anxiety for the user decreases.

Education/Encouragement Strategies

Getting more people to bike and walk is not just about building the infrastructure. Individuals must feel safe biking and walking. The 2016 RTP/SCS Safety campaigns have two strategies: Safe Routes to School, which focuses on instilling safe habits at a young age while encouraging walking and biking to school; and a Safety/Encouragement campaign, which aims to reach all roadway users through a mix of education and training seminars and encouragement strategies.

10. **Safe Routes to School:** Safe Routes to School is a comprehensive TDM strategy aimed at encouraging children to walk and bicycle to school. It includes a wide variety of implementation strategies centered on the "6 Es"—Education, Encouragement, Engineering,

[6] King County Bike Share Business Plan. (2012). The Bike Share Partnership. Accessed at http://altaplanning.com/wp-content/uploads/King_County_Bike_Share_Business_Plan_0.pdf.

TABLE 6.3.2 CORE AND REASONABLY AVAILABLE REVENUE PROJECTIONS—STATE REVENUE SOURCES

(in Nominal Dollars, Billions)

REVENUE SOURCE	REVENUE PROJECTION ASSUMPTIONS	REVENUE ESTIMATE
State Transportation Improvement Program (STIP)	**Description:** The STIP is a five-year capital improvement program that provides funding from the State Highway Account (SHA) for projects that increase the capacity of the transportation system. The SHA is funded through a combination of state gas excise tax, the Federal Highway Trust Fund, and truck weight fees. The STIP may include projects on state highways, local roads, intercity rail, or public transit systems. The Regional Transportation Planning Agencies (RTPAs) propose 75 percent of STIP funding for regional transportation projects in Regional Transportation Improvement Programs (RTIPs). Caltrans proposes 25 percent of STIP funding for interregional transportation projects in the Interregional Transportation Improvement Program (ITIP). **Assumptions:** Funds are based upon the 2014 Report of STIP Balances County and Interregional Shares, August 1, 2014. Fuel consumption declines in real terms by 0.9 percent due to increasing fuel efficiency in conventional vehicles and adoption of electric and hybrid vehicles.	$9.6
State Highway Operation and Protection Plan (SHOPP)	**Description:** Funds state highway maintenance and operations projects. **Assumptions:** Short-term revenues are based on overlapping 2012 and 2014 SHOPP programs. Long-term forecasts are consistent with STIP forecasts and assume decline in fuel consumption.	$26.7
State Gasoline Sales Tax Swap	**Description:** Prior to 2010, state sales tax on gasoline funded discretionary projects through the Transportation Investment Fund, which distributed revenues to the STIP, local streets and roads, and transit. In 2010, the sales tax revenues were "swapped" for an increased excise tax (initially 17.3 cents) recalculated each year to ensure revenue neutrality. **Assumptions:** The forecast is based on current funding levels as reported by the State Controller. Future revenues grow by 1.8 percent (in real terms) to be revenue neutral consistent with the gasoline sales tax swap.	$15.7
State Transit Assistance Fund (STA)	**Description:** STA is funded from the diesel sales tax and is distributed by population share and revenue share of the transit operators. **Assumptions:** The forecast is based on current funding levels reported by the State Controller. Future funding declines with fuel consumption using assumptions consistent with other sources.	$5.8
Cap-and-Trade Auction Proceeds	**Description:** The Global Warming Solutions Act of 2006 (AB 32) established the goal of reducing greenhouse gas (GHG) emissions statewide to 1990 levels by 2020. In order to help achieve this goal, the California Air Resources Board (ARB) adopted a regulation to establish a Cap-and-Trade program that places a "cap" on the aggregate GHG emissions from entities responsible for roughly 85 percent of the state's GHG emissions. As part of the Cap-and-Trade program, ARB conducts quarterly auctions where it sells emission allowances. Revenues from the sale of these allowances fund projects that support the goals of AB 32, including transit and rail investments. Funds associated with non-transportation investments and High-Speed Rail are not included in this amount. Funds associated with High-Speed Rail are address under Innovative Financing and New Revenue Sources. **Assumptions:** The forecast is based on current revenue estimates from the Legislative Analyst's Office (LAO). The LAO projects statewide revenues to reach a cumulative program total of $15 billion by 2020. Given the uncertainty about future allowance prices, annual growth is assumed to be flat beyond 2020. SCAG's revenue projection for Cap-and-Trade Auction Proceeds is conservative and represents a bottom floor estimate for the region. Proceeds for transportation could be significantly greater.	$3.7
Other State Sources	**Description:** Other state sources include remaining Highway Safety, Traffic, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), Active Transportation Program, and other miscellaneous state grant apportionments for the SCAG region. **Assumptions:** Short-term revenues are based on actual apportionments. Future Active Transportation Program funding declines with fuel consumption using assumptions consistent with other sources.	$2.2
STATE SUBTOTAL		$63.8

Note: Numbers may not sum to total due to rounding.

EVALUATING THE PLAN'S PERFORMANCE: A SUMMARY

COMPARING THE PLAN VS. NO PLAN

Implementation of the 2016 RTP/SCS will secure a safe, efficient, sustainable and prosperous future for our region. To demonstrate how effective the Plan would be toward achieving our regional goals, SCAG conducted a "Plan vs. No Build" (or Baseline) analysis—essentially comparing how the region would perform with and without implementation of the Plan. This analysis is summarized in this chapter. More details on this analysis and its results can be found in the Performance Measures Appendix.

First and foremost, the 2016 RTP/SCS meets all of the federal and state requirements. It meets all provisions for transportation conformity under the federal Clean Air Act. Cleaner fuels and new vehicle technologies will help significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region. The Plan also performs well when it comes to meeting state-mandated targets for reducing greenhouse gas emissions from cars and light trucks. The state-determined targets for the SCAG region are an eight percent per capita reduction in greenhouse gas emissions from automobiles and light trucks by 2020, and a 13 percent reduction by 2035 (compared with 2005 levels). The Plan would result in an eight percent reduction in emissions by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040 as compared to 2005 levels.

Overall, the analysis clearly demonstrates that implementing the 2016 RTP/SCS would result in a regional transportation network that improves travel conditions and air quality, while also promoting an equitable distribution of benefits—that is, social equity. Trips to work, schools and other key destinations would be quicker and more efficient under the Plan. The 2016 RTP/SCS integrates multiple transportation modes, leading to increases in carpooling, demand for transit and use of active transportation modes for trips during peak travel hours and at other times. More specifically, our analysis found that, in comparison to the Baseline, the Plan will:

- Increase the combined percentage of work trips made by active transportation and public transit by about four percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.
- Reduce Vehicle Miles Traveled (VMT) per capita by 7.4 percent and Vehicle Hours Traveled (VHT) per capita by about 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service.
- Increase daily transit travel by nearly one-third, as a result of improved transit service and more transit-oriented development patterns.
- Reduce delay per capita by 39 percent.
- Reduce total heavy duty truck delay by 40 percent.
- Create an estimated 351,000 (or more) additional new jobs annually, due the region's increased competitiveness and improved economic performance that will result from congestion reduction and improvements in regional amenities with implementation of the Plan.
- Reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. Conservation of open space and other rural lands is achieved by focusing new residential and commercial development in higher density areas. Through this strategy of conservation, the Plan provides a solid foundation for more sustainable development in the SCAG region.

The 2016 RTP/SCS also focuses on improving public health outcomes in the SCAG region. Some key performance results include a reduction in our regional obesity rate and reductions in the share of our population that suffers with hypertension and type 2 diabetes. The total annual health costs for respiratory disease will be reduced under the Plan more than 13 percent compared with the Baseline. These public health improvements are the result of investments in active transportation, more walkable communities and improved regional air quality as promoted in the 2016 RTP/SCS.

PERFORMANCE MEASURE 12: AVIATION NOISE IMPACTS

The SCAG region supports the nation's largest regional airport system, in terms of the number of airports and overall aircraft operations operating in a very complex airspace environment. This system has six established air carrier airports, including Los Angeles International (LAX), Burbank Bob Hope, John Wayne, Long Beach, Ontario and Palm Springs. There are also four emerging air carrier airports within the Inland Empire and in North Los Angeles County. These include San Bernardino International Airport, March Inland Port (joint use with March Air Reserve Base), Southern California Logistics Airport and Palmdale Airport (joint use with Air Force Plant 42).

The regional aviation system also includes more than 40 general aviation airports and two commuter airports—for a total of more than 55 public use airports. Although the projected demand for airport capacity has decreased in comparison with what was projected in the 2012 RTP/SCS, there is still moderate growth expected in the future. The challenge is striking a balance between the aviation capacity needs of Southern California and the quality of life for people living near airports. This measure evaluates the impact of aviation noise on neighborhoods close to airports and examines the potential impacts on environmental justice populations specifically.

PERFORMANCE MEASURE 13: ROADWAY NOISE IMPACTS

The SCAG region has an extensive roadway system consisting of more than 70,000 lane miles. It includes one of the country's most extensive HOV lane systems and a growing network of toll lanes, as well as express lanes. The region also has a vast network of arterials and other minor roadways and noise may cause significant environmental concerns. Noise associated with highway traffic depends on a number of factors that include traffic volumes, vehicle speed, vehicle fleet mix (cars, trucks) and the location of the highway with respect to schools, daycare facilities, parks and other "sensitive receptors." According to FHWA guidance, noise impacts occur when noise levels increase substantially in comparison with existing levels. Impacts are assessed in this section by examining how the RTP/SCS affects roadway noise and by determining the population groups that could potentially be most impacted by roadway noise.

PERFORMANCE MEASURE 14: ACTIVE TRANSPORTATION HAZARDS

Encouraging a healthier, more active lifestyle in all of our communities is one of the featured goals of this Plan. Making walking and bicycling safer transportation options is key to attracting more people to choose these alternatives. Bicycling or walking along roadways in close proximity with motor vehicles is often perceived as dangerous, and reducing hazards in the pedestrian and cycling environment is a primary strategy toward achieving our goal of promoting healthier, more active communities.

As a new environmental justice indicator for the 2016 RTP/SCS, Active Transportation Hazards seeks to evaluate incidences of motor vehicle collisions involving bicyclists and pedestrians in our communities, with the goal of promoting an improved environment for active transportation users and encouraging more residents to make the choice to walk or bicycle in their communities. As with other environmental justice performance measures, this indicator will be used to identify patterns of active transportation hazards and potential disparities among our various communities.

PERFORMANCE MEASURE 15: RAIL-RELATED IMPACTS

Freight rail emissions account for five percent of all NOx emissions and four percent of all PM emissions generated by regional goods movement activities, as described in the Goods Movement Appendix. When compared with all regional PM and NOx sources, the contributions by freight rail emissions is even lower. However, environmental pollution from locomotives, rail yards and other rail facilities must be considered, as concentrations of rail activities can cause localized rail-related pollution. In response to input from our federal partners, SCAG developed a summary analysis to address potential environmental justice impacts in areas adjacent to railroads and rail facilities, although further discussion and analysis is recommended. This outcome analyzes environmental justice communities adjacent to railroads and rail facilities, rail impacts to sensitive receptors, and examines environmental justice concerns that may potentially be alleviated by grade separation projects.

PERFORMANCE MEASURE 16: PUBLIC HEALTH IMPACT

A new environmental justice indicator for the 2016 RTP/SCS, the Public Health measure seeks to evaluate the potential disparity among communities in the SCAG region in terms of public health issues that may be associated with historical toxic exposure and local transportation infrastructure. Like the Active Transportation Hazards measure discussed previously, inclusion of this new analysis is intended to further the goal of fostering healthier lifestyle choices in all of our communities. It is a key goal of this Plan to provide more and better opportunities for physical activity and other healthy lifestyle choices throughout the SCAG region.

EXPANDING ACTIVE TRANSPORTATION

There is great potential for walking, biking and other forms of active transportation to expand beyond what is proposed in this 2016 RTP/SCS. Policies designed to reduce greenhouse gas emissions will continue to highlight active transportation as a key step toward a more sustainable region. As transit service expands and a wider range of shared-mobility options become available, active transportation will serve regional mobility, ensuring that people can quickly, easily and safely transfer from one mode of transportation to the next. Active transportation also plays a critical role in helping the region to realize its vision for how it uses land, which includes accommodating more people in vibrant, mixed-use communities and urban centers. Sidewalks and active transportation networks contribute to the attractiveness and economic vitality of mixed-use communities. They also play an important role in reducing congestion and increasing mobility.

EXPANDED REGIONAL GREENWAY NETWORK

New active transportation plans by local jurisdictions will aspire beyond what is considered in the 2016 RTP/SCS Constrained Plan, and as a result new innovative strategies will be tested and proven effective throughout our region. One expected innovation is to create greater physical separations between bicyclists and motor vehicles, particularly on higher-speed streets. Separated bikeways and Class 1 bikeways are considerably more expensive options than installing bike lanes or sharrows, but these more expensive options have been shown to increase ridership.[2] The SCAG region currently has four miles of separated bikeways and these now operate on an "experimental" basis in local jurisdictions such as Long Beach and Redondo Beach. Caltrans is developing guidelines to incorporate separated bikeways into the California Manual for Uniform Traffic Control Devices (MUTCD). Once incorporated, local governments will be able to freely incorporate separated bikeways without incurring liability. In this Strategic Plan, SCAG assumes that our region will have about 230 miles of new separated bikeways converted from bike lanes on arterial streets. As part of the effort to develop separated bikeways, this Strategic Plan envisions greater integration of watershed planning, river rehabilitation, and access for bicyclists and pedestrians. It further envisions the use of open area drainage channels that were once creeks, and the maintenance roads next to them for walking and biking. It envisions greater coordination of rights of way under utility lines.

[2] Chapter 3: Why Choose Separated Bike Lanes? (2015). In Separated Bike Lane Planning and Design Guide. Federal Highway Administration.

EXPANDED BIKE SHARE

Bike Share, an innovative program in which people can share bicycles, can be expanded beyond the 880 stations regionwide that are envisioned in the Constrained Plan. Because it is such a new service, more local jurisdictions may wish to deploy bike share facilities where they can. This Strategic Plan anticipates an additional 1,084 stations regionwide, should funding become available.

FIRST/LAST MILE

The first/last mile challenge, which deters many people from using transit, can be alleviated as more than 200 high quality transit stations identified in the Strategic Plan Project List increases to nearly 700 stations as urban areas become more developed and more bus routes offer people higher quality transit choices.

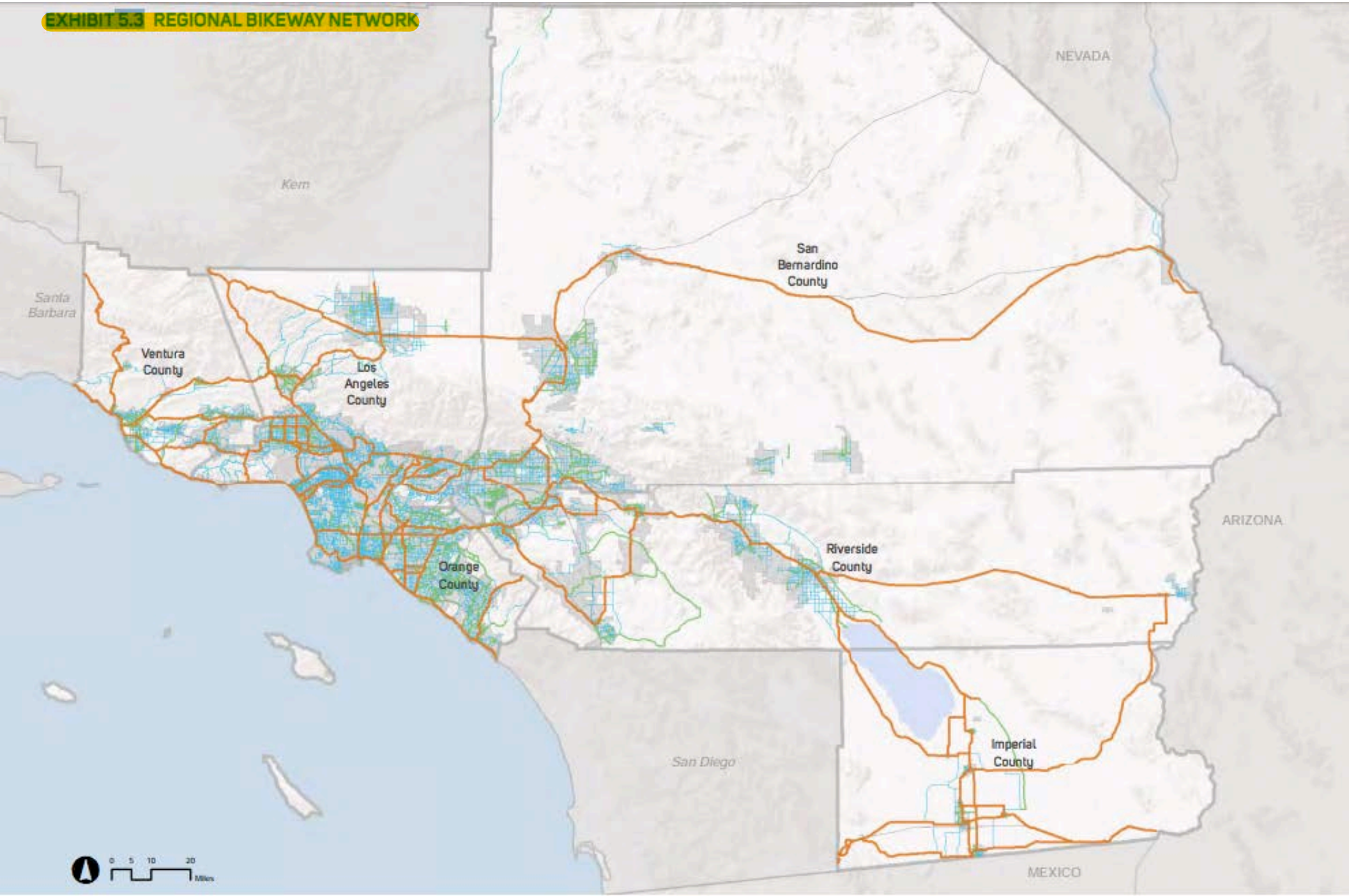
LIVABLE CORRIDORS

Pedestrian travel will also increase substantially as a consequence of higher density development. New treatments installed as part of routine roadway maintenance, such as bulb-outs, sanctuary islands and innovative midblock crossing signals such as the high-intensity activated crosswalk beacon (commonly referred to as "HAWK") will increase pedestrian safety. These treatments will expand livable corridors by 93 percent beyond the 16 areas in the Constrained Plan into new areas focusing on transit growth and new "village" development along new corridors. Funding for some of these treatments will come during the development process, through focused developer fees, or by pursuing other innovative funding strategies. Meanwhile, bicycle treatments such as bike racks and long-term secure bike parking will increase the convenience of biking.

NEIGHBORHOOD MOBILITY AREAS

Utilizing Complete Streets principles and applying them aggressively in the planning and implementation of neighborhood roadway improvements will increase mobility further. Traffic calming, combined with land use changes, will provide more opportunities for bicycling and walking in less urban settings such as local "village areas" with sidewalk café seating and local farmers markets. Connections to these villages will be promoted by strategies that tackle the first/last mile challenge that transit faces. Bicycle boulevards and other lower-speed streets that give bicycles priority have been shown to be effective at calming traffic, while increasing safety and bicyclist connectivity. This Strategic Plan sees local governments increasing the use of Complete Streets principles in their roadway improvements, expanding these areas beyond what is in the

EXHIBIT 5.3 REGIONAL BIKEWAY NETWORK



(Source: SCAG)

Transit Integration Strategies:

4. First/last mile (to transit)
5. Livable Corridors
6. Bike Share Services

Short Trips Strategies:

7. Sidewalk Quality
8. Local Bikeway Networks
9. Neighborhood Mobility Areas

Education/Encouragement Strategies:

10. Safe Routes to School
11. Safety/Encouragement Campaigns

Regional Trips Strategies

Developing the following networks will serve those longer trips that people make less frequently, but add to total miles traveled. They are primarily biking trips for commuting and recreation. Although trips covering the full length of these corridors may be a small percentage of active transportation travel, the networks provide a backbone for shorter trips, much in the way the Interstate Highway system is used by many people as a bypass for short trips from one on-ramp to the next off-ramp. Completing the following networks are key strategies for promoting regional trips:

1. **Regional Greenway Network (RGN):** The planned RGN is a 2,200-mile system of separated bikeways mostly using riverbeds, drainage channels and utility corridors. The RGN is a sub-component of the regional bikeway network. This strategy provides the opportunity to better integrate urban green space, active transportation and watershed management, providing new urban green space for residents to go to for travel and recreation, including low-stress access to the California Coastal Trail. Benefits include increased health, improved safety and enhanced quality of life. These low-stress bikeways, connected to the regional bikeway network and local bikeways, should provide an attractive option for those bicyclists who do not wish to ride along roadways with motor vehicles. They include the High Desert Corridor; Santa Ana River Trail; OC Loop; Los Angeles River; San Gabriel River; San Jose Creek; Rio Hondo River; Ballona Creek; Bike Route 33; and CVLink.
2. **Regional Bikeway Network (RBN):** The planned RBN consists of 2,220 miles of interconnected bikeways that connect to cities, local bikeways and destinations. It includes the RGN and has designated routes and wayfinding signage that help bicyclists easily understand the route structure and destinations. The primary purpose is to serve regional trips, commuting and recreational bicycling. Using locally existing and planned local bikeways as the foundation, the RBN closes gaps, connects cities and provides a regional backbone for local bikeways and greenways. By having assigned route names/numbers, bicyclists can more easily travel across jurisdictions without having to frequently consult maps or risk having bikeways end on busy streets. It is anticipated that trips longer than three miles will likely be used in part on the RBN. SCAG has developed 12 regionally significant bikeways that connect the region. These include Bike Route 66; Bike Route 10; Bike Route 126; Pacific Coast Bike Route; Bike Route 5; Santa Ana River Trail; High Desert Corridor; Bike Route 33; Los Angeles River; San Gabriel River; Bike Route 86; and Bike Route 76 (see EXHIBIT 5.3).
3. **California Coastal Trail (CCT)Access:** Trails along the coast of California have been utilized as long as people have inhabited the region. The CCT was established by the Coastal Act of 1976 to develop a "continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized transportation." The 2016 RTP/SCS Active Transportation Appendix identifies the improvements necessary to help complete the portions of the CCT in Ventura, Los Angeles and Orange counties and to provide biking and walking access to the CCT.

Transit Integration Strategies

Transit Integration refers to a suite of strategies designed to better integrate active transportation and transit by improving access for pedestrians, bicyclists and other people traveling under their own power around transit stations. Active transportation projects that fall within this suite of strategies are particularly competitive for Cap-and-Trade funding programs. They include the Affordable Housing and Sustainable Communities Program, which aims

TRANSPORTATION SYSTEM
PROJECT LIST

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

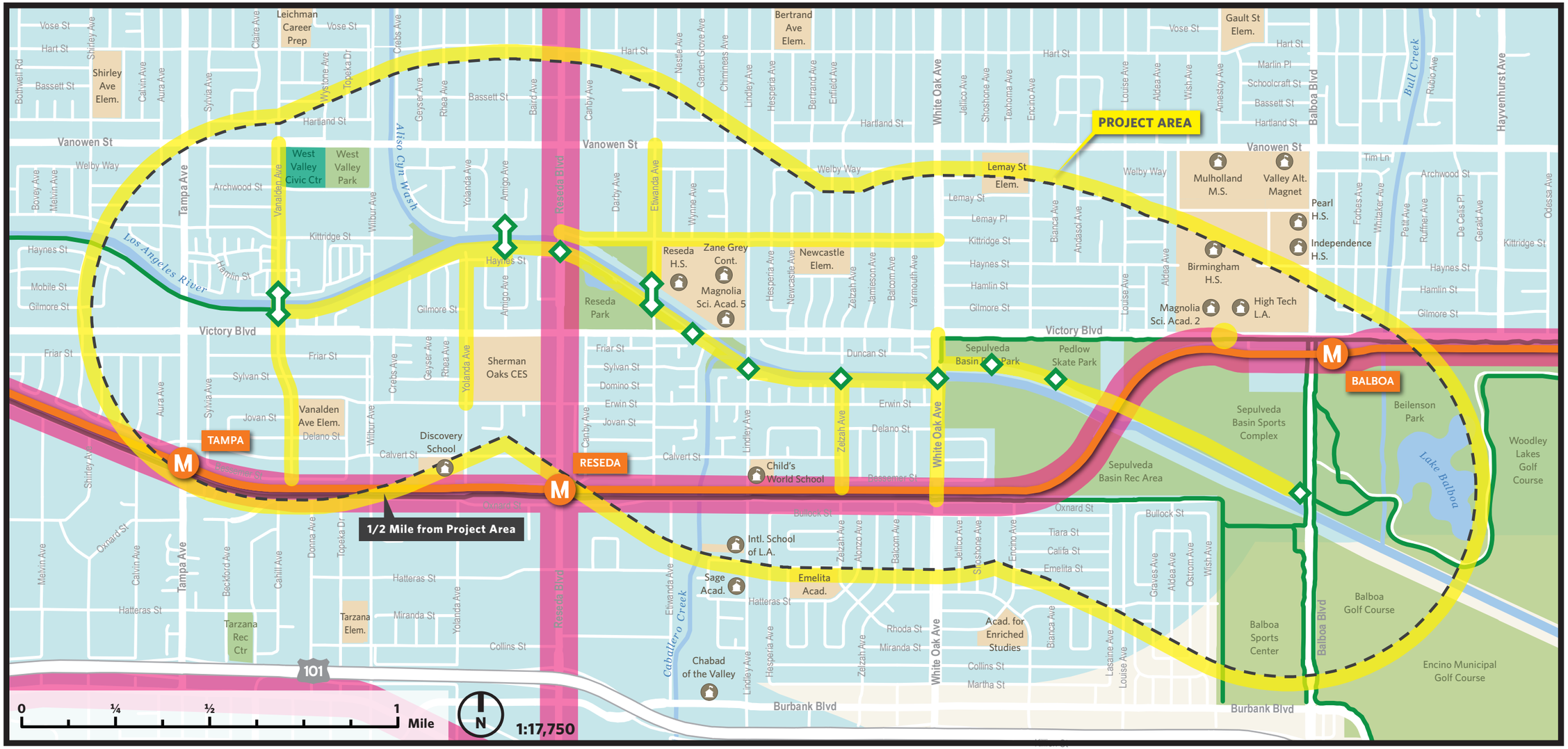
2016 2040 RTPSCS

APPENDIX

ADOPTED | APRIL 2016

TABLE 4 Strategic Projects - Continued

County	System	RTP ID	Route #	Route Name	From	To	Description	Lead Agency
LOS ANGELES	LOCAL HIGHWAY	S1160039		WASHINGTON BLVD	110 FWY	NORMANDIE	WASHINGTON BL STREETSCAPE IMPROVEMENT (WASHINGTON BL BETWEEN 110 FWY AND NORMANDIE): IMPROVE PED CONNECTIVITY TO TRANSIT STOPS AT KEY INTERSECTIONS ALONG WASHINGTON (@VERMONT, NORMANDIE & HOOVER) INCLUDING ENHANCED CROSSWALKS, MEDIANS, LIGHTING, BUS STOP AMENITIES, INFORMATION KIOSKS, STREET TREES, ETC.	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160158		WASHINGTON BLVD	ADMIRALTY WAY	PACIFIC AVE	WASHINGTON BL - PROPOSED CYCLE TRACK: WASHINGTON BL FROM ADMIRALTY WAY TO PACIFIC AV	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160173		WESTWOOD BLVD	PICO BLVD	UCLA	WESTWOOD EXPRESSPARK (WESTWOOD BL BETWEEN PICO BL AND UCLA): IMPLEMENT AN ON-STREET INTELLIGENT PARKING PROGRAM THAT INCLUDES VEHICLE SENSORS, DYNAMIC DEMAND-BASED PRICING AND A REAL-TIME PARKING GUIDANCE SYSTEM TO REDUCE VMT, CONGESTION AND TO IMPROVE FLOW FOR CARS/BUSES.	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160001					RAILS-TO-TRAILS CONVERSIONS INCORPORATING BIKE/ PED PATHS AND GREENWAYS IN PLACE OF ABANDONED, OR, ALONGSIDE ACTIVE RAIL LINES AS WELL AS OTHER UNDERUTILIZED EASEMENTS AND RIGHTS-OF-WAY	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160003					IMPLEMENT CITY OF LA BICYCLE ENHANCED NETWORK AS DEFINED IN THE MOBILITY PLAN 2035	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160004					IMPLEMENT LOS ANGELES SAFE ROUTES TO SCHOOL INITIATIVE TO PROVIDE TARGETED SAFETY IMPROVEMENTS AT SCHOOLS WITH HIGH COLLISION RATES. IMPROVEMENTS MAY INCLUDE NEW TRAFFIC SIGNALS, CURB EXTENSIONS, WIDER SIDEWALKS, NEW CROSSWALKS, TRAFFIC CALMING MEASURES, ETC.	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160005					IMPLEMENT CITY OF LA PEDESTRIAN ENHANCED DISTRICTS AS DEFINED IN MOBILITY PLAN 2035.	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160006					IMPLEMENT THE PROGRAMS IDENTIFIED IN THE CITY OF LOS ANGELES MOBILITY PLAN 2035	LOS ANGELES
LOS ANGELES	LOCAL HIGHWAY	S1160008					COMPLETION OF THE LA RIVER BIKE PATH PROJECT TO CONNECT DOWNTOWN LOS ANGELES TO THE SAN FERNANDO VALLEY	LOS ANGELES



Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- School
- Park/Open Space
- Public Facility

Transit/Active Transportation Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- Class I Bicycle/Pedestrian Greenway
- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point

SCAG 2016-2040 RTP Analysis Zones

- SCAG 2016 RTP High Quality Transit Area (HQTA)
- SCAG 2016 RTP Liveable Corridor

High Quality Transit Areas (HQTAs): areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 55 percent of the future employment growth.

Livable Corridors: arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.

SCAG 2016-2040 RTP: pg 8

ENGINEERING
CITY OF LOS ANGELES

A-7: SCAG 2016-2040 RTP MAP

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-1-A_DAC Map_FINAL_MB_20180722.pdf | Remove | Open File

B. Identification of Disadvantaged Community: (0 points)

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

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

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2012-2016 American Community Survey (ACS) (<$51,026). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

Census Tract/Block Group/Place #	Population	MHI
1310.20	6,049	55,313
1325.02	4,062	42,316
1327	5,394	46,667
1329	3,838	79,524
1331	5,771	45,540

Lowest median household income from above (autofill): $ **42,316** (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: $ **52,808.08**
(to be used for severity calculation only)

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

B-1-B_FactFinder Printouts_FINAL_20180726.pdf | Remove | Open File

C. Direct Benefit: (0 - 4 points)

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

Words Remaining: 2

Disadvantaged-community residents will receive non-motorized routes to/from retail destinations, 18 schools, West Valley Civic Center, and a senior center, all within the Project Area (1/2 mi from LA River). The Greenway will also create new pedestrian routes for walking and jogging, and easy access on foot to Balboa Park/Sepulveda Basin, including the dog park and farmer's market on its northwest edge. Access to these destinations will help to encourage physical activity.

At a larger scale, within the LA River Greenway One Hour Bikeshed in the West San Fernando Valley, over 164,000 people will be connected to over 48,000 jobs, which includes major job centers in Warner Center, and the Westfield Topanga shopping mall, both at the western end of the Greenway. On its eastern edge, the Gap Closure will provide access to Balboa Park/Sepulveda Basin, a multi-use regional recreational amenity with new planned facilities for the LA2028 Olympics.

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

Words Remaining: 23

A concentration of disadvantaged community residents are centered around where the LA River intersects with Reseda Blvd. Nice access points will

Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- Park/Open Space
- Public Facility

Transit/Active Transportation Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- Existing Class I Bicycle/Pedestrian Greenway
- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point

Disadvantaged Communities

- Public School Within ½ mi of Project Area: ≥75% Eligible Free or Reduced-Price Meals
- Public School Within ½ mi of Project Area: <75% Eligible Free or Reduced-Price Meals
- Other School
- Median HH Income < $51,026
- CalEnviro Screen Score ≥ 39.34 *(Most Disadvantaged 25% in CA)*
- Study Area Census Tract Boundary
- Census Tract Boundary

ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

B-1-A: PROJECT LOCATION MAP: DISADVANTAGED COMMUNITIES

S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2016 INFLATION-ADJUSTED DOLLARS)

2012-2016 American Community Survey 5-Year Estimates

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Subject	Census Tract 1310.20, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,613	+/-78	55,313	+/-21,730
One race--				
White	67.3%	+/-5.2	51,181	+/-10,749
Black or African American	4.7%	+/-2.5	38,750	+/-29,987
American Indian and Alaska Native	0.0%	+/-2.0	-	**
Asian	13.9%	+/-3.3	68,289	+/-38,029
Native Hawaiian and Other Pacific Islander	0.0%	+/-2.0	-	**
Some other race	11.9%	+/-4.0	95,909	+/-29,661
Two or more races	2.2%	+/-1.8	-	**
Hispanic or Latino origin (of any race)	50.5%	+/-5.8	52,240	+/-23,840
White alone, not Hispanic or Latino	28.1%	+/-5.2	55,000	+/-29,444
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	1.4%	+/-1.8	-	**
25 to 44 years	38.4%	+/-6.3	51,630	+/-14,151
45 to 64 years	46.7%	+/-6.3	70,625	+/-14,555
65 years and over	13.4%	+/-3.9	36,944	+/-15,721
FAMILIES				
Families	1,243	+/-107	65,446	+/-14,124
With own children of householder under 18 years	50.4%	+/-6.8	56,875	+/-14,252
With no own children of householder under 18 years	49.6%	+/-6.8	69,621	+/-13,823
Married-couple families	67.5%	+/-9.6	72,750	+/-4,713
Female householder, no husband present	19.5%	+/-6.4	52,969	+/-9,556
Male householder, no wife present	13.0%	+/-6.4	50,550	+/-7,925
NONFAMILY HOUSEHOLDS				
Nonfamily households	370	+/-103	-	**
Female householder	44.3%	+/-14.7	-	**
Living alone	36.5%	+/-14.8	10,824	+/-2,107

Subject	Census Tract 1310.20, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Not living alone	7.8%	+/-9.4	-	**
Male householder	55.7%	+/-14.7	31,786	+/-18,847
Living alone	41.6%	+/-16.9	27,083	+/-20,234
Not living alone	14.1%	+/-10.3	-	**
PERCENT ALLOCATED				
Household income in the past 12 months	56.5%	(X)	(X)	(X)
Family income in the past 12 months	58.9%	(X)	(X)	(X)
Nonfamily income in the past 12 months	42.2%	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

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MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2016 INFLATION-ADJUSTED DOLLARS)

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Subject	Census Tract 1325.02, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,288	+/-51	42,316	+/-7,319
One race--				
White	70.0%	+/-8.4	44,471	+/-11,685
Black or African American	4.9%	+/-3.9	41,250	+/-14,549
American Indian and Alaska Native	0.0%	+/-2.5	-	**
Asian	13.0%	+/-4.0	20,625	+/-16,848
Native Hawaiian and Other Pacific Islander	0.0%	+/-2.5	-	**
Some other race	6.9%	+/-5.3	55,982	+/-34,461
Two or more races	5.1%	+/-3.9	-	**
Hispanic or Latino origin (of any race)	35.6%	+/-5.5	42,861	+/-4,993
White alone, not Hispanic or Latino	42.9%	+/-6.4	57,813	+/-14,186
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	3.2%	+/-3.5	-	**
25 to 44 years	26.7%	+/-7.5	48,750	+/-25,194
45 to 64 years	46.0%	+/-6.8	51,071	+/-18,988
65 years and over	24.1%	+/-5.7	16,116	+/-9,099
FAMILIES				
Families	938	+/-94	49,318	+/-9,027
With own children of householder under 18 years	47.8%	+/-8.6	43,793	+/-11,828
With no own children of householder under 18 years	52.2%	+/-8.6	52,391	+/-9,870
Married-couple families	49.4%	+/-10.8	57,135	+/-14,459
Female householder, no husband present	38.3%	+/-9.8	41,526	+/-3,392
Male householder, no wife present	12.4%	+/-6.6	-	**
NONFAMILY HOUSEHOLDS				
Nonfamily households	350	+/-90	-	**
Female householder	71.4%	+/-13.9	12,254	+/-5,725
Living alone	62.9%	+/-14.1	11,970	+/-594

Subject	Census Tract 1325.02, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Not living alone	8.6%	+/-10.6	-	**
Male householder	28.6%	+/-13.9	40,000	+/-17,640
Living alone	16.3%	+/-9.0	30,688	+/-14,490
Not living alone	12.3%	+/-12.2	-	**
PERCENT ALLOCATED				
Household income in the past 12 months	43.8%	(X)	(X)	(X)
Family income in the past 12 months	45.6%	(X)	(X)	(X)
Nonfamily income in the past 12 months	36.9%	(X)	(X)	(X)

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Subject	Census Tract 1327, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,528	+/-38	46,667	+/-15,502
One race--				
White	72.8%	+/-5.6	55,313	+/-20,636
Black or African American	0.6%	+/-1.0	-	**
American Indian and Alaska Native	0.0%	+/-2.1	-	**
Asian	9.2%	+/-2.4	-	**
Native Hawaiian and Other Pacific Islander	0.0%	+/-2.1	-	**
Some other race	16.2%	+/-4.9	39,750	+/-29,954
Two or more races	1.1%	+/-1.4	-	**
Hispanic or Latino origin (of any race)	47.7%	+/-5.2	42,708	+/-11,528
White alone, not Hispanic or Latino	42.9%	+/-4.9	59,489	+/-24,534
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	1.2%	+/-2.0	-	**
25 to 44 years	38.5%	+/-7.2	59,375	+/-33,952
45 to 64 years	43.7%	+/-7.1	55,625	+/-25,957
65 years and over	16.6%	+/-4.4	45,292	+/-14,693
FAMILIES				
Families	1,184	+/-108	46,750	+/-15,564
With own children of householder under 18 years	51.6%	+/-9.2	41,991	+/-8,045
With no own children of householder under 18 years	48.4%	+/-9.2	59,196	+/-18,207
Married-couple families	64.3%	+/-8.4	67,036	+/-13,294
Female householder, no husband present	21.9%	+/-6.3	27,578	+/-25,003
Male householder, no wife present	13.9%	+/-5.8	31,750	+/-23,953
NONFAMILY HOUSEHOLDS				
Nonfamily households	344	+/-102	44,674	+/-21,284
Female householder	61.9%	+/-15.2	-	**
Living alone	32.0%	+/-13.9	20,417	+/-15,586

Subject	Census Tract 1327, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Not living alone	29.9%	+/-16.6	70,694	+/-63,383
Male householder	38.1%	+/-15.2	47,708	+/-26,758
Living alone	24.4%	+/-14.5	-	**
Not living alone	13.7%	+/-9.7	-	**
PERCENT ALLOCATED				
Household income in the past 12 months	46.8%	(X)	(X)	(X)
Family income in the past 12 months	47.0%	(X)	(X)	(X)
Nonfamily income in the past 12 months	34.0%	(X)	(X)	(X)

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Subject	Census Tract 1329, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,294	+/-52	79,524	+/-27,806
One race--				
White	87.9%	+/-4.0	83,958	+/-25,746
Black or African American	1.0%	+/-1.6	-	**
American Indian and Alaska Native	0.0%	+/-2.5	-	**
Asian	7.6%	+/-2.7	-	**
Native Hawaiian and Other Pacific Islander	0.0%	+/-2.5	-	**
Some other race	3.6%	+/-2.6	103,214	+/-96,271
Two or more races	0.0%	+/-2.5	-	**
Hispanic or Latino origin (of any race)	15.1%	+/-4.3	60,441	+/-29,362
White alone, not Hispanic or Latino	76.3%	+/-5.3	98,218	+/-24,660
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	2.7%	+/-2.6	52,396	+/-19,212
25 to 44 years	28.4%	+/-6.6	121,328	+/-30,306
45 to 64 years	39.9%	+/-6.6	99,236	+/-23,449
65 years and over	29.1%	+/-4.7	43,571	+/-12,069
FAMILIES				
Families	934	+/-84	99,688	+/-16,986
With own children of householder under 18 years	29.4%	+/-7.5	113,173	+/-17,757
With no own children of householder under 18 years	70.6%	+/-7.5	78,795	+/-22,138
Married-couple families	80.4%	+/-7.1	113,424	+/-13,195
Female householder, no husband present	14.8%	+/-6.8	52,614	+/-15,818
Male householder, no wife present	4.8%	+/-4.3	75,461	+/-59,977
NONFAMILY HOUSEHOLDS				
Nonfamily households	360	+/-79	42,115	+/-22,535
Female householder	69.2%	+/-12.5	34,453	+/-12,017
Living alone	52.5%	+/-13.4	25,139	+/-14,445

Subject	Census Tract 1329, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Not living alone	16.7%	+/-10.9	60,294	+/-18,033
Male householder	30.8%	+/-12.5	141,563	+/-109,941
Living alone	18.9%	+/-9.7	-	**
Not living alone	11.9%	+/-10.1	162,721	+/-33,805
PERCENT ALLOCATED				
Household income in the past 12 months	47.9%	(X)	(X)	(X)
Family income in the past 12 months	46.4%	(X)	(X)	(X)
Nonfamily income in the past 12 months	50.0%	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2016 INFLATION-ADJUSTED DOLLARS)

2012-2016 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 1331, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,971	+/-79	45,540	+/-7,617
One race--				
White	80.7%	+/-4.2	41,548	+/-5,144
Black or African American	3.6%	+/-2.6	-	**
American Indian and Alaska Native	0.0%	+/-1.6	-	**
Asian	5.1%	+/-2.0	147,321	+/-59,801
Native Hawaiian and Other Pacific Islander	0.0%	+/-1.6	-	**
Some other race	9.4%	+/-2.7	52,125	+/-29,452
Two or more races	1.2%	+/-1.1	-	**
Hispanic or Latino origin (of any race)	30.2%	+/-4.3	36,705	+/-8,438
White alone, not Hispanic or Latino	59.9%	+/-5.3	47,652	+/-8,960
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	1.9%	+/-1.6	-	**
25 to 44 years	27.3%	+/-5.2	42,337	+/-18,492
45 to 64 years	38.2%	+/-5.2	73,542	+/-19,427
65 years and over	32.6%	+/-3.8	33,456	+/-9,724
FAMILIES				
Families	1,165	+/-102	51,835	+/-7,366
With own children of householder under 18 years	43.2%	+/-6.8	32,340	+/-10,352
With no own children of householder under 18 years	56.8%	+/-6.8	74,000	+/-23,133
Married-couple families	72.8%	+/-7.4	68,125	+/-26,275
Female householder, no husband present	18.8%	+/-6.9	25,089	+/-16,779
Male householder, no wife present	8.4%	+/-4.1	-	**
NONFAMILY HOUSEHOLDS				
Nonfamily households	806	+/-97	34,900	+/-15,701
Female householder	55.1%	+/-9.5	40,513	+/-12,540
Living alone	37.1%	+/-8.0	20,150	+/-9,461

Subject	Census Tract 1331, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Not living alone	18.0%	+/-7.3	80,156	+/-58,294
Male householder	44.9%	+/-9.5	28,500	+/-25,461
Living alone	37.1%	+/-8.7	-	**
Not living alone	7.8%	+/-5.0	-	**
PERCENT ALLOCATED				
Household income in the past 12 months	40.1%	(X)	(X)	(X)
Family income in the past 12 months	38.7%	(X)	(X)	(X)
Nonfamily income in the past 12 months	42.1%	(X)	(X)	(X)

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While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

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directly connect disadvantaged community residents in the project area to the Greenway; these access points are located at Vanalden Ave, Wilbur Ave, Amigo Ave, Reseda Blvd, Etiwanda Ave/Reseda Park, Lindley Ave, Zelzah Ave, and White Oak Ave. Closing the Greenway gap will enable direct non-motorized access to jobs for the nearly 30% of low-income households who are rent-burdened within a half-mile of both the Gap Closure and the Continuous Greenway (Healthy Places Index data, Attachment K-4) Residents within a half-mile of the Gap Closure (the Project Area) will have access via a continuous off-street path to the job centers at the western end of the Greenway.

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

Words Remaining: 3

Disadvantaged community residents were engaged about the Gap Closure project at the Reseda Family Festival and Safety Fair on June 2nd, 2018. At the event, held at Reseda High School and Reseda Park, 29 of of the 54 respondents (54%) lived in project area zip codes where the majority of residents are low-income and 63% reported that they live in the project area. Many respondents listed the streets included in the project area as unsafe and inaccessible, including Reseda Blvd., LindleyAve. and Etiwanda Ave, which are proposed access points to the Greenway. Seven percent said they would use it for commuting and travel, 30% said they would use it for recreation and exercise, and 63% said they would use it for both. All respondents said that they would use the new walking and biking path. Street safety and connectivity to jobs, schools and transit were major concerns.

Attach Documentation

B-1-C_DAC Public Participation Documents_ver03_FINAL_20180727.pdf | Remove | Open File

D. Project Location: (0 - 2 points)

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

E. Severity: (0 - 4 points)

a. Auto calculated

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

B-1-C
DAC Public Participation Documents

The following documents are included:

Summary Results of Survey Questionnaire (8.5" x 11")
West Valley DAC/Zip Code Map (11" x 17")

See B-4-E2 Public Participation documents for additional information.

The most recent prior outreach events were held for the feasibility study conducted in winter 2016 and spring of 2017, focused on the entire 13-mile San Fernando Valley River Greenway. By contrast, the recent outreach events for the Gap Closure were specifically targeted to local residents, particularly those who live in disadvantaged zip codes in close proximity to the Gap Closure. This approach delivered meaningful input on local concerns, travel behaviors and desired project features.

Reseda High School conducted outreach and publicized the Reseda Family Festival and Safety Fair in both English and Spanish. The event, held on Saturday, June 2nd, was in memory of a Reseda High School student killed on Easter while cycling on nearby streets, about one mile from the project area. The City of LA coordinated with event organizers to set up a booth, where city staff engaged residents and distributed project overview materials and a survey in English and Spanish.

Fifty-four people filled out the survey asking about their relationship to the project area, where and how often they ride bikes on local streets, which intersections they consider unsafe, and how they would use the completed LA River Greenway, including which destinations they would access. The same survey was carried out on Sunday, June 10, 2018 with eight respondents at the Encino Farmer's Market in Balboa Park.

Event #1: Booth at Reseda High School and Reseda Park (Reseda Family Festival and Safety Fair)

Date: 6/02/2018
No of Signatures: 62
No. of Survey Respondents: 54

Zip Code	No. of Respondents	% of Respondents
91316	1	2%
91335	21	39%
91356	1	2%
91406	6	11%
Other	25	46%
TOTAL	54	100%

Note: 54% of respondents came from disadvantaged communities

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

1. What is your relationship to the project area?

Category	No. of Respondents	% of Respondents
I live in the project area	34	63%
I am visiting the project area	17	31%
I work in the project area	3	6%
TOTAL	54	100%

2. What streets in the project area do you currently walk or bike on?

The results indicated that the streets are

- Balboa
- Lindley
- Oxnard,
- Reseda
- Roscoe
- Saticoy
- Tampa
- Topham
- Vanowen
- Victory
- Wilbur

3. How often do you walk or ride your bike in the area?

Category	No. of Respondents	% of Respondents
Daily	15	28%
Weekly	18	33%
Monthly	8	15%
Less than Monthly	13	24%
TOTAL	54	100%

4. What intersections or streets do you find unsafe or inaccessible?

- Balboa
- Burnet
- Etiwanda
- Kittridge
- Lindley
- Oxnard
- Reseda
- Sherman
- Tampa
- Vanowen
- Victory
- Winnetka
- Yolanda
- Streets without bike lanes

5. Which of the following would you see yourself using a new LA River walking /biking path for?

Category	No. of Respondents	% of Respondents
Commuting and Travel	4	7%
Recreation and Exercise	16	30%
Commuting and Travel, Recreation and Excursive	34	63%
I wouldn't use the path	0	0%
TOTAL	54	100%

6. What are important designations you would use the LA River walking and biking path to travel to?

- Anywhere
- Balboa
- Bike Path along LA River
- Home
- Mall
- Metro Areas
- Northridge
- Parks
- Reseda
- Restaurants
- School
- Sepulveda Blvd

7. Which of the following would you like to see addressed (Select all that apply)?

Category	No. of Respondents	% of Respondents
High Speed of Car Traffic	28 of 54	51%
Amount of Car Traffic	25 of 54	52%
Bike and pedestrian connectivity to employment centers, schools, transit	27 of 54	41%
Unsafe street crossings	22 of 54	46%

8. Do you have any other comments you would like to add?

- Awareness towards drivers that bikers are in the vicinity
- Homeless prevention
- Create a safe bike and pedestrian path

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

Event #2: Pop-up booth at Encino Farmer's Market

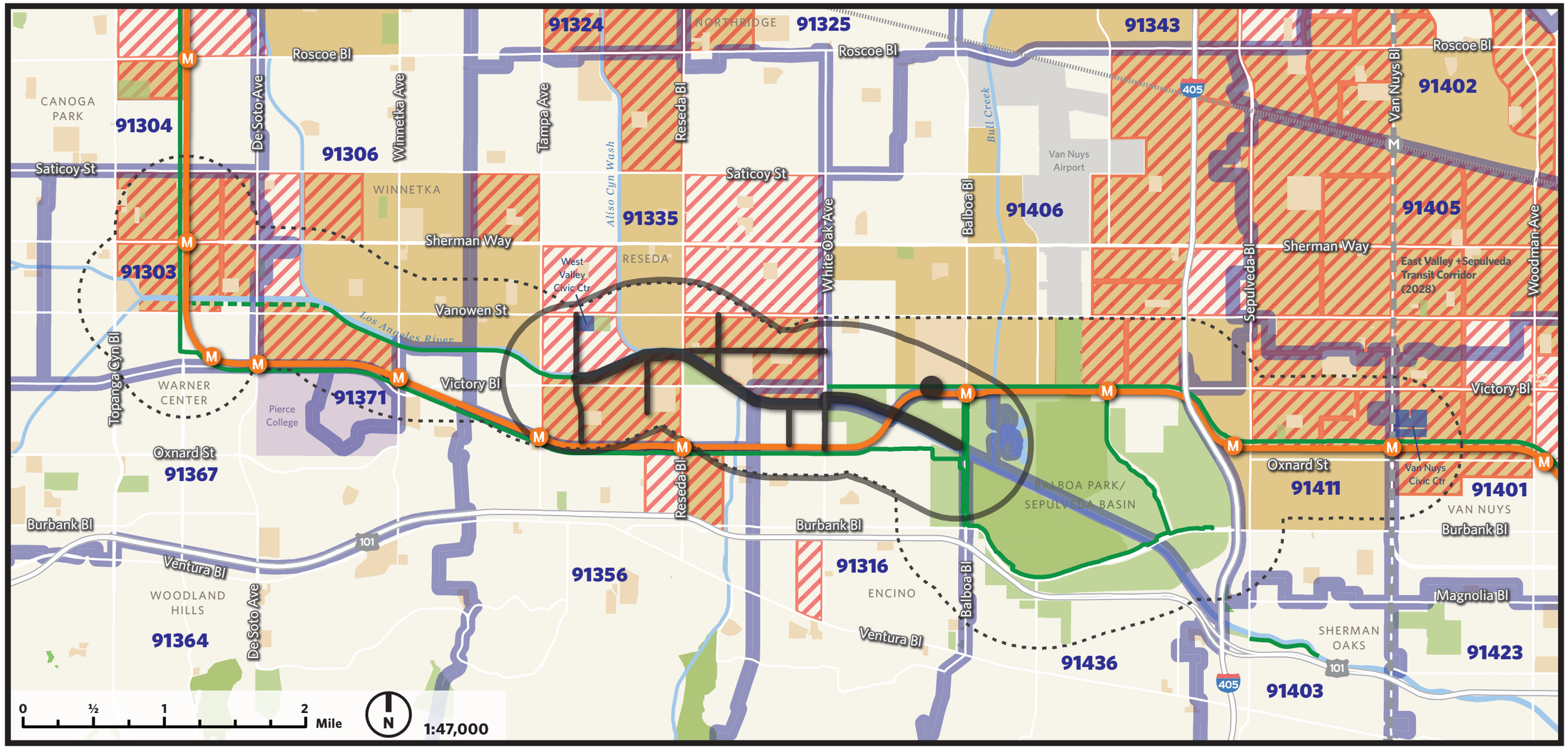
Date: 6/10/2018

No of Signatures: 33
No. of Respondents: 8

Zip Code	No. of Respondents	% of Respondents
91316	3	9%
91335	4	12%
91356	2	7%
91406	4	12%
Other	20	60%
TOTAL	33	100%

Note: 40% of respondents came from disadvantaged communities

Only 8 people responded to the survey. Majority of survey responders live in the project area and walk or bike on a weekly basis. The survey responders indicated that they would use this LA River walking/biking path for recreation and exercise as well as recreation and travel. The survey responders indicated that they would like to see high speed of car traffic, amount of car traffic, bike and pedestrian connectivity to employment centers, school, and transit be addressed. Comments received were to place restrooms along the path, and make the improvements safe, with lots of landscaping.



Map Features

- Project Area
- Project Features/ Gap Closure
- LA River Greenway One Hour Bikeshed
- Freeway
- Hydrology

Destinations

- School
- Park
- Golf Course
- Transportation
- Higher Education
- Civic

Transit/Active Transportation Features

- Metrolink Station
- Metrolink Line
- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- LA Metro (Planned)
- Existing Class I Path
- Class I Path (In Pre-Design)

Disadvantaged Communities/ZIP Codes

- Median HH Income < $51,026
- CalEnviro Screen Score ≥ 39.34 *(Most Disadvantaged 25% in CA)*
- Other Census Tract

ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

B-1-C: WEST VALLEY DAC MAP

Part B: Narrative Questions

Question #2

QUESTION #2
POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

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

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	2,135	699	5/31/2018	☐

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

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School
Total	**0**	**0**	**0**

Document the methodologies used to establish the **current** count data. (Max of 250 Words) **Words Remaining:** 121

Screenline pedestrian and bicycle counts were conducted in both directions on Thursday May 31, 2018 from 7:00 AM - 10:00 AM and from 2:00 PM - 5:00 PM and Saturday, June 2nd from 8:00 AM - 10:00 AM and 4:00 PM to 6:00 PM at nine key locations throughout the Project Area. The numbers above include count totals for both days. Locations were selected based on key destinations and where the City's Mobility Plan has designated pedestrian oriented streets and bike facilities. Times were selected on weekdays to try and capture students going to/from school, and on weekends, morning and evenings were selected to try and account for the hotter summer mid-day temperatures of the San Fernando Valley. (See attachment K-1, Pedestrian and Cyclist Counts for more detailed information)

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

Discuss:

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

(Max of 1000 Words) **Words Remaining:** 15

The Gap Closure will link the community in the vicinity of the existing LA River West San Fernando Valley Greenway to Balboa Park/Sepulveda Basin, and will link the neighborhoods adjacent to the Gap Closure to both Balboa Park/Sepulveda Basin and, to the jobs, retail and educational destinations at the western end of the LA River Greenway in Warner Center and Canoga Park (see B-2-B-4a: Project Location Map and Attachment C-3: Major Destinations & Gap Closure Map)

The gap in the Greenway is currently an unsightly barrier to walking and biking. The river is blocked off by chain link fence: a concrete channel that contrasts starkly with the portion of the Greenway already built and adjacent land uses such as Reseda Park, in the heart of the project area, and with Balboa Park/Sepulveda Basin, on its eastern end. The project will be a much-needed link, instead of a barrier, between the neighborhoods to the south of the Gap Closure, and the neighborhoods to the north. In Balboa Park/Sepulveda Basin, the project will connect to Orange Line Bike Path, providing access to Van Nuys Civic Center, Valley College and North Hollywood Red Line Station.

Eleven percent of workers in the surrounding community commute by transit, biking or walking, and 12% of households do not have access to a car (See attachment K-4, Healthy Places Index). These populations will benefit from the safer and more direct bicycle and pedestrian access that the Greenway will provide. Non-motorized connections to local and regional activity centers will enhance economic opportunities and reduce isolation, especially those without access to a car.

Over 75% of the students in the seven schools within a half-mile of the project area are eligible for free or reduced-price meals. More than half the households within a half-mile of the Gap Closure have a median household income of less than $51,000. Around an eighth of the households are among the most disadvantaged 25% in California, according to CalEnviroScreen data. Twenty-one percent of homeowners and 30% of renters who live adjacent to the Gap Closure are burdened by housing costs. The Gap Closure will provide direct non-motorized access to the Warner Center, a major employment center with over 24,000 jobs. The Greenway will also connect communities to the east and west, and north and south, providing a direct link to jobs, recreation, retail and schools between neighborhoods. (See B-1-A, and Attachment C-7)

The area within a half-mile of the Gap Closure includes 18 schools lacking in safe bicycle and pedestrian facilities. If the gap is closed, these schools will benefit from a new active mode network centered on the Greenway. The new pedestrian network is made up of an integration of the off-street Greenway pedestrian path and improvements to local streets adjacent to schools. The new network includes mini-roundabouts, such as one on the corner of Etiwanda and Kittridge that will slow car traffic next to Reseda Charter High school. Another mini-roundabout on Kittridge will slow car traffic near Newcastle Elementary. The network will be unified by wayfinding signage that ties the LA River Greenway to local streets and sidewalks. The Greenway along the river will also provide lighting and shade.

The half-mile area around the Gap Closure will feature new on-street active transportation improvements. Beyond four mini-roundabouts, the project includes upgrading an existing bike lane on White Oak Ave to a protected Class IV protected-cycletrack connecting the Greenway to the Orange Line Busway Bikeway, and a dense network of Class III bike-routes The Class III streets will have new signage and green-backed-sharrows indicating to cars, cyclists and pedestrians that they are on a bicycle-network. The mini-roundabouts will all be on intersections of Class III streets, reducing the speed of car traffic and making the environment safer and more conducive to walking and biking. Other improvements to the active transportation network are a new signal at Vanalden/Victory and improved lighting/visibility at Birmingham HS Dwy/Victory.

Between 2012 and 2016, within the Crash Study Area, there were 101 collisions involving pedestrians/cyclists including two fatalities (See B-3-A-2: Pedestrian/Cyclist Collision List). Two pedestrian fatalities occurred on White Oak Ave; one at Vanowen Ave, another near Victory Blvd. Severe-injury collisions occurred on Lindley, and Etiwanda, near proposed Greenway access points. (See B-3-A-2: Pedestrian/Cyclist Collision Map). According to SWITRS reports, within the LA River Greenway One Hour Bikeshed (Warner Center/Canoga Park to Balboa Park/Sepulveda Basin) from 2011-2015 there were 856 collisions for all modes, including 11 fatalities. (See B-3-A2, Collision Rates).

Besides providing a range of on-street safety improvements, the Gap Closure will offer cyclists a fully separated, continuous Class I facility along the LA River. The existing Class I bike-path on Victory from White Oak to Balboa crosses numerous active driveways; the Gap Closure will avoid these bike-vehicle conflicts. A number of the streets in both the Immediate Project Area, and nearby, are on the City of LA's High Injury Network (HIN), corridors that have a higher incidence of severe and fatal collisions. HIN streets parallel to the Greenway include portions of Victory, Ventura, Vanowen and Sherman Way. Perpendicular to the Greenway the HIN includes Tampa, Reseda, White Oak, and Balboa. The Project will create neighborhood-friendly Class III bike-routes to bypass these dangerous N-S arterials (see Attachment C-6 for area HIN).

The project will improve public health by reducing the incidence and severity of traffic collisions. Additional community health concerns include high levels of Ozone (16.2 statewide percentile) and high rates of ER visits for asthma (23rd percentile), according to the Healthy Places Index (see Attachment K-4). The project will directly address these concerns by lowering GHG and emissions from pollution because of the anticipated mode shift away from cars to transit and active modes.

The project will also address high rates of adults diagnosed with angina or coronary heart disease (25 percentile) and obesity (41 percentile) by encouraging more active transportation and recreation, and establishing lifelong habits in children of using active modes.

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

1. Close a gap? ☒ Yes ☐ No

No. of gaps: 1 Total length of gap(s) (feet): 15,550

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.

ATP4_LAGRWY_B-2-B-1a_Gap Closure Map_ver02_FINAL_MB_20180727.pdf | Remove | Open File

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: 3

Surveyed residents said they would use the Greenway to get from home to the Westfield Mall, to the west, and Balboa Park with its athletic fields and network of multi-use paths, to the east. Others said that closing the gap would create a continuous route from home to school, friends' homes, Reseda Park, work, and local restaurants. Over 22,000 residents living within a half mile of the Gap Closure, and 164,000 living within the LA River Greenway One Hour Bikeshed, could access Warner Center jobs, the Mall and Balboa Park/Sepulveda Basin. The Gap Closure will create local pedestrian routes to the dog park and farmer's market on the northwest edge of Balboa Park/Sepulveda Basin. The Metro Orange Line Tampa, Reseda, and Balboa stations will provide transit connectivity to/from the Greenway. In 2028, the project will provide a non-motorized connection to the Olympic facility in Balboa Park/Sepulveda Basin.

2. Creation of new routes? ☐ Yes ☒ No

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

a. Type of barrier: Safety

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

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

Words Remaining: 0

The high speed and volume of auto traffic, reflected in High Injury Network data shown on the map, is a barrier to pedestrian and cyclist local and long-distance travel and commuting in both the east-west and north-south directions. Additionally, the existing LA River Flood Channel is a disruption in the middle of a vibrant residential area, dense with activity. People in Reseda Park, in the heart of the gap closure area, picnic, walk dogs and kick soccer balls right beside a chain link fence and steel gates at the access point to the river channel, a sun baked no-man's land. Further west, the abrupt end of the existing Greenway path produces a jarring discontinuity in both the flow of people, and in the built and natural environments. Closing the gap will provide an safer alternative to travel on high-injury network streets and will convert a barrier into a community amenity.

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: 5

At the local level, a Continuous Greenway will provide residents with non-motorized routes to and from Balboa Park/Sepulveda Basin (a future Olympic facility), retail destinations, 18 schools, a senior center, and three Orange line stations within a half-mile of the project area. At a larger scale, with the LA River Greenway One Hour Bikeshed in the West San Fernando Valley, over 164,000 people will be connected to over 48,000 jobs, which includes major regional job centers at the Warner Center and the Westfield Mall (see Attachment C-3).

In the north-south direction, the LA River channel is fenced off for all but a few utilitarian concrete bridges, dividing the community from north to south. The result is a massive concrete public work dividing a residential area. The Gap Closure will produce an amenity, like Reseda park or Balboa Park/Sepulveda Basin, enhancing connectivity, day-to-day mobility and recreation.

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

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

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

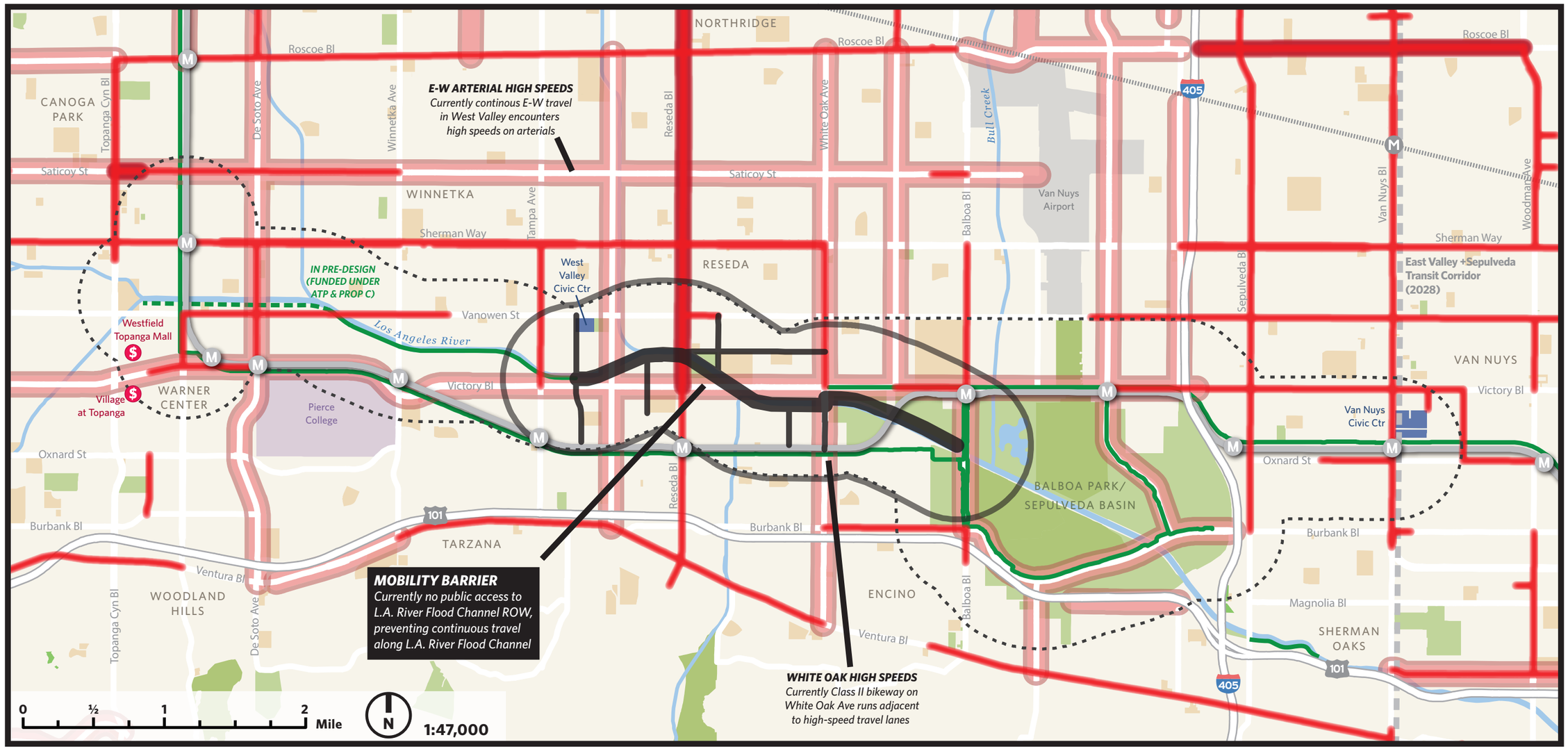
Words Remaining: 1

The improvement consists of a 2.93-mile bike/pedestrian path with six street-undercrossings that will extend the current LA River Greenway eastward from Vanalden Ave to Balboa Blvd. The project also features important improvements to streets and intersections in the local street network north and south of the Gap Closure. Four new mini-roundabouts will control and calm traffic at key intersections in a new neighborhood-friendly Class III bike-route network a half-mile from the Greenway. Other improvements include upgrading an existing Class II bike-lane on White Oak Ave to a Class IV protected-cycletrack that will connect the Orange Line Bike Path in the south to the Greenway and the Victory Blvd path in the north. A Class IV two-way protected-cycletrack on the White Oak Ave bridge will offer a continuous car-free path of travel for Greenway users. A new 410' Class II bike-lane will better demarcate cyclists at White Oak Ave/Victory Blvd

c. Describe how the project links or connects, or encourages use of existing routes to important or community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 8

The materials of the pedestrian path and cycle track, lighting, landscaping, wayfinding markings and signage, will connect seamlessly to the existing Greenway to the west. The new Greenway extension will reach Balboa Park, connecting to a network of bicycle and pedestrian facilities. Via the new White Oak Class IV protected-cycletrack and its eastern terminus in Balboa Park, the project will connect to the existing Orange Line Bike Path, providing connections to destinations further east, including the Van Nuys Civic Center, future Van Nuys/Sepulveda Pass Transit Corridor (which will connect Pacoima to Westwood), Valley College, and the North Hollywood Red Line Station. The Greenway begins again to the east of the 405, at Sepulveda. Nine street access points will lead from the Greenway to a dense new network of Class III bike routes reinforced with road markings and wayfinding signage. (See Attachment C-3).



Map Features

- Project Area
- Project Features/ Gap Closure
- LA River Greenway One Hour Bikeshed
- Freeway
- Hydrology

Destinations

- School
- Park
- Golf Course
- Transportation
- Higher Education
- Civic
- Commercial

Transit/Active Transportation Features

- Metrolink Station
- Metrolink Line
- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- LA Metro (Planned)
- Existing Class I Path
- Class I Path (In Pre-design)

Barriers

- Collision History (Vision Zero High Injury Network)
- Collision History (Vision Zero High Injury Network - Prioritized Corridor)
- High-speed Street (>40 mph Posted Speed Limit)
- Lack of Physical Access (Unimproved Flood Channel Path/ROW)
- City Street Without/With Inadequate Bike Facilities

ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

B-2-B-3b: BARRIERS MAP

Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- School
- Park/Open Space
- Public Facility

Transit/Active Transportation Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- Existing Class I Bicycle/Pedestrian Greenway

Major Project Features

- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point
- Proposed Mini Traffic Circle/Mini Roundabout
- Proposed New Full Traffic Signal
- Proposed Intersection Improvements
- Off-Street Path (Class I)
- Protected Bikeway (Class IV)
- Bike Lane (Class II)
- Bike Route/L.A. Neighborhood Enhanced Network (Class III)

ENGINEERING
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LA River Greenway, West San Fernando Valley Gap Closure

B-2-B-4a: IMPROVEMENTS TO EXISTING ROUTES MAP

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

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

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

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

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

   B-3-A-1_ATP4_LARGWY_ver02_FINAL_MB_20180727.pdf [Remove] [Open File]

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

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

   (Max of 200 Words) (optional) **Words Remaining:** 1

   In addition to the TIMS printout, we have included the following: A pedestrian/cyclist collision map which shows all collisions in the Crash Study Area (the TIMS printout cannot break clusters); a collisions list which clearly identifies the discrepancies between total collisions (101) and total fatalities and injuries (103); collision rates, based on all collisions (vehicular as well) in the Immediate Project Area and comparing with LA City, LA County, and California; a countermeasures table which identifies crashes influenced by the project (both directly and via the Gap Closure creation of a new parallel route); and lastly, countermeasure examples from LADOT's Safety Toolkit. (See B-3-A-1).

   For our universe of crashes used in B-3-A, we established a Crash Study Area which corresponds with the area near the gap closure where a reasonable inference would assume crashes could be influenced by the project. The Crash Study Area therefore incorporates the closest parallel continuous streets to the LA River Flood Channel (Vanowen, Victory, and Erwin) as well as being bounded by Tampa (closest parallel street to proposed Vanalden Class III) and White Oak Ave (proposed Class IV); the Crash Study Area also incorporates the Victory/Birmingham HS Dwy intersection where crossing improvements are proposed.

   Data and methodologies Attachment (optional)

   B-3-A-2_ATP4_LARGWY_ver03_FINAL_MB_20180727.pdf [Remove] [Open File]

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

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

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	2	0	2	0.4
Injuries	52	47	99	19.8
Total	**54**	**47**	**101**	20.2

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

B-3-A-1
TIMS ATP TOOL:
MAPS & SUMMARY DATA

The following documents are included:

TIMS ATP Tool Maps & Summary Data Printout
Additional Collision Summary Data from TIMS ATP Tool

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive collision maps to allow users to track and document pedestrian and bicycle collisions and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Los Angeles

City: Los Angeles

Include State Highway Related Collisions: Yes

Involved With: Pedestrian and Bicycle

Collision Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2012 - 2016

Collision Summary for initial parameters defined above:

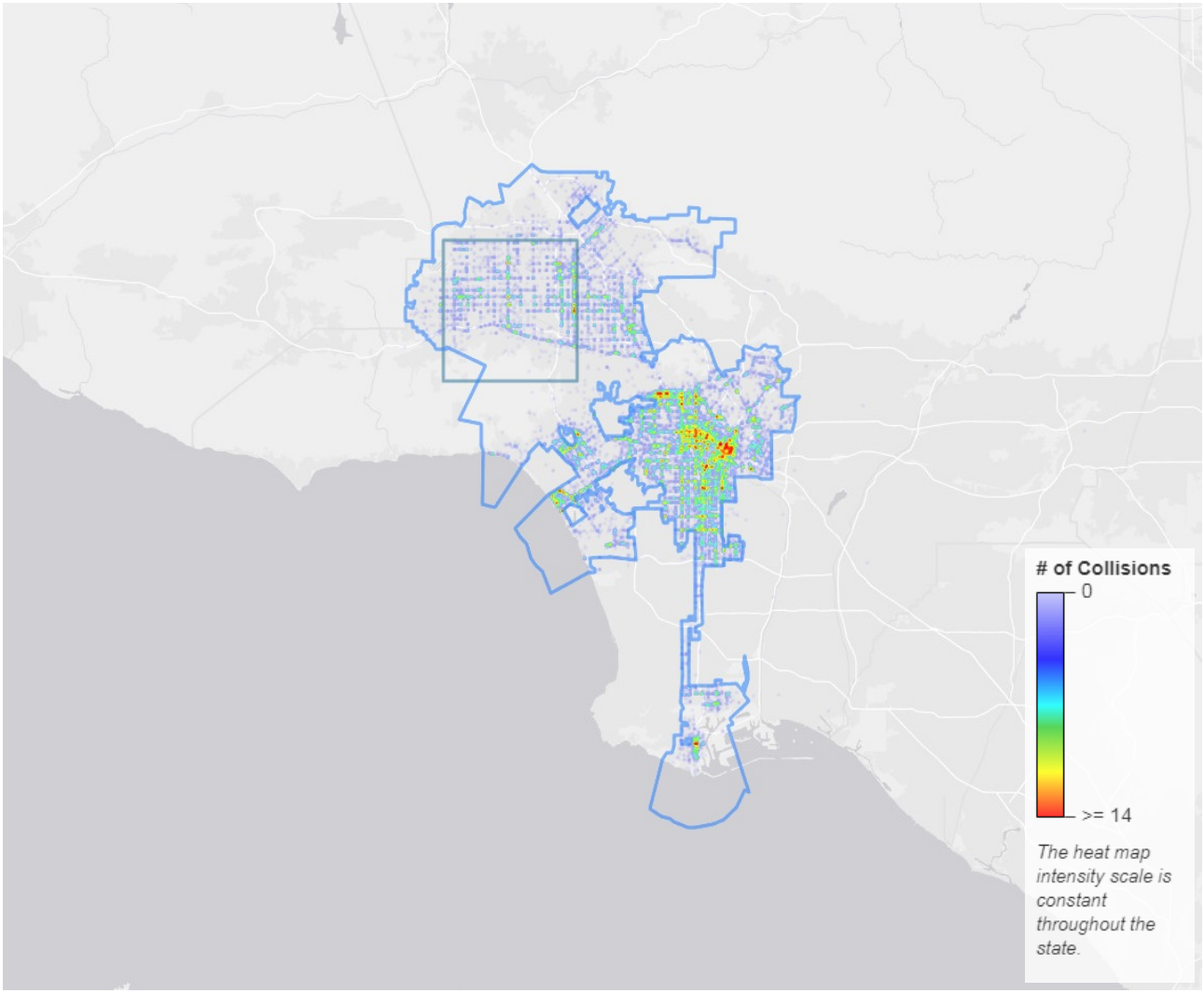
Number of Collisions by Collision Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	72	563	5552	4789	10976
Pedestrian	527	1736	5609	6501	14373

County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: <!-- Project has limits that are -->Between 3 and 10 miles



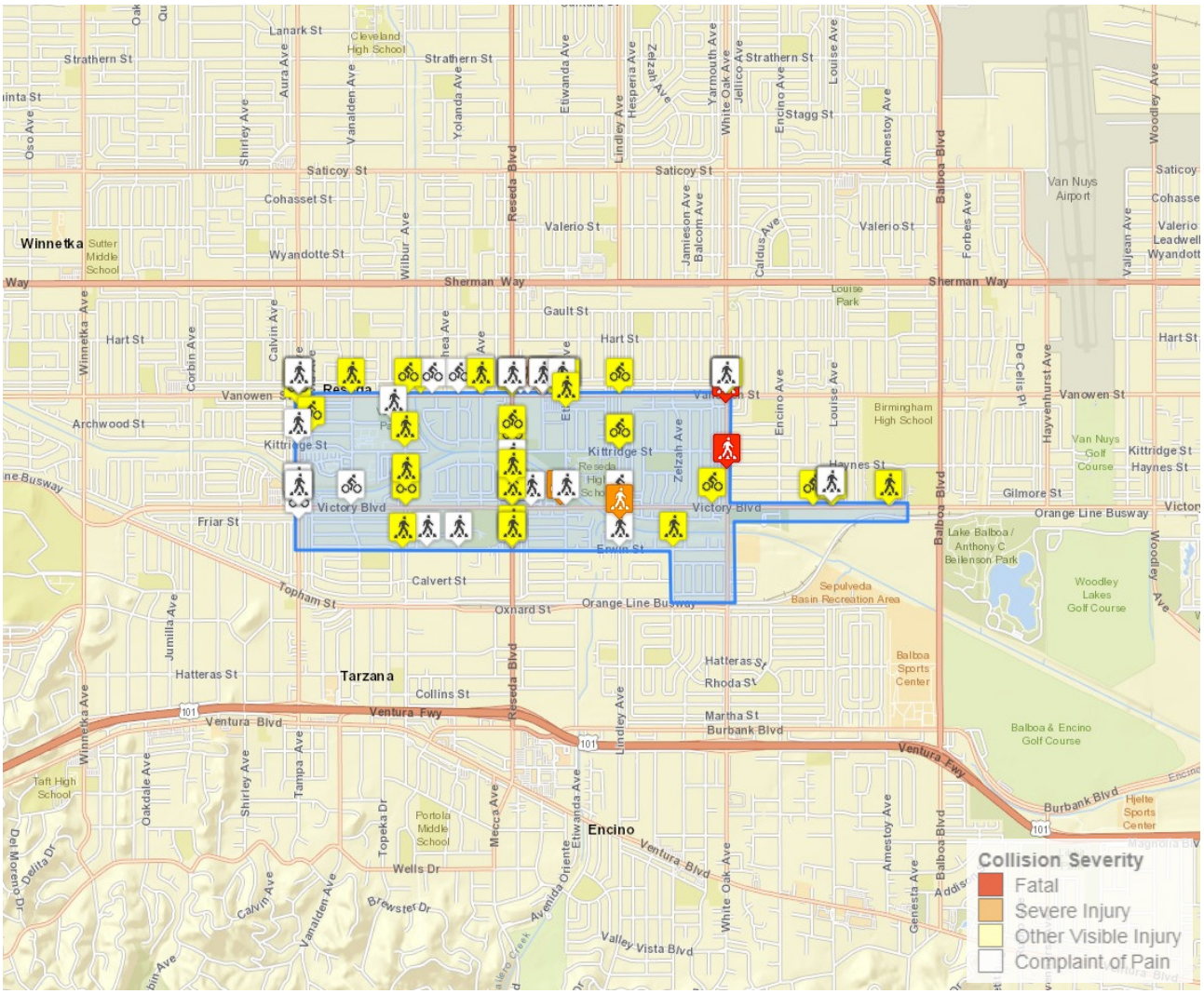
Community Heat Map:

Step 3: Draw the project boundaries to get detailed collision data summaries and map

- NOTE FROM APPLICANT: There seems to be a scaling issue with the TIMS application when it comes to the Collisions "Heat Map" and feature drawing layer being offset from the underlying basemap. As you can see, the bounding box does not match the map boundaries. Furthermore The Crash Study Area boundaries extend from Tampa Ave in the west to White Oak Ave and the intersection of Birmingham H.S. Dwy and Victory Blvd in the east, but as you can see the boundaries here belie the scaling discrepancy, as the shape only covers a few blocks in width.

Project Area Collision Map: 101 total collisions.

Step 4: Review the project-specific collision map

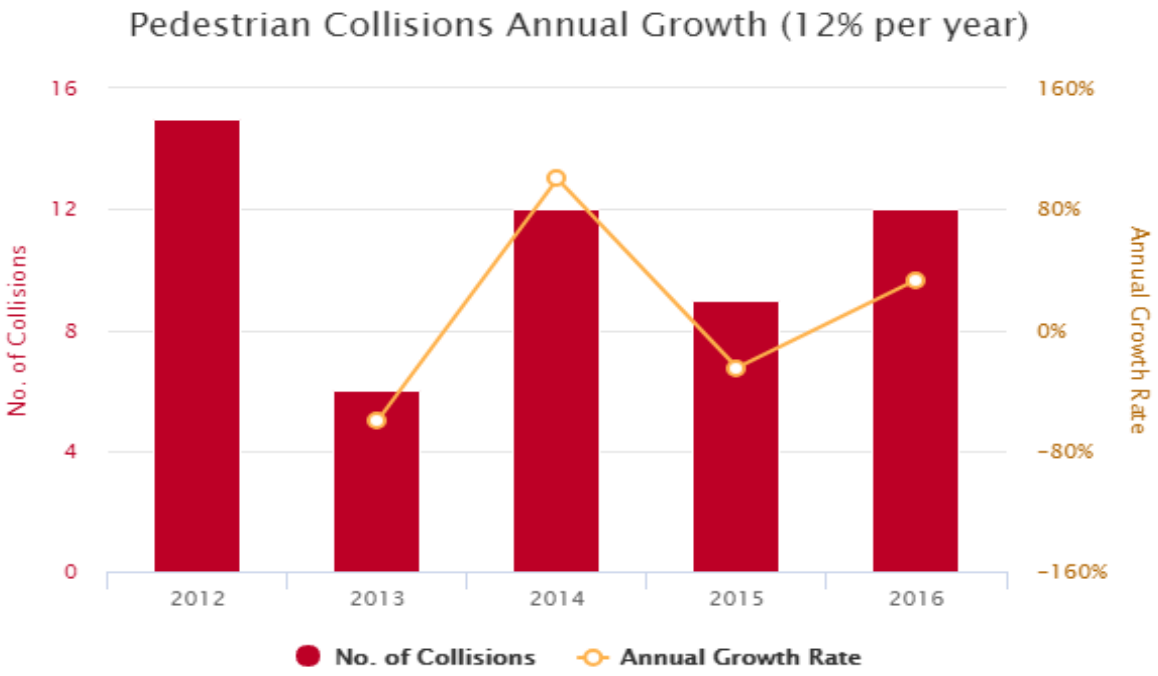


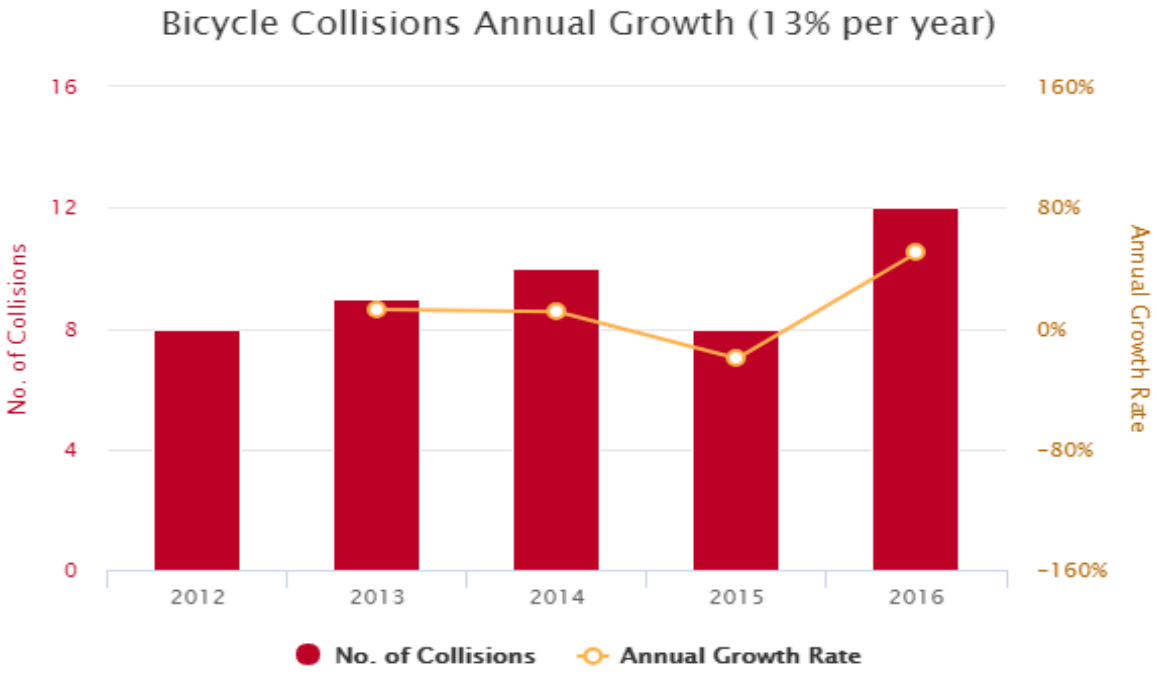
- NOTE FROM APPLICANT: There is a slight discrepancy between the views of this crash map and the supplemental crash map which we provide (B-3-A-2). The reason being that the TIMS application doesn't have a method for dealing with "clusters", and collisions pile on top of one another, obscuring certain collisions. For our supplemental map, we have separated out collisions so all may be viewed.

Step 5: Review the collision summary data, graphs and tables provided.

Summary Results

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	1	22	24	47
Pedestrian	2	3	20	29	54





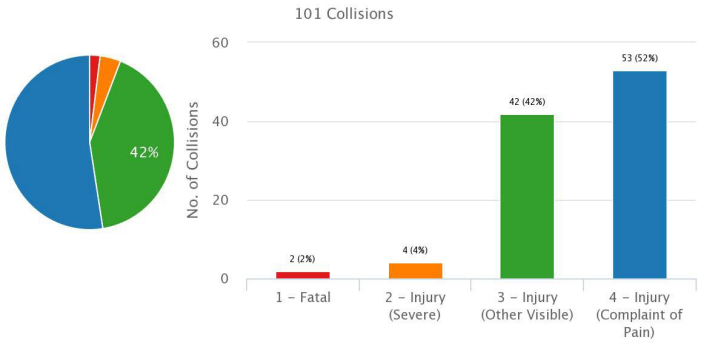
Collision List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5527422	02/13/2012	07:50	VAN OWEN ST	AMIGO AV	50.00	E	Yes	No
5538628	03/09/2012	17:10	VANOWEN ST	WHITE OAK AV	0.00	-	Yes	No
5753923	07/23/2012	14:35	TAMPA AV	VAN OWEN ST	270.00	S	Yes	No
5808391	08/17/2012	15:50	LINDLEY AV	KITTRIDGE ST	0.00	-	Yes	No
5824267	09/12/2012	18:40	VICTORY BL	RESEDA BL	0.00	-	Yes	No
5886389	11/23/2012	08:50	VICTORY BL	WILBUR AV	7.00	E	Yes	No
5899002	12/01/2012	08:10	DARBY AV	VANOWEN ST	0.00	-	Yes	No
5961257	12/12/2012	20:00	VANOWEN ST	DARBY AV	0.00	-	Yes	No
6011260	02/12/2013	15:30	VANOWEN ST	TAMPA AV	0.00	-	Yes	No
6039027	04/09/2013	12:35	VICTORY BL	LOUISE AV	500.00	W	Yes	No
6091891	06/02/2013	20:15	VANOWEN ST	YOLANDA AV	0.00	-	Yes	No
6100298	05/25/2013	23:55	VICTORY BL	ETIWANDA AV	114.00	W	Yes	No
6197070	08/23/2013	15:00	VICTORY BL	VANALDEN AV	0.00	-	Yes	No
6202522	09/06/2013	17:30	VANOWEN ST	DARBY AV	165.00	E	Yes	No
6247633	10/12/2013	15:15	VANOWEN ST	CREBS AV	40.00	E	Yes	No
6255930	10/19/2013	16:00	DARBY AV	VANOWEN ST	7.00	S	Yes	No
6284456	12/01/2013	10:55	RESEDA BL	VANOWEN ST	15.00	S	Yes	No
8286792	12/29/2016	00:45	VICTORY BL	TAMPA AV	12.00	E	Yes	No
8186722	12/10/2016	20:05	VICTORY BL	RESEDA BL	50.00	E	Yes	No
8153709	10/12/2016	07:15	RESEDA BL	VICTORY BL	0.00	-	Yes	No
8130028	09/06/2016	22:25	RESEDA BL	N VICTORY BL	15.00	S	Yes	No
8096589	07/20/2016	09:30	RESEDA BL	KITTRIDGE ST	150.00	S	Yes	No
8090651	06/04/2016	17:20	TAMPA AV	VICTORY BL	200.00	N	Yes	No
8075369	07/16/2016	17:00	DARBY AV	VANOWEN ST	45.00	S	Yes	No
8043352	05/06/2016	11:00	VANOWEN ST	RESEDA BL	0.00	-	Yes	No
8022943	04/12/2016	09:20	VICTORY BL	LOUISE AV	17.00	W	Yes	No
8000903	02/20/2016	15:15	GEYSER AV	VANOWEN ST	10.00	W	Yes	No
7193867	02/05/2016	22:55	SYLVIA AV	LEMAY ST	0.00	-	Yes	No
7170216	01/25/2016	11:20	VICTORY BL	WILBUR AV	0.00	-	Yes	No
7132838	11/28/2015	12:11	AMIGO AV	VANOWEN	63.00	N	Yes	No
7106966	10/05/2015	16:45	VANOWEN ST	DARBY AV	10.00	W	Yes	No
7103106	10/06/2015	14:10	TAMPA AV	FRIAR ST	0.00	-	Yes	No
7054433	08/31/2015	08:10	LOUISE AV	VICTORY BL	0.00	-	Yes	No
7022153	07/27/2015	13:00	WHITE OAK AV	VANOWEN	3.00	W	Yes	No
6981421	06/16/2015	19:30	VANOWEN ST	ETIWANDA	0.00	-	Yes	No
6886108	04/10/2015	17:45	RESEDA BL	VAN OWEN ST	75.00	S	Yes	No
6810545	01/22/2015	19:05	KITTRIDGE ST	LINDLEY AV	0.00	-	Yes	No
6770944	12/18/2014	08:40	VANOWEN ST	WILBUR AV	60.00	E	Yes	No
6695350	10/23/2014	07:35	VICTORY BL	YARMOUTH AV	4.00	W	Yes	No
6635020	08/20/2014	21:20	RESEDA BL	KITTRIDGE ST	133.00	N	Yes	No
6596070	08/05/2014	20:20	VANOWEN ST	WHITE OAK AV	0.00	-	Yes	No
6579033	06/24/2014	19:40	LINDLEY AV	VICTORY BL	0.00	-	Yes	No
6505540	05/18/2014	21:15	RESEDA BL	ERWIN ST	0.00	-	Yes	No
6482428	04/26/2014	15:20	LINDLEY AV	VANOWEN ST	17.00	S	Yes	No
6476951	04/24/2014	18:50	VANOWEN ST	RESEDA BL	209.00	E	Yes	No
6438131	02/01/2014	11:55	TAMPA AV	VICTORY BL	0.00	-	Yes	No
6373296	01/21/2014	09:50	VANOWEN ST	DARBY AV	87.00	W	Yes	No
5527394	02/10/2012	13:50	ETIWANDA AV	VANOWEN ST	25.00	N	No	Yes
5542777	05/06/2012	02:45	WHITE OAK AV	HAYNES ST	148.00	S	No	Yes

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5545955	03/18/2012	17:50	VANOWEN ST	RESEDA BL	8.00	E	No	Yes
5545967	03/24/2012	13:15	VICTORY BL	ETIWANDA AV	0.00	-	No	Yes
5581519	03/31/2012	20:50	VANALDEN AV	VAN OWEN ST	0.00	-	No	Yes
5607339	04/19/2012	09:30	WHITE OAK AV	VANOWEN ST	0.00	-	No	Yes
5611710	04/27/2012	01:50	ARCHWOOD ST	WILBUR AV	279.00	W	No	Yes
5631557	05/07/2012	14:00	VANOWEN ST	DARBY AV	225.00	E	No	Yes
5638190	08/05/2012	20:35	WHITE OAK AV	VANOWEN ST	248.00	S	No	Yes
5669019	06/01/2012	16:05	ERWIN ST	ZELZAH AV	0.00	-	No	Yes
5669746	06/05/2012	17:35	VICTORY BL	LOUISE AV	50.00	W	No	Yes
5682346	06/13/2012	19:20	WHITE OAK AV	VANOWEN ST	0.00	-	No	Yes
5836323	09/27/2012	09:55	ERWIN ST	LINDLEY AV	3.00	E	No	Yes
5863353	11/12/2012	13:15	VANOWEN ST	WHITE OAK AV	75.00	E	No	Yes
5956574	12/30/2012	19:10	RESEDA BL	KITTRIDGE ST	695.00	S	No	Yes
6011125	02/06/2013	10:50	ETIWANDA AV	VANOWEN ST	0.00	-	No	Yes
6017758	03/26/2013	18:30	TAMPA AV	KITTRIDGE ST	0.00	-	No	Yes
6097590	05/22/2013	12:55	TAMPA AV	VICTORY BL	150.00	N	No	Yes
6254181	10/20/2013	17:55	WILBUR AV	KITTRIDGE ST	50.00	N	No	Yes
6257194	10/25/2013	16:20	VICTORY BL	BALBOA BL	1220.00	W	No	Yes
6355356	11/25/2013	08:00	VICTORY BL	LOUISE AV	10.00	W	No	Yes
8177356	11/14/2016	07:40	ERWIN ST	YOLANDA AV	0.00	-	No	Yes
8175408	11/07/2016	15:00	VANOWEN ST	TAMPA AV	15.00	S	No	Yes
8161005	10/06/2016	08:00	VICTORY	LOUISE AV	6.00	S	No	Yes
8150633	10/09/2016	08:20	TAMPA AV	VANOWEN	25.00	S	No	Yes
8106880	07/27/2016	09:50	TAMPA AV	VICTORY BL	13.00	S	No	Yes
8106803	07/25/2016	21:30	VANOWEN ST	AMIGO AV	10.00	W	No	Yes
8087420	06/17/2016	10:00	VANOWEN ST	CANABY AV	6.00	E	No	Yes
8059342	05/31/2016	10:25	VANOWEN ST	DARBY AV	38.00	W	No	Yes
8036655	04/27/2016	10:00	WILBUR AV	VICTORY BL	400.00	N	No	Yes
8027362	04/19/2016	10:10	VICTORY BL	CANBY AV	100.00	E	No	Yes
8016324	03/29/2016	20:00	ETIWANDA AV	VANOWEN ST	27.00	S	No	Yes
8004106	03/12/2016	13:30	WHITE OAK AV	VANOWEN ST	0.00	-	No	Yes
7157632	12/09/2015	15:30	LOUISE AV	VICTORY BL	0.00	-	No	Yes
7157630	12/29/2015	07:45	TAMPA AV	VICTORY BL	0.00	-	No	Yes
7108710	10/05/2015	15:15	ETIWANDA AV	VANOWEN ST	35.00	S	No	Yes
7107033	10/08/2015	19:30	VANOWEN BL	RESEDA ST	5.00	E	No	Yes
7080116	09/06/2015	22:25	ERWIN ST	CREBS AV	243.00	E	No	Yes
6982193	07/03/2015	10:20	RESEDA BL	ERWIN ST	152.00	N	No	Yes
6947682	05/22/2015	22:05	VICTORY BL	RESEDA BL	50.00	-	No	Yes
6880791	03/26/2015	09:00	TAMPA AV	VANOWEN ST	0.00	-	No	Yes
6870509	03/28/2015	23:20	RESEDA BL	VICTORY BL	500.00	N	No	Yes
6793854	11/04/2014	07:15	VANOWEN ST	RESEDA BL	5.00	E	No	Yes
6780595	12/22/2014	07:45	RESEDA BL	ERWIN ST	11.00	S	No	Yes
6744280	11/19/2014	15:25	ERWIN ST	WILBUR AV	0.00	-	No	Yes
6717402	11/05/2014	18:50	DARBY AV	VANOWEN ST	0.00	-	No	Yes
6708326	10/29/2014	19:00	VANOWEN ST	ETIWANDA AV	100.00	W	No	Yes
6642293	09/18/2014	07:05	RESEDA BL	VANOWEN ST	0.00	-	No	Yes
6637793	08/20/2014	17:20	RESEDA BL	ERWIN ST	0.00	-	No	Yes
6577259	07/11/2014	19:10	VAN OWEN ST	WHITE OAK AV	16.00	W	No	Yes
6524964	05/31/2014	00:30	LINDLEY AV	VICTORY BL	349.00	S	No	Yes
6412842	03/24/2014	18:05	VANOWEN ST	TAMPA AV	0.00	-	No	Yes
6388773	01/30/2014	08:00	WELBY WY	ETIWANDA AV	0.00	-	No	Yes

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
6388111	02/08/2014	10:15	VICTORY BL	BALBOA BL	1275.00	W	No	Yes

Number of Collisions by Collision Severity

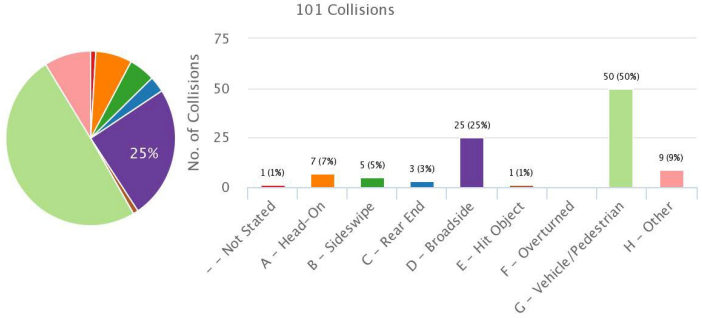


Collision Severity

- 1 – Fatal
- 2 – Injury (Severe)
- 3 – Injury (Other Visible)
- 4 – Injury (Complaint of Pain)

Collision Severity	Count	%
1 - Fatal	2	1.98%
2 - Injury (Severe)	4	3.96%
3 - Injury (Other Visible)	42	41.58%
4 - Injury (Complaint of Pain)	53	52.48%

Number of Collisions by Type of Collision



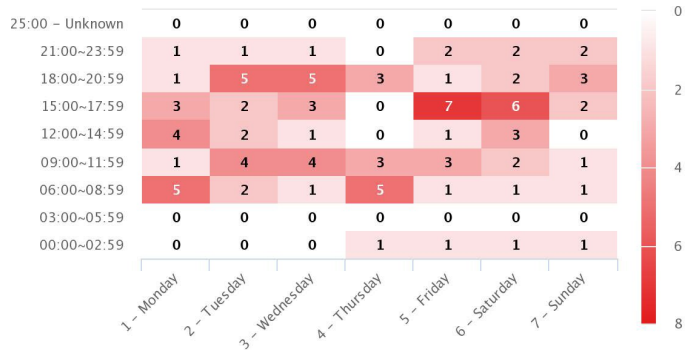
Type of Collision

- – – Not Stated
- A – Head-On
- B – Sideswipe
- C – Rear End
- D – Broadside
- E – Hit Object
- F – Overturned
- G – Vehicle/Pedestrian
- H – Other

Type of Collision	Count	%
- -Not Stated	1	0.99%
A - Head-On	7	6.93%
B - Sideswipe	5	4.95%
C - Rear End	3	2.97%
D - Broadside	25	24.75%
E - Hit Object	1	0.99%
G - Vehicle/Pedestrian	50	49.50%
H - Other	9	8.91%

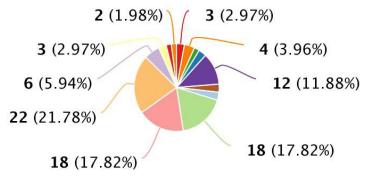
Number of Collisions per Day of Week per Time

101 Collisions



Number of Collisions by PCF Violation

101 Collisions

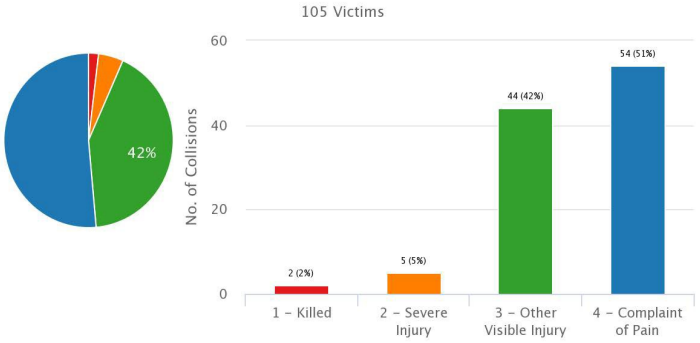


PCF Violation

- – – Not Stated
- 00 – Unknown
- 01 – Driving or Bicycling Under the Influence of Alcohol or Drug
- 03 – Unsafe Speed
- 05 – Wrong Side of Road
- 07 – Unsafe Lane Change
- 08 – Improper Turning
- 09 – Automobile Right of Way
- 10 – Pedestrian Right of Way
- 11 – Pedestrian Violation
- 12 – Traffic Signals and Signs
- 17 – Other Hazardous Violation
- 18 – Other Than Driver (or Pedestrian)
- 22 – Other Improper Driving

PCF Violation	Count	%
- Not Stated	3	2.97%
00 - Unknown	4	3.96%
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	2	1.98%
03 - Unsafe Speed	3	2.97%
05 - Wrong Side of Road	12	11.88%
07 - Unsafe Lane Change	3	2.97%
08 - Improper Turning	3	2.97%
09 - Automobile Right of Way	18	17.82%
10 - Pedestrian Right of Way	18	17.82%
11 - Pedestrian Violation	22	21.78%
12 - Traffic Signals and Signs	6	5.94%
17 - Other Hazardous Violation	3	2.97%
18 - Other Than Driver (or Pedestrian)	2	1.98%
22 - Other Improper Driving	2	1.98%

Number of Victims by Victim Degree of Injury

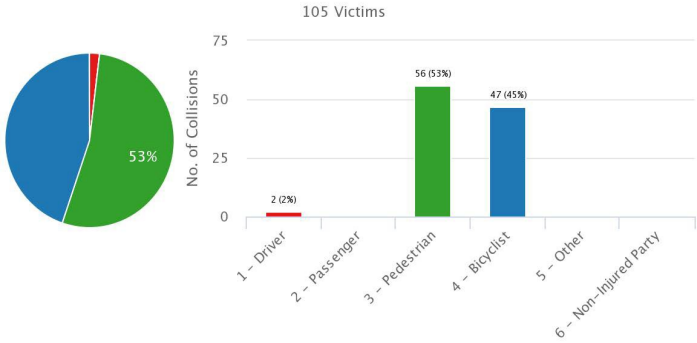


Victim Degree of Injury

1 – Killed
2 – Severe Injury
3 – Other Visible Injury
4 – Complaint of Pain

Victim Degree of Injury	Count	%
1 - Killed	2	1.90%
2 - Severe Injury	5	4.76%
3 - Other Visible Injury	44	41.90%
4 - Complaint of Pain	54	51.43%

Number of Victims by Victim Role



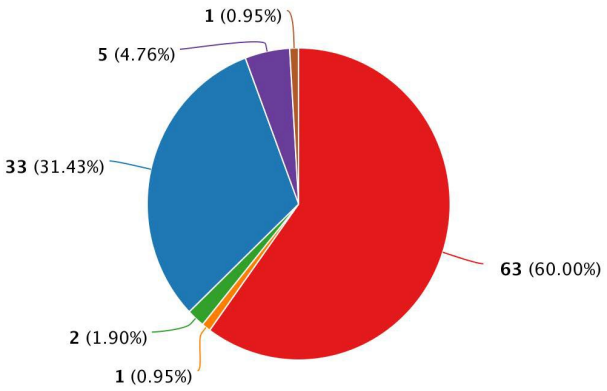
Victim Role

1 – Driver
2 – Passenger
3 – Pedestrian
4 – Bicyclist
5 – Other
6 – Non-Injured Party

Victim Role	Count	%
1 - Driver	2	1.90%
3 - Pedestrian	56	53.33%
4 - Bicyclist	47	44.76%

Number of Victims by Victim Safety Equipment 1

105 Victims



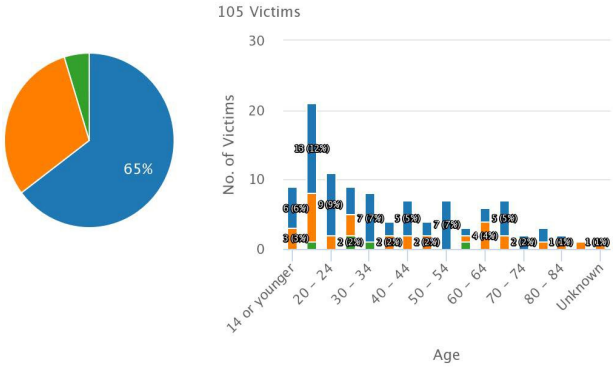
Victim Safety Equipment 1

- – or blank – Not Stated
- A – None in Vehicle
- M – Air Bag Not Deployed
- P – Not Required
- V – Driver, Motorcycle Helmet Not Used
- W – Driver, Motorcycle Helmet Used

Victim Safety Equipment 1	Count	%
- or blank - Not Stated	63	60.00%
A - None in Vehicle	1	0.95%
M - Air Bag Not Deployed	2	1.90%
P - Not Required	33	31.43%
V - Driver, Motorcycle Helmet Not Used	5	4.76%
W - Driver, Motorcycle Helmet Used	1	0.95%

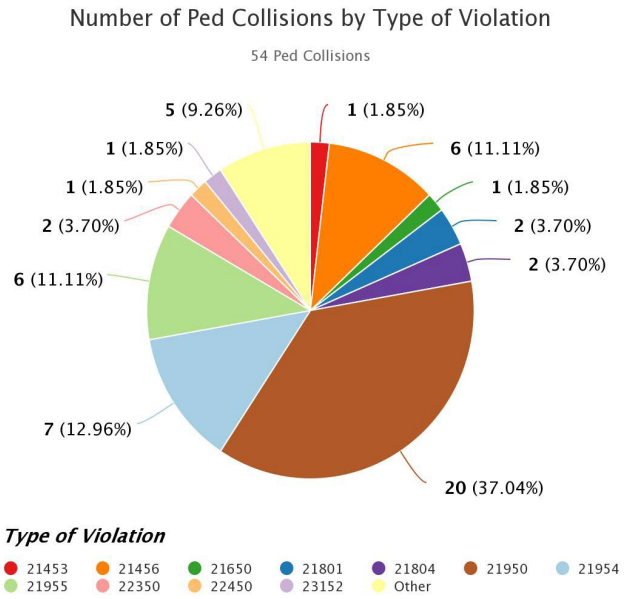
Number of Victims by Victim Gender and Age

105 Victims



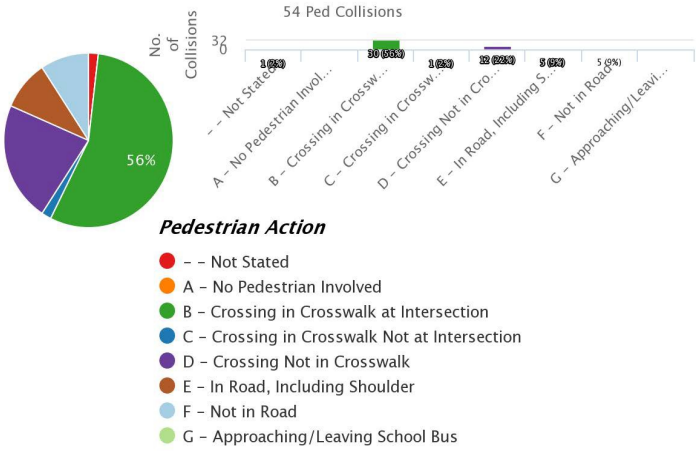
Victim Gender

- Male
- Female
- Not Stated



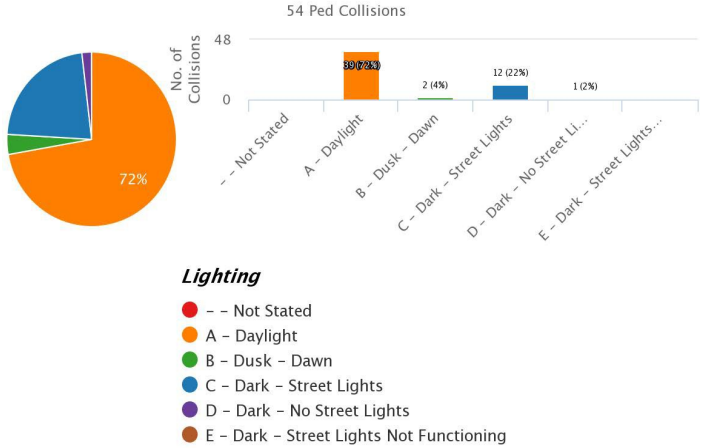
Type of Violation	Description	Count	%
21950	Driver must yield to pedestrian right of way in a crosswalk.	20	37.04%
21954	Pedestrian yield, upon roadway outside crosswalk.	7	12.96%
21456	'Walk' pedestrian failure to yield right-of-way to vehicles already in crosswalk.	6	11.11%
21955	Jaywalking, between signal controlled intersections.	6	11.11%
Other	(5)	5	9.26%
21801	Left turns or U-turns yield until reasonably safe.	2	3.70%
21804	Public or private property, yield to approaching traffic so close as to constitute an immediate hazard.	2	3.70%
22350	Unsafe speed for prevailing conditions (use for all prima facie limits).	2	3.70%
21453	Red or Stop, vehicles stop at limit line or X-walk. When making right turn at a red light/stop sign driver required to yield to any vehicle approaching so closely as to constitute an immediate hazard.	1	1.85%
21650	Right half of roadway, failure to drive on.	1	1.85%
22450	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.	1	1.85%
23152	Under influence of alcohol, drug, or combination, while driving a vehicle.	1	1.85%

Number of Ped Collisions by Pedestrian Action

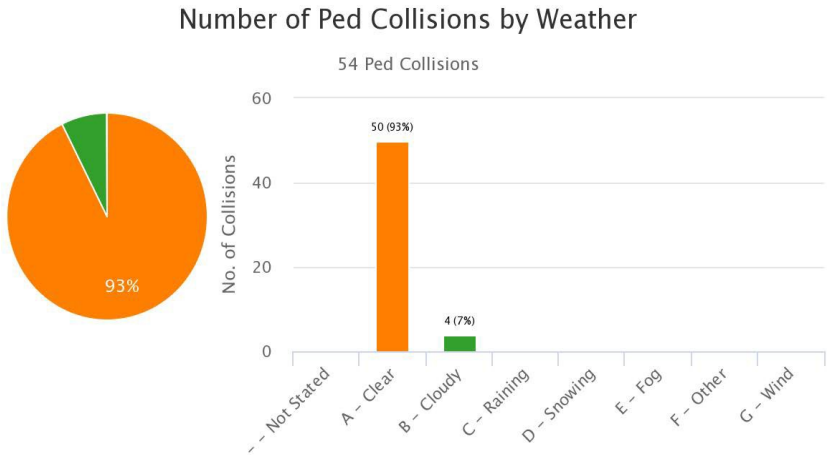


Pedestrian Action	Count	%
- -Not Stated	1	1.85%
B - Crossing in Crosswalk at Intersection	30	55.56%
C - Crossing in Crosswalk Not at Intersection	1	1.85%
D - Crossing Not in Crosswalk	12	22.22%
E - In Road, Including Shoulder	5	9.26%
F - Not in Road	5	9.26%

Number of Ped Collisions by Lighting



Lighting	Count	%
A - Daylight	39	72.22%
B - Dusk - Dawn	2	3.70%
C - Dark - Street Lights	12	22.22%
D - Dark - No Street Lights	1	1.85%



Weather	Count	%
A - Clear	50	92.59%
B - Cloudy	4	7.41%

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

B-3-A-2
COLLISION DATA & METHODOLOGIES

The following documents are included:

Pedestrian/Cyclist Collision Map (11″ x 17″)
Pedestrian/Cyclist Collision List (8.5″ x 11″)
Collision Rates (8.5″ x 11″)
Pedestrian/Cyclist Collision Countermeasures List (11" x 17")
City of Los Angeles Safety Toolkit (8.5″ x 11″)

Map Features

- Project Area
- Project Features Influence Area
- Crash Study Area*
- Hydrology

**Area where crashes could potentially be influenced by Project with a reasonable inference*

Destinations

- School
- Park/Open Space
- Public Facility

Transit/Active Transportation Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- Existing Class I Bicycle/Pedestrian Greenway
- Proposed Class I Bike/Pedestrian Greenway
- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point

Collisions by Crash Severity (1-4)

Each symbol represents one (1) collision (2012-2016)

Bike Ped

- 1 - Fatality
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)

L.A. Vision Zero Analysis

- High Injury Network
- High Injury Network (Prioritized Corridor)

PEDESTRIAN/CYCLIST FATALITIES & INJURIES (2012-2016) IN CRASH STUDY AREA*

Involved With	Fatal (1)	Severe Injury (2)	Visible Injury (3)	Complaint of Pain (4)	TOTAL
Bicycle	0	1	22	24	**47**
Pedestrian	2	3	20	29	**54**

**Source: SWITRS Data (see B-3-A-1)*

ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

B-3-A-2: PEDESTRIAN/CYCLIST COLLISION MAP

Injury/Fatal Collisions Inv. Pedestrians and Bicyclists within Crash Study Area, 2012 - 2016 (Listed Chronologically)

CASEID	PRIMARYRD	SECONDRD	PEDCOL	BICCOL	PEDKILL	PEDINJ	BICKILL	BICINJ	CRASHSEV	DATE
5527394	ETIWANDA AV	VANOWEN ST	1		0	1	0	0	4	2/10/2012
5527422	VAN OWEN ST	AMIGO AV		1	0	0	0	1	4	2/13/2012
5538628	VANOWEN ST	WHITE OAK AV		1	0	0	0	1	3	3/9/2012
5545955	VANOWEN ST	RESEDA BL	1		0	1	0	0	4	3/18/2012
5545967	VICTORY BL	ETIWANDA AV	1		0	1	0	0	4	3/24/2012
5581519	VANALDEN AV	VAN OWEN ST	1		0	1	0	0	3	3/31/2012
5607339	WHITE OAK AV	VANOWEN ST	1		0	3	0	0	2	4/19/2012
5611710	ARCHWOOD ST	WILBUR AV	1		0	1	0	0	4	4/27/2012
5542777	WHITE OAK AV	HAYNES ST	1		1	0	0	0	1	5/6/2012
5631557	VANOWEN ST	DARBY AV	1		0	1	0	0	3	5/7/2012
5669019	ERWIN ST	ZELZAH AV	1		0	1	0	0	3	6/1/2012
5669746	VICTORY BL	LOUISE AV	1		0	1	0	0	3	6/5/2012
5682346	WHITE OAK AV	VANOWEN ST	1		0	1	0	0	4	6/13/2012
5753923	TAMPA AV	VAN OWEN ST		1	0	0	0	1	3	7/23/2012
5638190	WHITE OAK AV	VANOWEN ST	1		1	1	0	0	1	8/5/2012
5808391	LINDLEY AV	KITTRIDGE ST		1	0	0	0	1	3	8/17/2012
5824267	VICTORY BL	RESEDA BL		1	0	0	0	1	4	9/12/2012
5836323	ERWIN ST	LINDLEY AV	1		0	1	0	0	4	9/27/2012
5863353	VANOWEN ST	WHITE OAK AV	1		0	1	0	0	3	11/12/2012
5886389	VICTORY BL	WILBUR AV		1	0	0	0	1	4	11/23/2012
5899002	DARBY AV	VANOWEN ST		1	0	0	0	1	4	12/1/2012
5961257	VANOWEN ST	DARBY AV		1	0	0	0	1	4	12/12/2012
5956574	RESEDA BL	KITTRIDGE ST	1		0	1	0	0	4	12/30/2012
6011125	ETIWANDA AV	VANOWEN ST	1		0	1	0	0	4	2/6/2013
6011260	VANOWEN ST	TAMPA AV		1	0	0	0	1	3	2/12/2013
6017758	TAMPA AV	KITTRIDGE ST	1		0	1	0	0	4	3/26/2013
6039027	VICTORY BL	LOUISE AV		1	0	0	0	1	3	4/9/2013
6097590	TAMPA AV	VICTORY BL	1		0	1	0	0	4	5/22/2013
6100298	VICTORY BL	ETIWANDA AV		1	0	0	0	1	2	5/25/2013
6091891	VANOWEN ST	YOLANDA AV		1	0	0	0	1	4	6/2/2013
6197070	VICTORY BL	VANALDEN AV		1	0	0	0	1	4	8/23/2013
6202522	VANOWEN ST	DARBY AV		1	0	0	0	1	4	9/6/2013
6247633	VANOWEN ST	CREBS AV		1	0	0	0	1	3	10/12/2013
6255930	DARBY AV	VANOWEN ST		1	0	0	0	1	3	10/19/2013
6254181	WILBUR AV	KITTRIDGE ST	1		0	1	0	0	3	10/20/2013
6257194	VICTORY BL	BALBOA BL	1		0	1	0	0	4	10/25/2013
6355356	VICTORY BL	LOUISE AV	1		0	1	0	0	3	11/25/2013
6284456	RESEDA BL	VANOWEN ST		1	0	0	0	1	4	12/1/2013
6373296	VANOWEN ST	DARBY AV		1	0	0	0	1	4	1/21/2014
6388773	WELBY WY	ETIWANDA AV	1		0	1	0	0	3	1/30/2014
6438131	TAMPA AV	VICTORY BL		1	0	0	0	1	3	2/1/2014
6388111	VICTORY BL	BALBOA BL	1		0	1	0	0	3	2/8/2014
6412842	VANOWEN ST	TAMPA AV	1		0	1	0	0	4	3/24/2014
6476951	VANOWEN ST	RESEDA BL		1	0	0	0	1	4	4/24/2014

Injury/Fatal Collisions Inv. Pedestrians and Bicyclists within Crash Study Area, 2012 - 2016 (Listed Chronologically) (Cont.)

CASEID	PRIMARYRD	SECONDRD	PEDCOL	BICCOL	PEDKILL	PEDINJ	BICKILL	BICINJ	CRASHSEV	DATE
6482428	LINDLEY AV	VANOWEN ST		1	0	0	0	1	3	4/26/2014
6505540	RESEDA BL	ERWIN ST		1	0	0	0	1	4	5/18/2014
6524964	LINDLEY AV	VICTORY BL	1		0	1	0	0	2	5/31/2014
6579033	LINDLEY AV	VICTORY BL		1	0	0	0	1	4	6/24/2014
6577259	VAN OWEN ST	WHITE OAK AV	1		0	1	0	0	4	7/11/2014
6596070	VANOWEN ST	WHITE OAK AV		1	0	0	0	1	3	8/5/2014
6637793	RESEDA BL	ERWIN ST	1		0	1	0	0	3	8/20/2014
6635020	RESEDA BL	KITTRIDGE ST		1	0	0	0	1	3	8/20/2014
6642293	RESEDA BL	VANOWEN ST	1		0	1	0	0	4	9/18/2014
6695350	VICTORY BL	YARMOUTH AV		1	0	0	0	1	3	10/23/2014
6708326	VANOWEN ST	ETIWANDA AV	1		0	1	0	0	4	10/29/2014
6793854	VANOWEN ST	RESEDA BL	1		0	1	0	0	3	11/4/2014
6717402	DARBY AV	VANOWEN ST	1		0	1	0	0	4	11/5/2014
6744280	ERWIN ST	WILBUR AV	1		0	1	0	0	3	11/19/2014
6770944	VANOWEN ST	WILBUR AV		1	0	0	0	1	3	12/18/2014
6780595	RESEDA BL	ERWIN ST	1		0	1	0	0	4	12/22/2014
6810545	KITTRIDGE ST	LINDLEY AV		1	0	0	0	1	3	1/22/2015
6880791	TAMPA AV	VANOWEN ST	1		0	1	0	0	4	3/26/2015
6870509	RESEDA BL	VICTORY BL	1		0	1	0	0	3	3/28/2015
6886108	RESEDA BL	VAN OWEN ST		1	0	0	0	1	3	4/10/2015
6947682	VICTORY BL	RESEDA BL	1		0	1	0	0	3	5/22/2015
6981421	VANOWEN ST	ETIWANDA		1	0	0	0	1	4	6/16/2015
6982193	RESEDA BL	ERWIN ST	1		0	1	0	0	3	7/3/2015
7022153	WHITE OAK AV	VANOWEN		1	0	0	0	1	4	7/27/2015
7054433	LOUISE AV	VICTORY BL		1	0	0	0	1	4	8/31/2015
7080116	ERWIN ST	CREBS AV	1		0	1	0	0	4	9/6/2015
7108710	ETIWANDA AV	VANOWEN ST	1		0	1	0	0	3	10/5/2015
7106966	VANOWEN ST	DARBY AV		1	0	0	0	1	3	10/5/2015
7103106	TAMPA AV	FRIAR ST		1	0	0	0	1	4	10/6/2015
7107033	VANOWEN BL	RESEDA ST	1		0	1	0	0	4	10/8/2015
7132838	AMIGO AV	VANOWEN		1	0	0	0	1	4	11/28/2015
7157632	LOUISE AV	VICTORY BL	1		0	1	0	0	4	12/9/2015
7157630	TAMPA AV	VICTORY BL	1		0	1	0	0	4	12/29/2015
7170216	VICTORY BL	WILBUR AV		1	0	0	0	1	3	1/25/2016
7193867	SYLVIA AV	LEMAY ST		1	0	0	0	1	3	2/5/2016
8000903	GEYSER AV	VANOWEN ST		1	0	0	0	1	4	2/20/2016
8004106	WHITE OAK AV	VANOWEN ST	1		0	1	0	0	3	3/12/2016
8016324	ETIWANDA AV	VANOWEN ST	1		0	1	0	0	4	3/29/2016
8022943	VICTORY BL	LOUISE AV		1	0	0	0	1	3	4/12/2016
8027362	VICTORY BL	CANBY AV	1		0	1	0	0	4	4/19/2016
8036655	WILBUR AV	VICTORY BL	1		0	1	0	0	3	4/27/2016
8043352	VANOWEN ST	RESEDA BL		1	0	0	0	1	4	5/6/2016
8059342	VANOWEN ST	DARBY AV	1		0	1	0	0	2	5/31/2016
8090651	TAMPA AV	VICTORY BL		1	0	0	0	1	4	6/4/2016

Injury/Fatal Collisions Inv. Pedestrians and Bicyclists within Crash Study Area, 2012 - 2016 (Listed Chronologically) (Cont.)

CASEID	PRIMARYRD	SECONDRD	PEDCOL	BICCOL	PEDKILL	PEDINJ	BICKILL	BICINJ	CRASHSEV	DATE
8087420	VANOWEN ST	CANABY AV	1		0	1	0	0	4	6/17/2016
8075369	DARBY AV	VANOWEN ST		1	0	0	0	1	4	7/16/2016
8096589	RESEDA BL	KITTRIDGE ST		1	0	0	0	1	3	7/20/2016
8106803	VANOWEN ST	AMIGO AV	1		0	1	0	0	3	7/25/2016
8106880	TAMPA AV	VICTORY BL	1		0	1	0	0	4	7/27/2016
8130028	RESEDA BL	N VICTORY BL		1	0	0	0	1	4	9/6/2016
8161005	VICTORY	LOUISE AV	1		0	1	0	0	4	10/6/2016
8150633	TAMPA AV	VANOWEN	1		0	0	0	0	4	10/9/2016
8153709	RESEDA BL	VICTORY BL		1	0	0	0	1	4	10/12/2016
8175408	VANOWEN ST	TAMPA AV	1		0	1	0	0	3	11/7/2016
8177356	ERWIN ST	YOLANDA AV	1		0	1	0	0	4	11/14/2016
8186722	VICTORY BL	RESEDA BL		1	0	0	0	1	3	12/10/2016
8286792	VICTORY BL	TAMPA AV		1	0	0	0	1	3	12/29/2016
		TOTAL Fatalities & Injuries	**-**	**-**	**2**	**54**	**0**	**47**	**-**	-
		TOTAL Collisions*	**54**	**47**	**-**	-	-	-	**-**	-

Collisions obtained via the Transportaion Injury Mapping System (TIMS) at UC Berkeley: http://tims.berkeley.edu/. Initially accessed 6/18/2018

**Note: Case ID 5638190 was a crash with a pedestrian fatality and a pedestrian injury; Cased ID 5607339 was a crash with three pedestrian injuries. These discrepancies explains the difference between Total Fatalities & Injuries (103) and Total Collisions (101) as shown in the TIMS printout.*

Collision Rates for LA River Greenway, West San Fernando Valley Gap Closure

	Study Area*	Study Area vs. LA City	Study Area vs. LA County	Study Area vs. CA	LA River Greenway One Hour Bikeshed (1hr Bikeshed)	1hr Bikeshed vs. LA City	1hr Bikeshed vs. LA County	1hr Bikeshed vs. CA	LA City	LA County	CA**
Area (sq mi)	**2.357**	**0.50%**	**0.058%**	**0.00148%**	**14.298**	**3.02%**	**0.350%**	**0.009%**	473	4,086	159,729
Residential Population***	**25,114**	**0.64%**	**0.250%**	**0.065%**	**164,414**	**4.16%**	**1.63%**	**0.425%**	3,953,500	10,057,155	38,654,206
Daily Active Use Trips (DAUT)†	**16,183**	**0.64%**	**0.250%**	**0.126%**	**105,948**	**4.16%**	**1.63%**	**0.828%**	2,547,635	6,480,831	12,802,273
								2011 Total Collisions	24,520	42,519	161743
								2012 Total Collisions	25,317	51,207	162454
								2013 Total Collisions	25,024	51,502	159762
								2014 Total Collisions	25,506	52,594	165624
								2015 Total Collisions	26,725	56,807	181837
Total Collisions (5 Yr)****	**773**				**856**	**0.67%**	**0.34%**	**0.10%**	127,092	254,629	831,420
Average yearly collisions	**154.6**	**0.61%**	**0.30%**	**0.093%**	**171.2**	**0.67%**	**0.34%**	**0.10%**	25,418.40	50,925.80	166,284
								2011 Fatal Collisions	200	245	2,628
								2012 Fatal Collisions	238	585	2,758
								2013 Fatal Collisions	235	585	2,853
								2014 Fatal Collisions	236	606	2,882
								2015 Fatal Collisions	229	618	3,168
Total Fatal collisions	**7.0**	**0.62%**	**0.27%**	**0.049%**	**11**	**0.967%**	**0.417%**	**0.077%**	1,138	2,639	14,289
Average yearly Fatal collisions	**1.4**	**0.62%**	**0.27%**	**0.049%**	**2.20**	**0.967%**	**0.417%**	**0.077%**	227.60	527.80	2,857.80
Roadway miles	**47.7**	**0.69%**	**0.18%**	**0.017%**	**266.70**	**3.855%**	**1.027%**	**0.097%**	6,919	25,980	275,089

Absolute numbers are rounded to the nearest whole number. Figures may not add up perfectly due to rounding.

		Study Area*	Study Area vs. LA City	Study Area vs. LA County	Study Area vs. CA	LA River Greenway One Hour Bikeshed (1hr Bikeshed)	1hr Bikeshed vs. LA City	1hr Bikeshed vs. LA County	1hr Bikeshed vs. CA	LA City	LA County	CA**
Average yearly (5 year average)	Collisions per roadway mile	**3.24**	**88.30%**	**165.49%**	**536.64%**	**0.64**	**17.47%**	**32.75%**	**106.20%**	3.67	1.96	0.60
	Collisions per sq. mile	**65.59**	**122.05%**	**526.27%**	**6300.34%**	**11.97**	**22.28%**	**96.07%**	**1150.14%**	53.74	12.46	1.04
	Collisions per 10,000 people	**61.56**	**95.75%**	**121.57%**	**143.10%**	**10.41**	**16.20%**	**20.56%**	**24.21%**	64.29	50.64	43.02
	Collisions per 10,000 DAUT	**95.53**	**95.75%**	**121.57%**	**73.55%**	**16.16**	**16.20%**	**20.56%**	**12.44%**	99.77	78.58	129.89
	Fatal per roadway mile	**0.03**	**89.30%**	**144.59%**	**282.76%**	**0.01**	**25.08%**	**40.60%**	**79.40%**	0.03	0.02	0.01
	Fatal per sq. mile	**0.59**	**123.43%**	**459.82%**	**3319.72%**	**0.15**	**31.98%**	**119.12%**	**859.98%**	0.48	0.13	0.02
	Fatal per 10,000 people	**0.56**	**96.83%**	**106.22%**	**75.40%**	**0.13**	**23.24%**	**25.50%**	**18.10%**	0.58	0.52	0.74
	Fatal per 10,000 DAUT	**0.87**	**96.83%**	**106.22%**	**38.75%**	**0.21**	**23.24%**	**25.50%**	**9.30%**	0.89	0.81	2.23

DAUT for LA City, LA County, and CA based on 3.79 trips per person multiplied by combined walk and bike modeshare (14.6%).

**Data from ACS 2012-2016 5 Yr Estimates; Study Area refers to Immediate Project Area*

***CA population and Sq Mi from sum of CA census tracts ACS 2012-2016 5 Yr Estimate*

****Residential Population based on ACS 2012-2016 5 Yr Estimates for Study Area, LA River Greenway One Hour Bikeshed, LA County, and CA*

*****Collisions are from 2011-2015 due to latest State SWITRS report being 2015. Study Area collisions downloaded from LA City Geohub: http://geohub.lacity.org, with all collisions for 2011-2015 in one table*

† For Study Area, LA River Greenway One Hour Bikeshed, LA City and LA County, DAUT computed by multiplying geography population by SCAG 2016 RTP 3.6 daily person trips times combined walk and bike mode share (17.9%). For CA, geography population multiplied by 2010-2012 CA HTS (last statewide Household Travel Survey) 3.6 daily person trips times combined walk and bike mode share (9.2%)

CASE ID	CRASH DATE	PRIMARY RD	SECONDARY RD	LocationTag	DIST	DIR	INT	CRASH SEV	CRASH TYPE	Involve	VIOL CAT	PCF VIOL	PED	LIGHTING
6388111	2/8/2014	VICTORY BL	BALBOA BL	Victory/Birmingham H.S. Dwy	1275	W	N	3	G - Vehicle/Ped	B - Pedestrian	22 - Other Improper Driving		F - Not in Road	A - Daylight
6257194	10/25/2013	VICTORY BL	BALBOA BL	Victory/Birmingham H.S. Dwy	1220	W	N	4	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21456(b) - Don't Walk Signal	C - Crossing in Crosswalk Not in Intersection	A - Daylight
8036655	4/27/2016	WILBUR AV	VICTORY BL	Victory/Wilbur	400	N	N	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21954 - Jaywalking	D - Crossing not in Crosswalk	A - Daylight
5669019	6/1/2012	ERWIN ST	ZELZAH AV		0		Y	3	G - Vehicle/Ped	B - Pedestrian	12 - Traffic Signals and Signs	22450 - Failure to Stop	E - In Road, Including Shoulder	A - Daylight
6810545	1/22/2015	KITTRIDGE ST	LINDLEY AV	Lindley/Kittridge	0		Y	3	D - Broadside	G - Bicycle	-		A - No Ped	C - Dark - Street Lights
5808391	8/17/2012	LINDLEY AV	KITTRIDGE ST	Lindley/Kittridge	0		Y	3	A - Head-On	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
7108710	10/5/2015	ETIWANDA AV	VANOWEN ST	Vanowen/Etiwanda	35	S	N	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21954 - Jaywalking	D - Crossing not in Crosswalk	A - Daylight
8016324	3/29/2016	ETIWANDA AV	VANOWEN ST	Vanowen/Etiwanda	27	S	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	C - Dark - Street Lights
8177356	11/14/2016	ERWIN ST	YOLANDA AV		0		Y	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
6388773	1/30/2014	WELBY WY	ETIWANDA AV		0		Y	3	G - Vehicle/Ped	B - Pedestrian	-		B - Crossing in Crosswalk at Intersection	A - Daylight
6100298	5/25/2013	VICTORY BL	ETIWANDA AV	Victory/Etiwanda	114	W	N	2	B - Sideswipe	G - Bicycle	01 - DUI	23152 - DUI	A - No Ped	C - Dark - Street Lights
5545967	3/24/2012	VICTORY BL	ETIWANDA AV	Victory/Etiwanda	0		Y	4	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21456(b) - Don't Walk Signal	B - Crossing in Crosswalk at Intersection	A - Daylight
5956574	12/30/2012	RESEDA BL	KITTRIDGE ST	Reseda/Kittridge	695	S	N	4	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21955 - Jaywalking	D - Crossing not in Crosswalk	A - Daylight
5527422	2/13/2012	VAN OWEN ST	AMIGO AV	Vanowen/Amigo	50	E	N	4	H - Other	G - Bicycle	17 - Other Hazardous Violation	22517 - Dooring	A - No Ped	A - Daylight
7106966	10/5/2015	VANOWEN ST	DARBY AV	Vanowen/Darby	10	W	N	3	H - Other	G - Bicycle	22 - Other Improper Driving		A - No Ped	A - Daylight
5961257	12/12/2012	VANOWEN ST	DARBY AV	Vanowen/Darby	0		Y	4	D - Broadside	G - Bicycle	-		A - No Ped	C - Dark - Street Lights
6202522	9/6/2013	VANOWEN ST	DARBY AV	Vanowen/Darby	165	E	N	4	A - Head-On	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
6373296	1/21/2014	VANOWEN ST	DARBY AV	Vanowen/Darby	87	W	N	4	D - Broadside	G - Bicycle	08 - Improper Turning	22107 - Improper Turning	A - No Ped	A - Daylight

CASE ID	CRASH DATE	PRIMARY RD	SECONDARY RD	LocationTag	DIST	DIR	INT	CRASH SEV	CRASH TYPE	Involve	VIOL CAT	PCF VIOL	PED	LIGHTING
6981421	6/16/2015	VANOWEN ST	ETIWANDA	Vanowen/Etiwanda	0		Y	4	B - Sideswipe	G - Bicycle	00 - Unknown	20015 - Undetermined	A - No Ped	B - Dusk - Dawn
6476951	4/24/2014	VANOWEN ST	RESEDA BL	Vanowen/Reseda	209	E	N	4	E - Hit Object	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
8043352	5/6/2016	VANOWEN ST	RESEDA BL	Vanowen/Reseda	0		Y	4	D - Broadside	C - Other Motor Vehicle	09 - Automobile ROW	21804 - Failure to Yield from an Alley	A - No Ped	A - Daylight
6011260	2/12/2013	VANOWEN ST	TAMPA AV	Vanowen/Tampa	0		Y	3	G - Vehicle/Ped	G - Bicycle	08 - Improper Turning	22107 - Improper Turning	A - No Ped	A - Daylight
5538628	3/9/2012	VANOWEN ST	WHITE OAK AV	Vanowen/White Oak	0		Y	3	D - Broadside	G - Bicycle	09 - Automobile ROW	21801 - Failure to Yield on Left Turn	A - No Ped	A - Daylight
6596070	8/5/2014	VANOWEN ST	WHITE OAK AV	Vanowen/White Oak	0		Y	3	D - Broadside	G - Bicycle	09 - Automobile ROW	21801 - Failure to Yield on Left Turn	A - No Ped	B - Dusk - Dawn
6524964	5/31/2014	LINDLEY AV	VICTORY BL	Victory/Lindley	349	S	N	2	G - Vehicle/Ped	B - Pedestrian	03 - Unsafe Speed	22350 - Speeding	E - In Road, Including Shoulder	C - Dark - Street Lights
6579033	6/24/2014	LINDLEY AV	VICTORY BL	Victory/Lindley	0		Y	4	G - Vehicle/Ped	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
7054433	8/31/2015	LOUISE AV	VICTORY BL	Victory/Louise	0		Y	4	H - Other	G - Bicycle	09 - Automobile ROW	21453(b) - Failure to Yield on Right Turn	A - No Ped	A - Daylight
6039027	4/9/2013	VICTORY BL	LOUISE AV	Victory/Louise	500	W	N	3	H - Other	G - Bicycle	12 - Traffic Signals and Signs	22450 - Failure to Stop	A - No Ped	A - Daylight
8022943	4/12/2016	VICTORY BL	LOUISE AV	Victory/Louise	17	W	N	3	D - Broadside	G - Bicycle	12 - Traffic Signals and Signs	21453(a) - Failure to Stop at Red	A - No Ped	A - Daylight
8186722	12/10/2016	VICTORY BL	RESEDA BL	Victory/Reseda	50	E	N	3	D - Broadside	G - Bicycle	07 - Unsafe Lane Change	21658 - Unsafe Lane Change	A - No Ped	C - Dark - Street Lights
5824267	9/12/2012	VICTORY BL	RESEDA BL	Victory/Reseda	0		Y	4	D - Broadside	C - Other Motor Vehicle	09 - Automobile ROW	21801 - Failure to Yield on Left Turn	A - No Ped	A - Daylight
8286792	12/29/2016	VICTORY BL	TAMPA AV	Victory/Tampa	12	E	N	3	G - Vehicle/Ped	G - Bicycle	12 - Traffic Signals and Signs	21453(a) - Failure to Stop at Red	A - No Ped	C - Dark - Street Lights
5836323	9/27/2012	ERWIN ST	LINDLEY AV		3	E	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
8000903	2/20/2016	GEYSER AV	VANOWEN ST		10	W	N	4	D - Broadside	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
7193867	2/5/2016	SYLVIA AV	LEMAY ST		0		Y	3	D - Broadside	C - Other Motor Vehicle	17 - Other Hazardous Violation	24250 - No Car Lights	A - No Ped	C - Dark - Street Lights
7103106	10/6/2015	TAMPA AV	FRIAR ST		0		Y	4	D - Broadside	G - Bicycle	09 - Automobile ROW	21802 - Failure to Stop	A - No Ped	A - Daylight

CASE ID	CRASH DATE	PRIMARY RD	SECONDARY RD	LocationTag	DIST	DIR	INT	CRASH SEV	CRASH TYPE	Involve	VIOL CAT	PCF VIOL	PED	LIGHTING
6247633	10/12/2013	VANOWEN ST	CREBS AV		40	E	N	3	H - Other	G - Bicycle	12 - Traffic Signals and Signs	22450 - Failure to Stop	A - No Ped	A - Daylight
6770944	12/18/2014	VANOWEN ST	WILBUR AV		60	E	N	3	C - Rear End	G - Bicycle	07 - Unsafe Lane Change	21658 - Unsafe Lane Change	A - No Ped	A - Daylight
6091891	6/2/2013	VANOWEN ST	YOLANDA AV		0		Y	4	D - Broadside	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	C - Dark - Street Lights
6197070	8/23/2013	VICTORY BL	VANALDEN AV		0		Y	4	H - Other	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
6695350	10/23/2014	VICTORY BL	YARMOUTH AV		4	W	N	3	D - Broadside	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
6637793	8/20/2014	RESEDA BL	ERWIN ST	Reseda/Erwin	0		Y	3	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	B - Dusk - Dawn
6982193	7/3/2015	RESEDA BL	ERWIN ST	Reseda/Erwin	152	N	N	3	G - Vehicle/Ped	B - Pedestrian	18 - Other Than Driver (Or Pedestrian)		E - In Road, Including Shoulder	A - Daylight
6780595	12/22/2014	RESEDA BL	ERWIN ST	Reseda/Erwin	11	S	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
6505540	5/18/2014	RESEDA BL	ERWIN ST	Reseda/Erwin	0		Y	4	D - Broadside	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	C - Dark - Street Lights
6635020	8/20/2014	RESEDA BL	KITTRIDGE ST	Reseda/Kittridge	133	N	N	3	G - Vehicle/Ped	G - Bicycle	17 - Other Hazardous Violation	21209.a - Vehicle in Bike Lane	A - No Ped	C - Dark - Street Lights
8096589	7/20/2016	RESEDA BL	KITTRIDGE ST	Reseda/Kittridge	150	S	N	3	C - Rear End	G - Bicycle	07 - Unsafe Lane Change	21658 - Unsafe Lane Change	A - No Ped	A - Daylight
7132838	11/28/2015	AMIGO AV	VANOWEN	Vanowen/Amigo	63	N	N	4	D - Broadside	G - Bicycle	09 - Automobile ROW	21804 - Failure to Yield from an Alley	A - No Ped	A - Daylight
8106803	7/25/2016	VANOWEN ST	AMIGO AV	Vanowen/Amigo	10	W	N	3	A - Head-On	B - Pedestrian	11 - Pedestrian Violation	21950(b) - Step Off Curb	B - Crossing in Crosswalk at Intersection	C - Dark - Street Lights
6255930	10/19/2013	DARBY AV	VANOWEN ST	Vanowen/Darby	7	S	N	3	D - Broadside	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
6717402	11/5/2014	DARBY AV	VANOWEN ST	Vanowen/Darby	0		Y	4	G - Vehicle/Ped	B - Pedestrian	00 - Unknown		B - Crossing in Crosswalk at Intersection	C - Dark - Street Lights
5899002	12/1/2012	DARBY AV	VANOWEN ST	Vanowen/Darby	0		Y	4	A - Head-On	G - Bicycle	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	A - No Ped	A - Daylight
8075369	7/16/2016	DARBY AV	VANOWEN ST	Vanowen/Darby	45	S	N	4	B - Sideswipe	G - Bicycle	00 - Unknown	20015 - Undetermined	A - No Ped	A - Daylight
8059342	5/31/2016	VANOWEN ST	DARBY AV	Vanowen/Darby	38	W	N	2	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21955 - Jaywalking	D - Crossing not in Crosswalk	A - Daylight

Countermeasures List pg 3a – Match with Countermeasures List pg 3b

CASE ID	CRASH DATE	PRIMARY RD	SECONDARY RD	LocationTag	DIST	DIR	INT	CRASH SEV	CRASH TYPE	Involve	VIOL CAT	PCF VIOL	PED	LIGHTING
5631557	5/7/2012	VANOWEN ST	DARBY AV	Vanowen/Darby	225	E	N	3	D - Broadside	B - Pedestrian	09 - Automobile ROW	21804 - Failure to Yield from an Alley	-	A - Daylight
5527394	2/10/2012	ETIWANDA AV	VANOWEN ST	Vanowen/Etiwanda	25	N	N	4	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21954 - Jaywalking	D - Crossing not in Crosswalk	A - Daylight
6011125	2/6/2013	ETIWANDA AV	VANOWEN ST	Vanowen/Etiwanda	0		Y	4	G - Vehicle/Ped	B - Pedestrian	09 - Automobile ROW	21453(b) - Failure to Yield on Right Turn	B - Crossing in Crosswalk at Intersection	A - Daylight
6708326	10/29/2014	VANOWEN ST	ETIWANDA AV	Vanowen/Etiwanda	100	W	N	4	B - Sideswipe	C - Other Motor Vehicle	01 - DUI	23152 - DUI	F - Not in Road	C - Dark - Street Lights
6886108	4/10/2015	RESEDA BL	VAN OWEN ST	Vanowen/Reseda	75	S	N	3	G - Vehicle/Ped	G - Bicycle	09 - Automobile ROW	21804 - Failure to Yield from an Alley	A - No Ped	A - Daylight
6642293	9/18/2014	RESEDA BL	VANOWEN ST	Vanowen/Reseda	0		Y	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
6284456	12/1/2013	RESEDA BL	VANOWEN ST	Vanowen/Reseda	15	S	N	4	D - Broadside	G - Bicycle	11 - Pedestrian Violation	21451.C - Failure to Yield By Ped to Car Already in Xwalk	A - No Ped	A - Daylight
7107033	10/8/2015	VANOWEN BL	RESEDA ST	Vanowen/Reseda	5	E	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	C - Dark - Street Lights
6793854	11/4/2014	VANOWEN ST	RESEDA BL	Vanowen/Reseda	5	E	N	3	G - Vehicle/Ped	B - Pedestrian	09 - Automobile ROW	21801 - Failure to Yield on Left Turn	B - Crossing in Crosswalk at Intersection	A - Daylight
5545955	3/18/2012	VANOWEN ST	RESEDA BL	Vanowen/Reseda	8	E	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950.C - Failure to Reduce Speed	B - Crossing in Crosswalk at Intersection	A - Daylight
5753923	7/23/2012	TAMPA AV	VAN OWEN ST	Vanowen/Tampa	270	S	N	3	D - Broadside	G - Bicycle	03 - Unsafe Speed	22350 - Speeding	A - No Ped	A - Daylight
8150633	10/9/2016	TAMPA AV	VANOWEN	Vanowen/Tampa	25	S	N	4	C - Rear End	B - Pedestrian	03 - Unsafe Speed	22350 - Speeding	B - Crossing in Crosswalk at Intersection	A - Daylight
6880791	3/26/2015	TAMPA AV	VANOWEN ST	Vanowen/Tampa	0		Y	4	G - Vehicle/Ped	B - Pedestrian	05 - Wrong Side of Road	21650.1 - Bicycle Against Traffic	B - Crossing in Crosswalk at Intersection	A - Daylight
8175408	11/7/2016	VANOWEN ST	TAMPA AV	Vanowen/Tampa	15	S	N	3	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
6412842	3/24/2014	VANOWEN ST	TAMPA AV	Vanowen/Tampa	0		Y	4	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21950(b) - Step Off Curb	B - Crossing in Crosswalk at Intersection	A - Daylight

Countermeasures List pg 4a – Match with Countermeasures List pg 4b

CASE ID	CRASH DATE	PRIMARY RD	SECONDARY RD	LocationTag	DIST	DIR	INT	CRASH SEV	CRASH TYPE	Involve	VIOL CAT	PCF VIOL	PED	LIGHTING
6577259	7/11/2014	VAN OWEN ST	WHITE OAK AV	Vanowen/White Oak	16	W	N	4	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21456(b) - Don't Walk Signal	B - Crossing in Crosswalk at Intersection	A - Daylight
5863353	11/12/2012	VANOWEN ST	WHITE OAK AV	Vanowen/White Oak	75	E	N	3	G - Vehicle/Ped	B - Pedestrian	18 - Other Than Driver (Or Pedestrian)		F - Not in Road	A - Daylight
7022153	7/27/2015	WHITE OAK AV	VANOWEN	Vanowen/White Oak	3	W	N	4	-	G - Bicycle	00 - Unknown	20015 - Undetermined	A - No Ped	A - Daylight
5638190	8/5/2012	WHITE OAK AV	VANOWEN ST	Vanowen/White Oak	248	S	N	1	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21954 - Jaywalking	D - Crossing not in Crosswalk	D - Dark - No Street Lights
5607339	4/19/2012	WHITE OAK AV	VANOWEN ST	Vanowen/White Oak	0		Y	2	H - Other	C - Other Motor Vehicle	09 - Automobile ROW	21801 - Failure to Yield on Left Turn	F - Not in Road	A - Daylight
8004106	3/12/2016	WHITE OAK AV	VANOWEN ST	Vanowen/White Oak	0		Y	3	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
5682346	6/13/2012	WHITE OAK AV	VANOWEN ST	Vanowen/White Oak	0		Y	4	A - Head-On	-	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
7157632	12/9/2015	LOUISE AV	VICTORY BL	Victory/Louise	0		Y	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
8161005	10/6/2016	VICTORY	LOUISE AV	Victory/Louise	6	S	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
5669746	6/5/2012	VICTORY BL	LOUISE AV	Victory/Louise	50	W	N	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21955 - Jaywalking	D - Crossing not in Crosswalk	A - Daylight
6355356	11/25/2013	VICTORY BL	LOUISE AV	Victory/Louise	10	W	N	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21456(b) - Don't Walk Signal	B - Crossing in Crosswalk at Intersection	A - Daylight
8130028	9/6/2016	RESEDA BL	N VICTORY BL	Victory/Reseda	15	S	N	4	D - Broadside	G - Bicycle	08 - Improper Turning	22107 - Improper Turning	A - No Ped	C - Dark - Street Lights
6870509	3/28/2015	RESEDA BL	VICTORY BL	Victory/Reseda	500	N	N	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21955 - Jaywalking	D - Crossing not in Crosswalk	C - Dark - Street Lights
8153709	10/12/2016	RESEDA BL	VICTORY BL	Victory/Reseda	0		Y	4	H - Other	G - Bicycle	12 - Traffic Signals and Signs	21453(a) - Failure to Stop at Red	A - No Ped	A - Daylight
6947682	5/22/2015	VICTORY BL	RESEDA BL	Victory/Reseda	50		N	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21955 - Jaywalking	D - Crossing not in Crosswalk	C - Dark - Street Lights
6438131	2/1/2014	TAMPA AV	VICTORY BL	Victory/Tampa	0		Y	3	H - Other	G - Bicycle	09 - Automobile ROW	21804 - Failure to Yield from an Alley	A - No Ped	A - Daylight
6097590	5/22/2013	TAMPA AV	VICTORY BL	Victory/Tampa	150	N	N	4	B - Sideswipe	B - Pedestrian	11 - Pedestrian Violation	21955 - Jaywalking	D - Crossing not in Crosswalk	A - Daylight

Countermeasures List pg 5a – Match with Countermeasures List pg 5b

CASE ID	CRASH DATE	PRIMARY RD	SECONDARY RD	LocationTag	DIST	DIR	INT	CRASH SEV	CRASH TYPE	Involve	VIOL CAT	PCF VIOL	PED	LIGHTING
7157630	12/29/2015	TAMPA AV	VICTORY BL	Victory/Tampa	0		Y	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
8106880	7/27/2016	TAMPA AV	VICTORY BL	Victory/Tampa	13	S	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
8090651	6/4/2016	TAMPA AV	VICTORY BL	Victory/Tampa	200	N	N	4	D - Broadside	G - Bicycle	09 - Automobile ROW	21804 - Failure to Yield from an Alley	A - No Ped	A - Daylight
7170216	1/25/2016	VICTORY BL	WILBUR AV	Victory/Wilbur	0		Y	3	D - Broadside	G - Bicycle	09 - Automobile ROW	21804 - Failure to Yield from an Alley	A - No Ped	A - Daylight
5886389	11/23/2012	VICTORY BL	WILBUR AV	Victory/Wilbur	7	E	N	4	D - Broadside	G - Bicycle	09 - Automobile ROW	21801 - Failure to Yield on Left Turn	A - No Ped	A - Daylight
5611710	4/27/2012	ARCHWOOD ST	WILBUR AV		279	W	N	4	A - Head-On	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	E - In Road, Including Shoulder	C - Dark - Street Lights
7080116	9/6/2015	ERWIN ST	CREBS AV		243	E	N	4	A - Head-On	B - Pedestrian	11 - Pedestrian Violation	21954 - Jaywalking	E - In Road, Including Shoulder	C - Dark - Street Lights
6744280	11/19/2014	ERWIN ST	WILBUR AV		0		Y	3	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
6482428	4/26/2014	LINDLEY AV	VANOWEN ST		17	S	N	3	D - Broadside	G - Bicycle	09 - Automobile ROW	21804 - Failure to Yield from an Alley	A - No Ped	A - Daylight
6017758	3/26/2013	TAMPA AV	KITTRIDGE ST		0		Y	4	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21456(b) - Don't Walk Signal	B - Crossing in Crosswalk at Intersection	A - Daylight
5581519	3/31/2012	VANALDEN AV	VANOWEN ST		0		Y	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21456(b) - Don't Walk Signal	B - Crossing in Crosswalk at Intersection	C - Dark - Street Lights
8087420	6/17/2016	VANOWEN ST	CANABY AV		6	E	N	4	G - Vehicle/Ped	B - Pedestrian	10 - Pedestrian ROW	21950(a) - Failure to Yield	B - Crossing in Crosswalk at Intersection	A - Daylight
8027362	4/19/2016	VICTORY BL	CANBY AV		100	E	N	4	G - Vehicle/Ped	B - Pedestrian	09 - Automobile ROW	21804 - Failure to Yield from an Alley	F - Not in Road	A - Daylight
5542777	5/6/2012	WHITE OAK AV	HAYNES ST		148	S	N	1	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21954 - Jaywalking	D - Crossing not in Crosswalk	C - Dark - Street Lights
6254181	10/20/2013	WILBUR AV	KITTRIDGE ST		50	N	N	3	G - Vehicle/Ped	B - Pedestrian	11 - Pedestrian Violation	21954 - Jaywalking	D - Crossing not in Crosswalk	B - Dusk - Dawn

Countermeasures List pg 6a – Match with Countermeasures List pg 6b

CONTROL	PED COL	BIC COL	PED KIL	PED INJ	BIC KIL	BIC INJ	InfluenceArea	Q-B-3B-1 (REDUCE SPEED)	Q-B-3B-2 (VISIBILITY)	Q-B-3B-3 (REMOVE CONFLICT/SEPARATE)	Q-B-3B-4 (IMPROVE COMPLIANCE)	Q-B-3B-5 (TRAFFIC CONTROL DEVICES)	Q-B-3B-6 (IMPROVE ACTIVE TRANSPO FACILITIES)	Q-B-3B-7 (REDUCE COLLISION BEHAVIOR)
D - None	1		0	1	0	0	Intersection	0	1	0	1	0	1	1
A - Functioning	1		0	1	0	0	Intersection	0	1	0	1	0	1	1
D - None	1		0	1	0	0	Intersection	0	0	1	1	0	1	1
D - None	1		0	1	0	0	Intersection/Class III	1	0	0	1	1	1	1
A - Functioning		1	0	0	0	1	Longitudinal/Class III	1	1	0	1	0	1	1
A - Functioning		1	0	0	0	1	Longitudinal/Class III	1	1	0	1	0	1	1
D - None	1		0	1	0	0	Longitudinal/Class III	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	Longitudinal/Class III	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	Longitudinal/Class III	0	0	0	0	0	0	0
D - None	1		0	1	0	0	Longitudinal/Class III	0	0	0	0	0	1	0
A - Functioning		1	0	0	0	1	Longitudinal/Intersection	0	0	1	0	0	1	0
A - Functioning	1		0	1	0	0	Longitudinal/Intersection/Class III	0	0	1	0	0	1	1
A - Functioning	1		0	1	0	0	New Route	0	0	New Route	New Route	0	New Route	New Route
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0

CONTROL	PED COL	BIC COL	PED KIL	PED INJ	BIC KIL	BIC INJ	InfluenceArea	Q-B-3B-1 (REDUCE SPEED)	Q-B-3B-2 (VISIBILITY)	Q-B-3B-3 (REMOVE CONFLICT/SEPARATE)	Q-B-3B-4 (IMPROVE COMPLIANCE)	Q-B-3B-5 (TRAFFIC CONTROL DEVICES)	Q-B-3B-6 (IMPROVE ACTIVE TRANSPO FACILITIES)	Q-B-3B-7 (REDUCE COLLISION BEHAVIOR)
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None	1		0	1	0	0	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning	1		0	1	0	0	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0

CONTROL	PED COL	BIC COL	PED KIL	PED INJ	BIC KIL	BIC INJ	InfluenceArea	Q-B-3B-1 (REDUCE SPEED)	Q-B-3B-2 (VISIBILITY)	Q-B-3B-3 (REMOVE CONFLICT/SEPARATE)	Q-B-3B-4 (IMPROVE COMPLIANCE)	Q-B-3B-5 (TRAFFIC CONTROL DEVICES)	Q-B-3B-6 (IMPROVE ACTIVE TRANSPO FACILITIES)	Q-B-3B-7 (REDUCE COLLISION BEHAVIOR)
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
D - None		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning		1	0	0	0	1	New Route	0	0	New Route	0	0	New Route	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
B - Not Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0

CONTROL	PED COL	BIC COL	PED KIL	PED INJ	BIC KIL	BIC INJ	InfluenceArea	Q-B-3B-1 (REDUCE SPEED)	Q-B-3B-2 (VISIBILITY)	Q-B-3B-3 (REMOVE CONFLICT/SEPARATE)	Q-B-3B-4 (IMPROVE COMPLIANCE)	Q-B-3B-5 (TRAFFIC CONTROL DEVICES)	Q-B-3B-6 (IMPROVE ACTIVE TRANSPO FACILITIES)	Q-B-3B-7 (REDUCE COLLISION BEHAVIOR)
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning	1		0	0	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0

CONTROL	PED COL	BIC COL	PED KIL	PED INJ	BIC KIL	BIC INJ	InfluenceArea	Q-B-3B-1 (REDUCE SPEED)	Q-B-3B-2 (VISIBILITY)	Q-B-3B-3 (REMOVE CONFLICT/SEPARATE)	Q-B-3B-4 (IMPROVE COMPLIANCE)	Q-B-3B-5 (TRAFFIC CONTROL DEVICES)	Q-B-3B-6 (IMPROVE ACTIVE TRANSPO FACILITIES)	Q-B-3B-7 (REDUCE COLLISION BEHAVIOR)
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None	1		1	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	3	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0

CONTROL	PED COL	BIC COL	PED KIL	PED INJ	BIC KIL	BIC INJ	InfluenceArea	Q-B-3B-1 (REDUCE SPEED)	Q-B-3B-2 (VISIBILITY)	Q-B-3B-3 (REMOVE CONFLICT/SEPARATE)	Q-B-3B-4 (IMPROVE COMPLIANCE)	Q-B-3B-5 (TRAFFIC CONTROL DEVICES)	Q-B-3B-6 (IMPROVE ACTIVE TRANSPO FACILITIES)	Q-B-3B-7 (REDUCE COLLISION BEHAVIOR)
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning		1	0	0	0	1	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None	1		0	1	0	0	None	0	0	0	0	0	0	0
D - None	1		1	0	0	0	None	0	0	0	0	0	0	0
A - Functioning	1		0	1	0	0	None	0	0	0	0	0	0	0

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

City of Los Angeles Safety Toolkit

The following documents are included:

City of Los Angeles Safety Toolkit: Curb Extension
City of Los Angeles Safety Toolkit: New Traffic Signal

SAFETY TOOLKIT

Curb Extension

What is a curb extension?

» A curb extension permanently widens an existing sidewalk using concrete at intersections or midway along a street. It may include planting, street furniture, or serve as a bus stop.

What are its purpose and benefits?

» Visually and physically narrows the street to create a shorter crossing for people walking.

» Increases the visibility of people walking. One study showed that people driving more frequently yielded to people walking, which reduced the potential for crashes between people walking and people driving.[2]

» Slows vehicles approaching intersections[3] and encourages slower and more careful turns.

» Provides more space between people walking and people driving.

» Increases available space for amenities like street furniture, benches, planting, and street trees.[1]

Where should this safety tool be applied?

» Intersections where there are crash patterns involving turning vehicles and people walking.

» Midblock locations, also known as "chokers"

» Intersections between major streets and neighborhood streets to indicate to people driving that they are transitioning to a slower speed street.[1]

» Bus stops, also known as bus bulbs.[1] Bus bulbs allow the bus to stop while still in the travel lane, improving route efficiency.

What else should I know about curb extensions?

» May involve the loss of parking and may be expensive if it requires utility relocation or accomodations need to be made for water drainage.

» Can only be installed where full-time on-street parking or excess street width exists.

Costs

LOW | MED | **HIGH**

Timeframe

SHORT | MED | **LONG**

Effectiveness

LOW | **MED** | HIGH

30%

CRASH REDUCTION FACTOR

Curb Extensions have been shown to reduce crashes by 30%.[4]

Notes: 1. *Curb Extensions*. National Association of City Transportation Officials. 2. Oregon Department of Transportation, Research Unit. 3. *Curb Extensions*. Pedestrian and Bicycle Information Center. 4. *Intersection Crash Reduction Factors*. Michigan Department of Transportation.

SAFETY TOOLKIT

New Traffic Signal

What is a new traffic signal?

» A traffic signal is the red-yellow-green intersection control device that tells people walking, biking, and driving when to go and when to stop. Often they are referred to as traffic lights or stop lights. A new traffic signal transforms an existing intersection that is either uncontrolled or controlled by stop signs into a fully signalized intersection.

What are its purpose and benefits?

» Reduces conflicts and confusion at intersections for all users and provides people walking with dedicated crossing opportunities.

» Safely manage high volumes of traffic at intersections.

» Reduces the frequency and severity of certain types of crashes, especially right-angle crashes (crashes resulting from an oncoming vehicle "t-boning" a turning vehicle).[1]

» Stops heavy traffic at certain periods to permit people to cross.[1]

» Provides order at intersections with a high number of conflicts between people walking, biking, and driving.

Where should this safety tool be used?

» At busy intersections with a high volume of vehicle and/or foot traffic in all directions.[1]

» At intersections with a high number of right angle crashes.[1]

What else should I know about new traffic signals?

» Requires a detailed engineering study that includes evaluation of crash history and traffic flow.

Costs

LOW | MED | **HIGH**

Timeframe

SHORT | MED | **LONG**

Effectiveness

LOW | MED | **HIGH**

25%

CRASH REDUCTION FACTOR

New Traffic Signals have been shown to reduce crashes by as much as 25%.[2]

Notes: 1. *Highway Traffic Signals*. Manual on Uniform Traffic Control Devices. 2. *Desktop Reference for Crash Reduction Factors*. Federal Highway Administration.

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

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words) **Words Remaining:** 10

The City of Los Angeles' Vision Zero program focuses on the High Injury Network (HIN), the city's most dangerous streets and intersections (based on collision history/density). Policy calls for investments on streets, intersections and roadway networks on the HIN as this will reduce deaths and severe injuries. Nearly two-thirds of all pedestrian deaths and severe injuries occur on the HIN, despite making up only six percent of Los Angeles streets.

A number of the continuous arterials that connect destinations at the two ends of a future continuous Greenway, Warner Center and Westfield Topanga Mall in the west and Balboa Park/Sepulveda Basin and Van Nuys in the east, are on the HIN. Streets on the HIN parallel to the Greenway include portions of Victory, Ventura, Vanowen and Sherman Way. Perpendicular to the Greenway, the HIN includes Balboa, White Oak, Reseda and Tampa (see Attachment C-6: Vision Zero & HIN Map).

A disproportionately large number of the 444 most dangerous intersections in California are in the San Fernando Valley, with six high on the list in the immediate area of the Gap Closure.
(See http://visionzero-prod.azurewebsites.net/high-injury-network-gives-holistic-portrayal-safety-trends-las-streets/). The intersection of Reseda/ Victory is ranked 103rd, Lindley/Victory is the 78th most dangerous intersection in California, Tampa/Vanowen is ranked 74th, tied with Tampa/ Victory, White Oak/Victory is 64th, and Reseda/Vanowen is 63rd.

Overall, for the 5-year period from 2012-2016 in the Crash Study Area, there were 101 pedestrian/bicycle collisions, with four resulting in a severe injury and two resulting in fatalities. 50 of these collisions occurred on Vanowen, Victory, or Erwin, the closest parallel routes to the proposed Gap Closure. A number of crashes occurred near enough to the proposed Gap Closure and involved crossing, suggesting that a new continuous Greenway could reduce incentives to cross midblock. Lastly, most recently, and very tragically, in the spring of 2018, a Reseda High School student was struck and killed on his bike southwest of the project area, one of our community outreach events was appearing at a meeting held at the High School after his death.

The fully separated, continuous Greenway will provide an integrated 8-80 active transportation network, weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.

A series of six undercrossings of major streets ensures Greenway continuity. Cyclists and pedestrians will be able to avoid HIN streets to access key destinations and 18 schools within a half-mile from the Gap Closure. 25 educational institutions are within a mile of the Gap Closure. The Safe Routes to School program, a partnership between the City of Los Angeles and the LAUSD, is another policy platform that supports improvements to the on-street network, and closing the 2.93-mile Greenway gap.

Three mini-roundabouts immediately north of the Gap Closure, on Kittridge, and one south of an access point to the Greenway, on Zelzah will reinforce the local network and Greenway. Mini-roundabouts lower the speed differential between pedestrians, bicycles and cars, and remove conflict points between cyclists, pedestrians and cars, resulting in fewer crashes. By lowering speeds, roundabouts reduce crash severity and benefit all modes. Research demonstrates that lower speeds of cars makes drivers more attentive to pedestrians. Other benefits include reducing starting and stopping for cars and bikes (Research from Washington DOT cited in "Roundabouts that work for cyclists and Pedestrians", APBP Webinar, June 20th 2017) The mini-roundabouts would become a distinctive gateway to the Greenway, and enhance community identity. Eight collisions occurred, and would be influenced by the project, along streets which are proposed for Class III bike route improvements, including large green-backed sharrows, enhancing visibility for cyclists.

A new Class IV protected-cycletrack on White Oak Ave from the Orange Line Busway Bikeway to Victory Blvd will separate cyclists from automobile traffic on a street with a 40 mph posted speed limit. Crossing over the LA River on White Oak will become immensely safer with a new Class IV two-way cycletrack northbound and a one-way cycletrack southbound. New wayfinding-signage and roadway markings on new Class III bike routes and existing Class II bicycle lanes will tie the network of local streets together and encourage biking and walking, and direct people to the Greenway bicycle and pedestrian path.

B. Safety Countermeasures (10 points max)

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

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

a. Current speed and/or volume: (Max of 100 Words) **Words Remaining:** 1

Posted speed limits on Kittridge, Vanalden (north of Kittridge) and Erwin are 30mph. Posted speed limits on Etiwanda and Zelzah are 25mph. For parallel routes to the Gap Closure, Victory (the closest street parallel to the LA River) is 45 mph, and Vanowen is 35 mph. Streets paralleling proposed Class III bike routes are Tampa (35 mph), Wilbur (40 mph), Reseda & Lindley (35 mph),. White Oak Ave, where we propose upgrading a current Class II bike lane to a Class IV protected cycletrack has a 40 mph posted speed limit. (See B-2-B-3b Barriers Map for Posted Speed Limits)

b. Anticipated speed and/or volume after project completion : (Max of 100 Words) **Words Remaining:** 23

According to the FHWA (https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/), the mini roundabouts can reduce speeds to 15-20 mph on streets in our Class III network: Vanalden, Kittridge, Etiwanda, and Zelzah (and Erwin at Zelzah). The implementation of a Class IV protected-cycletrack on White Oak Ave from Oxnard to Victory will be achieved by taking currently excess lane width in the #2 lanes. White Oak Ave #2 lanes would be narrowed from 14' to 10' with the project, reducing inducements to speed.

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

a. Current sight distance and/or visibility issue: (Max of 100 Words) **Words Remaining:** 2

Currently, crossing streets at the latitude of the LA River is unsafe as they are all unsignalized, unmarked crossings, in areas of poor illumination. Three crashes (on Wilbur, Reseda, and Lindley respectively) can be attributed to pedestrians crossing major streets at or very near the latitude of the LA River. Victory/Birmingham HS Dwy has had two ped collisions and needs better illumination and lacks high-visibility crosswalks.

Current Class II bike-lanes on White Oak Ave are worn-out and directly abut travel lanes. Neighborhood streets proposed for Class III bike-routes currently have no sharrows/signage to acknowledge the presence of cyclists.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words) **Words Remaining:** 0

The continuous Greenway with undercrossings will separate users and give them an alternative to crossing major streets. If pedestrians/cyclists choose to cross major streets near the Greenway, better illumination as part of the project will still help visibility.

The new Class IV protected-cycletrack on White Oak Ave will have green conflict markings at intersections/driveways (seven total). A new 410' Class II bike-lane at Victory/White Oak Ave will also create highly visible space for cyclists.

Large green-backed sharrows and signage on proposed Class IIIs will improve visibility of cyclists.

New lighting and high-visibility crosswalks will improve visibility at Victory/Birmingham HS Dwy.

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 100 Words) **Words Remaining:** 8

Where Victory Boulevard (45 mph posted speed limit) very closely parallels the 2.93-mile Gap Closure, there are three major conflict intersections for cyclists/pedestrians. These are the intersections of Victory/Tampa, Victory/Reseda and Victory/White Oak, and they are among the top 103 most dangerous intersections in the state for pedestrians. The HIN also includes Balboa, White Oak and Reseda, three streets that run perpendicular to the Gap Closure in the immediate project area. The current Class II bike lane on White Oak lacks separation of a street with a 40 mph posted speed limit.

b. Improvement that addresses conflict point: (Max of 100 Words) **Words Remaining:** 0

The Gap Closure, by completing a continuous off-street path from Warner Center/Canoga Park to Balboa Park/Sepulveda Basin, will be a safe alternate route for pedestrians/cyclists than the more dangerous adjacent streets, Vanowen, and Victory and to a lesser extent Erwin. Greenway undercrossings will fully separate pedestrians/cyclists from vehicular traffic.

The proposed Class IV protected-cycletrack will install a 3' raised concrete barrier to separate cyclists from fast-moving auto traffic. The innovative treatment for the White Oak Ave bridge over the LA River includes a one-way Class IV protected-cycletrack southbound and a two-way Class IV protected-cycletrack along with expanded sidewalks. (See B-2-B-4a)

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

a. Which Law: Other If Other, please explain _____

b. How will the project improve compliance: (Max of 100 Words) **Words Remaining:** 4

Speeding: New mini-roundabouts will reduce inducement to speed on Vanalden, Kittridge, Etiwanda, Zelzah, and Erwin (near Zelzah). New Class IV protected-cycletrack with narrower auto lanes on White Oak will also reduce speeding by narrowing lanes.
Jaywalking: Instances of jaywalking at the latitude of the LA River will be counteracted by the creation of a separated route along the LA River.
Wrong-way-biking: The creation of improved cycling facilities including the LA River Greenway Gap Closure, proposed Class III network, and new White Oak Class IV protected-cycletrack will increase compliance by offering safer, and more visible, cycling facilities.

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

a. List traffic controls that are inadequate: (Max of 100 Words) **Words Remaining:** 86

Vanalden and Victory is currently unsignalized and lacks any control mechanism for Victory traffic.

b. How are they inadequate? (Max of 100 Words) **Words Remaining:** 8

No marked crossings at Vanalden/Victory, and no control device for Victory, which is part of the Vehicle Enhanced Network (VEN) in the City of Los Angeles Mobility 2035 plan, arterials prioritized for long-distance vehicle travel. With future improvements for vehicle-traffic throughput, the intersection will become even less safe for pedestrians/cyclists. The closest signals in either direction on Victory are over 1,000 feet away, at Victory/Tampa and Victory/Wilbur.

Four intersections slated for mini-roundabouts in the project currently are two-way or all-way stop-controlled, meaning they do not physically induce better compliance and calm traffic.

c. How does the project address the inadequacies? (Max of 100 Words) **Words Remaining:** 16

The new signal will control traffic on Vanalden, and most importantly, Victory. Perpendicular-to-the-street, high-visibility crosswalks and pedestrian lighting will increase pedestrian visibility and safety. The intersection will also have ADA-compliant curb ramps. The signal will enhance safety along a new class III facility on Vanalden Ave., which is an important north-south access route to the Greenway, Vanalden Ave. Elementary School (south of the River), and the West Valley Civic Center (north of the river). Mini-roundabouts at four intersections will calm traffic and improve compliance.

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 100 Words) **Words Remaining:** 44

1. Vanalden/Victory intersection;
2. Birmingham High School Campus Driveway/Victory Blvd intersection;
3. Although not officially open to the public, the LA River Greenway ROW is accessible via climbing fences or holes in fences.
4. Existing Class II bike lanes on White Oak Ave and the sidewalks on the White Oak Ave bridge over the LA River

b. How are they inadequate? (Max of 100 Words) **Words Remaining:** 1

1. Crosswalks do not exist at Vanalden/Victory
2. Crosswalks at Birmingham HS Driveway/Victory Blvd intersection are lateral-line and curbs are not fully ADA-accessible.
3. The LA River Greenway ROW is accessible via climbing fences or holes in fences. The current maintenance path in the LA River Flood Channel is unsafe and strewn with refuse and debris.
4. The existing Class II bike lanes on White Oak are faded , directly abut fast-moving vehicular traffic and disappear between the bridge and Victory Blvd. The sidewalks on the White Oak Ave bridge over the LA River are narrow, around 4' wide.

c. How does the project address the inadequacies? (Max of 100 Words) **Words Remaining:** 0

1. New high-visibility crosswalks and a full signal at Vanalden/Victory
2. New high-visibility crosswalks, pedestrian-scale lighting, and ADA-compliant curb ramps at Birmingham HS Dwy/Victory
3. New continuous LA River Greenway will offer Class I cycling/pedestrian path with undercrossings of major streets and new illumination and facilities;
4. New Class IV protected-cycletrack on White Oak will replace existing bike lanes and separate cyclists from fast-moving automobile traffic. Expanded sidewalks over the White Oak bridge will be ADA compliant. New 410' Class II bike-lane between White Oak bridge and Victory will create dedicated space for cyclists continuing northbound on White Oak Ave.

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

a. List of behaviors: (Max of 100 Words) **Words Remaining:** 71

1. Speeding
2. Crossing Outside of a Crosswalk
3. Improper VehicularTurns/Right Hooks/Failure to Yield
4. Cut-throughs on neighborhood streets
5. Sideswipes of cyclists by automobiles
6. Wrong Way Cycling

b. How will the project eliminate or reduce these behaviors? (Max of 100 Words) **Words Remaining:** 1

1. New mini-roundabouts on Class III bike-routes and narrower lanes on White Oak in conjunction with new Class IV protected-cycletrack will slow speeds;
2. Continuous Greenway with undercrossings will offer alternative to crossing busy streets midblock;
3. New high-visibility crosswalks and lighting at Birmingham HS Dwy/Victory will induce safer turning and increase pedestrian visibility;
4. New Class III features, including mini-roundabouts will lessen incentives to use neighborhood streets as cut-throughs;
5. New Class IV and Class I bicycle facilities will separate cyclists from automobile traffic;
6. Improved cycling facilities will induce safer cycling by offering highly visible, safer, alternative.

Part B: Narrative Questions

Question #4

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

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

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

Words Remaining: 0

Public engagement over the decades by multiple agencies, supports the vision of transforming the river into a regional active transportation corridor and and an integral part of the communities it passes through in the 51-miles from Canoga Park to Long Beach. The LA River Revitalization Master Plan (2007), the Mobility Plan 2035 (2015), and the LA River Bikeway Feasibility Study (2017), and the SCAG 2016 RTP are recent efforts that demonstrate the longstanding and continued public support for closing the Greenway gap in the West San Fernando Valley. The project is vital to County's long term vision for increasing travel by active modes. No other alternative projects were considered, since they could never achieve the same local and regional impact as the Greenway Gap Closure.

The most recent prior outreach events were held for the feasibility study conducted in winter 2016 and spring of 2017, focused on the entire 13-mile San Fernando Valley River Greenway. By contrast, the recent outreach events for the Gap Closure were specifically targeted to local residents, particularly those who live in disadvantaged zip codes in close proximity to the Gap Closure. This approach delivered meaningful input on local concerns, travel behaviors and desired project features.

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

Words Remaining: 3

Reseda High School conducted outreach and publicized the Reseda Family Festival and Safety Fair in both English and Spanish. The event, held on Saturday, June 2nd, was in memory of a Reseda High School student killed on Easter while cycling on nearby streets, about one mile from the project area. The City of LA coordinated with event organizers to set up a booth, where city staff engaged residents and distributed project overview materials and a survey in English and Spanish.

Fifty-four people filled out the survey asking about their relationship to the project area, where and how often they ride bikes on local streets, which intersections they consider unsafe, and how they would use the completed LA River Greenway, including which destinations they would access. The same survey was carried out on Sunday, June 10, 2018 with eight respondents at the Encino Farmer’s Market in Balboa Park.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)
(Max of 200 words) Words Remaining: 1

Sixty-three percent of respondents said they would use the new LA River Greenway for commuting and recreation (7% said only commuting, and 30% said only recreation).

Popular destinations that respondents said they would use the Greenway to access include Balboa Park, the mall, home, and school. Unsafe streets and intersections that were reported include Oxnard, Balboa, Reseda, Vanowen, Tampa, Victory Lindley and Kittridge, Yolanda and Etiwanda. Many said that the entire area was unsafe for bicyclists and pedestrians.

Safety was a major concern in the community. Fifty-one percent of respondents were concerned about the speed of traffic, 52% were concerned about amount of traffic, 41% were concerned about bike and pedestrian connectivity to jobs, schools and transit, and 46% were concerned about unsafe street crossings.

The need to safely access local destinations by active modes were taken into consideration while planning for a connected on-street network to the Greenway. Many of the streets and intersections listed by survey respondents were addressed in the project scope. Comments from the 2017 LA River Feasibility Study that were also incorporated into project design include the need for adequate lighting, signage, and separation between cyclists and pedestrians. See attachment B-4-E2 for more information.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 150 words) Words Remaining: 2

Stakeholders will continue to be involved as the project moves forward through coordination from the Bureau of Engineering, the council office, and other community-based organizations.

Regular updates will be provided at each organization's meetings, on a Project website and though community fliers placed in publicly accessible locations throughout the district.

The project concepts will continue to be refined with other agencies including the Bureaus of Street Services, Sanitation and Street Lighting; the Department of Transportation; the Department of City Planning; and LA Metro. Any refinements will be reviewed with stakeholders to assure the goals and intent of the project are fulfilled with the implemented project.

During construction, stakeholders will be engaged regarding temporary street closures, traffic diversions and other construction-related activities to assure a smooth and seamless process. The city will coordinate with stakeholder organizations to utilize their networks to outreach to the broader public about construction activities.

E. Is this project specifically listed in an approved Transportation Plan? (1 point max)
(Max of 50 words) Words Remaining: 6

Yes – The LA River Valley Greenway is a Strategic Project listed in the SCAG RTP/SCS 2016 (attachment A-7). The Gap Closure, as well as local Class II and III connections, are listed in the City of LA's Mobility 2035 Plan (See attachment B-4-E1).

Attach the applicable plan page with the project highlight:

B-4-E1_Planning Documents20180727.pdf Remove Open File

Attach any applicable Public Participation & Planning documents:

B-4-E2_Community Outreach.pdf Remove Open File

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

B-4-E1
Planning Documents

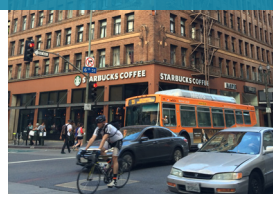
The following documents are included:

Mobility Plan 2035
LA River Bikeways and Greenways Feasibility Study (2017)
LA River Revitalization Master Plan (2007)
Orange Line Bus Rapid Transit Improvements
Metro Twenty-eight by '28

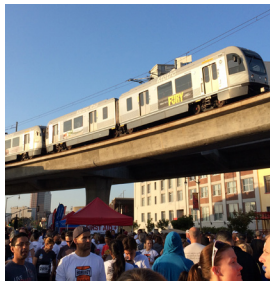
Mobility Plan 2035

An Element of the General Plan














Los Angeles Department of City Planning

Approved by City Planning Commission: **June 23, 2016**
City Plan Case No. CPC-2013-0910-GPA-SPCA-MSC

Adopted by City Council: **September 7, 2016**
Council File No. 15-0719-S15

Objectives

- Vision Zero: Decrease transportation related fatality rate to zero by 2035.
- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually.
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035. (Refer to Complete Streets Design Guide for targeted operating speeds).
- Establish 100 school slow zones operating within 1/2 mile of schools by 2035.
- Increase the percentage of females* who travel by bicycle to 35% of all riders by 2035. (*The presence of females riding on a bikeway is typically cited as an indicator that the bikeway provides a safe and comfortable environment for less experienced riders. Therefore, this measurement is a good proxy for understanding the degree to which a particular bikeway has succeeded in attracting the range of bicyclists between eight and 80 years of age).
- Increase pedestrian safety improvements in the design and implementation of complete streets projects within the top 25% SB565 disadvantaged communities located in the City of Los Angeles or as subsequently identified through tools utilized by the City.

Policies

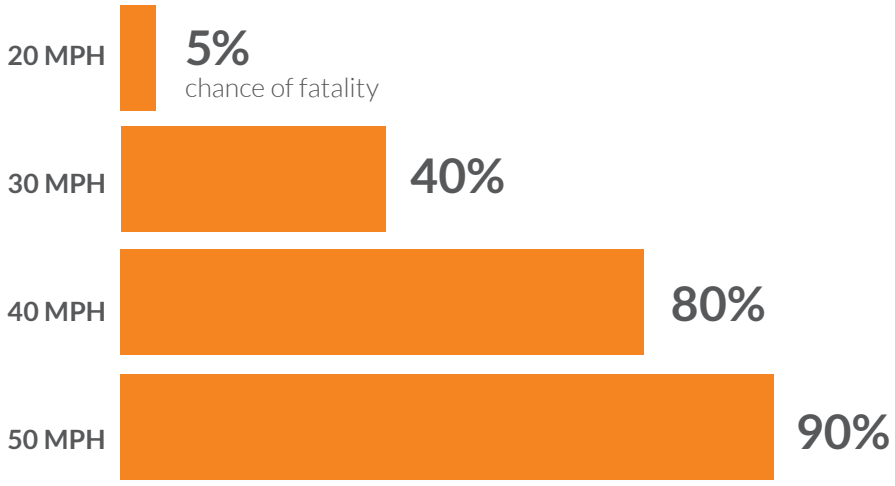
1.4 Design Safe Speeds:

Design streets to Targeted Operating Speeds as defined in the Complete Streets Design Guide.

Context-sensitive roadway design is important for the safety of all roadway users. The way a street is designed has much to do with how it functions. A completely straight road with multiple lanes on each side allows for a high capacity of fast-moving vehicles, whereas a roadway with narrow travel lanes, a winding path, greenery, and pedestrian activity calls for slower travel speeds.

Speed limits have been on the rise due to state speed limit requirements. The 85th percentile rule dictates that the speed limit be set at or below the 85th percentile operating speed, meaning that if people break the law and drive faster than the posted speed limit on a particular road, the speed limit can and will be raised. This law has grave consequences for street safety and performance since it does not take into account other factors like land use context and other modes of transportation.

Given that excessive speed is a highly cited factor in collisions, targeted reductions in speed could have a big impact on reducing the number of collisions in Los Angeles. Pedestrians and bicyclists are particularly vulnerable in collisions with cars, especially when those vehicles are traveling at increased speeds. At higher speeds bicyclists and pedestrians become less visible and more vulnerable. Since the human brain can only process a finite amount of visual information, the field of vision decreases significantly as the speed of travel increases. At faster speeds the field of vision narrows and the periphery, often where pedestrians or bicycles would be located, fades from view. Also with increased speed is the likelihood of injury and death, which jumps from a 40% chance of death when a vehicle is traveling at 30 mph to an 80% chance of death when a vehicle is traveling at 40 mph[5].



5 *(National Highway Traffic Safety Administration, DOT HS 809 021October 1999 Final Report)*

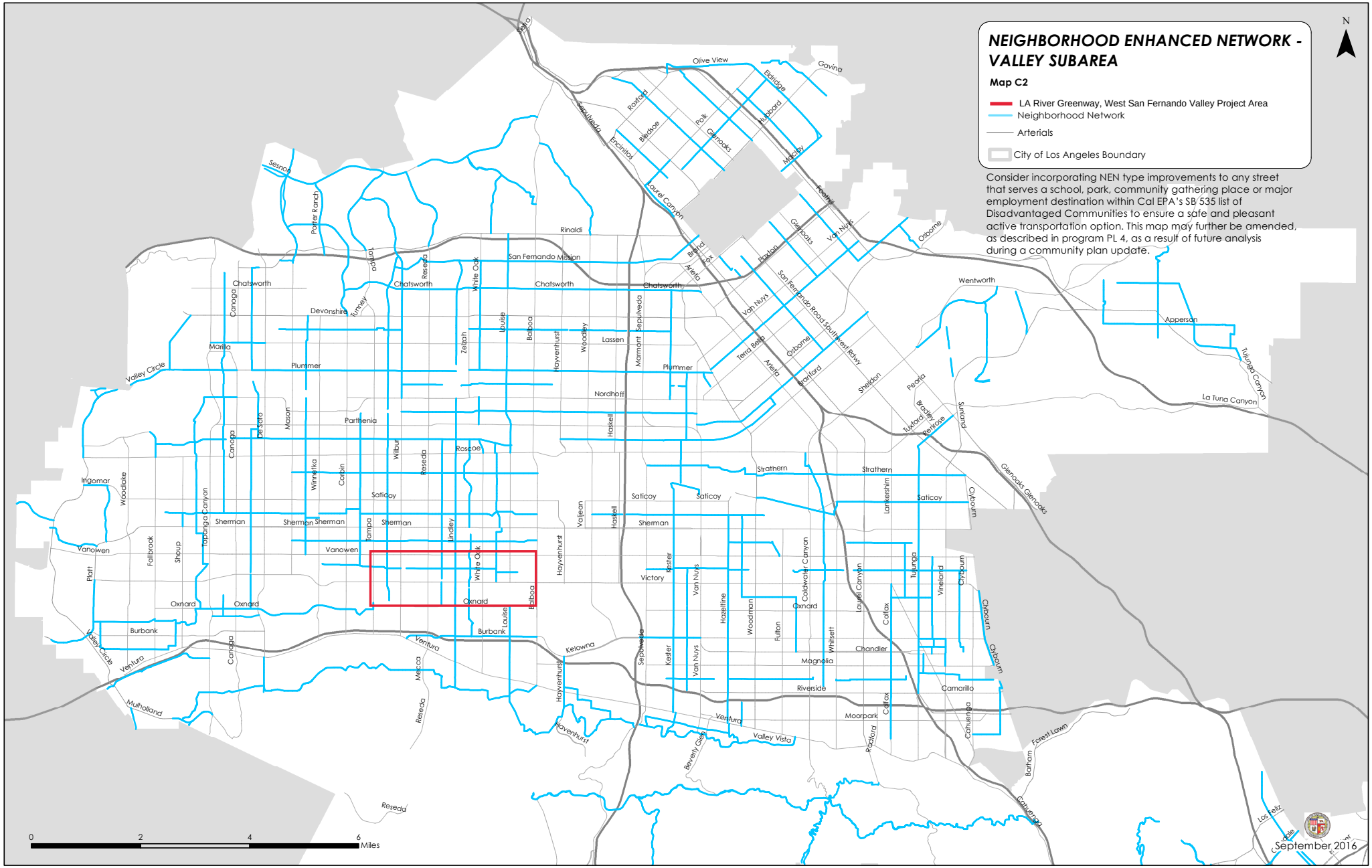
2.4 Neighborhood Enhanced Network:

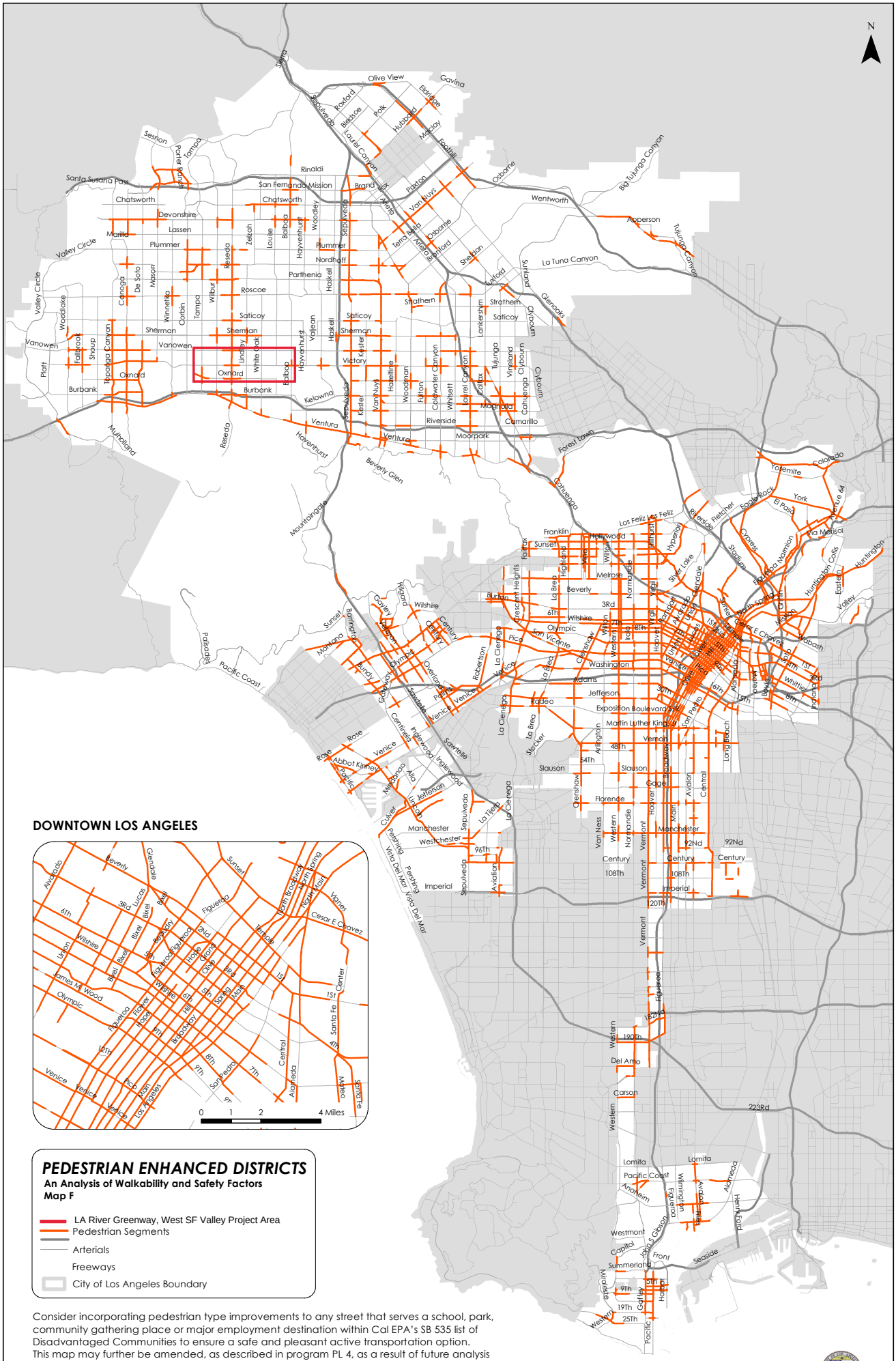
Provide a slow speed network of locally serving streets.

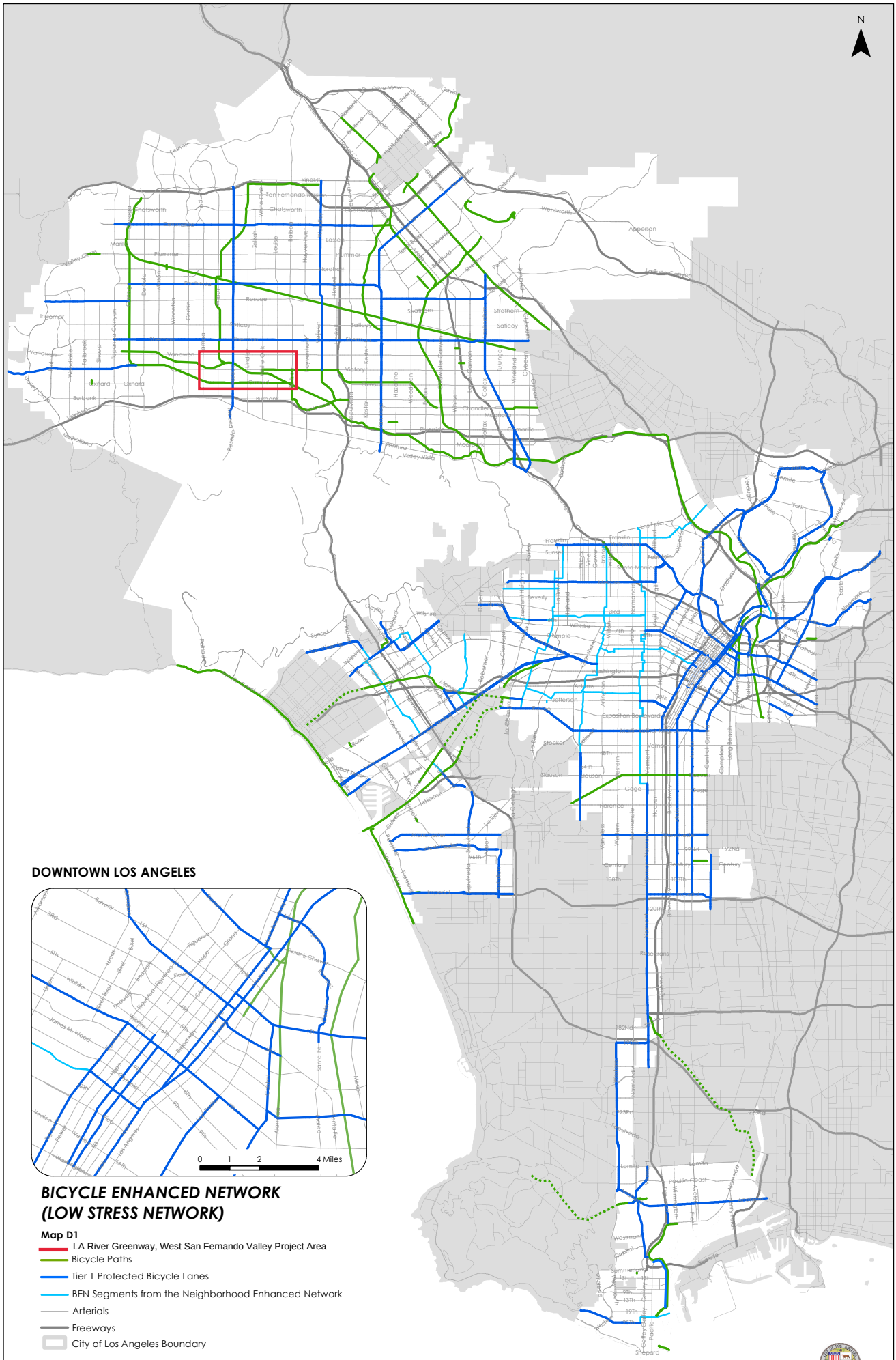
The Neighborhood Enhanced Network is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. This network complements the Pedestrian Enhanced Districts and the Bicycle Enhanced Network by identifying non-arterial streets important to the movement of people who walk and bike. Criteria for streets on the Neighborhood Enhanced Network may include vehicular travel that does not exceed 1500 vehicles a day and streets where the 85th percentile of travel speed is equal to or less than 20 mph, in order to provide a safe and comfortable experience for people who travel by walking, bicycling, or other slower moving modes. Enhancements may not be required if streets meet targeted speeds and volumes or they can take shape in the form of a variety of traffic calming features depending on local context need. Please see the Complete Street Design Guide for more discussion on Neighborhood Enhanced Network features. The Neighborhood Enhanced Network (NEN) maps are provided in the maps section in Chapter 6 of the Plan.

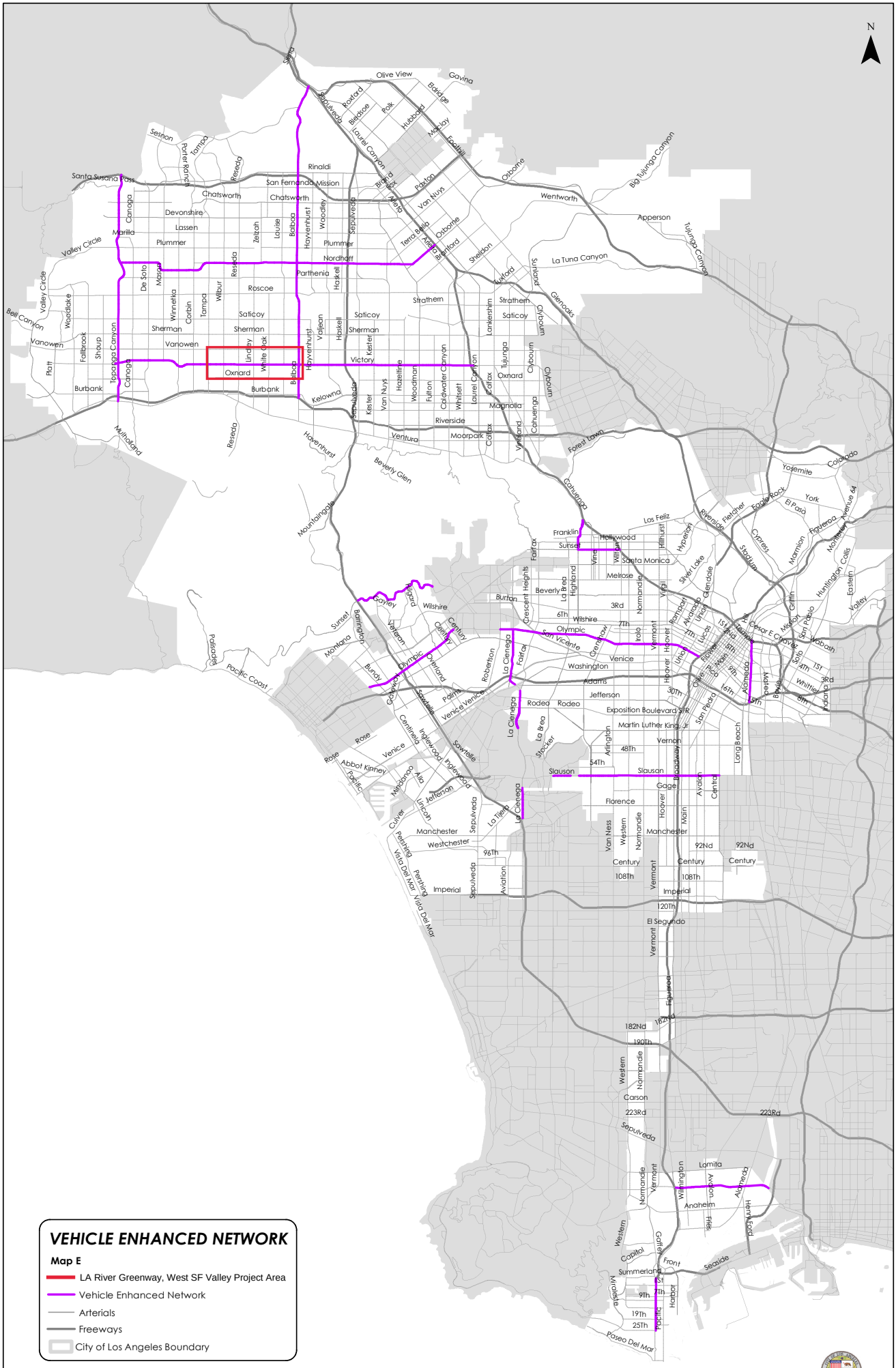
Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
ENG.9	Green Alleys Program. Continue the Green Alleys program to introduce low-impact development stormwater features and improve the overall quality and safety of neighborhood alleys.	BOS, DOT, LASAN, Council Offices	5.5, 2.3, 1.2, 1.7	Engineering
ENG.10	Industrial Street Infrastructure. Provide adequate street infrastructure in established industrial areas; revise geometric design standards for intersections in/around industrial areas with high truck volumes.	DOT, DCP, BOE	1.7, 1.8, 2.8	Engineering
ENG.11	Manual of Policies and Procedures. Update LADOT Manual of Policies and Procedures to incorporate innovative engineering standards and traffic control devices (for all modes of transportation) included in the City's Complete Street Design Guide. Regularly update both manuals as new standards and devices are adopted by the California Traffic Control Devices Committee in the MUTCD and/or the CA Highway Esign Manual and/or Federal Highway Administration.	BOE, DOT, DCP, LASAN	2.2, 1.4, 1.2	Engineering
ENG.12	Complete Street Design Guide (CSDG). Utilize the CSDG to guide decisions about specific complete street enhancements and potential cross-section designs of streets on the BEN, Bicycle Lane, TEN, PED, and VEN networks.	DCP, BOE, DOT, LASAN, LAPD, LAFD	2.2	Engineering
ENG.13.	Neighborhood Traffic Calming and Slow Zones. Establish a procactive neighborhood traffic management program and institute "slow zones" in targeted areas. Support and advocate for 20 new zones.	DOT, DCP, CLA, LAPD, Council Offices	1.4, 2.4, 3.1, 3.2	Engineering
ENG.14	Neighborhood Enhanced Network. Implement the NEN, an approximately 800 mile system of collector and local streets designed to facilitate pedestrian and bicycle activity. A subset of this network has been priortized to fill gaps in the protected bicycle lane system defined by the Bicycle Enhanced Network.	DOT, DCP, LASAN, Council Offices	2.4, 3.1, 3.2	Engineering
ENG.15	Vehicle Enhanced Network (VEN). Implement the VEN, an 80 mile roadway system of existing city streets that have been prioritized for vehicular movement due to their ability to improve vehicular access to the regional freeway system.	DOT, DCP, BOE, BSS, Council Offices	2.7	Engineering
ENG.16	Los Angeles River. Implement Greenway 2020 (a locally led effort to complete the bicycle path along the entire 32 mile stretch of the Los Angeles River by 2020.) and Los Angeles River Greenway Trail to provide a multi-generational trail and provide active transportation options to disadvantaged communities.	RiverWorks Team and local non-profit partners, Council Offices	2.3, 2.4, 2.6, 3.1	Engineering
ENG.17	Bicycle Lane Network. Implement and maintain an interconnected 700 mile bicycle lane system 300 of which are intended to be upgraded to protected bicycle lanes. See above BEN.	DOT, DCP, Council Offices	1.4, 2.6, 4.14	Engineering
ENG.18	Pedestrian Enhanced Districts. Implement pedestrian improvements on targeted intersections and arterial street segments based on a set of criteria.	DOT, DCP, LASAN, Council Offices	2.3, 3.1, 3.2	Engineering


NEIGHBORHOOD ENHANCED NETWORK - VALLEY SUBAREA
Map C2
LA River Greenway, West San Fernando Valley Project Area
Neighborhood Network
Arterials
City of Los Angeles Boundary
Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.
N
0
2
4
6
Miles
September 2016
Olive View
Gavina
Eldridge
Hubbard
Mid-City
Foothill
Roxford
Bledsoe
Polk
Glenoaks
Sepulveda
Encinitas
Laurel Canyon
Osborne
Van Nuys
Glenoaks
Paxton
Arleta
Balboa
San Fernando Mission
Rinaldi
Sesnon
Porter Ranch
Tampa
Reseda
White Oak
Chatsworth
Canoga
Devonshire
Nordhoff
Plummer
Marilla
Valley Circle
Zelzah
Louise
Balboa
Haynes
Woodley
Lassen
Marmont
Sepulveda
Terra Bella
Van Nuys
San Fernando Road Southwest Relwy
Sheldon
Arleta
Brantford
Wentworth
Apperson
Tujunga Canyon
La Tuna Canyon
Peoria
Bradley
Tuxford
Penrose
Sunland
Glenoaks Glenoaks
Mason
De Soto
Parthenia
Roscoe
Haskell
Wilbur
Winnetka
Corbin
Saticoy
Strathern
Lankershim
Clybourn
Ingomar
Woodlake
Topanga Canyon
Sherman
Vanowen
Platt
Fallbrook
Shoup
Lindley
Tampa
Valjean
Victory
Kester
Van Nuys
Hazeltine
Woodman
Fulton
Coldwater Canyon
Laurel Canyon
Whitsett
Coldfax
Tujunga
Vineland
Oxnard
Burbank
Valley Circle
Ventura
Kelowna
Sepulveda
Chandler
Magnolia
Riverside
Camarillo
Moorpark
Valley Vista
Beverly Glen
Mulholland
Mecca
Reseda
Haven hurst
Cahuenga
Forest Lawn
Barham
Los Feliz
Cole


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
PEDESTRIAN ENHANCED DISTRICTS
An Analysis of Walkability and Safety Factors
Map F
LA River Greenway, West SF Valley Project Area
Pedestrian Segments
Arterials
Freeways
City of Los Angeles Boundary
Consider incorporating pedestrian type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update
0 2 4 6 8 Miles
September 2016


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map D1
LA River Greenway, West San Fernando Valley Project Area
Bicycle Paths
Tier 1 Protected Bicycle Lanes
BEN Segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
September 2016


N
VEHICLE ENHANCED NETWORK
Map E
LA River Greenway, West SF Valley Project Area
Vehicle Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0
2.5
5
7.5
10
Miles
September 2016

CITY OF LOS ANGELES BUREAU OF ENGINEERING

LOS ANGELES RIVER VALLEY BIKEWAYS AND GREENWAYS

DESIGN COMPLETION PROJECT

NOVEMBER 29, 2017

FEASIBILITY STUDY DESIGN REPORT

ALIGNMENT | SEGMENT 01

Vanalden Avenue to White Oak Avenue

Segment 01 is a 1.6 mile long reach on the south side of the LA River and begins at Vanalden Avenue and ends at White Oak Avenue. The LA River in this segment is characterized by a concrete lined trapezoidal channel. The surrounding context is primarily residential single family homes directly adjacent to the alignment with private fencing and walls to provide screening and security.

Alignment

Vanalden Avenue - Wilbur Avenue

The 0.26 mile maintenance path right of way in this reach varies between 21'-24' wide. The right of way slopes between 3'-4' from the top of the trapezoidal channel to edge of the property line, which will require a small retaining wall to maximize space. The future bikeway design will be a Class I Bike Path with a separate 5' decomposed granite pedestrian path. The remaining area varying between 3'-6' will be planting and/or bioswale along the property boundary.

Wilbur Avenue - Yolanda Avenue

The 0.27 mile maintenance path right-of-way in this reach is varies between 13'-20' wide. The narrow area is located in the center of this stretch with the wider sections located at Wilbur Avenue and Yolanda Avenue. The right of way is relatively flat in the narrow area as this has an existing retaining wall. The wider path area approaching Yolanda Avenue has approximately 5' of grade change and will require a small retaining wall. The future bikeway design will be a Class I Bike Path with a separate 5' decomposed granite pedestrian path in a limited area. A cantilever is feasible in the narrow section that would allow a continuous separate pedestrian path along the entire stretch. In the wider sections the remaining 1'-3' width will be planting and/or bioswale.

Yolanda Avenue - Reseda Avenue

The 0.25 mile maintenance path right of way in this reach is approximately 21' wide. The path has approximately 4' of grade change and will need a small retaining wall to maximize space and utility. An existing pedestrian bridge at Amigo Avenue creates a constrained condition at this street end. The future bikeway design will be a Class I Bike Path with a separate 5' decomposed granite pedestrian path. The remaining 2' area will be planting and/or bioswale.

Reseda Avenue - Etiwanda Avenue

The 0.29 mile maintenance path right of way in this reach is approximately 25' wide. There is a 277' length of a 40' wide right of way at Etiwanda Avenue that provides an additional opportunity for amenities/greenway. This alignment passes directly adjacent and through Reseda Park and is relatively flat. There is an existing pedestrian path around the edge of Reseda Park Lake that limits the available right of way to 12'-14' in two locations. An existing pedestrian bridge connects the park to Etiwanda Avenue on the north side of the LA River. The future bikeway design will be a Class I Bike Path and the separate pedestrian path will be integrated into the walking paths that exist in the park. This separate walking path will be considered a promenade and should be at least 8' wide. The remaining 5' area will be planting and/or bioswale.

Etiwanda Avenue - Victory Boulevard

The 0.13 mile maintenance path right of way in this reach is approximately 20' wide and has no significant grade change. The future bikeway design will be a Class I Bike Path with a separate 5' decomposed granite pedestrian path. The remaining 3' will be planting and/or bioswale.

Victory Boulevard - Lindley Avenue

The 0.17 mile maintenance path right of way in this reach is approximately 10'-15' wide. As this stretch is approximately 800' in length, the future bikeway will remain notched into channel as it needs to ramp under Lindley Avenue. There is a planned park in this area at Caballero Creek and future bikeway connections should be integrated. The alignment will cross over Caballero Creek.

Lindley Avenue - White Oak Avenue

The 0.51 mile maintenance path right-of-way in this reach is approximately 17-18' wide and has no significant grade change. The future bikeway design will be a Class I Bike Path with a separate 5' decomposed granite pedestrian path. A cantilever for a full or partial pedestrian path is feasible in this section, which would allow up to a 5' wide area to be planting and/or a bioswale.

Bridge/Street Crossings

The future bikeway seems likely to traverse under street crossings in this segment with channel cuts as is done in similar street crossings within the existing bikeway west of Vanalden Avenue. These will be Wilbur Avenue, Reseda Avenue, Victory Boulevard, Lindley Avenue and White Oak Avenue.

There will need to be a new bridge structure constructed as the bikeway and pedestrian path cross over Caballero Creek. As the short segment between Victory Boulevard and Lindley Avenue results in the bikeway and pedestrian path to remain notched into the channel as it passes Caballero Creek, further study is needed for the design of the bridge structure.

Access

The West Valley Bikeway/Greenway connects to the future bikeway at Vanalden Avenue.

Three pedestrian bridges exist within this segment and are located at Vanalden Avenue, Amigo Avenue and Etiwanda Avenue. These bridges provide essential local neighborhood links along the corridor. Etiwanda Avenue pedestrian bridge is especially important to connect the Reseda High School with Reseda Park and the future bikeway.

Vanalden Avenue, Yolanda Avenue, Amigo Avenue, Etiwanda Avenue, and Zelzah Avenue streets end at the proposed alignment of the bikeway and can be new locations for small localized pocket parks and neighborhood access points to the future bikeway as well.

White Oak Avenue and Reseda Avenue have existing bike facilities and will provide bike access points for a majority of bicyclists. Reseda Avenue also has the most transit stops within walking distance.

Greenway

The greenway width varies from 0' to 17' in this segment with street end micro-park conditions occurring at Vanalden Avenue, Yolanda Avenue, Amigo Avenue, Etiwanda Avenue, and Zelzah Avenue. See chapter 5 for more details on future bikeway landscape improvements.

ALIGNMENT | SEGMENT 01

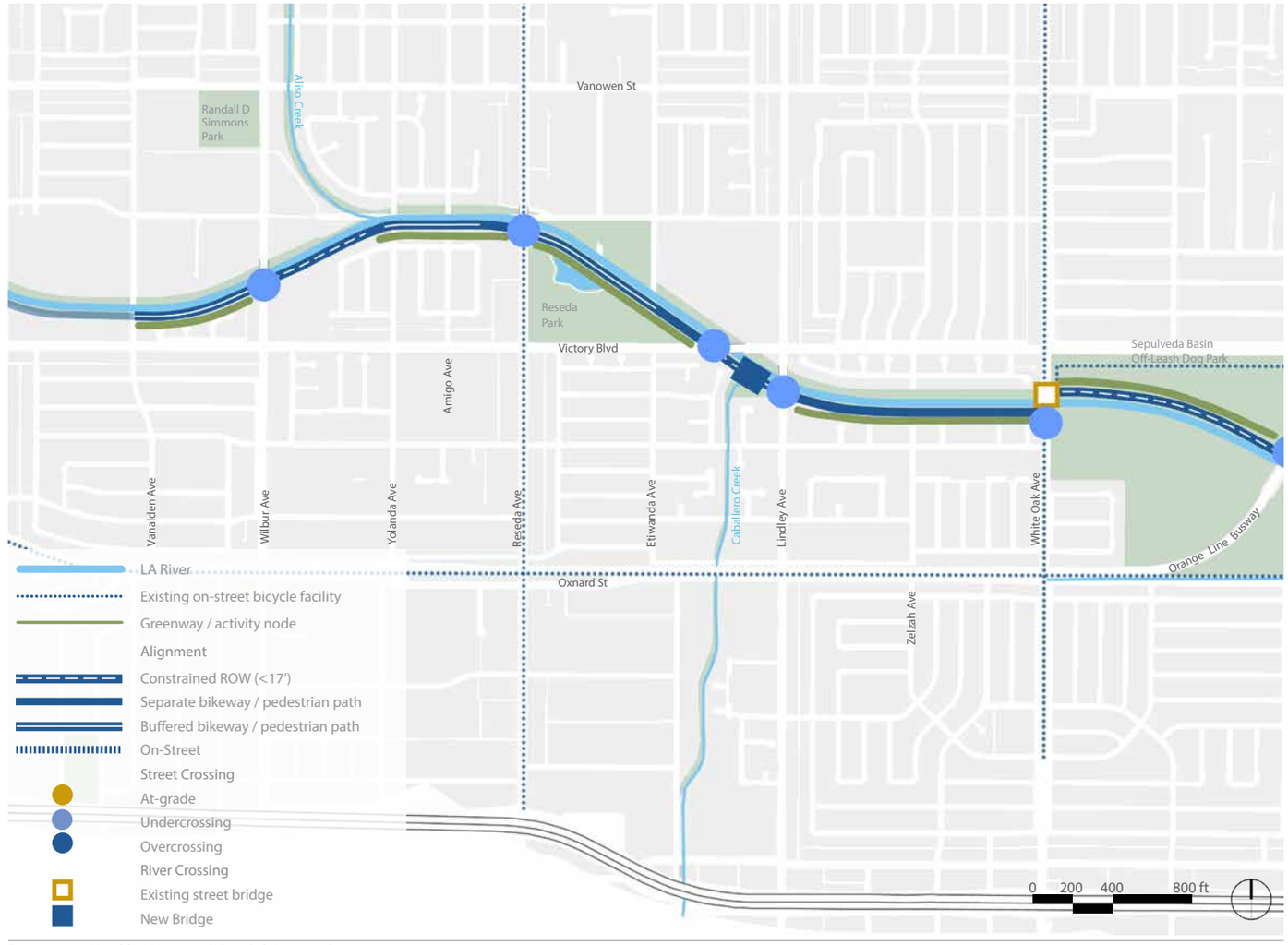


Figure 03.01.1 Vanalden Avenue to White Oak Avenue - Segment 01

ALIGNMENT | SEGMENT 02

White Oak Avenue to Balboa Boulevard

Segment 02 is a 1.06 mile long reach on the north side of the river that begins at White Oak Avenue and ends at Balboa Boulevard. The LA River is characterized by a concrete lined trapezoidal channel until the Metro Orange Line Busway overcrossing where it transitions to a soft-bottomed, concrete sided trapezoidal channel. The surrounding context is open space federally owned land that is part of the Sepulveda Basin.

Alignment

White Oak Avenue - Orange Line Busway

The 0.48 mile maintenance path right-of-way in this reach is approximately 15' wide and is relatively level throughout. A fence separates the future bikeway from the Sepulveda Basin Off-Leash Dog Park. The current right of way would allow for a shared 15' wide share pedestrian and bicycle path. Consideration should be given to using part of the adjacent parcel to achieve the preferred separate pedestrian path and greenway.

Orange Line Busway - Balboa Boulevard

The 0.58 mile maintenance path right of way in this reach is approximately 14' wide for the first 850' east of the Orange Line Busway and widens to 17'-19' at Balboa Boulevard. Under current conditions, the future bikeway design will be a Class I Bike Path with a separate 5' decomposed granite pedestrian path and a shared 14' pedestrian/bicycle path in the narrow section. The entire length is relatively flat and is next to an undeveloped lot that is publicly owned by the Army Corps of Engineers. Consideration should be given to using part of the adjacent parcel to achieve the preferred separate pedestrian path and greenway along the entire length.

Bridge/Street Crossings

The bikeway will cross the LA River at White Oak Avenue. There is an opportunity to utilize the White Oak Avenue bridge to achieve this. Minor modification to the bridge railing , street striping and median island removal/ relocation can help create a new multi-use path north bound on White Oak to traverse to the north side of the LA River. See figure 3.02.1 for current design solution.

There are major conflicts at the Orange Line busway crossing that may require the bikeway to utilize a tunnel to cross the BRT busway.

Balboa Boulevard has existing undercrossings that can be utilized with minor modifications. Balboa Boulevard has an existing multi-use path and the Balboa Boulevard bridge can be utilized to cross the LA River on the south side.

Access

There are limited access points within this segment as the Orange Line Busway does not provide a connection to the future bikeway. White Oak Avenue and Balboa Boulevard have existing bike facilities and will provide bike access points in this segment. Both White Oak Avenue and Balboa Boulevard provide access to the Orange Line bikeway that is located north along Victory Boulevard.

The future bikeway is directly adjacent to the Sepulveda Basin Off-Leash Dog Park and will provide a direct connection for it's users. Other sites that have potential access to the bikeway/greenway are the Mark Taper Intergenerational Center, Encino Farmer's Market, Pedlow Field Skate Park and the Sepulveda Basin Sports Complex.

Greenway

The greenway width varies from 0' to 5' in this segment. See chapter 5 for more details on future bikeway landscape improvements.

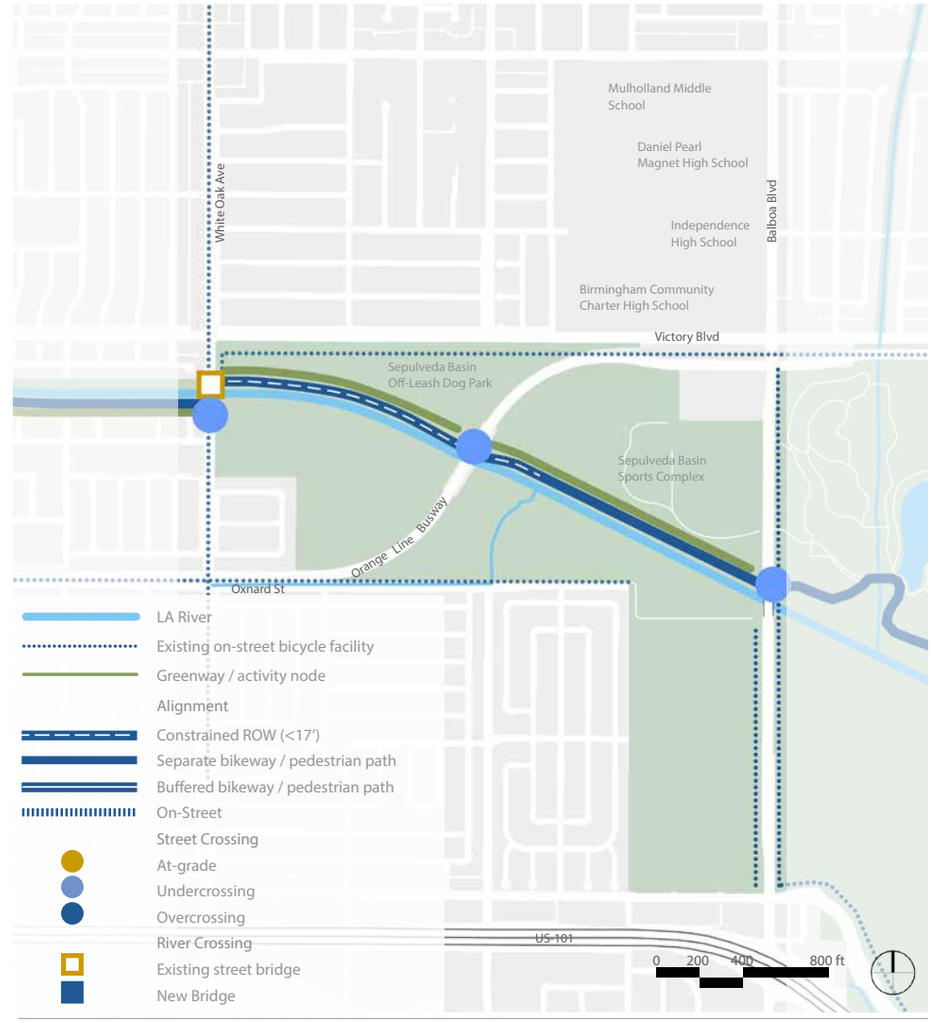
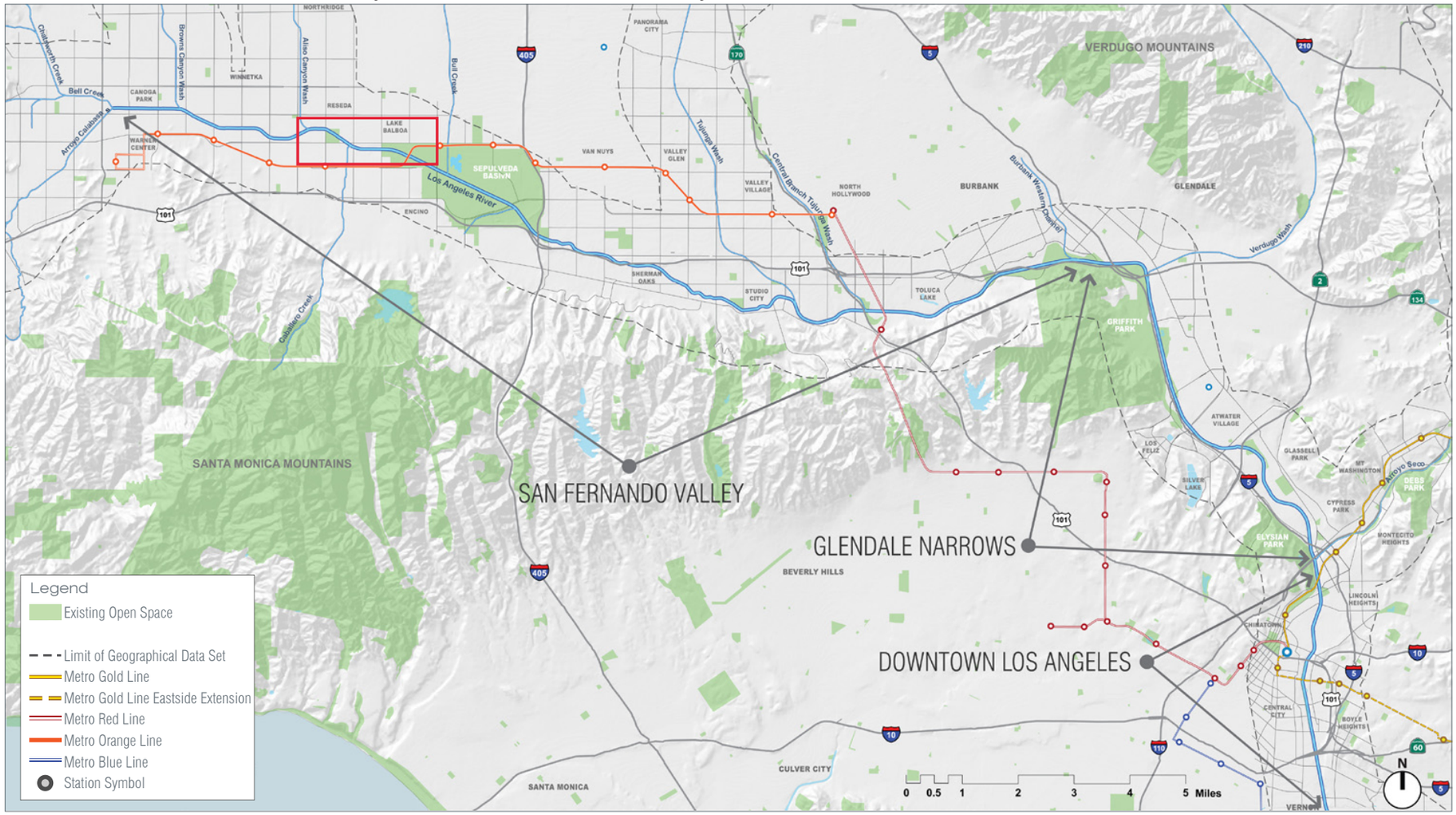


Figure 3.02.1 White Oak Avenue to Balboa Boulevard - Segment 02 Concept Alignment

April 2007

LOS ANGELES RIVER REVITALIZATION MASTER PLAN

"The way we treat rivers reflects the way we treat each other" Aldo Leopold (1887-1948)



NEED FOR ADDITIONAL PARKLAND AND PLAYING FIELDS

In 2004, the Trust for Public Land (TPL) surveyed the 50 largest cities in the U.S., including Los Angeles, focusing on equity and access to parks. Compared to other cities with similar density and population, Los Angeles offers less in the way of recreational amenities, according to TPL:

TOTAL LAND AREA DEVOTED TO PARK LAND:

- Los Angeles ranks 11th of 12 major cities with 7.8% of total land area in parks, compared to San Diego with 22%, San Francisco with 19.3%, and New York with 19.1%.

TOTAL ACRES OF PARK LAND PER 1,000 PEOPLE:

- Los Angeles has 6.1 acres of park land per 1,000 people compared to San Diego with 36.1 acres, San Francisco with 7.8 acres, and New York with 4.6 acres.

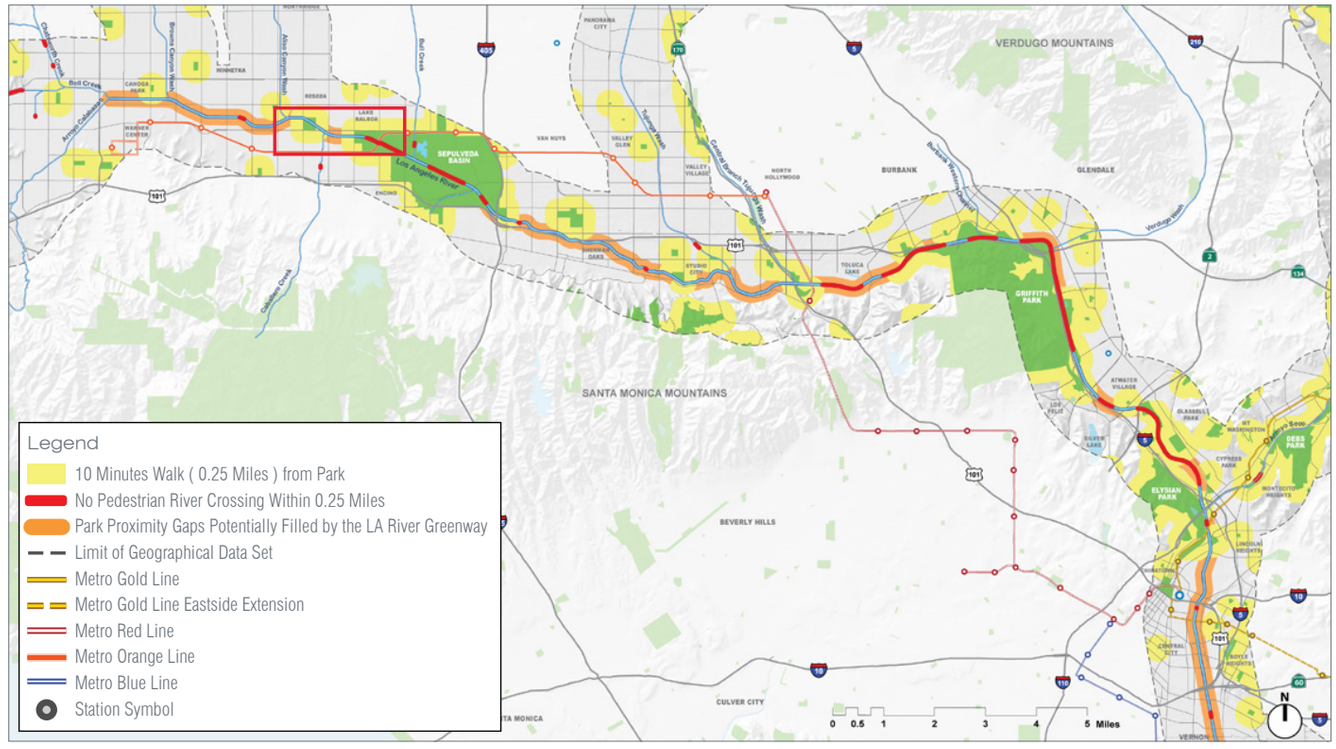
RECREATIONAL FACILITIES PER 10,000 PEOPLE:

- Los Angeles ranks 10th in the number of ball fields, 10th in the number of soccer fields and 46th in the number of playgrounds per 10,000 people. For example, Minneapolis has 1.5 soccer fields per 10,000 people, Los Angeles has 0.1 soccer fields per 10,000 people.

TOTAL PARK-RELATED SPENDING PER RESIDENT:

- Los Angeles spends $38 annually per resident compared to San Francisco at $276.

Recreation, Non-Motorized Transportation, and Public Access to the River



Open Space Access and Cross-River Connectivity Along the Los Angeles River

RECOMMENDATIONS

Recommendation #5.1:
Provide opportunities for continuous and uninterrupted movement along the River.

Recommendation #5.2:
Establish a River Buffer area within and adjacent to the River that meets riparian or upland habitat requirements.

Recommendation #5.3:
Extend open space, bike paths, and multi-use trails into the tributaries.

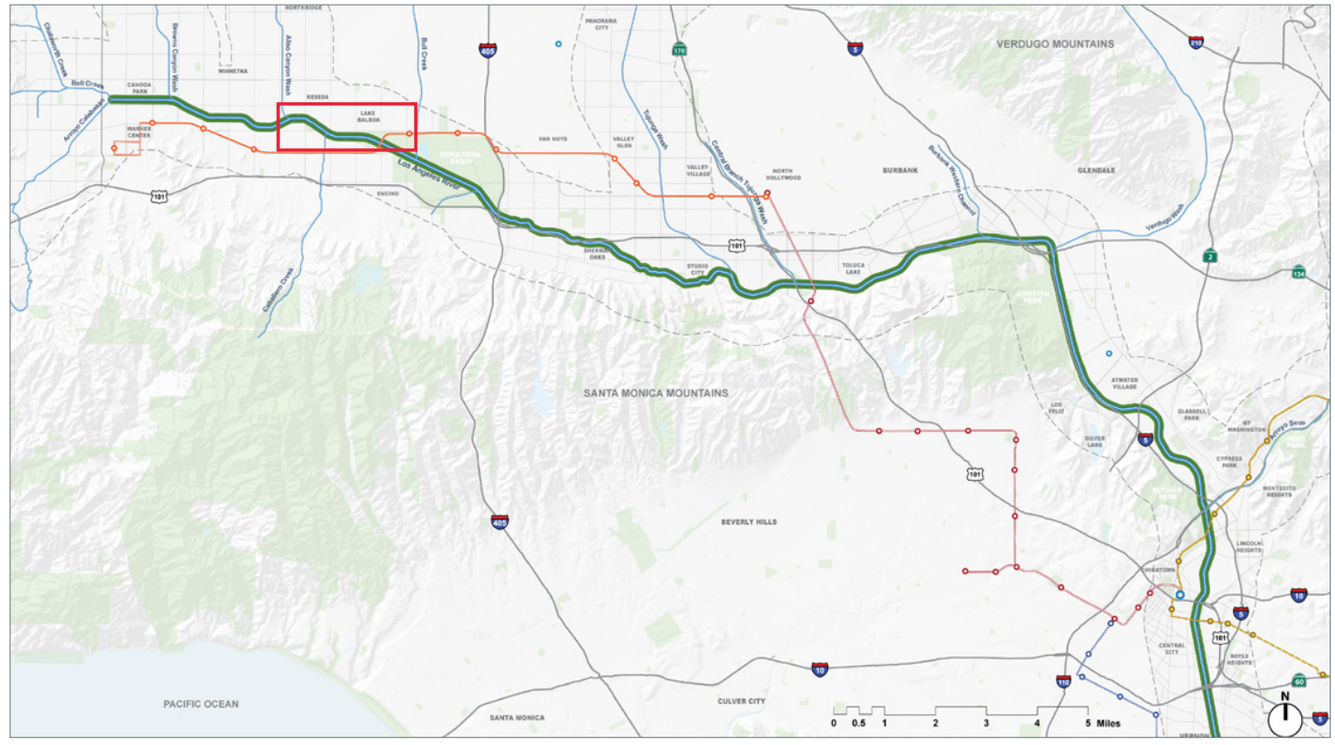
PROTOTYPICAL ELEMENTS AND THEIR USE

Building blocks that can be used to create the River Greenway system:

- The Greenway itself;
- River Promenades;
- Riverside Streets; and
- Grade-separated Crossings.

Key design features for these elements and guidelines concerning where to apply them are described in the next section.

Create a Continuous River Greenway



A continuous River Greenway is proposed along the Los Angeles River.

RECOMMENDATIONS

Recommendation #5.4:
Provide green arterial connections to the River. Where suitable, landscaped areas should be designed to meet upland habitat requirements.

Recommendation #5.5:
Create safe non-motorized routes between the River and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within 1 mile of the River.

Recommendation #5.6:
Increase direct physical and visual access to the River.

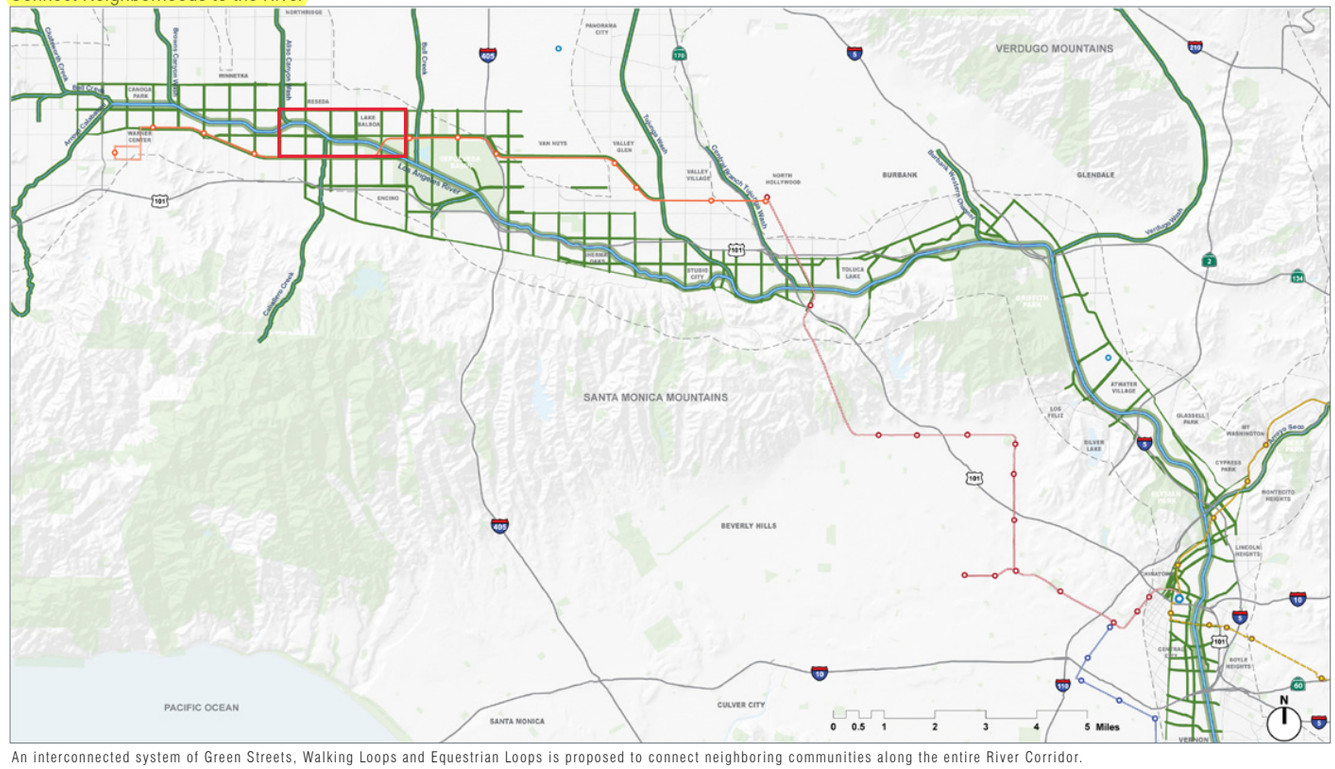
PROTOTYPICAL ELEMENTS AND THEIR USE

Several building blocks can be used to create a Green Streets system. These include:

- Arterial Green Streets;
- Primary Local Green Streets;
- Local Green Streets;
- Neighborhood Walking Loops;
- Industrial Green Streets;
- Enhanced Intersections;
- Paseos; and
- Equestrian Loops.

Key design features for these elements, and guidelines concerning where to apply them are described in the next section.

Connect Neighborhoods to the River



An interconnected system of Green Streets, Walking Loops and Equestrian Loops is proposed to connect neighboring communities along the entire River Corridor.

GOAL: CONNECT NEIGHBORHOODS TO THE RIVER

NEIGHBORHOOD WALKING LOOPS

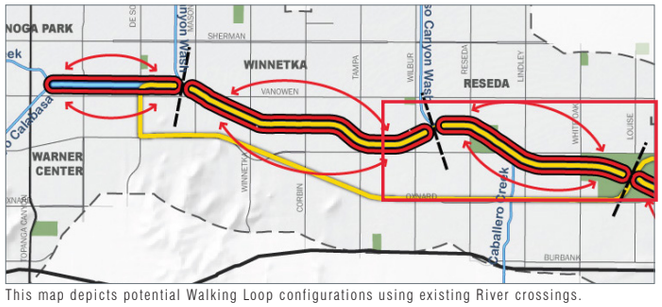
Neighborhood Walking Loops will be routes that individuals and families can follow along the River. Walking Loops are important for promoting fitness and can also define the local character of the River's diverse neighborhoods and communities. The Loops will emerge along the River, as communities and neighborhoods engage in planning and improving their local River reaches. Typically 2-4 miles in total length, the location of crossings would depend on land use, infrastructure, and community needs. These Loops will therefore define the local character of a section of the River and might include public art, interpretive signage, and other features. Grade-separated crossings on both sides of the River will be necessary to create a continuous and enjoyable loop.

Guidelines:

- Use Walking Loops as a catalyst to build grade-separated crossings.
- Walking Loops should average two miles in length.
- Incorporate fitness elements within Loops to encourage exercise.
- Create Loops that give a distinctive character to discrete sections of the River with public art and signature amenities.
- Seek investment and involvement from the local community, including businesses and schools.
- Establish a Loop identity with environmental graphics and wayfinding.
- Refer to the Los Angeles County Master Plan Landscaping Guidelines and Plant Palettes for specific guidance.
- All circulation and spaces will be ADA-compliant regarding maximum grades and surfacing materials.

Where to apply the element:

- Loop ends located at non-motorized bridges and other safe crossings
- Between difficult obstacles, such as tributaries, that cannot be easily crossed at-grade or grade-separated
- In conjunction with grade-separated crossings and River trail improvements
- Within a distinct cultural or geographical area, including neighborhoods, historical areas, parks, and newly recognized districts
- Linked to or included as a distinctive local feature of the River or adjacent areas
- In areas lacking recreational opportunities
- Where grade-separated crossings exist on both sides of the River



This map depicts potential Walking Loop configurations using existing River crossings.

Existing Recreational loop around Balboa Lake (2005)

NEIGHBORHOOD WALKING LOOPS

- Loop circuits of approximately two-to-four miles that help that help to establish River identity through different segments, while providing a readily-navigable walking or biking experience.

POTENTIAL NEIGHBORHOOD WALKING LOOP PROJECTS:

- Mission Yard River Loop
- 1st to 6th Street River Loop
- Many more could be developed on a neighborhood-by-neighborhood basis

The Echo Park promenade has become a popular strolling and exercise system for adjacent communities. (2006)

File #: 2017-0413, **Version:** 1

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2017

SUBJECT: ORANGE LINE BUS RAPID TRANSIT IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

A. the findings and recommendation resulting from the Orange Line Bus Rapid Transit Improvements Technical Study; and

B. advancing Orange Line Bus Rapid Transit Improvements into the public engagement, environmental review and engineering design concurrent processes.

AMENDMENT BY DUPONT-WALKER AS AMENDED BY SOLIS

I MOVE THAT the recommendation be amended to carry the seven potential stand-alone grade separations identified in the consultant report* forward into the environmental process for further consideration a project alternatives, and that MTA coordinate closely with LADOT on the environmental, stakeholder, and public review processes to refine and better identify potential traffic delay and other impacts to affected intersections.

*Reseda Blvd., Balboa Blvd., Sepulveda Blvd., Van Nuys Blvd., Woodman Ave., Burbank Blvd., and Laurel Canyon Blvd.

AMENDMENT BY SOLIS: to explore cost-sharing with the City so that we could look at structure that might include the City and the COG.

DISCUSSION

Overview of Metro Orange Line

The MOL is a multi-modal transportation corridor. MOL provides a vital high-capacity transit link for San Fernando Valley and extends nearly 18 miles in length from the North Hollywood Metro Red Line station to Chatsworth, with a spur to Warner Center. It is a highly successful transit line in Metro's network, with approximately 25,000 daily riders.

Technical Study Analysis

A Technical Study was authorized by the Board in January 2016. Improvements studied included grade separations, minor street closures, better transit signal priority technology, electronic bus connectivity to facilitate bus platooning and a four quadrant gating system. The core goal is to improve operating speeds/reduce bus travel times to move customers more efficiently and safely. Six alternatives were packaged together out of numerous individual, potential improvements. Four alternatives studied a different mix of grade separations. One alternative studied solely using gating at all intersections. Another alternative evaluated a mix of grade separations and gating.

Technical Study Key Findings

Details of the Technical Study are outlined in Attachment A. Key findings are as follows:

- The gating system accomplished the highest benefit for the least cost relative to the other improvements. It allows buses to travel much faster than the current average of 21 miles per hour through roadway intersections while also improving safety by lowering the risk of vehicle intrusions into the busway.

- Gating is a cost-effective approach to providing an equitable distribution of safety improvements along the busway, which allows for a time saving that is cumulatively substantial. With gating, there is far less benefit to closing minor roads in the MOL corridor, as gating would reduce uncertainty for bus drivers at the crossings and improve travel times and safety.

- Grade separations of major arterial roadways did not achieve the hoped-for benefit in time savings because the stations located at these intersections required buses to stop anyway and are costly. Grade separations provide an equivalent or superior safety improvement but, due to the cost, the safety improvement is limited to those grade separated intersections, versus a busway-length deployment of safety gating.

- In general, the minor roads identified as high candidates for closure were found to be important for local access, complicating closures as a solution.

The alternative that studied a mix of gating and grade separation performed substantially better in all measures compared to the other alternatives and fits within the Measure M budget.

- Travel time is reduced by 16 minutes between the North Hollywood station and Chatsworth stations (12 minutes to Canoga Park station) when combined with enhanced bus operations.

- Daily ridership could be increased by over 10,000. Vehicular cross-traffic wait time is longer when the gates are down as compared to existing road traffic signal condition, but the gates only come down to stop traffic when needed for a bus crossing and all other times will be open for the cross traffic. Also, the gates will be coordinated for bicycle and pedestrian users of the Class I bike path, in certain circumstances.

- Preliminary analysis indicates a change in cross-vehicle travel time to be a few seconds different during peak periods and is significantly improved during off-peak than without this Project. As the project advances further into the design and technical study processes, the results from these performance metrics may change.

Recommended Alternative

The recommended alternative addresses all modes along and crossing the corridor in a manner that will be more efficient and enhances safety. It is found to be consistent with the project in the Measure M Ordinance.

The recommended alternative involves a package of capital improvements:

- A new single-grade separation structure would span from Van Nuys to Sepulveda Boulevards and the existing stations at these locations would be relocated vertically to the new structure with side-loading station platforms. The new structure would also span three intersecting streets in between. The grade separation structure and stations would be designed to accommodate the long-term plan to convert MOL to light rail transit (LRT).
- All other intersections along the busway between North Hollywood and Chatsworth stations would receive four quadrant safety gates of the type used for LRT.
- The Class I bike path adjacent to the span of the busway grade separation structure would, at a minimum, be grade separated at Van Nuys and Sepulveda Boulevards; another design option would grade separate the same span as the busway structure.
- All the existing Class I bike path intersections with roadways would retain signalization, including at Van Nuys and Sepulveda Boulevards for local access.
- One minor street, Tyrone Avenue, would be closed to accommodate the busway grade separation structure.
- Other operational improvements to MOL may be implemented, which do not involve significant capital improvements.

Reasoning for Recommended Alternative

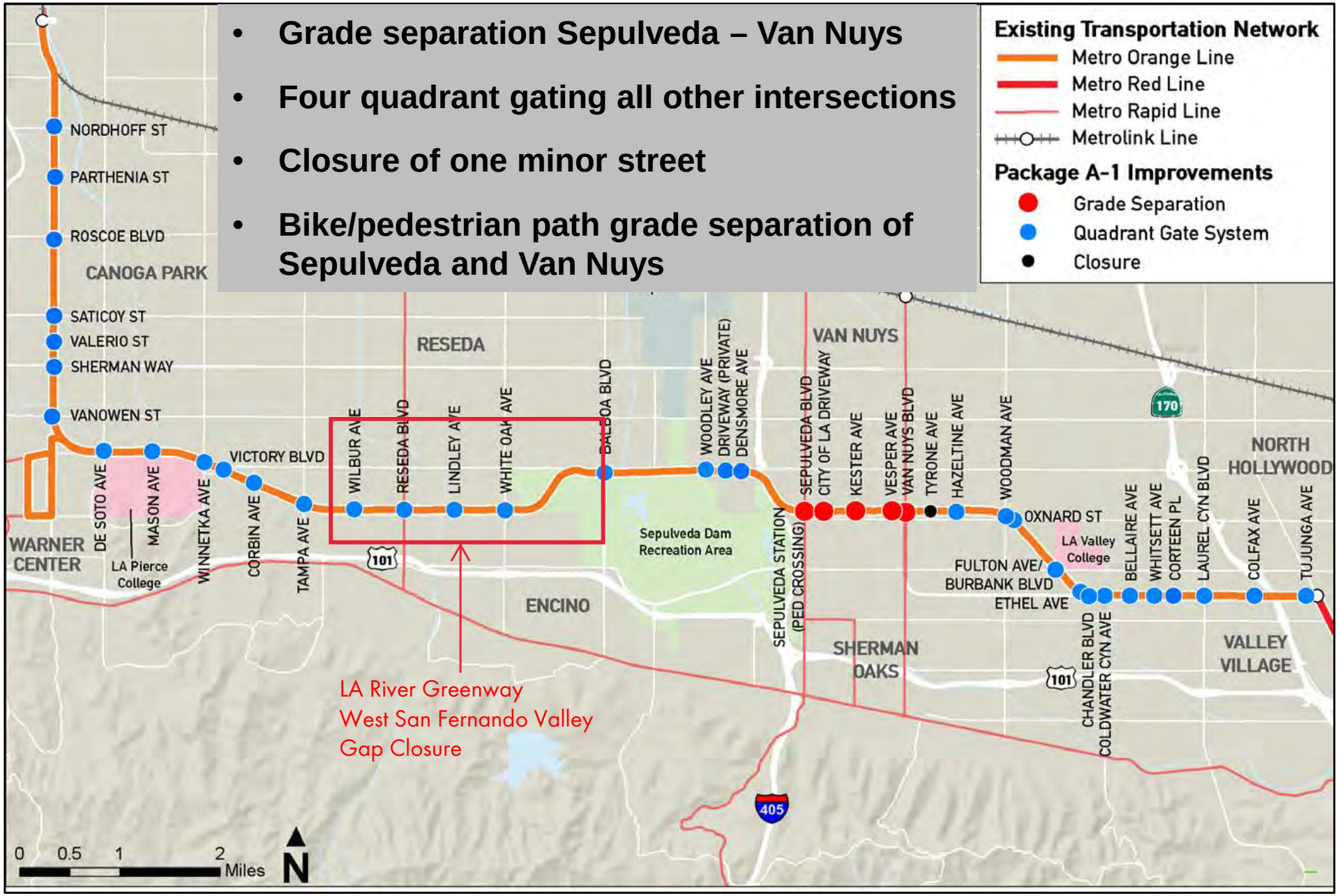
This alternative is recommended because:

- It achieves superior and significant travel time savings for MOL of up to 16 minutes/29 percent each direction;
- Ridership could be increased by approximately 39 percent;
- It readies the transportation corridor for LRT conversion;
- Safety is markedly improved by nearly eliminating vehicular intrusions into the busway; and
- It fits within the Measure M budget, based on the conceptual engineering done to date.

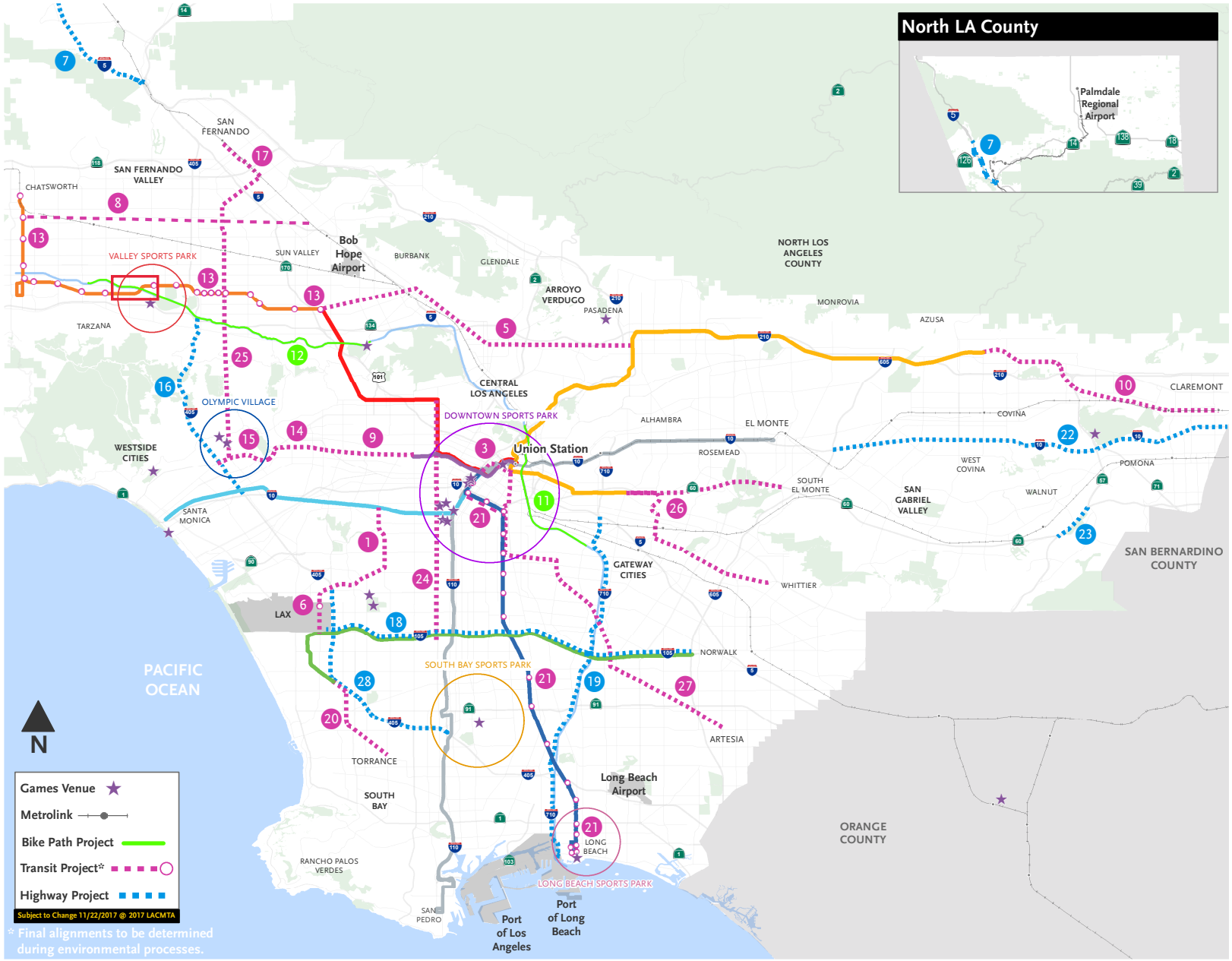
Moreover, this alternative provides commensurate improvements to the adjacent regionally-significant active transportation facility, in furtherance of first-last mile connectivity to transit. It also accommodates two other planned, intersecting transit: East San Fernando Valley and Sepulveda Pass Transit Corridors. This alternative would be designed to support the creation of Transit-oriented Communities (TOC). Therefore, it does not preclude or complicate a potential, future update of the land use plan and zoning to support the creation of TOC at this mobility hub by the City of Los

Recommended Alternative

- Grade separation Sepulveda – Van Nuys
- Four quadrant gating all other intersections
- Closure of one minor street
- Bike/pedestrian path grade separation of Sepulveda and Van Nuys



DRAFT TWENTY-EIGHT BY '28 PROJECT LIST— TRANSPORTATION INVESTMENT GUIDE IN TANDEM WITH THE 2028 OLYMPICS AND PARALYMPIC GAMES



Transit Projects

1. Crenshaw/LAX Line

3. Regional Connector

5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)*

6. Airport Metro Connector Station

8. North San Fernando Valley*

9. Purple Line Extension Section 1

10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)

13. Orange Line Travel Time and Safety Improvements

14. Purple Line Extension Section 2

15. Purple Line Extension Section 3

17. East San Fernando Valley

20. South Bay Light Rail Extension*

21. Blue Line Signal and Washington/Flower Junction Improvements

24. Vermont Transit Corridor*

25. Sepulveda Transit Corridor*

26. Gold Line Eastside Ext. to Whittier or South El Monte*

27. West Santa Ana Branch*

Highway Projects

7. I-5 North County Capacity Enhancements

16. Sepulveda Pass ExpressLanes

18. I-105 ExpressLanes

19. I-710 South Corridor Early Action

22. I-10 Express Lanes I-605 to San Bernardino Line

23. SR-57/SR-60 Interchange Improvements

28. I-405 South Bay Curve Improvements

Bike Path Projects

11. LA River Waterway & System Bike Path

12. LA River Bike Path and Mobility Hub - San Fernando Valley

Not shown: MicroTransit, New Bus Rapid Transit Corridors (Phase 1)

Part B: Narrative Questions

Question #5

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

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

As you address this question consider the following:

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

(Max of 500 words) Words Remaining: 12

The fully separated, continuous Greenway will provide a protected route for cyclists and pedestrians of all ages and abilities, away from High Injury Network (HIN) streets, allowing access to key destinations throughout the LA River Greenway One Hour Bikeshed such as Westfield Mall/Warner Center, Reseda Park, and Balboa Park/Sepulveda Basin. The project also provides active transportation links within a dense residential neighborhood that includes existing multi-family housing as well as 1,393 units of multi-family housing planned or under construction (see B-6-B Future Developments and Nearby Projects). One project, on Reseda, will be one of the first projects in the City to front on the LA River.

The Class I facility and local network of bicycle and pedestrian improvements promotes bike and pedestrian access to18 neighborhood schools within a half-mile from the Gap Closure and the 25 educational institutions within one mile. The project will impact a much larger geographic area than the location of the Gap Closure and local network improvements. By creating a new 2.93-mile continuous active transportation route linking retail, jobs and higher education from the west, to Metro's Orange Line BRT and a regional Park on the east, the project's catchment area includes not only the 22,000 people living within the Immediate Project Area, but 164,000 living within the One Hour Bikeshed.

The Greenway is designated a Class I path on the Bicycle Enhanced Network, LADOT's Mobility Plan 2035 low-stress network (B-4E1). Reseda Boulevard, currently a Class II bike lane, is designated in the Mobility Plan to become a Class I protected lane. White Oak is currently a Class II bike-lane but will now have a Class IV segment connecting the Orange Line Bike Path to the Greenway and the Victory Blvd Bike Path. Vanalden, Kittridge, Etiwanda, and Zelzah, all slated for Class III improvements, are all part of LADOT's Neighborhood Enhanced Network (NEN). All of these designations prioritize street calming, in order to provide a low stress bicycling experience. The areas immediately to the north and south of the Gap Closure are designated as "pedestrian enhanced districts," which means the City will focus on enhancing sidewalks and pedestrian intersections. These planned improvements support our project, which will further stregthen the pedestrian environment through wayfinding and signage.

The project goes beyond minimum design standards by providing cyclists and pedestrians a system of undercrossings of high-speed arterials, along a fully protected Class I path. The Class I path will tie into a system of on-street bike/pedestrian improvements, integrating the Greenway into the neighboring community, promoting comfort and low-stress environments for getting to and from the Greenway, and opening up access to local destinations such as Reseda Park and the 18 schools within ½ mile of the Gap Closure. The project also goes beyond minimum standards for safety through the addition of mini-roundabouts at four locations. These interventions will slow traffic to 15-25mph (FHWA) on Kittridge, Vanalden, and Erwin (at Zelzah) (30mph), and Etiwanda and Zelzah (25mph).

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words) Words Remaining: 9

The key innovative element of this project is the integration of improvements on the streets north and south of the Greenway Gap Closure that go above and beyond both the LA River Master Plan, as well proposed improvements in the City of LA's Mobility Plan 2035 (see B-4E1, Planning Documents). Synergies between the on-street network and the Greenway unlock potential for local active transportation, and will make it easier for more people to choose walking or biking over driving for trips such as school and job access. The project is innovative in how it is also designed for the local users of the Greenway who may only be on it for a very short distance at a time, but as part of their daily lives.

Access to the Greenway extends beyond the specific places where cyclists and people on foot leave or get onto the facility, by providing a new network of Class III bike-routes, and an important, new, Class IV protected-cycletrack connection on White Oak Ave, to connect to local destinations including: 18 schools, community serving retail, multi-family and single-family housing, and the Greenway.

Besides providing access to regional destinations such as the retail, education, and job centers in Warner Center/Canoga Park to the west, and to Balboa Park/Sepulveda Basin and Van Nuys to the east, the project is focused on making small segments of the 2.93-mile Greenway part of local walking, biking and jogging routes. For one example among many, because of the infrastructural tie-ins, residents will be encouraged to make the Greenway part of a loop for walking a dog “around the block” every morning and evening, or for recreational activities from a home that is a half-mile away. Kids will be able to use Greenway segments to get to and from school, on either a bike or on foot, because adjoining streets will have lower car speeds, and new infrastructure and signage. Most of the other portions of the LA River Greenway in the rest of Los Angeles, as well as the Valley, do not have a fully separated pedestrian path.

The project builds on the City of LA’s Mobility Plan 2035, which calls for the closure of the LA River West San Fernando Valley Greenway gap (see B4-E1). The areas immediately to the north and south of the Gap Closure are designated as “pedestrian enhanced districts”, which means a commitment from the City to focus on improving sidewalks and intersections. Our project adds wayfinding and signage and Class III bike-routes. The LA Mobility Plan ensures the continuity of the existing Class II lanes on White Oak and Reseda north and south of the Project, and designates a Class II bicycle lane on Balboa Blvd north and south of the existing bike path on Balboa Blvd. Our project provides the same improvements and adds a stretch of Class I protected bike lane on White Oak to extend the bicycle facility on the bridge crossing the LA River.

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

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

Words Remaining: 1

The project transforms the non-motorized environment at multiple scales, supporting active transportation goals of the region, County and City. The Los Angeles River is a key non-motorized transportation link that remains incomplete. In the lower 20 miles of the River, where the path is fully developed, non-motorized travelers regularly utilize the river as a safer, more direct, and more pleasant alternative from streets for travel and recreation. Active transportation corridors such as the Los Angeles River and its tributaries are spines of a network being developed by the City and County.

At the largest scale, the LA River Greenway is part of the SCAG Regional Greenway Network. The Southern California Association of Governments (SCAG) includes the 51-mile long LA River Greenway in a planned 2, 200 mile system of separated bikeways on riverbeds and other similar ROW. The integrations of urban green space, active transportation and watershed management, provides new urban opportunities for travel and recreation, including low-stress access to the California Coastal Trail. Benefits include increased health, improved safety and enhanced quality of life. These low-stress bikeways, linking to local bikeways, provide an option to avoid roadways with motor vehicles. They include the High Desert Corridor; Santa Ana River Trail; OC Loop; Los Angeles River; San Gabriel River; San Jose Creek; Rio Hondo River; Ballona Creek; Bike Route 33; and CVLink. (See A-7, RTP Project Consistency)

The project will close an important 3-mile segment in the San Fernando Valley Greenway similar to another major eight-mile gap closure of the LA River Greenway from Elysian Valley through Downtown Los Angeles to the City of Vernon, the longest remaining continuous gap. (See C-5, River Phases Map and attachment K-5, LA River Downtown Gap Closure).

Mayor Garcetti of Los Angeles sees “the river as the anchor of a major policy and civic-design initiative. It offers the chance to tackle several major issues in a single project, including public health, thanks to new riverside parks and walking and biking paths, climate change and affordable housing” (LA Times, August 13, 2015). The City’s Los Angeles River Revitalization Master Plan puts forward a vision of a continuous 51-mile active transportation corridor that goes from Long Beach, through Los Angeles’s neighborhoods and downtown, and then westward through the San Fernando Valley (see B-4-E1, Planning Documents).

Local on-street improvements that integrate the LA River Greenway with the adjacent neighborhood, as well as the Gap Closure itself, are part of the City of LA’s Mobility 2035 Plan, the City’s general plan mobility element. The goals of the mobility element are increased safety for all modes, as well as mode shift away from solo driving to bicycles, transit and walking. Vision Zero, the City’s program to eliminate traffic deaths and serious injuries by 2025, is a policy foundation for the safety improvements that would slow traffic and reduce conflicts between cars and active modes.

After implementation, almost all of the major activity centers in the West San Fernando Valley will be accessible by active transportation via dedicated facilities.

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

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

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

(Max of 500 words)

Words Remaining: 12

The West San Fernando Valley Greenway will ultimately connect to built and unbuilt segments of the LA River Greenway from the 405 Freeway to Griffith Park. Metro will provide $69,000,000 toward that project, in addition to the leveraging funds included in Part A6. Further downstream, LA Metro’s LA River Bike Path Gap Closure Project will build an 8-mile bike path from Elysian Valley through Downtown Los Angeles, making a significant step towards the long-term goal of creating a continuous Greenway along the entire 51 miles of the Los Angeles River.

In addition to on-street active transportation improvements included in this application, Los Angeles is expanding its on-street bicycle network near the Gap Closure. First, as part of a funded $17,000,000 road project, the City will close a bike-lane gap on Reseda Boulevard from Vanowen to Valerio, which would create a continuous north-south bikeway from the LA River to Porter Ranch. Second, the City has funded final design of a complete street

project that will include an east-west bikeway on or parallel to Sherman Way in Reseda, and has $2,500,000 more for implementation.

Together, these bikeways will improve access between the Gap Closure and two projects on Sherman Way in Reseda, a mile north: an ice skate/roller hockey facility, for which the City will provide $17,700,000; and a 5-screen movie theater, for which the City will provide land valued at $1.5 million. Patrons will be able to use the new Greenway to access these new regional attractions.

There are currently ten new multi-family buildings being built in the area of the Gap Closure that will house around 1,400 new residents who'll be able to use the new active transportation facilities. One of the multi-family projects will be one of the first built facing the LA River. In addition, 1,000s of new residential units and new office/commercial space is in development in Warner Center.

There are three new River park projects along the Gap Closure: Aliso Creek Confluence Park, completed by Trust for Public Land in 2016; MRCA's Caballero Creek Confluence Park, to break ground in 2019; and MRCA's Reseda Park North Bank, with design funding. All will provide passive recreation, stormwater quality enhancements and native habitat (See B-6, for all related projects).

Metro transit projects funded under Measure M and in the planning-phase currently are: Orange Line Busway speed and safety improvements; and the East Valley and Sepulveda Pass transit corridors, which will link Pacoima to Westwood by 2028 as part of Metro's Twenty-Eight by '28 initiative (see B-4-E-1: Planning Documents).

For the 2028 Olympic Games, Balboa Park/Sepulveda Basin will be the site of a new venue, the Valley Sports Park, where canoeing, shooting and equestrian events will be held. The sports park will double as a venue for entertainment. The eastward extension of the LA River Greenway across the San Fernando Valley will connect to Universal Studios, which will serve as the International Broadcast Center for the Olympics.

B-6_Transformative Projects_20180727.pdf Remove Open File

Part B: Narrative Questions

Question #7

COST EFFECTIVENESS (0-5 POINTS)

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

Explain why this project is the best use of State Resources. (5 points max.) (Max of 250 words) **Words Remaining:** 6

The LA River Greenway is the backbone of an active transportation network, effective at many scales from the hyper-local to the regional. Closing the gap increases the value of all 51 miles of segments along the LA River. The Greenway offers an essential active transportation and recreational corridor for all residents of the West San Fernando Valley as well as the County; one with connections to the bike and pedestrian networks within all river-adjacent communities, ultimately for the entire 51 miles length of the LA River from Canoga Park to Long Beach.

Moreover, through integration with local streets, all members of the local community benefit directly and indirectly from safer access to schools, parks, retail and jobs. Closing the gap will yield great returns on the state's investment by increasing safety, connectivity, community health, neighborhood cohesion, and fulfilling a local and regional vision for more robust bicycle and pedestrian infrastructure. The project also benefits from an economy of scale of construction investment. The existing portions of the West Valley Greenway had been constructed in small segments averaging 0.5 miles in length. The Gap Closure implementation will be for the continuous 2.93 miles, and is proposed to be bid by one Contractor. The economy of scale will reduce mobilization costs, direct construction prices, overhead fees, and potential cost escalation due to overall increased efficiency. Materials will require minimal maintenance, landscaping choices will be drought-tolerant and inexpensive, and lighting fixtures will be selected for their longevity.

Attach

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

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

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

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

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $340 Designate the Funding Type: City Funds

PS&E Phase Project Delivery Costs:
Leveraging Funding: $6,400 Designate the Funding Type: Other

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $100 Designate the Funding Type: City Funds

Construction Phase Project Delivery Costs:
Leveraging Funding: $15,000 Designate the Funding Type: Measure funds

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

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $51,822
Leveraging Funding: $21,840
% of Total Project 42.14 %

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

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

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

Part B: Narrative Questions

Question #9

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

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

The scope and plans are consistent with one another including:

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

Part B: Narrative Questions

Question #10

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

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

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

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

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

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

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

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

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

CCC LARGWY.pdf | Remove | Open File

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

Local CCC LARGWY.pdf | Remove | Open File

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

Attach

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

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

Words Remaining: 65

California Conservation Corps: planting of 24' box trees, habitat landscaping, irrigation, installation of benches and trash receptacles, bicycle racks and bicycle repair station, installation of dog poop stations, clearing and grubbing and installation of signage.

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

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

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

Gmail by Google

Charu Kukreja <charu@civicprojects.org>

ATP Cycle 4 App -- LA River Greenway, West San Fernando Valley Gap Closure

ATP@CCC <ATP@ccc.ca.gov> Fri, Jul 13, 2018 at 12:24 PM
To: Charu Kukreja <charu@civicprojects.org>, "ATP@CCC" <ATP@ccc.ca.gov>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>
Cc: Deborah Murphy <deborahmurphy@me.com>, Nur Malhis <nur.malhis@lacity.org>, Kati Rubinyi <kati@civicprojects.org>, "Wilson, Duane@CCC" <Duane.Wilson@ccc.ca.gov>

Hi Charu,

Thank you for reaching out to the California Conservation Corps. Duane Wilson, District Director for our Pomona/LA District has indicated that the CCC can assist with the planting of 24' box trees, habitat landscaping, irrigation, installation of benches and trash receptacles, bicycle racks and bicycle repair station, installation of dog poop stations, clearing and grubbing, and installation of signage, if funded. Please include this email with your application as proof that you reached out to the California Conservation Corps.

Thanks,

JULIE WOLSEY

Legislative, Proposition 1 and ATP Analyst

Legislative Unit

1719 24th Street

Sacramento, CA 95816

P: (916) 341-3207

Julie.wolsey@ccc.ca.gov

ccc.ca.gov

Gmail by Google

Charu Kukreja <charu@civicprojects.org>

ATP Cycle 4 App -- LA River Greenway, West San Fernando Valley Gap Closure

Active Transportation Program <inquiry@atpcommunitycorps.org> Sun, Jul 22, 2018 at 5:26 PM
To: Charu Kukreja <charu@civicprojects.org>
Cc: Deborah Murphy <deborahmurphy@me.com>, Kati Rubinyi <kati@civicprojects.org>, Nur Malhis <nur.malhis@lacity.org>

Hello Charu,

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

Thank you,
Dominique
[Quoted text hidden]
--

Dominique Lofton | Program Associate
Environmental & Energy Consulting
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

EEC Environmental & Energy Consulting

Part B: Narrative Questions

Question #11

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

For CTC use only.

Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page (Required for all applications) — **Attachment A**

A-Signature-Page LARGWY signed.pdf | Remove | Open File

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

B Engineers Checklist ATP Cycle 4_LARGWY_.pdf | Remove | Open File

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

C_ATP4_LARGWY_ver01_FINAL_MB_20180727.pdf | Remove | Open File

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

D_ATP4_LAGRWY_ver03_FINAL_MB_20180727.pdf | Remove | Open File

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

E ATP4_LARGWY_SitePhotos_ver05_FINAL_20180727.pdf | Remove | Open File

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

F LARGWY EngrEstimate_Attachment_F-2_18-0727 w CCC.pdf | Remove | Open File

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

G Non Infrastructure Plan N-A.pdf | Remove | Open File

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

H Plan Scope of Work N-A .pdf | Remove | Open File

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

I_LARGWY_LettersofSupport_20180724.pdf | Remove | Open File

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

J State only Funding ATP Cycle 4_LARB_Exhibit 22-F_18-0718.pdf | Remove | Open File

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

K_ATP4_LARGWY_Additional Attachments_ver02_FINAL_20180727.pdf | Remove | Open File

Part C: Attachments
Attachment A: Signature Page

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

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

Signature:	Gary Lee Moore	Date:	07/25/2018
Name:	Gary Lee Moore	Phone:	213.485.4935
Title:	City Engineer, Bureau of Engineering	e-mail:	gary.lee.moore@lacity.org

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

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

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

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

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

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

4. **Detailed Engineer's Estimate** **Engineer's Initials:** NDM
   a. The Caltrans Project Estimate (Attachment F) must be filled out per the instructions and attached to the application, in the appropriate location.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs. The non-participating (or ineligible) costs must be consistent with Caltrans guidelines as shown in Local Assistance Program Guidelines chapter 22.6
   d. All project elements the applicant intends to utilize the CCC, certified community conservation corps, or tribal corps on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** NDM
   a. Confirmation that crash data shown is depicted accurately, is shown to scale, and occurred within influence area of proposed improvements.

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

7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** NDM

☐ N/A

   a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be attached to the application in the "Additional Attachments" section.

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

Licensed Engineer:

Name *(Last, First)*: Malhis, Nur Dean

Title: Civil Engineer

Engineer License Number C79804

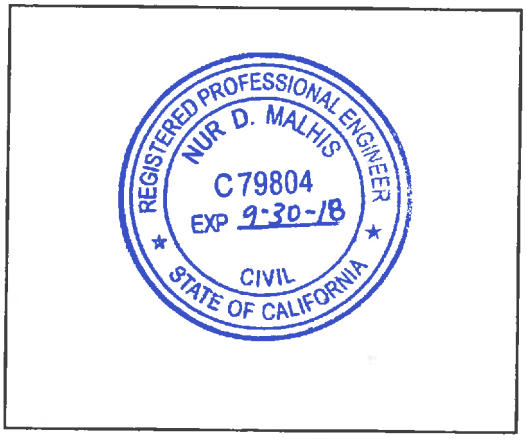
Signature:

Date: 7/18/2018

Email: Nur.Malhis@lacity.org

Phone: 213-485-4737

Engineer's Stamp:



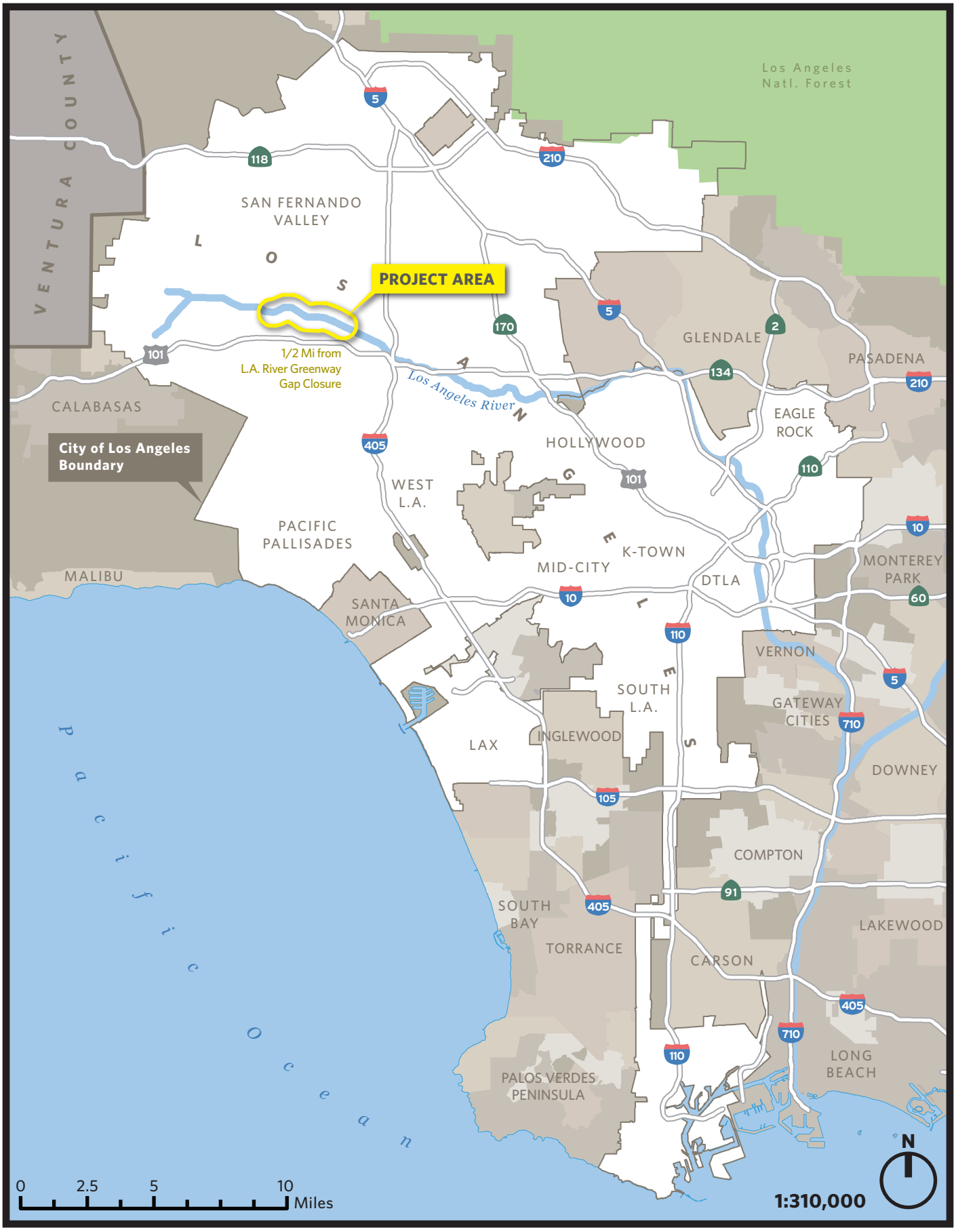
LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

Attachment C
PROJECT LOCATION MAPS

The following documents are included:

C-1: Regional Map (8.5" x 11")
C-2: Subregional Map (8.5" x 11")
C-3: Major Destinations & Gap Closure Map* (11" x 17")
C-4: Project Location Map** (11" x 17")
C-5: River Phases Map (11" x 17")
C-6: Vision Zero & HIN Map (11" x 17")
C-7: Population & Jobs Map (11" x 17")
C-8: Activity Centers Map (11" x 17")
C-9: Transit Routes Map (11" x 17")
C-10: Active Transportation Facilities Map (11" x 17")
C-11: Analysis Areas Map (11" x 17")

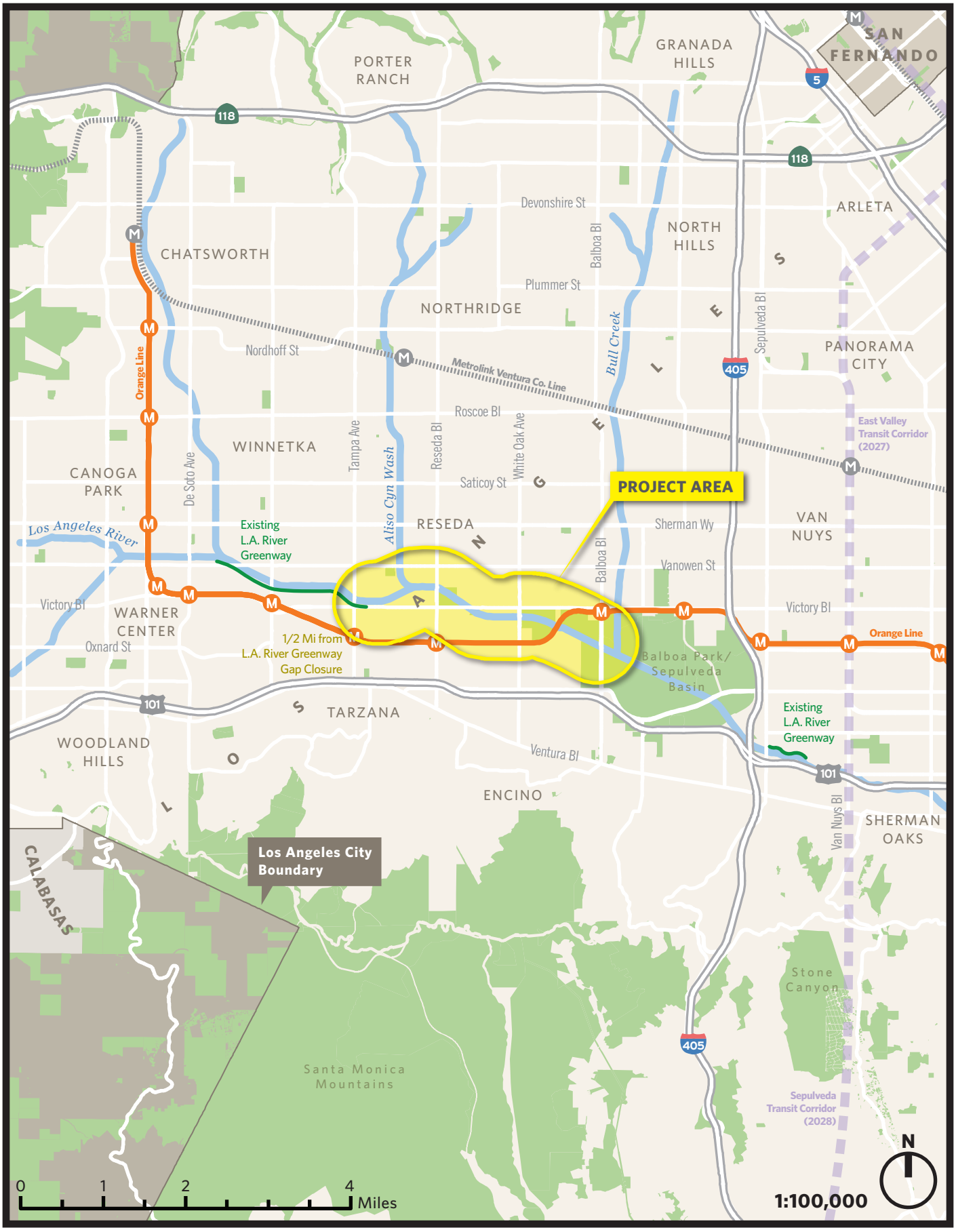
*also provided for question B-2-B-1a
**also provided for question B-2-B-4a



ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT C-1: REGIONAL VICINITY MAP



ENGINEERING
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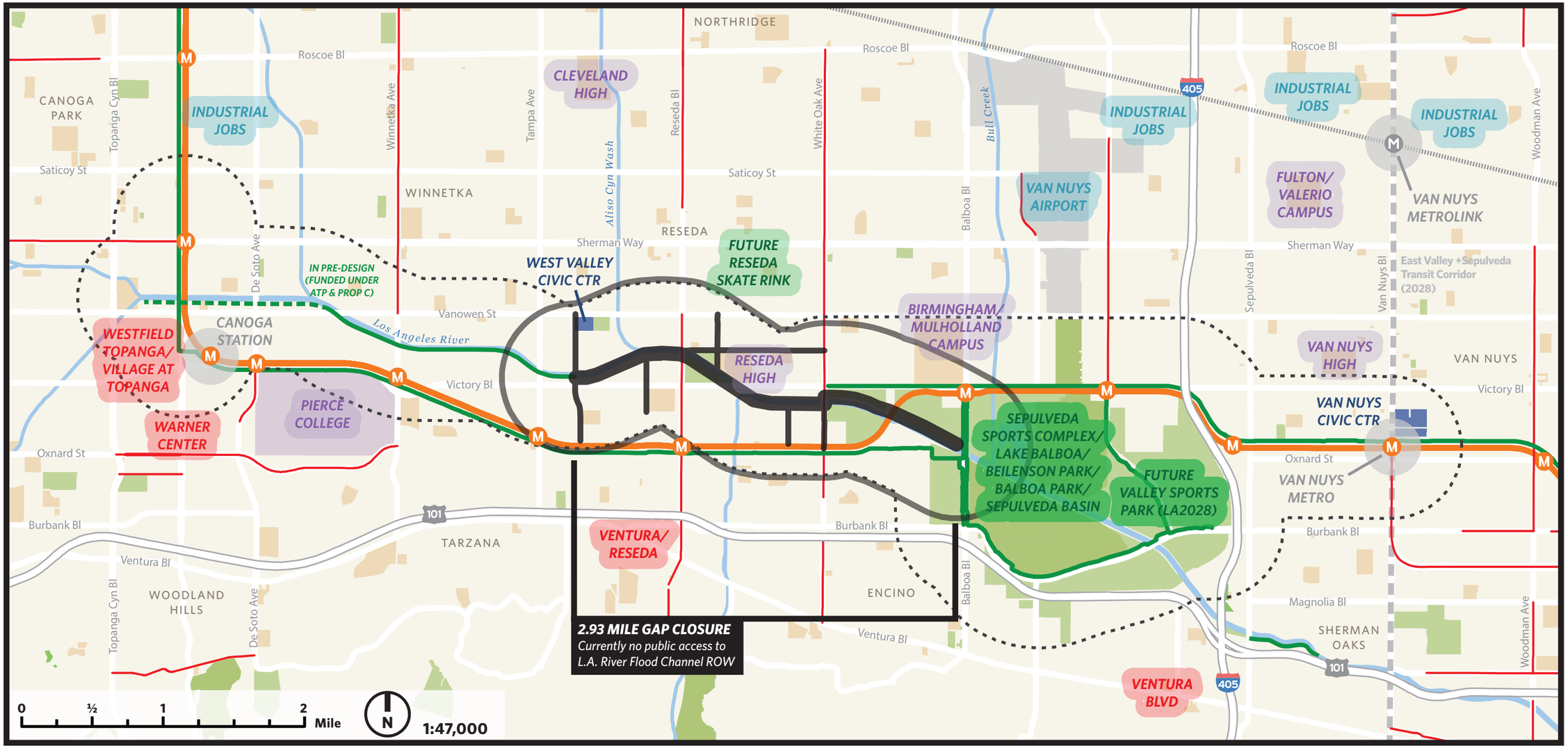
City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT C-2: SUBREGIONAL VICINITY MAP



Map Features

- Project Area
- Project Features/ Gap Closure
- LA River Greenway One Hour Bikeshed
- Freeway
- Hydrology

Destinations

- School
- Park
- Golf Course
- Transportation
- Higher Education
- Civic

Transit/Active Transportation Features

- Metrolink Station
- Metrolink Line
- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- LA Metro (Planned)
- Existing Class I Path
- Class I Path (In Pre-design)
- Existing Class II Bikeway

Activity Nodes

- EDUCATIONAL NODE
- INDUSTRIAL NODE
- RECREATIONAL NODE
- TRANSIT NODE
- COMMERCIAL/ OFFICE JOBS NODE
- CIVIC NODE

ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

C-3: MAJOR DESTINATIONS & GAP CLOSURE MAP

1/2 Mile from proposed Greenway alignment

Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- School
- Park/Open Space
- Public Facility

Transit/Active Transportation Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- Existing Class I Bicycle/Pedestrian Greenway

Major Project Features

- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point
- Proposed Mini Traffic Circle/Mini Roundabout
- Proposed New Full Traffic Signal
- Proposed Intersection Improvements
- Off-Street Path (Class I)
- Protected Bikeway (Class IV)
- Bike Lane (Class II)
- Bike Route/L.A. Neighborhood Enhanced Network (Class III)

ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT C-4: PROJECT LOCATION MAP

LA River Greenway,
West San Fernando Valley
Gap Closure (Project Area)

Figure ES.1 LA River Valley Bikeway and Greenway Project Location

I-405

US-101

I-170

SR-134

Vanalden Ave

White Oak Ave

Balboa Blvd

Burbank Blvd

Sepulveda Blvd

Kester Ave

Hazeltine Ave

Woodman Ave

Coldwater Canyon

Whitsett Ave

Lankershim Blvd

Barham Dr

Zoo Dr

01 02 03 04 05 06 07 08 09

Los Angeles River Valley Bikeway and Greenway Design Completion Project
(2017 Feasibility Study)

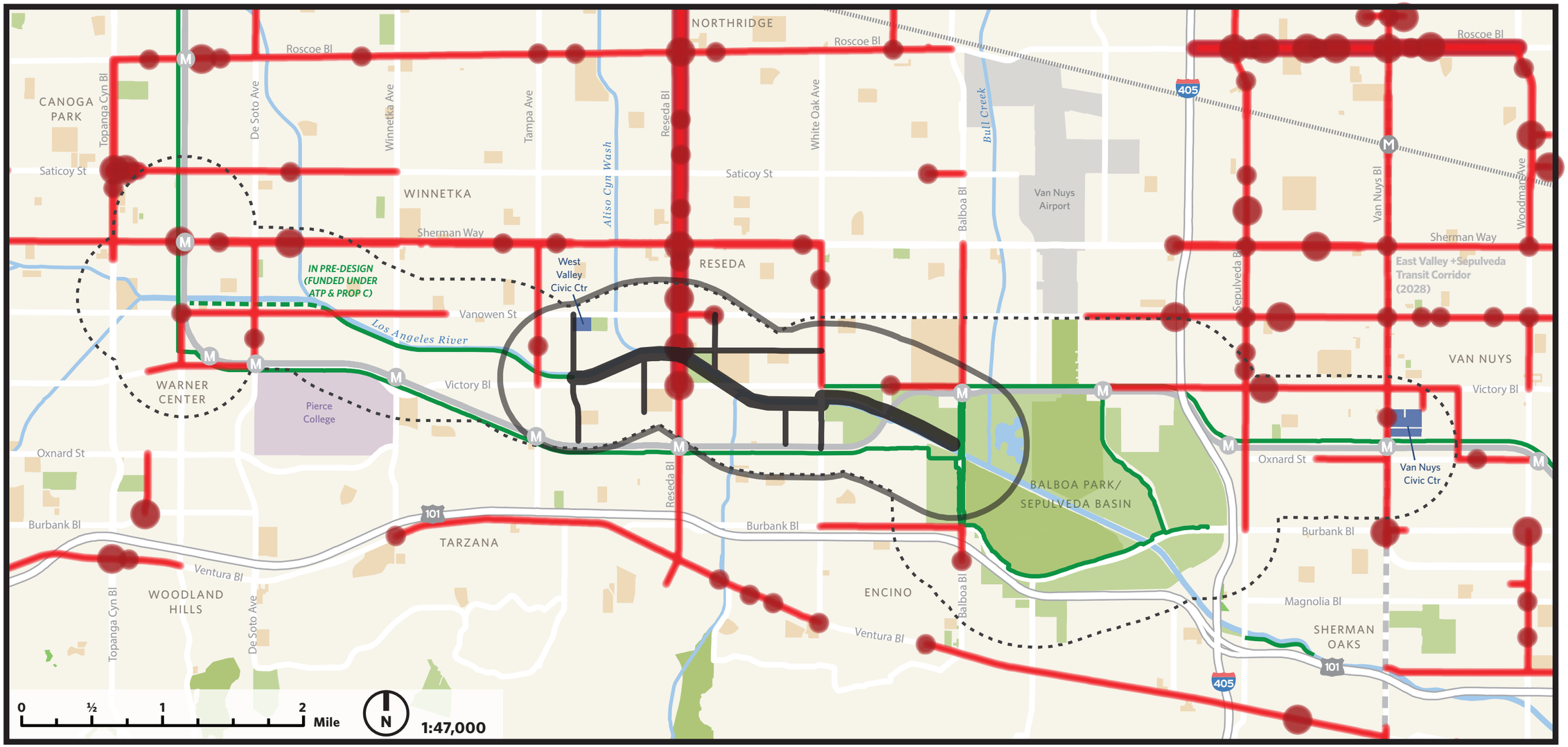
Constructed Segments or in Design Phase

01 Segment Number

ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT C-5: SAN FERNANDO VALLEY RIVER PHASES MAP



Map Features

- Project Area
- Project Features/ Gap Closure
- LA River Greenway One Hour Bikeshed
- Freeway
- Hydrology

Destinations

- School
- Park
- Golf Course
- Transportation
- Higher Education
- Civic

Transit/Active Transportation Features

- Metrolink Station
- Metrolink Line
- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- LA Metro (Planned)
- Existing Class I Path
- Class I Path (In Pre-design)

L.A. Vision Zero Analysis*

- Vision Zero Prioritized Intersection (>2.5 intersection score)
- Vision Zero Prioritized Intersection (1.6-2.5 intersection score)
- High Injury Network
- High Injury Network (Prioritized Corridor)

**Vision Zero is a policy directive based on the presumption that crashes are a mitigatable public health issue. Los Angeles has adopted a Vision Zero framework which guides engineering, design, and enforcement policies and projects in an effort to reduce traffic fatalities to zero. The High Injury Network is made up of the L.A. streets with the highest incidence of severe and fatal collisions.*

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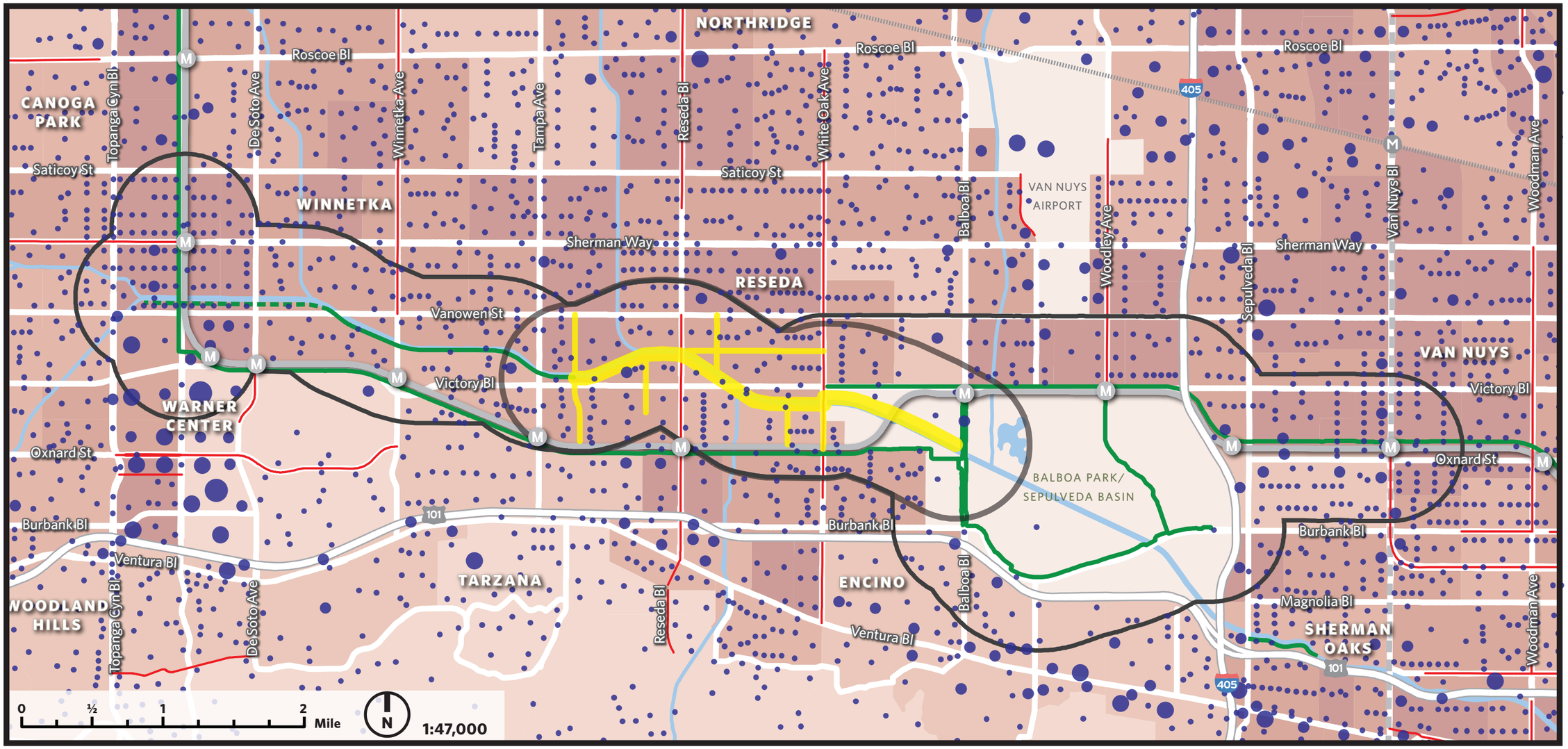
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT C-6: VISION ZERO & HIGH INJURY NETWORK (HIN) MAP



Map Features

- Project Area
- Project Features/ Gap Closure
- LA River Greenway One Hour Bikeshed
- Freeway
- Hydrology

Transit/Active Transportation Features

- Metrolink Station
- Metrolink Line
- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- LA Metro (Planned)
- Existing Class I Path
- Class I Path (In Pre-design)
- Existing Class II Bikeway

Population Density (per sq. mi.)

- 0 - 1,200
- 1,200 - 3,760
- 3,760 - 6,180
- 6,180 - 8,970
- 8,970 - 14,000
- >14,000

Jobs

- 0 - 273
- 273 - 1,174
- 1,174 - 3,456
- 34,56 - 8,690
- 8,690 - 27,028
- 27,028 - 71,373

Sources: Population: Census Bureau - American Community Survey 5 yr Estimates (2012-2016)
Jobs: Census Bureau - Longitudinal Employer-Household Dynamics (LEHD) 2015

POPULATION & JOBS FOR IMMEDIATE PROJECT AREA & L.A. RIVER GREENWAY ONE HOUR BIKESHED

Area Type	Population	Jobs
Immediate Project Area	22,114	**3,487**
L.A. River Greenway One Hour Bikeshed	164,414	**48,401**

**Source: US Census Bureau (see K)*

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ATTACHMENT C-7: POPULATION & JOBS MAP

Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- School
- Park/Open Space
- Public Facility
- Place of Worship
- Social Services/ Senior Housing
- Medical
- Commercial
- Industrial
- Multi-family Residential
- Single-family Residential
- Single-family Residential (Zoned for Agriculture)

Transit/Active Transportation Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- Existing Class I Bicycle/Pedestrian Greenway

Major Project Features

- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point
- Off-Street Path (Class I)
- Protected Bikeway (Class IV)
- Bike Lane (Class II)
- Bike Route/L.A. Neighborhood Enhanced Network (Class III)

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ATTACHMENT C-8: ACTIVITY CENTERS MAP

Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- School
- Park/Open Space
- Public Facility

Transit Features

- ## Route Number
- LA Metro Orange Line BRT Station
- LA Metro Rapid Bus Stop
- LA Metro Local Bus Stop
- LADOT Commuter Express Stop
- LA Metro Orange Line BRT
- LA Metro Rapid
- LA Metro Local
- LADOT Commuter Express

Active Transportation Features

- Existing Class I Bicycle/Pedestrian Greenway
- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point

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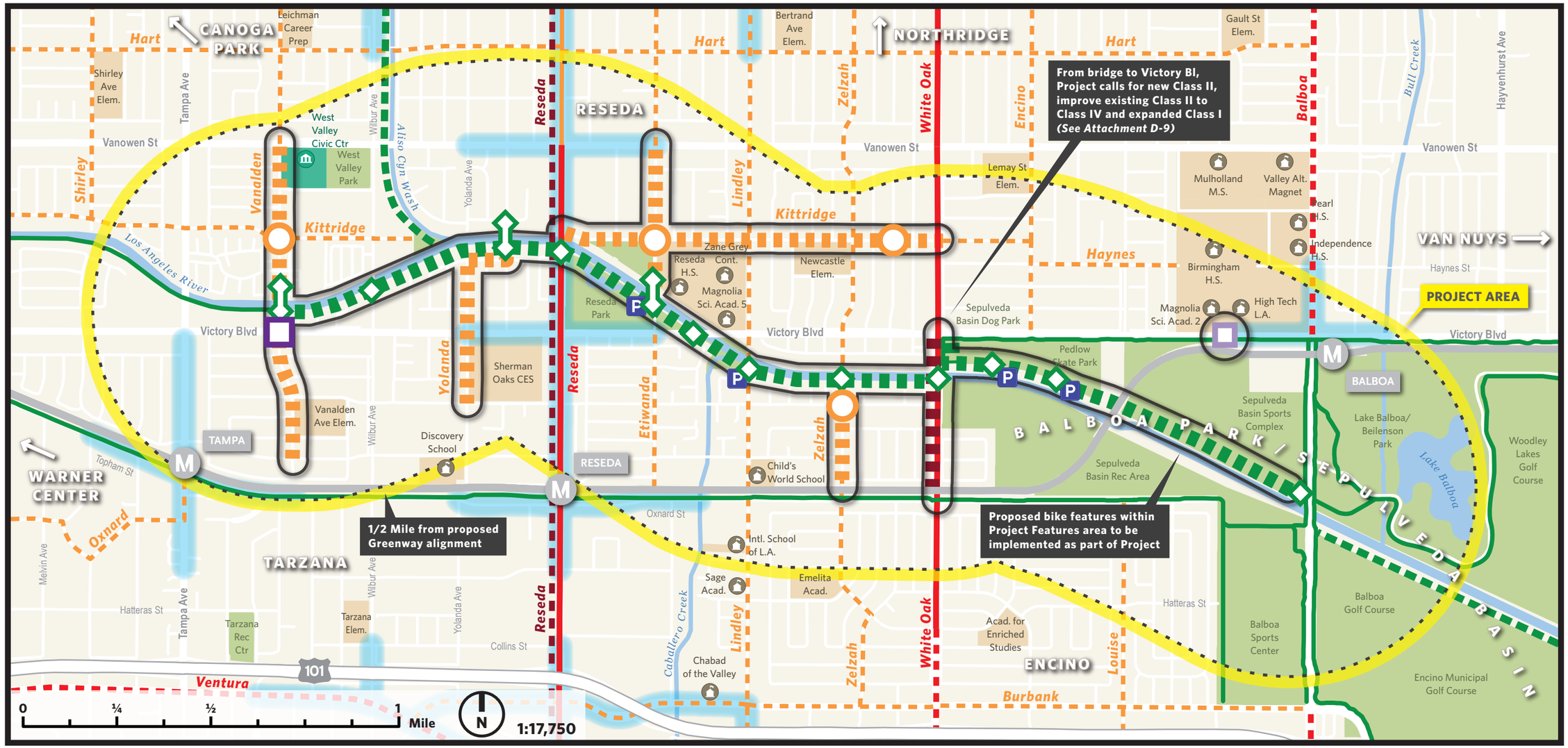
ATTACHMENT C-9: TRANSIT ROUTES MAP



Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- School
- Park/Open Space
- Public Facility

Transit Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT

Active Transportation Features

- City of Los Angeles PROPOSED Pedestrian Enhanced District

EXISTING	*DESIGNATED**	
		Off-Street Path (Class I)
		Protected Bikeway (Class IV)
		Bike Lane (Class II)
		Bike Route/L.A. Neighborhood Enhanced Network (Class III)

**Mobility 2035 is the City of Los Angeles' Transportation Element of its General Plan, which designates certain "Enhanced Networks" for various transportation modes as well as a network of bike facilities across the City.*

Project Features

- Proposed New Full Traffic Signal
- Proposed Intersection Improvements
- Proposed Mini Traffic Circle/Mini Roundabout
- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point
- Proposed Bike Parking
- PROPOSED Path (Class I) (Designated under Mobility 2035)
- PROPOSED Cycletrack (Class IV) (Designated under Mobility 2035)
- PROPOSED Bike Route w/ Sharrows (Class III) (Designated under Mobility 2035 - Except Yolanda)

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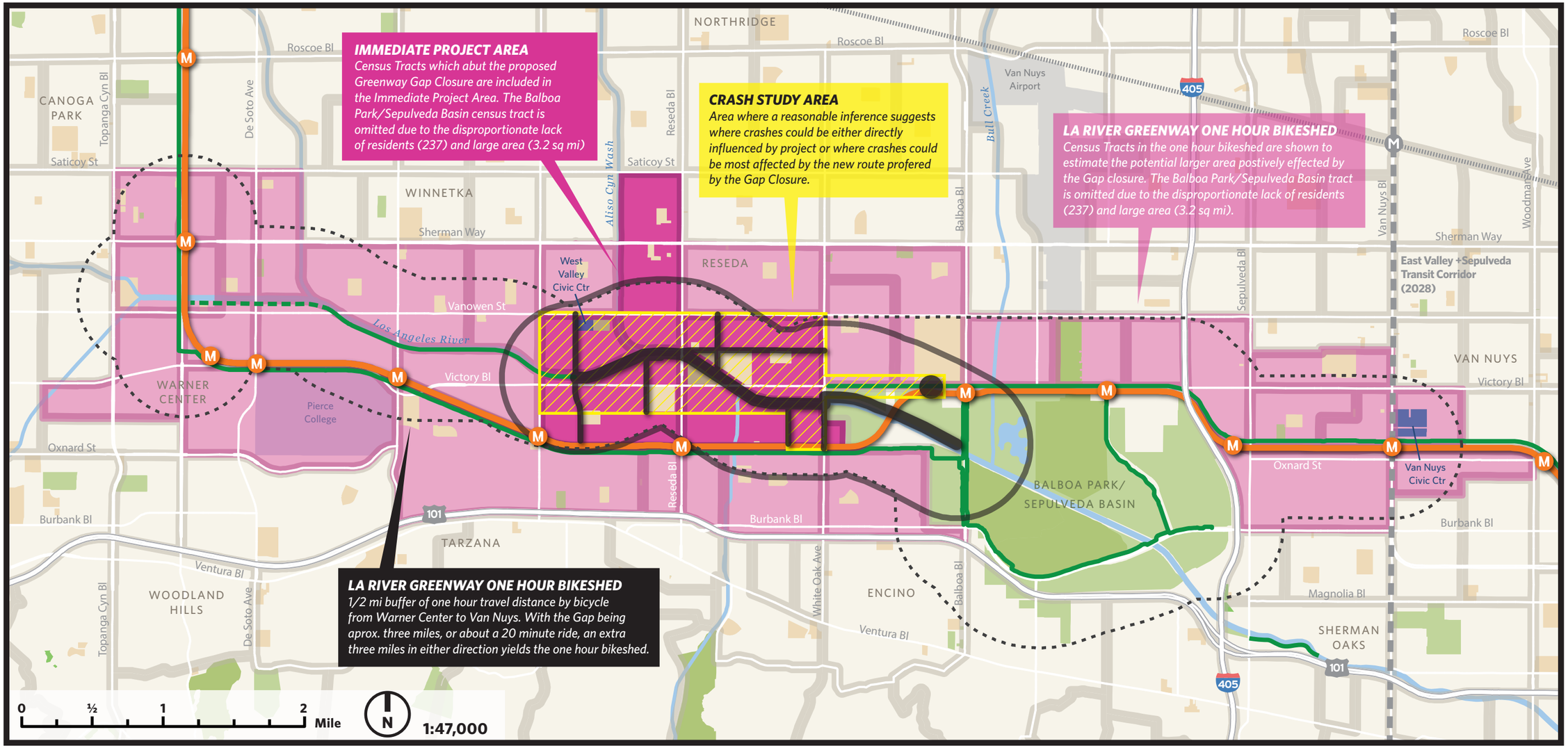
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT C-10: ACTIVE TRANSPORTATION FACILITIES MAP



Map Features

- Project Area
- Project Features/ Gap Closure
- LA River Greenway One Hour Bikeshed
- Freeway
- Hydrology

Destinations

- School
- Park
- Golf Course
- Transportation
- Higher Education
- Civic

Transit/Active Transportation Features

- Metrolink Station
- Metrolink Line
- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- LA Metro (Planned)
- Existing Class I Path
- Class I Path (In Pre-Design)

Analysis Areas

- Crash Study Area
- Immediate Project Area
- One Hour Bikeshed Analysis Area
- Other Census Tract

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City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

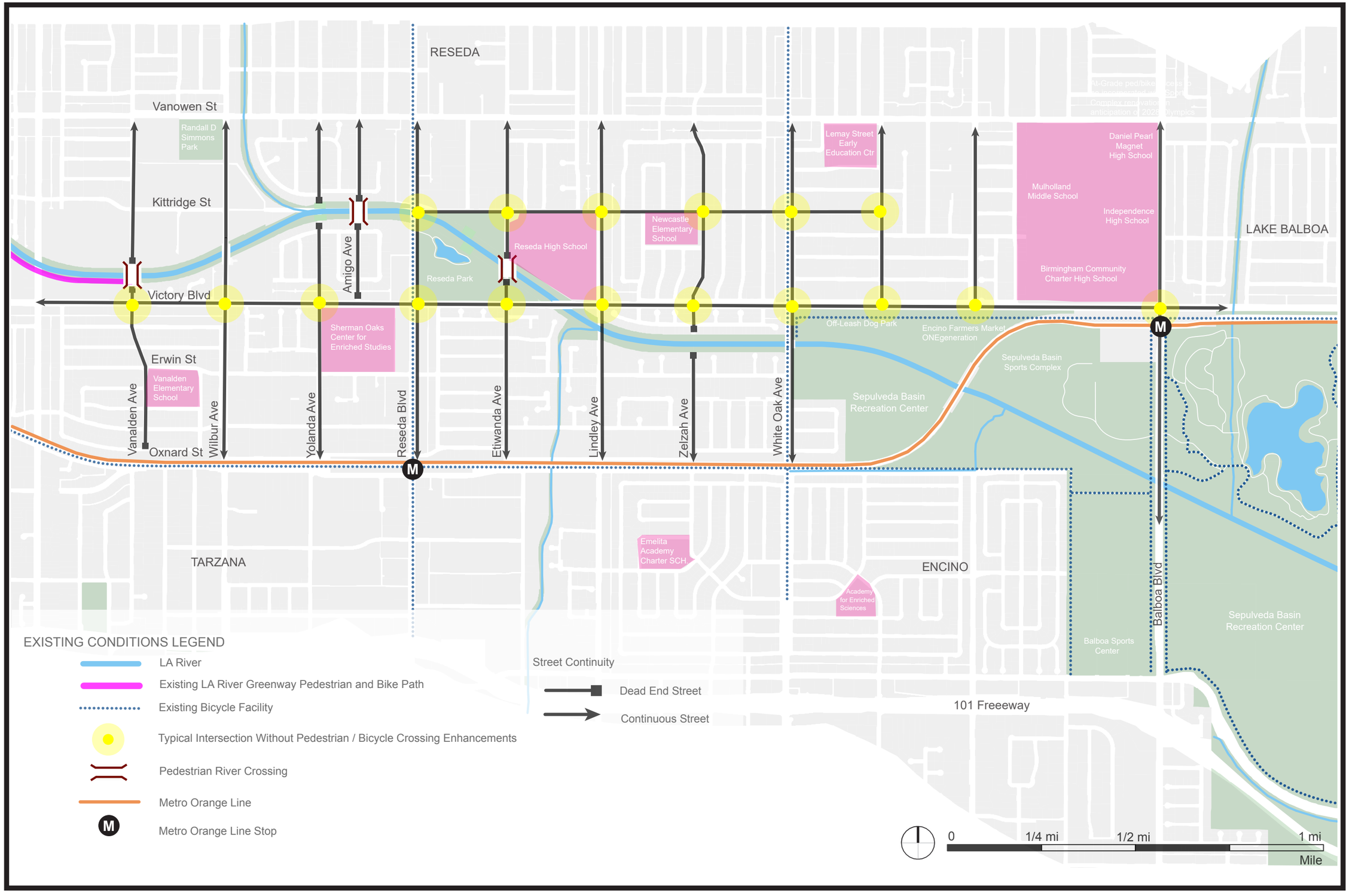
ATTACHMENT C-11: ANALYSIS AREAS MAP

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

Attachment D
EXISTING/PROPOSED PLANS

The following documents are included
(All documents at 11" x 17" except for D-11):

D-1: Existing Overall Site Plan
D-2: Proposed Overall Site Plan
D-3: Vanalden Ave End Plan & Section (Existing & Proposed)
D-4: Amigo Ave End Plan & Section (Existing & Proposed)
D-5: Reszesda Blvd & Park Plan & Section (Existing & Proposed)
D-6: Etiwanda Bridge Access Plan & Section (Existing & Proposed)
D-7: Caballero Creek Access Plan & Section (Existing & Proposed)
D-8: Zelzah Ave Access Plan & Section (Existing & Proposed)
D-9: White Oak Ave Crossing Plan & Sections (Existing & Proposed)
D-10: Dog Park/Farmers Market Access Plan & Section (Existing & Proposed)
D-11: Countermeasure Prototypes (8.5" x 11")



ATTACHMENT D-1: EXISTING OVERALL SITE PLAN

Prepared by
GRUEN ASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

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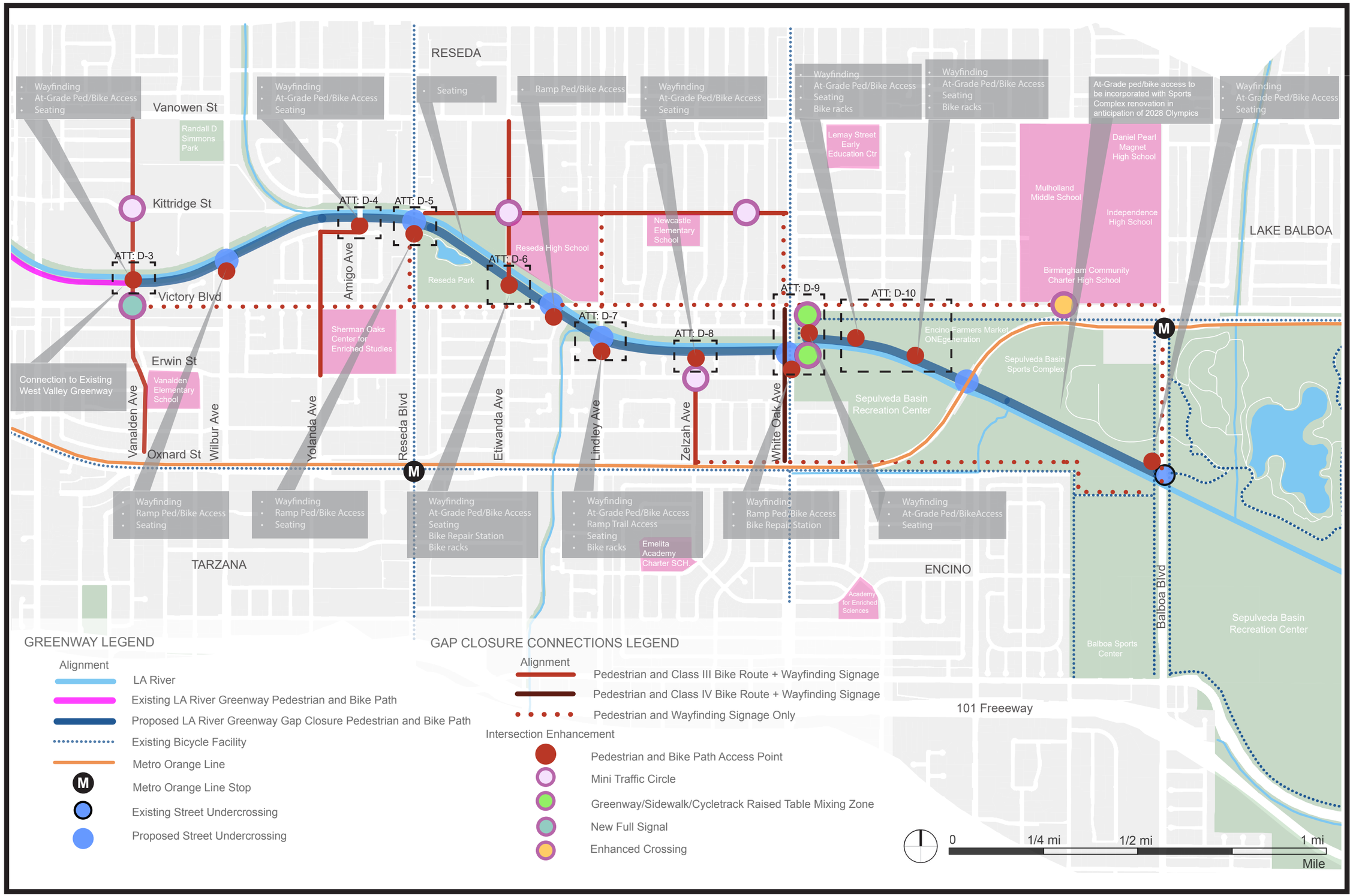
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-1: EXISTING OVERALL SITE PLAN



ATTACHMENT D-2: PROPOSED OVERALL SITE PLAN

Prepared by

GRUEN ASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

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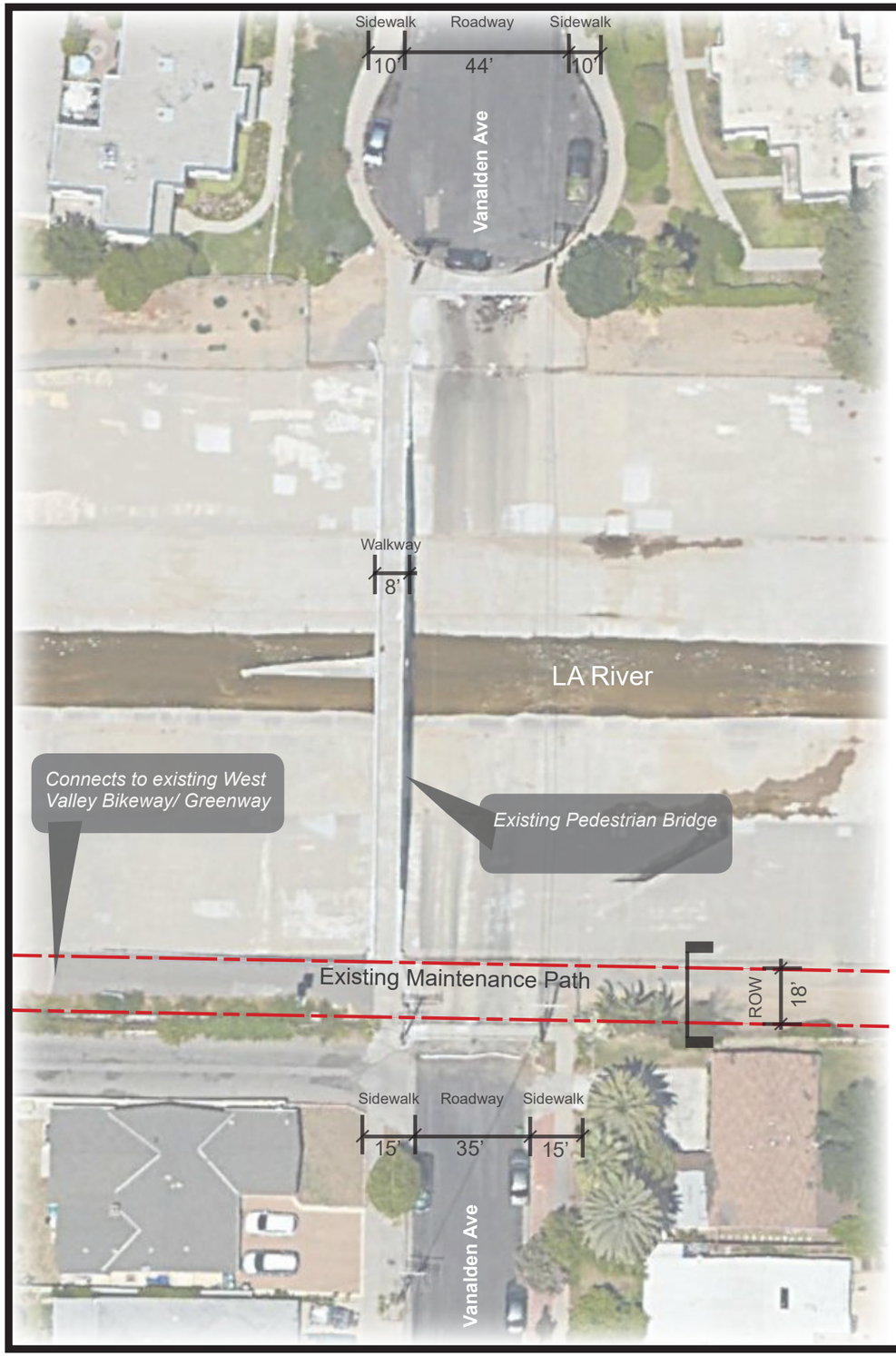
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-2: PROPOSED OVERALL SITE PLAN

VANALDEN AVE END | EXISTING PLAN AND SECTION



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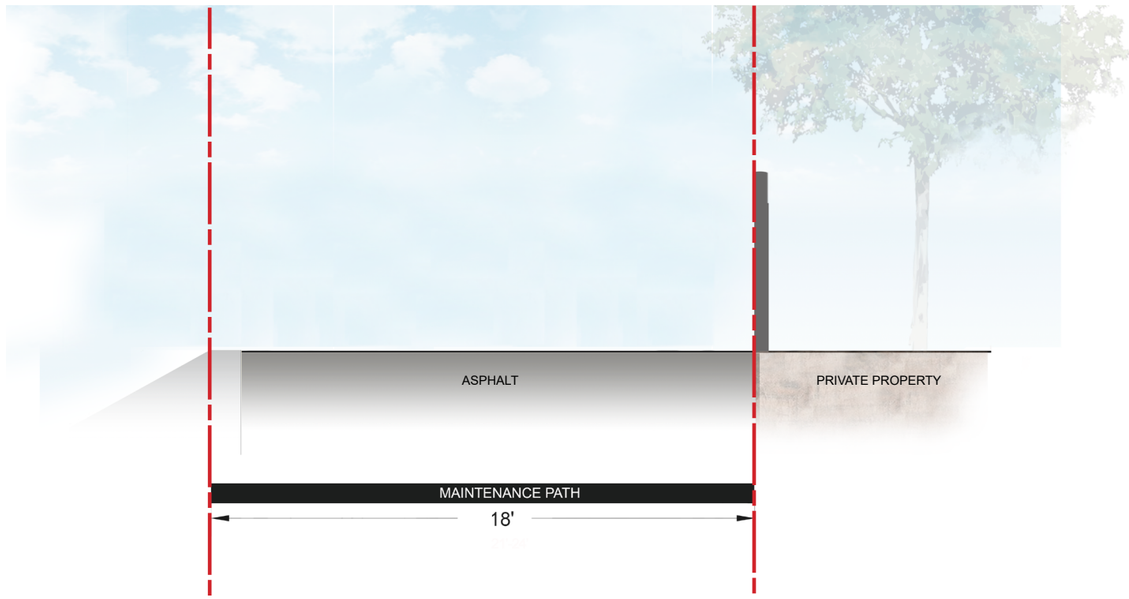

ACCESS LEGEND

LA River Greenway ROW

0 25' 50' 100'

KEY MAP

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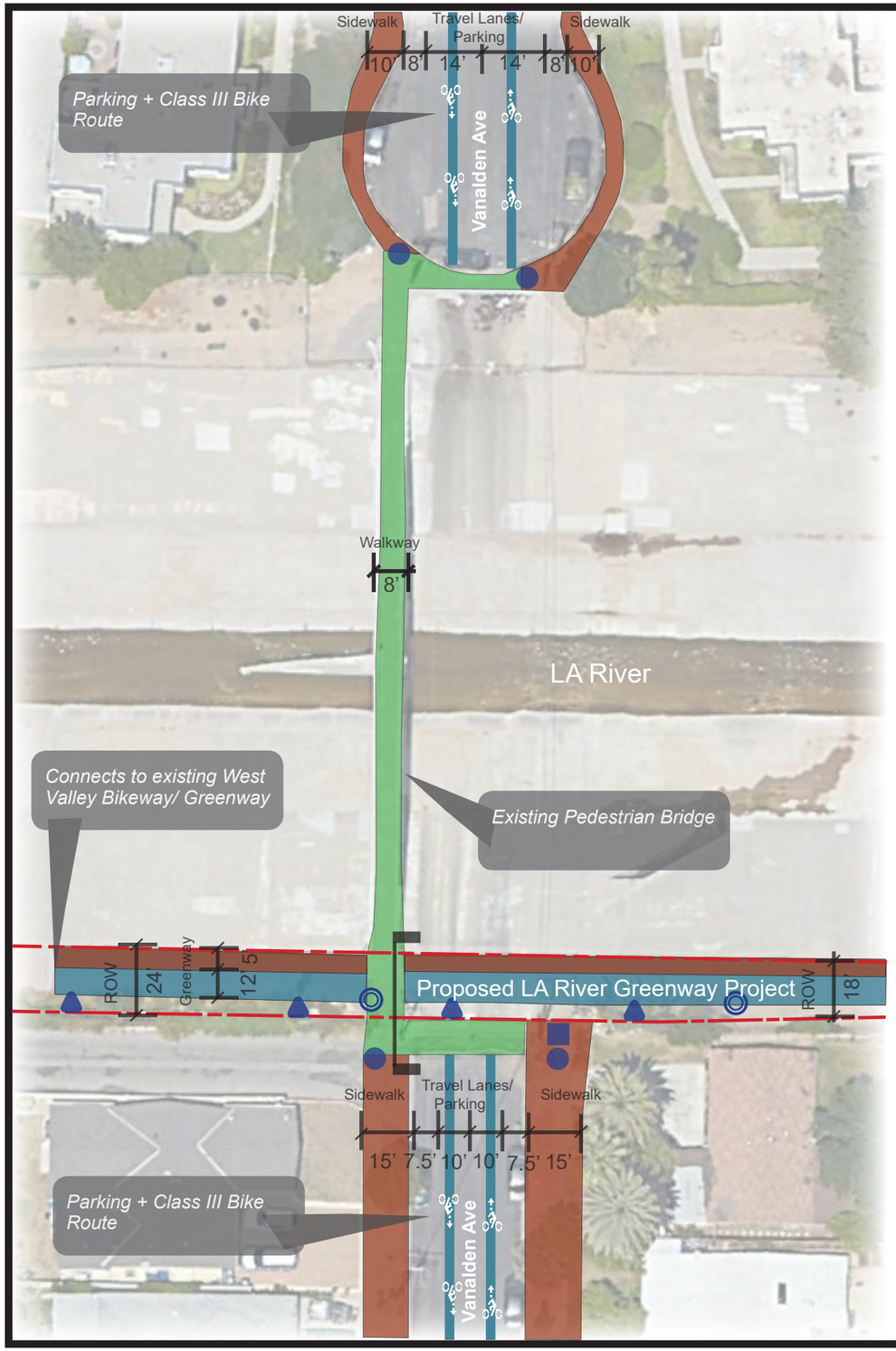
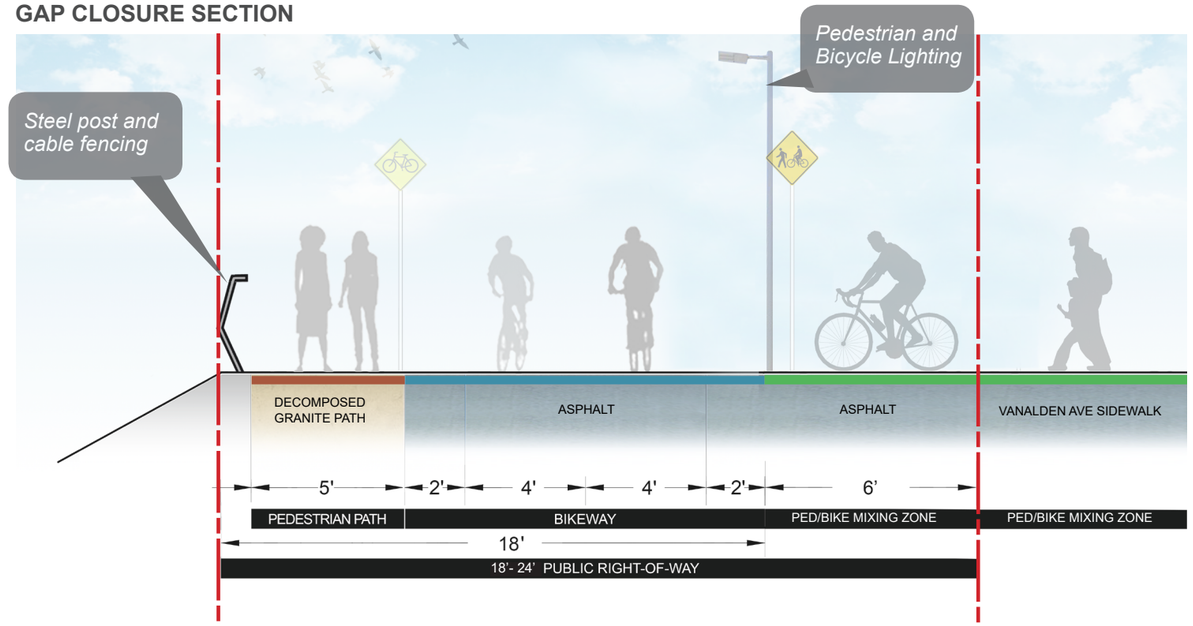
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-3, SHEET 1: VANALDEN AVE END PLAN AND SECTION

ATTACHMENT D-3, SHEET 1: VANALDEN AVE END PLAN AND SECTION

VANALDEN AVE END | PROPOSED PLAN AND SECTION



GAP CLOSURE SECTION



ACCESS LEGEND

LA River Greenway ROW

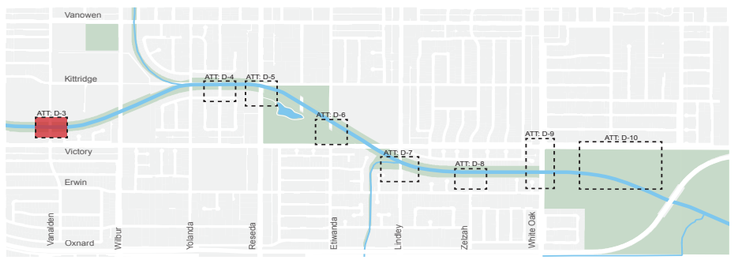
Bicycle Access	Pedestrian Access	Ped/Bike Mixing Zone Access
At-Grade	At-Grade	At-Grade

AMENITIES LEGEND

Wayfinding Signage | Seating | Landscape | Pedestrian/Bicycle Lighting

0 25’ 50’ 100’

KEY MAP



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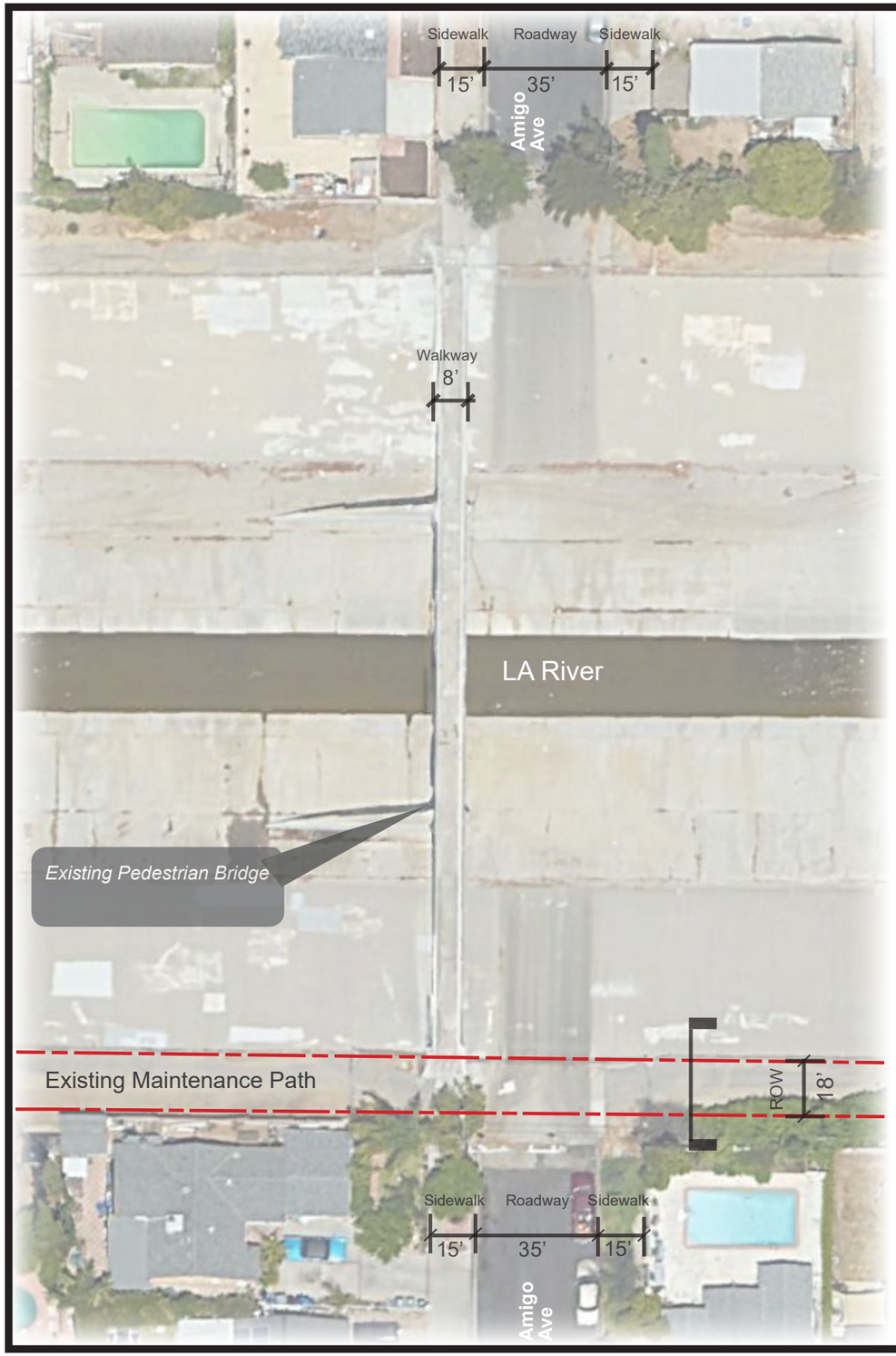
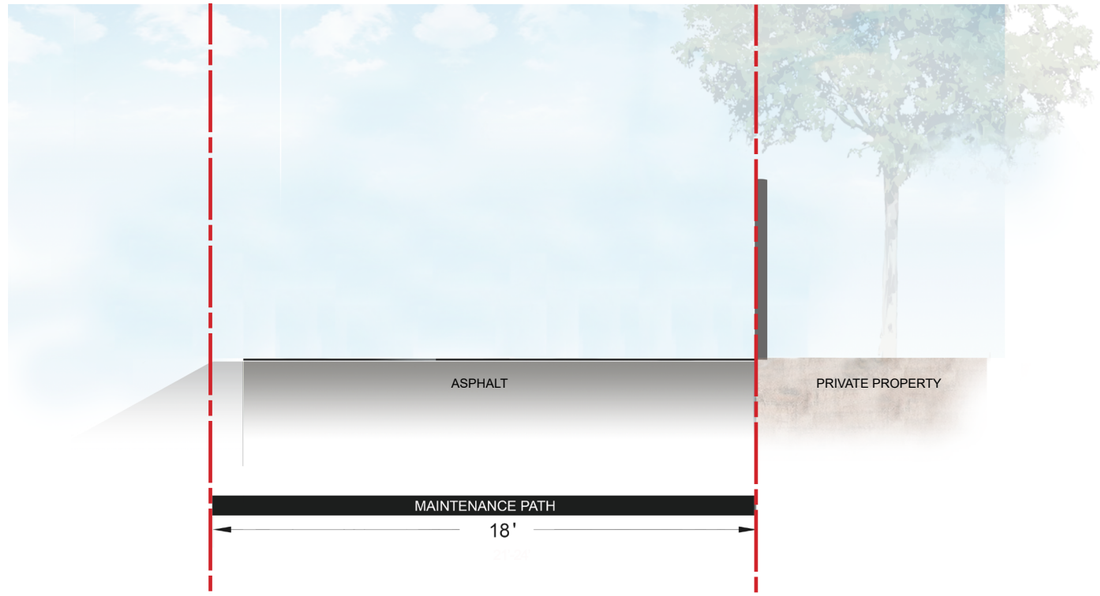
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-3, SHEET 2: VANALDEN AVE END PLAN AND SECTION

ATTACHMENT D-3, SHEET 2: VANALDEN AVE END PLAN AND SECTION

AMIGO AVE END | EXISTING PLAN AND SECTION



EXISTING SECTION



ACCESS LEGEND

LA River Greenway ROW

0 25’ 50’ 100’

KEY MAP

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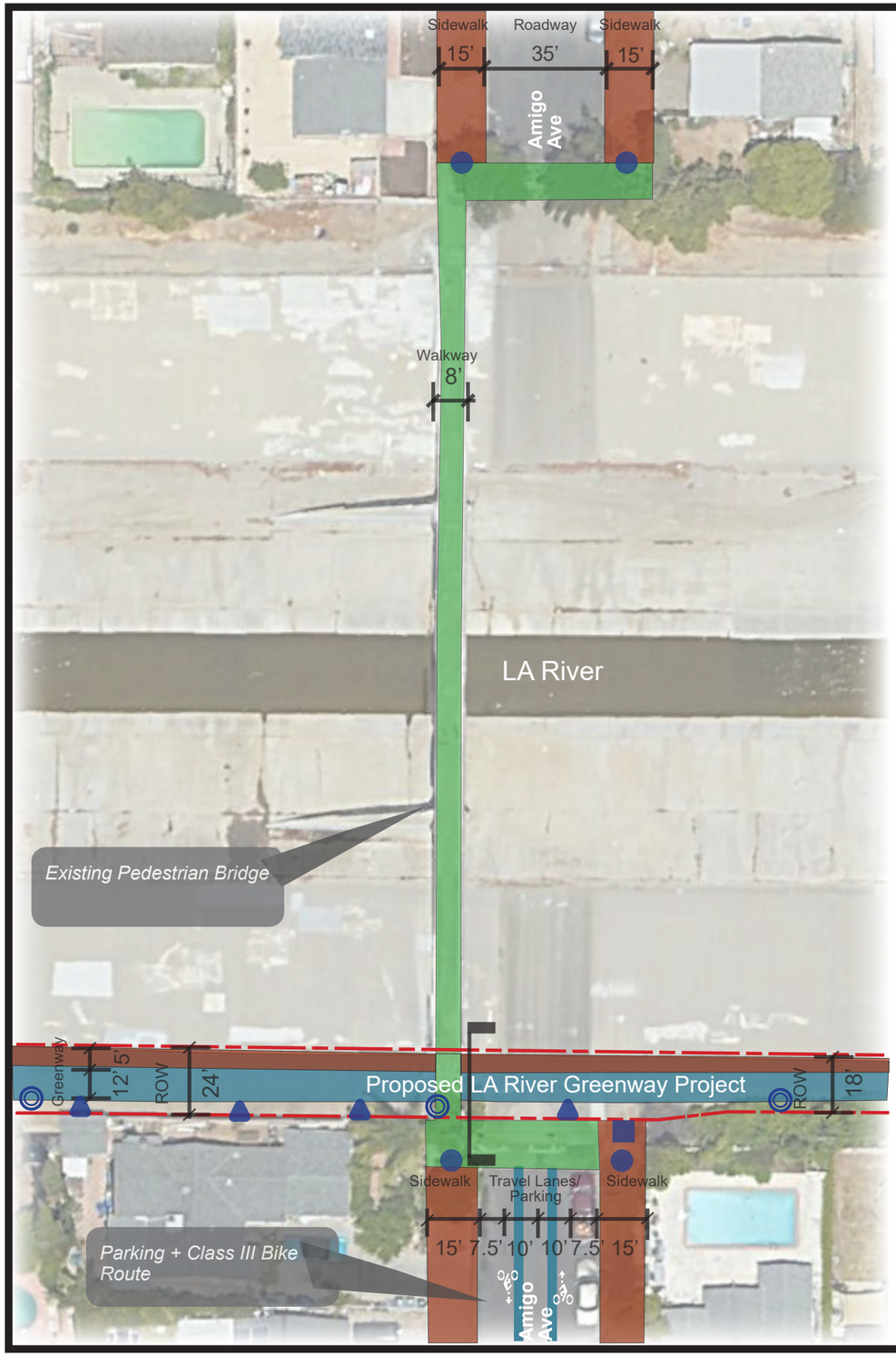
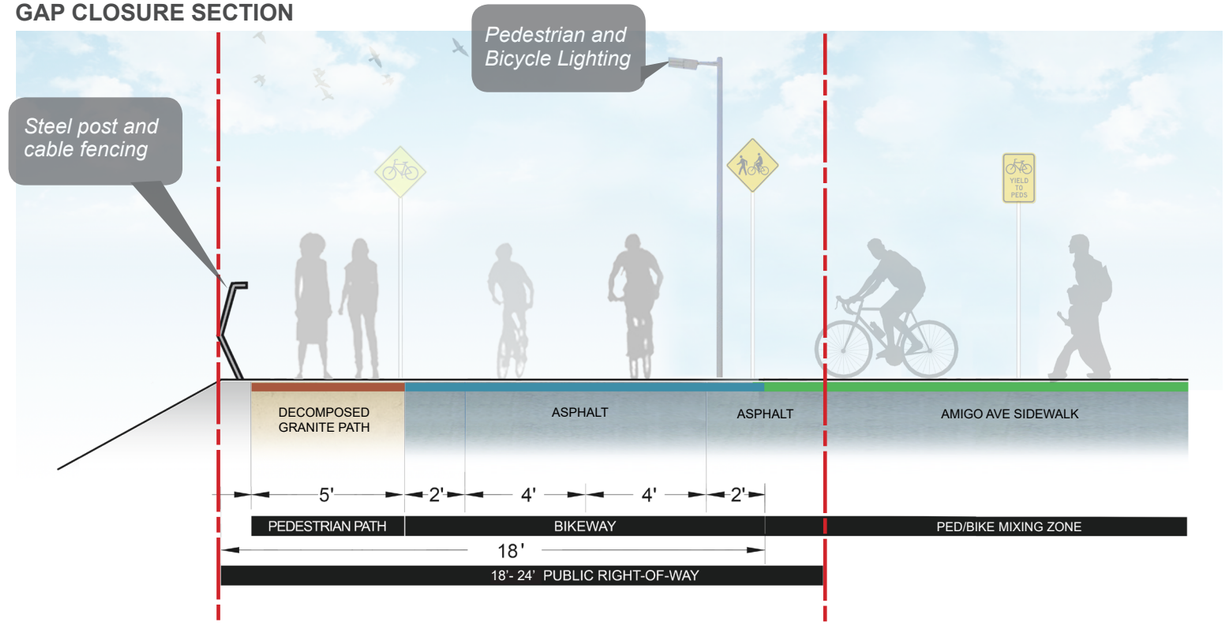
ATTACHMENT D-4, SHEET 1: AMIGO AVE END PLAN AND SECTION

ATTACHMENT D-4, SHEET 1: AMIGO AVE END PLAN AND SECTION

AMIGO AVE END | PROPOSED PLAN AND SECTION



GAP CLOSURE SECTION



ACCESS LEGEND

LA River Greenway ROW

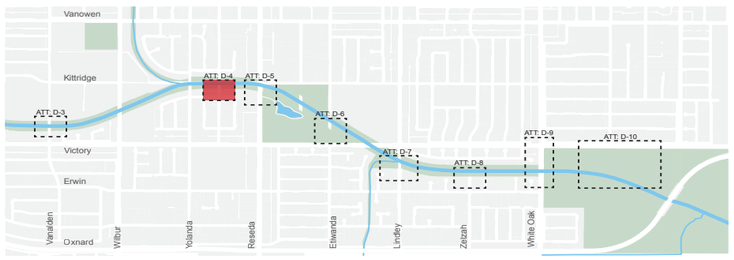
Bicycle Access	Pedestrian Access	Ped/Bike Mixing Zone Access
At-Grade	At-Grade	At-Grade

AMENITIES LEGEND

Wayfinding Signage | Seating | Landscape | Pedestrian/Bicycle Lighting

0 25' 50' 100'

KEY MAP



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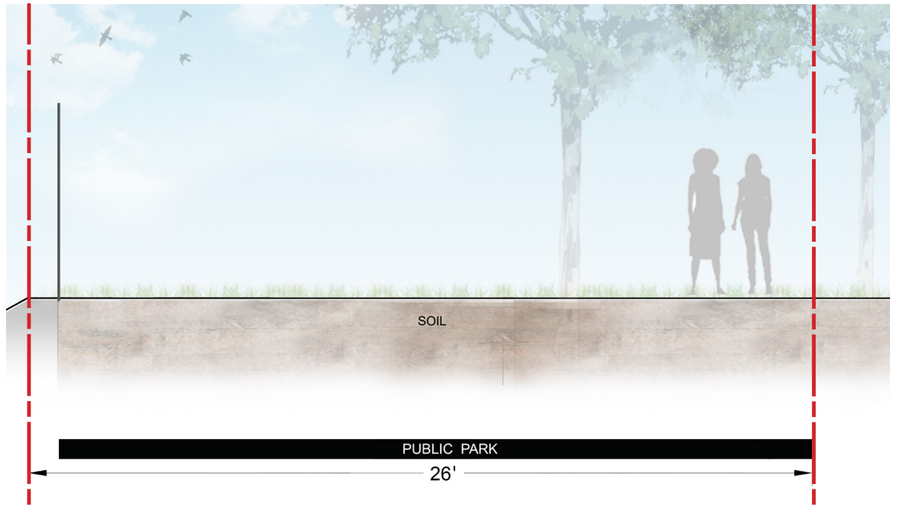
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-4, SHEET 2: AMIGO AVE END PLAN AND SECTION

ATTACHMENT D-4, SHEET 2: AMIGO AVE END PLAN AND SECTION

RESEDA BLVD AND PARK | EXISTING PLAN AND SECTION

EXISTING SECTION



ACCESS LEGEND

LA River Greenway ROW

KEY MAP

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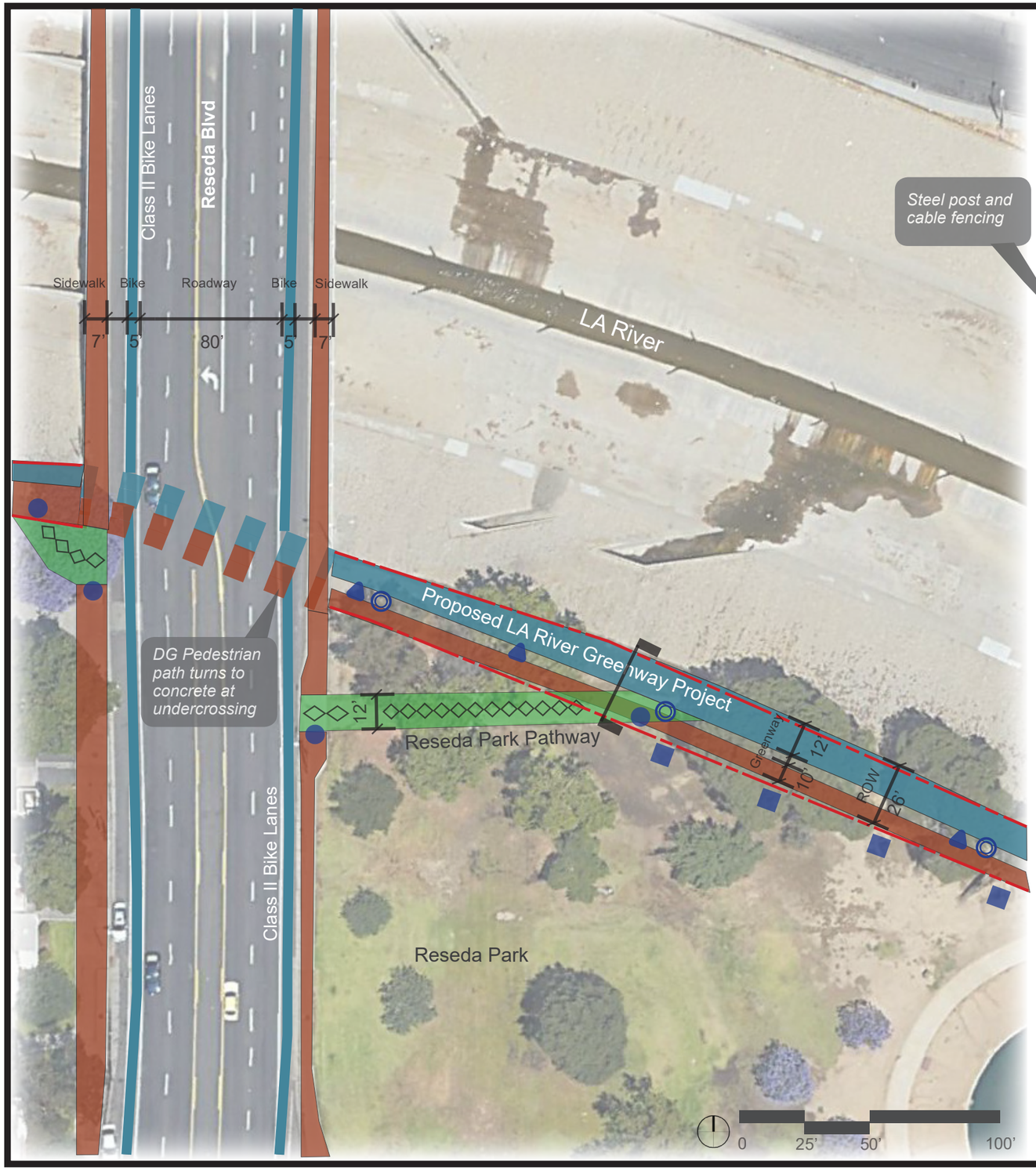
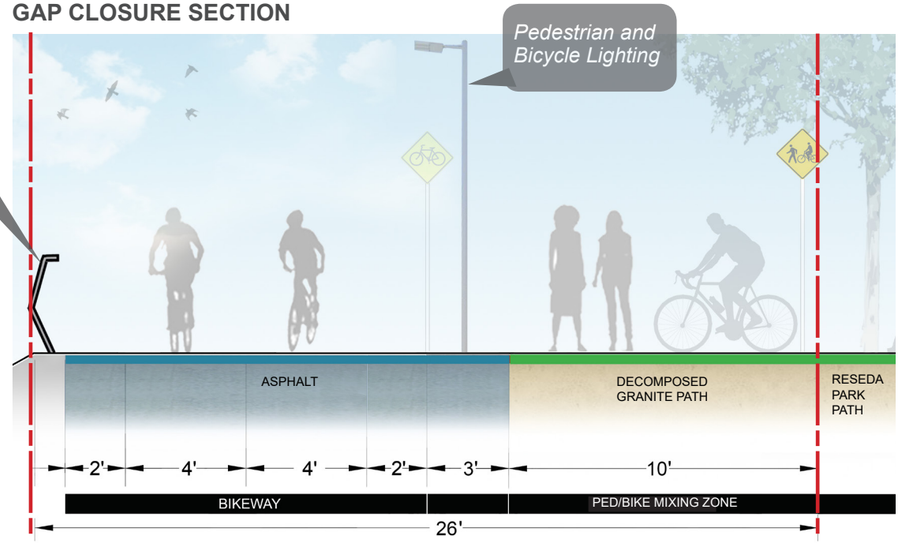
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-5, SHEET 1: RESEDA BLVD & PARK PLAN AND SECTION

ATTACHMENT D-5, SHEET 1: RESEDA BLVD & PARK PLAN AND SECTION

RESEDA BLVD AND PARK | PROPOSED PLAN AND SECTION



GAP CLOSURE SECTION



ACCESS LEGEND

LA River Greenway ROW

Bicycle Access	Pedestrian Access	Ped/Bike Mixing Zone
At-Grade	At-Grade	At-Grade
Undercrossing	Undercrossing	Ramp Access

AMENITIES LEGEND

Wayfinding Signage | Seating | Landscape | Pedestrian/Bicycle Lighting

KEY MAP

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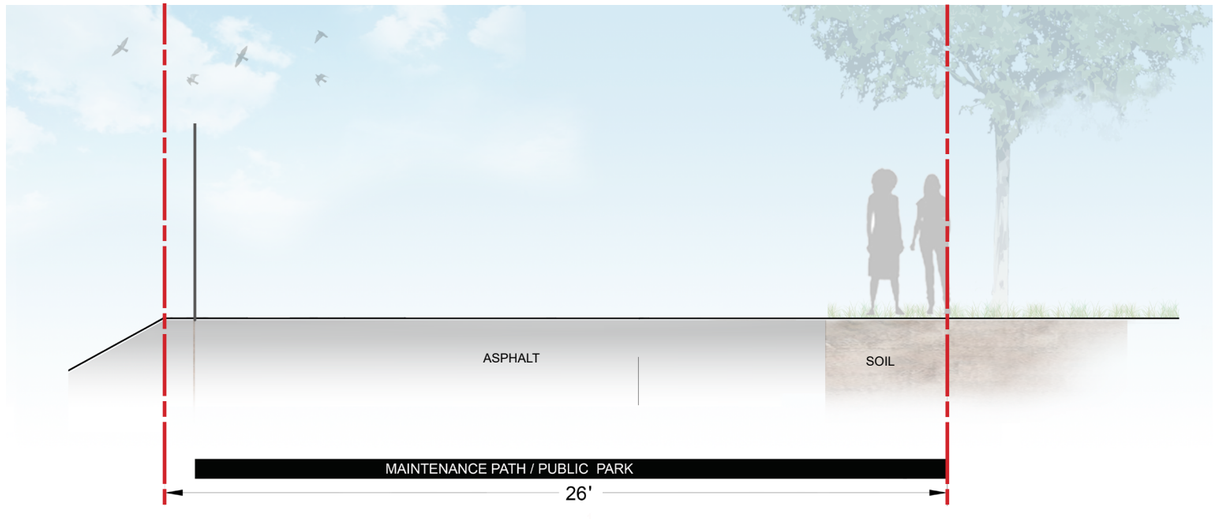
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-5, SHEET 2: RESEDA BLVD & PARK PLAN AND SECTION

ATTACHMENT D-5, SHEET 2: RESEDA BLVD & PARK PLAN AND SECTION

ETIWANDA BRIDGE ACCESS | EXISTING PLAN AND SECTION

EXISTING SECTION

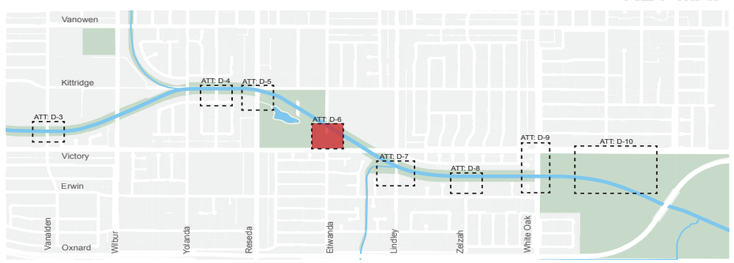


ACCESS LEGEND

LA River Greenway ROW

0 25' 50' 100'

KEY MAP



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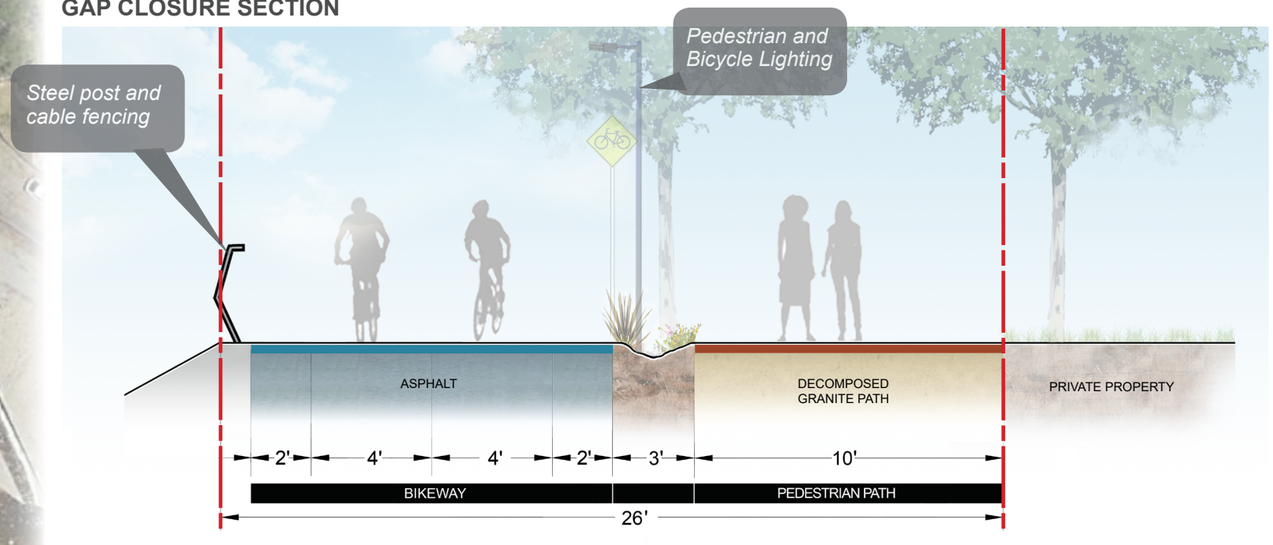
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-6, SHEET 1: ETIWANDA BRIDGE ACCESS PLAN AND SECTION

ATTACHMENT D-6, SHEET 1: ETIWANDA BRIDGE ACCESS PLAN AND SECTION

ETIWANDA BRIDGE ACCESS | PROPOSED PLAN AND SECTION

GAP CLOSURE SECTION



ACCESS LEGEND

LA River Greenway ROW

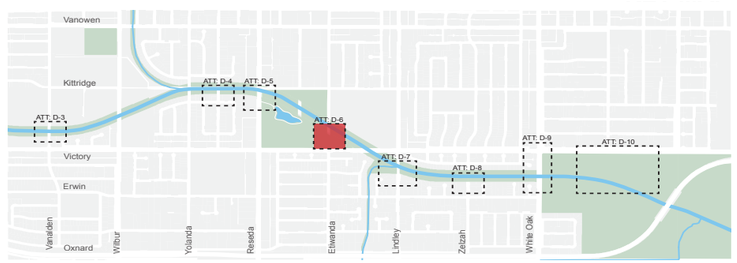
Bicycle Access	Pedestrian Access	Ped/Bike Mixing Zone Access
At-Grade	At-Grade	At-Grade

AMENITIES LEGEND

Wayfinding Signage | Seating | Bicycle Repair Facility | Landscape | Pedestrian/Bicycle Lighting | Bike Racks

0 25' 50' 100'

KEY MAP



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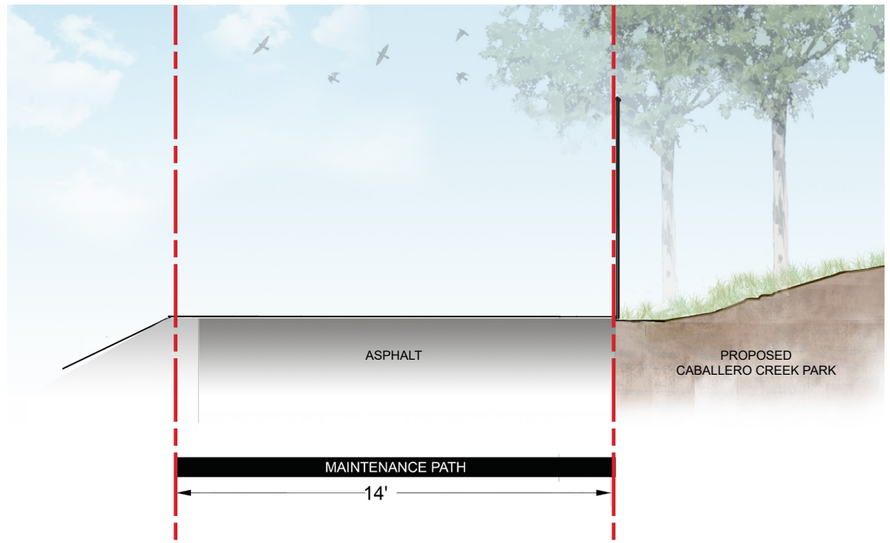
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-6, SHEET 2: ETIWANDA BRIDGE ACCESS PLAN AND SECTION

ATTACHMENT D-6, SHEET 2: ETIWANDA BRIDGE ACCESS PLAN AND SECTION

CABALLERO CREEK ACCESS | EXISTING PLAN AND SECTION

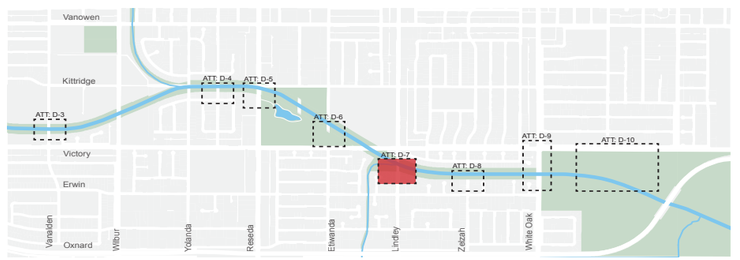
EXISTING SECTION



ACCESS LEGEND

LA River Greenway ROW

KEY MAP



Prepared by
GRUEN ASSOCIATES
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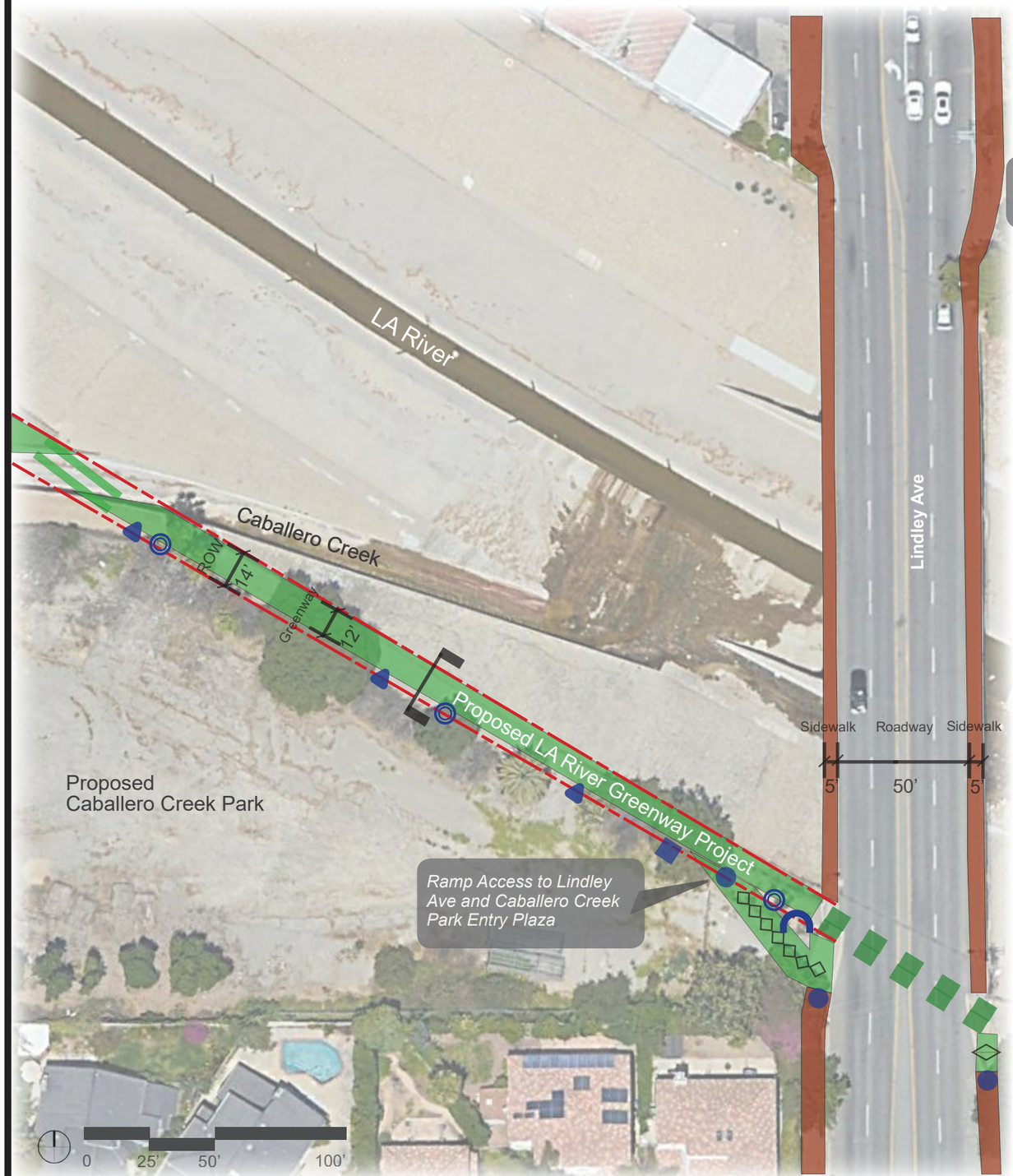
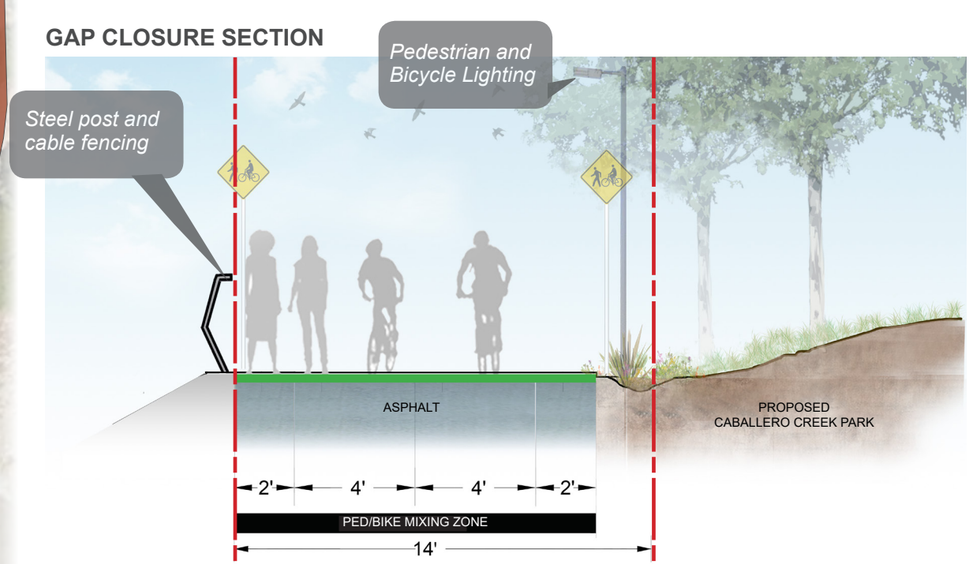
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-7, SHEET 1: CABALLERO CREEK ACCESS PLAN AND SECTION

ATTACHMENT D-7, SHEET 1: CABALLERO CREEK ACCESS PLAN AND SECTION

CABALLERO CREEK ACCESS | PROPOSED PLAN AND SECTION



GAP CLOSURE SECTION



ACCESS LEGEND

LA River Greenway ROW

Bicycle Access
- At-Grade

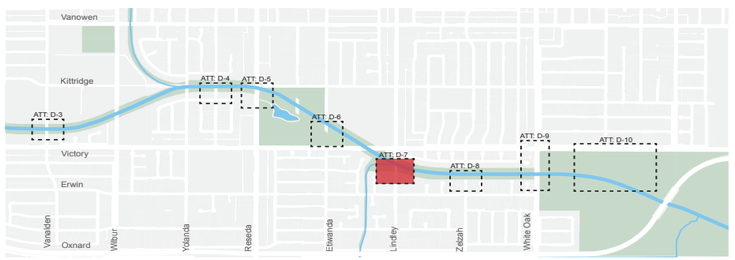
Pedestrian Access
- At-Grade

Ped/Bike Mixing Zone Access
- At-Grade
- Undercrossing
- Ramp Access

AMENITIES LEGEND

- Wayfinding Signage
- Seating
- Landscape
- Pedestrian/Bicycle Lighting
- Bike Racks

KEY MAP

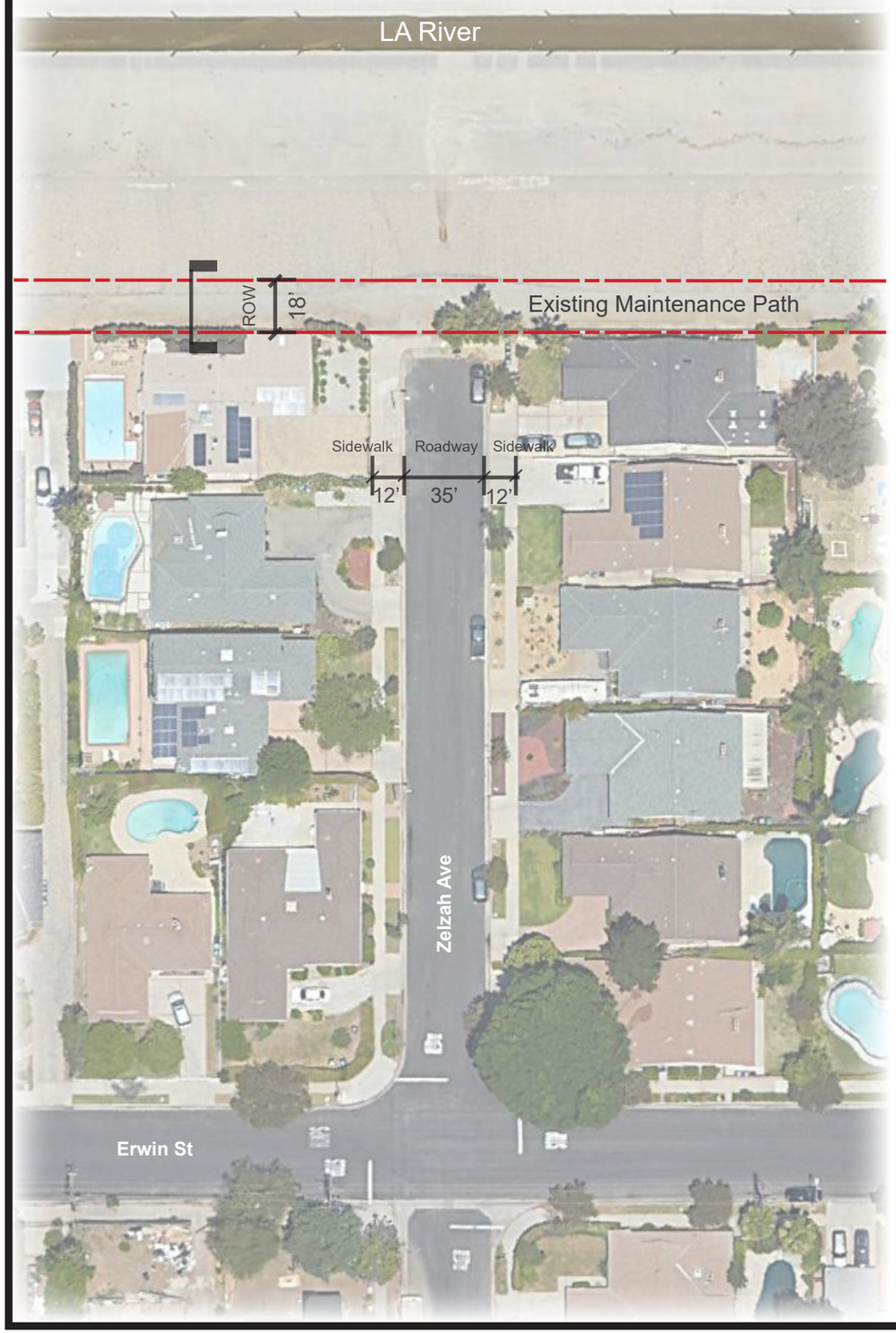


Prepared by
GRUEN ASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

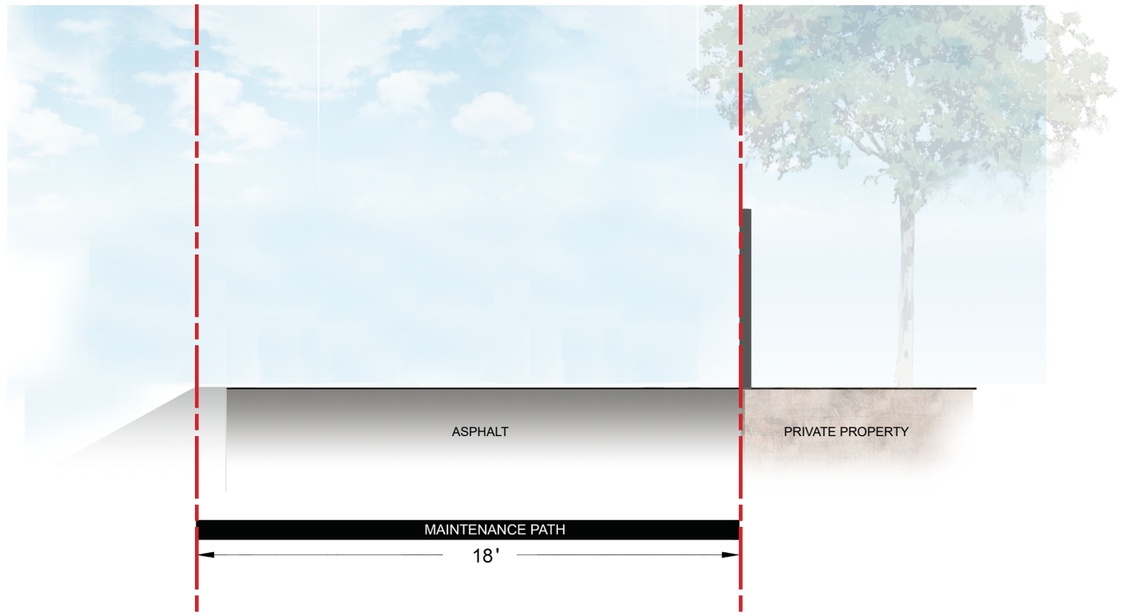
City of Los Angeles // ATP Cycle 4 // July 2018
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-7, SHEET 2: CABALLERO CREEK ACCESS PLAN AND SECTION

ATTACHMENT D-7, SHEET 2: CABALLERO CREEK ACCESS PLAN AND SECTION

ZELZAH AVE ACCESS | EXISTING PLAN AND SECTION



EXISTING SECTION

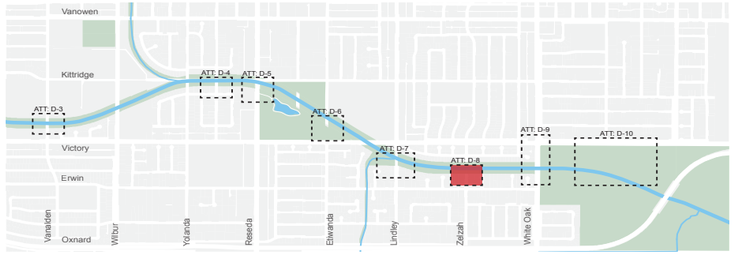


ACCESS LEGEND

LA River Greenway ROW

0 25' 50' 100'

KEY MAP



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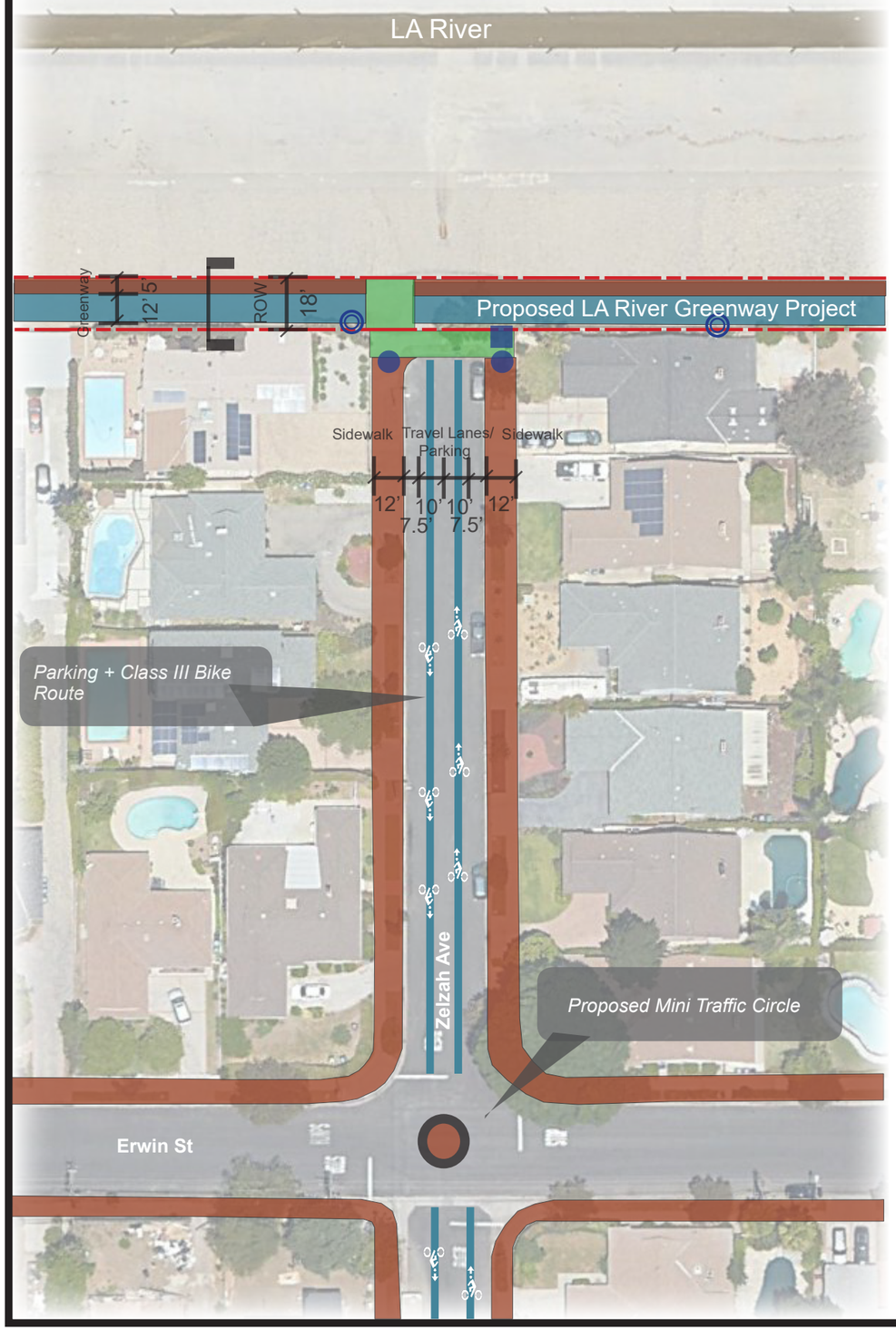
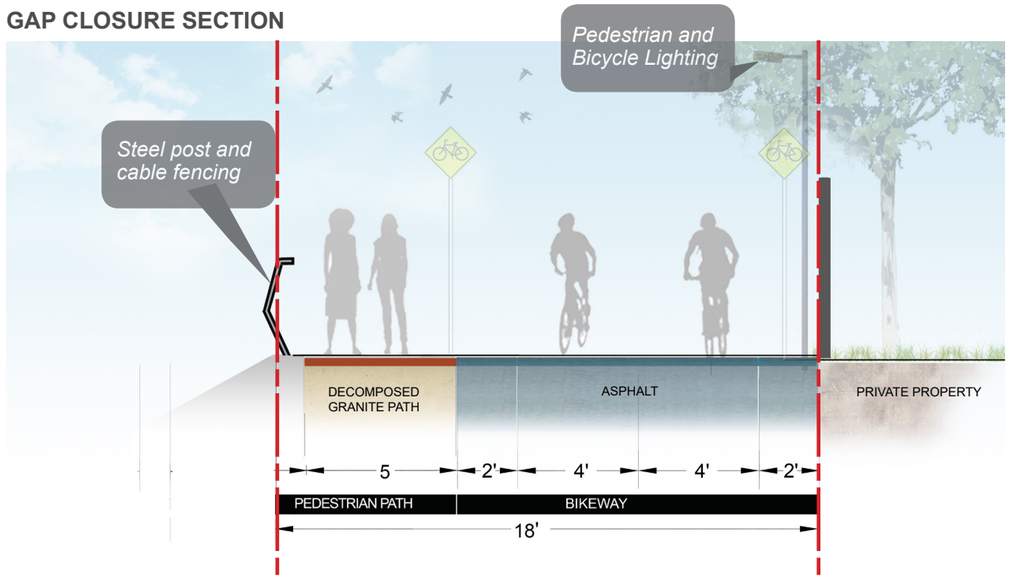
City of Los Angeles // ATP Cycle 4 // July 2018
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-8, SHEET 1: ZELZAH AVE ACCESS PLAN AND SECTION

ATTACHMENT D-8, SHEET 1: ZELZAH AVE ACCESS PLAN AND SECTION

ZELZAH AVE ACCESS | PROPOSED PLAN AND SECTION



GAP CLOSURE SECTION



ACCESS LEGEND

LA River Greenway ROW

Bicycle Access
At-Grade

Pedestrian Access
At-Grade

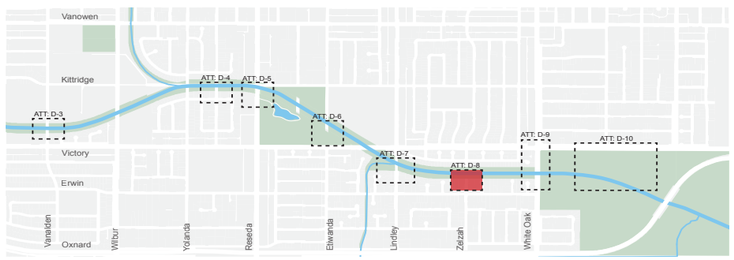
Ped/Bike Mixing Zone Access
At-Grade

AMENITIES LEGEND

Wayfinding Signage
Seating
Pedestrian/Bicycle Lighting
Mini Traffic Circle

0 25' 50' 100'

KEY MAP



Prepared by
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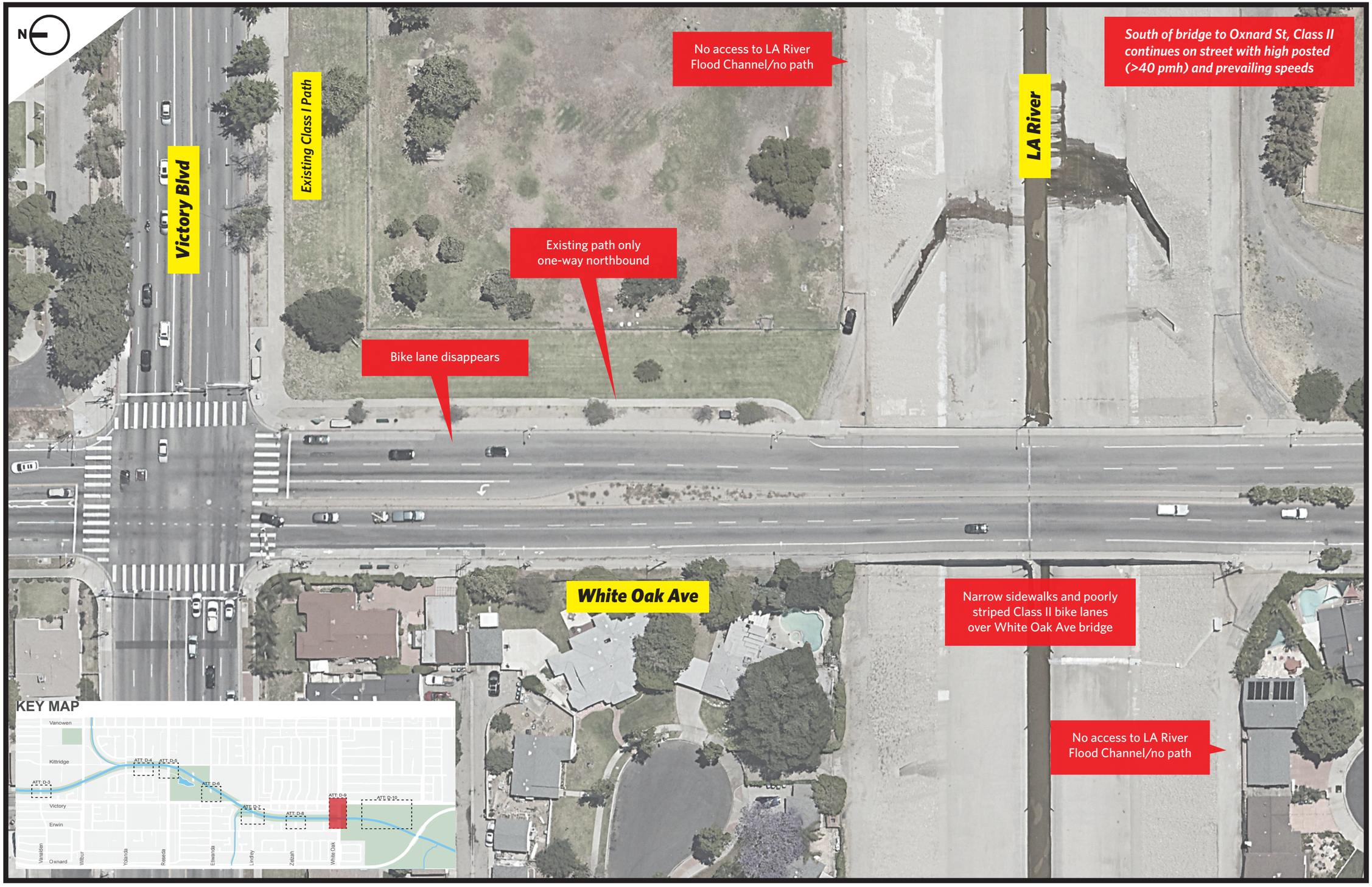
City of Los Angeles // ATP Cycle 4 // July 2018
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-8, SHEET 2: ZELZAH AVE ACCESS PLAN AND SECTION

ATTACHMENT D-8, SHEET 2: ZELZAH AVE ACCESS PLAN AND SECTION

Not to Scale

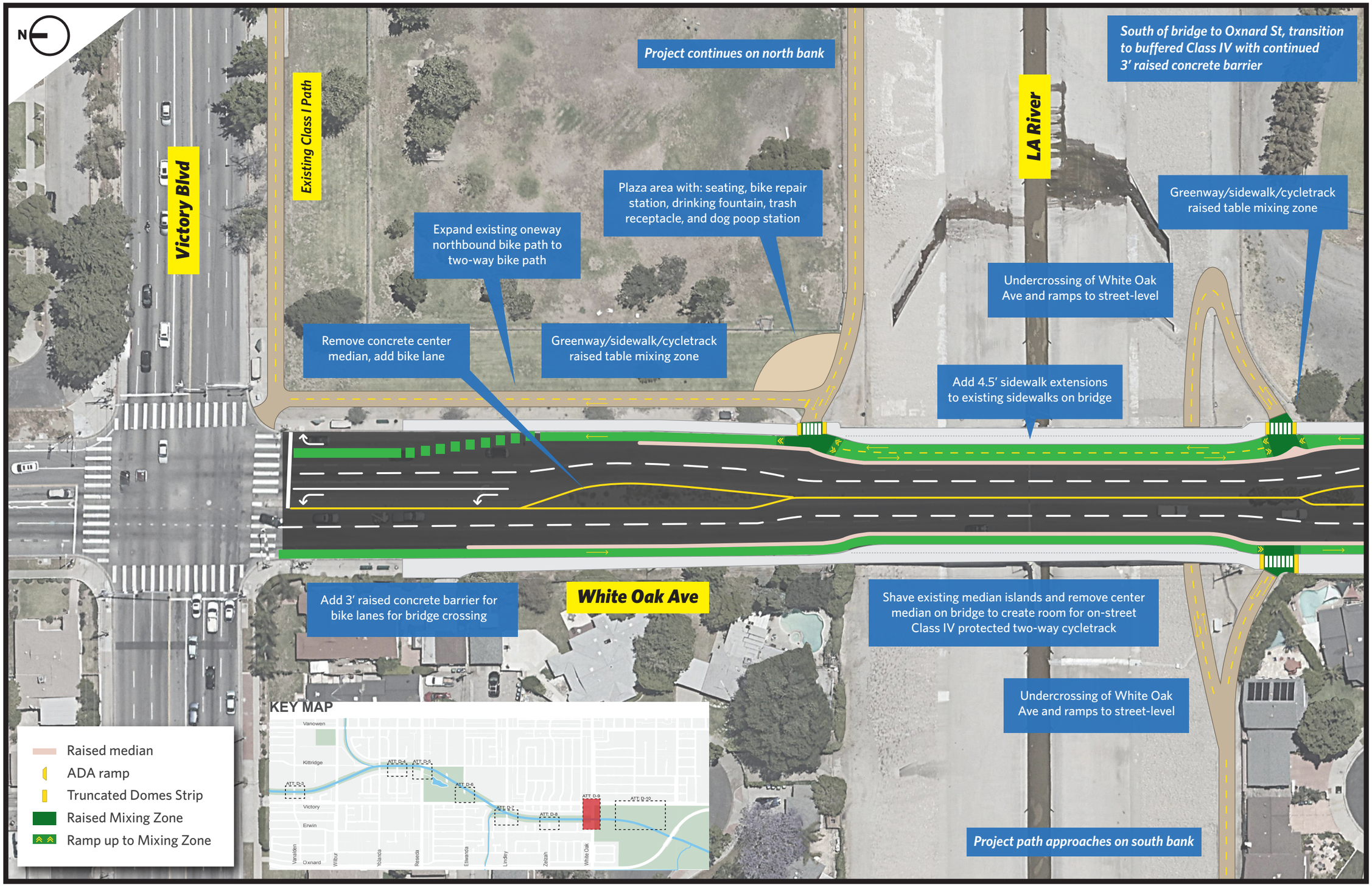


ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT D-9: EXISTING WHITE OAK AVE CROSSING

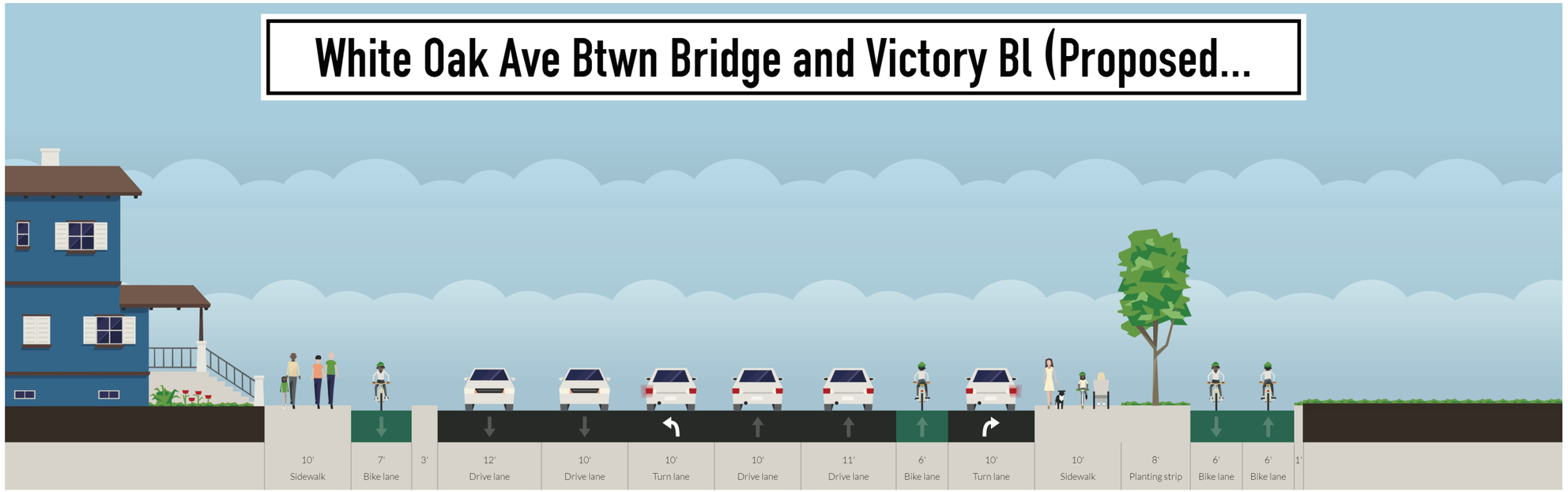
Not to Scale

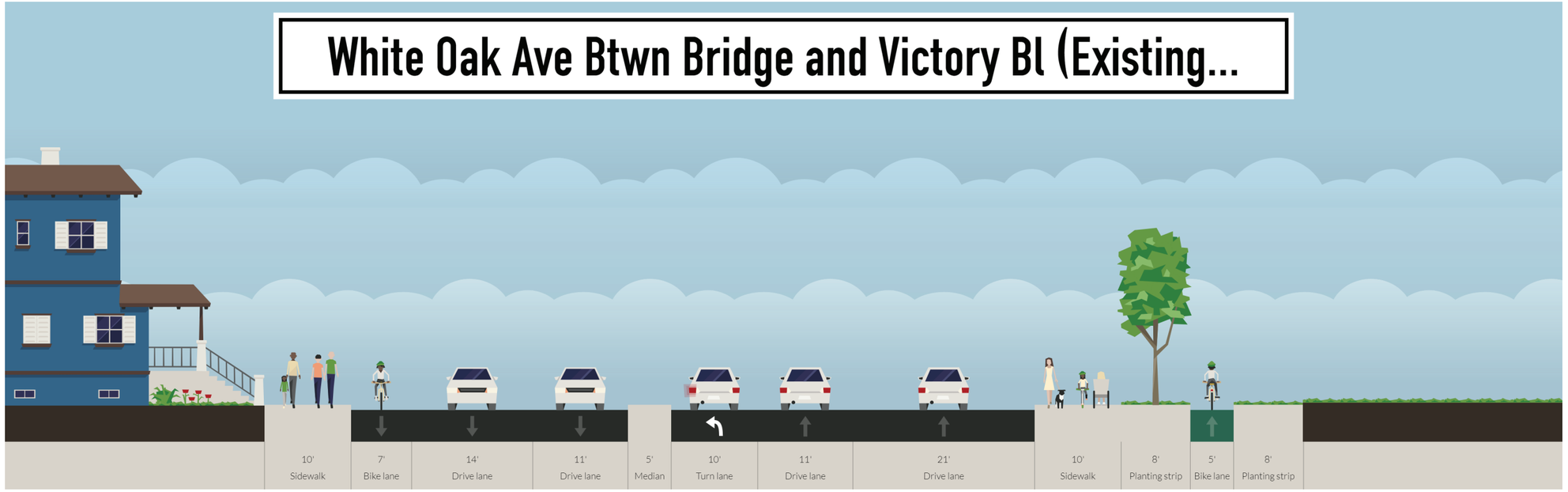


ENGINEERING
CITY OF LOS ANGELES

City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT D-9: PROPOSED WHITE OAK AVE CROSSING AND CONNECTION PLAN





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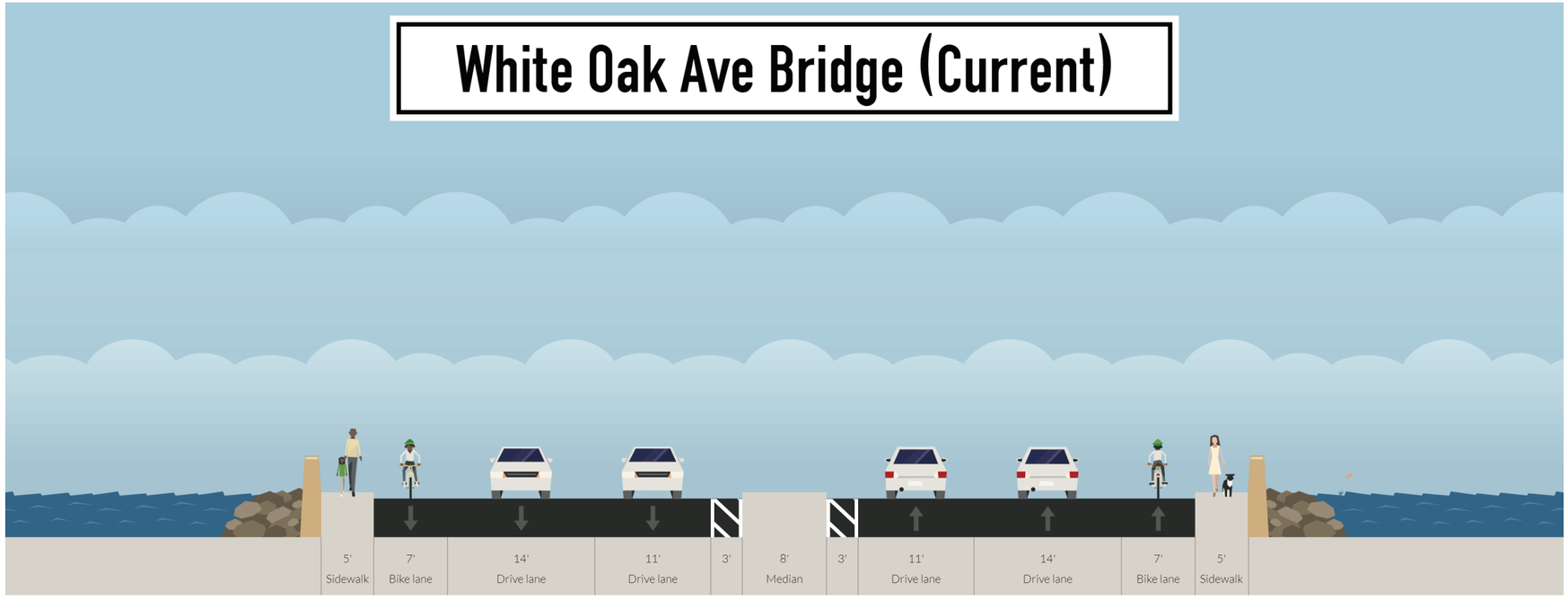
ATTACHMENT D-9: WHITE OAK AVE BETWEEN BRIDGE AND VICTORY BL CROSS SECTIONS

White Oak Ave Bridge (Proposed)

White Oak Ave Bridge (Current)



ENGINEERING
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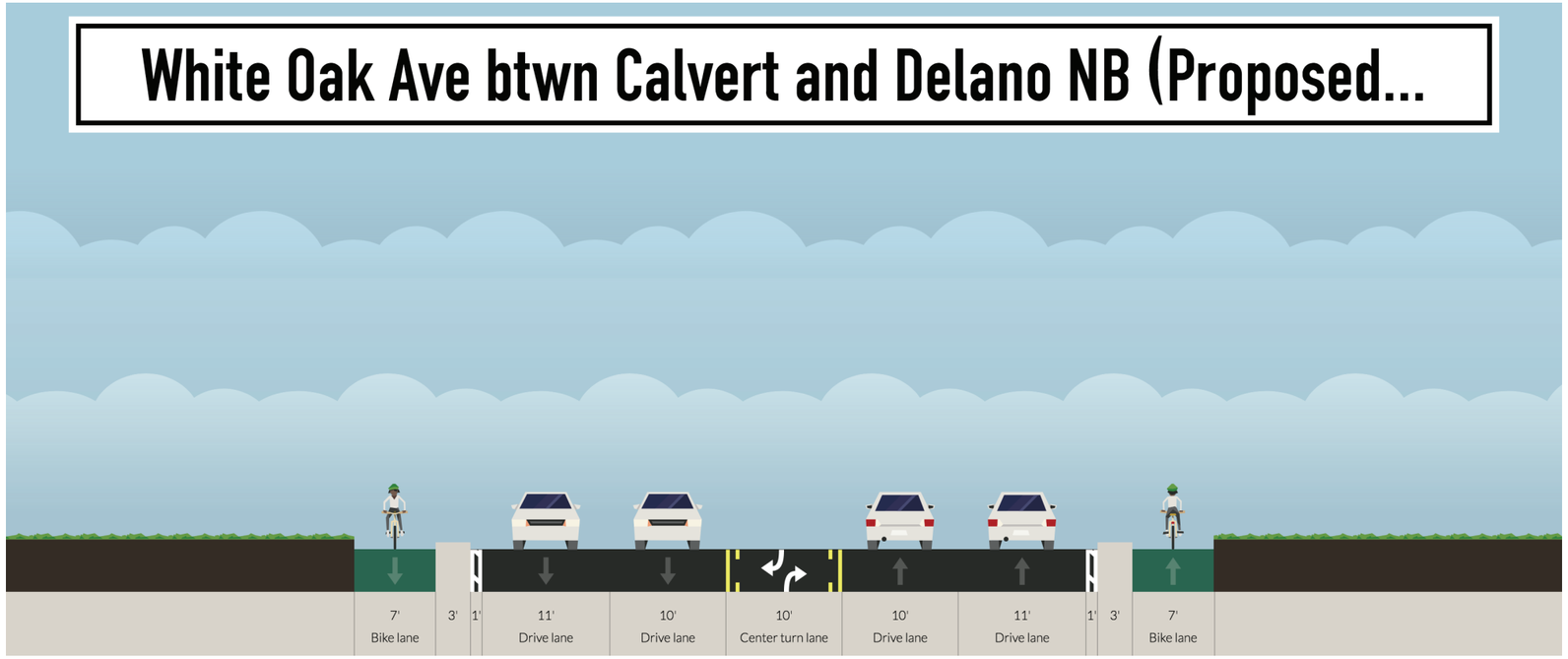
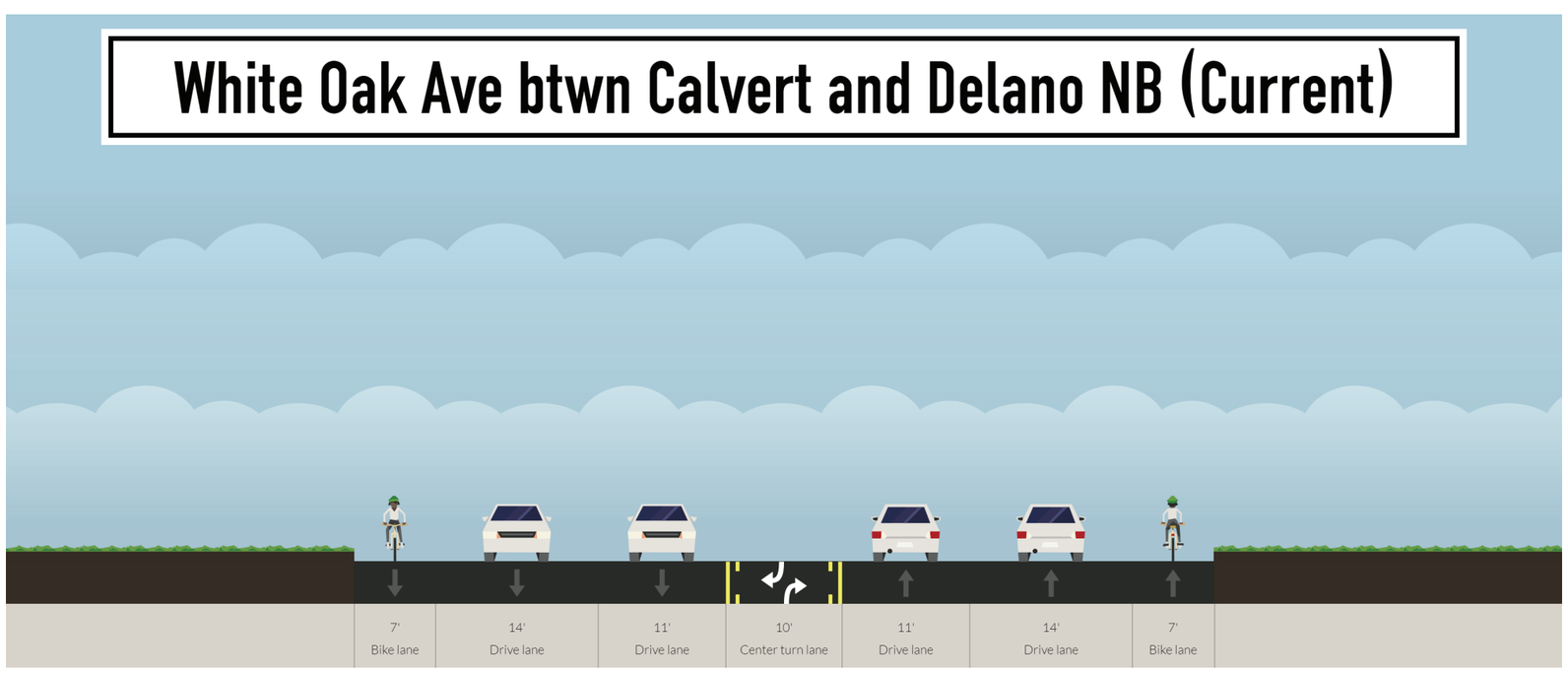
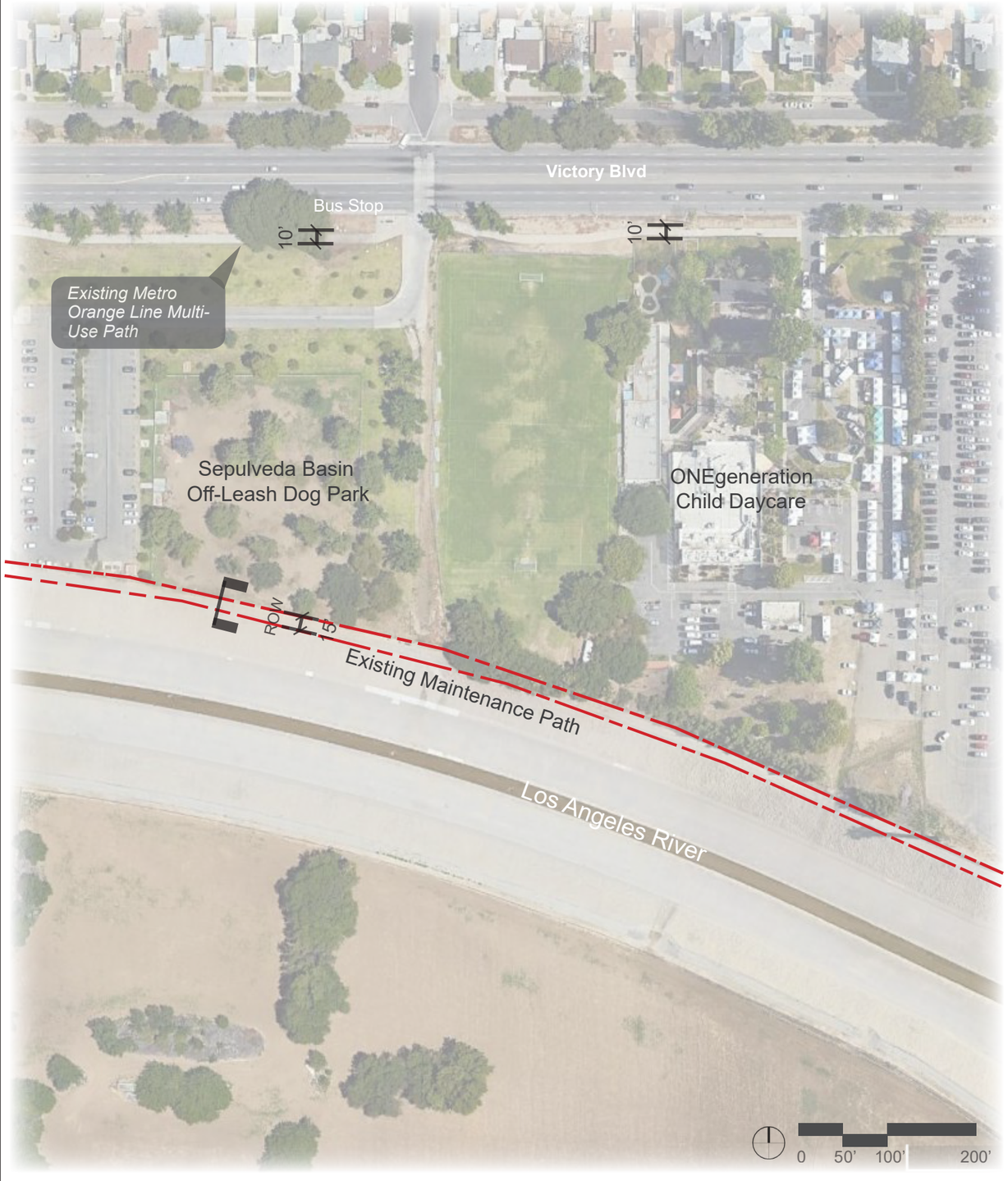
City of Los Angeles // ATP Cycle 4 // July 2018
LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT D-9: WHITE OAK AVE BRIDGE CROSS SECTIONS

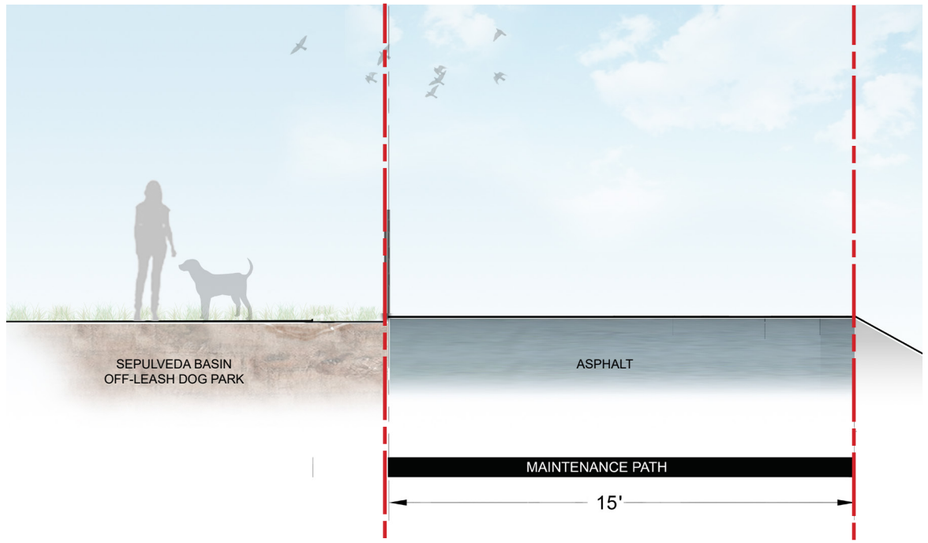

White Oak Ave btwn Calvert and Delano NB (Proposed...
7'
Bike lane
3'
1'
11'
Drive lane
10'
Drive lane
10'
Center turn lane
10'
Drive lane
11'
Drive lane
1'
3'
7'
Bike lane


White Oak Ave btwn Calvert and Delano NB (Current)
7'
Bike lane
14'
Drive lane
11'
Drive lane
10'
Center turn lane
11'
Drive lane
14'
Drive lane
7'
Bike lane

DOG PARK/FARMERS MARKET ACCESS | EXISTING PLAN AND SECTION



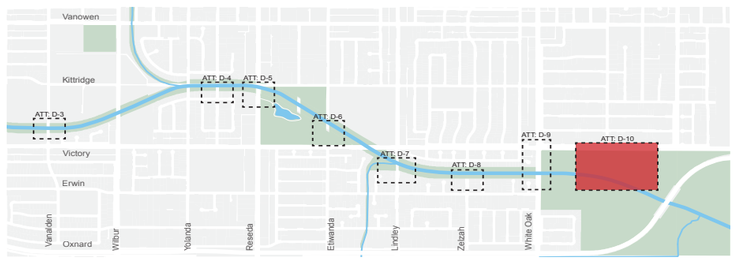
EXISTING SECTION



ACCESS LEGEND

LA River Greenway ROW

KEY MAP



Prepared by
GRUEN ASSOCIATES
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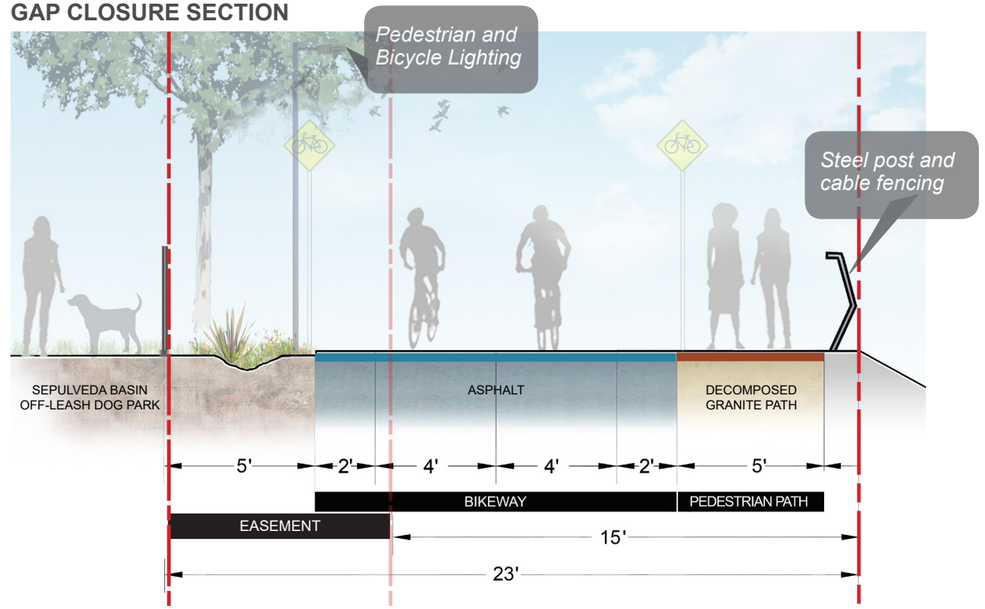
City of Los Angeles // ATP Cycle 4 // July 2018
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-10, SHEET 1: DOG PARK/FARMERS MARKET ACCESS PLAN AND SECTION

ATTACHMENT D-10, SHEET 1: DOG PARK/FARMERS MARKET ACCESS PLAN AND SECTION

DOG PARK/FARMERS MARKET ACCESS | PROPOSED PLAN AND SECTION

GAP CLOSURE SECTION



ACCESS LEGEND

LA River Greenway ROW

Bicycle Access: At-Grade

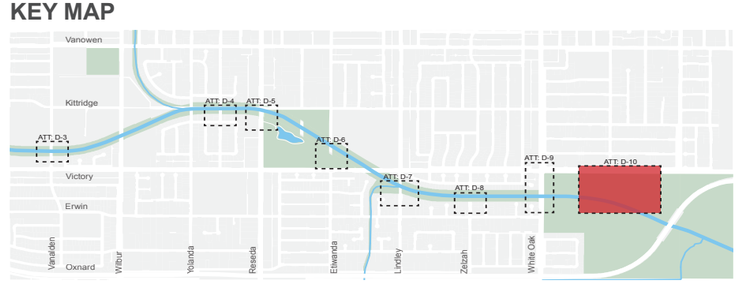
Pedestrian Access: At-Grade

Ped/Bike Mixing Zone Access: At-Grade

AMENITIES LEGEND

Wayfinding Signage | Seating | Landscape | Pedestrian/Bicycle Lighting | Bike Racks

KEY MAP



Prepared by
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City of Los Angeles // ATP Cycle 4 // July 2018
LOS ANGELES RIVER WEST SAN FERNANDO VALLEY GAP CLOSURE
ATTACHMENT D-10, SHEET 2: DOG PARK/FARMERS MARKET ACCESS PLAN AND SECTION

Rendering of a typical cross section of the proposed LA River Greenway with decomposed granite walking path and asphalt bikeway with planting elements, fencing, and signage

Rendering of a "tunnel-style" undercrossing section for the LA River Greenway.

Rendering of an undercrossing at Reseda Blvd.

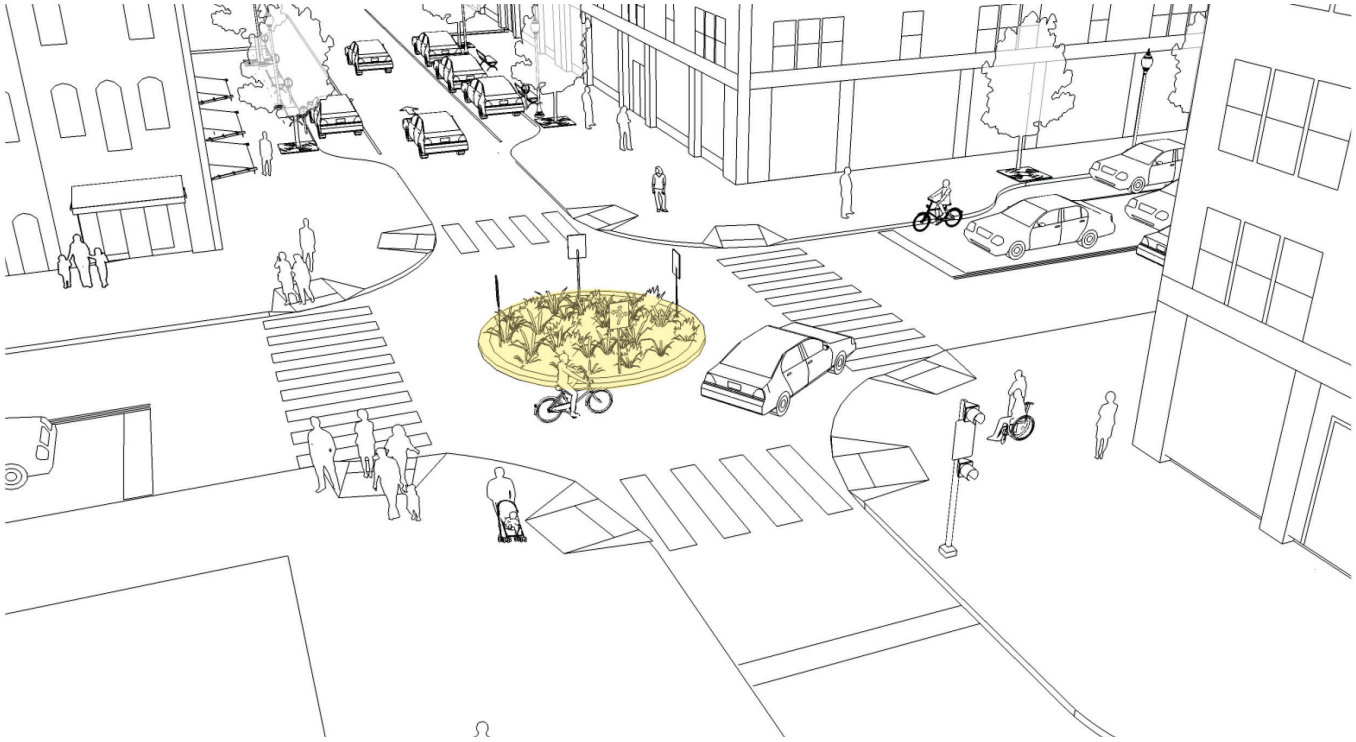
Google Street image of the intersection of SW Moody Ave & SW Sheridan St on the approach to the Tilikum Crossing bridge in Portland, OR. This image illustrates some of the trail/sidewalk/roadway mixing design practices to be used for the White Oak Ave bridge transition. Note specifically: directional/user arrows, raised cycletrack at same grade as sidewalk, branching trails/lanes and truncated dome pads.

Examples of protected bikeways. Proposed raised concrete barriers for White Oak Ave Class IV would most likely resemble the above, with the below image highlighting capacity and width of a typical Class IV bikeway.

Example of a painted Class II bikeway with conflict markings as proposed for northbound White Oak Ave from bridge to Victory Blvd.

Example of "greenbacked sharrows" a Class II Bike Route linear treatment, and recommended for Project Class III segments on Vanalden, Kittrdige, Etiwanda, Yolanda/Haynes/Amigo, and Zelzah.

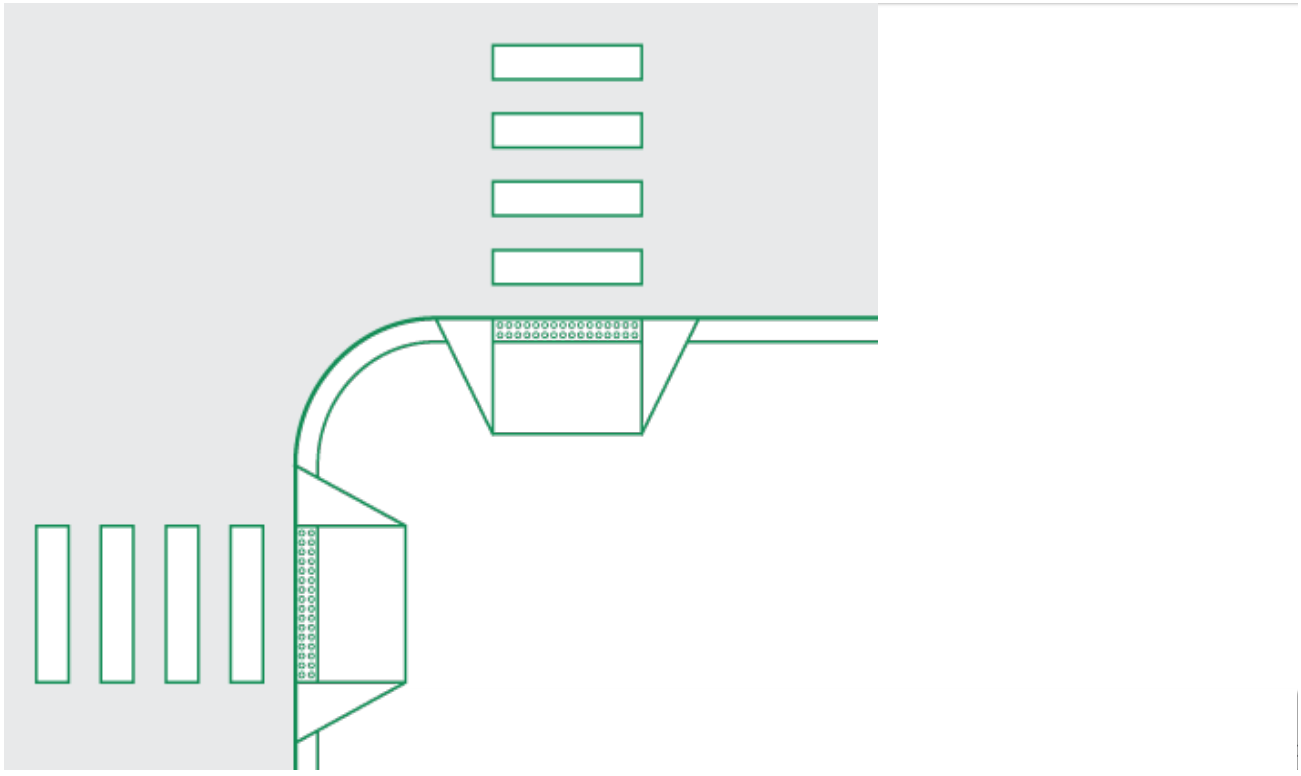
Examples of bicycle/pedestrian wayfinding signage that will be used throughout the Project Area.



Mini roundabouts/mini traffic cirlces are proposed at a few select intersections within the Project Atea to force cars to yield and make safer turns at these stop controlled or uncontrolled intersections. This design feature is also intended to alleviate high-speed cut-through traffic on side streets and facilitate bike travel on the Class III via placement on Vanalden, Kittridge, Etiwanda, and Zelzah.

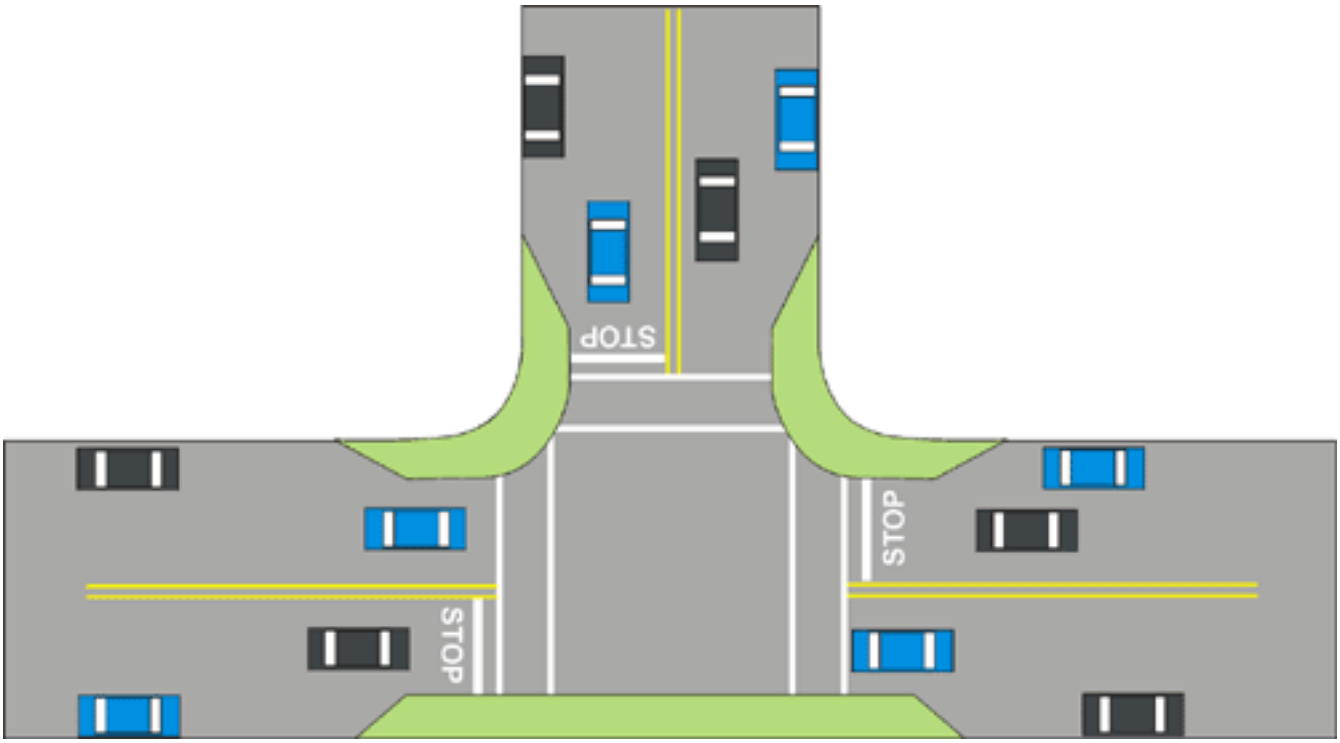
An example of a mini traffic circle in Berkeley, CA. This provides for a beautiful traffic calming measure at a 4-way stop intersection. In this project, the traffic circle may have low level ground cover that is drought tolerant and low maintenance.

One of the first high visibility crosswalks installed in Los Angeles. The new full signal at Vanalden/Victory will have high-visibility crosswalks as will the upgraded crosswalks at the Victory/Birmingham HS Dwy intersection, where indeed, a high-visibility crosswalk leg will be striped across teh driveway where there is currently no striping of any kind.

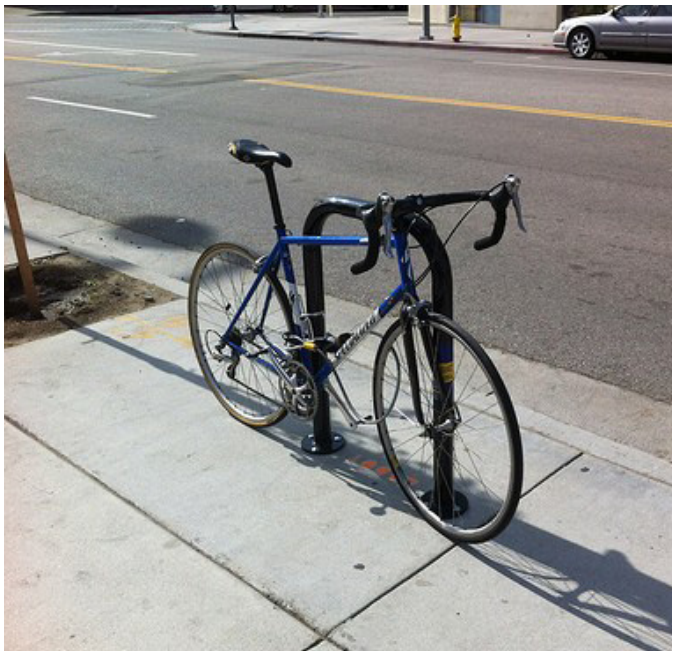


A diagram of perpendicuar curb cuts that are proposed t Vanalden/Victory.

Pedestrian level lighting is proposed for the greenway and for the intersection improvements at Victory Bl/Vanalden Ave and Victory Bl/Birmingham H.S. Dwy



Example of corner curb extensions and sidewalk widening which are simple measures that provide pedestrians more space and visibility before entering a crossing. Vanalden/Victory will have small curb extensions to facilitate perpendicular high-visibility crosswalks.



Bike corrals (left) and bike racks (right) in the public right of way encourage active means of transportation by providing a safe place to stowe a bike.

Bike repair stations are pavement furnishings that allow cyclists to fill up on air or change a tire easily.

"Mutt Mitt" or similar style dog waste bag dispensers and trash receptacles will be placed at various locations

ADA-compliant drinking fountains and water bottle fillers will be placed at various locations

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

Attachment E
Photos of Existing Conditions

The following documents are included:

E-0 - Existing Conditions Photos Key Map (11" x 17")
E-1 - Existing Conditions Photos (8.5" x 11")

Map Features

- Project Area
- Project Features
- Freeway
- Hydrology

Destinations

- School
- Park/Open Space
- Public Facility

Transit/Active Transportation Features

- LA Metro Orange Line Station
- LA Metro Orange Line BRT
- Existing Class I Bicycle/Pedestrian Greenway

Major Project Features

- Proposed L.A. River Greenway Access Point
- Existing Pedestrian Bridge/ Proposed L.A. River Greenway Access Point
- Proposed Mini Traffic Circle/Mini Roundabout
- Proposed New Full Traffic Signal
- Proposed Intersection Improvements
- Off-Street Path (Class I)
- Protected Bikeway (Class IV)
- Bike Lane (Class II)
- Bike Route/L.A. Neighborhood Enhanced Network (Class III)

Site Photos

- # Site Photo Location

ENGINEERING
CITY OF LOS ANGELES

ATP Cycle 4 | July 2018

LA River Greenway, West San Fernando Valley Gap Closure

ATTACHMENT E-0 - EXISTING CONDITIONS PHOTOS KEY MAP

1

Vanalden Ave/Victory Blvd intersection looking south across Victory Blvd. Note the lack of control for Victory Blvd. The Project would place a new full signal at this intersections, enabling safer crossings of a street with a 45 mph posted speed limit.

2

Intersection of Vanalden Ave and Kittridge St where the Project proposes a mini roundabout.

Existing Greenway - West of Vanalden Ave - Looking west

Unimproved Project Area - At Vanalden Ave - Looking east. Note chain link fence, maintenance road without official public access and lacking railing on LA River side.

5

Unimproved Project Area - Existing Vanalden Ave Pedestrian Bridge (note bollard) - Looking north. Project will remove bollards and add conflict marking paint and signage.

6

Unimproved Project Area - Existing stormwater management culvert at Vanalden Ave - Looking west. Project will redesign street end by completely capping the section with the proposed greenway and adding ADA access ramps.

7

Unimproved Project Area - Along proposed Greenway ROW just west of Wilbur Ave - Looking east. Note unimproved maintenance road without official public access; encroaching dirt; and lack of protective railing.

8

Unimproved Project Area - Along proposed Greenway ROW - Constrained width section between Wilbur Ave and Yolanda Ave. Note poor quality of maintenance road without offical public access; lack of railings; and encroaching dirt and utilities.

Amigo Street end, south bank looking north at pedestrian bridge entrance. Note bollards and non ADA-compliant ramp.

Amigo Pedestrian Bridge. Note bollards blocking cycling access.

Amigo Street, north bank of LA River. Note non ADA-compliant ramp.

Amigo Street end, south bank of LA River looking east. Note fencing and drainage.

Amigo Street end, south bank of LA River looking west. Note constrained ROW.

Amigo Street end, south bank of LA River, note lack of ADA-compliant access.

Unimproved Project Area - Reseda Park - Looking east at Greenway path which will run down current maintenance path adjacent to fence

Unimproved Project Area - Reseda Park - Looking east at Greenway path which will run down current maintenance path adjacent to fence (Detail). Note chain link fence.

Unimproved Project Area - Reseda Park - Looking west at Greenway path which will run down current maintenance path adjacent to fence. Note chain link fence and a lack of official public access to channel.

Unimproved Project Area - Etiwanda Ave - Looking east at expanded ROW area and Etiwanda Ave/Reseda Park Pedestrian Bridge. Note dirt maintenance road leading to pedestrian bridge.

18

Existing Pedestrian Bridge - Etiwanda Ave/Reseda Park Pedestrian Bridge - Looking north. Project will add conflict markings and signage.

19

Unimproved Project Area - Etiwanda Ave/Reseda Park, at bridge - Looking east. Note chain link fence and unimproved dirt ROW without official public access or improvement.

20

Etiwanda Ave Street End, north bank of LA River, looking south at Pedestrian Bridge. Note ramp.

21

South of intersection of Etiwanda Ave and Kittridge Ave looking north. A mini roundabout is proposed for this intersection.

22

Unimproved Project Area: In LA River Flood Channel at Victory Blvd looking southeast towards Lindley Ave.

23

Entry gate for LA River Flood Channel on south side of Victory Bl in front of the Islamic Center of Reseda.

24

Unimproved Project Area: In LA River Flood Channel n east side of Lindley Ave looking east.

25

Unimproved Project Area: In LA River Flood Channel at Lindley Ave looking west towards future MRCA Caballero Creek Park (2019) and Victory Blvd in the distance. Greenway would run along south bank offering access to the park.

26

Zelzah Street End, south bank of LA River. Proposed access point for LA River Greenway. Note lack of ADA access.

27

Zelzah Street End, south bank of LA River. Proposed access point for LA River Greenway. Note lack of ADA access.

28

White Oak Ave south of bridge looking north with recreation area on the right. The concrete island will be removed and new Class IV protected cycletracks will be implemented.

29

Unimproved Project Area - Existing White Oak Ave bridge over L.A. River with Class II bikeway - Looking north. Note poor paint quality and lack of protection; note narrow sidewalk and wide auto travel lanes.

30

White Oak Ave bridge looking north. Project proposes a two-way Class IV protected cycletrack on this (east) side to transfer LA River Greenway from the south bank to the north bank. Note the end of the bridge where a raised-table mixing zone is proposed for the junction of the sidewalk and the LA River Greenway and the N-S bike path that is proposed to be expanded to a two-way path.

31

Intersection of White Oak Ave and Victory Blvd looking south. Note lack of bike lanes on northbound approach. Project proposes new Class II bikelanes northbound and a Class IV cycletrack southbound leading to the bridge and continuous Class IV south to Oxnard St.

32

Unimproved Project Area - Proposed Sepulveda Basin Dog Park Access Point - Looking south. Note chain link fence and lack of official access to channel.

33

Unimproved Project Area - Proposed Sepulveda Basin Dog Park Access Point - Looking west along proposed Greenway ROW. Note gravel maintenance road without official public access.

Unimproved Project Area - At proposed Encino Farmers' Market/Pedlow Field Skate Park Access Point - Looking south. Note overgrown section and barbed-wire fencing.

Unimproved Project Area - Just east of Proposed Encino Farmers' Market/Pedlow Skate Park Access Point - Looking west. Note poor-quality maintenance road without official public access.

Unimproved Project Area - At Metro Orange Line Busway bridge - Looking east. Note lack of level path of travel requiring undercrossing.

Unimproved Project Area - Proposed Greenway ROW through Sepulveda Basin btwn Orange Line & Balboa Blvd - Looking east. Note dirt maintenance road without official public access.

38

Existing Bikeway Underpass - At Balboa Blvd - Looking east

39

Unimproved Project Area - Just west of Existing Bikeway at Balboa Blvd - Looking east. Note dirt maintenance path and ripped-open chain link fence allowing unoffical access to flood channel.

Detailed Engineer's Estimate and Total Project Costs

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

Project Information:

Agency:	City of Los Angeles, Dep of Public Works, Bureau of Engineering,	**Date:**	7/27/18
Project Description:	2.93 mile bicycle/pedestrian greenway and adjoining local pedestrian/ bicycle network.		
Project Location:	West San Fernando Valley (Vanalden Avenue to Balboa Blvd)		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Nur Malhis	**License #:**	C79804

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)							Cost Breakdown					
							ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	**Item**	**F, D or M**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**
General Overhead-Related Construction Items												
1	Mobilization			LS	$1,500,000.00	$1,500,000	100%	$1,499,050	0%	$950		
2	Traffic Control			LS	$75,000.00	$75,000	100%	$74,952	0%	$48		
3	Stormwater Protection Plan			LS	$500,000.00	$500,000	100%	$499,683	0%	$317		
General Construction Items (non-decorative only)												
Segment 1- Vanalden Ave to White Oak Blvd												
Earthwork and Greenway												
4	Excavation	F	4,670	CY	$65.00	$303,550	100%	$303,550				
5	Fine Grading	F	178,570	SF	$0.26	$45,535	100%	$45,535				
6	Grade Slope Shoulders	F	10,050	LF	$3.40	$34,170	100%	$34,170				
7	Cut to Grade	F	2,875	CY	$25.50	$73,313	100%	$73,313				
8	Disposal of Excavated Material	F	2,875	CY	$42.50	$122,188	100%	$122,188				
9	Greenway -Subgrade Compaction	F	11,760	CY	$10.20	$119,952	100%	$119,952				
10	Greenway-Base	F	2,980	TONS	$47.60	$141,848	100%	$141,848				
11	Greenway-Asphalt Surfacing	F	2,980	TONS	$217.60	$648,448	100%	$648,448				
12	Greenway - Jet Seal	F	80,570	LF	$1.45	$116,424	100%	$116,424				
13	Pedestrian Walk-Decomposed Granite	F	55,000	SF	$6.80	$374,000	100%	$374,000				
14	Pedestrian Walk-Subgrade Compaction	F	4,590	CY	$10.20	$46,818	100%	$46,818				
15	Striping and Directional Arrows	F	10,050	LF	$7.00	$70,350	100%	$70,350				
17	Railing	F	10,050	LF	$300.00	$3,015,000	100%	$3,015,000				
18	Retaining Wall-Gabion Wall	F	3,500	LF	$144.50	$505,750	100%	$505,750				
19	Ramps to Streets	F	7	EA	$42,500.00	$297,500	100%	$297,500				
Lighting												
20	Light Poles	F	204	EA	$3,400.00	$693,600	100%	$693,600				
21	Pole Foundations	F	204	EA	$680.00	$138,720	100%	$138,720				
22	Electric Box	F	204	EA	$425.00	$86,700	100%	$86,700				
23	Conduit Trenches and Wires	F	10,050	LF	$51.00	$512,550	100%	$512,550				
Landscaping												
100	Trees (24" box)	F	150	EA	$1,200.00	$180,000	100%	$180,000			100%	$180,000
25	Habitat Landscape	F	14,270	SF	$11.90	$169,813	100%	$169,813			100%	$169,813
26	Stormwater BMP	F	8,320	EA	$20.40	$169,728	100%	$169,728				
27	Irrigation	F	14,270	SF	$5.00	$71,350	100%	$71,350			100%	$71,350
Typical Ramp Undercrossing (See Attachment for Detailed Breakdown)												
28	Ramp Undercrosing-Wilbur Ave	F		LS	$2,657,540.00	$2,657,540.00	100%	$2,657,540				
29	Ramp Undercrosing-Reseda Blvd	F		LS	$2,657,540.00	$2,657,540.00	100%	$2,657,540				
30	Ramp Undercrosing-Lindley Ave	F		LS	$2,657,540.00	$2,657,540.00	100%	$2,657,540				
31	Ramp Undercrosing-White Oak Ave	F		LS	$2,657,540.00	$2,657,540.00	100%	$2,657,540				
32	Ramp Undercrosing-Victory Blvd	F		LS	$2,657,540.00	$2,657,540.00	100%	$2,657,540				
33	Overcrossing- Yolanda Ave	F	520	SF	$127.50	$66,300	100%	$66,300				
34	Overcrossing-Caballero Creek	F	1,920	SF	$127.50	$244,800	100%	$244,800				
35	Overcrossing- Etiwanda Ave	F	220	SF	$127.50	$28,050	100%	$28,050				
Segment 2- White Oak Avenue to Balboa												
Earthwork and Greenway												
36	Excavation	F	2,450	CY	$65.00	$159,250	100%	$159,250				
37	Fine Grading	F	98,910	SF	$0.26	$25,222	100%	$25,222				
38	Grade Slope Shoulders	F	5,500	LF	$3.40	$18,700	100%	$18,700				
39	Cut to Grade	F	5,500	CY	$25.50	$140,250	100%	$140,250				
40	Disposal of Excavated Material	F	2,450	CY	$42.50	$104,125	100%	$104,125				
41	Greenway -Subgrade Compaction	F	7,940	CY	$10.20	$80,988	100%	$80,988				
42	Greenway-Base	F	1,760	TONS	$47.60	$83,776	100%	$83,776				
43	Greenway-Asphalt Surfacing	F	1,760	TONS	$217.60	$382,976	100%	$382,976				
44	Greenway - Jet Seal	F	71,440	LF	$1.45	$103,231	100%	$103,231				
45	Pedestrian Walk-Decomposed Granite	F	27,750	SF	$6.80	$188,700	100%	$188,700				
46	Pedestrian Walk-Subgrade Compaction	F	3,050	CY	$10.20	$31,110	100%	$31,110				
47	Striping and Directional Arrows	F	5,500	LF	$7.00	$38,500	100%	$38,500				
49	Railing	F	5,500	LF	$300.00	$1,650,000	100%	$1,650,000				
50	Ramps to Streets	F	4	EA	$42,500.00	$170,000	100%	$170,000				
Lighting												
51	Light Poles	F	112	EA	$3,400.00	$224,000	100%	$224,000				
52	Pole Foundations	F	112	EA	$680.00	$44,800	100%	$44,800				
53	Electric Box	F	112	EA	$425.00	$28,000	100%	$28,000				
54	Conduit Trenches and Wires	F	5,500	LF	$51.00	$165,000	100%	$165,000				
Landscaping												
55	Trees (24" Box)	F	90	EA	$1,200.00	$108,000	100%	$108,000			100%	$108,000
57	Habitat Landscape	F	16,470	SF	$11.90	$195,993	100%	$195,993			100%	$195,993
58	Stromwater BMP	F	10,980	EA	$20.40	$223,992	100%	$223,992				
59	Irrigation	F	16,470	SF	$5.00	$82,350	100%	$82,350			100%	$82,350
Undercrossing Orange Line Busway												
60	Undercrossing	F		LS	$3,000,000.00	$3,000,000.00	100%	$3,000,000				
Amenities												
61	Wayfinding Signage	F	90	EA	$1,000.00	$90,000	100%	$90,000			100%	$90,000
62	Benches	F	15	EA	$2,500.00	$37,500	100%	$37,500			100%	$37,500
63	Bicycle Repair Station	D	2	EA	$5,000.00	$10,000			100%	$10,000	100%	$10,000
63	Trash Receptacle	F	10	EA	$750.00	$7,500	100%	$7,500			100%	$7,500
64	Drinking Fountain	F	6	EA	$10,000.00	$60,000	100%	$60,000				
65	Dog Poop Station	F	9	EA	$400.00	$3,600	100%	$3,600			100%	$3,600
On Street Improvements												
Vanalden Ave/Victory Blvd Improvements												
66	Ped Bike Signalzed Crossing (Full Signal)	F		LS	$300,000.00	$300,000.00	100%	$300,000				
67	High Visbility Crosswalk (4 legs)	F		LS	$25,000.00	$25,000.00	100%	$25,000				
Vanalden Ave/Proposed Class III Greenway												
68	Class III Lane and Sharrows (Minimal Marking)	F	4,340	LF	$3.00	$13,020.00	100%	$13,020				
69	Traffic Circle (Vanalden /Kittridge)	F		LS	$100,000.00	$100,000.00	100%	$100,000				
Yolanda Proposed Class III Greenway												
70	Class III Lane and Sharrows (Minimal Marking)	F	2,850	LF	$3.00	$8,550.00	100%	$8,550				
White Oak Avenue Transriver Connection												
71	Class IV Lane with rasied Concrete barriers	F	2,360	LF	$30.00	$70,800.00	100%	$70,800				
72	Class II Lane	F	410	LF	$7.00	$2,870.00	100%	$2,870				
73	Class I Lane	F	410	LF	$6.00	$2,460.00	100%	$2,460				
74	Demolish Interior Barrier and Remove Existing Striping	F		LS	$60,000.00	$60,000.00	100%	$60,000				
Kittridge Street Proposed Class III Greenway												
75	Class III Lane and Sharrows (Minimal Marking)	F	5,340	LF	$3.00	$16,020.00	100%	$16,020				
76	Traffic Circle (Kittridge/Balcom)	F		LS	$100,000.00	$100,000.00	100%	$100,000				
Etiwanda Avenue Proposed Class III Greenway												
77	Class III Lane and Sharrows (Minimal Marking)	F	2,100	LF	$3.00	$6,300.00	100%	$6,300				
78	Traffic Circle (Etiwanda/Kittridge)	F		LS	$100,000.00	$100,000.00	100%	$100,000				
Zelzah Avenue Proposed Class III Greenway												
79	Class III lane and Sharrows (Minimal Marking)	F	1,490	LF	$3.00	$4,470.00	100%	$4,470				
80	Traffic Circle (Zelzah/Erwin)	F		LS	$100,000.00	$100,000.00	100%	$100,000				
Birmingham High School Improvements												
81	High Visibility Crosswalk (4 legs)	F		LS	$25,000.00	$25,000.00	100%	$5,000				
Other Items												
82	Pedesetrian Scale Lighting (Street Ends and Interscetions)	F		LS	$150,000.00	$100,000.00	100%	$100,000				
83	Reconstruct Existing Ramps and Building New Ramps	F		LS	$70,000.00	$70,000.00	100%	$70,000				
84	ADA Truncated Domes Pad	F	41	EA	$450.00	$18,450.00	100%	$18,450				
85	Bike Racks	D	28	EA	$350.00	$9,800.00			100%	$9,800	100%	$9,800
Note: Total Item Costs above include Contingency, General Conditions, General Requriements, Insurance, Bond, Overhead Fees, Escalation, which are rolled in the bid items												
Subtotal of Construction Items:						$33,332,399		**$33,311,284**		**$21,114**		**$965,906**

Detailed Engineer's Estimate and Total Project Costs

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

Project Information:

Agency:	City of Los Angeles, Dep of Public Works, Bureau of Engineering,	**Date:**	7/27/18
Project Description:	2.93 mile bicycle/pedestrian greenway and adjoining local pedestrian/ bicycle network.		
Project Location:	West San Fernando Valley (Vanalden Avenue to Balboa Blvd)		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Nur Malhis	**License #:**	C79804

Construction Item Contingencies (% of Construction Items):	**15.00%**	$4,999,860	$4,996,693	$3,167	
Total (Construction Items & Contingencies) cost:		**$38,332,259**	**$38,307,977**	**$24,282**	

Project Delivery Costs:

Type of Project Cost	**Cost $**	ATP Eligible Costs	Non-participating Costs		
Preliminary Engineering (PE)					
Environmental Studies and Permits(PA&ED):	$ 340,000	$339,785	$215		
Plans, Specifications and Estimates (PS&E):	$ 6,800,000	$6,795,693	$4,307	"PE" costs / "CON" costs	
Total PE:	**$ 7,140,000**	**$7,135,477**	**$4,523**	**19%**	**25% Max**
Right of Way (RW)					
Right of Way Engineering:	$ 100,000	$99,937	$63		
Acquisitions and Utilities:	$ 500,000	$499,683	$317		
Total RW:	**$ 600,000**	**$599,620**	**$380**		
Construction Engineering (CE)				"CE" costs / "CON" costs	
Construction Engineering (CE):	$ 5,749,839	$5,746,197	$3,642	**15%**	**15% Max**
Total Project Delivery:	**$13,489,839**	**$13,481,294**	**$8,545**		
Total Construction Costs:	**$44,082,097**				
		ATP Eligible Costs	Non-participating Costs		
Total Project Cost:	**$51,822,097**	**$51,789,271**	**$32,827**		

Documentation of Ineligible (Non-Participating) Costs:

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

Item Number(s):	Description of Engineer's Logic: (See examples shown in the Instructions)
24-27, 55-59,. 63 ,85	All the landacping items are functional landscaping items per LAPG Chapter 22-6. The bike racks and repair stations are not functional per LAPG Chapter 22-6

Detailed Engineer's Estimate and Total Project Costs

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

Project Information:

Agency:	City of Los Angeles, Dep of Public Works, Bureau of Engineering,	**Date:**	7/19/18
Project Description:	Typical Undercrossing Ramps for LA River Bikeway and Grenway		
Project Location:	West San Fernando Valley (Vanalden Avenue to Balboa Blvd)		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Nur Malhis	**License #:**	C79804

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)							Cost Breakdown					
							ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	**Item**	**F, D or M**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**
Typical Ramp Undercrossing												
1	River Access and Channel Prtoection			LS	$75,000.00	$75,000	100%	$75,000				
2	Removal of Concrete Channel (8 - 12 inch variable)		14,500	SF	$8.50	$123,250	100%	$123,250				
3	Unclassified Excavation		750	CY	$65.00	$48,750	100%	$48,750				
4	4" Crushed Miscellaneous Base		10,550	SF	$1.20	$12,660	100%	$12,660				
5	Geofabric		1,500	SY	$5.00	$7,500	100%	$7,500				
6	Foundation to Support Concrete Slab		360	CY	$1,275.00	$459,000	100%	$459,000				
7	Stem Wall from Foundation to Underneath Slab		360	CY	$1,275.00	$459,000	100%	$459,000				
8	Shorcrete and Tie Back on Side of River Channel		9,200	SF	$93.50	$860,200	100%	$860,200				
9	Suspended Bikewy Slab		9,200	SF	$54.40	$500,480	100%	$500,480				
10	Dowel to Tie Slab Dowel to Existing Concrete		2,100	EA	$42.50	$89,250	100%	$89,250				
11	4" Diameter Perforated PVC Subdrain Pipe		570	LF	$10.00	$5,700	100%	$5,700				
12	Tranch Drain			LS	$50,000.00	$50,000	100%	$50,000				
13	5' High Collapsable Fence		1,150	LF	$35.00	$40,250	100%	$40,250				
14	Temporary Barricades		10	EA	$150.00	$1,500	100%	$1,500				
					ITEM TOTAL	**$2,657,540**	**100%**	**$2,657,540**				

Note : Total Item Costs above include Contingency, General Conditions, General Requirements, Insurance, Bond, Overhead Fees, Escalation, all rolled in the bid items

Decorative & Landscaping-related Items (Label items as "F" for Functional, "D" for Decorative, or "M" for a mix of Decorative and Functional)

LA RIVER GREENWAY
WEST SAN FERNANDO VALLEY
GAP CLOSURE

Attachment I
Letters of Support

The following letters of support are included:

Mayor Eric Garcetti
LA City Councilmembers Bob Blumenfeld, Nury Martinez and Paul Koretz
Los Angeles Metro
LA County Department of Public Health PLACE Program
Reseda Neighborhood Council Mobility & The Environment Committee
Mountains Recreation & Conservation Authority
Sierra Club San Fernando Valley Group/Angeles Chapter
River LA
Los Angeles Walks
Los Angeles County Bicycle Coalition
One Generation

ERIC GARCETTI
MAYOR

July 14, 2018

Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

Dear Ms. Waters:

I write today in support of the City's grant application to the Statewide Active Transportation Program (ATP) for design and construction of a three-mile greenway along the Los Angeles River in the West San Fernando Valley.

A critical component of Los Angeles River revitalization is a comprehensive greenway that allows for cyclists and pedestrians to travel 51 miles from Canoga Park to Long Beach. Within the City's 32 miles of LA River frontage, we have nearly 12 miles of gaps in the San Fernando Valley, which can be closed with the support of Caltrans through the ATP program. The project is an important part of the City's larger effort to create greater regional mobility and a more accessible LA River, which will seamlessly integrate improved sections of the Greenway street network of proposed pedestrian and bicycle improvements.

The City is investing significantly in river-related improvements that include a federal partnership for ecological restoration of an 11-mile segment, construction of a major viaduct, and three new pedestrian bridges. The LA River Greenway – West San Fernando Valley Gap Closure will provide a spectrum of benefits for the neighborhood and region that include environmental, pedestrian- and cyclist- related improvements, and water quality and stormwater capture benefits. Our LA River will be a focal point as the City prepares to welcome the world for the 2028 Olympic and Paralympic Games.

I respectfully request that you give favorable consideration to this application, which will allow the City of Los Angeles to work toward the goals of safer, sustainable, active transportation for communities along the LA River.

Sincerely,

ERIC GARCETTI
Mayor, City of Los Angeles

CITY HALL
LOS ANGELES, CALIFORNIA 90012

June 26, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF SUPPORT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

Dear Ms. Waters:

We are the Los Angeles City Councilmembers whose Districts include the Los Angeles River from Vanalden Avenue to Balboa Boulevard in the West San Fernando Valley. We strongly support the City of Los Angeles, Bureau of Engineering's (CLA-BOE) request for funds from the Statewide Active Transportation Program (ATP), Cycle 4 for the design and construction of approximately three miles of a greenway along this segment of the LA River.

The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, existing bike paths in the Sepulveda Basin, as well as an on-street network of proposed pedestrian and bicycle improvements. Numerous access points will provide safe and direct connections for the surrounding community.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the following benefits for the neighborhoods we represent, including Reseda, Encino and Lake Balboa, as well as the entire region:

- An integrated 8-80 active transportation network weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.

- A safe and direct alternative to travelling on high-speed east-west arterials (*e.g.*, Victory Boulevard and Vanowen Street) for people who walk and ride bicycles.

- An increased share of trips made by biking and walking, which will improve public health and air quality.

- Progress towards completion of the 13-mile San Fernando Valley Greenway, as well as the continuous 51-mile LA River Greenway, spanning from the San Fernando Valley southeast to Long Beach. The completed LA River Greenway will create a backbone for active transportation and transform the Los Angeles region.

In November 2016, our constituents voted for Los Angeles County Measure M, which imposed an additional half-cent sales tax to fund transportation projects. As representatives on the San Fernando Valley Council of Governments, we identified the 13-mile San Fernando Valley Greenway as one of the regional Measure M projects. While our constituents are contributing $60 million (in 2015$) toward this project, the City of Los Angeles needs the additional funding from the ATP program to build a complete, high-quality alternative transportation pathway.

Thank you for your support of CLA-BOE's ATP Cycle 4 Project Application. We are really excited to see this project move forward.

Sincerely,

Bob Blumenfield
Councilmember, Third District
City of Los Angeles

Paul Koretz
Councilmember, Fifth District
City of Los Angeles

Nury Martinez
Councilmember, Sixth District
City of Los Angeles

cc: Nur Malhis, Bureau of Engineering
Michael Affeldt, LARiverWorks
Deborah Murphy, Deborah Murphy Urban Design + Planning

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

July 17, 2018

Ms. Laurie Berman
Director
California Department of Transportation
1120 N Street, MS 49
Sacramento, CA 95814

RE: Letter of Support for Active Transportation Program (ATP) Cycle 4 Application

Dear Director Berman:

The Los Angeles County Metropolitan Transportation Authority (Metro) supports the Active Transportation Program (ATP) Cycle 4 funding request for the LA River Greenway, West San Fernando Valley Gap Closure project in the City of Los Angeles.

We are committed to promoting sustainable transportation through the implementation of policies, programs, and projects that increase safety and mobility, enhance public health, and help achieve greenhouse gas reduction goals across all of our communities. Active transportation is key to achieving these outcomes.

In furthering these regional goals, we have developed multiple initiatives and programs to address issues associated with bicycling and walking trips, including the Active Transportation Strategic Plan, Complete Streets Policy, Countywide Sustainability Planning Policy, First/Last Mile Strategic Plan, Safe Routes to School Pilot Program, and our 2009 Long Range Transportation Plan (2009 LRTP). We implement these policies as part of a larger regional effort to support the Southern California Association of Governments' 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) which identifies active transportation as key to addressing Southern California's mobility challenges.

This project is consistent with the 2009 LRTP and the 2016 RTP/SCS, as well as the shared priorities and goals of our agency and the ATP. We endorse the efforts and contribution of the City of Los Angeles, Bureau of Engineering towards a sustainable transportation future, and respectfully request a favorable consideration of this project for ATP funding.

Sincerely,

Phillip A. Washington
Chief Executive Officer

COUNTY OF LOS ANGELES
Public Health

LOS ANGELES COUNTY HEALTH AGENCY

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

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

CYNTHIA A. HARDING, M.P.H.
Chief Deputy Director

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

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

www.publichealth.lacounty.gov

July 17, 2018

CALTRANS
Division of Local Assistance
1120 N Street, MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Los Angeles ATP Cycle 4 Application – LA River Greenway, West San Fernando Valley Gap Closure

To Whom It May Concern:

The Los Angeles County Department of Public Health (DPH) is pleased to support the City of Los Angeles, Bureau of Engineering (CLA-BOE) in their application for funding under Cycle 4 of the Active Transportation Program (ATP) for the LA River Greenway, West San Fernando Valley Gap Closure.

The proposed project includes design and construction of approximately three miles of a greenway along the Los Angeles River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of pedestrian and bicycle improvements. The completion of this important link in the LA River Valley Greenway will provide a safe and direct alternative to walking and biking on nearby high-speed arterials, and improve non-motorized access to jobs, housing, parks, schools, transit and other local and regional destinations.

The surrounding community has a higher than average share of households without access to a car (12%), and share of commuters who walk, bike or take transit to work (11%), according to the California Healthy Places Index. The proposed improvements will increase safe, accessible and convenient transportation options, increasing access to opportunity for low-income residents. Further, the project has the potential to improve public health by reducing the incidence and severity of traffic collisions, providing opportunities for physical activity, and increasing the share of trips made by bicycling and walking, which will improve air quality.

The proposed project is consistent with DPH goals, as well as with local and regional plans including LADOT's Mobility Plan 2035 and SCAG's RTP/SCS. Thank you for your consideration of this application.

Sincerely,

Jean Armbruster, M.A.
Director, PLACE Program

CITY OF LOS ANGELES
CALIFORNIA
RESEDA NEIGHBORHOOD COUNCIL

JOE PHILLIPS
CHAIR
NANCY CLARK
PRISCILLA ANCHONDO

7449 RESEDA BLVD. #118
RESEDA, CA 91335
E-MAIL: recreationbyjoe@yahoo.com

www.ResedaCouncil.org

Mobility & The Environment Committe

July 19, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF SUPPORT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

Dear Ms. Waters,

The Mobility & the Environment Committee within the Reseda Neighborhood Council is pleased to write a letter of support for the City of Los Angeles, Bureau of Engineering's (CLA-BOE) request for funds from the Statewide Active Transportation Program (ATP), Cycle 4 for the design and construction of approximately three miles of a greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of proposed pedestrian and bicycle improvements. Numerous access points will provide safe and direct connections for the surrounding community.

This committee addresses the overall needs of the communities of Reseda specifically, the larger San Fernando Valley, and the greater Los Angeles area. Those needs as they relate to mobility and environmental concerns provide the committee members and participants to positive create change for everyone involved. This project personifies those efforts on both the mobility and environmental platforms. This project also pushes further forward to complete connectivity of the proposed Los Angeles River bike path of over fifty miles. This project that has been supported by Mayor Garcetti will reinvigorate neighborhoods and add significantly to the recreational and transit needs of the citizens of Los Angeles. As cyclists and environmentalists, the committee supports the project and looks forward to a completion date.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the following benefits for the neighborhood and region:

- An integrated 8-80 active transportation network weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.
- A safe and direct alternative to travelling on high-speed east-west arterials (e.g. Victory Boulevard and Vanowen Street) for bicyclists and pedestrians.
- An increased share of trips made by biking and walking, which will improve public health and air quality.
- Progress towards completion of the 13-mile San Fernando Valley Greenway, as well as the continuous 51-mile LA River Greenway, spanning from the San Fernando Valley southeast to Long Beach. The completed LA River Greenway will create a backbone for active transportation and transform the Los Angeles region.

Thank you for your support of CLA-BOE's ATP Cycle 4 Project Application. We are really excited to see this project move forward.

Sincerely,

Joe Phillips, RTC, CTRS
Reseda Neighborhood Councilman
Mobility & the Environment Committee Chair

cc: Nur Malhis, Bureau of Engineering
Michael Affeldt, LARiverWorks
Deborah Murphy, Deborah Murphy Urban Design + Planning

MOUNTAINS RECREATION & CONSERVATION AUTHORITY
Los Angeles River Center & Gardens
570 West Avenue Twenty-Six, Suite 100
Los Angeles, California 90065
Phone (323) 221-9944 Fax (323) 221-9934

June 15, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

Support for City of LA's ATP Grant application
LA River Greenway, West San Fernando Valley Gap Project

Dear Ms. Waters,

On behalf of the Mountains Recreation and Conservation Authority (MRCA), I write to you in support of the City of Los Angeles, Bureau of Engineering's (LA-BOE) application for construction funds from Caltrans' Active Transportation Program (ATP) Cycle 4 for the LA River Greenway, West San Fernando Valley Gap Closure project.

It is our understanding that the project will construct approximately three (3) miles of Class I bikeway and greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Blvd., and include biking and walking connections from the neighboring communities, and to other regional biking and walking routes.

The MRCA believes that the subject project is critical because it will complete an imperative connection in the LA River's steadily expanding network of bike paths and trails. These connections will allow the surrounding community, and bike path visitors, safe bike and pedestrian transit routes to local schools, transit, jobs, recreation, businesses, and other amenities. They will also provide safe alternatives to high speed east-west arterials for bicycles. In addition to facilitating sustainable, car-free routes, this project will further the goal of complete the LA River trail system, which will eventually provide a 51-mile regional bike path, forming a backbone for active transportation.

I am hereby writing to encourage your support for the award of ATP Cycle 4 funding to LA-BOE's application for the LA River Greenway, West San Fernando Valley Gap Closure, which is a key component of LA River Revitalization efforts and will greatly advance active living for a healthier, more connected City of Los Angeles.

Sincerely,

Ana Straabe
Chief of Park Development

SIERRA CLUB
San Fernando Valley Group/Angeles Chapter

July 17, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF SUPPORT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

Dear Ms. Waters,

The Sierra Club, Angeles Chapter's San Fernando Valley Regional Group is pleased to write a letter of support for the City of Los Angeles, Bureau of Engineering's (CLA-BOE) request for funds from the Statewide Active Transportation Program (ATP), Cycle 4 for the design and construction of approximately three miles of a greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of proposed pedestrian and bicycle improvements. Numerous access points will provide safe and direct connections for the surrounding community.

In this current day of innovation and imagination, the motorways of yesterday have walkways and bikeways available as alternatives to the modes of transit from the past. Gone are the horse and buggy to go from town to town. People are telecommuting with the new mechanisms of the future. This attitude needs to be emphasized as well in our mobility as it interacts with our environment. What better way than to accentuate that process by extending and expanding the bikeability and walkability of the citizens of Los Angeles than by completing this project. The Sierra Club which adheres to a belief of supporting the application of renewable sources of energy rather than reliance on fossil fuels feels that this exemplifies that objective.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the following benefits for the neighborhood and region:

- An integrated 8-80 active transportation network weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.
- A safe and direct alternative to travelling on high-speed east-west arterials (e.g. Victory Boulevard and Vanowen Street) for bicyclists and pedestrians.
- An increased share of trips made by biking and walking, which will improve public health and air quality.
- Progress towards completion of the 13-mile San Fernando Valley Greenway, as well as the continuous 51-mile LA River Greenway, spanning from the San Fernando Valley southeast to Long Beach. The completed LA River Greenway will create a backbone for active transportation and transform the Los Angeles region.

Thank you for your support of CLA-BOE's ATP Cycle 4 Project Application. We are really excited to see this project move forward.

Sincerely,

Barry Katzen, President
Sierra Club, Angeles Chapter
San Fernando Valley Regional Group

cc: Nur Malhis, Bureau of Engineering
Michael Affeldt, LARiverWorks
Deborah Murphy, Deborah Murphy Urban Design + Planning

June 22, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF SUPPORT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

Dear Ms. Waters,

River LA is pleased to write a letter of support for the City of Los Angeles, Bureau of Engineering's (CLA-BOE) request for funds from the Statewide Active Transportation Program (ATP), Cycle 4 for the design and construction of approximately three miles of a greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of proposed pedestrian and bicycle improvements. Numerous access points will provide safe and direct connections for the surrounding community.

Since River LA's inception of its "Greenway 2020" campaign, we have believed wholeheartedly that the key to a vibrant, equitable, and active transportation Los Angeles region is a connected LA River throughout its 51-mile course. To that end, we were able to design and entitle LA's first multi-modal, non-motorized, cable-stayed bridge across the LA River, which will connect pedestrians, cyclists, and equestrians to the existing LA River Bike Path and the over 4,400 acres of trails in Griffith Park. Thanks to ATP funding, the bridge is now under construction and expected to be completed next fall. River LA strongly supports any and all efforts to bring a continuous 51-mile LA River Greenway to life and the addition of these three miles in the West San Fernando Valley will do just that.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the following benefits for the neighborhood and region:

- An integrated 8-80 active transportation network weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.

- A safe and direct alternative to travelling on high-speed east-west arterials (e.g. Victory Boulevard and Vanowen Street) for bicyclists and pedestrians.

- An increased share of trips made by biking and walking, which will improve public health and air quality.

- Progress towards completion of the 13-mile San Fernando Valley Greenway, as well as the continuous 51-mile LA River Greenway, spanning from the San Fernando Valley southeast to Long Beach. The completed LA River Greenway will create a backbone for active transportation and transform the Los Angeles region.

Thank you for your support of CLA-BOE's ATP Cycle 4 Project Application. We are really excited to see this project move forward.

Sincerely,

Jennifer Samson
Director of Placemaking and Real Estate Development
River LA

cc: Nur Malhis, Bureau of Engineering
Michael Affeldt, LARiverWorks
Deborah Murphy, Deborah Murphy Urban Design + Planning

Los Angeles Walks
losangeleswalks.org

hello@losangeleswalks.org
508.916.7863
830 Traction Ave. #3
Los Angeles, CA 90013

July 17, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF SUPPORT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

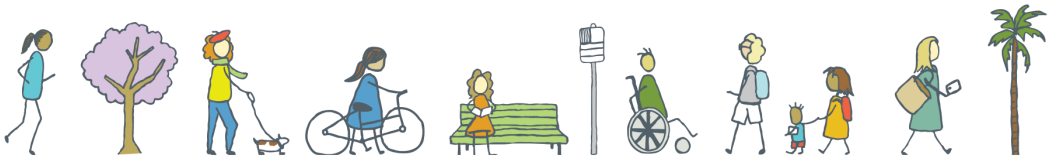
Dear Ms. Waters,

Los Angeles Walks is pleased to write a letter of support for the City of Los Angeles, Bureau of Engineering's (CLA-BOE) request for funds from the Statewide Active Transportation Program (ATP), Cycle 4 for the design and construction of approximately three miles of a greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of proposed pedestrian and bicycle improvements. Fifteen access points will provide safe and direct connections for the surrounding community.

Los Angeles Walks trains and mobilizes residents to advocate for safe, comfortable walking environments in neighborhoods across Los Angeles. We promote walking and accessible pedestrian infrastructure as a basic right. We believe this project will enhance safety and increase mobility for non-motorized users, including individuals with disabilities. An accessible multi-use path along the Los Angeles River provides recreation and safe passage to people of all abilities, promoting equity for some of the most marginalized and disadvantaged groups.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the following benefits for the neighborhood and region:

- An integrated 8-80 active transportation network weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.



- A safe and direct alternative to travelling on high-speed east-west arterials (e.g. Victory Boulevard and Vanowen Street) for bicyclists and pedestrians.

- An increased share of trips made by biking and walking, which will improve public health and air quality.

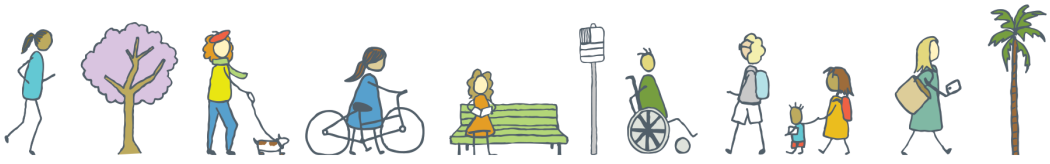
- Progress towards completion of the 13-mile San Fernando Valley Greenway, as well as the continuous 51-mile LA River Greenway, spanning from the San Fernando Valley southeast to Long Beach. The completed LA River Greenway will create a backbone for active transportation and transform the Los Angeles region.

Thank you for your support of CLA-BOE's ATP Cycle 4 Project Application. We are very excited to see this project move forward.

Sincerely,

Emilia Crotty
Executive Director
Los Angeles Walks

cc: Nur Malhis, Bureau of Engineering
Michael Affeldt, LARiverWorks
Deborah Murphy, Deborah Murphy Urban Design + Planning



Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014

213-629-2142
www.la-bike.org

July 16, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF SUPPORT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

Dear Ms. Waters,

Los Angeles County Bicycle Coalition (LACBC) is pleased to write a letter of support for the City of Los Angeles, Bureau of Engineering's (CLA-BOE) request for funds from the Statewide Active Transportation Program (ATP), Cycle 4 for the design and construction of approximately three miles of a greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of proposed pedestrian and bicycle improvements. Fifteen access points will provide safe and direct connections for the surrounding community.

LACBC supports developing projects and programs that support ATP program goals of increasing trips made by active modes, enhancing safety and mobility for non-motorized users, improving public health, and promoting equity for local disadvantaged communities.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the following benefits for the neighborhood and region:

- An integrated 8-80 active transportation network weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.
- A safe and direct alternative to travelling on high-speed east-west arterials (e.g. Victory Boulevard and Vanowen Street) for bicyclists and pedestrians.
- An increased share of trips made by biking and walking, which will improve public health and air quality.
- Progress towards completion of the 13-mile San Fernando Valley Greenway, as well as the continuous 51-mile LA River Greenway, spanning from the San Fernando Valley southeast to Long Beach. The completed LA River Greenway will create a backbone for active transportation and transform the Los Angeles region.

Thank you for your support of CLA-BOE's ATP Cycle 4 Project Application. We are really excited to see this project move forward. Should you have any questions regarding this letter of support, please do not hesitate to contact me via email at cesar@la-bike.org

Sincerely,

Cesar Hernandez
Deputy Executive Director of Advocacy

cc: Nur Malhis, Bureau of Engineering
Michael Affeldt, LARiverWorks
Deborah Murphy, Deborah Murphy Urban Design + Planning

July 20, 2018

Ms. Laurie Waters, Associate Deputy Director
California Department of Transportation (Caltrans)
California Transportation Commission
1120 N Street MS52
Sacramento, CA 95814

SUBJECT: ATP CYCLE 4 PROJECT APPLICATION- LETTER OF SUPPORT FOR LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE

Dear Ms. Waters,

ONEgeneration is pleased to write a letter of support for the City of Los Angeles, Bureau of Engineering's (CLA-BOE) request for funds from the Statewide Active Transportation Program (ATP), Cycle 4 for the design and construction of approximately three miles of a greenway along the LA River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. The multi-use path will seamlessly integrate with existing sections of the LA River Greenway, as well as an on-street network of proposed pedestrian and bicycle improvements. Numerous access points will provide safe and direct connections for the surrounding community.

As a 40+ year old social service non-profit providing critical safety net and other supportive services to vulnerable older adults in the Southwest San Fernando Valley, ONEgeneration appreciates the integration of quality projects that will enhance and benefit our communities.

Our continued and primary focus is to provide our disadvantaged target population with the services that allow them to age safely in place, with access to programs and resources that enhance their quality of life and promote their health and well-being.

The LA River Greenway, West San Fernando Valley Gap Closure will provide the following benefits for the neighborhood and region:

- An integrated 8-80 active transportation network weaving together a system of neighborhood parks, schools, transit, jobs and other community amenities.
- A safe and direct alternative to travelling on high-speed east-west arterials (e.g. Victory Boulevard and Vanowen Street) for bicyclists and pedestrians.
- An increased share of trips made by biking and walking, which will improve public health and air quality.
- Progress towards completion of the 13-mile San Fernando Valley Greenway, as well as the continuous 51-mile LA River Greenway, spanning from the San Fernando Valley southeast to Long Beach. The completed LA River Greenway will create a backbone for active transportation and transform the Los Angeles region.

Thank you for your support of CLA-BOE's ATP Cycle 4 Project Application. We are really excited to see this project move forward.

Sincerely,

Eva Goetz
President and CEO
ONEgeneration

cc: Nur Malhis, Bureau of Engineering
Michael Affeldt, LARiverWorks
Deborah Murphy, Deborah Murphy Urban Design + Planning

CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

GARY LEE MOORE, PE, ENV SP
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

July 19, 2018

ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

SUBJECT: REQUEST FOR STATE-ONLY FUNDING

The City of Los Angeles, Bureau of Engineering (CLA-BOE), hereby requests ATP State-only funding for the following project:

Project Name: LA River Greenway, West San Fernando Valley Gap Closure

Project Description: Design and construction of 2.93 miles of greenway gap closure along the LA River from Vanalden Avenue to Balboa Boulevard, and adjacent on-street network of bicycle/pedestrian improvements

Justification:

A. Type of Work : Infrastructure (IF)

B. Project Cost: $51,882,097

C. Status of Project

1. Beginning and End Dates of Project: 7/1/2018-8/25/2026
2. Environmental Clearance Status: Environmental Review began on 7/1/2018
3. R/W Clearance Status: Not Cleared
4. Status of Construction
   a. Proposed Advertisement Date: 01/01/2022
   b. Proposed Contract and Construction Award Dates: 6/30/2022

D. Total Project Funding Plan (Please see Attachment)

E. Specific Reasons for Requesting State Only Fund

The CLA-BOE prefers to use State only funds due to the potential issues which may arise due to this project already beginning work using non-federal funds. It is the understanding of the CLA-BOE that when federal funding gets allocated to a project in mid project delivery, which is the case of this project, all the rules of the Local Assistance Procedures Manual (LAPM) come into effect and are practiced retroactively. If one project phase has already been completed with local funds before utilizing federal funds for the next project phase, that completed project phase may have to be revisited, or there may be a delay in continuing to the next project phase, due to the procedures un the LAPM. The CLA-BOE wants to avoid any complications which it may endure due to the circumstances of project funding types.

If you have any questions, please contact Nur Malhis at 213-485-4737 or by email at Nur.Malhis@lacity.org

Sincerely,

Mahmood Karimzadeh, AIA
Principal Architect
Architectural Division
City of Los Angeles, Bureau of Engineering

cc: Nur Malhis, City of Los Angeles, Bureau of Engineering

LA RIVER GREENWAY-
ATP CYCLE 4-EXHIBIT 22F-REQUST FOR STATE ATP FUNDING
ATTACHMENT -ITEM D

PART A6- Project Funding

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
PAED	$ 340,000.00	$ -	N/A	$ 340,000	$ -	$ -	$ 340,000	$ -
PSE	$ 6,800,000.00	$ 400,000.00	2019	$ 6,400,000	$ -	$ -	$ 6,400,000	$ -
R/W	$ 600,000.00	$ 500,000.00	2019	$ 100,000	$ -	$ -	$ 100,000	$ -
CON	$ 44,082,097	$ 29,082,097	2022	$ 15,000,000	$ -	$ -	$ 15,000,000	$ -
NI-CON/PLAN						$ -		
TOTAL	**$ 51,822,097**	**$ 29,982,097**		**$ 21,500,000**	**$ -**	**$ -**	**$ 21,840,000**	**$ -**

Exhibit 22-G Project Programming Request (PPR)

ATP FUNDS		7/1/2018-6/30/2019	7/1/2019-6/30/2020	7/1/2020-6/30/2021	7/1/2021-6/30/2022	7/1/2022-6/30/2023	7/1/2023-6/30/2024	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Total
E&P (PAED)			$ -	$ -	$ -	$ -		
PSE			$ 200,000.00	$ 200,000.00	$ -	$ -		
R/W			$ -	$ 350,000.00	$ 150,000.00	$ -		
CON			$ -	$ -	$ 14,541,049	$ 14,541,049		
TOTAL	$ -	$ -	$ 200,000.00	$ 550,000.00	$ 14,691,049	$ 14,541,049	$ -	$ 29,982,097

Exhibit 22-G Project Programming Request (PPR)

Fund No.1	7/1/2015-6/30/2018	7/1/2018-6/30/2019	7/1/2019-6/30/2020	7/1/2020-6/30/2021	7/1/2021-6/30/2022	7/1/2022-6/30/2023	7/1/2023-6/30/2024	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PAED)	$ 100,000.00	$ 240,000.00		$ -				$ 340,000.00
PSE	$ 1,417,667.00	$ 1,057,795.00	$ 2,424,538.00					$ 4,900,000.00
R/W	$ -	$ -	$ 50,000.00	$ 30,000.00	$ 20,000.00			$ 100,000.00
CON	$ -	$ -	$ -			$ -		
TOTAL	**$ 1,517,667.00**	**$ 1,297,795.00**	**$ 2,474,538.00**	**$ 30,000.00**	**$ 20,000.00**	**$ -**	**$ -**	**$ 5,340,000.00**

Program Code

Funding Agency

City of LA

Notes

LADOT, Rereation and Parks, Department of Water and Power, Proposition K, General Fund (Staff Charges)

Exhibit 22-G Project Programming Request (PPR)

Fund No.2	7/1/2015-6/30/2018	7/1/2018-6/30/2019	7/1/2019-6/30/2020	7/1/2020-6/30/2021	7/1/2021-6/30/2022	7/1/2022-6/30/2023	7/1/2023-6/30/2024	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PAED)	$ -	$ -	$ -	$ -				$ -
PSE	$ -	$ 250,000.00	$ 750,000.00	$ 500,000.00				$ 1,500,000.00
R/W	$ -	$ -						$ -
CON	$ -	$ -	$ -			$ -		
TOTAL	**$ -**	**$ 250,000.00**	**$ 750,000.00**	**$ 500,000.00**	**$ -**	**$ -**	**$ -**	**$ 1,500,000.00**

Program Code

Funding Agency

LA County

Notes

Exhibit 22-G Project Programming Request (PPR)									Program Code
Fund No. 3	**7/1/2015-6/30/2018**	**7/1/2018-6/30/2019**	**7/1/2019-6/30/2020**	**7/1/2020-6/30/2021**	**7/1/2021-6/30/2022**	**7/1/2022-6/30/2023**	**7/1/2023-6/30/2024**		
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Funding Agency**
E&P (PAED)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Metro
PSE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**Notes**
R/W	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
CON	$ -	$ -	$ -	$ -	$ 5,000,000.00	$ 5,000,000.00	$ 5,000,000.00	$ 15,000,000.00	
TOTAL	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000,000.00**	**$ 5,000,000.00**	**$ 5,000,000.00**	**$ 15,000,000.00**	Metro will only fund Construction

TOTAL LEVERAGING	**7/1/2015-6/30/2018**	**7/1/2018-6/30/2019**	**7/1/2019-6/30/2020**	**7/1/2020-6/30/2021**	**7/1/2021-6/30/2022**	**7/1/2022-6/30/2023**	**7/1/2023-6/30/2024**		
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**THIS TABLE REPRESENTS A SUMMATION CHECK OF ALL LEVERAGING FUNDS**
E&P (PAED)	$ 100,000.00	$ 240,000.00	$ -	$ -	$ -	$ -	$ -	$ 340,000.00	
PSE	$ 1,417,667.00	$ 1,307,795.00	$ 3,174,538.00	$ 500,000.00	$ -	$ -	$ -	$ 6,400,000.00	
R/W	$ -	$ -	$ 50,000.00	$ 30,000.00	$ 20,000.00	$ -	$ -	$ 100,000.00	
CON	$ -	$ -	$ -	$ -	$ 5,000,000.00	$ 5,000,000.00	$ 5,000,000.00	$ 15,000,000.00	
TOTAL	**$ 1,517,667.00**	**$ 1,547,795.00**	**$ 3,224,538.00**	**$ -**	**$ 5,020,000.00**	**$ 5,000,000.00**	**$ 5,000,000.00**	**$ 21,840,000.00**	

CALIFORNIA TRANSPORTATION COMMISSION

Active Transportation Program
Benefits Form

Project Information	
Project Title: LA River Greenway, West San Fernando Valley Gap Closure	Date: 9/11/2019
Project Identifier (EA, PPNO, etc):	LAOG1703 , 5663

Contact Information			
Nominating Agency:	City of Los Angeles, Department of Public Works, Bureau of Engineering	Agency Completing Form:	
Contact Person: Nur Malhis	Phone: 213-485-4737	Contact Person: Nur Malhis	Phone: 213-485-4737
Email Address: Nur.Malhis@lacity.org		Email Address: Nur.Malhis@lacity.org	

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts -May 2018)	Each	699	N/A	N/A
	Pedestrian Counts May 2018)	Each	2135	N/A	N/A

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

The counts depicted above were completed for the following locations: LA River Greenway -West of Tampa Avenue, Reseda Blvd- between Kittridge St and LA River, Kittridge St -East of Reseda Blvd, Etiwanda Ave Bridge, Victory Blvd- East of Etiwanda Avenue, Etiwanda Ave - North of Victory Blvd, White Oak Ave - South of Victory, Balboa Blvd- North of LA Underpass. There is no analysis which currently existis which projects the outcome, and this analysis will have be completed at a later time. However, an analysis has been done for future proposed bicylce trips and miles along the LA River, when the full 19.5 miles of bikepath is completed along the LA River in the San Fernando Valley. The new annual bicycle trips when this continuous path is created will be 174, 500 new trips for utilitarian trips and 409, 300 new trips for recreational trips. The new annual bicycle miles when this continuous path is created will be 2.7 M new miles for utilitarian trips and 450,000 new miles for recreational trips. These numbers was projected based on a multitude of data from transportation journals and studies based on behaviors of people when structure for bike path is available, more development exists along the area, as well as projected demographic shifts which influence the amount of of bike usage

COUNTY CLERK'S USE

ORIGINAL FILED

SEP 04 2019

LOS ANGELES, COUNTY CLERK

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(Articles II and III – City CEQA Guidelines)

CITY CLERK'S USE

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project.

LEAD CITY AGENCY AND ADDRESS:
City of Los Angeles
c/o Bureau of Engineering
1149 S. Broadway, MS 939
Los Angeles, CA 90015

COUNCIL DISTRICT
3, 5, 6

PROJECT TITLE: Los Angeles River Valley Bikeway and Greenway Project – Vanalden Avenue to Balboa Boulevard

LOG REFERENCE

PROJECT LOCATION: Along the Los Angeles River extending from Vanalden Avenue to Balboa Boulevard in the West San Fernando Valley of the City of Los Angeles; On-street improvements at: Vanalden Avenue/Victory Boulevard Intersection, Vanalden Avenue from Vanowen Street south to LA River, LA River south to Bessemer Street, Yolanda Avenue from the LA River south to Erwin Street, LA River to Victory Boulevard, LA River to northbound White Oak Avenue, Kittridge Street from Reseda Boulevard east to White Oak Avenue, Etiwanda Avenue from LA River north to Vanowen Street, Zelzah Avenue from LA River south to Bessemer Street, Birmingham High School Campus Driveway/Victory Boulevard Intersection. Mini traffic circles at: Kittridge Street and Vanalden Avenue, Kittridge Street and Balcom Avenue, Kittridge Street and Etiwanda Avenue, Zelzah Avenue and Erwin Street.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The Project is a 2.9-mile bikeway and greenway facilities project located along the Los Angeles (LA) River in the West San Fernando Valley of the City of Los Angeles. The Project includes the installation of bicycle and pedestrian pathways, construction of undercrossings and river parks, and on-street improvements to increase access to the LA River Bikeway in this area. The purpose of the Project is to provide recreational opportunities and bicyclist connectivity in the Encino-Tarzana Community Planning Area. The Project would connect the existing LA River Bikeway and close existing bikeway gaps along the LA River. The Project would connect to the active transportation network throughout the region and provide new pedestrian and bicycle access and connectivity to transit, residential homes, schools, jobs, parks, and other community-serving amenities for the surrounding communities. The Project would add to the region's livability by expanding active transportation options and providing new access to public transit, homes, schools, work, parks, and other community-serving amenities.

CONTACT PERSON: Nur Malhis **TELEPHONE NUMBER:** (213) 485-4737

EXEMPT STATUS: (Check One)

	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
☐ MINISTERIAL	Art. II, Sec. 2.b	Sec. 15268
☐ DECLARED EMERGENCY	Art. II, Sec. 2.a(1)	Sec. 15269(a)
☐ EMERGENCY PROJECT	Art. II, Sec. 2.a(2)	Sec. 15269(b)(c)
☐ GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15061(b)(3)
☑ CATEGORICAL EXEMPTION*	Art. III, Sec. 1a Classes 1, 3 and 4	Sec. 15301, 15303, 15304
☑ STATUTORY*	Sec. 21080.20.5	

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION: The Project is categorically exempt pursuant to State CEQA Guidelines Article 19, Sections 15301 Class 1 Existing Facilities, 15303 Class 3 New Construction of Small Structures and 15304 Class 4 Minor Alterations to Land. The Project is also exempt pursuant to the City CEQA Guidelines Article III, Section 1a: Class 1, Existing Facilities, Categories 8, 12, 15 and 20; Class 3 Category 6; Class 4 Categories 1 and 3. None of the limitations set forth in State CEQA Guidelines Section 15300.2 apply.
Documentation of the applicable exemptions is on file and available for review at the Bureau of Engineering Offices (address above).

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE:	TITLE:	DATE:
Maria Martin	Environmental Affairs Officer Environmental Management Group	6/11/2019

FEE: $75.00	RECEIPT NO.	REC'D BY	DATE

DISTRIBUTION: (1) County Clerk (2) City Clerk (3) Agency Record