



# Active Transportation Program Update

February 11, 2021

# ATP Cycle 5 Schedule

<b>Program Milestones</b>	<b>Amended Schedule</b>
Project Application Deadline	Sep 15, 2020
Staff Recommendation Posted	<b>Feb 8, 2021</b>
Commission Adopts Statewide & Small Urban/Rural Projects	Mar 2021
Commission Adopts MPO Projects	June 2021

# ATP Cycle 5 Staff Recommendations – Los Angeles County

<b>Agency</b>	<b>Project Name</b>	<b>Total Project Cost (\$000s)</b>	<b>Recommended Funding (\$000s)</b>
City of Los Angeles	SRTS Carver Middle, Ascot Avenue and Harmony Elementary Schools	\$6,700	\$6,030
City of Los Angeles	SRTS Panorama City Elementary School Project	\$6,832	\$6,149
City of Long Beach	Downtown Long Beach Walkable Corners	\$8,771	\$7,893
City of Maywood	City of Maywood Active Transportation Plan	\$263	\$263
City of South El Monte	South El Monte Safe Routes to School Pedestrian Safety Project	\$1,637	\$1,637
City of Bell Gardens	Bell Gardens Complete Streets Improvements - Phase 1	\$6,999	\$6,499
City of Long Beach	Pacific Avenue Cycle Track	\$8,332	\$7,498
City of Los Angeles	Connecting Canoga Park Through Safety and Urban Cooling	\$38,655	\$30,731
City of Los Angeles	SRTS Berendo Middle and 3 Feeder Elementary Schools Safety Project	\$11,057	\$9,951
<b>Los Angeles County Total:</b>		<b>\$89,246</b>	<b>\$76,651</b>

# Active Transportation Program – MPO Component

- PROJECTS THAT AREN'T SELECTED IN THE STATEWIDE COMPONENT WILL BE CONSIDERED IN THE MPO COMPONENT.
- LA COUNTY'S SHARE OF THE MPO COMPONENT IS APPROXIMATELY \$47 MILLION

# Active Transportation Program – MPO Component

- TO SELECT PROJECTS, METRO AUGMENTS THE STATEWIDE APPLICATION SCORES BY AWARDING UP TO 10 ADDITIONAL POINTS ACCORDING TO THESE CRITERIA:
  - TO BE CONSIDERED FOR ANY POINTS, APPLICANT MUST HAVE AN ADOPTED COMPLETE STREETS POLICY OR OTHER QUALIFYING DOCUMENTS

# Active Transportation Program – MPO Component

## POINTS:

- DISADVANTAGED COMMUNITIES (3 POINTS)
- CONSISTENCY WITH LOCAL/REGIONAL PLANS (2 POINTS)
  - REGIONAL PLANS/PRIORITIES: MEASURE M, LA RIVER PATH, RAIL TO RIVER, BIKE SHARE, I-710 ACTIVE TRANSPORTATION CORRIDOR, MAT, ACTIVE TRANSPORTATION STRATEGIC PLAN
  - LOCAL PLANS/PRIORITIES: EVIDENCE OF ROBUST COMMUNITY SUPPORT
- FIRST/LAST MILE (5 POINTS)
- METRO RE-RANKS THE APPLICATIONS BY THE AUGMENTED SCORES AND SELECTS PROJECTS UNTIL FUNDING RUNS OUT

# Active Transportation Resources

- PLANNING AND DESIGN GUIDANCE FOR COMPLETE STREETS
- BICYCLE FACILITY DESIGN MANUAL - BICYCLING - MNDOT (STATE.MN.US)
- BICYCLE FACILITY IMPLEMENTATION QUICK REFERENCE GUIDE (STATE.MN.US)

## Design Guidance for Complete Streets



**The Sixth Edition Highway Design Manual (HDM)** underwent a comprehensive manual-wide change in 2012, incorporating design guidance in support of a transportation system that serves all modes of travel – highway users, transit users, pedestrians, and bicyclists. Caltrans continues to improve its design guidance to meet the needs of all users.

**Main Street, California: A Guide for Improving Community and Transportation Vitality** is a Caltrans document that emphasizes planning and design strategies related to Complete Streets principles, and design elements that contribute to livable and sustainable communities.

**The California Manual on Uniform Traffic Control Devices (California MUTCD)**, published by Caltrans, is issued to adopt uniform standards and specifications for all official traffic control devices, in accordance with Section 21400 of the California Vehicle Code.

Design guidance for Complete Streets features is available from a wide range of transportation agencies and organizations.

Caltrans supports the use of guidance developed by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), and other organizations, when coupled with the HDM and sound engineering judgement. Referencing a full range of available design guidance facilitates informed decision making, design flexibility, and context sensitive solutions.

Caltrans employees may borrow many of the titles discussed in this document from the [Caltrans Library](#).

**The Guide for the Planning, Design, and Operation of Pedestrian Facilities, July 2004; and the Guide for the Development of Bicycle Facilities, 2012**, are published by AASHTO.

NACTO, the National Association of City Transportation Officials, has several **design guides** related to Complete Streets that Caltrans and the FHWA accept for use in conjunction with other mandated guidance. The guides also have the endorsement of numerous cities, states, and transportation agencies.

Thank you!

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