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Final Report: CicLAvia Southeast Order Number: DPO-PH-14362306-1

December 17, 2014

Uyen Ngo
Policy Analyst – PLACE Program
Los Angeles County Department of Public Health
Via Email: ungo@ph.lacounty.gov

Dear Uyen:

I am pleased to submit this final report for the \$50,000 Community Transformation Grant CicLAvia received from the Los Angeles Department of Public Health for the period of June to December 2014 to advise on the planning of a Southeast CicLAvia in May 2016. The work that CicLAvia has done in Southeast over the course of 2014 builds upon our work in the area through a previous grant from your office which began in the fall of 2011 and extended through the spring of 2012.

CicLAvia now has a deep and significant relationship with this region and we are actively moving forward to produce a large-scale open streets event in May of 2016. CicLAvia successfully worked with the Cities of Los Angeles, South Gate, Lynwood and Huntington Park as well as with Los Angeles County to file a successful grant application with Metro to partially fund this open streets event. Metro awarded \$598,515 to this project in the spring of 2014 – the largest of the 12 open streets awards in this two-year grant cycle wherein four million dollars was allocated to programs of this type throughout Los Angeles County.

Over the course of this grant period, CicLAvia has worked continuously with the five jurisdictions and with stakeholders in the area to prepare for CicLAvia. This report summarizes that work.

Sincerely,

Aaron Paley
Co-Founder & Executive Director



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Planning Document for Southeast

Until 2014, CicLAvia had only produced events within the boundaries of the City of Los Angeles. In October 2014, CicLAvia partnered with the City and County of Los Angeles to extend the Heart of LA route into the County unincorporated area of East Los Angeles. Working with East Los Angeles provided a glimpse of the complexities that a Southeast CicLAvia holds for us. This will be the most challenging project that we will have ever undertaken. Not because of the length or because of the route's geography, but simply due to the fact that there will be five different authorities involved.

Multiple authorities present challenges in several regards. As the event producer, the non-profit organization CicLAvia has determined that the best possible experience for visitors to the event should be seamless, transparent and consistent. That means a regularized approach to advance outreach as well as on the ground production issues like detour signage, management of intersections where car traffic crosses the CicLAvia route, closing of streets to car traffic and the re-opening of these same streets back to cars, event signage and hub programming, to name just a few.

The Traffic Plan for CicLAvia Southeast

CicLAvia will project this consistent approach throughout the five administrations in Southeast. CicLAvia has depended upon the City of Los Angeles' Department of Transportation to perform the key functions of securing the streets free of cars across miles of territory. The multi-administrative nature of the Southeast area calls for an entirely different approach since each entity has its own way of handling street closures. To avoid the inconsistencies that would arise across administrative boundaries, CicLAvia is therefore recommending a centralized and coordinated traffic management strategy for Southeast cities.

Up till now, we have benefited from working within the City of Los Angeles which has enough human resources in its Police department and in its Transportation Department to undertake securing several miles of roadways for an open streets event. With years of experience with these types of street closures, the City of Los Angeles has supported CicLAvia with its expertise and its vast resources of personnel. Southeast cities represent a challenge to this system. CicLAvia has realized that it will not be safe for the public to have road closures, traffic crossings, and route management handled differently in each of the jurisdictions. That is why our principal conclusion and recommendation for this grant is the development of a unified traffic management plan.

With funding from this very grant from the Los Angeles County Department of Public Health, CicLAvia commissioned the private firm Traffic Management Inc. to develop a working plan for the route itself. This traffic plan (included with this report) was distributed to all jurisdictions and reviewed together at the joint meeting on November



20, 2014 in Huntington Park City Hall. Together, the jurisdictions looked at the larger traffic rerouting issues associated with the draft route (map included with this report).

The plan itself details how a car-free route, on the designated route, would be implemented including:

- Details on how to set up and manage crossing points for cars
- Where traffic barriers will be needed to block and to reroute car traffic
- A first round of suggestions concerning detour routes for traffic on blocked streets

Finally, using the commissioned Traffic Plan as a guide, CicLAVia and the jurisdictions agreed to the following key points:

- CicLAVia will coordinate the implementation of street closures in all jurisdictions with a to be determined third party vendor (either a private firm, or perhaps utilizing the Los Angeles City Department of Transportation as the third party vendor). CicLAVia will issue an RFP for prospective qualified bidders to determine the best vendor to fulfill these roles.
- CicLAVia and the third party vendor will manage all traffic crossings. Traffic crossing points are pre-designated intersections along the CicLAVia participant route where cars are able to cross the route. At CicLAVias within the City of Los Angeles, the Department of Transportation (DOT) and Police Officers (LAPD) are assigned to crossing points to assist with car traffic. The third party vendor will be replacing the role of DOT and LAPD personnel.
- Each jurisdiction will provide law enforcement along the route to reinforce the personnel at traffic crossing points and to ensure the safety of participants along the route.
- CicLAVia, with the third party vendor, will coordinate the closing and the opening of the streets for the event.
- Each jurisdiction will report back to CicLAVia with the resources that they have on hand to physically close streets leading to the CicLAVia route. This includes A-frame traffic barriers, publicly owned vehicles, caution tape and personnel. CicLAVia, in coordination with the designated third party vendor, will determine if these assets are sufficient to secure the security of the route and, if necessary, supplement the efforts of jurisdictions in order to provide for a safe and secure CicLAVia Southeast.
- CicLAVia will incorporate the costs for the third party vendor into its budget allowing for each of the jurisdictions to remove these costs from their respective



budgets. CicLAvia will handle the process of securing the vendor, in collaboration with all five jurisdictions. This should result in overall cost savings for each administrative entity as well as for the project as a whole.

Working Group of Jurisdictions

CicLAvia convened a working group representing each of the jurisdictions in late 2013 and has continued to meet with this group on a regular basis ever since (list of members included with this report). Meetings are hosted by the City of Huntington Park's Chief Financial Officer, Julio Morales, in their City Hall. In addition to jurisdiction staff and CicLAvia staff, Community Liaison of Community Health Councils, Andres Ramirez has also been invited to each of these meetings. Ramirez is a key activist for active transportation in the area and is a resident as well. His insights into the terrain, cultural landmarks, and bicycling culture in Southeast have proved invaluable. Invitations are also regularly extended to staff at the Department of Public Health.

This group met twice during the course of the grant: July 14 and November 20, 2014. All jurisdictions were in attendance at each meeting.

The July 14, 2014 meeting reviewed the Metro announcement of the successful grant award to Huntington Park on behalf of all jurisdictions and CicLAvia. Since the Metro funding only provided for 80% of the amount asked for in the grant, and since there is still a 20% match necessary, the group discussed how to respond. The \$598,515 awarded from Metro was 64% of the original event budget. The working group authorized CicLAvia's staff to review this budget in detail with each jurisdiction with the intent to develop a realistic amount and to determine what funds, if necessary, would be necessary to raise for additional costs.

The second meeting, on November 20, 2014 dealt with traffic management and was addressed on page 3 of this report.

These working meetings will continue in 2015 and their pace will increase to monthly meetings in the latter half of next year and through May 2016.

Community Stakeholders

CicLAvia, through the Department of Public Health, was introduced to the Southeast Civic Leaders Network, coordinated by Director Juan Benitez with Christian Ponce's assistance. CicLAvia's Executive Director, Aaron Paley, first presented to this group's Steering Committee and gained approval to be on the agenda of the full group. He subsequently presented to the entire group which led to the group approving the concept of a Southeast CicLAvia and deciding to embark on their own research project for CicLAvia Southeast. The Southeast Civic Leaders Network has been developing a community assets map of the entire region for CicLAvia's use. We expect to



incorporate the findings of the community into the “Neighborhood Guide” for Southeast which CicLAvia develops for each route. We will also ensure that the route and placement of hubs takes advantage of the culturally significant points along the route itself.

The working relationship with this group will continue until May of 2016 and possibly even beyond. We consider this group the genesis for our stakeholders list for Southeast. Stakeholders are briefed on the route well in advance to allow for necessary planning and tweaks to be made.

CicLAvia Southeast Route

CicLAvia worked on developing a draft route for the event beginning in 2012 and extending into 2014. This route, shown in the map included with this report, runs for 8.58 miles and is divided among the five jurisdictions thusly:

Jurisdiction	Miles
Huntington Park	0.5
Los Angeles City (Council District 15)	1.92
Los Angeles County (Firestone and Walnut Park)	1.82
Lynwood	0.46
South Gate	4.7



The route takes in the following key landmarks among many others still to be identified (see additional Open Street Audit Notes from CicLAVia intern Jimmy Tran, included with this report on page 14):

Jurisdiction	Key Landmarks
Huntington Park	Historic Pacific Boulevard
Los Angeles City, CD6	Watts Blue Line Station Watts Towers
Los Angeles County	Graham County Public Library Graham Elementary School (LAUSD) Leon H. Washington Park
Lynwood	Plaza Mexico
South Gate	Legacy High School (LAUSD) Los Angeles River Regional Bicycle Pathway (LA County administered) Madison Elementary School (LAUSD) South Gate Park Tweedy Boulevard – numerous shops and restaurants

Issues Associated with the Route

The route was scouted on February 25, 2014, by a cohort on bicycle representing the Working Group Jurisdictions as well as a few community stakeholders. Revisions were made on that ride to a previous draft route that had been developed over the course of public meetings in 2012. Specifically, access to Watts Towers was shifted in order to allow for larger streets with less impact on residents.

This new draft has been used as CicLAVia’s working map for the traffic plan, for the Metro grant application, and for all outreach. The November 20, 2014 Working Group meeting also included Metro representatives for the first time. Metro pointed out a



critical problem with this route – the crossing of at-grade Blue Line rail tracks. It has been Metro’s policy to not allow CicLAVia to cross at-grade tracks for the safety of CicLAVia participants.

After meeting with representatives from Metro and the Los Angeles Department of Transportation, CicLAVia staff has come to the conclusion that we will not be able to change Metro policy on at-grade crossings within the next 24 months. Therefore, we have already begun work to revise the Los Angeles City portion of the map. Based upon our preliminary research, we may have to drop our long hoped for goal of connecting Watts Towers with the river. To reach Watts Towers, we have two impossible choices – either cross the Blue Line tracks or spend one mile on a very narrow network of residential streets. Neither is a viable option.

CicLAVia has therefore developed a new route in collaboration with the staff of Los Angeles City Council District 15 which will take advantage of another Watts landmark—the Will Rogers Memorial Park on 103rd and Central. This new route is illustrated below on page 13. There is an opportunity to create a proposed pedestrian zone along 103rd Street east from Central to the Blue Line tracks which would allow CicLAVia to come within about 50 yards of the Watts Blue Line Station. This pedestrian zone would highlight the Martin Luther King Junior Memorial Shopping Center as well as the importance of 103rd Street and the Blue Line station to the neighborhood. CicLAVia staff still has to meet with Southern Pacific Railway which still has surface tracks in place along Alameda. Although 99% of the trains travel in the below-grade Alameda Corridor, Southern Pacific still maintains the right to run trains along the surface tracks. CicLAVia believes it will be able to negotiate an agreement with the Railroad to ensure that no trains are run on the surface tracks on the day of CicLAVia.

Timeline

The timeline for planning and executing CicLAVia Southeast is included with this report. The timeline is based upon our work for other CicLAVias and only represents the key target dates associated with the project. From our work with other CicLAVias, we know that the next phase of work will need to begin in earnest approximately 12 months in advance of the May 2016 date for CicLAVia Southeast and staff is already gearing up for the start of this next phase of work for Southeast.

Toolkit for Implementation

CicLAVia worked with the Los Angeles County Department of Public Health in 2012 to develop a Toolkit for Bicycle Friendly Communities which contained the basics of developing an open streets project as a key chapter. We are including that earlier project as a link to this report as well as a link to the Open Streets Guide published by the Open Streets Project. There is no turnkey formula for producing an open streets event since, to be successful, each event must fully respond to the exigencies of the



place above and before determining the shape and scope of the open streets project appropriate for that place. These two documents though provide the best overview of where the field is at present and how to work to develop an open streets project.

CicLAvia is working with Metro to produce a convening of all the cities that have received funding for open streets to be held every other year at Metro headquarters. CicLAvia also hosted the national Open Streets summit this past April which was attended by over a dozen local Los Angeles County cities. We will continue to provide these key tools to the field.

Bicycle Friendly Communities: Lessons from Los Angeles County

http://publichealth.lacounty.gov/place/docs/bike_friendly_la_toolkit_FINAL_lores.pdf

The Open Streets Project Guide

<http://www.bikewalkalliance.org/resources/reports/open-streets-guide>

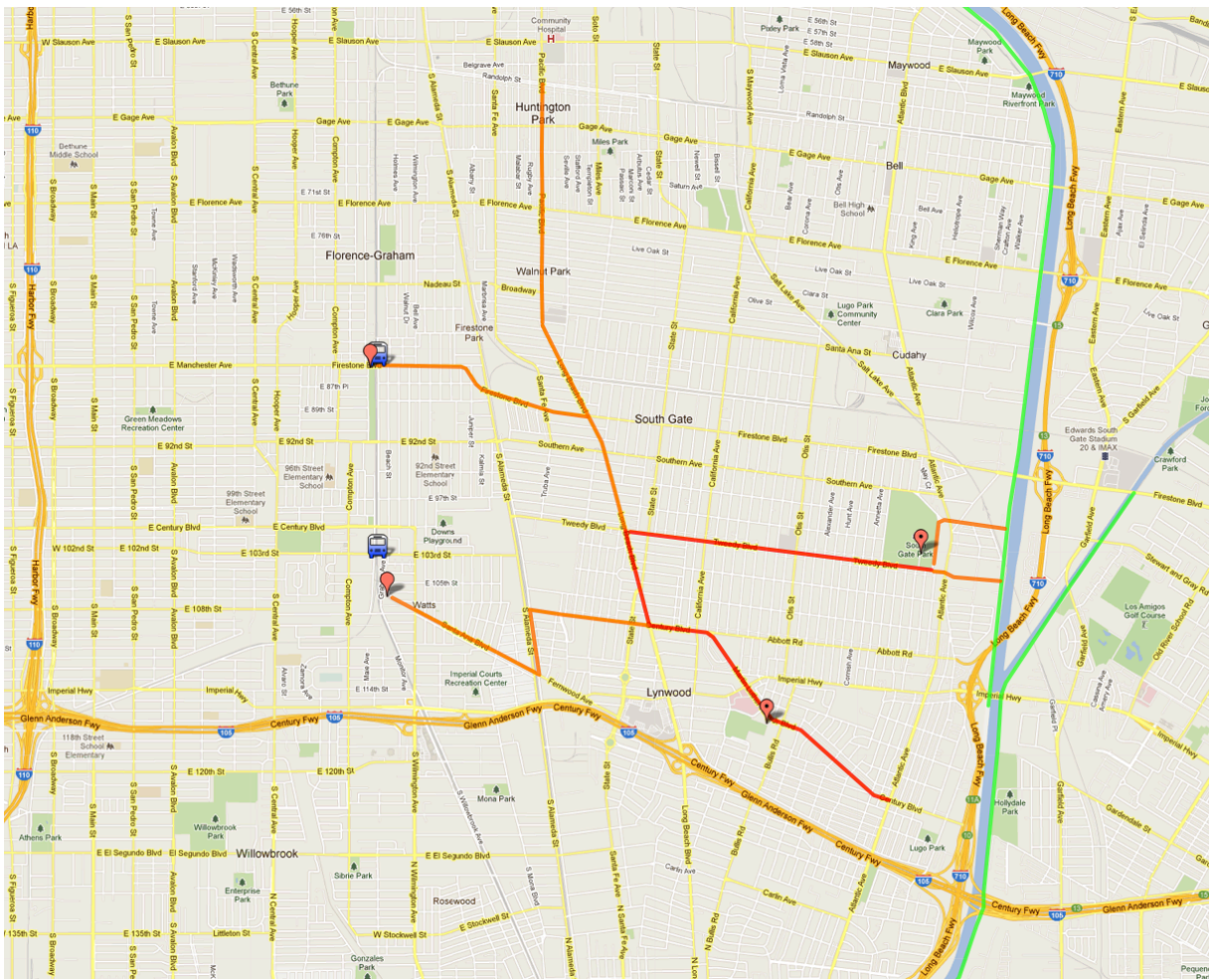


Draft Map - Developed March 2012

This map was developed after CicLAVIA's initial round of talks with Southeast that took place from Fall 2011 through Winter 2012. This map shows a direct link between Watts Towers and Plaza Mexico, which we discovered in 2014, was not a feasible option. This map also shows a "prong" shooting off from Tweedy so that the route hits the LA River in two spots. This was simplified to just one direct route to the River on Tweedy. Finally, this route also shows an extension along Martin Luther King east into Lynwood. At the request of the city of Lynwood, this extension was dropped.



CicLAVIA Southeast





SECOND EXPLORATORY RIDE

August 26, 2012



Join CicLAvia Southeast Host Committee as we ride through the streets of Watts and Lynwood on our 2nd Exploratory Ride. Bring your bikes, roller skates and skateboards and enjoy a family oriented ride through our Southeast cities!

¡Unase con Southeast Host Committee para pasearse entre las ciudades de Watts y Lynwood en nuestro segundo paseo de exploracion! ¡Venganse en sus bicis, patines, o patinetas y disfrute de este paseo de familia en nuestras ciudades del Sureste!



Sunday
August 26th
2012
10am

Domingo
26 de Agosto
2012
10am

FOR MORE INFORMATION:

ciclaviasoutheast@gmail.com

[facebook.com/ciclaviasoutheastla](https://www.facebook.com/ciclaviasoutheastla)

*Donations are welcomed to provide food at end of ride!

NO Street Closures!
Children must wear helmets!
Slow down and enjoy yourself, this will be a round trip ride!

¡NO se cerraran las calles!
¡Niños tienen que traer casco!
¡No hay prisa, disfruta el paseo!

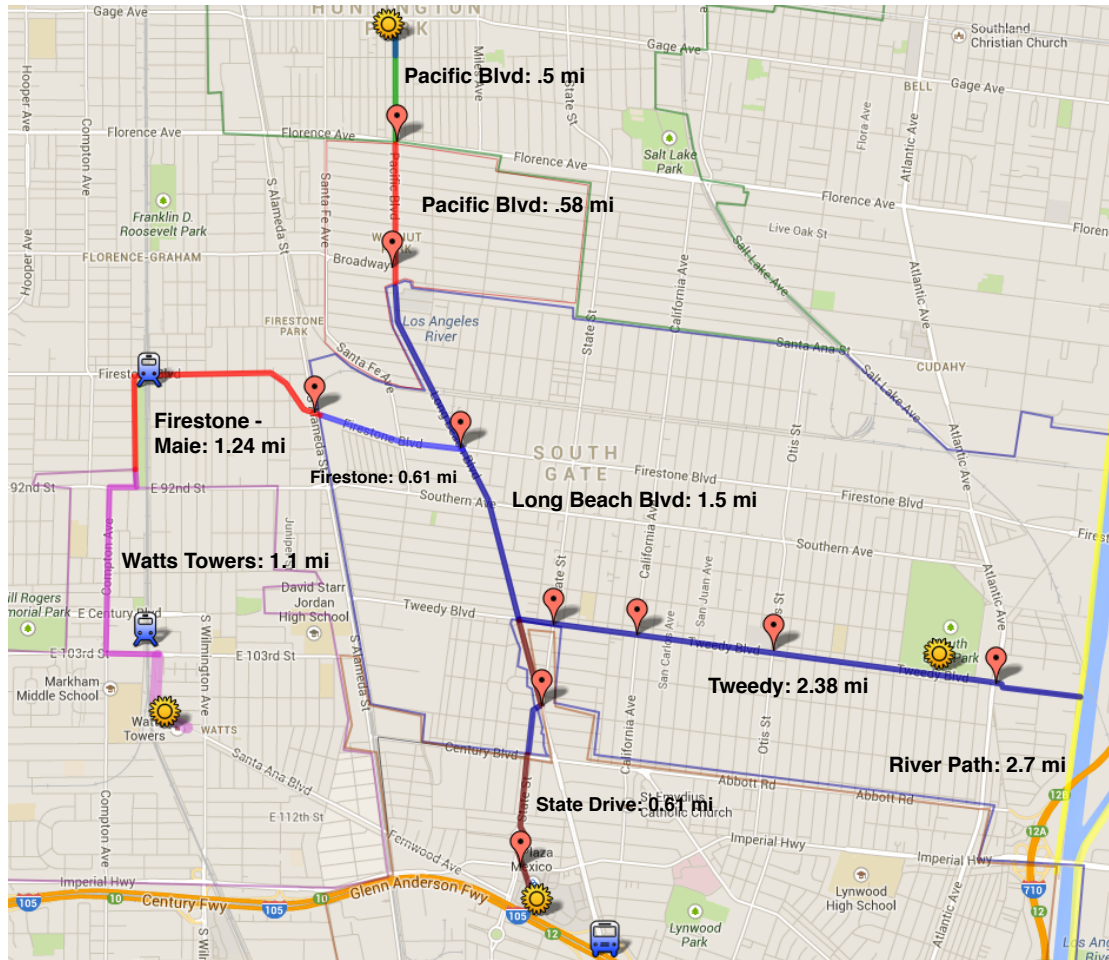


Draft Map - Developed May 2014

This draft map, prepared with all entities for the Metro grant request, goes to Watts Towers directly. The route therefore crosses the Blue Line tracks at 103rd Street which Metro has requested we redraw so that CicLAvia does not cross Metro tracks at grade.



Southeast Cities
May 2016



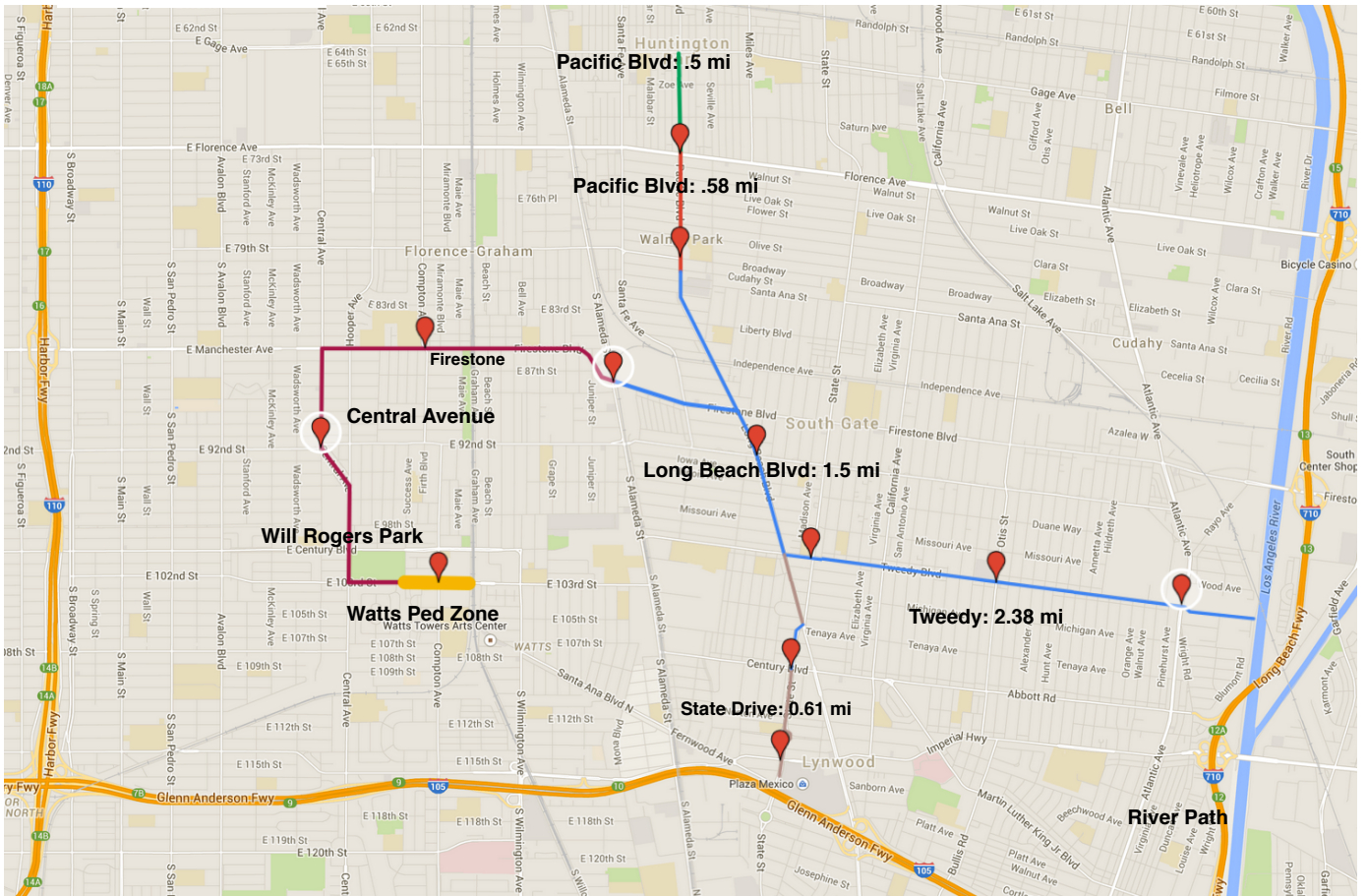


Draft Map - Developed January 2015


This new map, prepared in January of 2015, avoids crossing the Blue Line by extending further west to Central and then using Will Rogers Park as the western terminus instead of Watts Towers.



Southeast Cities Route Overview tentative date: May 15 2016



Total Mileage: 9.5 miles

 = crossing points for cars



Southeast Cities Street Audit Notes

Submitted by Jimmy Tran, UCLA School of Public Health Graduate Intern

In the early planning stages of developing a CicLAVia route CicLAVia's Production team works closely with our Volunteer and Outreach Coordinator and Volunteer Leads to scout the route for potential issues and/or partnership and programming activation opportunities that include; businesses and resident's vehicle access, parking lots, parks, community focused cultural and or historical organizations and businesses. The goal of the Southeast Cities Open Street Audit conducted by UCLA School of Public Health graduate intern Jimmy Tran, was to identify areas along the route that CicLAVia could plan ahead to approach for partnership opportunities to participate at CicLAVia as well as alternative access routes and mitigation efforts if needed.

SELA Route Communities: **Watts, Firestone**

I. Santa Ana Blvd and Graham Ave

- Watts Tower Hub
 - Large hub space including open green space from Watts Tower Arts Center
 - Space for pedestrian zone
- Blocked Access
 - St John's United Methodist Church on Santa Ana & E 106th

II. 103rd Street

- Blocked Access
 - Gated shopping plaza on 103rd street w/alternative access on Grandee Ave
 - Watts Health Center w/alternative access on Compton Ave.

III. Compton Ave. (103rd→92nd)

- Blocked Access
 - Church on Compton & 102nd St.
 - Residential from Century Blvd to 92nd St
 - Tire shop on 99th and Compton
 - Church between 96th and 97th St
- Activation
 - Joe Buscaino's CD 15 Office

IV. Maie Ave (92nd→Firestone Blvd)

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- Activation
 - Washington Park
- Blocked Access
 - Residential from 92nd to Firestone Blvd
- Other
 - Narrow Sidewalks on Maie opposite of park
 - Maie Av is two lane street from 92nd to Firestone

V. Firestone Blvd (Maie ave→Long Beach Blvd)

- Activation
 - Washington Park
- Blocked Access
 - Multiple car/auto shops
 - Harrison-Ross Mortuary
 - Gas stations: E-Energy 76, John's Auto 76
 - Motels: Mirage Inn
- Other
 - Future construction on Alameda and Firestone
 - Alameda Intersection→ped crossing point

SELA Route Communities: South Gate

VI. Long Beach Blvd Northern half (between Firestone→Cudahy St)

- Activation
 -
- Blocked Access
 - Lutheran Church @ Liberty Blvd/Long Beach
- Other
 - More car service businesses on this section, less retail and restaurants

VII. Long Beach Blvd Southern half (between Firestone→State St.)

- Activation
 - Elizabeth's Bakery
 - Cultural theatre
- Blocked Access
 - Walgreens at Tweedy
 - Bestway Supermarket
 - Family Dollar (alternative access on Ohio Ave)
 - Douglas Family Mortuary @ Long Beach/Ohio (alt access on Ohio)



- Motels: Sand's, Southland, Oak Tree, La Siesta Inn, Southern, Vogue
- Gas station: AM/PM
- Other

VIII. Tweedy (from Long Beach Blvd→ Atlantic Ave)

- Activation
 - South Gate Park
 - Tweedy Mile Shopping district from California Ave→Hunt Ave (West to East)
 - Many restaurants storefronts facing sidewalks, ample shade from trees
- Blocked Access
 - Walgreens on Long Beach Blvd
 - Chevron gas station on Tweedy and Otis
 - Church on Tweedy/Hunt Ave (alternative lot on Hunt)
 - Residential from Tweedy/Hunt Ave → Tweedy/Atlantic
- Other
 - Crossing Point for cars on Tweedy/Atlantic
 - Entry to LA River Bike Path with LAUSD land
 - Historic Allen Theater on 3809 Tweedy Blvd (closed)

SELA Route Communities: Lynwood

IX. State St

- Activation
 - Giant Roundabout
 - Plaza de Mexico
- Blocked Access
 - Residential from Tenaya to Imperial Hwy
- Other
 - Complicated street crossing triangle transitioning from Long Beach to State

SELA Route Communities: Walnut Park, Huntington Park

X. Pacific Blvd (Cudahy St→Gage St)

- Activation
 - Multiple Storefronts and businesses (faces the street) from Florence Ave→Gage Ave.
 - Gated Walnut Nature Park (btw Pacific/Broadway & Pacific & Pacific/Olive St.



- Blocked Access
 - JC Penny (alternative parking on parallel streets)
- Other
 - Historic Warner Theater (near Pacific/Zoe Ave)

CicLAVIA Southeast Budgets

The following section includes a summary budget as well as budgets from each administrative entity.

Each entity was required to submit a detailed budget in advance of the writing of the grant request to Metro. Since then, Metro awarded Southeast 80% of its request. Since the request included a 20% match by CicLAVIA and local administrative entities, the final grant award from Metro is only 64% of the total budget requested (as reflected in the following pages).

CicLAVIA staff performed a cursory review of these budgets with appropriate staff in each area to determine if it was still feasible to move forward since the entities now needed to raise one-third of the total project total, as opposed to just 20%. That review determined that there was sufficient room in these budgets for additional cost-saving measures. CicLAVIA has also raised additional funds that could be called upon to fill the gap.

Now that all entities have agreed to a joint approach to traffic management and other key areas (see page 1, “The Traffic Plan for CicLAVIA Southeast”), CicLAVIA staff will revisit these numbers again. Once CicLAVIA finishes with the RFP process necessary to secure a vendor for traffic issues, CicLAVIA will meet with each administrative entity once more to review these budgets line by line to craft more realistic budgets that reflect new-found assumptions and findings (by June 2015).

The following budgets therefore still reflect the assumptions in place when the Metro grant was submitted in March of 2014. The City of South Gate and Huntington Park did not include line item cost breakdowns in the original budgets included in the Metro application submission. However, each jurisdiction can provide that information on request.



CicLAvia Southeast: May 2016 - Summary Budget

Metro Grant Award:	\$598,515
20% Required Match:	\$149,640
Total Metro Funded Event Costs	\$748,155

Additional Costs:

(income for this portion to be raised by CicLAvia)

Unified Traffic Management and Execution Plan	\$150,000
CicLAvia Staff Costs for 2015 Planning	\$75,000
Total Additional Costs	\$225,000

Total CicLAvia Southeast Budget	\$973,155
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CicLAvia Southeast: May 2016 - Summary Budget

	Huntington Park	South Gate	Lynwood	City of LA	LA County	CicLAvia	TOTAL
<i>Miles</i>	<i>0.5</i>	<i>4.7</i>	<i>0.46</i>	<i>1.1</i>	<i>1.82</i>		<i>8.58</i>
Outreach	3,000	2,500	4,500	2,000	2,000	76,500	90,500
Pre-Event	12,500	17,500	12,000	35,500	9,000	150,000	236,500
Day of Event	37,000	130,000	33,700	30,500	40,000	150,000	421,200
Total Event Costs	52,500	150,000	50,200	68,000	51,000	376,500	748,200
Total Grant Funding	42,000	120,000	40,160	54,400	40,800	301,200	598,560
Total Match 20%	10,500	30,000	10,040	13,600	10,200	75,300	149,640
Total Event Costs	52,500	150,000	50,200	68,000	51,000	376,500	748,200
<i>Avg. cost/mile</i>	<i>105,000</i>	<i>31,915</i>	<i>109,130</i>	<i>61,818</i>	<i>28,022</i>	<i>43,881</i>	<i>87,203</i>

BUDGET SUMMARY:

Metro Grant Award:	\$598,515
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20% Required Match:	\$149,640
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Total Metro Funded Event Costs	\$748,155
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Additional Costs:

(income for this portion to be raised by CicLAvia)

Unified Traffic Management and Execution Plan	\$150,000
CicLAvia 2015 Planning	\$75,000
Total Additional Costs	\$225,000

Total CicLAvia Southeast Budget	\$973,155
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CicLAvia - City of Los Angeles Event Budget

Pre-Event Planning	
1 Project Manager	10,000
2 Meetings	2,500
3 Parks & Rec costs	-
4 Street repairs	25,000
5 City Permits	-
6 Safety Review	-
7 Street Closure Review	-
8 Safety Plan	-
9 Insurance	-
Subtotal	37,500
Event Staging Costs	
1 Parking signage	6,000
2 Towing	2,500
3 Sanitation	6,000
4 Street Sweeping	5,000
5 Water supply	-
6 Crossing Points	6,000
7 Command Posts	5,000
Subtotal	30,500
TOTAL	68,000



**City of Lynwood
Ciclavía Event Budget- REVISIONS**

	Grant Request
Pre-Event Planning	
1 Project Manager	5000
2 Meetings	\$5,000
3 Parks and Rec Costs	\$1,000
4 Volunteers	
6 Permits (City/Caltrans)	\$0
7 Revise Traffic Plan /Safety	\$1,000
8 Insurance	\$0
9 Waterbill Outreach	\$1,500
10 Promotion	\$3,000
11 Outreach to Businesses and Residents on affected closures (Ciclavía)	\$0
12 Lynwood n/ Perspective Promotion	
13 Parking and Traffic Commission Review	
Subtotal	\$16,500
Event Staging	
14 Traffic Closure Implementation	\$0
15 Signage/Barricades	
16 Towing	
17 Street Sweeping (pre and post event)	\$700
18 Sheriff Traffic Security (command and intersection crossing points)	\$15,000
19 Rental of Lots for Parking	\$0
20 Tent rentals	\$0
21 Sanborn/ City Lots Use	1000
22 Stage Rental /Sound System	\$0
23 Tables/Chairs	
24 Trash Cans/bins	2000
25 Portable Potties	\$0
26 Staff Time (Overtime)	\$4,000
27 Recreation Staff (set up, entertainment, event activities)	\$7,500
28 T-shirts for volunteers	\$0
29 Snacks /water for volunteers	\$0
30 Water/First Aid / Supplies	\$0
31 MV Trolley - Shuttle	\$1,000
32 Parking Control (Overtime)	\$2,500
Subtotal	\$33,700
Total	\$50,200
Total Budget	\$50,200



CicLAvia Event Budget - South Gate

Pre-Event Planning

1 Project Manager			\$10,000	
2 Meetings			\$2,500	
3 Parks and Rec costs			\$5,000	
5 Traffic Review/ Plan			\$0	
Safety Review/ Plan			\$0	
6 Outreach			\$2,500	
			\$20,000	Subtotal

miles

Event Staging Costs

1 Parking Signage				
2 Towing				
3 Sanitation				
4 Street Sweeping				
5 Street Repairs				
6 Water Supply				
7 Crossing Points				
9 Command Posts				
0 City Staff/ Police				
	3.83	60,000	\$120,000	Subtotal
10 Entertainment			\$10,000	Subtotal
			\$150,000	TOTAL



CicLAVia - Huntington Park

Event Budget

<u>Pre-Event Planning</u>	Grant		
1 Project Manager	10,000		
2 Meetings (all depts)	2,500		
3 Parks & Rec costs			
4 Street repairs			
5 City Permits			
6 Safety Review			
7 Street Closure Review			
8 Safety Plan			
9 Barricades Rental			
10 Portable restrooms/sinks			
11 Tables & canopies			
12 Event decorations			
13 Insurance			
Pre-Event		\$ 12,500	
Event Staging Costs			
1 Parking signage			
2 Public Works dept set up			
3 Message boards			
4 Towing			
5 Sanitation			
6 Street Sweeping			
7 Water supply			
8 Crossing Points			
9 Command Posts			
Event Staging		\$ 30,000	
11 Marketing/Outreach	3,000		
12 Sound & Entertainment	7,000		
Subtotal		10,000	
TOTAL		52,500	

Pre Event Costs	
Parks & Rec	5,000
Public Works	2,000
PD	5,000
	12,000

Event Staging Costs	
Parks & Rec	10,000
Public Works	5,000
PD	15,000
	30,000



All Cities Traffic Plan



Southeast Cities CicLAvia Traffic Plan & Budget Meeting Nov. 20th, 2014 1:00pm - 2:00pm

Agenda:

1. How will we reroute traffic along North-Southbound and East-Westbound corridors impacted by CicLAvia.
2. How will these detours be implemented and managed.
3. What impact will these decisions have on the projected budgets that each authority originally presented as a part of the grant application to Metro that was eventually funded.
4. What should be a realistic budget for each authority moving forward to accomplish their responsibilities to this CicLAvia event.



Appendix A

Southeast Cities Contact List



3780 Wilshire Bl, Suite 1020
 Los Angeles, CA 90010
 213.355.8500 / ciclaviala.org

Southeast Cities Contact List

First Name	Last Name	Title	Organization	City
Allan	Abramson	Program Development Division	County of Los Angeles Department of Public Works	Alhambra
Cristina	De Leon-Menjivar	Editor	Lynwood Patch	Bellflower
Angelo	Logan	Research and Policy Analyst	East Yard Communities for Environmental Justice	Commerce
Sheri	Bathurst	Community Benefit Manager	Kaiser Permanente	Downey
Frank	Gonzalez	Deputy Director	Parks and Recreations East Agency	East Los Angeles
Julio	Morales	Chief Financial Officer	City of Huntington Park	Huntington Park
Fernanda	Palacios	Redevelopment Project Manager	City of Huntington Park, Community Development Department	Huntington Park
Elaine	Sandoval	Executive Assistant	Senator Ricardo Laras Office	Huntington Park
Jesus	Diaz	Field Representative	California State Senate 33rd District, Senator Ricardo Lara	Long Beach
Juan	Benitez	Executive Director, Center for Community Engagement	California State University, Long Beach	Long Beach
Joaquin	Castaneda	Deputy District Director	Senator, 33rd District	Long Beach
Christian	Ponce	Extended Education Specialist	Center for Community Engagement CSU Long Beach	Long Beach,
Carolina	Briones	Program Director, Civic Engagement	California Community Foundation	Los Angeles
Tafarai	Bayne	Planning Consultant	CicLAVia	Los Angeles
Andres	Ramirez	Community Liaison	Community Health Councils, Inc.	Los Angeles
Al	Rios	Dean of Academic Affairs	East LA College (ELAC)	Los Angeles
John	Jones III	Field Deputy	Joe Buscaino, Councilmember, 15th District	Los Angeles
Uyen	Ngo	Policy Analyst PLACE Program	Los Angeles County Department of Public Health	Los Angeles
Grace	Tan	Physical Education Policy Analyst	Los Angeles County- Department of Public Health, Division of Chronic Disease and Injury Prevention	Los Angeles
Jean	Armbruster	Director	PLACE Program LA County Dept. of Public Health	Los Angeles
Christina	Giorgio	Attorney	Public Counsel	Los Angeles
Victor	Dominguez	Executive Director, VP of Community Development	Weingart East Los Angeles YMCA Southeast Rio Vista YMCA	Los Angeles



3780 Wilshire Bl, Suite 1020
 Los Angeles, CA 90010
 213.355.8500 / ciclavia.org

Southeast Cities Contact List

First Name	Last Name	Title	Organization	City
Ofelia	Medina	Policy Director	Alliance for a Better Community	Los Angeles
Deborah	Jackson	Director of Public Relations	City of Lynwood	Lynwood
Dan	Ojeda	Director of Public Works	City of Lynwood	Lynwood
Daniel	Ojeda	Director of Public Works, City Engineer	City of Lynwood, Dept of Public Works	Lynwood
Lorry	Hempe	Special Projects Manager	City of Lynwood, Public Works Department	Lynwood
Stephanie	Rivera	Editor	Lynwood Patch	Lynwood
Jose	Solache	Board Member	Lynwood Unified School District	Lynwood
Edward	Varela	Mayor	City of Maywood	Maywood
Steven	Lefever	Director of Community Development	City of South Gate	South Gate
Paul	Adams	Director of Parks & Recreation	City of South Gate	South Gate
Mohammad	Mostahkami	Director of Public Works, City Engineer	City of South Gate	South Gate
Guillermo	Petra	Engineering Division, Public Works Department	City of South Gate	South Gate
Andres	Ramirez	Community Liaison	Community Health Councils, Inc.	South Gate
Rigoberto	Rodriguez	Organizer, Civic Leadership Academy in the Southeast cities, Center for Community Engagement	CSULB	South Gate
Grisel	Oquendo	Community Library Manager	Leland R. Weaver Library	South Gate
Bill	De Witt	Chair of South Gate Civil Service Commission, Member of South Gate Bicycle Committee	South Gate Civil Service Commission, South Gate Bicycle Committee	South Gate
Salvador	Diaz		Organizacion de Lideres in Accion de Walnut Park	Walnut Park



Appendix B

CicLAVia Policy Environment Survey

In 2014, CicLAVia expanded on collecting success measurements that included gathering data for more formal evaluation process allowing the organization to benchmark key measurable statistics such as political will. CicLAVia and the UCLA School of Public Health along with the RAND Corporation partnered in early 2014 to refine and improve upon existing methodologies established by UCLA and RAND Corporation.

In addition to the Southeast Cities Open Street Audit, UCLA-funded student, Jimmy Tran, developed a political sensitivity study in the summer of 2014 with CicLAVia. The intention of this research is to understand the process of soliciting support from political leaders. From June – September 2014, Tran conducted interviews with key informants within CicLAVia, with organizers of other open streets events around the globe and with the world's leading researchers in the areas of active transportation, urban design, and public health.

Using the results of these interviews UCLA analyzed the interview responses by coding them into broad categories which affect CicLAVia. Once all final refinements are made to the questionnaire, it will be sent out to key decision makers in communities along prospective CicLAVia routes, such as East Los Angeles, South Los Angeles and the Gateway Cities. We will then ask respondents to complete the survey again, after their community has experienced a CicLAVia. Using this method, we will be able to determine what are the central concerns and motivations for decision-makers considering a CicLAVia and monitor whether their opinions changed as a result of hosting or participating in the event. The results of this study will inform CicLAVia strategies in approaching key decision-makers and contribute to a longer-term effort at UCLA to analyze policies most relevant to active transportation. The deliverables include an online survey for decision-makers and a report detailing findings from surveys conducted between September 2014 and March 2015. Below you'll find the logistics for this research plan that includes best practices used to develop and distribute the final survey.

CicLAvia Policy Environment Survey

Web IRB #PRE- 14-003091

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CITI Training for Jimmy

“CITI Training is required if the other study personnel are UCLA faculty, staff or students.” (per Web IRB)
<http://ora.research.ucla.edu/OHRPP/Pages/CITITraining.aspx>

Social & Behavioral Researchers & Staff: Investigators/staff submitting to the [General IRBs](#)

9.2a Privacy and Confidentiality

Privacy and Confidentiality

Important Notes:

- **Privacy is about people.** Privacy refers to a person's wish to control the access of others to themselves.
- **Confidentiality is about data.** Confidentiality refers to the researcher's plan to handle, manage, and disseminate the participant's identifiable private information.

See OHRPP Quick Guide: [Protecting Privacy and Maintaining Confidentiality](#)

1.0 *Privacy: How will the investigator maintain privacy in the research setting(s)? (e.g., interviewing participant in a room or area where conversations cannot be overheard by others, or conducting medical procedures in an examination room, or behind a curtain in an emergency room).

2.0 * Confidentiality: If the protocol will collect and maintain identifiable data, explain how the planned safeguards to maintain confidentiality of identifiable data and data security are appropriate to the degree of risk from disclosure.

Note: Other sections of the application (e.g., Sections 9.3, 9.3a, 9.4, 9.5, and 15.3) will request specifications such as identification of persons who will have access to code keys or measures to comply with HIPAA requirements.

In addition, the information on privacy should be provided, as applicable in the following sections of the application:

Section 10.1/item 4.0 - Research Design and Methods: Indicate how the investigator will access information from or about participants.

Section 14.1/item 3.0 - Risks/Discomforts: Indicate the consequences to participants of a loss of privacy (e.g., risks to reputation, insurability, or other social risks).

9.8 Data and/or Specimens for Possible Future Use

1.0 * Distribution Rules: Describe the criteria used to determine the adequacy of requests to obtain data and/or specimens (e.g., the type of researchers that will be eligible to receive data):

10.1 Study Summary

1.0 * * Study Materials: As applicable to this study, attach the following:

- **Protocol, Dissertation Proposal or Study Plan**
- **Preliminary Data**
- **Surveys, Questionnaires or other instruments to be used with study participants**
- **References**

2.0 Specific Aims: Indicate the purpose of the research, specifying the problems and/or hypotheses to be addressed.

3.0 *Background and Significance: Provide a summary of the background for this study and explain how it will contribute to existing knowledge.

4.0 *Research Design and Methods: Describe in detail the design and methodology of the study.

5.0 If applicable, indicate how much time will be required of the subjects, per visit or contact, and in total for the study.

6.0 *Statistics and Data Analysis: Describe the proposed statistical procedures or descriptive analyses for the study. If applicable, indicate how the sample size was determined.

11.2 Characteristics of the Study Population

- 1.0** *Is this an observational or ethnographic study for which the number of participants observed or interviewed cannot be determined in advance.
- 2.0** If you answered "no" to item 1.0, indicate the target number of participants to be enrolled under the purview of the PI (the maximum number you hope to enroll):
- 3.0** How many participants do you expect you will need to recruit, consent and/or screen to meet the target number above?
- 4.0** *Indicate the specific inclusion criteria for enrollment of each of the groups of research participants in this study.
If there are any inclusion criteria based on *gender, pregnancy/childbearing potential, race, ethnicity or language spoken*, explain the nature of and scientific rationale for the inclusions.
- 5.0** *Indicate the specific exclusion criteria for each of the groups of research participants in this study.
If there are any exclusion criteria based on *gender, pregnancy/childbearing potential, race, ethnicity or language spoken*, explain the nature of and scientific rationale for the exclusions.
- 6.0** *How (chart review, additional tests/exams for study purposes, etc.), when and by whom will eligibility be determined?
- 7.0** *Indicate the age range of the study participants. Check all that apply:

0 to 6 years

- 7 to 11 years
- 12 to 17 years
- 17 or younger **in California** who can consent for themselves - see note below
- 17 or younger **outside California** who can consent for themselves - see note below
- 18 years or older

NOTE:

For additional information on minors **in California** who are permitted to consent for themselves please refer to the section "Legal Exceptions Permitting Certain Minors to Consent" in the OHRPP Guidance document, [Child Assent and Permission by Parents or Guardians](#)

For additional information on minors **outside of California** who are permitted to consent for themselves please refer to the section "Exceptions Outside of California" in the OHRPP Guidance document, [Child Assent and Permission by Parents or Guardians](#)

14.1 Risks & Benefits

1.0 *Are there any potential direct benefits (physical, psychological, social or other) to study participants?

Yes No

2.0 *Describe the potential benefits to society including the importance of the knowledge to be gained.

3.0 ***RISKS/BENEFIT ANALYSIS:** Indicate how the *risks to the participants are reasonable in relation to anticipated benefits*, if any, to participants and the importance of the knowledge that may reasonably be expected to result from the study


16.1 Identification/Recruitment Methods

1.0 *How will you identify and/or recruit participants for this study. 

Check all that apply:

- Advertisements/Flyers/Information Sheet/Internet Postings
- Direct recruitment of potential study participants (e.g., physicians talking with their own or clinic patients about the study, contact between the study team and potential subjects in person, on the phone or on the internet, etc.)
- Random or Other Probability Sampling
- Recruitment Letters/Emails
- Referrals (e.g., referrals from non-investigator healthcare providers, snowball sampling, participants referring other participants, etc.)
- Review of medical records to identify potential research participants
- Review of publicly available records
- Review of other records
- Participant pool for which potential research participants have given permission for future contact
- Potential Study Participants are identified from another IRB approved study or IRB approved screening protocol
- Other

2.0 Please upload copies of your recruitment materials below. This includes advertisements, flyers, internet postings, recruitment scripts and letters/emails.

3.0 If you have indicated that participants will be recruited through direct contact (Section 18.1/Item 1.0), please provide the following information: 

- A description of how, when, and where initial contact would be made (e.g. in a public setting, in a waiting room, via a phone call, via a letter, via the internet, etc.)
- If applicable to the study, indicate how the potential research participant's privacy will be maintained.
- Who will make the contact (e.g. the investigator, a patient's physician, etc.)

4.0 If you will be directly recruiting potential participants who are your patients, students, laboratory workers or any others with whom you have a relationship of authority or unequal power, describe what measures you will put in place to avoid those approached from feeling pressured or unduly influenced to participate in the study.

- 5.0** If you have indicated that study participants will be identified from referrals (Section 18.1/item 1.0), please indicate the source of the referral (e.g., friends, other participants, healthcare providers) and how the referral will be elicited.
- 6.0** If you have indicated that probability sampling will be used to identify potential study participants (Section 18.1/Item 1.0), please indicate the specific technique(s) and how it will be used in this study.
- 7.0** If you have indicated that publicly available records will be used to identify potential participants for the study (Section 18.1/item 1.0), please indicate the type(s) of records to be used.
- 8.0** If you have indicated that other records will be used to identify potential study participants (Section 18.1/item 1.0), please indicate the type(s) of records to be used. If applicable, indicate the permissions that you have received to review the records.

24.0 Additional Info and/or Attachments

- 1.0** Attach any other documents that have not been specifically requested in previous items, but are needed for IRB Review.
- 2.0** If there is any additional information that you want to communicate about this study, include it in the area provided. Note: this section should not be used instead of the standard application items.



Appendix C

Submitted Metro Application



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Open Streets Program Application and Guidelines

All fields are required for application submission unless noted.

General Information

1. City/Government Agency Name: City of Huntington Park
2. Project Manager Name: Fernanda Palacios
3. Project Manager Title and Department: Project Manager, Economic Development Department
4. Project Manager Phone Number: 323-584-6266
5. Project Manager E-mail Address: fpalacios@huntingtonpark.org
6. City Manager Name: Rene Bobadilla
7. City Manager Phone Number: 323-584-6222
8. City Manager E-mail Address: rbobadilla@huntingtonpark.org

General Open Street Event Information – 10 points

9. Open Street Event Name (Example: Sunnyside Sunday Parkways Open Street Event.) Maximum Allowed: 150 characters.

[CicLAvia: Southeast Cities](#)

10. Event Description (Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets. Street Vendors from local businesses, a health fair, yoga in the street, and an art show will be included in the route.)
Maximum Allowed: 500 characters.

[Pacific Blvd, Long Beach Blvd, Tweedy Blvd, State St, Firestone Blvd and Compton Ave](#) will be closed to cars and open for cyclists, pedestrians, runners and skaters to use as a recreational space. Programming at specific hubs includes food trucks, merchandise sales, free water and restrooms. Local arts organizations will provide cultural programming. There are designated crossing points to allow vehicular traffic to cross the route.

11. Estimated Route Length:
Maximum Allowed: 4 digits.

8.58 miles

12. Estimated number of signalized intersections:
Maximum Allowed: 3 digits

11 signalized intersections

13. Estimated Route Beginning Location:
(Example – Downtown Sunnytown)
Maximum Allowed: 150 characters.

There is no starting or ending point - participants can enter at any point along the entire route.

14 Estimated Route Ending Location:
(Example – Mid-town sunnytown)

There is no starting or ending point - participants can enter at any point along the entire route.

15. Attach a map of the proposed route. A digital map made in Google maps or ArcGIS is preferred

Link to live map: <http://bit.ly/1cJvMex>

Link to PDF download: <https://www.dropbox.com/s/jzad2u86q0hpbwr/SE%20Cities.pdf>

Project Feasibility – 45 points

16. Estimated Month & Year of Event (Funds will be available starting July 2014. Event must be staged before June 2016)

The estimated month and year of event is December 2015

17. Does your City's General Plan or other planning program support open street event and/or active transportation? (Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, Adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

Huntington Park's Bicycle Master Plan promotes "active transportation" infrastructure projects.

South Gate's General Plan Update advocates a hybrid form-based land-use plan mobility, green City and healthy community elements.

Lynwood's General Plan Circulation Element includes a Bicycle and Pedestrian Plan.

City of Los Angeles 2010 Bicycle Plan establishes goals to increase bike use, make the City a bicycle safe and bicycle friendly community

Partnerships

18. Will your city partner with any other city or agency (including non-profits and other community partners)?

Yes.

If "YES"

18a. List your partners and their role in the event planning and production:
Maximum Allowed: 200 words.

Coordination of this event includes the following partners:

1. CicLAvia
2. Huntington Park
3. South Gate
4. Lynwood
5. City of Los Angeles (Council District 15)
6. County of Los Angeles
7. California's 33rd State Senate District

CicLAvia

The Southeast Cities of Huntington Park, South Gate, Lynwood, City of Los Angeles and the First Supervisorial District will partner with CicLAvia to produce this event. The Southeast Cities will be responsible for delivering streets that are cleared of cars to CicLAvia and CicLAvia is responsible for the production of each event, which includes every element of advance planning from permitting to publicity to programming to working with individual neighborhood councils and directing all day-of-event logistics. These include setting up hubs, volunteer management and all necessary signage.

CicLAvia works closely with all City departments to create a strategic route plan and develop programming elements. CicLAvia will conduct all necessary outreach along the 8.58 mile route and encourage stakeholder participation and support.

If "YES"

18b. Do any of the partners (including the applicant) have previous experience organizing large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health such as athletic races or streets fairs)? List and describe.

Maximum Allowed: 300 words.

CicLAvia

CicLAvia has planned and produced all eight CicLAvias presented in Los Angeles since 2010. CicLAvia's staff of ten (full and part-time) employees is contracted through the well-respected social-benefit company, Community Arts Resources (CARS). Dubbed, "Los Angeles' preeminent festival producer " by The New York Times, CARS has created such noteworthy Los Angeles events such as Chinatown Summer Nights, the GLOW festival in Santa Monica, the Getty Family Festivals, and the California Endowment Healthy Neighborhood Festival.

Huntington Park

The City has extensive experience in coordinating large public events. Every year the city hosts holiday streets fairs and Fourth of July celebrations. In addition, the city recently sponsored and organized a midnight bike race, "HP Grand Prix", which served as a kick-off event in the city's efforts to promote its New Bicycle Initiative. The race attracted over 150 participants, which included local riders and elite athletes from the Southern California region and surrounding communities.

South Gate

The City has organized several large public events, most on an annual basis. Among the largest are the South Gate Children's Lane Christmas Parade, a Fourth of July Festival and Fireworks Show, and an annual Downtown Street Faire, each attracting between 35,000 to 100,000 spectators annually.

Lynwood

The City is very familiar with holding city-wide events. Each year, Lynwood organizes Christmas Parade (involves street closures) and Fourth of July celebration. Through its Recreation and Community Services, the City has organized street fairs; 5 and 10K runs; concerts, Fiestas Patrias, etc.

If "YES" or "No"

18c. Upload a letter of support or commitment from each partner. Please include all letters in one PDF.

Letters of support attached.

If "NO"

18d. What is your city doing in lieu of partnerships with cities or agency (including non-profits and other community partners) to engage the community and make the event successful?

N/A

Event Budget

19. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

\$942,387

20. Estimated Outreach Costs:
Maximum Allowed: 10 characters.
\$140,500

21. Estimated Pre-event Planning Costs:
Maximum Allowed: 10 characters.
\$305,029

22. Estimated Day of Event staging costs (including staffing, rentals, permits, ect.):
Maximum Allowed: 10 characters.

\$496,858

23. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

In-kind

24. What is the amount (or value) of the local match? (Answer to #19 x 0.2).

\$188,477

25. Cost per Mile (Answer to #19 / Answer #11)

\$109,835

Route Setting – 45 points

26. Will the route connect multiple cities? Y/N

Yes, the route will connect the following cities:

1. Huntington Park
2. South Gate
3. Lynwood
4. City of Los Angeles
5. County of Los Angeles

If "YES"

26a. How will the route connect multiple cities?
Maximum Allowed: 1000 characters.

Huntington Park will connect to Walnut Park and South Gate along Pacific Blvd. South Gate will connect to Lynwood along Long Beach Blvd and State Street. South Gate will also connect to Watts along Firestone Blvd and 92nd Street.

27. Will the route be along or connect to commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

Yes.

Huntington Park

The route will connect to Pacific Boulevard, the city's main commercial corridor located in its downtown, starting at Florence Avenue to Gage Avenue (0.50 miles).

South Gate

The route covers 4.09 miles and stretches along two well established commercial corridors: Tweedy and Long Beach Blvds. Tweedy Blvd. is home to several major community events, including the City's Annual Christmas Parade and Street Fair. South Gate Park, a 95-acre community park is also located on the route.

Lynwood

The route will be along the commercial corridor along the City of Lynwood's major thoroughfare, Long Beach Boulevard then continuing into State Street (0.46 miles).

City of Los Angeles

The route will connect to our Martin Luther King Shopping Center on 103 and Compton Ave in Watts (1.1 miles)

County of Los Angeles

The route includes Compton Avenue, Firestone Boulevard and Pacific Boulevard (1.82 miles).

28. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

Huntington Park

The route connects to the city's historic downtown at Pacific Blvd, which is well known as a regional Latino shopping destination. Along the route is the historic Warner Theater, one of the nation's few surviving Art Deco theaters built in the 1930's by famed architect Benjamin M. Priteca, designer of Hollywood's Pantages Theater.

South Gate

The proposed route will be along several major meeting venues, including South Gate Park, two high schools, a middle school, elementary schools and the Los Angeles County Library on Tweedy Blvd. Meeting venues are also located in the Park: Municipal Auditorium and Banquet Center, the Girls Clubhouse, the Senior Center and Goals Soccer Center.

Lynwood

There are 2 circular parks along State Street. Also, the plan is to have a celebration at Plaza Mexico to promote businesses at that location.

City of Los Angeles

The route connects to the Historic Watts Towers and runs through some legendary streets like 103rd Street and Compton Ave.

29. List and describe the pedestrian and bicycle infrastructure along or adjacent to the route. Specify which infrastructure (if any) was funded by Metro.

Maximum Allowed: 1000 characters.

Huntington Park

The City has an active and pedestrian-oriented downtown with easy access to mass transit. Pacific Blvd features continuously-paved, ADA compliant sidewalks of at least 4 ft. wide. The Boulevard allows for safe pedestrian crossing at the arterials between housing development and transit stations (Measure R funds). The transit stations contain waiting facilities that are lighted and provide overhead shelter from outdoor elements.

South Gate

South Gate Park is situated along Tweedy Blvd. The Park maintains a series of trails and pedestrian walkways. At the eastern terminus of the route, the Los Angeles River Trail is accessible from Tweedy Blvd.

Lynwood

There are sidewalks currently along Long Beach Blvd. and State St.

City of Los Angeles

The City of Los Angeles (Watts) has bicycle friendly streets along the route with bike lanes on Compton Ave and 92nd Street, ADA compliant side walks, Metro improved ADA sidewalk on 103 and Grandee at the 103 train station.

30. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.

Maximum Allowed: 1000 characters.

Yes.

Huntington Park

Pacific Blvd has various modes of active public transit. There are four active bus lines that run north and south along Pacific Blvd, four lines that run east and west on Florence Ave and two lines that run east and west on Gage Ave. The Metro Blue line is located one mile west of Pacific Boulevard.

South Gate

The Metro service is located on Long Beach, Firestone, and Tweedy Boulevards, as well as Atlantic Avenue. Access to the Green and Blue Lines are also available.

Lynwood

The Metro Green Line Station, located on Long Beach Boulevard and the I-105 Freeway, is adjacent to the proposed route for the CicLAvia event. The City also

operates a Fixed Route Trolley system that connects to the Metro Green Line Station and the Wilmington Blue Line Station, outside the City limit.

City of Los Angeles

The route will connect to the Historic Watts Towers on Santa Ana Street, run along Graham to 103rd street past the Historic train station and Blue Line Watts/103 street station.

31. What are the average elevation gain/loss and the highest and lowest elevations in proposed route? (Tip: you can use a free website like www.mapmyride.com to calculate this information).

	Huntington Park	South Gate	Lynwood	City of Los Angeles	County of Los Angeles
Elevation	170.61 ft	141.70 ft	102.31 ft	126.97 ft	126.4 ft
Latitude	33.98	33.96	33.94	33.95	33.96
Longitude	-118.23	-118.22	-118.21	-118.24	-118.23

32. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route). Maximum Allowed: 1000 characters.

CicLAvia's mission is to catalyze vibrant public spaces, active transportation and good health through car-free streets. CicLAvia engages with people to positively transform our relationship with our communities and with each other. At each event, we strive to transform participants' relationships to their communities and to each other, and programming elements reflect these goals. Multiple hubs at key points along the route will feature programming unique to the Southeast Cities. Two to three hubs will highlight local cultural organizations and include performances as well as interactive art workshops. We plan to print a guide that features the local architecture and highlights its history. Other active zone activities include fitness classes and connections to local farmers markets to promote healthy eating. We are working closely with local groups to help them develop programming that leverages the increased audience that CicLAvia brings to their community.

33. Will the event route be within ½ mile to a Metro Rail or Metrolink Station? Y/N

Yes

34. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N

Yes

If “YES”

34a. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.

Maximum Allowed: 1000 characters

Blue Line: Slauson Station and 103rd St / Watts Towers Station

Green Line: Long Beach Blvd Station

For every CicLAvia event, CicLAvia works closely with Metro representatives to ensure participants can safely and efficiently use Metro transit to attend the event. Metro rail and bus staff will attend monthly planning meetings to discuss transportation strategies for the event. This includes adding rush hour service on certain rail lines, and additional bike cars to accommodate a high volume of participants with bikes. CicLAvia will work with Metro to determine appropriate bus line detours due to event street closures. Informational brochures will be available to regular Metro riders on buses and at transit stations.

If “NO”

34b. How will you transport people to the event other than by personal automobile?

Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.

Maximum Allowed: 1000 characters

Optional Question:

If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Maximum Allowed: 2 digits

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of city’s multi-modal policies.

Eligible Applicants

Applicants must be a city within Los Angeles County or a community in the unincorporated County of Los Angeles.

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 45 points

- Event readiness (Funds will be required to be expended within 2 years of award)
- Agency/Partnership expertise
- Matching funds committed
- Community support
- Agency's existing active transportation programs and policies
- Transit accessibility

Route Setting – 45 points

- Connections between multiple cities and/or central business districts
- Route is along existing bicycle infrastructure – Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (through the Call For Projects or by Measure R)?
- Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)
- Connections to cultural, architectural, and/or historical destinations and events
- Connecting neighborhoods and cities that have active transportation and/or transit facility gaps
- Activities for pedestrians (dance classes, yoga, concessions, information booths)
- Cost Effectiveness (cost/per mile and the value of connections & destinations)
- Proximity and access to commercial corridors.
- Proximity and access to transit

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding alcohol. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope changes shall be handled administratively and any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Grantee's Post Implementation Reporting Requirements
Grantee's are required to provide a post implementation report and enter participation counts online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians and Cyclists

Using at least one of the following count methods:

- Use temporary automated electronic counters – Preferred Method
- Conduct an "incomplete count" (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram.
 - An incomplete count involves counting part of a population and then extrapolating to the entire population. A geographic area or screenline may be established as the sample area and an attempt made to count all the individuals in the set area or passing through the screenline. In the

case of an open street event several geographic areas or screenlines should be established and sample counting should take place at regular intervals at the same time at all locations.

2. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or community. The grantee shall engage in a dialogue with the community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- Participants & Volunteers
 - How has the open street event improved your neighborhood/community?
 - Has the open street event encouraged you to use active transportation or transit modes more often?
- Business owners
 - Has the open street event brought new or more patrons to you?
 - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services on the day of the event. If municipal bus services were employed, report on ridership on the day of the event and provide a monthly average for the same day of the week since the event took place.

4. Local Economic Benefit

- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk. Surveys, interviews or sales tax data may be used to collect information on sales performance at selected participating businesses.

General and Administrative Conditions Lapsing Policy

Open streets events must be staged within 24 months of contract execution and funds not expended within 24 months will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding Disbursements Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. An amount equal to 10% of each invoice will be retained until final completion of the event and

audits. In addition, final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits

All grant programs may be audited for conformance to their original application. Event Schedule and Date Metro shall review the final date of the event to ensure regional and scheduling distribution. At Metro's request events may be rescheduled to avoid overlapping events.



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GLORIA MOLINA
SUPERVISOR, FIRST DISTRICT

March 3, 2014

Mr. Art Leahy
Chief Executive Officer
Open Streets Program Committee
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Dear Mr. Leahy:

The County of Los Angeles supports the City of Huntington Park application for the Metropolitan Transportation Authority's Open Streets Grant Program. The County welcomes the event to the County unincorporated communities and will partner with the City of Huntington Park to provide the necessary services for a successful event that will benefit the various communities.

If you have any questions, please contact Mr. John Walker, with the Department of Public Works, at (626) 458-3900.

Sincerely,

A handwritten signature in black ink that reads "Gloria Molina".

GLORIA MOLINA
Supervisor, First District

GM/ne



3780 Wilshire Bl, Suite 1020
Los Angeles, CA 90010
213.355.8500 / ciclavia.org

Los Angeles County Metropolitan Transportation Authority
March 11th, 2014

CicLAVIA is honored and excited to partner with the Southeast Cities of Huntington Park, Southgate and Lynwood for the December 2015 "CicLAVIA: Southeast Cities" route. This will be our 15th CicLAVIA we have developed and will feature a new route with participants riding through all three communities.

Momentum has rapidly propelled CicLAVIA to become the largest event of its kind in the United States. In addition to bringing out hundreds of thousands of people to celebrate Los Angeles in a safe and responsible way, CicLAVIA allows residents to envision an alternative future city, a bike and pedestrian friendly city, a healthy city with alternative transportation beyond the single-passenger automobile.

Now, the largest social connector in the County, CicLAVIA invites hundreds of thousands of people a year to experience the region in a new way. Long overlooked neighborhoods and communities are being re-discovered by new generations of Angelenos on CicLAVIA Sundays. According to preliminary findings by UCLA's Luskin Institute, businesses along the Iconic Wilshire Blvd. route in June 2013, demonstrated an increase in revenue of 10- 57% on CicLAVIA Sunday.

Angelenos are now beginning to think of their cities as a more walkable, accessible region and are changing their lifestyles and habits. CicLAVIA has accelerated this movement by offering a visceral, tangible vision of what Los Angeles and the surrounding communities can be.

We believe that Metro's ongoing support of CicLAVIA has been instrumental in our success and in changing people's attitudes about active, alternative transportation options in Los Angeles and its environs.

We are looking forward to continued partnership with Metro and the Southeast Cities to continue our mutual quest of creating engaging Open Street events that both inspire and enhance the lives of Angelenos.

Thank you in advance for your support.

Best,

Aaron Paley
Executive Director



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

866 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

MARK RIDLEY-THOMAS
SUPERVISOR, SECOND DISTRICT

March 11, 2014

Mr. Art Leahy
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Southeast Cities - Open Streets Event

Dear Mr. Leahy,

I write to express my support for the City of Huntington Park's application to the Metropolitan Transportation Authority's Open Streets Grant Program. I am pleased that unincorporated communities in the Second District, including Florence-Firestone, would have the opportunity to partner with the City of Huntington Park on this initiative.

By temporarily increasing public space and recreational opportunities for participants, an Open Streets event will highlight the importance of a built environment that can permanently provide such amenities. In addition, an Open Streets event provides a unique opportunity to foster civic engagement, allowing residents and visitors to heighten their awareness of the possibilities of a healthier and more connected lifestyle as they move from one neighborhood to the next.

I hope you will join me in bringing this significant program to the communities within Los Angeles County's southeast cities. If you have any questions, please contact Mr. John Walker of our Department of Public Works at (626) 458-3900.

With hope,

A handwritten signature in blue ink that reads "Mark Ridley-Thomas".

MARK RIDLEY-THOMAS
Supervisor, Second District



Appendix D

Timeline



2015

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Identify & work with Stakeholders	Stakeholder meetings, dates TBD - 2/year BID or Civic Leaders Network											
Community Event Outreach	Outreach: CicLAVia presence at existing SELA Community Events, dates TBD											
CicLAVia Explores								CicLAVia Explores Event				
Volunteers												
Southeast Cities Team Meeting				Southeast Cities Team Meeting			Southeast Cities Team Meeting			Southeast Cities Team Meeting		
Programming							SE Cities: Planning/Outreach				Identify Programming Partners	



2016

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Identify & work with Stakeholders		Citywide mtg. & County wide Dept. mtg.	Schedule all hands planning mtg. & LAPD mtg.									
Community Event Outreach	Outreach: CicLAvia presence at existing SELA Community Events, dates TBD. Schedule Community meetings.											
CicLAvia Explores		CicLAvia Explores Event										
Volunteers		Begin Route Notification Volunteer Recruitment, Flying 10 weeks out	Send Email for Volunteer Sign-ups, 2nd round flying, Volunteer Orientation 1	Schedule Volunteer Orientation 2 & 3, Alternate parking flying, Notification flying 2nd round, advance Neighborhood Guide distribution	Car Towing flying, Orientation 5, pack for hubs							
Southeast Cities Team Meeting												



2016 cont'd

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Programming	Confirm Neighborhood Guide Writer & begin Ad Solicitation		Follow up with programming partners, reach out to bike repair groups, Food Truck app	Drawing prizes and Neighborhood Guide Ad solicitation locked, Deadline for Adopt-an-intersection								
Production			Complete Hub site visit, Final problem log review	Finish draft infrastructure, Hub layout approved, order all bike repair & volunteer supplies, Food Truck vendors certs due, Finalize alternate parking, submit T&C rental order	CicLAVIA SE Cities	Wrap up						
Signage		Print: Notification Flyer, Community meeting flyer	Print: 1st round postcards	Print: Parking flyers, Place final sign order								
Staff			Initial Staff outreach	Finalize staffing. 3rd party contracts locked, Day-of Staff meeting, New staff/Hub Captain Meeting, staff pack vans								
Sponsors	Lock sponsorship contracts											
Communications				Advance route release, Plan kick-off ceremony, Speaker invite for kick-off ceremony	Kick-off ceremony media invite, Assignment editor release, post-event media outreach							

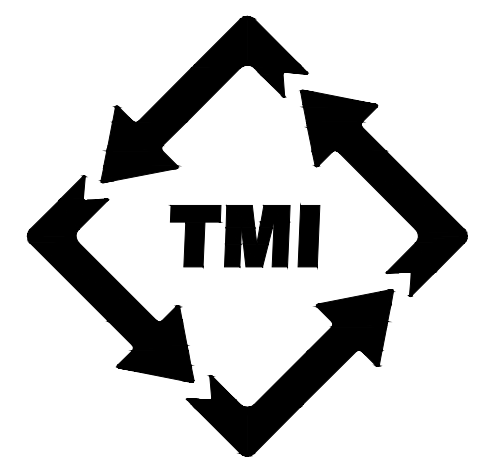


Appendix E

Traffic Plan

- All work and material shall comply with the 2012 California Manual on Uniform Traffic Control Devices (CA MUTCD)
- All striping and markings shall conform to the State of California Standard Plans and Specifications.
- The contractor shall provide for access to all adjacent properties.
- Flashing yellow beacons, Type-B, shall be used on all W20-1 signs and all Type-III barricades guarding the work area overnight.
- All signs shall be reflectorized and standard size.
- All tubular delineators shall be 36" minimum height and cones shall be 28" minimum height, reflectorized and maintained erect in the indicated position at all times, and shall be repaired, replaced or cleaned as necessary to preserve their appearance and continuity and shall include a 12" high-intensity reflectorized sleeve, if used during night time hours.
- The contractor shall maintain, on a continuous basis, all signs, delineators, barricades, etc., to insure proper flow and safety of traffic during construction.
- The contractor shall have all signs, delineators, barricades, etc. properly installed prior to commencing construction.
- The contractor shall cover or remove all conflicting signs.
- Construction operations shall be conducted in such a manner as to cause as little inconvenience as possible to abutting property owners.
- Additional traffic controls, traffic signs or barricades may be required in the field. The contractor shall be responsible for the placement of any additional devices necessary to assure safety to the public at all times during construction.
- Exact location and type of construction signs shall be directed by the City Engineer based upon construction conditions.
- No lane closures on arterial street will be permitted between the hours of 7:00 am and 9:00 am or 3:00 pm and 6:00 pm.
- Move delineators and/or cones to the edge line stripe during non-working hours. Remove barricades etc. from travel lane. See note 11.
- Remove or turn signs during non-working hours.
- All conflicting lines, existing curb paint and markings shall be removed by wet sandblasting or other approved methods prior to installation of new/temporary striping. All conflicting raised pavement markers shall be removed. Pavement that is damaged due to removal of markings shall be repaired to the satisfaction of the City Engineer. The contractor shall implement best management practices to ensure no run-off to the storm drain system.
- The contractor shall replace any and all striping and pavement markings disrupted or removed during this construction to the satisfaction of the City Engineer.
- A minimum of 5 feet clearance shall be maintained between any open excavation and adjacent travel lanes open to traffic.
- The contractor shall provide flaggers as deemed necessary by the City Engineer. Flaggers shall comply with Chapter 6E "Flagger Control" of the 2012 CA MUTCD.
- The contractor shall comply with the requirements of the American Disability Act (ADA) as related to pedestrian access and shall maintain pedestrian access at all times per ADA requirements. Sidewalk closure/detour shall comply with the CalTrans standards.
- Place additional "LANE CLOSED" C30(CA) signs on Type-II barricades as directed by the City Engineer throughout extended work areas in each lane that is closed. Install "OPEN TRENCH" C27(CA) signs whenever an open excavation area exists adjacent to the traveled way.
- The contractor shall post symbol "UNEVEN LANES", "STEEL PLATES AHEAD" or "BUMP" signs for pavement surface disruptions of 1/2 inch or greater. Pavement disruptions of 1 inch or greater shall have a beveled edge of four (4) horizontal to one (1) vertical.
- The contractor shall install "CAUTION STEEL PLATES AHEAD" and/or "ROUGH ROAD" signs in advance of steel plate bridging.
- The contractor shall notify Metro Transit Services at (213) 922-6000 or any other affected transit services at least ten working days prior to construction regarding any affected locations.
- The contractor shall notify affected schools, businesses, home owners, police and fire departments one (1) week prior to start of work.
- Provide the contractor's 24 hour contact and telephone number of response to traffic control issues.
- The contractor shall contact a minimum of five (5) business days in advance, the City's traffic signal engineer to assure implementation of proper timing of affected traffic signals. The proper traffic signal timing shall be in effect at all times that the associated traffic controls are in place.

OVERVIEW MAP: NO SCALE



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CITY OF SOUTH GATE

CICLAVIA INC

VARIOUS LOCATIONS

PROJECT MANAGER:
KURT H.

SUBMITTAL DATE: 9/15/14 - SJ

REVISION DATES:

ACCEPTED BY: DATE:

DATE:

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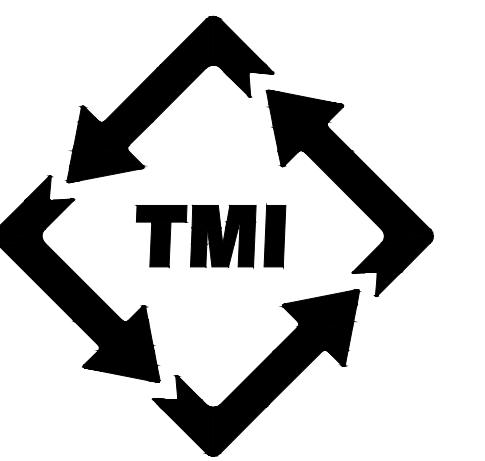
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SHEET
1 OF 10

LEGEND:

- WORK AREA
- HIGH LEVEL WARNING DEVICE
- FLASHING ARROW SIGN (FAS)
- FLAGGER
- TYPE-III BARRICADE W/ SIGN
- TYPE-I OR II BARRICADE W/ SIGN
- CHANNELIZATION DEVICE
- SIGN
- EXISTING SIGN
- CALIFORNIA HIGHWAY PATROL

SPECIAL EVENT AHEAD SC5(CA)	W1-6(R/L)	W4-2(L)	W4-2(R)	W12-1	LANE CLOSED C30(CA)	R3-1	R3-2	ONLY R3-5(L)	ONLY R3-5(R)	LEFT LANE MUST TURN LEFT R3-7(L)	M4-10(R)	M4-10(L)	M4-100(B/L)
ROAD WORK AHEAD W20-1	DETOUR AHEAD W20-2	ROAD CLOSED AHEAD W20-3	LEFT LANE CLOSED AHEAD W20-5(L)	RIGHT LANE CLOSED AHEAD W20-5(R)	BIKE LANE CLOSED AHEAD C20(MODI/BIKE)	RIGHT LANE MUST TURN RIGHT R3-7(R)	KEEP RIGHT R4-7a	ROAD CLOSED R11-2	ROAD CLOSED TO THRU TRAFFIC R11-4	END DETOUR M4-8a	BIKE LANE CLOSED SC11(MOD)		



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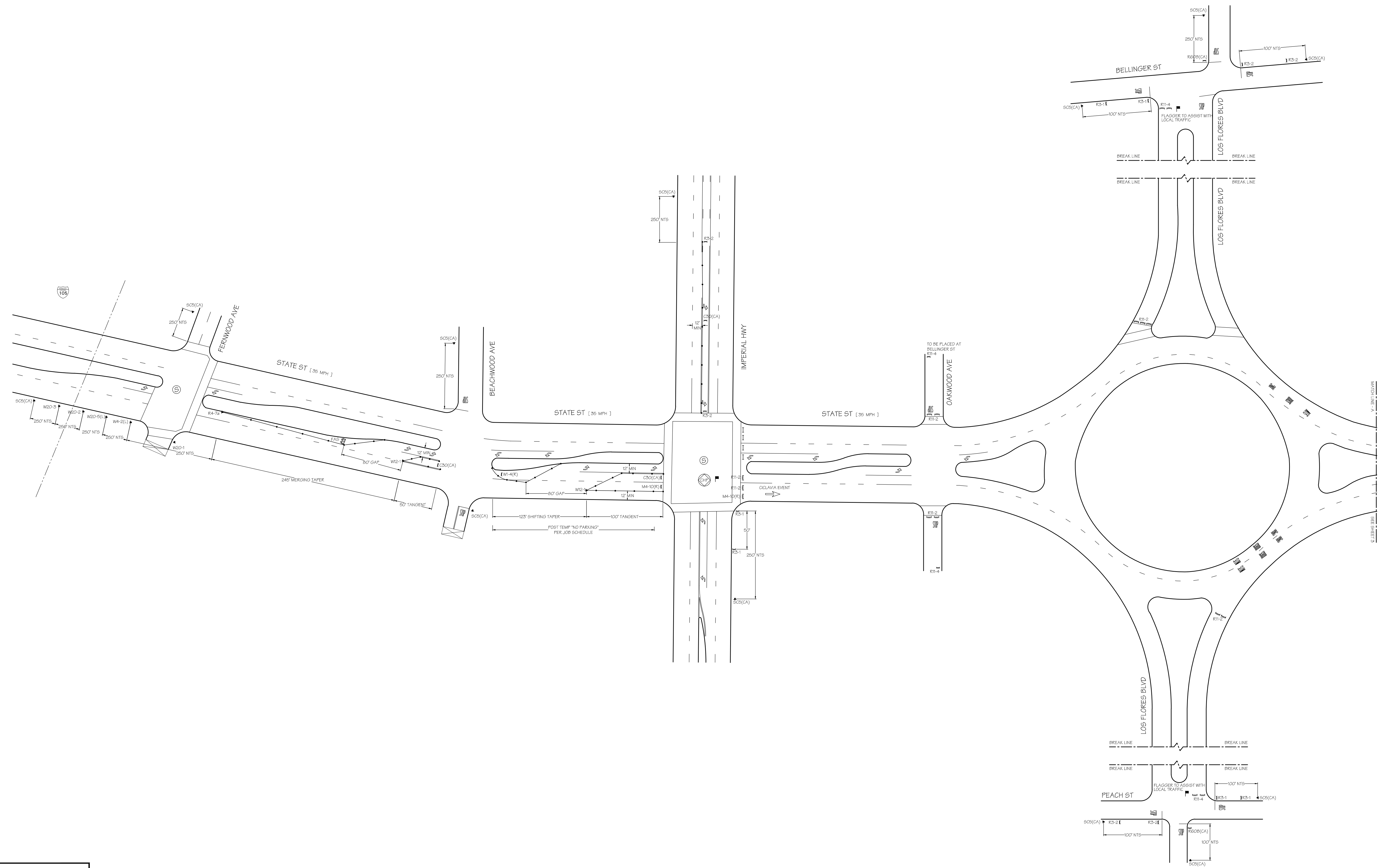
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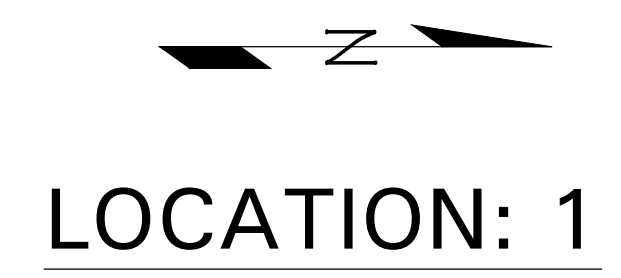
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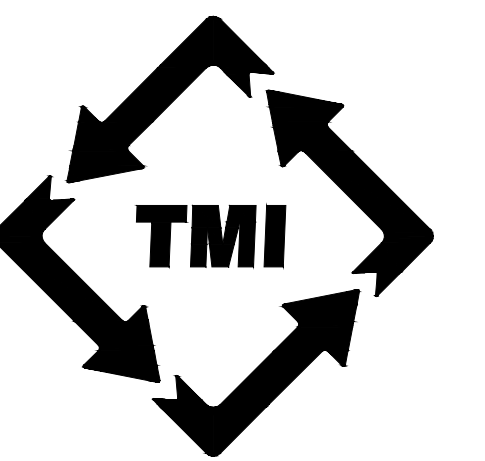


LEGEND:

- WORK AREA
- HIGH LEVEL WARNING DEVICE
- FLASHING ARROW SIGN (FAS)
- FLAGGER
- TYPE-III BARRICADE W/ SIGN
- TYPE-I OR II BARRICADE W/ SIGN
- CHANNELIZATION DEVICE
- SIGN
- EXISTING SIGN
- CALIFORNIA HIGHWAY PATROL

SPECIAL EVENT AHEAD SC3(CA)	W1-6(R/L)	W4-2(L)	W4-2(R)	W12-1	C30(CA)	R3-1	R3-2	R3-5(L)	R3-5(R)	R3-7(L)	M4-10(R)	M4-10(L)
W20-1	W20-2	W20-3	W20-5(L)	W20-5(R)	C20(MODI/BIKE)	R3-7(R)	R3-18	R4-7a	R11-2	R11-4	M4-8a	SC11(MOD)





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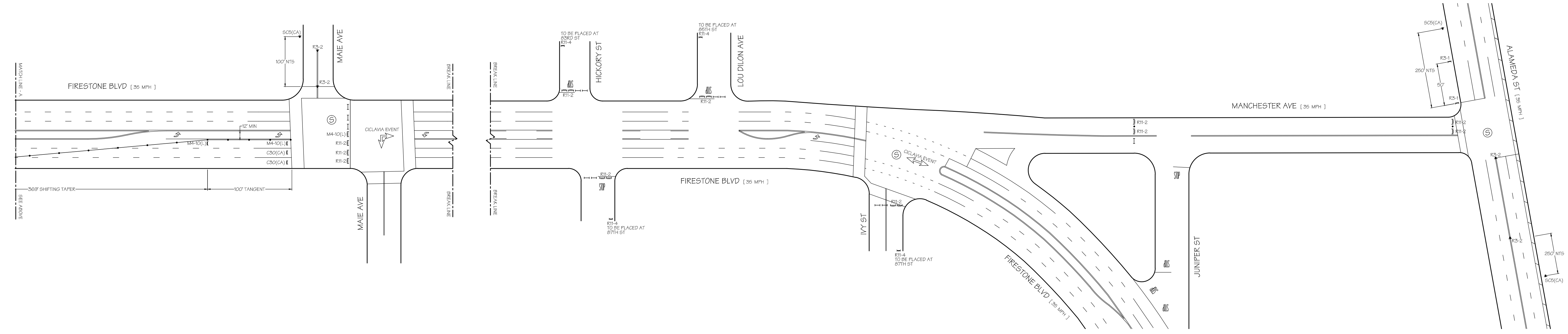
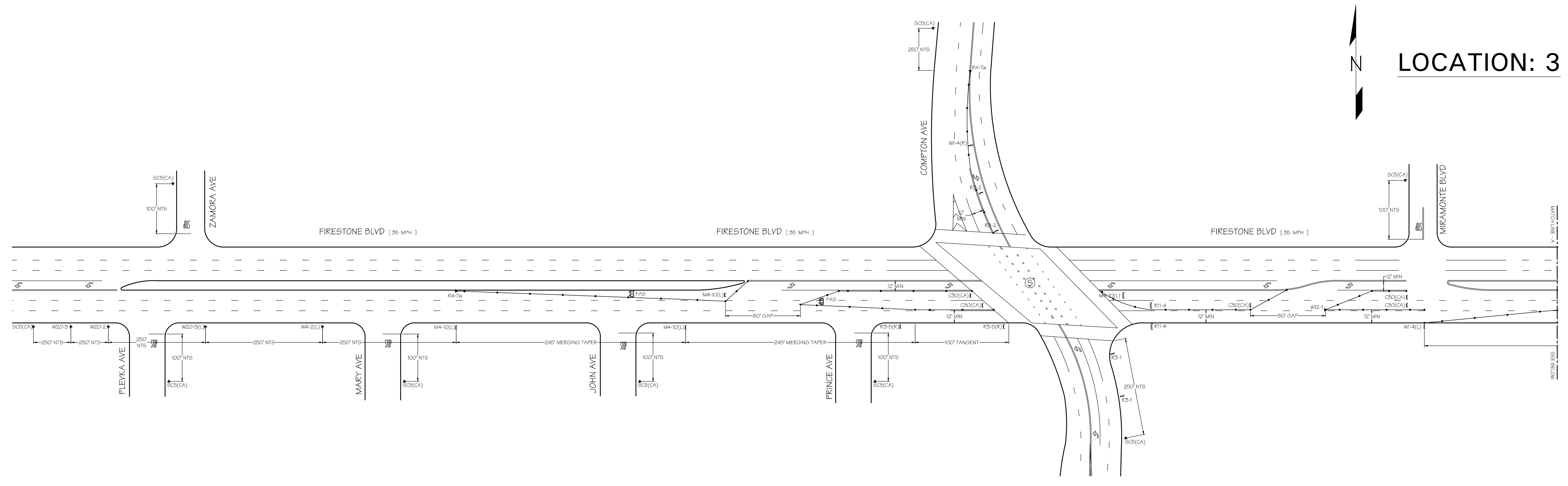
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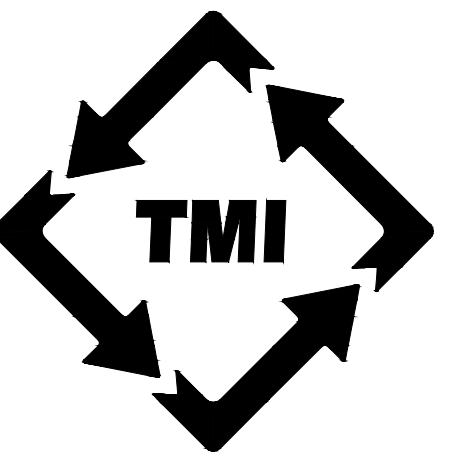
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LEGEND:

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- CALIFORNIA HIGHWAY PATROL

SCS(CA)	W1-6(R/L)	W4-2(L)	W4-2(R)	W12-1	C30(CA)	R3-7(R)	R3-2	R4-7a	R11-2	R11-4	M4-8a	SC11(MOD)



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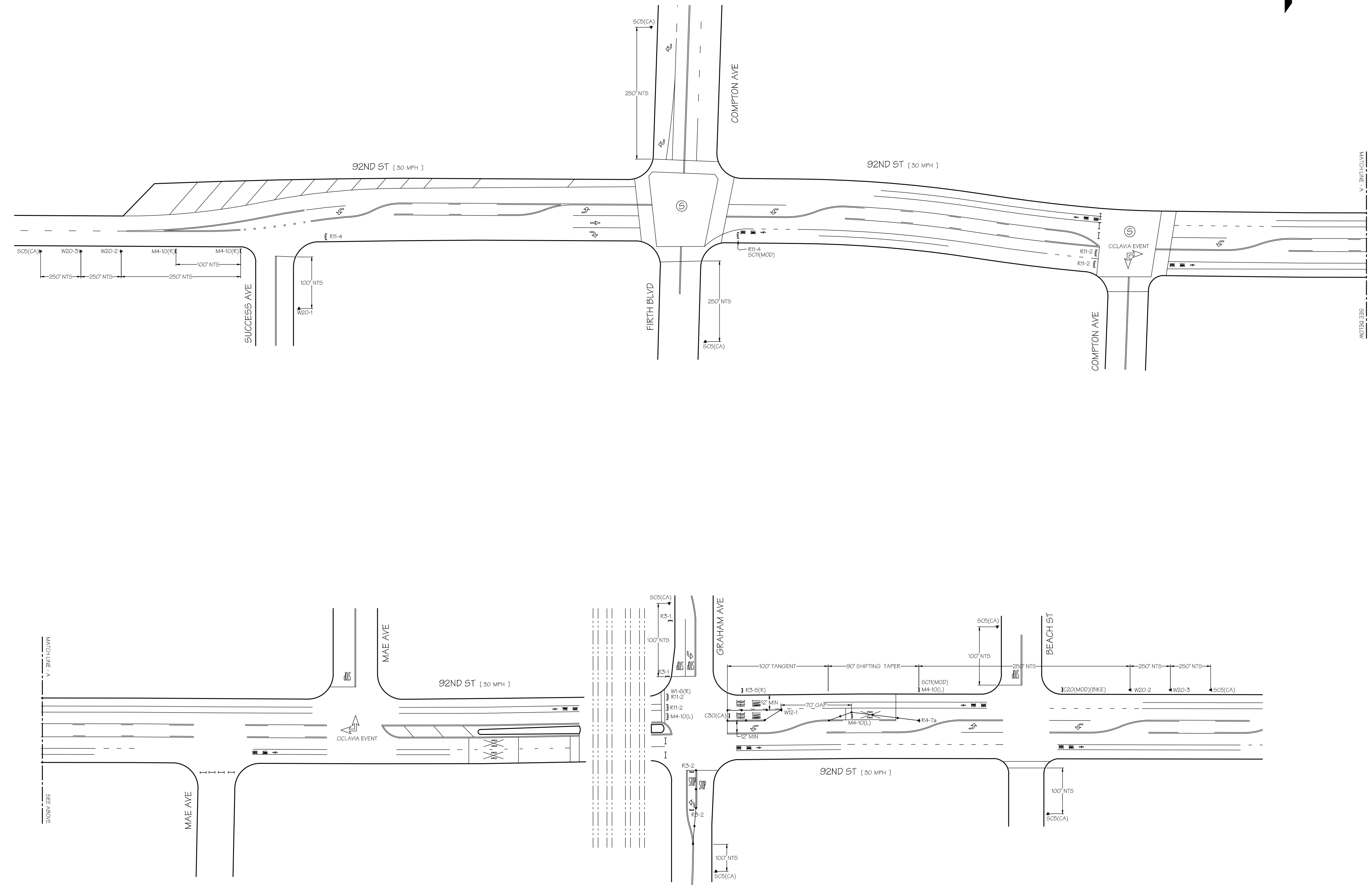
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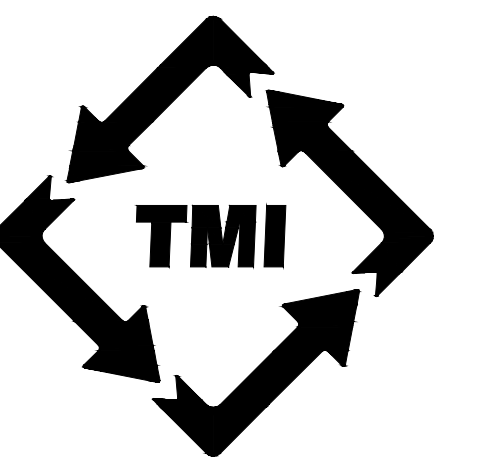
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LEGEND:

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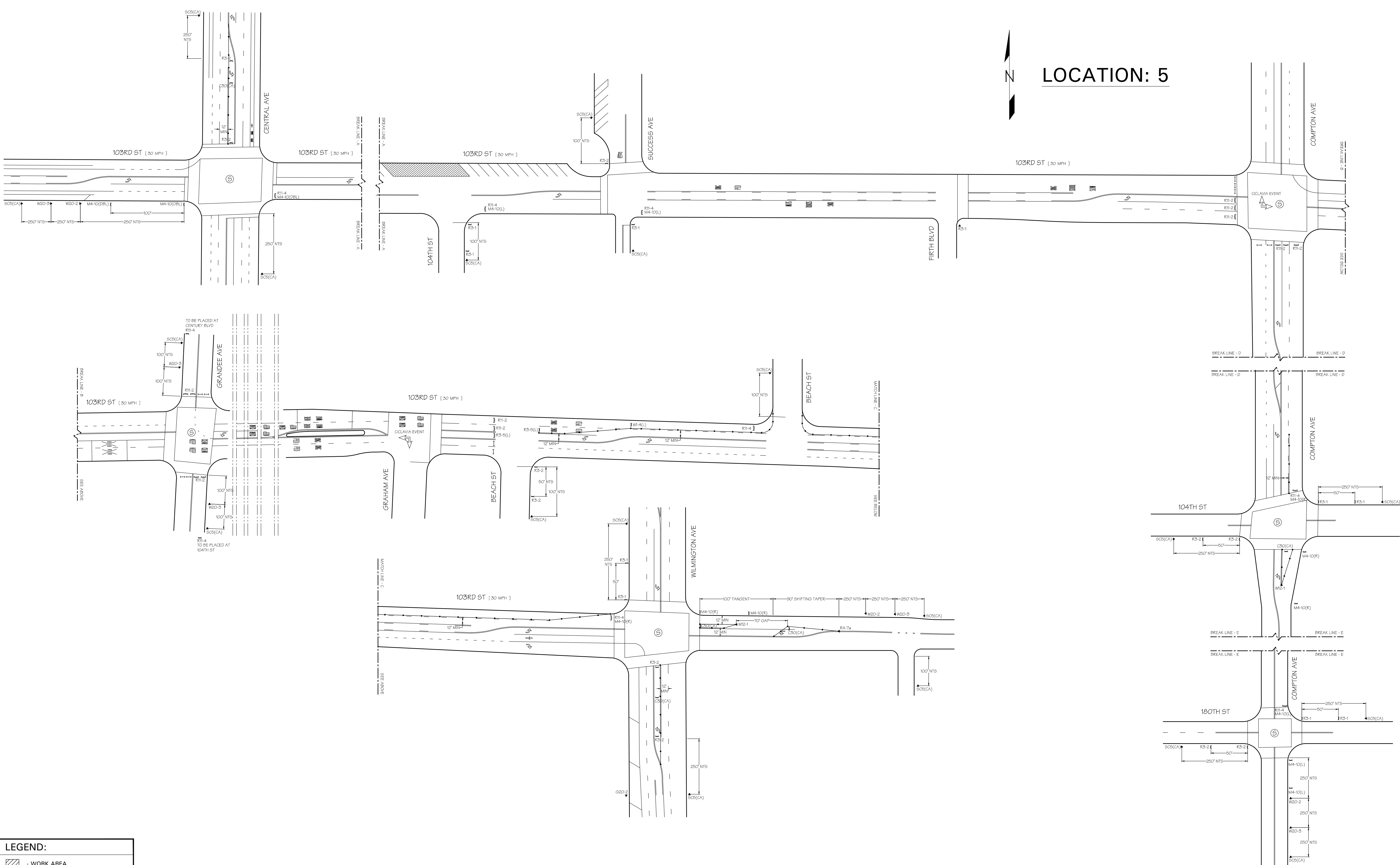
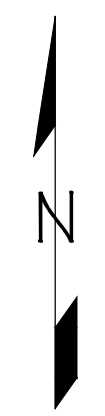
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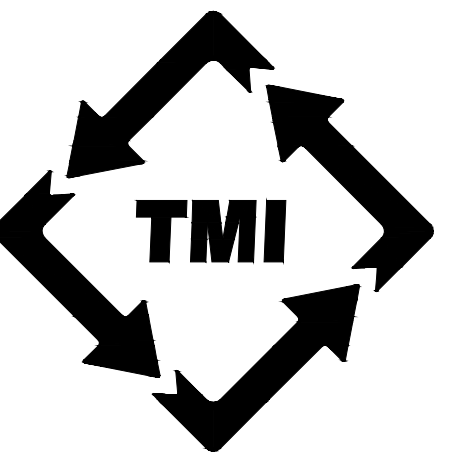
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LEGEND:

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W20-1	W20-2	W20-3	W20-5(L)	W20-5(R)	C20(MODI/BIKE)	R3-7(R)	R3-18	R4-7a	R11-2	R11-4	M4-8a	SC11(MOD)



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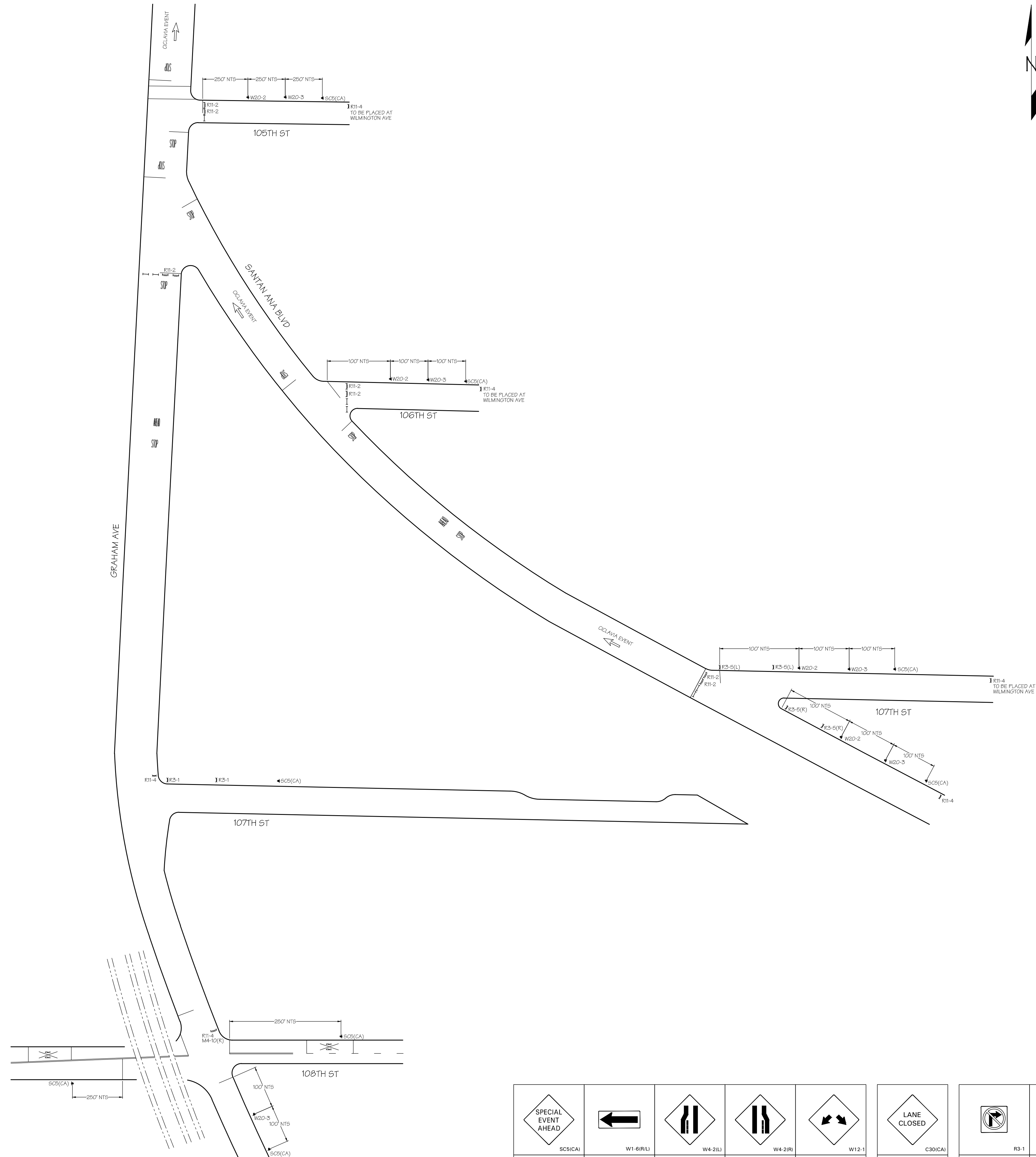
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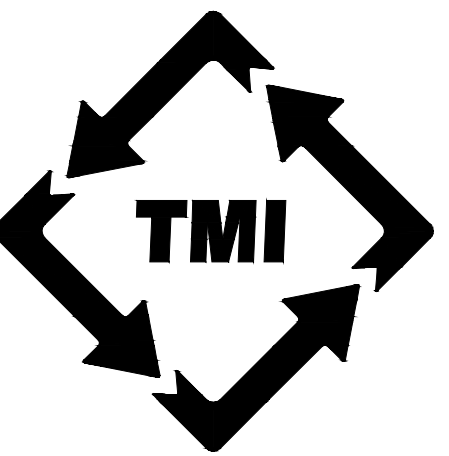
SHEET
7 OF 10

LOCATION: 6



- LEGEND:**
- WORK AREA
 - HIGH LEVEL WARNING DEVICE
 - FLASHING ARROW SIGN (FAS)
 - FLAGGER
 - TYPE-III BARRICADE W/ SIGN
 - TYPE-I OR II BARRICADE W/ SIGN
 - CHANNELIZATION DEVICE
 - SIGN
 - EXISTING SIGN
 - CALIFORNIA HIGHWAY PATROL

SPECIAL EVENT AHEAD SC5(CA)	W1-6(R/L)	W4-2(L)	W4-2(R)	W12-1	C30(CA)	R3-1	R3-2	R3-5(L)	R3-5(R)	R3-7(L)	M4-10(R/L)	M4-10(L/R)	M4-8a	SC11(MOD)
W20-1	W20-2	W20-3	W20-5(L)	W20-5(R)	C20(MOD)(BKKE)	R3-7(R)	R3-18	R4-7a	R11-2	R11-4				



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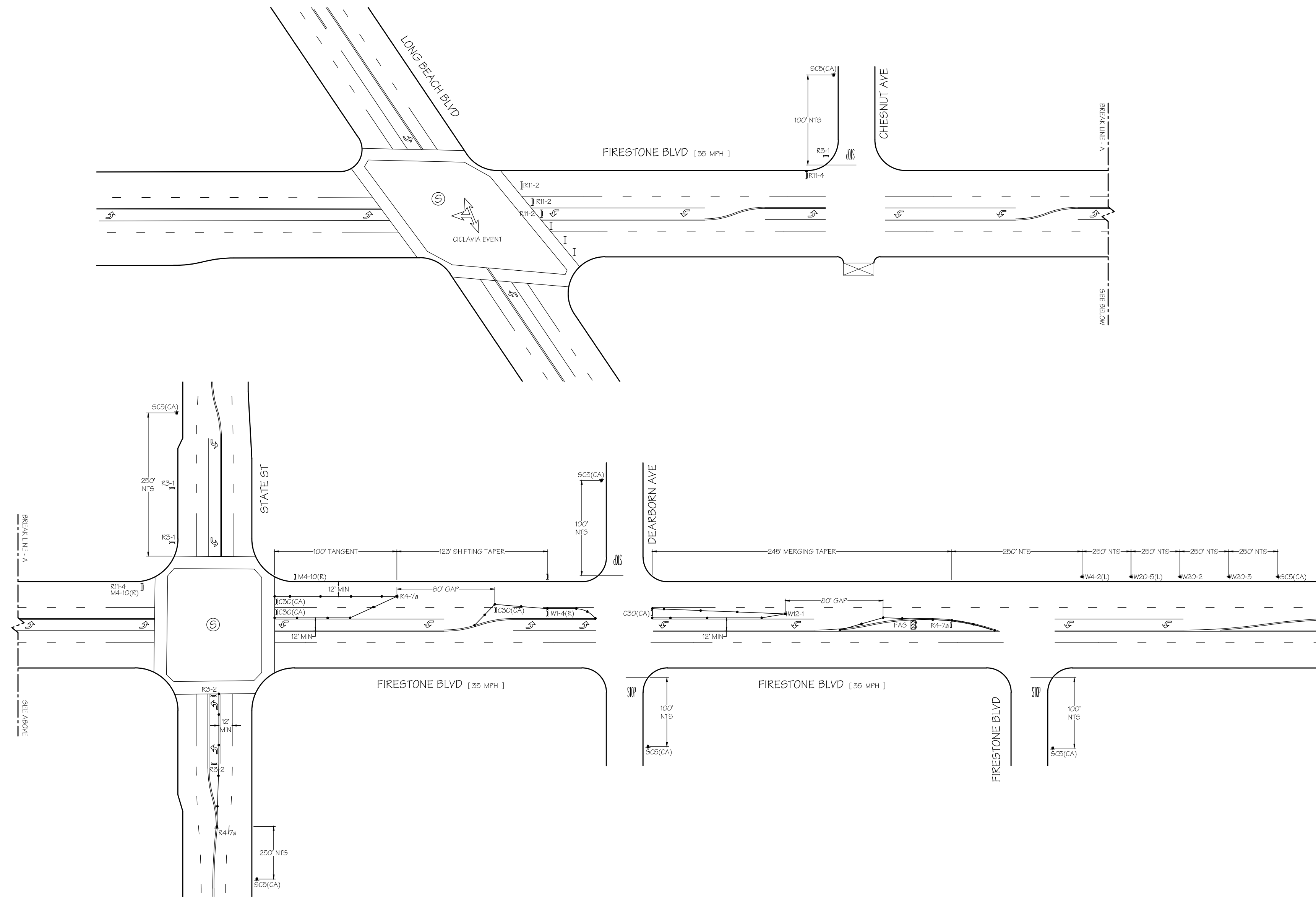
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CITY OF
SOUTH GATE

CICLAVIA INC

VARIOUS
LOCATIONS

LOCATION: 7



LEGEND:

- WORK AREA
- HIGH LEVEL WARNING DEVICE
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SCS(CA)	W1-6(R/L)	W4-2(L)	W4-2(R)	W12-1	C30(CA)	R3-1	R3-2	R3-5(L)	R3-5(R)	R3-7(L)	M4-10(R)	M4-10(L)
W20-1	W20-2	W20-3	W20-5(L)	W20-5(R)	C20(MODI/BIKE)	R3-7(R)	R3-18	R4-7a	R11-2	R11-4	M4-8a	SC11(MOD)

PROJECT MANAGER:
KURT H.

SUBMITTAL DATE: 9/15/14 - SJ

REVISION DATES:

ACCEPTED BY: DATE:

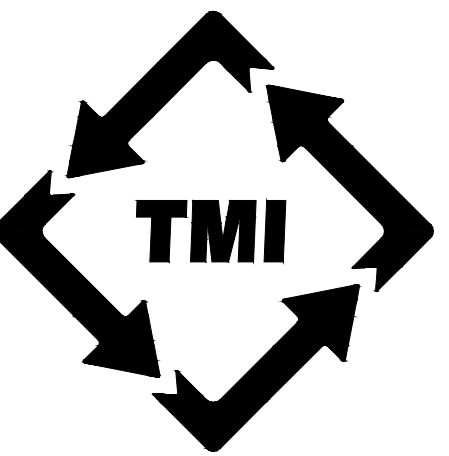
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SCALE:
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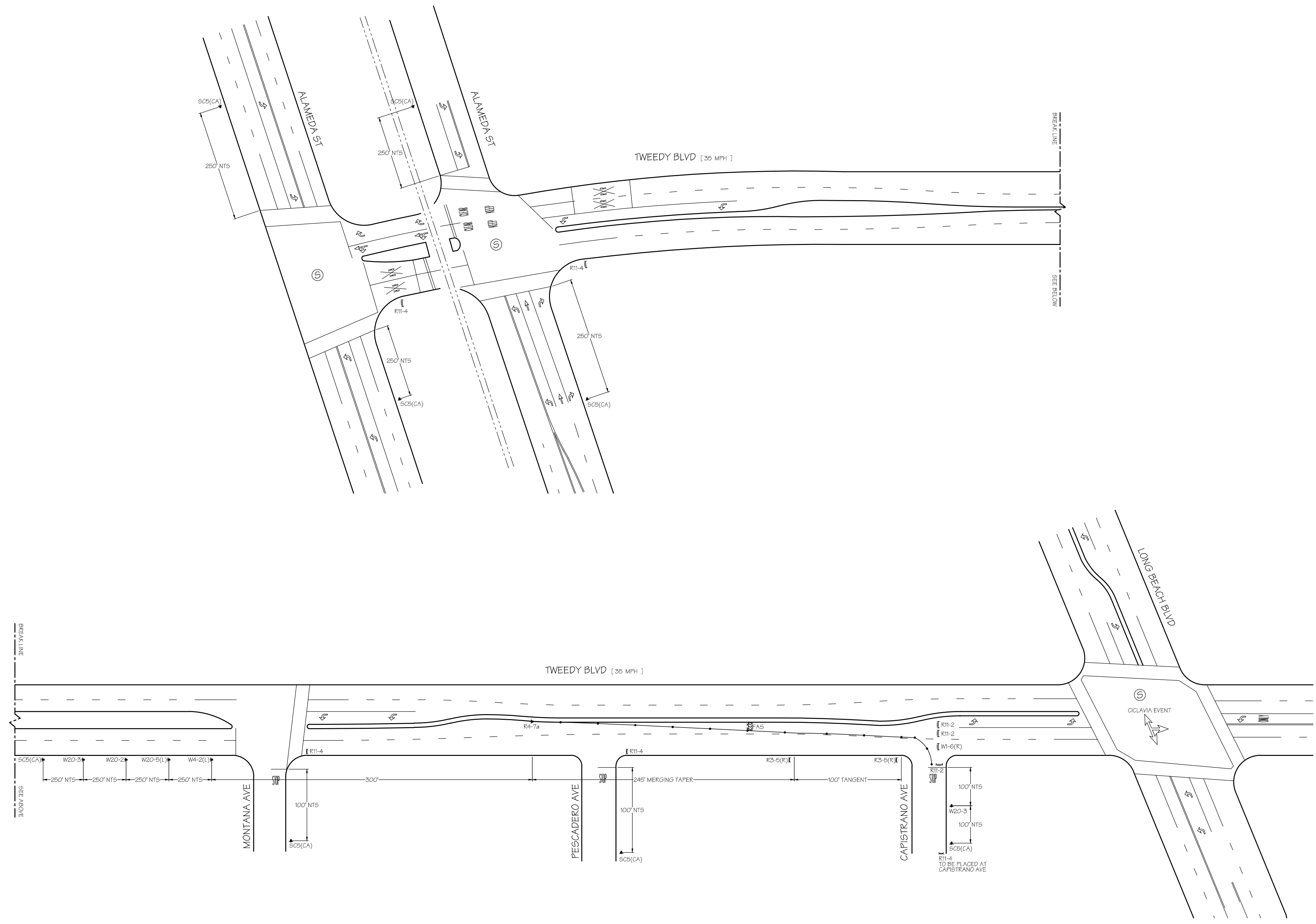
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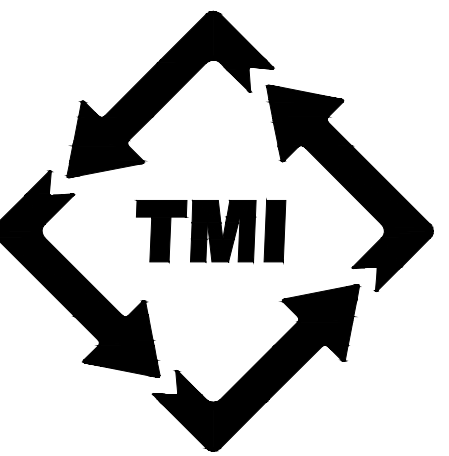
SHEET
9 OF 10

LOCATION: 8



- LEGEND:**
- WORK AREA
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 - FLASHING ARROW SIGN (FAS)
 - FLAGGER
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 - EXISTING SIGN
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SCS(CA)	W1-6(R/L)	W4-2(L)	W4-2(R)	W12-1	C30(CA)	R3-7(R)	R3-1	R3-2	R3-5(L)	R3-5(R)	R3-7(L)	M4-10(R)	M4-10(L)	SC3(CA)	M4-8a	SC11(MOD)
W20-1	W20-2	W20-3	W20-5(L)	W20-5(R)	C20(MOD)(BIKE)	R3-7(R)	R3-18	R4-7a	R11-2	R11-4	M4-8a	SC11(MOD)				



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CITY OF SOUTH GATE

CICLAVIA INC

VARIOUS LOCATIONS

PROJECT MANAGER:
KURT H.

SUBMITTAL DATE: 9/15/14 - SJ

REVISION DATES:

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DATE:

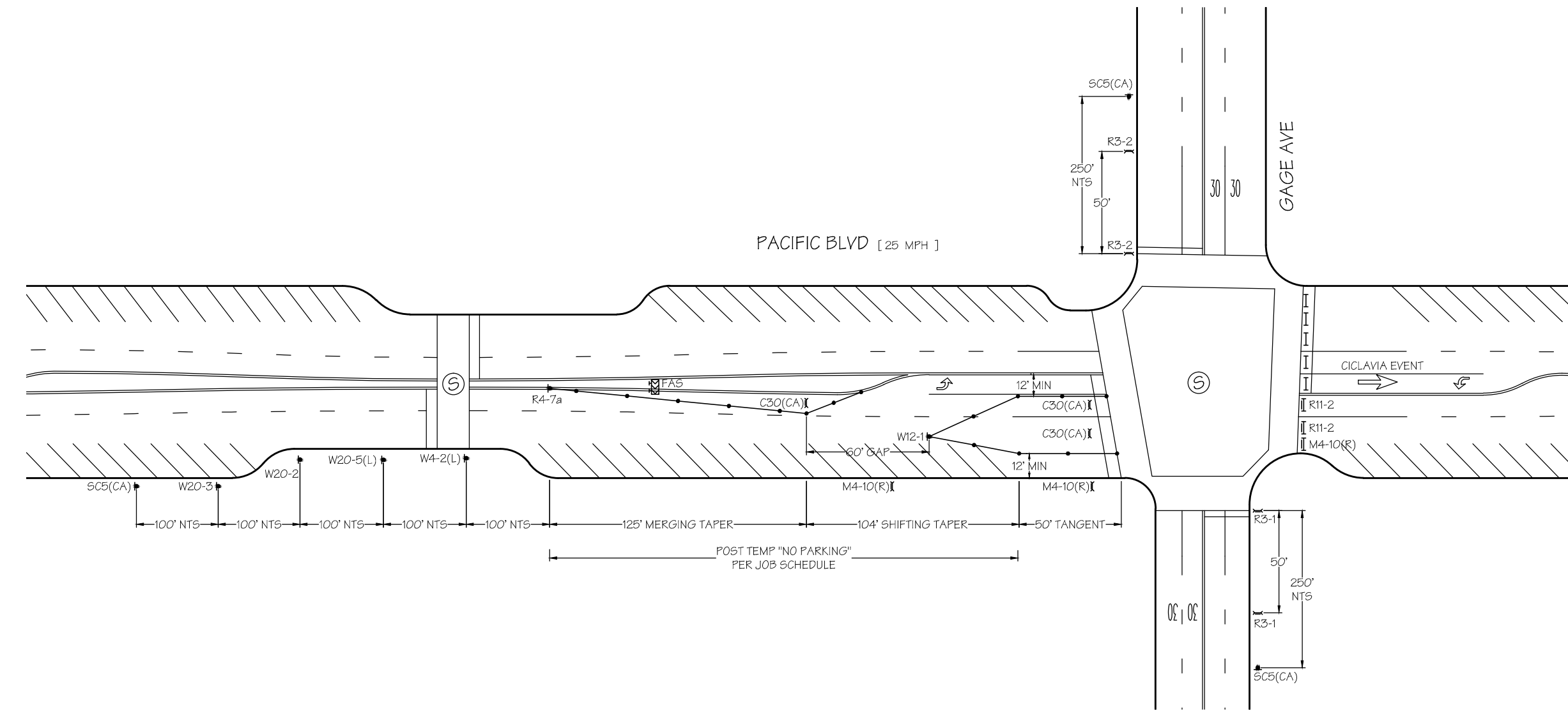
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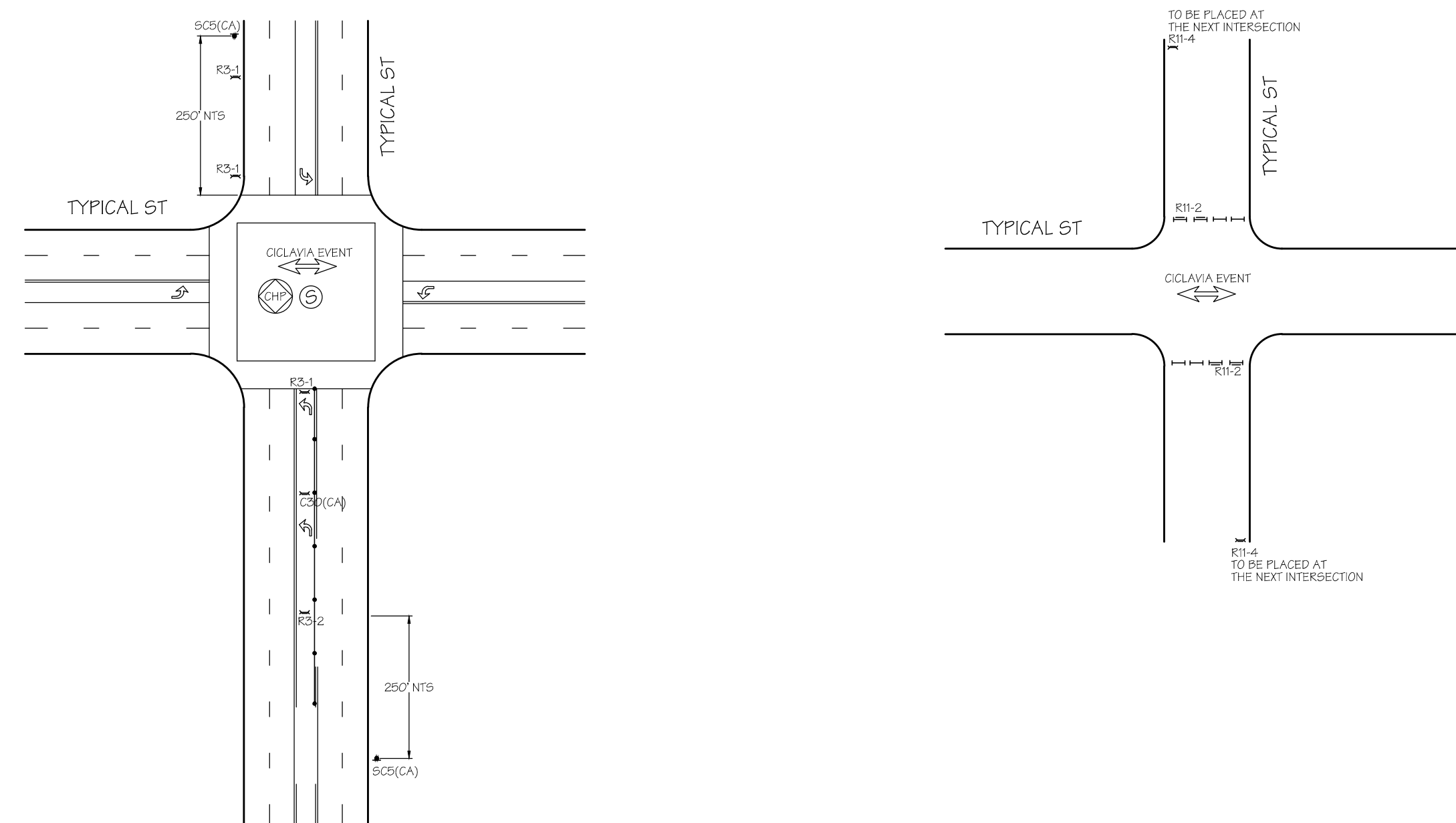
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SHEET
10 OF 10

N
← — Z — →
LOCATION: 9



INTERSECTION TYPICALS



- LEGEND:**
- WORK AREA
 - HIGH LEVEL WARNING DEVICE
 - FLASHING ARROW SIGN (FAS)
 - FLAGGER
 - TYPE-III BARRICADE W/ SIGN
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 - CHANNELIZATION DEVICE
 - SIGN
 - EXISTING SIGN
 - CALIFORNIA HIGHWAY PATROL

 SC3(CA)	 W1-6(R/L)	 W4-2(L)	 W4-2(R)	 W12-1	 C30(CA)	 R3-1	 R3-2	 R3-5(L)	 R3-5(R)	 R3-7(L)	 M4-10(R)	 M4-10(L)
 W20-1	 W20-2	 W20-3	 W20-5(L)	 W20-5(R)	 C20(MODI/BIKE)	 R3-7(R)	 R3-18	 R4-7a	 R11-2	 R11-4	 M4-8a	 SC11(MOD)