Santa Fe Springs Active Transportation Plan

January 2021

CITY OF SANTA FE SPRINGS

Acknowledgements

Thank you to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape this Plan. We appreciate your vision, insights, and commitment to improving mobility and access for all residents.

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Executive Summary

The 2020 Active Transportation Plan ("Plan") represents a new commitment by the City of Santa Fe Springs to walking and biking. It will help our community move away from the driving-focused approach of the past, and toward a more sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income.

VISION: Santa Fe Springs is a walking- and biking-friendly community that provides safe, comfortable, convenient, and healthy mobility for people of all ages and abilities.

GOALS & OBJECTIVES

The Plan is guided by an Equity Framework which prioritizes equity and the needs of vulnerable residents. **Equity, in this planning process, means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.**

Collectively, the various strategies and components of the Plan assist the City to meet the four goals established by this Plan, each of which is rooted in advancing our Equity Framework:

1. Improve Safety & Health

2. Improve Access & Comfort

3. Enhance Transportation Affordability

4. Commit to Maintain & Expand the Network

Safety & Health

A. Reduce bicycle and pedestrian collisions through safe and comfortable facilities
B. Promote an active lifestyle that includes walking and biking
C. Reduce air pollution, asthma rates, and greenhouse gas emissions
D. Reduce travel times for low-income households

Access & Comfort

A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations
B. Address barriers so that vulnerable populations can take part in the improvements
C. Support public transit service
D. Prioritize the needs and trip patterns of vulnerable populations
E. Prioritize universal design standards

Affordability

A. Reduce the overall household transportation costs for all residents, both anticipated and existing
B. Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments

Maintain & Expand the Network

A. Integrate bicycle and pedestrian network and facility needs into all Santa Fe Springs planning documents and capital improvement projects
B. Leverage existing funding to maximize project delivery
C. Maintain designated facilities to be comfortable and free of hazards to biking and walking

COMMUNITY PRIORITIES

Community and stakeholder participation played a central role in shaping the project, from a Community Advisory Committee (CAC), community-wide events including an interactive Art Installation and Walking Tour, to an online public input map and community survey. During this planning process, community members expressed support for:

- Sidewalks, crossing facilities, and bikeways to greatly improve the experience of walking and biking in Santa Fe Springs.

- Traffic calming and interventions to reduce speeding.
- Lighting to increase visibility for people walking and biking in the dark.

Similarly, community members also shared many concerns that guided the recommendations in this Plan, including:

- Walking and biking feeling unsafe or uncomfortable due to vehicles speeds, truck traffic, and lack of adequate facilities.
- Facilities do not support the needs of people of all ages and abilities.
- Some key destinations are difficult to reach by bike or on foot because facilities are lacking.

Thank you to the many stakeholders who helped shape this Plan, and who are committed to improving access, safety, and health for all.

OUR COMMUNITY'S NEW APPROACH

The Plan was created through intensive collaboration between various city departments, the Community Advisory Committee (CAC), local community organization Helpline Youth Counseling, and most importantly, our residents. Using this feedback and analysis of existing conditions, collisions, and demographic data, the Plan designates an ambitious active transportation system and introduces a comprehensive collection of programs and policies. The street recommendations provide new, low-stress connections between schools, residential areas, parks and trails, and commercial centers, helping ensure that people can more comfortably and safely access everyday needs.

The recommended programs work to address key community concerns, and include a citywide Safe Routes to School program to get students to school more safely and encourage them to walk and bike more. Bicycle and pedestrian education for adults, through classes and campaigns, will help drivers and active transportation users travel through Santa Fe Springs more safely.

Collectively the policies, programs, projects, and recommendations in this Plan will create an environment that enhances active transportation in the City, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.

The Plan envisions an active transportation network that improves access, health, and quality of life for all of our residents.

Bicycle Facility Types

CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

CLASS III

Bicycle Route

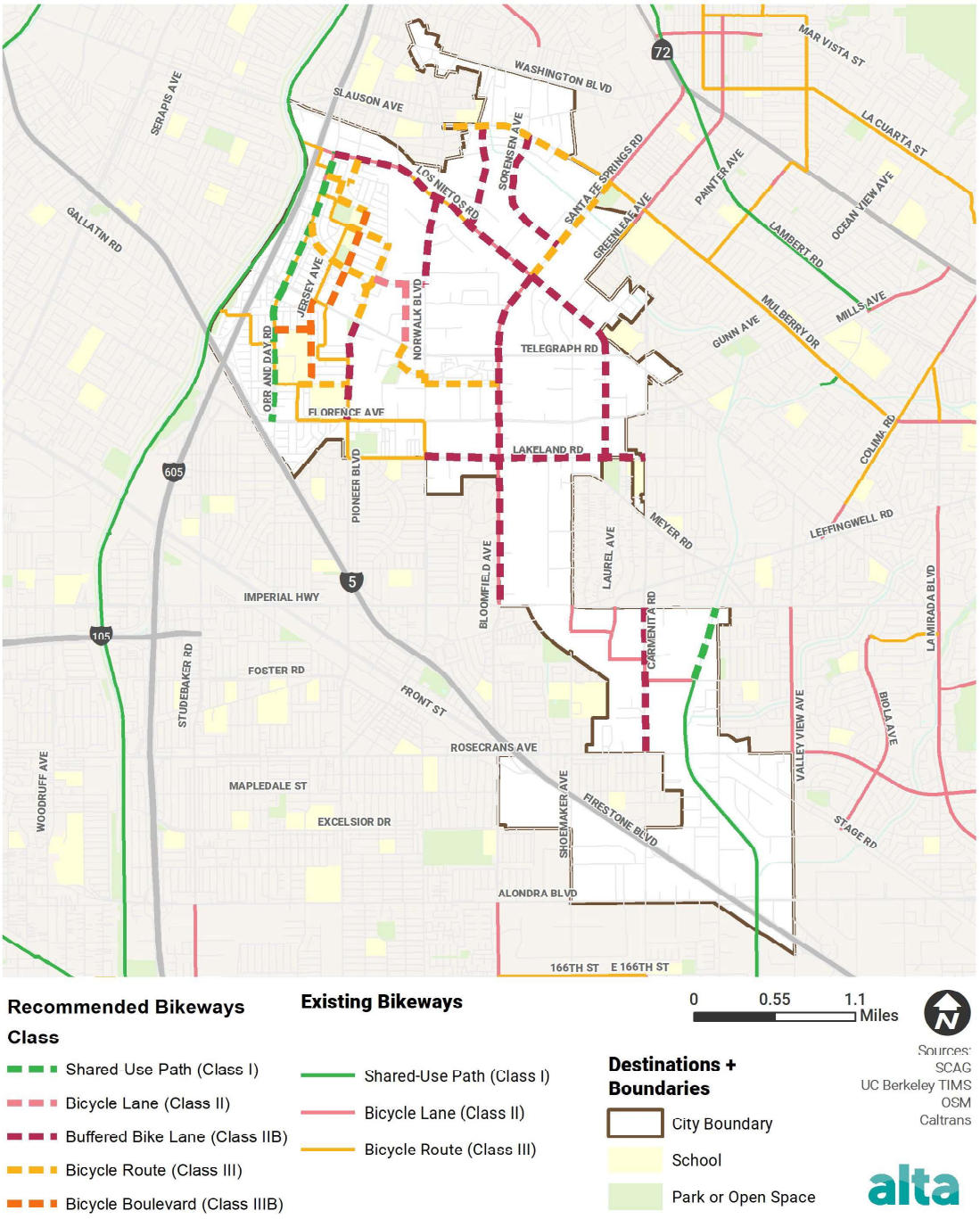
- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.

CLASS IIIB

Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.

Recommended Bicycle Network



Pedestrian Facility Types

Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.

Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.

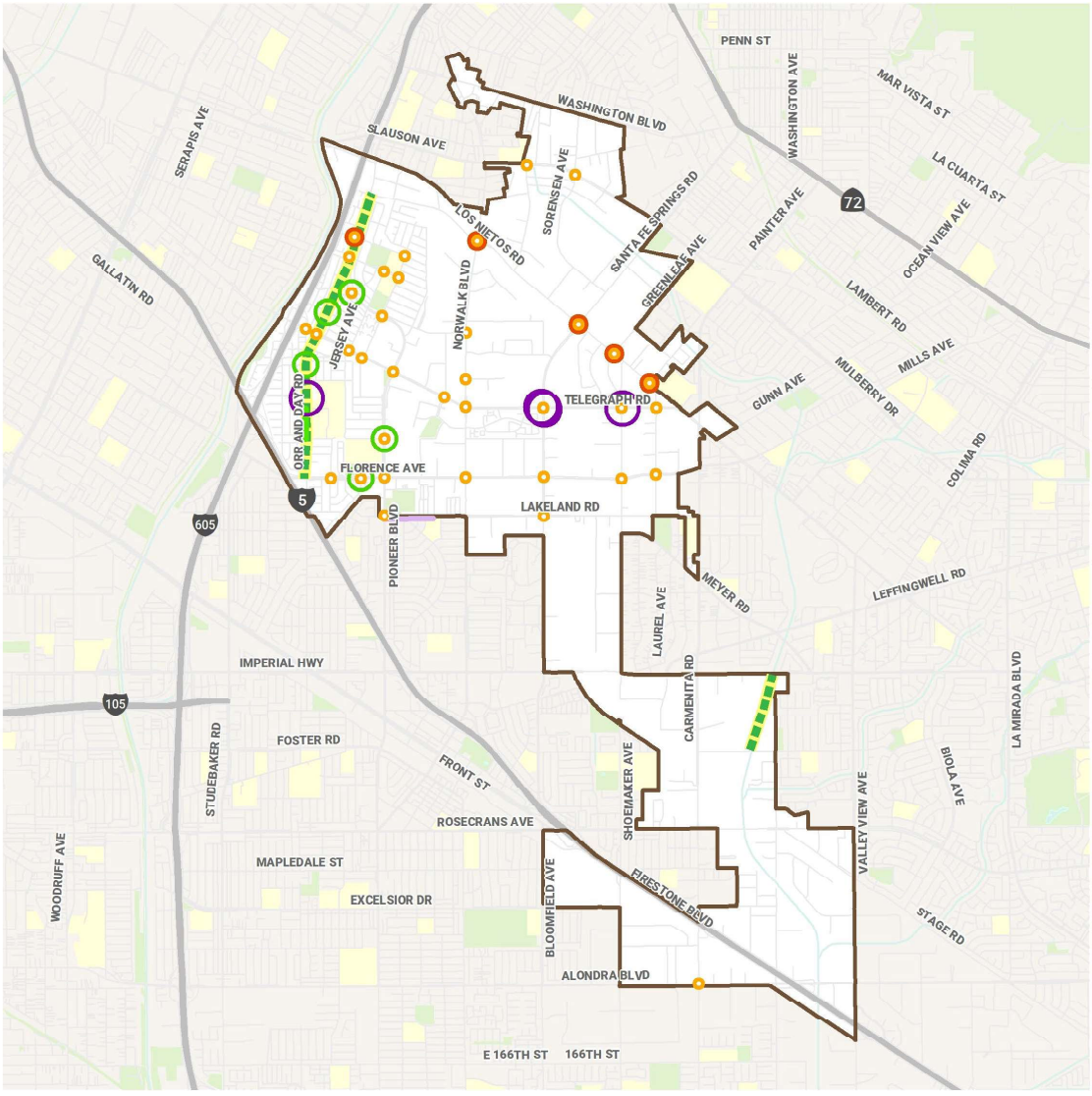
Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.

Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.

Recommended Pedestrian Projects



MAKING THIS VISION A REALITY

Following the implementation strategy outlined in Chapter 8, the City will work to secure funding for high-priority projects and programs, with the hopes of expanding our network in the coming years. As the City works to implement the Plan, we will continue to engage with our residents and, most importantly, follow the Equity Framework to ensure that the most vulnerable members of the community voices are heard and needs are met.

This Plan sets the City on track to expand walking and biking routes in the coming years.

Section 1

INTRODUCTION

"I like the option of having a path to walk safely with my kids."

Santa Fe Springs Resident

1. Introduction

THE NEED FOR AN ACTIVE TRANSPORTATION PLAN

The City of Santa Fe Springs is committed to improving the quality of life for residents and visitors by ensuring walking and biking are convenient, comfortable, and healthy modes of transportation and recreation. This Active Transportation Plan establishes a long-term vision for improving walking and biking in Santa Fe Springs. The Plan is a critical tool for guiding City staff and the development community in building a balanced transportation system that encourages biking and walking. The City's ultimate goal in developing this Plan is a shift from automobile trips to walking and biking as a normal part of daily life. The new projects and programs featured in this Plan will work to address our community's mobility needs.

Our community aims to build an active transportation network that improves mobility options for all of our residents.

BENEFITS OF WALKING, BIKING, AND BEING ACTIVE

Collision Reduction

Conflicts between people walking, biking, and driving can result not just from poor behavior, but also from insufficient or ineffective design. Encouraging development that supports biking and walking can enhance safety and comfort for all users. Bike lanes and physical barriers between bicyclists and motor vehicle traffic have been shown to increase individuals' use of bicycle infrastructure.[1] Shaded sidewalks with landscaped buffers from vehicle traffic and curb ramps, high-visibility crossings, and rest areas similarly create comfortable experiences for people walking. However, existing transportation networks

[1] Hoffman et al. *Bicycle commuter injury prevention: it is time to focus on the environment*. 2010.; Pucher et al., *Infrastructure, programs, and policies to increase bicycling: An international review*. 2010.

Providing safe and accessible facilities is a priority in our community.

are often designed primarily for safe and efficient motor vehicle travel. Most roadways poorly protect bicyclists and pedestrians, making them more vulnerable to injury and, in some cases, death. Non-motorists are more likely to suffer injury or death in a collision and are about 1.5 times more likely than motorists to die when getting around.[2]

There are many ways to improve safety for bicyclists and pedestrians while maintaining an efficient transportation system for motor vehicle travel. Successful bicycle and pedestrian improvements on existing facilities tend to focus on changing traffic volume and speed[3] and increasing the separation from vehicles.[4] Additional methods include the design of smarter multi-modal streets, reduced vehicle/bike or vehicle/pedestrian conflict zones, enhanced visibility, and requiring new facility design standards that consider bike/pedestrian safety as a top priority. Enforcement programs can help reduce dangerous travel behavior by all roadway users, but they have also adversely impacted marginalized community members throughout the U.S.

This Plan outlines an active transportation network and programmatic changes to help us reduce collisions, improve traffic safety, and protect the historically marginalized members of our community.

Public Health Improvements

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Each year, approximately 280,000 adults in the United States die prematurely due to obesity-related illnesses. A 2004 study

[2] Beck et al. *Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences*. 2007; Centers for Disease Control and Prevention. *Motor Vehicle Crash Deaths in Metropolitan Areas — United States, 2009. Morbidity and Mortality Weekly Report*. 2012.
[3] Harris et al. *The Bicyclists' Injuries and the Cycling Environment study: a protocol to tackle methodological issues facing studies of bicycling safety*. 2011; Miranda -Moreno et al. *The link between built environment, pedestrian activity and pedestrian-vehicle collision occurrence at signalized intersections*. 2011.
[4] Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street.* 2011.

published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, one's chance of becoming obese increases by six percent. A 2019 report by the Outdoor Foundation found that Americans are spending less time outdoors: Nearly half of the U.S. population doesn't participate in any outdoor recreation at all, and only 17.9% got out at least once a week in 2018. The result? One billion fewer hikes, climbs, rides, and other outdoor excursions in 2018 than in 2008. The report also found an alarming impact on youth: Children took part in 15% fewer outdoor activities in 2018 than they did six years before.[5] However, walking and biking is highly impacted by people's ability, or rather inability, to access safe places to do so. Studies demonstrate disparities in the quantity and quality of park spaces between low-income and affluent communities.

Walking helps to improve mental health, foster social connections, and lower the risk of chronic diseases.

Building infrastructure that encourages biking and walking—while improving access to parks or active recreation opportunities for all residents—is a key strategy to fighting obesity and inactivity. Better yet, it has been shown to have substantial benefits on public health with relatively minimal public investment. Biking and walking can help improve mental health, facilitate social connections, encourage activity among older adults, foster healthy habits among youth, lower risk of chronic diseases, and improve air quality. The World Health Organization identified atmospheric particulate matter (PM) with a diameter of less than 2.5 micrometers (PM2.5), ozone (O3), and oxides of nitrogen (NOx), all of which are related to automobile emissions, as the primary pollutants of concern for environmental and human health.[6] These pollutants

[5] Outdoor Foundation. *2019 Outdoor Participation Report*. 29 January 2019. https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm_source=media&utm_medium=press-release&utm_campaign=participation

[6] World Health Organization. *Review of Evidence on Health Aspects of Air Pollution: REVIHAAP Project*. Copenhagen, Denmark: WHO Regional Office for Europe; 2013.

have both short- and long-term effects on respiratory health, cardiovascular health, cancer, reproductive health, and premature mortality in humans.[7] Further, there is increasing evidence that links these emissions to increased systematic inflammation and diabetes risk.[8] Nitrogen dioxide from motor vehicles was found to cause 60% of pediatric asthma cases in urban areas worldwide.[9] Poor air quality particularly impacts vulnerable populations such as older adults, youth, and people with respiratory ailments.

Reducing our reliance on motor vehicles and increasing the use of active transportation will help break the cycle of air pollution and the corresponding negative health impacts. Altogether, the Plan will identify interventions that support safe walking, biking, and recreation opportunities as effective strategies for addressing public health concerns in our community.

Environmental Benefits

Fossil-fuel driven **transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States, amounting to almost 30% of all GHG emissions and surpassing those generated from electricity production and industry**.[10]

Transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States: 30%.

Unlike driving, biking and walking cause no direct air or water pollution, require minimal land use impacts, and emit negligible noise and light pollution. Bicyclists and pedestrians occupy less space than cars and help reduce demand for road space and parking, freeing up land for public space, buildings, food production, and housing. Replacing some

[7] U.S. Environmental Protection Agency. *Provisional Assessment of Recent Studies on Health Effects of Particulate Matter Exposure.* Washington DC 2012.
[8] Jerrett M, Brook R, White LF, et al. Ambient ozone and incident diabetes: A prospective analysis in a large cohort of African American women. *Environment International.* 2017;102:42-47.
[9] Pattanun A, Brauer M, Hystad P, Anenberg S. Global, national, and urban burdens of pediatric asthma incidence attributable to ambient NO2 pollution: estimates from global datasets. *The Lancet Planetary Health.* 2019.
[10] United States Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Accessed May 28, 2019, https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions.

driving trips with biking or walking trips reduces emissions associated with mobility, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air.

Implementation of this Plan can not only help reduce our contribution to climate change, but can also enhance our resilience to it. Creating viable alternatives to private vehicles reduces pressure on road infrastructure and provides options for people to remain mobile when other transportation modes are disrupted by climate events. It will also improve the health of residents who are vulnerable to asthma or other chronic respiratory diseases associated with air pollution.

Equity

Because they often cannot drive or do not own a vehicle, children, older adults, people with physical disabilities, and people with low incomes tend to rely on transit, walking, and biking to get to and from daily activities. When age and physical abilities are not a barrier, costs associated with car ownership can inhibit mobility in car-centric environments. A study cited by the Victoria Transport Policy Institute found that **households in automobile-dependent communities devote 50% more of their income to transportation (more than $8,500 annually)** than households in communities with better conditions for

Ensuring everyone has access to safe and affordable transportation options helps improve the wellbeing of our community.

walking and biking (less than $5,500 annually). Indeed, transportation typically accounts for a household's second-largest expenditure behind housing. For low or under-resourced households, however, this high cost of driving can consume a high portion of peoples' incomes and make them transportation burdened. Unsurprisingly, people with low incomes have the highest rates of walking and bicycling to work, with the greatest number of bicycling trips taken by people of color.[11]

When affordable housing is not located near opportunities for work or school, low-income residents endure longer commutes and incur greater transportation costs. Longer travel distances mean less time spent with family, less time to rest and less time for obligations like picking up children from child care, visiting the doctor, exercise, or grocery shopping. Impeding access to these and other basic necessities can have health consequences and exacerbate health inequities.[12]

Active transportation options increase mobility for vulnerable populations, enabling safe, affordable access to economic and social opportunities.

Environmental factors and infrastructure deficiencies also disproportionally affect low-income communities and communities of color. For example, inadequate walking and biking infrastructure (e.g., missing or broken sidewalks, limited street lighting, lack of marked crosswalks and traffic islands, substandard or no bike lanes, etc.) and perceived safety issues create barriers to walking and biking. Bicyclists and pedestrians in low-income communities and communities of color have higher injury and fatality rates. In the United States, Latino and African American bicyclist/pedestrian fatality rates are double that of White people.[13] Children[14] and older adults[15] are

[11] Safe Routes to School National Partnership. *At the Intersection of Active Transportation and Equity.* 2015.
[12] PolicyLink Prevention Institute Convergence Partnership. *Healthy, Equitable Transportation Policy: Recommendations and Research.* 2009.
[13] Safe Routes to School. 2015.
[14] Wong et al. *GIS measured environmental correlates of active school transport: A systematic review of 14 studies*. 2011; Rothman et al. *Walking and child pedestrian injury: a systematic review of built environment correlates of safe walking*. 2014; Rothman et al. *Motor Vehicle-Pedestrian Collisions and Walking to School: The Role of the Built Environment*. 2014.
[15] Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011; Moran et al. *Understanding the relationships between the physical environment and physical activity in older adults: a systematic review of*

especially vulnerable sub-populations whose tendencies to walk and bike are particularly impacted by vehicle traffic speed and volume, as well as available or missing infrastructure that creates safe or unsafe environments. Further, when these populations choose to walk or bike, they are often faced with health risks associated with greater air and noise pollution, as many sources of air pollutants are located near these communities,[16] and low-income people and people of color are more likely to live near major roads, highways, or truck routes.[17]

For older adults, youth, people of color, people with disabilities, and people with low wealth, not having safe, sufficient infrastructure to access destinations by foot or bike means increased vulnerability to traffic related injury and fatalities as well as indirect health implications.[18] Active transportation plans that improve biking and walking provide an opportunity to improve mobility for vulnerable populations who might not own or are unable to operate a motor vehicle, enabling safe, affordable access to economic and social opportunities that are known to predict health later in life..

The Plan will enhance the accessibility of pedestrian and bicycle networks in our community by making daily transportation and physical activity more viable for children, older adults, people of color, and people with physical disabilities. The Plan is designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or who have limited income.

Quality of Life

The design, land use patterns, and transportation systems that comprise the built environment profoundly impact one's experience of being in a community. Creating conditions in which walking, biking, and using other active modes are accepted and encouraged increases a community's livability, and sense of connectedness, and by extension, residents' quality of life. Communities become more pleasant when noise and air pollution are reduced, and when urban space is reserved for facilities that enable people of all ages and abilities to travel in safe and enjoyable settings. This Plan works to increase the quality of life for all residents in our community.

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qualitative studies. 2014; Yen et al. *How design of places promotes or inhibits mobility of older adults: realist synthesis of 20 years of research*. 2014.

[16] Miranda et al. *Race/Ethnicity, Residential Segregation, and Exposure to Ambient Air Pollution: The Multi-Ethnic Study of Atherosclerosis.* 2014.

[17] Bae et al. *The exposure of disadvantaged populations in freeway air-pollution sheds: a case study of the Seattle and Portland regions.* 2007.

[18] Policy Link Prevention Institute. 2009.

Economic Benefits

Active transportation is economically advantageous to individuals and communities. Replacing automobile trips with walking or biking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regular physical activity can minimize health complications associated with an inactive lifestyle. In 2009, the CDC estimated that the direct medical costs of physical inactivity to the country totaled more than $147 billion.[19]

According to the Bureau of Labor Statistics, in 2017, households spent 13% of their earnings on transportation—the second highest household expenditure after housing.[20] Increasing opportunities for non-automobile travel can reduce spending on transportation, which may allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

Furthermore, active transportation facilities require significantly less capital to construct and maintain than roadway or highway projects. **Active transportation investments allow cities to do more with fewer taxpayer dollars.** And in many cases, such projects result in higher spending at local businesses.[21] This Plan sets Santa Fe Springs on track to help residents spend less on transportation, and our community to do more with our existing resources.

[19] Center for Disease Control and Prevention. *Adult Obesity Causes & Consequences*. Last modified August 29, 2017, https://www.cdc.gov/obesity/adult/causes.html.
[20] Bureau of Labor Statistics. *Consumer Expenditures—2017*. Published September 11, 2018, https://www.bls.gov/news.release/cesan.nr0.htm.
[21] New York City Department of Transportation. *The Economic Benefits of Sustainable Streets*. 2013.

Section 2

THE VISION

> “Santa Fe Springs is an All American City, where people like to keep fit. The future of our city is now!”
>
> *Santa Fe Springs Resident*

2. The Vision

EQUITY FRAMEWORK

This Plan is guided by an Equity Framework, which asks:

- Who are the most vulnerable groups in the community?
- What outcomes do the most vulnerable residents want to see come from this planning effort?
- How can implementation of the Plan work towards these outcomes?

Equity in this Plan means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

The City identified vulnerable user groups as well as a vision and supporting goals that we believe will advance equity: **safety and health, access and comfort, affordability, and an enhanced network.** The City also defined future actions and ways to measure progress on these four goals.

Focusing on Vulnerable Residents

Some groups of people experience greater vulnerabilities and disparities in Santa Fe Springs' transportation system—at times as a result of the system itself. The more groups a person identifies with, the greater the disparity. These groups include:

- Children and older adults
- Black, Indigenous, Latinx, and other people of color

This Plan works to improve transportation for all residents of our community, especially those who have historically been excluded from transportation decisions and investments.

- People of no- and low-income/under-resourced
- People with limited English proficiency
- People with disabilities
- People who do not own cars or do not drive

The goals, policies, and recommendations of this Plan will work to serve and improve transportation for all residents of our community, particularly those who identify with any of these groups.

This Plan aims to serve existing residents and reduce disparities in access to affordable, safe, and comfortable transportation.

State-Identified "Disadvantaged Communities"

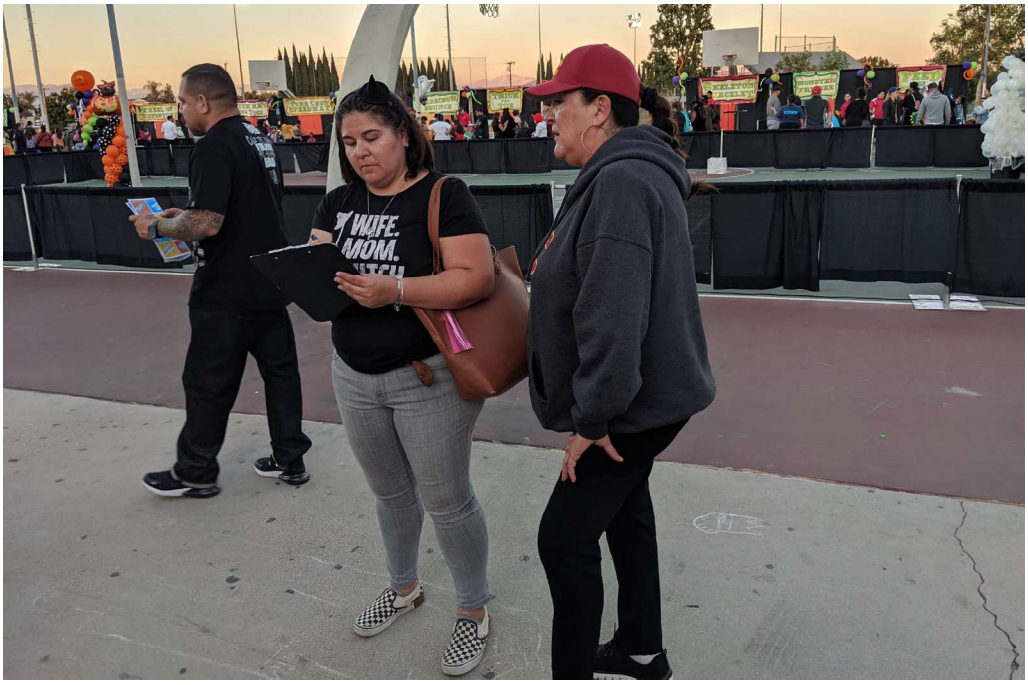
This Plan also works to improve conditions in state-identified "disadvantaged communities" within Santa Fe Springs. In 2012, the California Senate passed SB 535 requiring that a portion of all revenue from the state's Greenhouse Gas Reduction Fund be spent on projects that benefit disadvantaged communities, and charged the California Environmental Protection Agency (CalEPA) with determining which communities qualify as "disadvantaged." CalEPA developed CalEnviroScreen, an online tool that ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. Census tracts scoring in the top 25% qualify as disadvantaged. The largest source of state funding for active transportation projects, Caltrans's Active Transportation Program (ATP), also defines communities with median household incomes at or below 80% of the state median as "disadvantaged." For Safe Routes to School projects, Caltrans accepts communities in which at least 75% of students qualify for free or reduced-price meals as "disadvantaged."

Serving Current Residents

Improvements to the public realm can increase the risk of displacement of existing residents. Too often, public projects are designed to attract new development and appeal to future hypothetical tenants, rather than serving the people who have historically called the community home before the project began. As housing costs continue to rise across Southern California, existing households (especially

renters and working-class families) face the very real threats of unaffordable housing options and displacement. When forced to move, households potentially lose contact with the community they rely on and are connected to.

The project recommendations have been shaped by—and designed for—the existing residents of Santa Fe Springs. **Consistent with the Equity Framework, this Plan supports current residents' right to remain in their community as this Plan is implemented and improvements to our active transportation network are realized.** The City will prioritize the needs of existing residents and identify ways to not only improve their safety, comfort and health, but to enhance community access to public resources and create a healthier, more sustainable, and more inclusive community.



The Equity Framework not only guides the recommendations in this Plan, but will continue to guide the City during implementation.

VISION

Santa Fe Springs is a walking and biking-friendly community that provides safe, comfortable, convenient, and healthy mobility for people of all ages and abilities.

GOALS, OBJECTIVES, AND ACTIONS

Safety & Health

This Plan empowers residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy.

Asking the Right Questions	How Do We Measure Progress?
• Will the Plan help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations? • Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions, particularly within vulnerable populations?	• Reduce the number of severe and fatal collisions by half by 2030 • Begin providing K-12 students with education on safe walking and biking • Increase outreach and education events throughout the city, particularly in disadvantaged neighborhoods, by 20% • Decrease the number of poor air quality/smog days by 30% • Decrease rates or prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

Objective		Action
A.	Reduce bicycle and pedestrian collisions through safe and comfortable facilities	1. Prioritize short-term implementation of bicycle and pedestrian facilities on streets with high rates of traffic collisions (such as Telegraph Road and Florence Avenue) according to the Statewide Integrated Traffic Records System (SWITRS), and as collisions occur. 2. Adopt design guidelines that promote safety through incorporating separation between bicyclists/pedestrians and drivers. Refer to national and state best practices. 3. Implement best practice facilities, including flashing beacons, bulb-outs, and sidewalks, to improve safety and reduce collisions throughout the city. 4. Fund safety education programs for drivers, pedestrians, and bicyclists that encourage safe behaviors. Make this information available through schools, work sites, and at City events. 5. Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.
B.	Promote an active lifestyle that includes biking and walking	1. Dedicate City staff time to implement programs that encourage residents to walk and bike together on city streets. 2. Fund programs that incorporate biking and walking into curriculum at district schools. Seek an Office of Traffic Safety Grant or other funding or resources for educational activities. 3. Provide more opportunities for outdoor recreation via parks and joint-use agreements with school facilities, such as at Santa Fe High School. 4. Develop a citywide map of existing bicycle facilities for public use.

Objective		Action
C.	Reduce air pollution, asthma rates, and greenhouse gas emissions	1. Build a network that encourages residents to choose modes of transportation other than driving by providing low-stress bicycle facilities, robust pedestrian networks, and first/last mile access to transit. 2. Achieve a 5% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit.
D.	Reduce travel times for low-income households	1. Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025.

Access & Comfort

This Plan supports increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan prioritize the needs and trip patterns of vulnerable users? • Does the Plan remove barriers so that vulnerable populations can take part in or enjoy the improvements? • Does the Plan support and not impede public transit service? • Does the Plan consider universal design principles that serve all users, including those with physical disabilities?	• Increase the share of people walking and bicycling to work to 3% by 2030 and 5% by 2040 • Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040 • Reduce the percent of streets that are Level of Traffic Stress (LTS) 4 by 2040 • Implement a Safe Routes to School Program • Begin tracking the share of students walking or bicycling to school

Asking the Right Questions	How Do We Measure Progress?
	• Adopt a Complete Streets ordinance, per state requirements • Implement a Vision Zero program • Make a SCAG Safety Pledge • Complete Tier 1 projects recommended in this Plan by 2030 and Tier 2 projects by 2040

Objective		Action
A.	Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations	1. Implement the recommended active transportation network to safely and comfortably connect residential neighborhoods to destinations like employment centers, grocery stores, community centers, schools, and shopping areas. 2. Increase bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices. 3. Establish a transportation impact fee ordinance to leverage funding for installation of new bicycle and pedestrian facilities. 4. Evaluate streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) on an ongoing basis. 5. Incorporate routine accommodation for pedestrian and bicycle facilities when developing priority lists for overlay and construction projects, maintenance, and traffic control plans. 6. Ensure street furniture supports active transportation and allocate benches, shade, and hydration amenities in areas with high volumes of people walking and biking.

Objective		Action
		7. Work with local businesses that have outdoor restaurant seating or merchandise to maintain ADA-accessible pedestrian walkways.
B.	Address barriers so that vulnerable populations can take part in the improvements	1. Provide fix-it and hydration stations at key community destinations such as Santa Fe Springs Park and City Hall.
C.	Support public transit service	1. Design bikeways on streets with transit lines using best practices that do not impact transit reliability or bicycle/pedestrian movement (e.g., floating bus islands, bus/bike lanes). Best practices can be found in design guidelines such as the Urban Street Design Guide (2013), developed by the National Association of City Transportation Officials (NACTO). 2. Work with Metro and Norwalk Transit to improve bicycle and pedestrian access (first/last mile connections) to transit stops and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops. 3. Install more secure, long-term bicycle parking at major transit hubs.
D.	Prioritize the needs and trip patterns of vulnerable populations	1. Increase the overall mileage of the sidewalks and low-stress bicycle network in low-income neighborhoods by 10% by 2030. 2. Prioritize the construction of facilities that connect existing active transportation networks and address disparities between neighborhoods. 3. Develop a citywide Safe Routes to School Plan for K-12 schools in Santa Fe Springs, in collaboration with the school and school district, to identify specific improvements for students walking and riding bicycles.

Objective		Action
E.	Prioritize universal design standards	1. Prioritize design that facilitates access, comfort, and ease for all users, including people with physical disabilities, strollers, food carts, etc. 2. Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards. 3. Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance. 4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people who move at slower rates, including children, older adults, and people with physical disabilities. 5. Revise the City's current standard condition of approval that requires meandering sidewalks to require a 3'-5' parkway between the street and sidewalk, where feasible.

Affordability

This Plan works to reduce the burden of transportation costs on households.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan help reduce the burden of transportation costs? • Is implementation of the Plan likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)? • Does the Plan enhance affordability for existing residents?	• Build a complete network of low-stress bikeways by 2030 • Connect all major transit stops and community destinations with bicycle and pedestrian facilities by 2030 • Demonstrate a reduction in vehicular trips and an increase in walking and bicycling with traffic counts by 2030

Objective		Action
A.	Reduce the overall household transportation costs for all residents, both anticipated and existing	1. Build an active transportation network that provides low-stress bicycle and pedestrian facilities for people, particularly those in low-income neighborhoods, and encourages the use of biking and walking as low-cost transportation. 2. Build facilities that provide first- and last-mile connections to public transit stations and major bus stops. 3. Integrate sustainable transportation improvements with housing projects, particularly affordable housing.
B.	Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments	1. Review the City's Zoning Regulations to identify opportunities to reduce parking minimums for residential properties. 2. Update the City's Zoning Regulations to require more bicycle parking in major development projects. 3. Update the City's Zoning Regulations to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments. 4. Update the City's Zoning Regulations to require pedestrian improvements (such as sidewalks, bulb-outs, and ADA compliant curb ramps) in major development projects. 5. Create a menu of transportation demand management (TDM) options to include bike-share passes, fix-it stations, and hydration stations.

Maintain & Expand the Network

This Plan will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan adequately position our community for successful implementation? • Does the Plan ensure equitable distribution of proposed facilities?	• Increase the mileage of existing bikeways by 75% by 2040 • Double the number of short-term and secure long-term bicycle parking locations by 2040 • Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities • Start tracking and begin publishing annual bicycle and pedestrian counts to SCAG's Active Transportation Database (ATDB) by 2022

Objective		Action
A.	Integrate bicycle and pedestrian network and facility needs into all Santa Fe Springs planning documents and capital improvement projects	1. Review the City's Capital Improvement Program (CIP) list on an annual basis to make sure that recommended projects from this Plan are considered at the earliest possible stage of both new capital projects and maintenance of existing facilities. 2. Evaluate all streets during pavement resurfacing to determine if additional bicycle and pedestrian facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders, wider sidewalks) when the striping is reapplied. 3. Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities.

Objective		Action
		4. Require new development, or reconstruction if applicable, to address the pedestrian and bicycle circulation element based on the above considerations. 5. Conduct pedestrian and bicycle counts before and after project implementation following SCAG's methodology. Upload counts to SCAG's ATDB. 6. Amend § 73.04 RIDING IN CROSSWALKS of the Municipal Code to remove the requirement that people dismount their bicycles when using a crosswalk. 7. Repeal § 73.15 REQUIRED and associated sections of the Municipal Code requiring people to register and license their bicycle prior to operating it within city limits.
B.	Leverage existing funding to maximize project delivery	1. Utilizing funds as a local match, pursue funding from available grant sources. 2. Actively develop projects from the Plan to position the City to best compete for grant funding. 3. Follow the Plan's prioritization recommendations, which include equity and other funding-agency-determined factors in scoring. 4. Through the CIP process, assess and prepare for upcoming staffing, consultant, and capital funding needs as projects arise.

Section 3

LOCAL BACKGROUND

"Speeding is a major issue on major roads. Larger trucks are going into residential neighborhoods..."

Santa Fe Springs Resident

3. Local Background

HISTORICAL AND CURRENT CONTEXT

There is great potential to expand the role and use of active transportation in Santa Fe Springs. A Gateway City, Santa Fe Springs is located in southeast Los Angeles County, adjacent to the cities of Downey, Norwalk, Whittier, Pico Rivera, La Mirada, and Cerritos. The southern part of the city is predominantly industrial, and most residents live and shop in the northwestern part of the city.

EQUITY ANALYSIS

The project team conducted an equity analysis using existing demographic information from the US Census Bureau. All data was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates and analysis was conducted at the census tract level for Santa Fe Springs. For this analysis, the following indicators were used:

- **Age:** Individuals under the age of 18 and over the age of 65 comprise this indicator. These two age groups are displayed separately to better identify the differing needs of these populations.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.
- **No Access to a Vehicle:** This indicator measures the percentage of households that do not have regular access to a vehicle.
- **Income:** This indicator measures median household income.
- **CalEnviroScreen 3.0:** This indicator identifies disadvantaged communities as compared to other places in California.

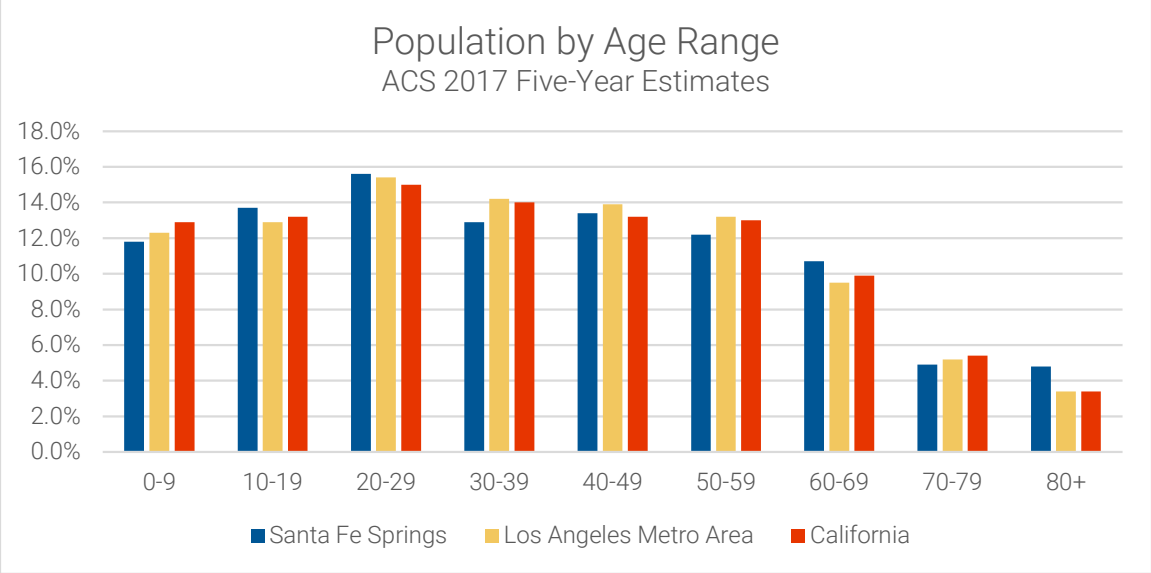
Demographics

Santa Fe Springs is home to approximately 18,000 residents, according to 2018 American Community Survey five-year estimates. Comparatively, Los Angeles County has a population of over 10 million people.

Age

In general, age distributions in Santa Fe Springs mimic that of the greater Los Angeles Region as well as the state (see Figure 1). The median age in Santa Fe Springs is 36.4 years, which is the same as that of the Los Angeles Metro Area.

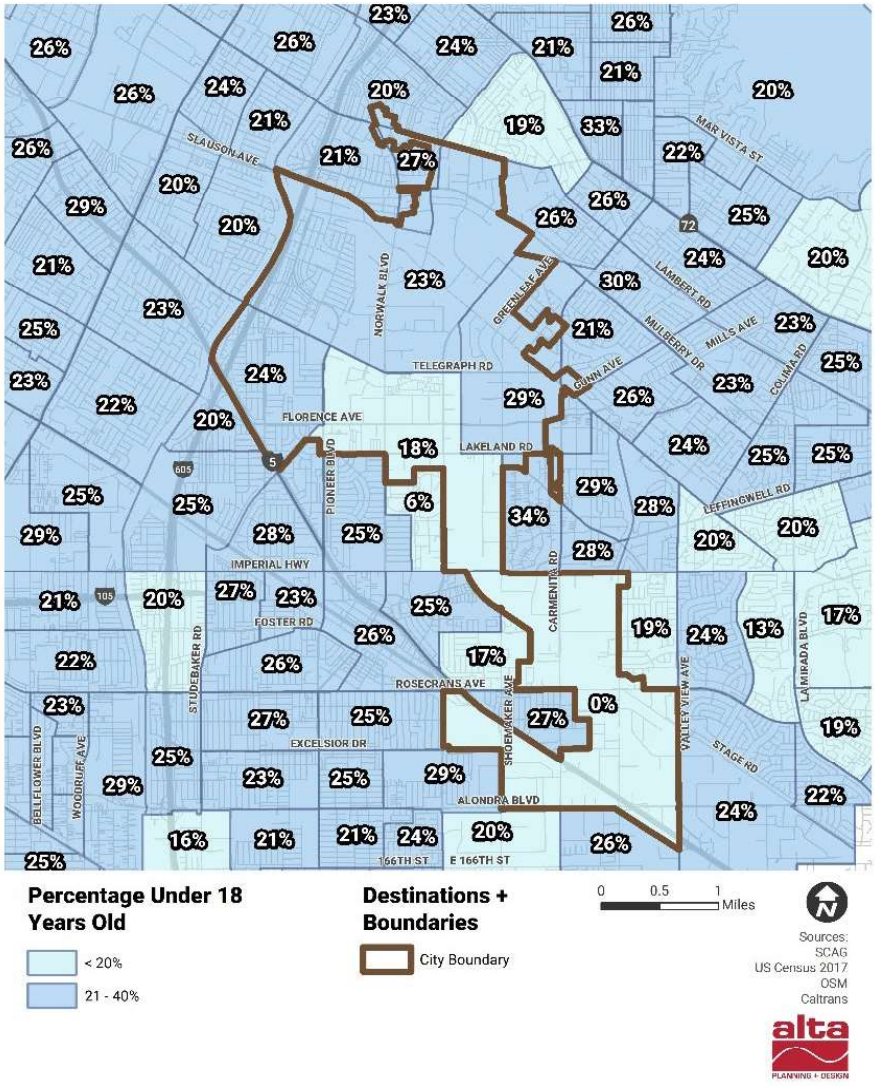
Figure 1. Distribution of Ages



UNDER 18

Within our residential neighborhoods, youth are generally evenly distributed and range from 18% to 29% of the population across all census tracts. In total, children make up approximately one-fourth of our city's population. Slightly more children under 18 live in the northern part of Santa Fe Springs due to the location of schools and residential areas.

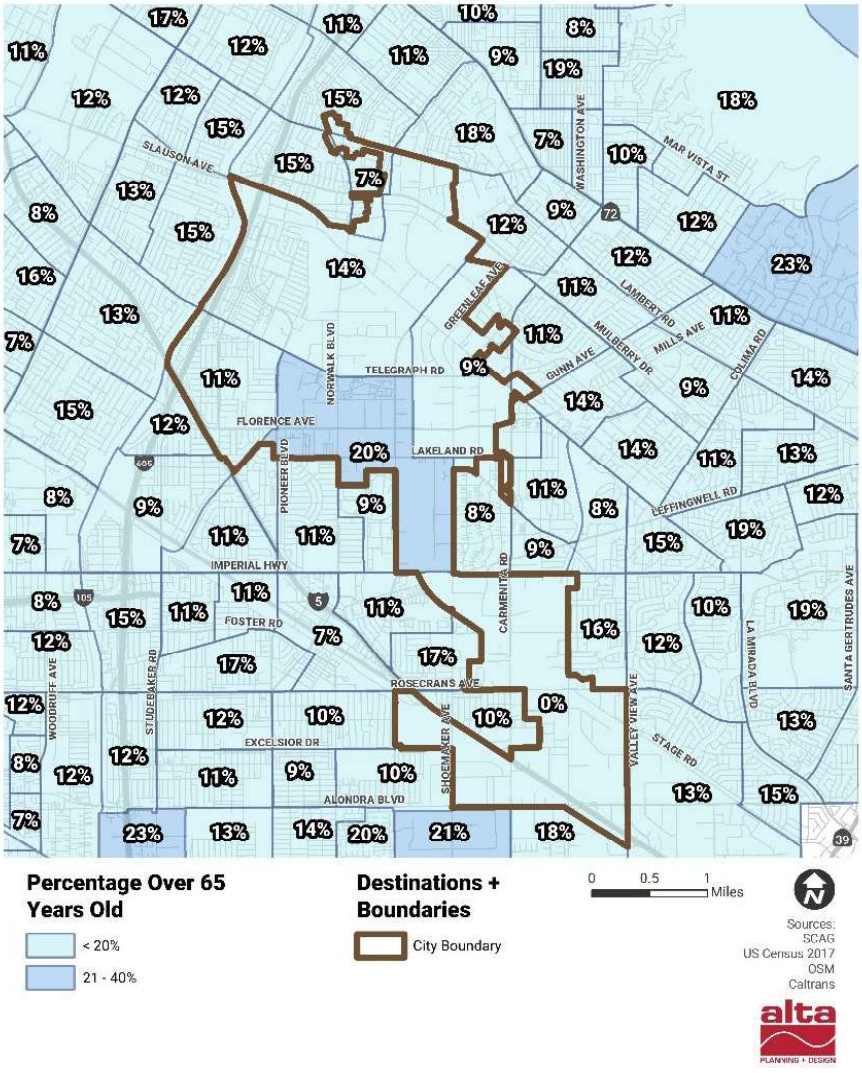
Figure 2. Percentage of Population Under 18



OVER 65

People 65 years and over make up significantly less of Santa Fe Springs's total population than those under 18 years of age, at: 13.7%. Unlike people under the age of 18, the highest proportion of people 65 and older is found in the Villages at Heritage Springs neighborhood. Census tracts (excluding the industrial district) range from having 9% to 20% of residents over 65.

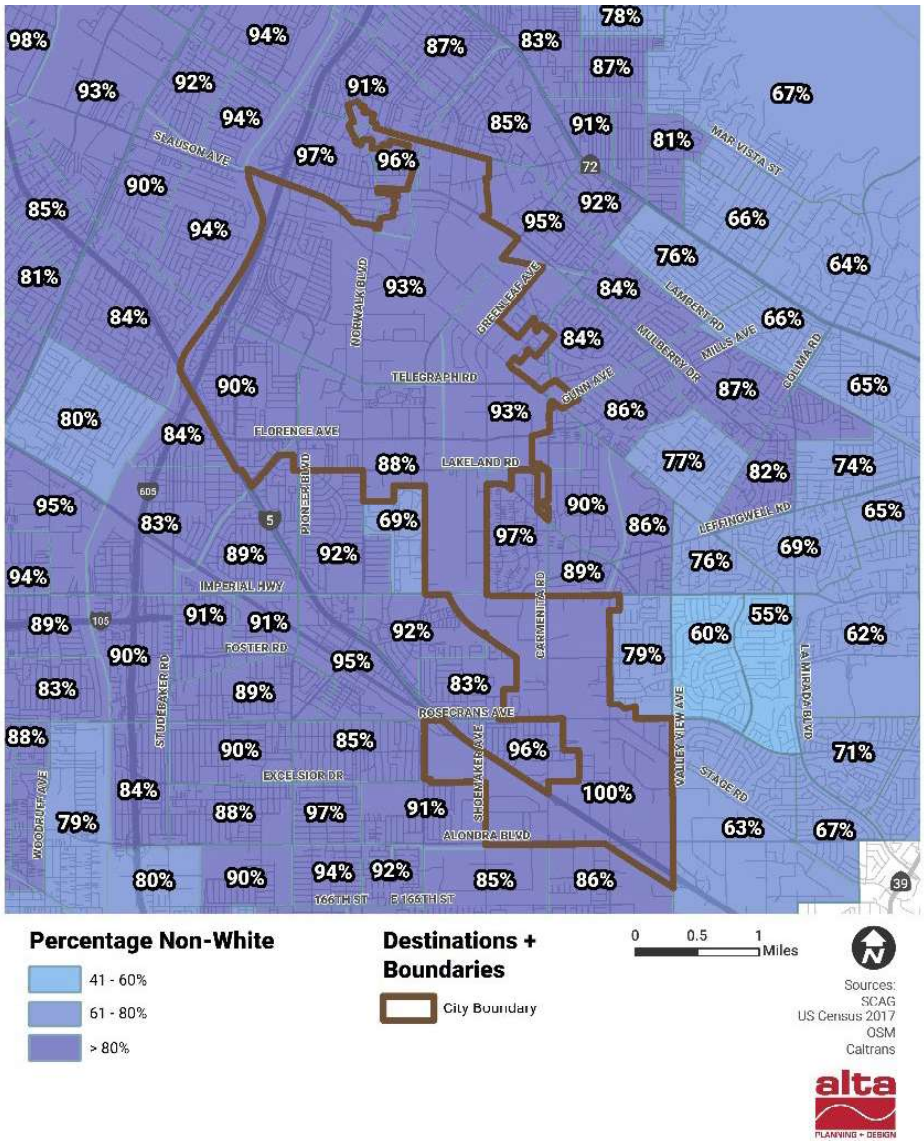
Figure 3. Percentage of Population 65 and Older



People of Color

Approximately 90% of our city identifies as non-white, with the majority (80%) identifying as Hispanic or Latino. Census tracts's populations range from 88% people of color to 93%.

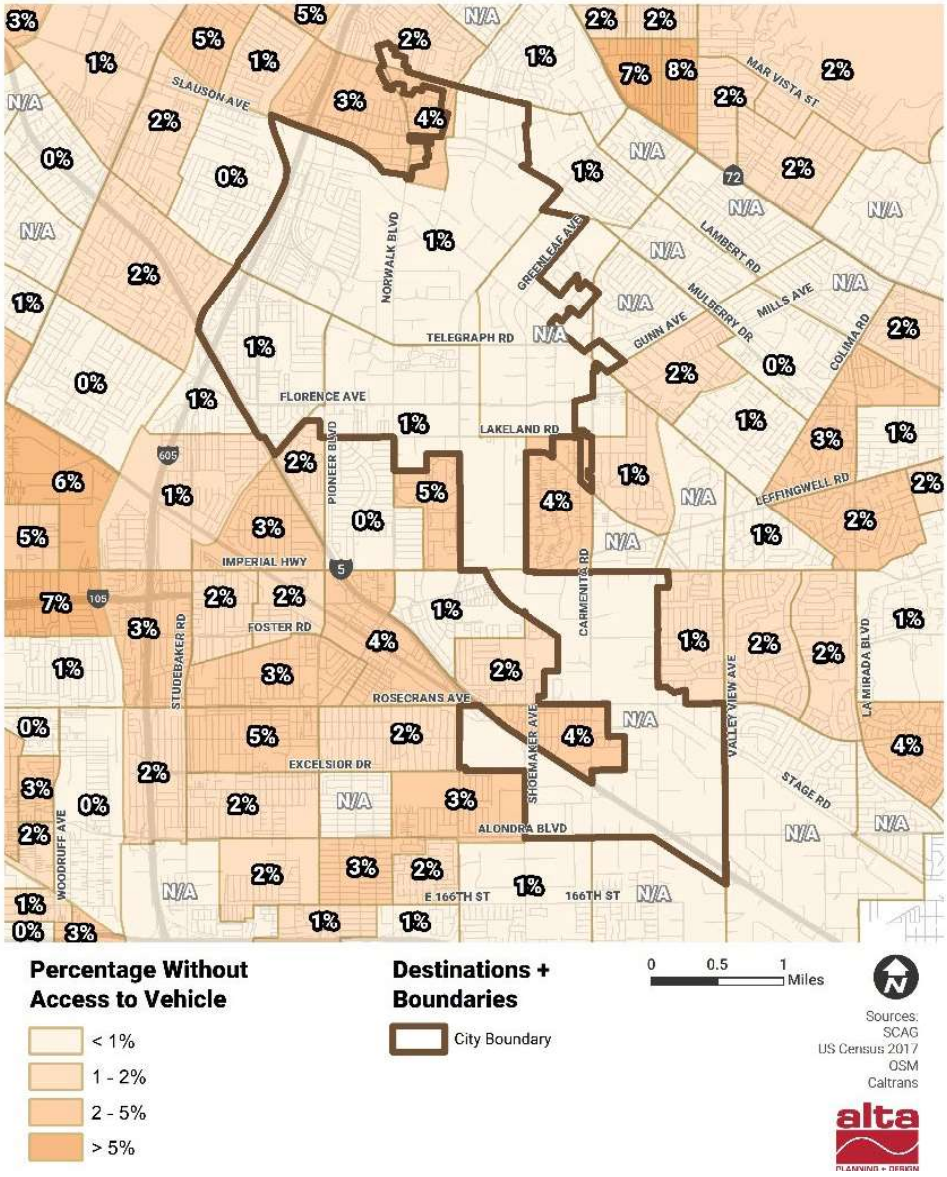
Figure 4. Percentage of Population that is Non-White



No Access to Vehicles

The ACS estimates that approximately 75 people over age 16 in Santa Fe Springs do not have access to a vehicle, or one percent. Similarly, the ACS estimates that one percent of people over age 16 do not have access to a vehicle in each of the census tracts with residential land uses.

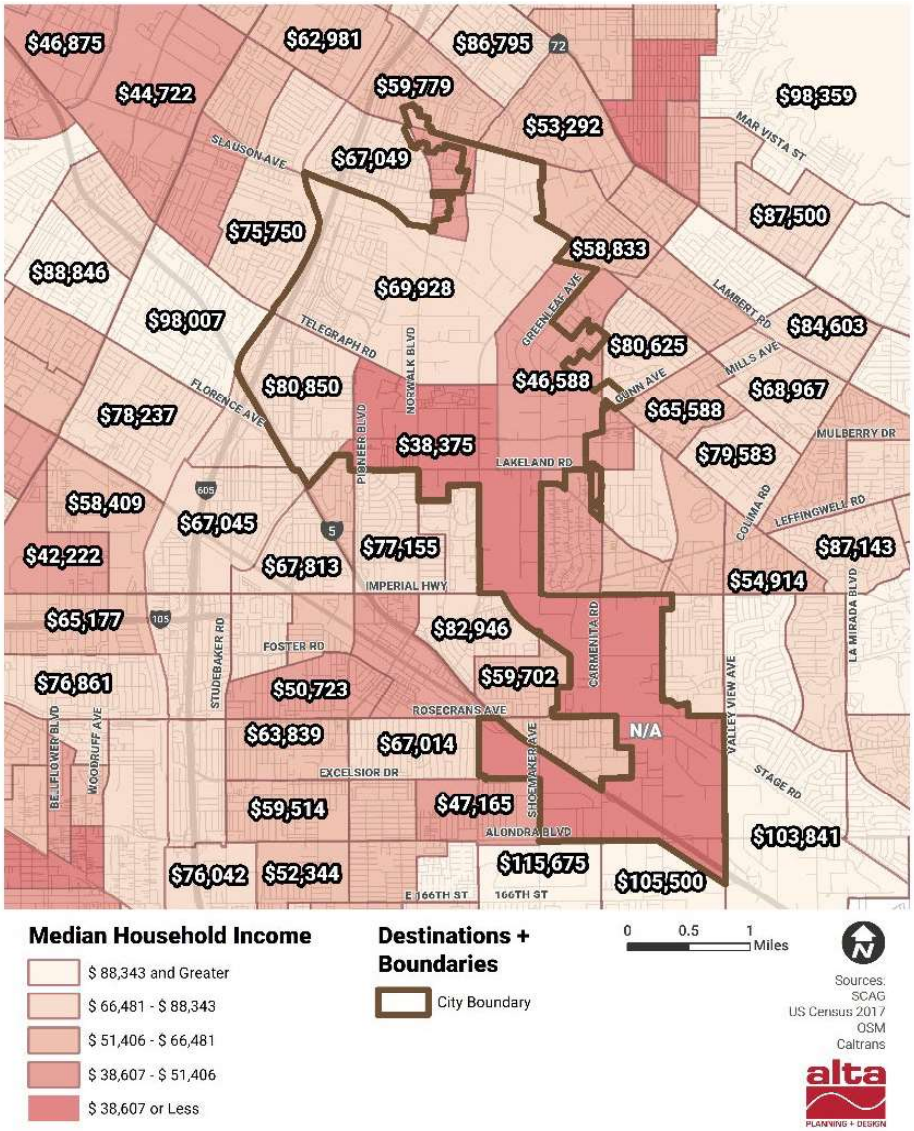
Figure 5. Percentage of Households without Access to an Automobile



Median Household Income

The overall median household income in Santa Fe Springs is $63,540, which is slightly lower than the County's median household income of $65,006. However, there is a great disparity in median household income across census tracts, with higher concentrations of wealth in the west—where there is better access to existing active transportation facilities—and lower concentrations of wealth in the east.

Figure 6. Median Household Income



CalEnviroScreen 3.0

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).

This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process. Areas in Santa Fe Springs that meet this threshold are indicated in Figure 7.

LAND USE & DESTINATIONS

An industrial community with significant truck traffic on arterial streets, land uses in Santa Fe Springs primarily consists of industrial uses (see Figure 8). Single-family residential zoning can be found in the western portions of the city along the San Gabriel River. Major public buildings such as City Hall, Santa Fe Springs City Library, and the Fire Station are located off of Telegraph Road. Our city has 8 public schools served by Little Lake City School District, Los Nietos School District, Whittier Union High School District, and South Whittier School District, plus three private schools.

Major shopping centers in the city include Santa Fe Springs and Gateway Plazas (at Telegraph Road/Carmenita Road), Santa Fe Springs Promenade on Telegraph Road, and Santa Fe Springs Marketplace on Norwalk Boulevard, which also serve as employment centers. Multiple historical landmarks are located in Santa Fe Springs, including the Clarke Estate on Pioneer Boulevard, Hathaway Ranch Museum on Florence Avenue, Heritage Park off of Norwalk Boulevard, and the Historical Railroad Exhibit. The city is also home to numerous parks including Lake Center Athletic Park and Little Lake Park.

Figure 7. CalEnviroScreen 3.0 Scores by Census Tract

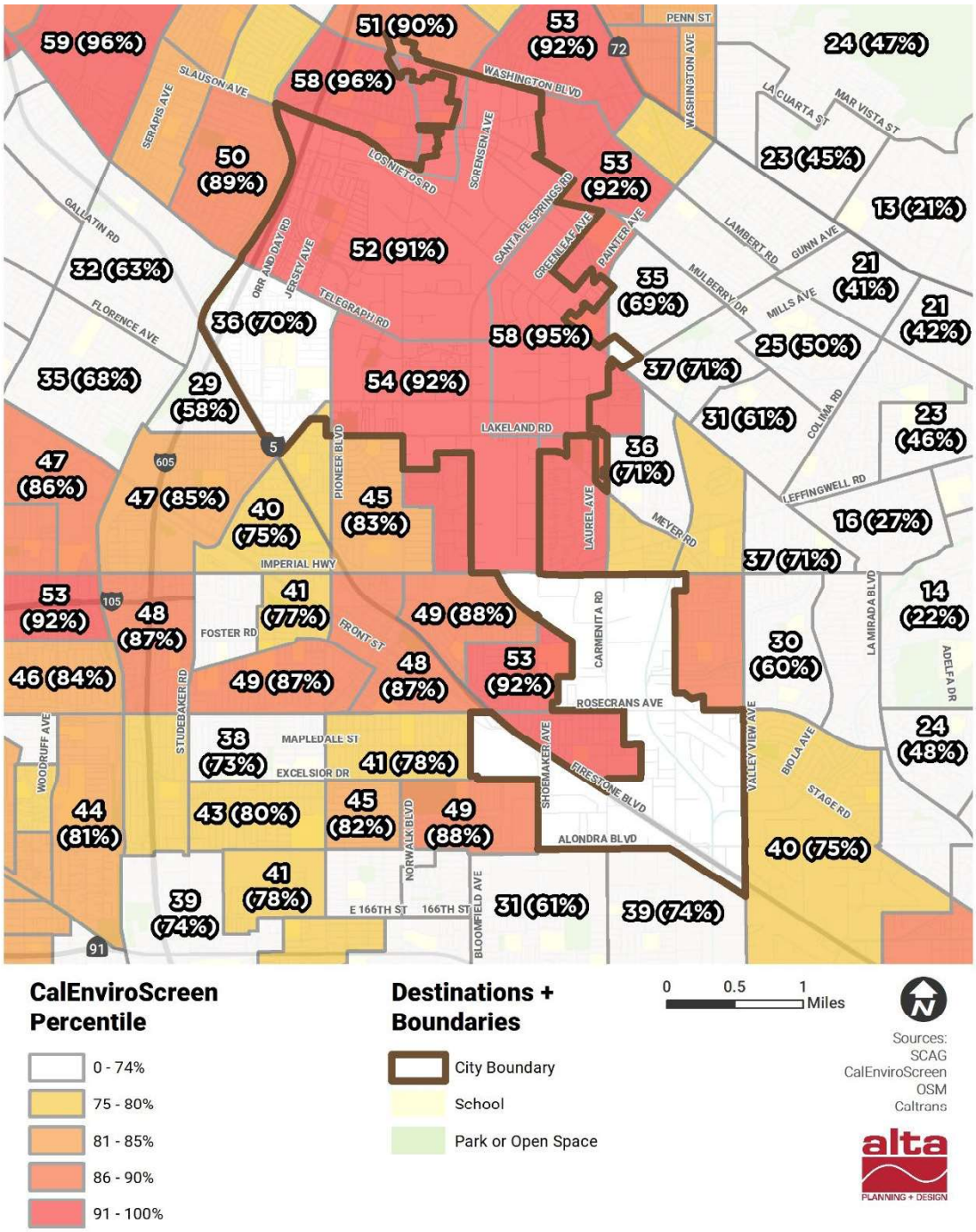
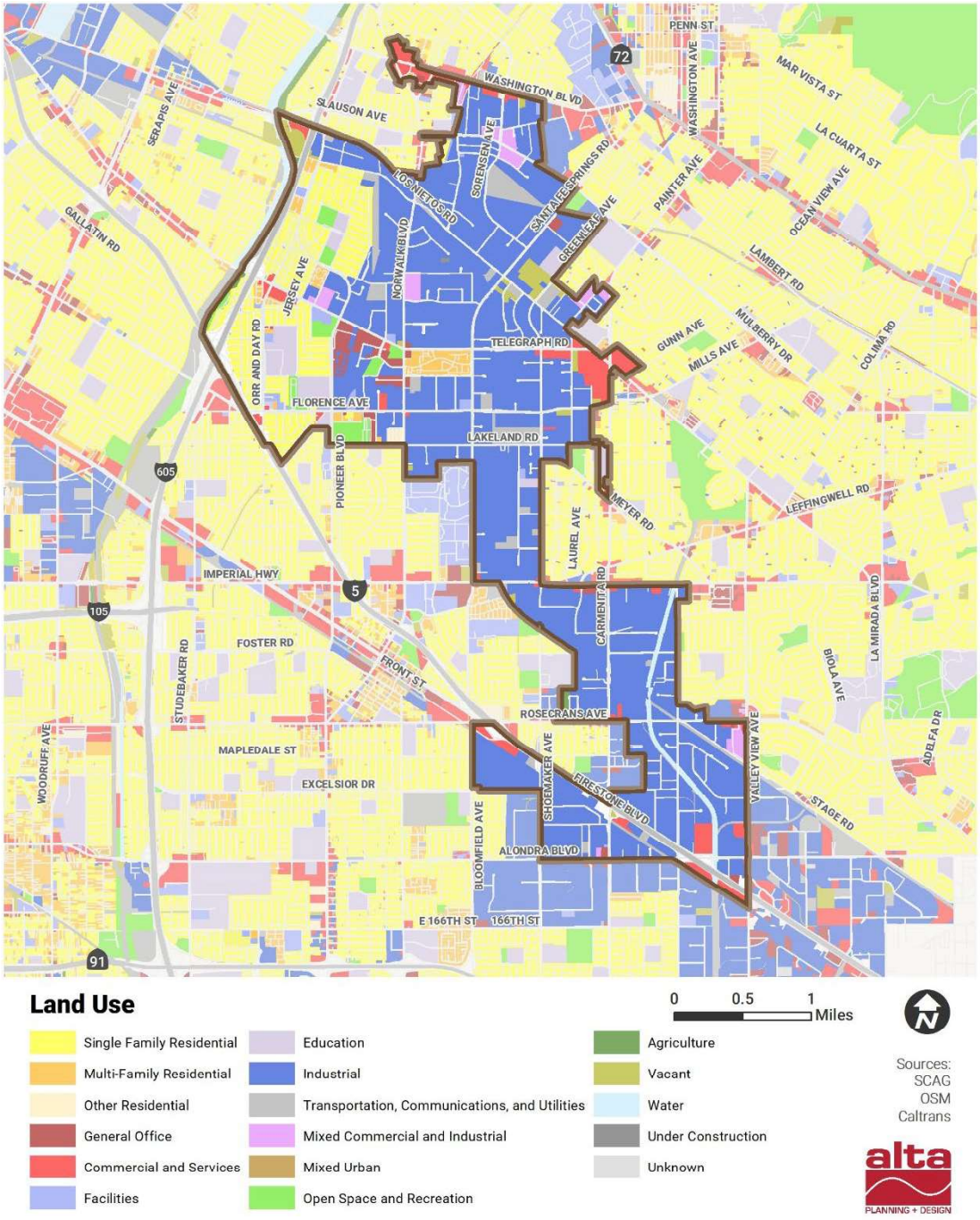


Figure 8. Land Use



Transit Access

Santa Fe Springs is served by several transit providers and routes that offer connections to local and regional destinations. Two agencies provide bus service within the city:

- **LA Metro:**
  1. Line 62: Connects Hawaiian Gardens with downtown Los Angeles
  2. Line 120: Connects Whittier to Los Angeles International Airport (LAX)
- **Norwalk Transit:**
  1. Route 1: Connects southwest Norwalk with Rio Hondo College
  2. Route 3: Connects Norwalk with West Whittier–Los Nietos
  3. Route 4: Connects Westridge Plaza with the Norwalk Green Line Station; serves the Norwalk / Santa Fe Springs Metrolink Station
  4. Route 5: Connects to the Norwalk Green Line Station via Rosecrans Avenue

Both LA Metro and Norwalk Transit buses are equipped to carry bicycles, with front racks on the front of their vehicles. A major transit hub for the city is the Norwalk/Santa Fe Springs Metrolink Station. Located on the border of Santa Fe Springs and the City of Norwalk on Imperial Highway between Bloomfield Ave. and Shoemaker Ave., the station connects to two Metrolink routes:

1. **91/Perris Valley Line:** Service between Los Angeles Union Station and Perris, CA
2. **Orange County Line:** Service between Los Angeles Union Station and Oceanside, CA

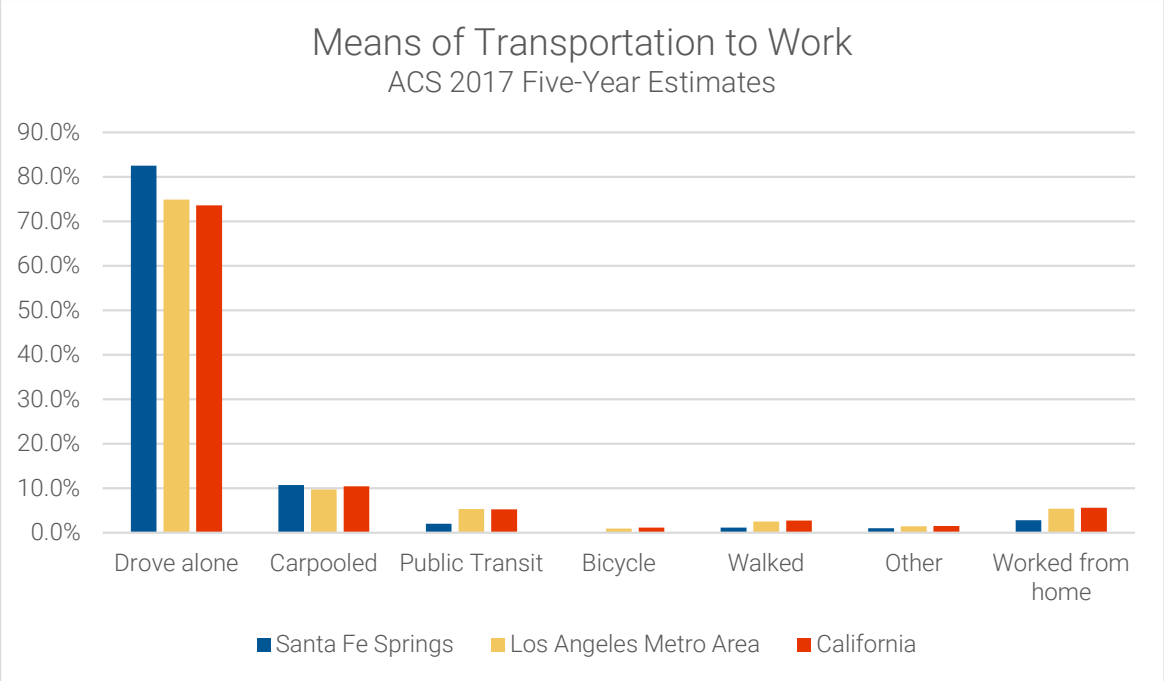
The Norwalk/Santa Fe Springs Metrolink Station serves as a transit hub, providing connections to regional buses and Metrolink's Perris Valley and Orange County Lines.

EXISTING TRAVEL PATTERNS

Mode Share

The ACS estimates that of the 7,907 Santa Fe Springs residents officially in the workforce, 88 people (1.1%) are estimated to walk to work, and that no residents bike to work (see Figure 9). However, ACS does not factor recreational trips, school travel, or trips where commuters use more than one mode when traveling to work, such as taking a bus partway then riding a bicycle to the final destination. For the workers in our community without access to a vehicle (estimated to be one percent of workers, or 75 people), transit, walking, bicycling, and carpooling are critical for getting to and from work.

Figure 9. Means of Transportation to Work



PLANS AND POLICIES

This Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents including the City's General Plan and Zoning Regulations. Santa Fe Springs also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Los Angeles County, and the State of California.

This Plan will help Santa Fe Springs continue to meet the following goals. See Appendix D for all of the relevant plans and policies.

Local

General Plan, Circulation Element

- **GOAL 6:** Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use

Regional

Gateway Cities Strategic Transportation Plan (2016)

- **Mobility** — Reduce congestion, improve travel choices, and reduce travel times
- **Accessibility** — Improve transit access, increase bicycle and pedestrian facility options, and provide improved access to disadvantaged communities
- **Sustainability** — Improve air quality and further reduce vehicle and greenhouse gas emissions through a variety of measures
- **Safety** — Address high-collision areas

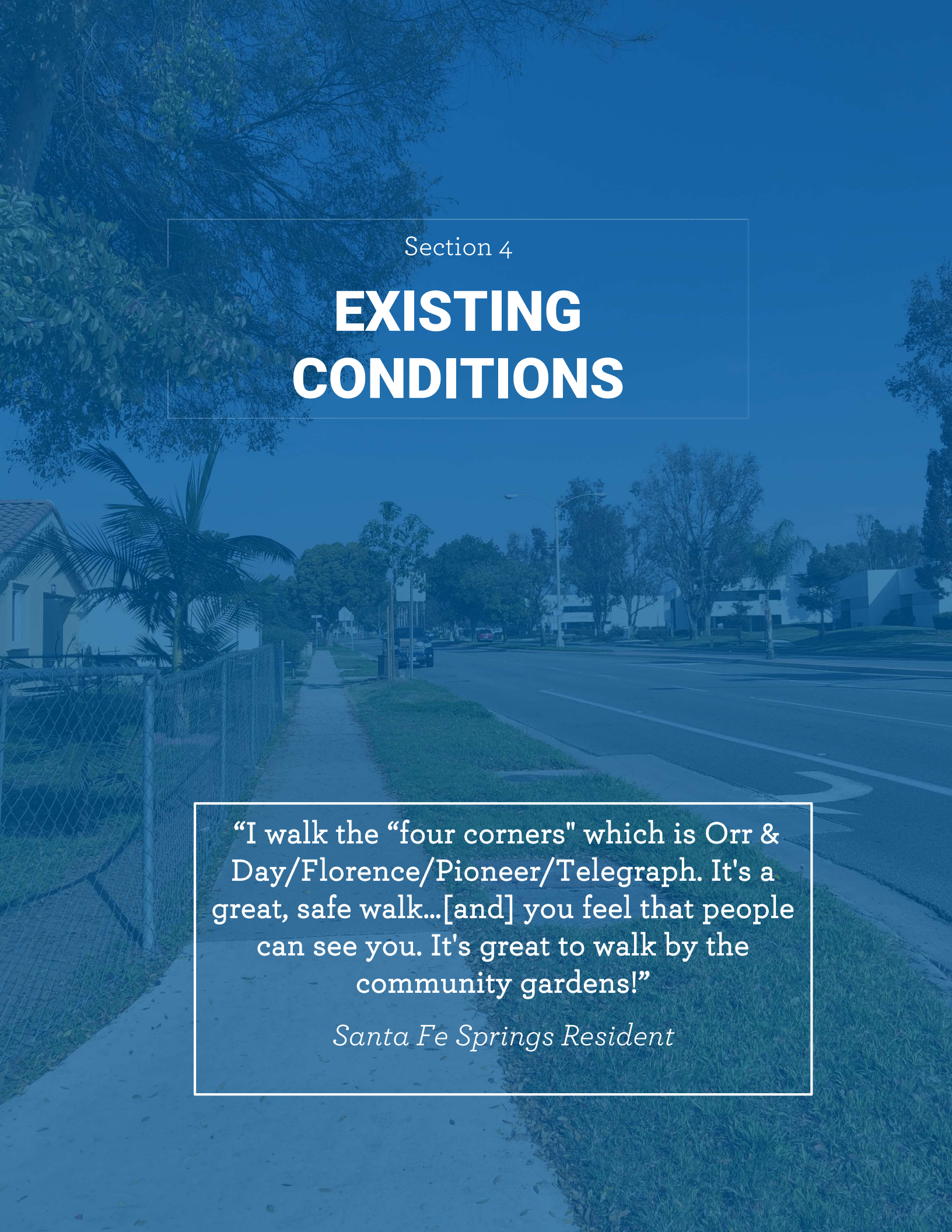
State

Toward an Active California: State Bicycle and Pedestrian Plan

- Triple bicycling trips and double walking and transit trips statewide by 2020 (relative to 2010)

Section 4

EXISTING CONDITIONS



"I walk the "four corners" which is Orr & Day/Florence/Pioneer/Telegraph. It's a great, safe walk...[and] you feel that people can see you. It's great to walk by the community gardens!"

Santa Fe Springs Resident

4. Existing Conditions

ACTIVE TRANSPORTATION OVERVIEW

Types of Active Transportation

Any human-powered mobility classifies as "active transportation." Beyond walking and biking, active transportation also encompasses people roller skating, skateboarding, using a scooter, using electric-powered devices, and using a wheelchair or other mobility device. In addition to people walking, "pedestrian" also refers to people using mobility devices or skateboards in California per the California Vehicle Code. Similarly, the increased prevalence of technology such as electric bicycles ("e-bikes") and other motor-assisted vehicles has introduced a new element to "active transportation" considerations, fraught with potential and tensions. This Plan aims to advance e-powered devices in so that they support, and not compromise or inhibit, walking and biking.

Active transportation promotes positive public health, diminishes environmental impacts related to transportation, expands accessibility and mobility choices, and decreases the financial burden of getting around.

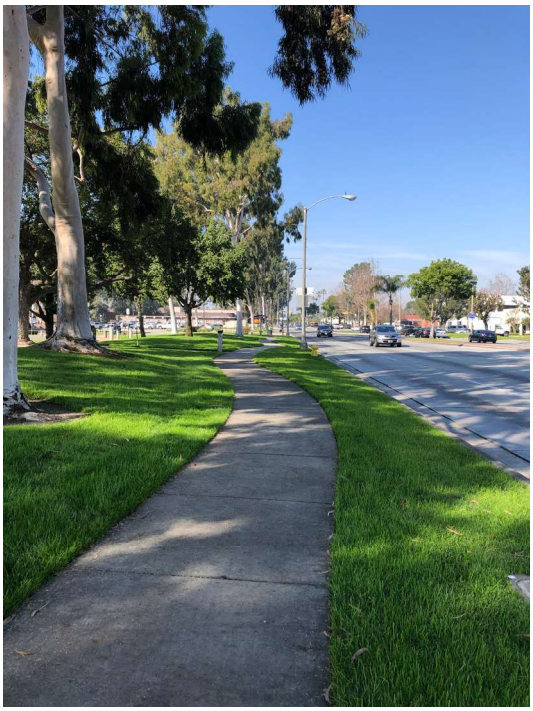
Types of Pedestrian and Bicycle Facilities

Pedestrian Facilities

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to improvements have been made that continue to enhance the pedestrian experience in Santa Fe Springs.

SIDEWALKS

Sidewalks form the backbone of pedestrian transportation networks. Most streets in the northwestern part of Santa Fe Springs have sidewalks on at least one side. Some roads in Santa Fe Springs lack or have intermittent sidewalks,



Shade trees create pleasant walking conditions on this Santa Fe Springs sidewalk.

including Clarkman Street, Los Nietos Road, and parts of Pioneer Boulevard. Additionally, some streets in the industrial parts of Santa Fe Springs do not have sidewalks or pathways on one or both sides. There are also two existing walking paths located between Clarkman Street and Jersey Avenue, near Santa Fe High School and off of Joslin Street between Flallon and Alburtis Avenues.

Within the city limits, sidewalk maintenance is the responsibility of the Department of Public Works Maintenance Services Division. Sidewalks and pedestrian improvements are particularly important around schools. Arrival and dismissal periods can cause congestion as streets are blocked and sidewalks get clogged.

CROSSWALKS

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining their path of travel. Crosswalks are not required to be marked or striped, but marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be parallel lines or the "continental" high visibility pattern shown in the image to the right, which enhances visibility of the crossing and is becoming best practice. Crosswalks in school zones are required to be marked using yellow coloring. In Santa Fe Springs, crosswalks exist at most major intersections including yellow markings in school zones. In recent years, the Department of Public Works has updated school crossings to be high-visibility. However, other crossings throughout the city could be updated for higher visibility, as identified in Chapter 6.

Continental crosswalks enhance the visibility of pedestrians in this intersection at Orr and Day Road and Joslin Street.

CURB RAMPS

Curb ramps are design elements that allow users of all abilities to make the transition from the street to the sidewalk. A sidewalk without a curb ramp can be a barrier to someone in a wheelchair or push a stroller, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. Most sidewalks in Santa Fe Springs have curb ramps; however, most feature the "diagonal" approach as opposed to the recommended "perpendicular" approach of placing curb ramps in both directions of travel.

The City has installed truncated domes (pads with bumps) at many curb ramps throughout Santa Fe Springs.

PEDESTRIAN HYBRID BEACONS

Pedestrian hybrid beacons are used to indicate to motorists to yield to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal, and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state. Operation of the beacon is illustrated in Figure 10. Rectangular Rapid Flashing Beacons or RRFBs increase visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a pedestrian push button.

Santa Fe Springs has existing flashing beacons at Orr and Day Road/Whiteland Street and at Orr and Day/Joslin Street to assist children attending nearby schools cross the street more visibly.

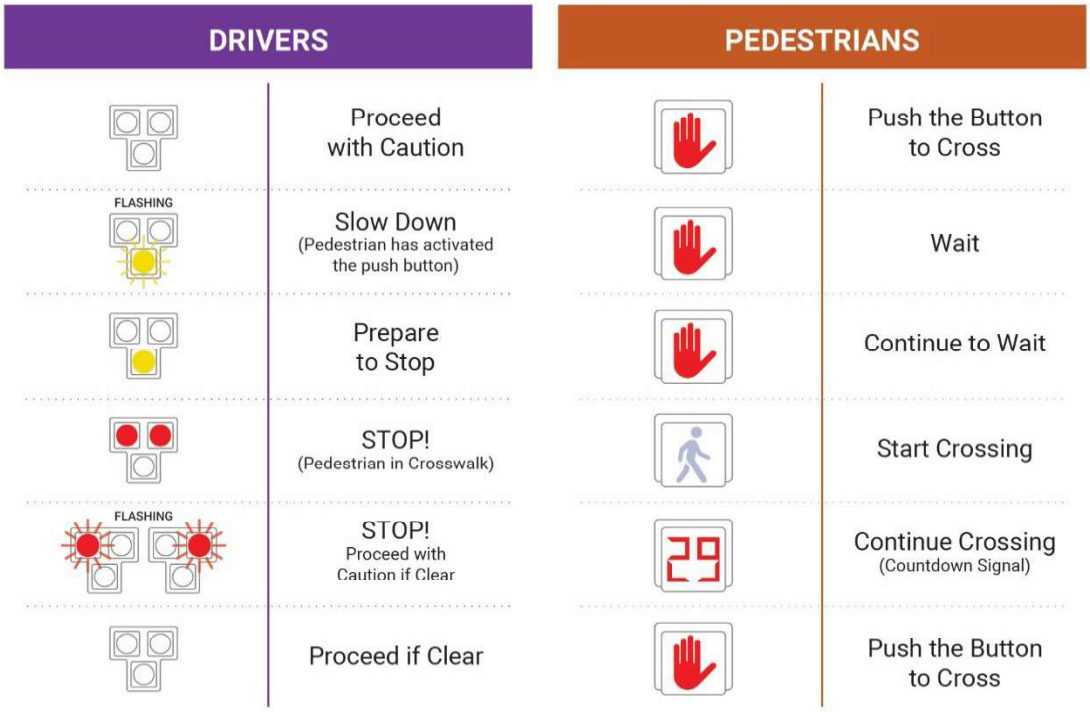


Figure 10. Operation of Pedestrian Hybrid Beacons

Bicycle Facilities

As of 2019, the California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. The City's current bicycle network has approximately 23 miles of bikeways (see Figure 11).

Descriptions of each bikeway class are included in the following section, and bikeways that currently exist in Santa Fe Springs are mapped in Figure 12.

The San Gabriel River Trail is a Class I shared use path in Santa Fe Springs

CLASS I SHARED USE PATHS

Class I shared use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking, and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

There are currently 9 miles of Class I shared use paths in Santa Fe Springs, the San Gabriel River Trail and the Coyote Creek Bikeway.

CLASS II BICYCLE LANES

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

There are currently 6.55 miles of Class II bicycle lanes in Santa Fe Springs, including along Pioneer Boulevard, Santa Fe Springs Road, and Los Nietos Road.

An existing Class II bike lane on Santa Fe Springs Road

CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or "sharrows" that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote bicyclist comfort and are known as "bicycle boulevards."

Santa Fe Springs currently has 8 miles of Class III bicycle routes, including along Orr and Day Road and Florence Avenue.

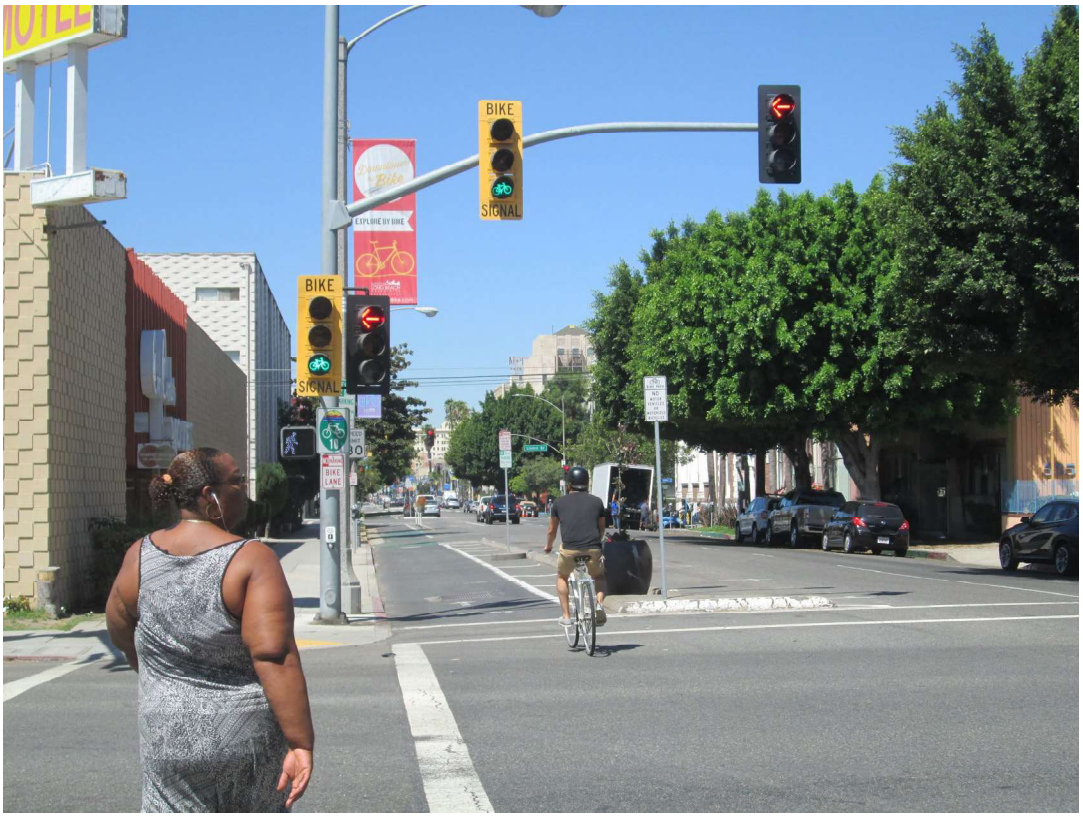
Class III facilities provide bike routes on low-speed streets.

Bicycle Boulevards incorporate traffic calming measures such as diverters to maintain low vehicular volumes.

CLASS IV SEPARATED BIKEWAYS

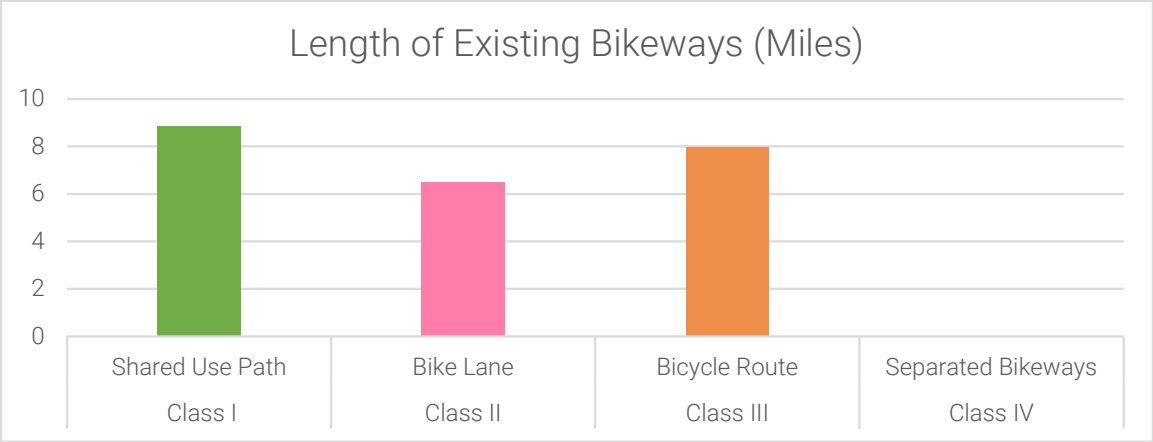
Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

No Class IV separated bikeways currently exist in Santa Fe Springs.



A Class IV bikeway buffers cyclists from traffic and door zones of parked cars.

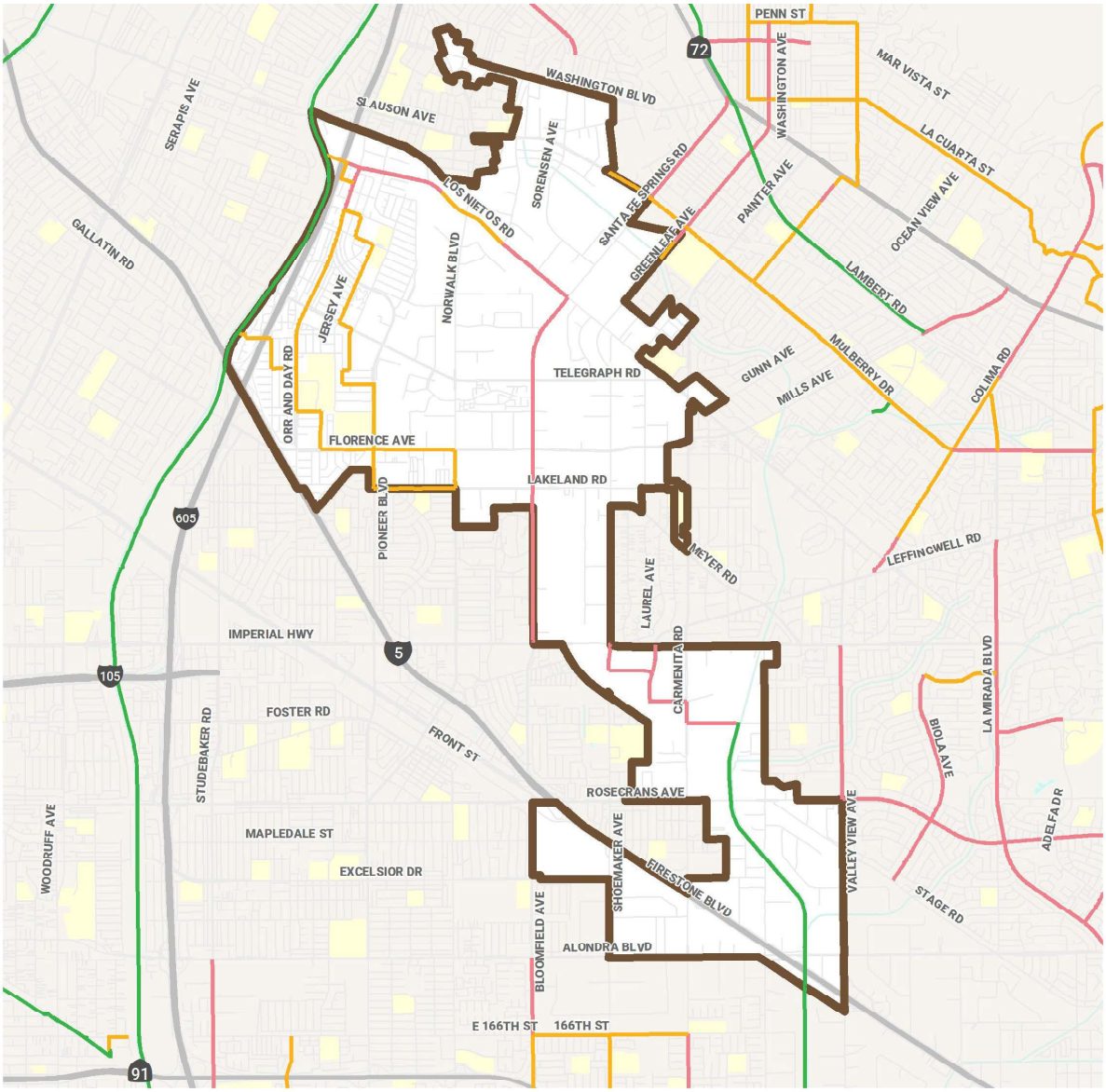
Figure 11. Existing Bikeways by Class and Length



Previously Planned Facilities

While the city's existing bikeway network covers over 23 miles, previous planning efforts have offered visions for a larger and more connected network spanning more than 34 total miles. Facilities recommended previously (in efforts such as the Gateway Cities Strategic Transportation Plan and the Los Angeles County Bike Master Plan) are shown in Figure 13. This planning effort builds on those recommendations and will provide an updated vision of Santa Fe Springs' active transportation network.

Figure 12. Existing Bikeways



Existing Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Separated Bikeway (Class IV)

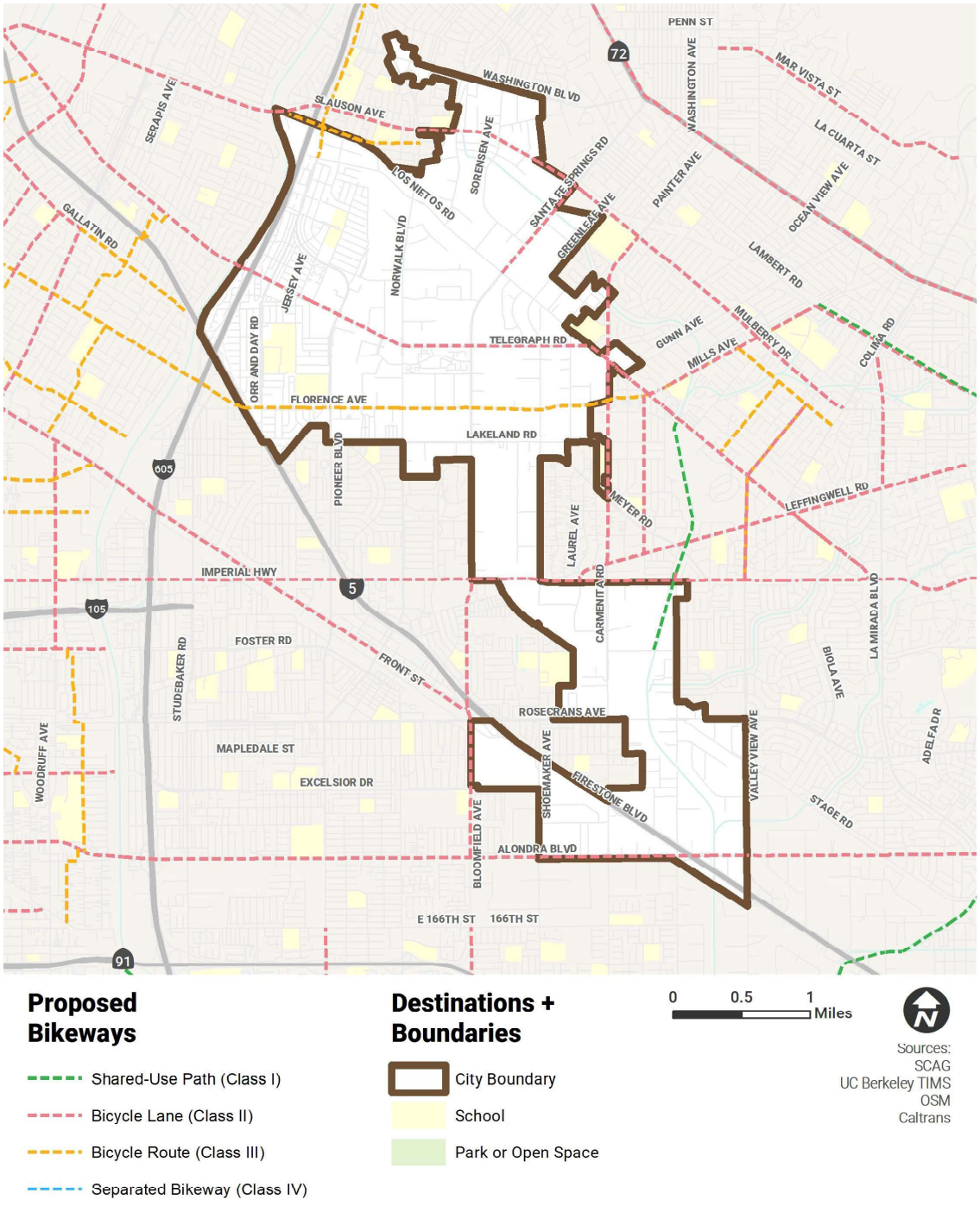
Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.5 1 Miles

Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans

Figure 13. Previously Planned Bikeways



FRAMING ACTIVE TRANSPORTATION

For the Future

Mobility options in many cities have changed drastically in recent years with the rise of bike share programs, transportation network companies (TNCs) such as Lyft and Uber, microtransit, and autonomous vehicles. Shared mobility, micro-mobility, and on-demand mobility are likely to continue being part of our transportation landscape, and often align with our goals of reducing household transportation costs and improving access.

Scooters, bike share, and on-demand mobility services have greatly impacted the transportation experience.

Although called "bikeways," such facilities are frequently used not just by people riding bikes, but also by other small-wheeled devices such as mobility scooters, skateboards, roller skates, and more. Further, bikeways may continue to be used by new modes such as e-scooters. California Vehicle Code also requires pedestrians use bike lanes if the sidewalk is unavailable.

The City aims to advance mobility options in the community, and considers the impact of non-traditional active transportation modes when considering new or improved infrastructure.

During a Pandemic

The COVID-19 pandemic has also greatly impacted transportation in our community, with fewer residents traveling away from home for work, and more residents opting to walk and bike within their neighborhood. As a result, the City has witnessed an increase in walking and biking in our community. To accommodate that increase, the City provided limited use of City parks for passive use (social distancing and face coverings required), a Virtual Recreation Center with ideas for outdoor recreation and links to free online exercise videos, and a Virtual Run/Walk Challenge during which participants tracked their family activity for a chance to win prizes.

This Plan amplifies the increased interest in walking and biking by continuing to encourage residents to do so, and by providing additional resources so that residents can safely exercise and travel on our streets.

EXISTING SUPPORT FACILITIES

Support facilities are also needed to attract and maintain bicyclists and pedestrians by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, drinking fountains, benches, bus shelters, and wayfinding or guide signs to help people navigate along the way.

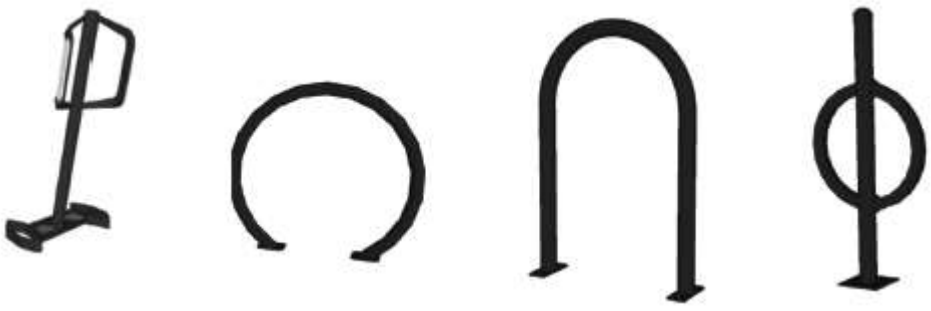
Bicycle Parking

A complete bicycle network must include secure bicycle parking at each end of every trip. Bicycle parking can generally be divided into two categories: short-term bicycle racks and long-term higher-security parking.

Short-Term Bicycle Parking

Bicycle racks are the preferred device for short-term bicycle parking. Racks serve people who leave their bicycles for a few hours at a time—typically for shopping, errands, eating, or recreation. Though they may have a variety of designs, racks should have two points of connection between the bicycle and rack, allowing the frame and at least one wheel to be secured with a standard U-lock.

Bike racks can be found near Civic Center, as picture above.



Best practices for bike parking allow for two points of contact between bikes and the rack.

Long-Term Bicycle Parking

Long-term bicycle parking typically includes bike lockers and bike rooms and serve people who intend to leave their bicycles for more than two hours at a time. Long-term parking is typically found at public transit stations, commercial buildings, and multi-family residential buildings.

Bicycle parking is existing at some key destinations in Santa Fe Springs, such as Civic Center, Santa Fe Springs Park, and the Norwalk/Santa Fe Springs Metrolink Station, but additional parking will be prioritized at other key locations throughout the city.

At the Norwalk/Santa Fe Springs Metrolink Station, bicycle riders can store their bicycles long-term in lockers.

Wayfinding

Wayfinding signs help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations. In Santa Fe Springs, custom wayfinding signage exists along Orr and Day Road, directing people to destinations such as Santa Fe Springs Park, Lakeview Child Care Center, and the Town Center.

Santa Fe Springs-branded wayfinding helps orient visitors to key locations.

Wayfinding signage directed at people biking or walking should include decision, turn, and confirmation signage.

NON-INFRASTRUCTURE PROGRAMS

Programs help support walking and bicycling by sharing information, promoting comfort, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a "6Es" approach. In addition to **Engineering** improvements, the other five E's are:

- **Engagement**: Listening to community members and working with existing community organizations
- **Education:** Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community
- **Encouragement:** Promoting bicycling and walking as fun and efficient modes of transportation and recreation
- **Evaluation:** Monitoring the success of efforts through counts, surveys, and review of relevant data
- **Equity:** Increasing access and opportunity for all residents, including disadvantaged communities of color, and low-income populations

Education events help people feel more confident biking and walking.

The City and its partners have been carrying out the following programs in recent years to support bicycling and walking:

Walk to School Day

The City encourages students and parents at our schools to participate in Walk to School Day each October. The event brings school communities together to celebrate the fun and healthy benefits of walking, and spotlight the importance of traffic safety. Students, parents, school staff and

administration, and valued community members join in a morning walk that offers fun physical activity. The community's presence on the streets reminds us to help create calm, safe routes to school for students that walk and bicycle. Students who travel safely to school are more likely to arrive at school ready to learn.

Walk to School Day encourages Santa Fe Springs students to get out of cars when commuting to school

Walking Clubs

The Department of Community Services hosts a walking club that meets at Heritage Park every Tuesday and Thursday morning for a walk of approximately 45 minutes. By participating in the walking club, our residents are able to get some exercise, meet their neighbors, and appreciate the public artwork in Santa Fe Springs.

Annual Fun Run/Walk

The Department of Community Services also hosts an annual Fun Run/Walk in spring each year. Open to the entire family, this themed event invites residents to enjoy a five-kilometer route starting at the Town Center Plaza.

USER EXPERIENCE & PERCEIVED COMFORT

The experience of being a pedestrian or riding a bike can greatly differ throughout any community. Roads with higher speeds, less separation between traffic and people, lack of adequate facilities, and other factors can create unpleasant experiences.

Increase Comfort, Increase Bicycling

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. Only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.[22] However, many of our community members who rely on biking for transportation do not always have the luxury of choosing a route based on comfort. This Plan provides a comprehensive network of comfortable bikeways that help entice new riders, and enhance the experience and safety for existing riders.

Not all community members are able to choose their bicycling routes based on comfort, but instead ride on high-stress arterials that currently lack bikeways in order to reach their destinations—because no other convenient route exists.

[22] *Roger Geller, City of Portland Bureau of Transportation. Four Types of Cyclists. https://www.portlandoregon.gov/transportation/44597?a=237507; Dill, J., McNeil, N. Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential. 2012.*

Bicycle Level of Traffic Stress

For people on bikes, the Level of Traffic Stress (LTS) is the perceived sense of discomfort associated with riding in or next to fast vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. **The less stressful—and therefore more comfortable—a bicycle facility is, the wider its appeal to a broader segment of the population.** A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low stress if they are on low volume roadways with slow speeds (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

The LTS is a rating given to a road segment or crossing that indicates the amount of traffic stress a particular facility imposes on bicyclists. The analysis, based on methods developed by the Mineta Transportation Institute, considers posted speed, number of travel lanes, presence of bicycle facility and land use context to calculate a bicyclist's comfort level.

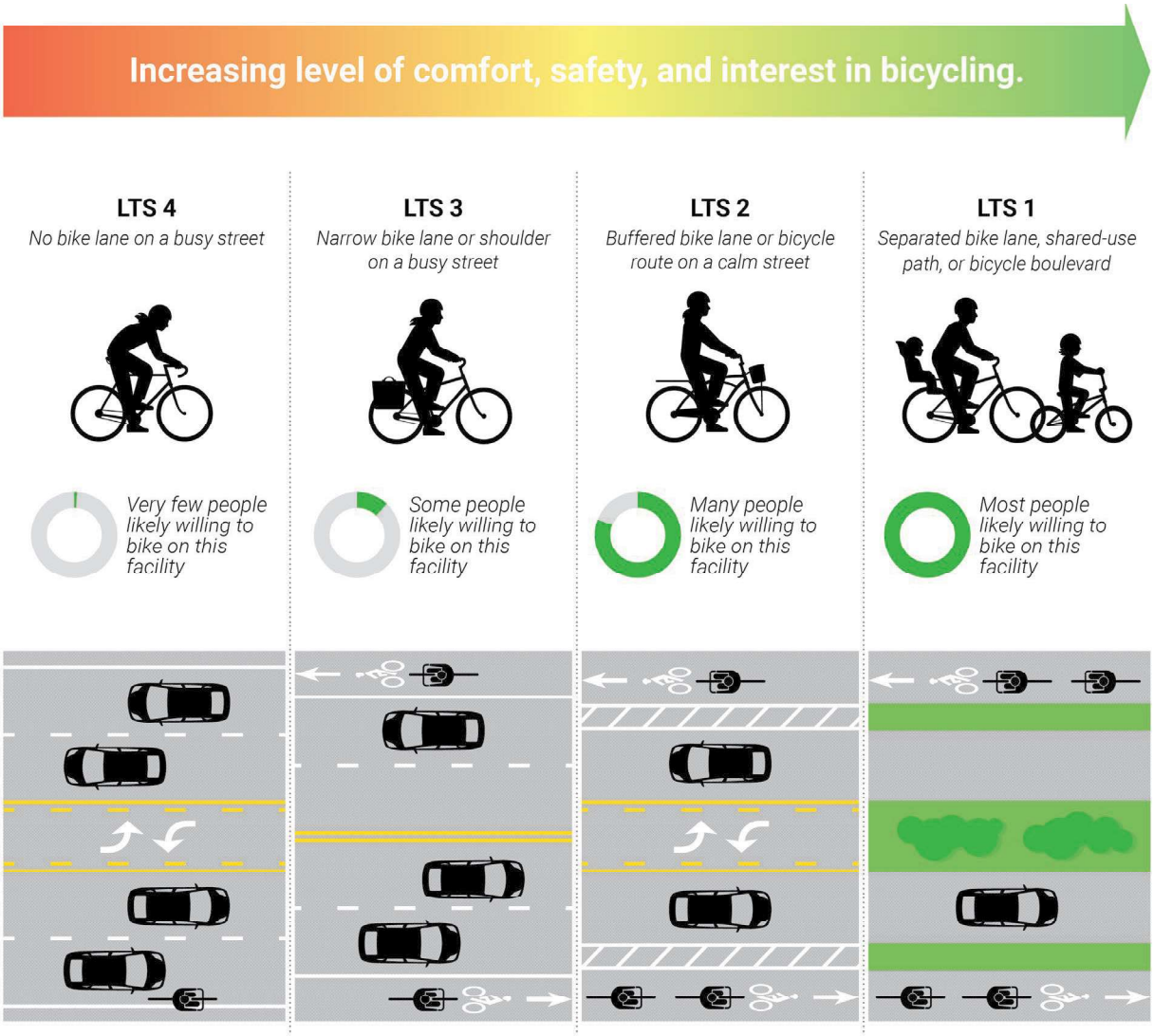
The combination of these criteria creates four levels of traffic stress for the existing roadway network. However, this Plan introduced a fifth level (LTS 1.5) to differentiate between streets without specific bike improvements which nevertheless remain low-speed and low-stress for most people on bikes, versus streets with specific improvements and facilities to create a low-stress experience for riders (LTS 1). The principal of the scale remains the same: the lower the number, the lower the stress and the higher the level of comfort for people on bicycles. LTS 1, 1.5, and 2 roads are typically the roadways that appeal to the "Interested, but Concerned" cyclists. For this analysis, levels of traffic stress range from 1 to 4:

- LTS 1 – Most Comfortable: Strong separation from traffic and improvements for people on bikes. Simple crossings. Suitable for children.
- *LTS 1.5: Streets with low speeds and low traffic volumes, but does not feature a bicycle facility.
- LTS 2: Physical separation from higher speed and multilane traffic. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned."
- LTS 3: Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."

- LTS 4 – Least Comfortable: Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as "strong and fearless."

  **Note: LTS 1.5 was introduced for this analysis and is not found within the Mineta Transportation Institute's approach.*

Figure 14. Bicycle Level of Traffic Stress



Findings

The level of traffic stress scores shown in Figure 14 illustrate the low stress connections and gaps throughout Santa Fe Springs. The Bicycle LTS results map approximates the user experience for the majority of our residents. However, people may have differing opinions of traffic stress depending on their own experiences. While a majority of Santa Fe Springs' entire network scored a Level 1, 1.5, or 2 (80% total; see Figure 15), these facilities are minor local roads or off-street paths typically surrounded by higher-stress arterials (such as Telegraph Road, Norwalk Boulevard, and Florence Avenue) where most average adults would not feel comfortable riding. As a result, the majority of residents may not feel comfortable bicycling outside their immediate neighborhood. This means that getting from residential areas to major destinations may not be possible given most people's tolerance for mixing with traffic—even on streets that have bicycle lanes.

Figure 15. Bicycle Level of Traffic Stress Percentage of City Streets

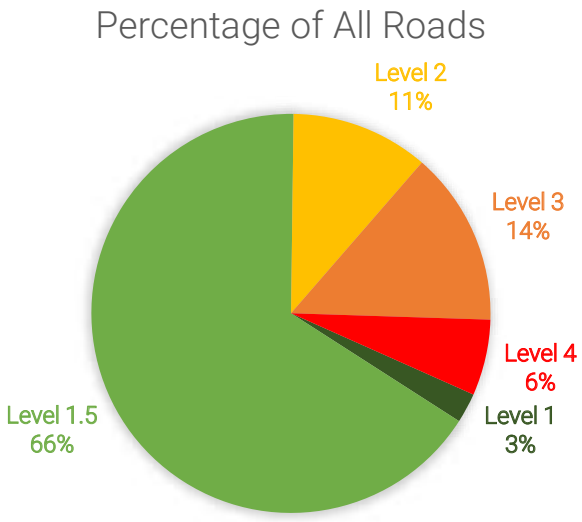
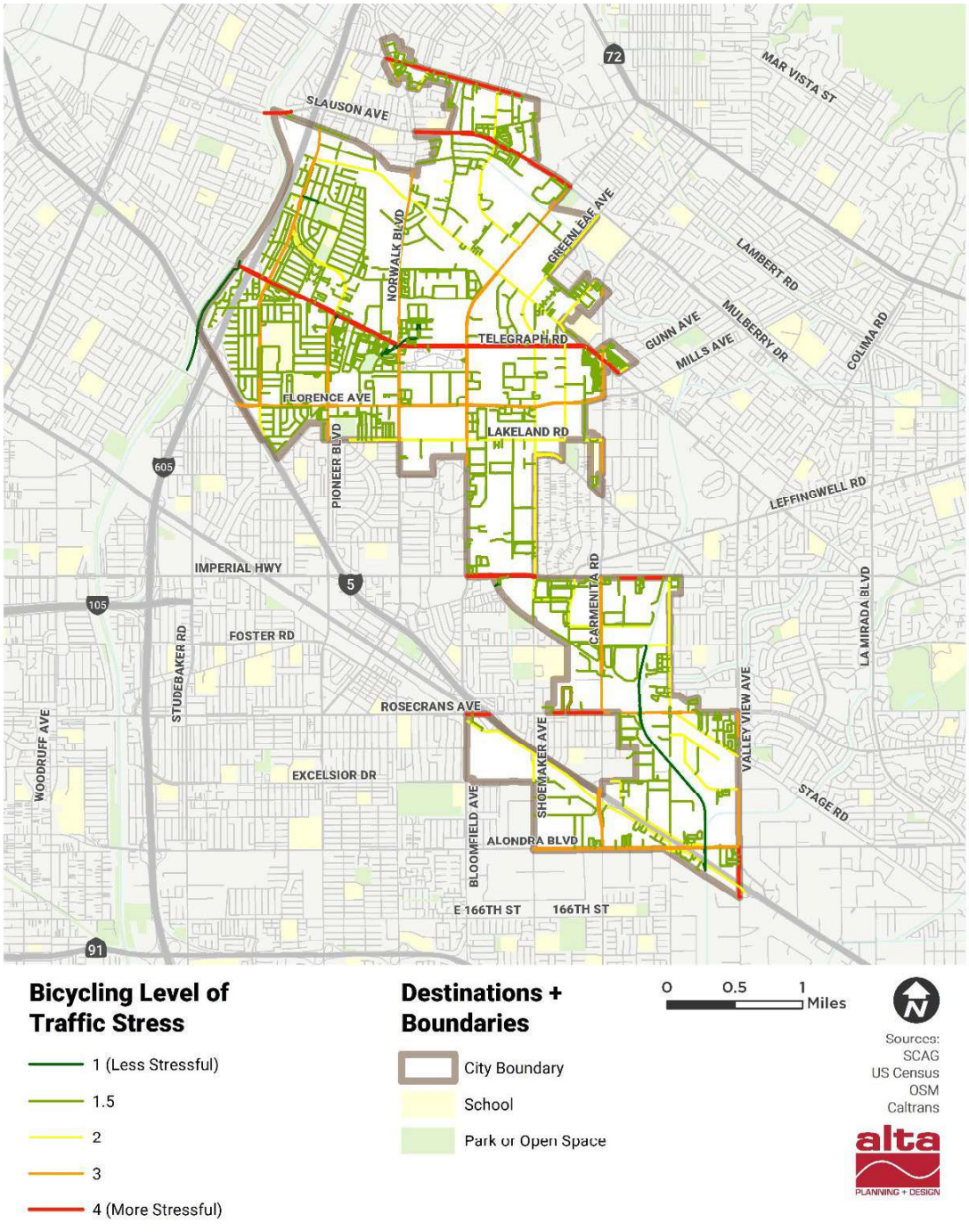


Figure 16. Bicycle Level of Traffic Stress on All Roads



EXISTING BARRIERS

Most streets in Santa Fe Springs are relatively narrow, two-lane roads that are ideal for biking. However, high-volume arterials and freeways (such as Telegraph Road, Pioneer Boulevard, and Florence Avenue) that intersect these streets often act as barriers to walking and biking by presenting difficult conditions for crossings and through-movements, and for the overall experience of walking and biking. The larger roadways also produce much greater amounts of air pollution than low-volume, local streets. Increased exposure to air pollutants due to proximity to freeways has been tied to higher rates of childhood asthma and other diseases.[23]

Along Pioneer Boulevard, for example, there are multiple intersections without pedestrian countdown signals, high-visibility crosswalk markings, ADA compliant curb ramps, and other features. These barriers also exist on other major corridors in the city and could keep our residents from walking in the city. Additionally, though some dedicated bike lanes exist in Santa Fe Springs, the existing network has barriers that likely keep people from biking more often. For example, the bicycle lanes along Bloomfield Avenue and Pioneer Boulevard are not continuous and these gaps may prevent people from comfortably or safely reaching their destinations. Additionally, along major corridors like Pioneer Boulevard, there are high vehicular and truck traffic volumes that could prevent people from bicycling. This Plan acknowledges the complex environmental, public health, and quality of life issues related to active transportation on large roadways and works to improve conditions for all of our residents.

Large arterials such as Pioneer Boulevard often lack shade and other amenities that help create comfortable pedestrian conditions

[23] Gauderman et al. *Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide.* 2005.

COLLISION ANALYSIS

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Transportation Injury Mapping System (TIMS), which geocodes collision data uploaded by the California Highway Patrol and local law enforcement agencies to the Statewide Integrated Traffic Records System (SWITRS). Five years of data were evaluated, from January 1, 2014 through December 31, 2018.

A total of 2,030 collisions were reported in Santa Fe Springs during the study period, 2.4% of which involved people walking and 3.5% of which involved people bicycling. With less than 2% of residents estimated to be walking or biking to work, pedestrians and bicyclists are disproportionately represented in traffic collisions in our community.

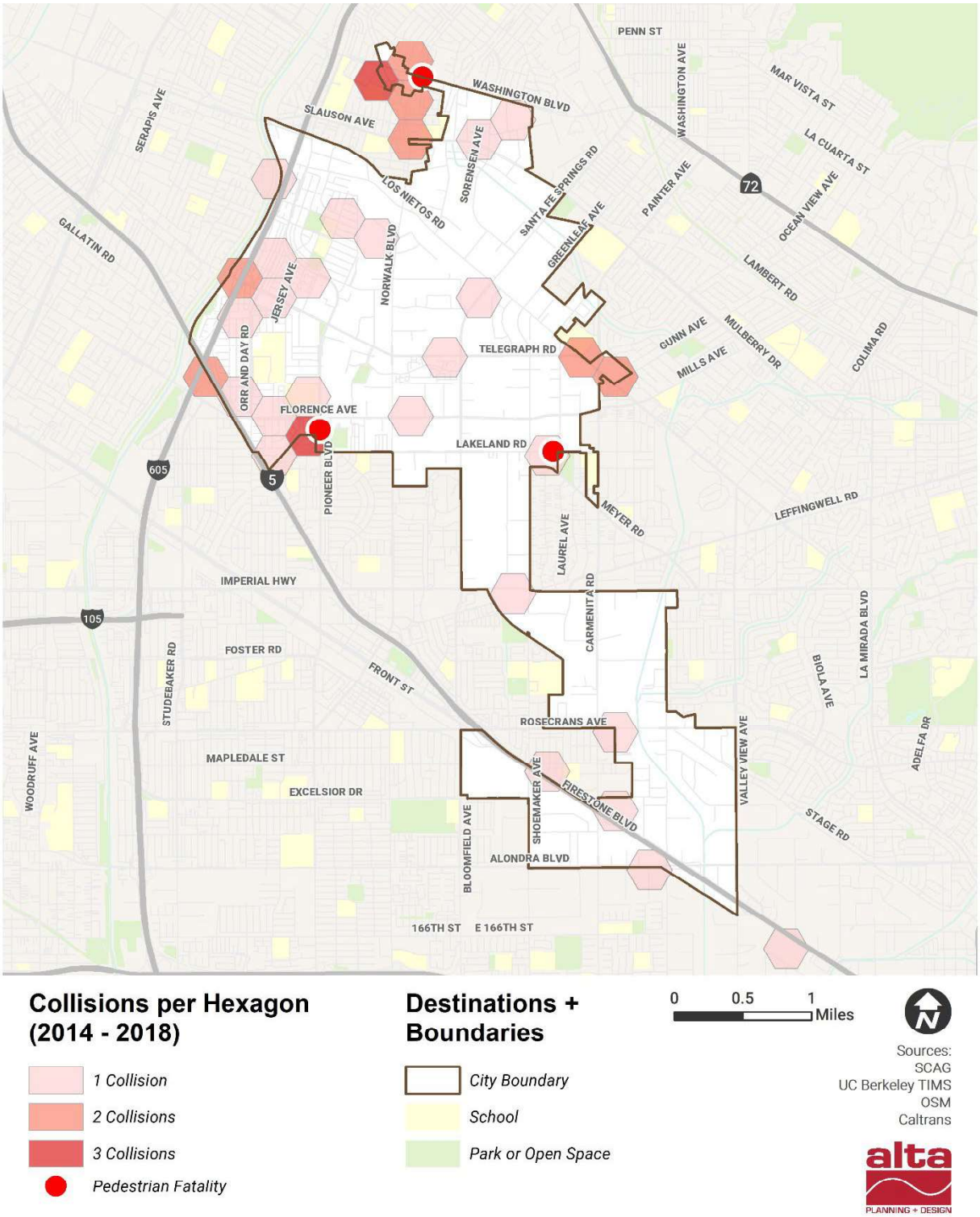
Pedestrian-Involved Collisions

During the study period, 49 collisions in Santa Fe Springs involved a person walking (see Figure 17). Three of these were fatal collisions, representing 6.1% of all pedestrian-involved collisions. Another nine collisions resulted in serious injury, representing 18.4% of all pedestrian-involved collisions. Many pedestrian collisions are concentrated in the northern half of the city, particularly around Florence Avenue and Pioneer Boulevard; around Telegraph Road and Jersey Avenue; Telegraph Road and Carmenita Road; and the intersection of Norwalk and Washington Boulevards.

The most common violations cited as the primary collision factor were pedestrian violations, at which the pedestrian was held at fault (21 collisions; 43% total); and drivers failing to yield to pedestrians in the right of way (15 collisions; 31% total). While just over half of all pedestrian-involved collisions occurred during daylight hours, 18 collisions (37%) occurred at night. Overall, 58% of victims were male. The most common victims of pedestrian collisions were the following ages:

- **14 or younger:** 7 victims (12%)
- **25 – 29 years:** 6 victims (10%)
- **60 – 64 years:** 8 victims (14%)

Figure 17. Pedestrian-Involved Collisions



Bicycle-Involved Collisions

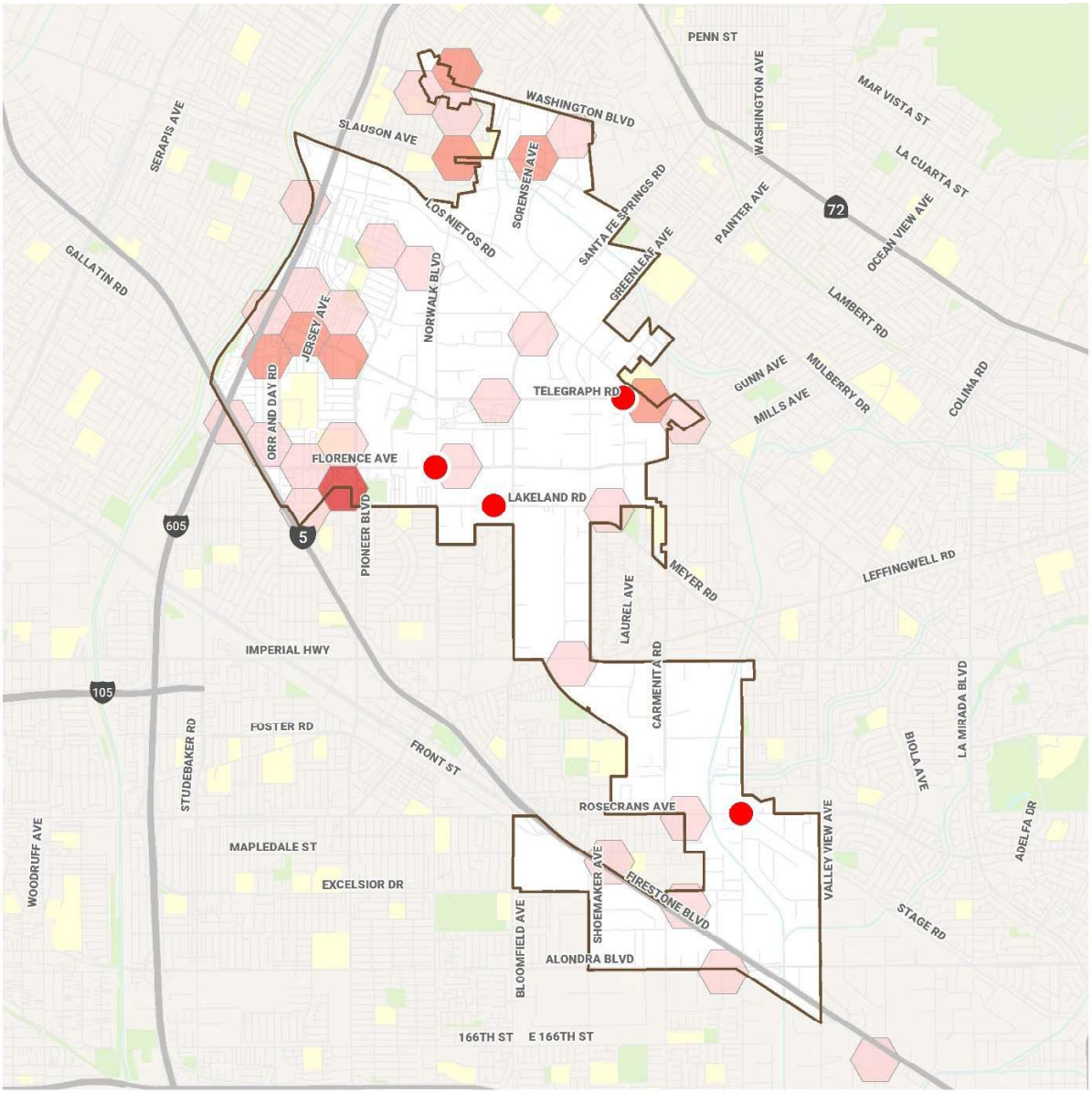
During the study period, 71 collisions in Santa Fe Springs involved a person riding a bicycle, as shown in Figure 18. Four of these were fatal collisions, representing 5.6% of all bicyclist-involved collisions. Another eight collisions resulted in a serious injury, representing 11.3% of all bicyclist-involved collisions. High-collision intersections for bicyclists generally overlap with findings from the pedestrian-involved collisions.

Around 60% (45 total) of bicycle-involved collisions occurred during daylight hours, and most occurred on a weekday, similar to pedestrian-involved collisions. However, unlike pedestrian-involved collisions, significantly more victims were male: 59 out of 71 (83%). In general, victims of bicycle-involved collisions tended to be younger. The most common age groups among victims were:

- **15 – 19 years:** 11 victims (15%)
- **20 – 24 years:** 8 victims (11%)
- **25 – 29 years:** 8 victims (11%)
- **45 – 49 years:** 8 victims (11%)

One third of collisions (23 total) were attributed to traveling on the wrong side of the road, the most common violation cited. Such behaviors can be reduced by adding bicycle lanes or paths that give bicyclists safer options.

Figure 18. Bicycle Involved Collisions



NEEDS ASSESSMENT

To further understand existing conditions in Santa Fe Springs, the project team conducted an assessment of health and community conditions related to active transportation using a customized score of the California Healthy Places Index[24] (HPI). The HPI, which pools data from 2006 to 2016 depending on the variable and data source, aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and more. Characteristics included in the HPI score consist of social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants.

The HPI then generates a composite score based on 25 weighted variables and additional support layers which can be can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions. It also offers subcategories and customizable scores that can be adjusted for targeted analyses. The tool allows for analysis at various geographic levels, including census tracts, zip codes, census-designated places, cities, counties, and more.

Santa Fe Springs experiences healthier community conditions than 35% of other California cities.

Overall, the HPI suggests that Santa Fe Springs has healthier community conditions than 35% of other California cities, or worse than 65% of other cities. To better understand conditions related to active transportation, we assessed 26 of the 84 indicators (including decision support layers) impacted by active transportation to create a custom score for our city. This custom score suggests that Santa Fe Springs experiences healthier community conditions related to active transportation than 49.3% of other cities in California—or worse conditions than half of California cities. However, our city's performance differs for each variable, which are detailed in the following sections on health and built environment.

[24] https://map.healthyplacesindex.org/

Variables were assessed by level of concern for this planning effort. Variables in which Santa Fe Springs experiences poorer conditions than 61% or more of other cities in California were given high priority; medium priority was given to variables in which our community experiences worse conditions than 40% to 60% of other cities; and low priority was given to variables in which Santa Fe Springs experiences poorer conditions than 39% or less of comparison cities. Table 1 illustrates the number of health variables that are high, medium, or low priority consideration during this planning effort. Nine of the 26 health related variables in Santa Fe Springs classify as high priority (35%). Ten variables (38%) classify as medium priority and seven variables (27%) classify as low priority. Table 2 lists the specific high priority variables.

Table 1. Number of Health Variables of Low, Medium, and High Priority

Category	Low	Medium	High
Physical Activity	2	5	5
Safety	1	0	0
Environment	1	1	3
Health Equity	3	4	1
Total Count	**7**	**10**	**9**
Total Percent	**27%**	**38%**	**35%**

Table 2. High Priority Health Variables

Category	Variables in which Santa Fe Springs experiences worse conditions than 61% or more of California cities
Physical Activity	1. Active Commuting: Low % of workers who walk, bike, or take transit to work 2. Physical Health Not Good: Higher prevalence of poor physical health 3. Diagnosed Diabetes: Higher prevalence of diagnosed diabetes 4. No Leisure Time Physical Activity: High % of people who do not exercise or participate in physical activities (outside of their regular job) 5. Heart Attack ER Admissions: High rate of emergency department visits for AMI 10,000

Category	Variables in which Santa Fe Springs experiences worse conditions than 61% or more of California cities
Environment	1. Clean Air - Diesel PM: High exposure to diesel PM emissions in summer 2. Clean Air - PM 2.5: High concentration of PM 2.5 (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) 3. Asthma ER Admissions: High rate of emergency department visits for asthma
Health Equity	1. Tree Canopy: Low % of land with tree canopy (weighted by number of people per acre)

Health Assessment

Active transportation is an important element in efforts to improve community health. It has direct and indirect implications on human and environmental health outcomes. The major health benefits of active transportation relate to physical activity, traffic safety, health equity, and environmental conditions (air quality and noise).

Physical Activity

In Santa Fe Springs, 25% of people did not participate in physical activities or exercise, other than for their regular job—a rate lower than 34% of other California cities. In other words, the number of people in Santa Fe Springs who do not participate in physical activity or exercise is higher than most cities (65.56%). Only 3% of workers (16 years and older) in our city commute to work by transit, walking, or cycling; 64% of other California cities have higher rates of active commuting. Increasing the percentage of active commuters in Santa Fe Springs may help to increase health-enhancing physical activity, especially for those who do not meet the recommended amount via leisure-time activities and exercise.

Health Conditions

Physical activity, whether through leisure time activities, exercise, or active commuting, helps to combat many chronic health conditions. In Santa Fe Springs, 14% of adults reported 14 or more days during the past 30 days during which their physical health was not good, which is lower than 65% of other California cities, indicating that physical health is a high priority. Furthermore, 12% of adults reported 14

or more days during the past 30 days during which mental health was not good. This is higher than 59% of other California cities, indicating that mental health is a medium priority.

When considering body mass index, 26% of adults in our community have a score greater than or equal to 30.0 kg/m² – a rate that is higher than 57% of other California cities – making obesity a medium priority for this planning effort. **There were 11.41 per 10,000 emergency department visits for heart attacks, a rate that exceeds 81% of cities in California**. In addition, 26% of adults have high blood pressure; 5% of adults have angina or coronary heart disease; 11% of adults have diabetes (other than during pregnancy); and 5% of adults have cancer (except skin cancer). Of these four, diabetes is the only variable for which Santa Fe Springs performs worse than more than 61% of other California cities, making it of high concern.

While Santa Fe Springs experiences a much lower rate of people with current diagnoses of asthma (8%), it experiences a high rate of emergency department visits for asthma (55.05 per 10,000). This rate surpasses 67% of other cities in the state, making emergency department visits for asthma a high concern during this effort.

Safety

The five-year annual average rate of severe and fatal pedestrian injuries in Santa Fe Springs per 100,000 people is 9.15, which is a higher average rate of severe and fatal injuries than only 18% of other California cities. To see more details regarding where pedestrian- and bicycle-involved collisions have occurred in the city, refer to the Collision Analysis starting on page 75.

Environment

Replacing motor vehicle trips with active transportation modes can reduce the vehicle emissions that contribute to poor air quality conditions, and decrease people's exposure to harmful pollutants. **With low rates of active commuting and high rates of vehicle ownership, it is not surprising that Santa Fe Springs has healthier environmental conditions than just 20.4% of other California cities** (see Figure 19).

Figure 19. Clean Environment Conditions Santa Fe Springs Compared to Other Cities in California

In fact, the yearly average of fine particulate matter concentration (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) is 12.04 µg/m3, which is a higher yearly average than 83% of other California cities. Furthermore, the average daily amount of particulate pollution (very small particles) from diesel sources (for July) is 23.63 kg/day, which exceeds 93% of other California cities. The average of daily maximum

eight-hour ozone concentration during the summer months (May to October) over three years (2012 to 2014) is 0.05 ppm, which is a lower average than 60% of other California cities.

Built Environment Assessment

Changing the built environment can increase opportunities for more active modes of transportation, and therefore physical activity, while also reducing greenhouse gas emissions. Both physical activity and improved air quality reduce one's risk for chronic health conditions and increase life expectancy. Compared to other cities in California, Santa Fe Springs experiences high levels of park access and retail density. **However, Santa Fe Springs a low tree canopy coverage compared to other cities in the state.** Using data provided on the California Healthy Places Index website, the current built environment conditions for Santa Fe Springs are described in more detail below.

Figure 20. Neighborhood Conditions in Santa Fe Springs Compared to Other Cities in California

Destinations

Living in a community with a mix of uses and destinations can improve health by reducing household transportation costs, encouraging physical activity, reducing chronic diseases, improving mental health, fostering community connections, and supporting community resilience to climate change and pollution. One measure of destinations includes employment sites, which serve as destinations for both employees and patrons. In Santa Fe Springs, the number of retail, entertainment, and education-related jobs per acre amounts to 0.88, which is higher than 74% of other California cities. The high proportion of industrial and commercial land use in our city, and corresponding amount of jobs, likely influences this rate. This indicates better than average distribution of destinations in Santa Fe Springs.

Parks

Parks can encourage physical activity, reduce chronic diseases, improve mental health, foster community connections, and support community resilience to climate change and pollution. In our community, 80% of residents live within walkable distance (half-mile) of a park or open space greater than one acre. This is a higher percentage than 66% of other California cities.

Trees

Trees are beneficial for mental and physical health. Adequate tree canopy can provide shade and cool surrounding areas, reduce stress, and promote health, wellness, and physical activity. They also provide many ecosystem services, including absorbing carbon dioxide and improving air quality. Furthermore, trees can provide for a more conducive walking and biking experience. In Santa Fe Springs, approximately 5% of land has tree canopy, a lower percentage of land with tree canopy than 66% of other California cities.

Findings

The health and built environment assessments highlight the intersections of health and transportation and the potential active transportation has to benefit multiple aspects of our community. Once complete, this Plan will be another extension of our efforts to improve health and wellness in our community.

The top ten Healthy Places Index variables for which Santa Fe Springs experiences some of the worst conditions among cities in California, as identified in the health and built environment assessments, are (in order of severity):

1. High Rates of Diesel Particulate Matter
2. High Rates of Particulate Matter (PM 2.5)
3. High Rates of Heart Attack ER Admissions
4. High Rates of Diagnosed Diabetes
5. High Rates of Asthma ER Admissions
6. Low Tree Canopy
7. Poor Physical Health
8. Low Rates of Leisure Time Activity
9. Low Rates of Active Commuting
10. Poor Mental Health

Section 5

COMMUNITY COLLABORATION

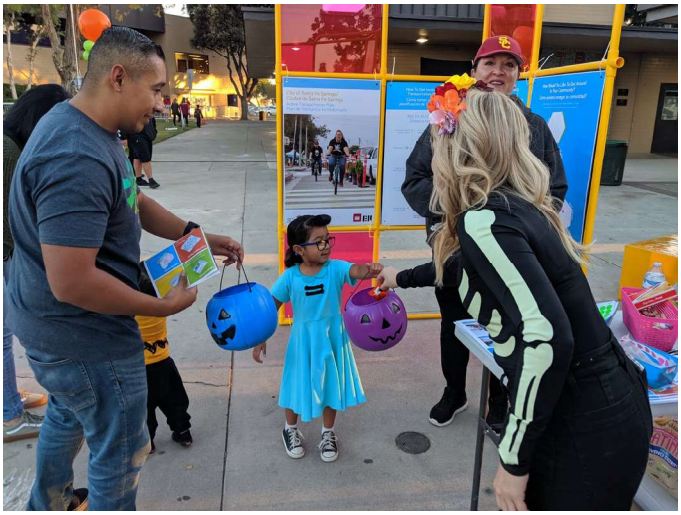
"I think it's great that the city's becoming a more walking and biking friendly community."

Santa Fe Springs Resident

5. Community Collaboration

Engaging the community was a top priority throughout the development of this Plan. A variety of opportunities were used to seek input from residents and community members. The planning process also included a partnership with Helpline Youth Counseling, Inc., a local community-based organization that helped with online promotion and community events. Overall, the project team engaged with stakeholders throughout the development of the Plan to:

- **Understand Walking and Biking Needs:** Residents weighed in on current barriers to biking and walking and what destinations and routes could be made more bikeable and walkable. This information helped the project team develop an understanding of the needs and gaps of the citywide network.
- **Develop a Vision for Active Transportation in the City:** Stakeholders across different groups weighed in on the vision, policies, and objectives for the Plan, guiding the high-level direction of the Plan.
- **Refine Draft Recommendations:** The City presented the draft bicycle and pedestrian recommendations developed through the process. Stakeholders and the public helped the City clarify these recommendations, and identified additional areas for improvement.



The City used multiple strategies to gain community input on this Plan.

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received. Overall feedback concentrated on three key themes (see Table 3).

Table 3. Key Themes from Community Feedback

Topic	What We Heard
Need for Additional Safe Places to Walk, Bike, and Cross	**Our Streets Do Not Support Biking and Walking** Many community members shared that some existing streets in Santa Fe Springs do not support safe walking and biking; they lack sidewalks, bikeways, and/or safe crossings. Many roads are in poor condition. People may walk and bike, but that is in spite of these shortcomings. People need safer, more dignified places to walk, bike, and wait for transit.
Vehicle Speeds	**People Drive Too Fast** Enhanced crossings, pedestrian beacons, dedicated bikeways, and other facilities work to slow vehicle traffic and make pedestrians and bicyclists more visible.
Access for All Ages and Abilities	**Facilities Do Not Serve All Users' Needs** Community members shared that existing facilities do not meet the needs of all ages and abilities. Longer crossing times, better lighting, and additional low-stress bicycle facilities were requested to address these concerns.

COMMUNITY ADVISORY COMMITTEE

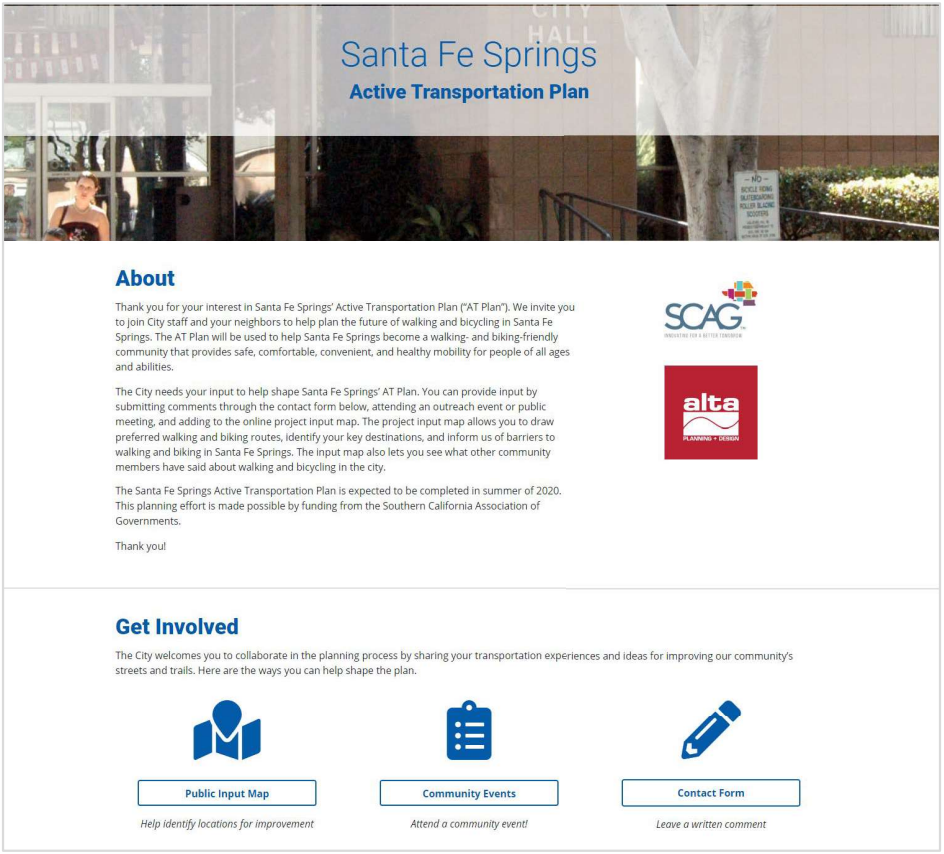
To help guide this planning process, the City convened a Community Advisory Committee (CAC) at the outset. Various sectors, groups, and stakeholders were invited to join the CAC in order to be able to best articulate the many needs of the community. Altogether, 10 people served on the Plan's CAC, representing the City's Departments of Planning, Public Works, Community Services, and Police Services; Helpline Youth Counseling, a local community-based organization; and local residents. The CAC convened six times throughout the two-year planning process, helping to shape the vision, analyses, events, partnerships, and recommendations.

MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, this planning effort leveraged the project website, social media accounts, and community-based organization Helpline Youth Counseling, Inc. to share information about the Plan and to encourage our residents to engage with the project.

Website

The project team created a website for this Plan, SantaFeSpringsATPlan.com, to host information about the effort, events, public input map, draft documents, and other ways to get involved. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.



SantaFeSpringsATPlan.com *hosted information about the Plan throughout the planning effort.*

Social Media

The City has over 5,500 followers on Facebook and over 4,400 followers on Instagram. Throughout the planning process, posts on these platforms notified residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.

Newsletter

In addition to a strong social media presence, the City sent an email newsletter to subscribers. The newsletter was used to promote the virtual town hall, survey, and office hours; encourage participation; and share updates about the project.

Promotional Material

An information card was also created in both English and Spanish with the project website, events, and other opportunities for participating highlighted. The cards were available at all outreach events and placed at various businesses, community centers, and libraries throughout the city.

The City used bilingual printed and digital materials to share information about the Plan, events, and opportunities for input.

EVENTS

Pop-Up Events

To engage as many members of the public as possible, the project team collaborated with an existing community event early on in the planning process:

- **Halloween Carnival**: October 31, 2019, Los Nietos Park, **over 500** estimated attendees

The project team used three interactive activities to hear from residents about how we can improve biking and walking: a survey on high-priority streets, a map where participants could spatially identify where they currently face walking and biking challenges in Santa Fe Springs, and a feedback board.

To ensure outreach events were accessible and family-friendly, they were facilitated in English and Spanish and included activities for children.

Survey: High Priority Streets?

When asked which streets in the city should be considered as highest priority for improvements for walking and biking, the top five streets that participants selected:

- Orr and Day Road (51%)
- Telegraph Road (41%)
- Los Nietos Road (41%)
- Pioneer Boulevard (38%)
- Florence Avenue (31%)

Map: Walking and Biking Challenges?

Participants placed color coded stickers on a map of Santa Fe Springs in locations where they face challenges to walking and biking. The colored stickers corresponded to specific challenges: no street lights, no sidewalks, no safe crossings, no bike lanes, no shade, and speeding. The areas surrounding Orr and Day Road and Telegraph Road received the most votes, indicating many barriers to walking and biking. Most of the barriers noted pertained to lack of crosswalks and bikeways.

Participants indicated that streets like Orr and Day Road, Pioneer Boulevard, Florence Avenue, and Los Nietos Road need improvements for walking and biking.

Feedback Board: How Would You Like to Get Around?

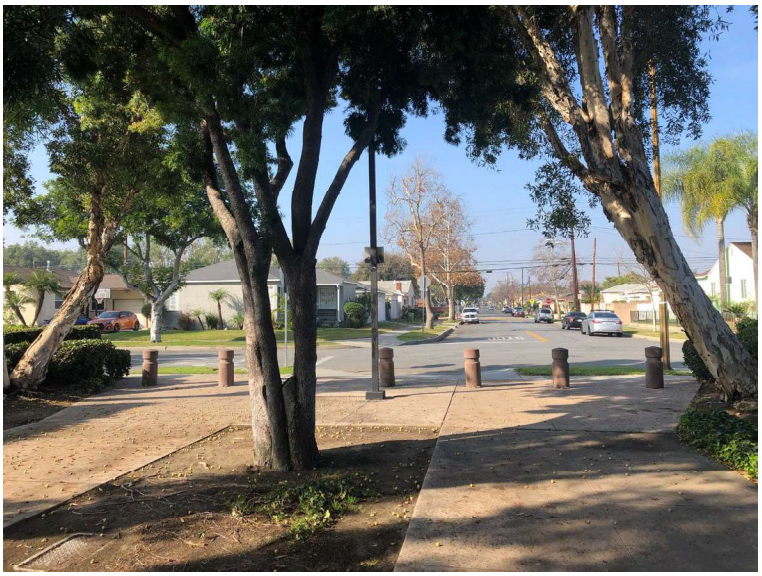
A popular activity among the kids at the carnival, the feedback board invited children to place a green sticker on how they currently get to school and a pink heart on how they would like to get to school. The majority of participants indicated they ride in a car to school, but most indicated that they would rather ride a bike or scooter to school.

Walking Tour

To help better understand existing conditions along some of the high-priority corridors identified during the Art Installation, the project team facilitated a walk audit on January 25, 2020. City staff and community members walked together from City Hall along Joslin Street, Orr and Day Road, Clarkman Street, Pioneer Boulevard, and Telegraph Boulevard. Seventeen community members, including multiple children and one person with visual impairments, shared input during the walking tour.

The Walking Tour evaluated a two-mile route along Joslin Street, Orr and Day Road, Clarkman Street, Pioneer Boulevard, and Telegraph Road.

Participants stopped at seven locations along the route and noted existing conditions related to shade, sidewalks, crossings, lighting, bicycle facilities, and overall perception of safety on a map of the area.



Participants highlighted the insufficient crossings, litter, high vehicle speeds, and lack of shade, sidewalks, and/or lighting as major concerns.

Overall, key concerns highlighted during the walking tour include:

- Lack of high-visibility crosswalks
- Lack of facilities for biking
- People driving at high speeds
- Street and sidewalk pavement in poor condition

Go Human Trainings

Go Human is SCAG's Active Transportation Safety and Encouragement Program, which uses a variety of strategies to increase rates of walking and biking and decrease collisions. Prior to the COVID-19 pandemic and associated social distancing policies, the City intended to host an event using SCAG's *Go Human* demonstration kit to temporarily showcase potential improvements for people biking and walking. The event would have allowed Santa Fe Springs residents to test out potential facilities on actual City streets and provide the City with feedback.

To prepare for this demonstration event, the City hosted two "*Go Human* Trainings" to familiarize community members with the purpose demonstration events, SCAG's demonstration kit, and active transportation facilities in general. Though the City had to forego the demonstration event due to the pandemic, the *Go Human* Trainings provided key insights about residents' needs.

The first *Go Human* Trainings occurred in July 2019 and February 2020, and involved Santa Fe Springs residents and members of the CAC. Participants identified numerous locations and general issues concerning walking and biking in the community:

- Overall pedestrian improvements needed along major corridors and additional bicycle facilities needed throughout the city
- Need additional safe and comfortable options for walking or biking to schools and parks
- Improved lighting needed for people walking and biking

At a Go Human Training, Santa Fe Springs residents helped identify locations in need of improvement to make it safer and more comfortable to walk and bicycle .

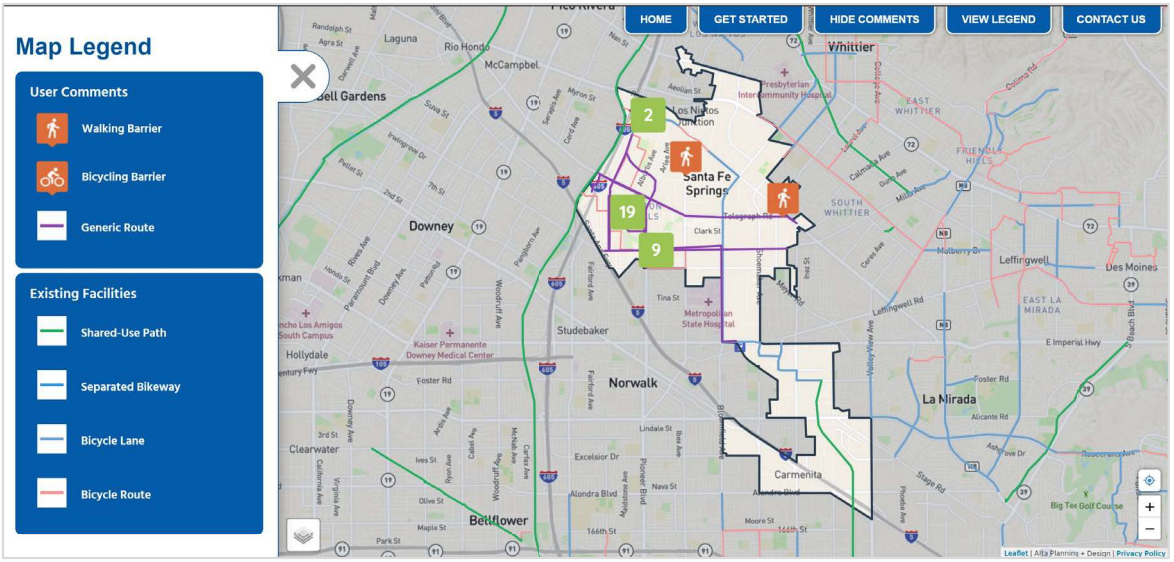
INTERACTIVE MAP

An interactive mapping tool was posted on the project website to gather feedback from the community. Community members were able to draw routes or place pins on a map of Santa Fe Springs, as well as add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. The map also prompted users to take a brief survey to indicate what would encourage them to walk and bike more often. Altogether, over 40 survey responses and map comments were received while the interactive map was online.

Similar to feedback received during the Art Installation and Walking Tour, community members expressed concerns about crossings, lack of facilities for biking, and the need for improved visibility and lighting. Input addressed most major corridors in our city. Participants expressed support for:

- Bikeways on Los Nietos Road and Orr and Day Road
- Improvements near schools along Orr and Day
- Additional sidewalks and walking paths
- Improved pavement conditions for easier bicycling, such as along Lakeland Road

Figure 21. Online Public Input Map



REFINING THE DRAFT PLAN

After preliminary recommendations were developed, the City uploaded the draft Plan to the project website for public comment in September 2020. The team also utilized the following virtual activities to capture the community's feedback on the draft Plan.

Recommendations Survey

To capture feedback on elements of the draft Plan and key projects, the project team also developed a brief paper survey that was distributed at food distribution events at City Hall and the Santa Fe Springs Public Library. A longer version of the survey was posted online and presented more questions about preliminary recommendations. Altogether, 28 residents completed the recommendations survey. This feedback was used to help refine the draft Plan and preliminary recommendations.

Virtual Town Hall + Office Hours

The City hosted a virtual town hall on September 9, 2020 through Zoom, during which information was presented regarding the draft Plan, participant feedback was collected, questions about the preliminary recommendations were answered, and residents were able to participate in interactive polling. Altogether, 16 Santa Fe Springs residents joined the meeting. To supplement this virtual event, the project team also hosted "Office Hours" on September 15, 2020, during which Santa Fe Springs residents were able to call dedicated phone lines to learn more about the draft Plan and provide their input.

Curbside Displays

After collecting feedback on the draft Plan via the project website, recommendations survey, town hall, and office hours, the City presented an updated version to the community before it went through the adoption process. "Curbside Displays" were developed to highlight key elements of the final Plan and placed at the athletic fields on Pioneer Boulevard and Alburtis Avenue and at Lakeview Park near Joslin Street in November 2020.

What did we hear?

Community members shared a variety of feedback during the public comment period. Key themes include:

- The streets do not support walking and biking.

"It is hard to cross safely while holding onto small children or with a stroller..." -Survey Respondent

- People drive too fast.
- Existing bicycle and pedestrian facilities do not serve all users' needs.
- Improving safety and key locations and improving access to parks and schools are top priorities.
- The majority (over 80%) of respondents approved of bicycle and pedestrian facilities being recommended.

The project team revised the Plan to address these concerns and reflect community suggestions as best as possible.

KEY NEEDS IN OUR COMMUNITY

This Plan identifies many opportunities to improve mobility and support the goals established in Chapter 2: The Vision. Assessing current conditions is a key step to developing recommendations for where and how to invest in infrastructure and programs that promote walking and biking as common and convenient modes of transportation. The following key findings will help guide the recommendations process:

- Santa Fe Springs has existing pedestrian and bicycle networks, but there are locations without facilities or with gaps in existing networks
- A network of relatively low-stress streets is interrupted by several high-stress corridors which inhibit walking and biking, and make connecting to key destinations such as transit, schools, jobs, and parks difficult.
- Collisions involving pedestrians and bicycles tend to occur in similar parts of the city.
- Providing safe access to our regional transit network will be an important aspect of the Plan and one that will help expand mobility options for residents and commuters.
- In part due to our industrial nature and proximity to regional highways, much of our city experiences poor air quality. Coupled with high rates of ER admissions due to asthma, making active transportation safer and more appealing as a means to help reduce transportation-related emissions is imperative.
- Much of Santa Fe Springs qualifies as "disadvantaged" according to CalEnviroScreen 3.0, and supported by the findings of the health and built environment assessments. The Equity Framework outlined in Chapter 2 will continue to be a guiding principle as we move forward in this planning process and begin to develop recommendations that serve our most vulnerable populations.

Section 6

STREET RECOMMENDATIONS

"[I] would like to see more high-visibility crosswalks with flashing lights throughout the city."

Santa Fe Springs Resident

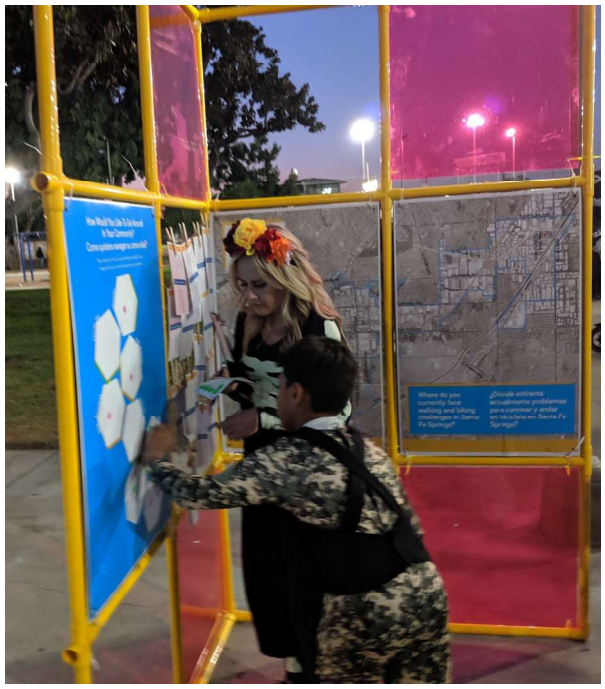
6. Street Recommendations

This chapter introduces the bicycle and pedestrian infrastructure and supporting amenities that the City intends to implement in the coming years, and the overall strategy employed in evaluating which type of facilities should be recommended at specific locations.

The following projects are considered planning-level, meaning they will be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

HOW WE DEVELOPED PROJECTS

Developing recommended projects is a multi-step process that requires understanding community feedback, existing conditions, and project feasibility, among many other factors (see Figure 22). Key themes from the public input guided the City's overall recommendations (see Table 4). Various outlets allowed for community members to share their desire for new and improved bicycle and pedestrian facilities throughout the development of the Plan: events such as the Art Installation and Walking Tour, the online public input map, and the Community Conversations virtual town hall. Roadways and areas that were mentioned multiple times across different outreach methods were examined for inclusion in the recommended projects.



The City listened to community members throughout this planning process, and used their input to develop the recommended active transportation network.

Figure 22. Network Development Process

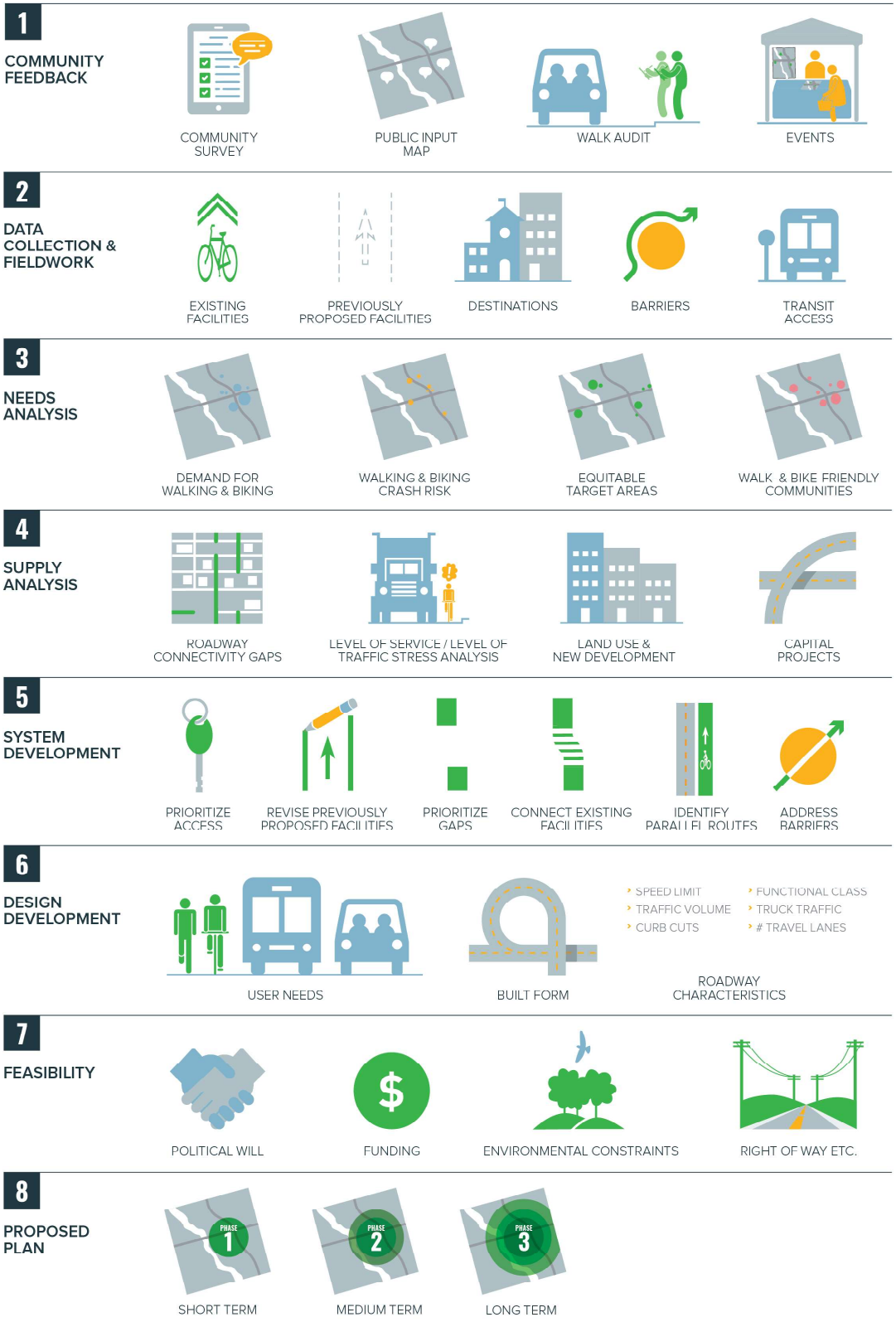


Table 4. Public Input Guiding Network Recommendations

What We Heard	What We Propose
Our Streets Do Not Support Biking and Walking	Make it Safe Sidewalks, crosswalks, bikeways, and other new facilities help ensure streets provide safe places for people to walk and bike.
People Drive Too Fast	Make it Comfortable Enhanced crossings, pedestrian beacons, dedicated bikeways, and other facilities work to slow vehicle traffic and make pedestrians and bicyclists more visible.
Facilities Do Not Serve All Users' Needs	Make it Accessible Additional sidewalks and paths, longer crossing times, ADA compliant curb ramps, and bikeways on calmer streets contribute to networks that are comfortable for people with varying abilities and of varying ages.

HOW RECOMMENDED PROJECTS ADVANCE OUR GOALS

Safety & Health

Network recommendations address the most critical safety issues and prioritize improvements along high-injury corridors and at intersections.

Access & Comfort

Network recommendations create continuous walking and cycling routes throughout the community, connecting neighborhoods to major destinations and to one another.

Affordability

Network recommendations increase the availability of affordable mobility options, particularly for low-income neighborhoods.

Enhance the Network

The Plan provides a roadmap for achieving a complete and comfortable active transportation network.

Bicycle Facility Types

CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

CLASS III

Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.

CLASS IIIB

Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.

RECOMMENDED BICYCLE PROJECTS

Prior to embarking on this planning process, the City had approximately 23 miles of existing bikeways. An additional 20.62 miles are proposed in this Plan, including over 10 miles of Class IIB buffered bike lanes on higher-stress roads. On Orr and Day Road, a Class I shared-use path would offer a safer, more comfortable option for students biking and walking to/from multiple schools, while creating a key north-south bikeway in the town center area. The majority of recommended bikeways are new projects where bikeways do not exist today, while a portion include recommendations to upgrade an existing or previously planned bikeway. They are recommended where there is existing right-of-way to accommodate new bikeways and where reduction of existing parking spaces is as minimal as possible. It is important to note that these recommended projects are planning-level and final designs will depend on additional study by Public Works and secured funding. Recommended bicycle projects are shown in Figure 24, with mileage highlighted in Table 5 and Figure 23.

Table 5. Miles of Recommended Bikeways by Type

Bikeway Class	Name	Proposed (miles)
Class I	Shared Use Path	2.44
Class II	Bike Lane	0.75
Class IIB	Buffered Bike Lane	10.74
Class III	Bicycle Route	5.16
Class IIIB	Bicycle Boulevard	1.53
	TOTAL	**20.62**

Figure 23. Length of Recommended Bicycle Network (Miles)

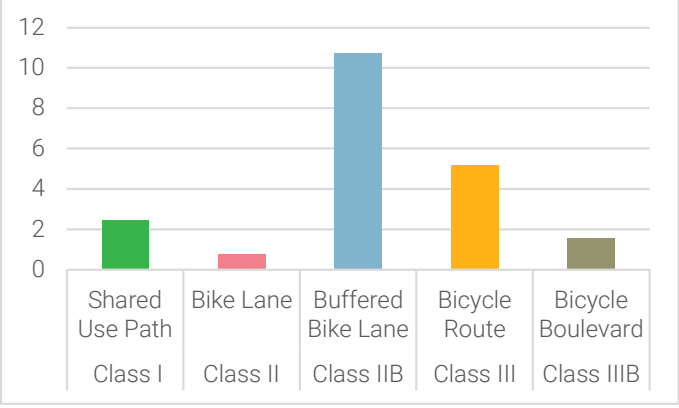


Figure 24. Recommended Bicycle Projects

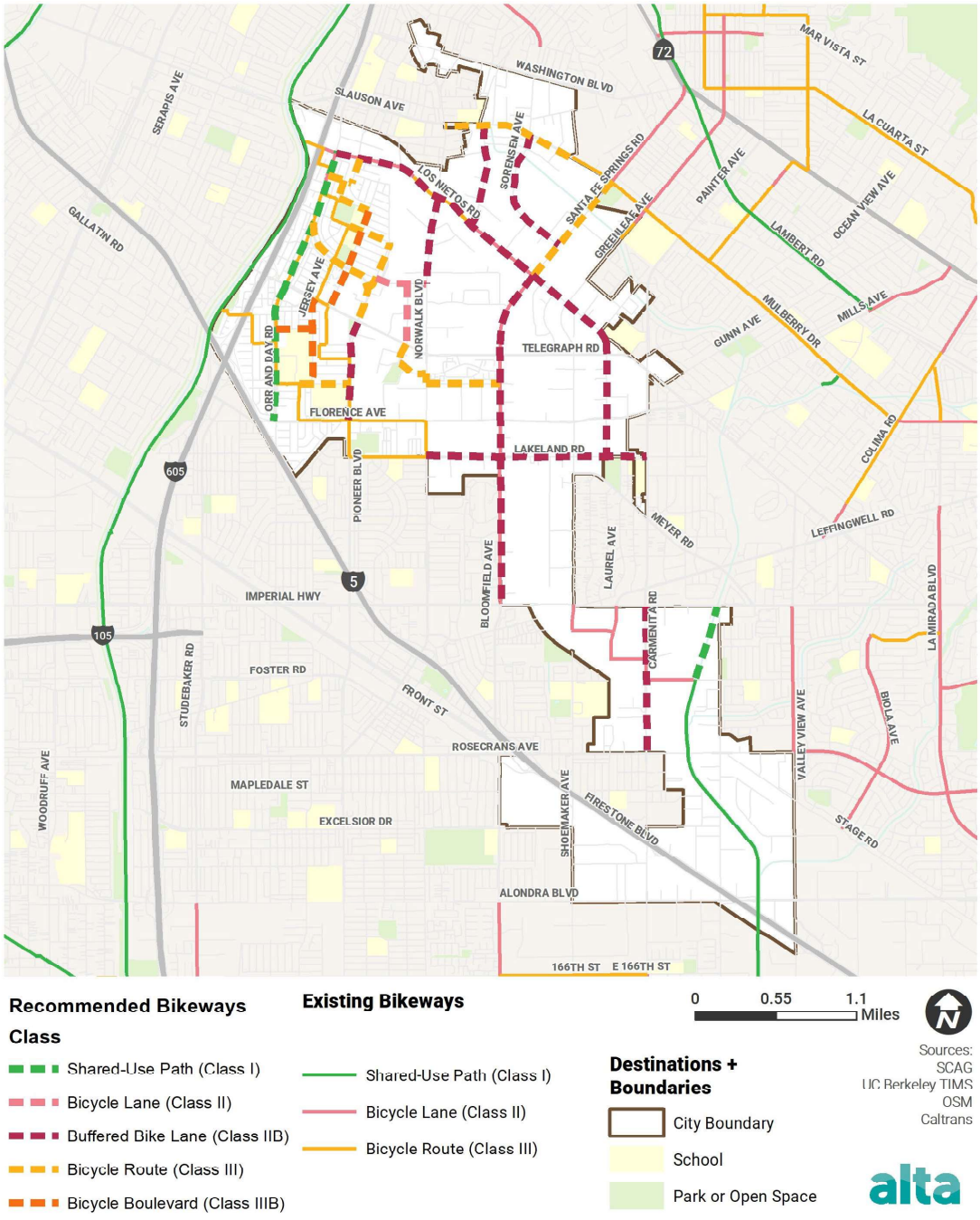


Table 6. Recommended Bicycle Projects

Corridor	From	To	Facility Type	Length (Miles)
Slauson Avenue	West City Limits	East City Limits	Class III Bicycle Route	0.90
Sorensen Avenue	Slauson Avenue	Santa Fe Springs Road	Class IIB Buffered Bike Lane	0.92
Dice Road	Slauson Avenue	Los Nietos Road	Class IIB Buffered Bike Lane	0.69
Santa Fe Springs Road	Slauson Avenue	Los Nietos Road	Class III Bicycle Route	0.83
Santa Fe Springs Road	Los Nietos Road	Telegraph Road	Class IIB Buffered Bike Lane	0.54
Bloomfield Avenue	Telegraph Road	Imperial Highway	Class IIB Buffered Bike Lane	1.75
Los Nietos Road	Pioneer Boulevard	Telegraph Road	Class IIB Buffered Bike Lane	2.29
Norwalk Boulevard	Los Nietos Road	Smith Avenue	Class IIB Buffered Bike Lane	0.60
Morrill Avenue	Los Nietos Road	Bluejay Lane	Class III Bicycle Route	0.17
Bluejay Lane	Pioneer Boulevard	Morrill Avenue	Class III Bicycle Route	0.16
Millergrove Drive	Bluejay Lane	Broaded Street	Class III Bicycle Route	0.13
Broaded Street	Millergrove Drive	Alburtis Avenue	Class III Bicycle Route	0.22
Alburtis Avenue	Broaded Street	Telegraph Road	Class IIIB Bicycle Boulevard	0.70
Pioneer Boulevard	Orr and Day Road	Telegraph Road	Class III Bicycle Route	0.86
Arlee Avenue	Charlesworth Road	Pioneer Boulevard	Class III Bicycle Route	0.34
Charlesworth Road	Jersey Avenue	Arlee Avenue	Class III Bicycle Route	0.30
Smith Avenue	Arlee Avenue	Norwalk Boulevard	Class II Bicycle Lane	0.35
Geary Avenue	Smith Avenue	Telegraph Road	Class II Bicycle Lane	0.41
Heritage Park Drive	Telegraph Road	Mora Drive	Class III Bicycle Route	0.14
Mora Drive	Heritage Park Dr	Norwalk Boulevard	Class III Bicycle Route	0.21

Corridor	From	To	Facility Type	Length (Miles)
Clark Street	Norwalk Boulevard	Bloomfield Avenue	Class III Bicycle Route	0.50
Norwalk Boulevard	Mora Drive	Clark Street	Class III Bicycle Route	0.07
Pioneer Boulevard	Telegraph Road	Lakeland Avenue	Class IIB Buffered Bike Lane	0.67
Orr and Day Road	Florence Avenue	Los Nietos Road	Class I Shared-Use Path	1.93
Painter Avenue	Los Nietos Road	Lakeland Road	Class IIB Buffered Bike Lane	0.79
Jersey Avenue	Telegraph Road	Clarkman Street	Class IIIB Bicycle Boulevard	0.58
Joslin Street	Orr and Day Road	Jersey Avenue	Class IIIB Bicycle Boulevard	0.25
Clarkman Street	Roseton Avenue	Pioneer Boulevard	Class III Bicycle Route	0.34
Lakeland Road	Norwalk Boulevard	Carmenita Road	Class IIB Buffered Bike Lane	1.50
Carmenita Road	Imperial Highway	Rosecrans Avenue	Class IIB Buffered Bike Lane	1.00
Coyote Creek Channel	Imperial Highway	Foster Road	Class I Shared-Use Path	0.51
			TOTAL	**20.62**

Pedestrian Facility Types

Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.

Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.

Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.

Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.

RECOMMENDED PEDESTRIAN PROJECTS

During the Walking Tour, participants indicated that they feel 'unsafe' walking on Telegraph Road given the current conditions and truck traffic—and that, similarly, many other roads in the city feel uncomfortable or unsafe for walking. The proposed pedestrian projects provide a variety of options for people walking at locations throughout the city for people of varying abilities and ages. When making recommendations, projects that connect key community destinations like schools, parks, and commercial centers were prioritized. In general, recommended pedestrian projects aim to increase safety and comfort throughout Santa Fe Springs. Recommended pedestrian projects fall into one of the following categories:

- Sidewalks & Paths:
    - **New sidewalks/paths** that make walking along the street safer, more comfortable, and accessible for people using mobility devices
    - **Sidewalk gap closures** to ensure people have comfortable and continuous routes to their destinations
- Crossing Facilities:
    - **Crossing facilities** that make crossing the street at intersections and midblock easier, including high-visibility crosswalks, advance yield markings, and pedestrian refuge islands
- Curb Treatments:
    - **Curb ramps** increase accessibility for people crossing the street
- Beacons & Signals:
    - **Beacons and pedestrian activated warning devices** (e.g., Rectangular Rapid Flashing Beacons [RRFBs]) to help people safely cross the street at uncontrolled locations, particularly where high traffic volumes or speeds are prevalent
- Green Infrastructure:
    - **Trees, landscaping, stormwater capture and other efforts** to provide shade, increase habitat, enhance the overall sense-of-place, and improve comfort for people walking and biking

Based on community feedback, additional high-visibility crossings throughout Santa Fe Springs was a priority. Improved crossings near schools, parks, and commercial centers, like Los Nietos Park and along Telegraph Road, will offer better access for people shopping and dining and strengthen the local economy. At various intersections, new or updated crosswalks can improve conditions for people crossing the street. At uncontrolled intersections, RRFBs can increase the visibility of people crossing

the street, such as the existing crossing at Orr and Day Road/Joslin Street. Additionally, the City is currently conducting a lighting study to determine where improved street and pedestrian-scale lighting can be implemented.

It is important to note that these recommended projects are planning-level and the design details will depend on additional study by Public Works and the City's ability to secure funding. Recommended pedestrian facilities are shown in Figure 25.

Figure 25. Recommended Pedestrian Projects

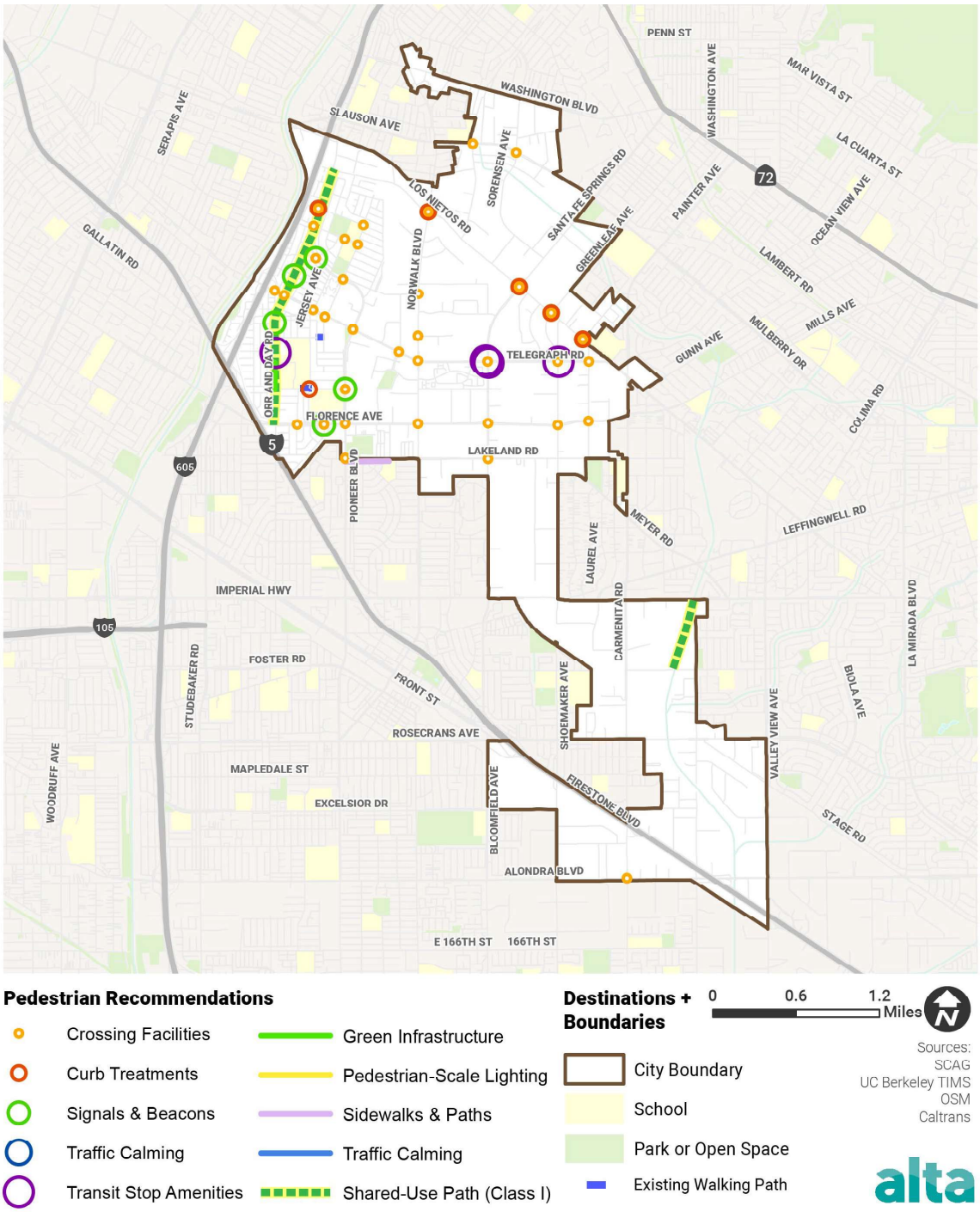


Table 7. Recommended Pedestrian Projects Including Quantity and Length

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Slauson Avenue	Dice Road	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Enhance to high-visibility crosswalks	4	-
				Extend existing medians to include a pedestrian refuge island	4	-
Los Nietos Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
			Curb Treatments	Add truncated dome pads on northwest and southwest corners	2	-
Los Nietos Road	Santa Fe Springs Road	-	Curb Treatments	Add truncated dome pads at all corners	4	-
			Crossing Facilities	Enhance high-visibility crosswalks	4	-
Los Nietos Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Curb Treatments	Add truncated dome pads at northwest and northeast corners	2	-
Los Nietos Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
			Curb Treatments	Add truncated dome pads at all corners	3	-
Pioneer Boulevard	Broaded Street	-	Crossing Facilities	Enhance high-visibility crosswalks	5	-
			Curb Treatments	Add curb ramp at southwest corner	1	-
Pioneer Boulevard	Charlesworth Road	-	Crossing Facilities	Enhance high-visibility crosswalk	1	-

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Pioneer Boulevard	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	2	-
Pioneer Boulevard	Whiteland Street	-	Signals & Beacons	Install RRFBs at existing crosswalk	2	-
			Crossing Facilities	Enhance high-visibility crosswalk	1	-
Pioneer Boulevard	Clarkman Street	-	Crossing Facilities	Add high-visibility crosswalks to west and north legs	2	-
			Signals & Beacons	Install RRFB on both sides of crosswalk	2	-
Pioneer Boulevard	Lakeland Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Broaded Street	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Charlesworth Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Charlesworth Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Telegraph Road	Bartley Avenue/I-605 on-ramp*	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Orr and Day Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Geary Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-

* Coordination with Caltrans required

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Telegraph Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Transit Stop Amenities	Add bus shelter and bench at northwest and southeast stops	2	-
Telegraph Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Transit Stop Amenities	Add bus shelter and bench at southeast stop	1	-
Telegraph Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Norwalk Boulevard	Hawkins Street	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Norwalk Boulevard	Smith Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Orr and Day Road	High School Driveway (south of Dunning)	Clarkman Street	Green Infrastructure	Add grates over tree wells to make sidewalk ADA accessible	-	0.19
Orr and Day Road	Flossmoor Road	-	Signals & Beacons	Install RRFB on both sides of crosswalk	2	-
Orr and Day Road	Davenrich Street	-	Signals & Beacons	Install RRFB on both sides of crossing	2	-
Orr and Day Road	Dunning Street	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	1	-
Clarkman Street Walking Path	Jersey Avenue	-	Curb Treatments	Add curb ramps at east and west ends of existing walkway	2	-
Florence Avenue	Roseton Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Florence Avenue	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Florence Avenue	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Shoemaker Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Add high-visibility crosswalks on north, south, and west legs	3	-
				Install advance yield markings on either side of crosswalk across Florence	2	-
			Signals & Beacons	Install RRFB on both sides of crosswalk across Florence	2	-
Lakeland Avenue	Pioneer Boulevard	Fulton Wells Avenue	Sidewalks & Paths	Add sidewalk to north side of street	-	0.32
Lakeland Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	4	-
Alondra Boulevard	Carmenita Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
				TOTAL	**145**	**0.5**

BENEFITS OF IMPLEMENTATION

Expanding the network of pedestrian facilities and bikeways brings Santa Fe Springs closer to achieving the goals described in Chapter 2 of this Plan. Implementing the recommended projects could have the following impacts:

- **Collision Reduction:** Reduce the number of severe and fatal collisions by 2030
- **Environmental:** Reduce air pollution from cars due to more people biking and walking

- **Equity:** Reduce household transportation costs and improve mobility options for vulnerable populations
- **Mode Shift:** Increase the share of people walking and biking to work by 3% by 2030 and 5% by 2040
- **Public Health:** Increase the proportion of the population meeting recommended levels of physical activity and reduce the risk for and prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

SUPPORT FACILITIES

Bicycle Parking

Using data and recommendations highlighted in this Plan, the City will work to review (and update if necessary) our bicycle parking requirements regularly. The City will also work with partner agencies, large employers, and businesses to ensure bicycle parking is implemented throughout the community. While public entities may lack the authority to install bicycle parking on private rights-of-way, Santa Fe Springs will partner with school districts, transit providers, and private property owners to install and retrofit bicycle parking at existing and new destinations as needed. Table 8 presents an overview of the Association of Pedestrian and Bicycle Professionals' (APBP) recommendations for bicycle parking locations and quantities. These guidelines and recommendations are based on industry best practices as well as APBP's Essentials of Bicycle Parking Recommendations.

Bike corrals provide ideal short-term parking near businesses.

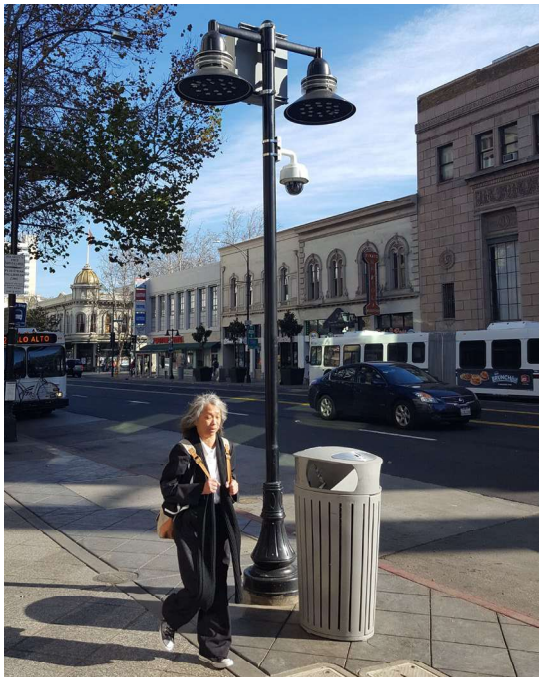
Table 8. Recommendations for Bicycle Parking Locations and Quantities

Land Use or Location	Physical Location	Quantity (Minimum)
Parks	Adjacent to restrooms, picnic areas, fields, and other attractions	8 bicycle parking spaces per acre
Schools	Near office and main entrance with good visibility	8 bicycle parking spaces per 40 students
Public Facilities (e.g., libraries, community centers)	Near main entrance with good visibility	8 bicycle parking spaces per location
Commercial, Retail, and Industrial Developments (over 10,000 square feet)	Near main entrance with good visibility	1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet
Shopping Centers (over 10,000 square feet)	Near main entrance with good visibility	8 bicycle parking spaces per 10,000 square feet
Transit Stations	Near platform, security or ticket booth	1 bicycle parking space or locker per 30 automobile parking spaces
Multi-Family Residential	Near main entrance with good visibility	1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units

Pedestrian-Scale Lighting

Although many streets include lighting for vehicle traffic, few include lighting with frequent lampposts at low height that illuminate the walking area. Pedestrian-scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking. Pedestrian-scale lighting is typically designed to illuminate only the areas needed and to be no brighter than necessary.

Following adoption of this Plan, the City will work to implement pedestrian-scale lighting at locations identified in the Plan to improve pedestrian comfort and encourage walking, including near schools and parks, along major commercial corridors, and along shared-use paths.



In addition to standalone pedestrian-scale lighting, street lights can be fitted to include pedestrian-scale fixtures that illuminate the walking area, while higher, vehicle-scale street lights illuminate the roadway.

Amenities

Street trees and sidewalk/trail furnishings (such as benches, shade structures, restrooms, water fountains, and trash receptacles) contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of our sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. Older adults and those with mobility impairments will benefit from frequent places to stop and rest. Following adoption of this Plan, the City will identify and pursue opportunities to provide amenities in the town center area, near transit stops, and along our paths.

Trees, landscaping, and benches enhance the pedestrian experience.

Green Infrastructure

Green infrastructure is an approach to water management that protects, restores, and simulates the natural water cycle by capturing, filtering, and slowing stormwater. This improves water quality, recharges groundwater resources, provides opportunity for water storage and reuse, and decreases the burden on traditional gray infrastructure systems.

Rain gardens and bioswales help capture and filter stormwater, recharging our aquifers and improving the quality of our waterways.

Green infrastructure is effective, economical, and provides a multitude of benefits to people and wildlife. Green Infrastructure strategies incorporate both the natural environment (forests, wetlands, and other open spaces) and engineered systems (bioswales, rain gardens, tree root vault systems, and pervious paving). Bioswales, for example, manage water runoff from a paved surface and reduce the risks of erosion or flooding of local streams and creeks. Plants in the swale trap pollutants and silt from entering a river system.

Plant material provides a wide array of co-benefits beyond water management. Trees, for example, help reduce greenhouse gases, aid in carbon sequestration, increase urban habitat, and provide shade. In fact, trees are estimated to cool surface temperatures by as much as 45 degrees Fahrenheit, a differential that help keep walking and biking on our trails a pleasant experience even in the summer.

Curb extensions, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I shared-use paths provide space for green infrastructure. The City will take advantage of these opportunities and install green infrastructure where it is feasible. The City will also consider utilizing permeable paving for new facilities or facilities requiring re-paving, especially where facilities are adjacent to waterways or parks.

Section 7

PROGRAM RECOMMENDATIONS

"It will take a little education to students and parents as well."

Santa Fe Springs Resident

7. Program Recommendations

Engagement, education, encouragement, and promotional programs will help people of all ages and abilities realize the full potential of Santa Fe Springs' new and recommended active transportation network. These types of programs help people learn how to use our roads safely, whether traveling as a pedestrian, in a vehicle, or on a bicycle or other device.

The programmatic recommendations in this chapter aim to improve safety, help people find their way around, increase access to bicycling and walking, and encourage community and economic development. The programs will help to increase the visibility of people who ride or walk, communicate that all road users are expected to look out for each other no matter how they travel, create safer streets, and develop a common understanding of traffic safety. The programs will also reach out to new audiences to help people understand the rules of the road and share a vision of biking and walking as a fun, healthy, community-building activity. Overall, these efforts can help make riding a bike or walking in our community a safer, easier, and more enjoyable experience for more people.

Programs complement engineering improvements, helping to ensure that people of all ages and abilities feel comfortable and confident when walking or biking.

Research shows that adopting and maintaining new behaviors related to walking and bicycling is a process that involves changing the way we relate to each other on our streets and how we choose to travel. This process depends on policies that support comfortable and safe active transportation, provide access to basic information about riding and walking opportunities, and teach people about new travel options.

Altogether, the programs recommended here complement engineering investments by encouraging more people to walk and bike more often, educating all roadway users to enhance pedestrian safety, and addressing both perceived and real personal safety issues. During the development of this Plan, stakeholders provided input on how programs can support active transportation in their communities (see Table 9). The City used this community feedback alongside data to develop the following programmatic recommendations.

Table 9. Public Input Guiding Programmatic Recommendations

What We Heard	What We Propose
Students would like to walk and ride bikes and scooters to school	**Make SRTS a Priority** To complement targeted street improvements around our schools, the City will work with school districts to launch a citywide SRTS Program so that all students not only have comfortable routes to walk and bike to school, but feel confident and encouraged to do so.
People drive too fast, people biking and crossing the street feel unsafe around vehicles	**Make Education a Priority** The City will work to deter speeding and increase compliance with stop signs through education, signage, and safety campaigns. Safety courses will help educate all roadway users (including motorists, cyclists, and pedestrians), and people of all ages and abilities (including children, older adults, novice cyclists and walkers).
People do not feel comfortable biking or walking along major corridors	**Provide Options for Car-Free Biking and Walk Routes** In addition to providing a safer and more comfortable network, the City will work with other agencies and local community-based organizations to provide open streets and demonstration events that allow people to comfortably and safely walk and bike along major corridors in Santa Fe Springs.

CONTINUE EXISTING PROGRAMS

The City will continue to develop and support the following existing programs in our community, helping us achieve our safety and equity goals by educating the public about the new and recommended network and encouraging people of all ages and abilities to bike or walk for any trip purpose.

Walk to School Day

The City will continue to encourage students and parents at our schools to participate in Walk to School Day each October. The annual event brings school communities together to celebrate the fun and healthy benefits of walking, and spotlight the importance of traffic safety. Students, parents, school

Each October, Walk to School Day encourages Santa Fe Springs students to join their peers on an active trip to school.

staff and administration, and valued community members join in a morning walk that offers fun physical activity.

Walking Clubs

The Santa Fe Springs Department of Community Services will continue to host our walking club that meets at Heritage Park every Tuesday and Thursday morning. By participating in the walking club, our residents are able to get some exercise, meet their neighbors, and appreciate the public artwork in Santa Fe Springs. This is also a good opportunity for the City to engage residents about any challenges they may face to walking in our community.

Annual Fun Run/Walk

The City will continue to implement an annual Fun Run/Walk in spring each year. Open to the entire family, this themed event invites residents to enjoy a five-kilometer route starting at the Town Center Plaza. It encourages participants of all ages to walk or run on their city streets for fun and exercise. At future Fun Run/Walk events, the City can distribute educational materials about biking and walking in Santa Fe Springs and look into opportunities to pair the event with a demonstration of bicycle or pedestrian improvements.

PROGRAM TOOLKIT

To further advance the goals of this Plan, the City will work towards implementing the following new programs to help encourage active transportation in our community. While the City is responsible for the implementation of this Plan, several of the programs are an opportunity to work with external stakeholders such as community members, community-based organizations, school districts, neighboring jurisdictions, and transit providers to develop and implement programs.

Safe Routes to School

Safe Routes to School (SRTS) programs have many goals including:

- Teaching students the rules of the road, so they are more prepared to navigate their community using active transportation and eventually become safe drivers;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn;
- Decreasing the prevalence of childhood obesity through increased physical activity; and

- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.

Los Angeles County Metropolitan Transportation Authority (Metro) provides regional SRTS resources including: a SRTS Resource Manual that guides schools on building successful SRTS programs; a SRTS Action Route Map that outlines methods for implementing a SRTS program; and educational, encouragement, trainer/teacher, and evaluation materials.[26] The City is committed to partnering with our school districts to launch a SRTS program. We can start this process by:

Walking and biking curriculum frequently covers proper helmet usage.

- Seeking future funding to establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling
- Create a SRTS page on the City's website that could include, but is not limited to:
    - Information for parents and school staff about SRTS programs with links to resources developed by the County, Metro, state, and national partners
    - Develop Suggested Routes to School maps for each of our district schools, showing the safest routes for biking and walking
    - Information on what qualifies a site for a crossing guard and how to request one
    - Descriptions and status of completed, in-progress, and forthcoming infrastructure projects around schools
    - Descriptions of past and forthcoming SRTS education programs, such as walk/bike rodeos

[26] These resources can be found on Metro's website at: www.metro.net/ projects/srts-manual/

- Continuing to support annual Walk to School Day events by providing walk leader trainings to school champions, and staffing events, providing incentives, connecting school officials to traffic control support, and/or other resources as available
- Seeking future funding to support the development of a Santa Fe Springs Safe Routes to School Plan

Education Classes

Bicycling education for adults can build confidence and improve safety by incorporating both presentations and on-bike practice covering rules of the road and safe bicycling skills. The League of American Bicyclists offers multiple curricula that can be taught by League Certified Instructors in the area.[27] Additionally, Metro's Bicycle Education Safety Training (BEST) program and the Los Angeles County Bicycle Coalition (LACBC) lead classes that teach people to bike on city streets safely, how to maintain their bike, and bicycling etiquette. The City can support these efforts by funding classes or providing meeting space or other in-kind donations to support education opportunities.

Education programs for safe walking and biking should include people of all ages.

While the aforementioned classes tend to be better for adults or teenagers, younger children can benefit from in-classroom education related to safe walking and bicycling. As part of the aforementioned SRTS program, the City will work with school districts to develop school curriculum for students to learn basic traffic and safety rules in addition to incorporating lessons across biology, earth science, math, and art that focus on the benefits of active transportation.

[27] More information on the League of American Bicyclists courses is available at bikeleague.org/ridesmart.

Safe Routes for Seniors programming could include safety courses, transit trainings, and fitness challenges.

Safe Routes for Seniors

A program providing active opportunities specifically for older adults in Santa Fe Springs could foster healthy aging and longer years of independent living. A Safe Routes for Seniors program develops tools and services to help seniors find ways to meet their transportation needs through trips that primarily include walking and transit, both by bus or light rail. Developing programs that include group walks, similar to the City's existing Walking Club, geared towards seniors will also encourage social bonding. The program can include key awareness topics such as education for drivers to pay particular attention to senior pedestrians and specific improvements such as increasing crossing time in areas that experience a high number of seniors walking. Feedback received from the program can inform future infrastructure improvements that further address needs of older adults.

Bicycle and Pedestrian Safety Campaign

Bicycle and pedestrian safety campaigns encourage all road users to abide by local laws and to be courteous to other users. They can be targeted at just one user type (e.g., drivers) or at multiple users. Local resources for conducting a public awareness campaign can be maximized by assembling a group of local experts, business owners, civic leaders, and dedicated community volunteers. These stakeholders can assist with successful safety campaign goals based on the local

As part of the Take the Friendly Road campaign, Santa Monica residents were given yard signs to encourage motorists to drive slowly and safely throughout the city.

concerns and issues. It may be necessary to develop creative strategies for successful media placement in order to achieve campaign goals.

Outreach campaigns are more effective when concentrated in central business districts like Santa Fe Springs town center, near schools, and in areas of the city with high rates of collisions, such as along Telegraph Road. Campaign materials can include posters, bus shelter ads, banners, yard signs, spoke cards, and more. When deployed regularly, these campaigns promote an attitude of roadway safety and awareness. The City will also look into coordinating these efforts with the Southern California Association of Governments (SCAG) *Go Human* campaign, which provides existing materials to member agencies.

The Pasadena Safe School Zones campaign targeted motorists and encouraged them to drive slowly and cautiously near schools.

Bicyclist and Pedestrian Wayfinding

Wayfinding systems help people biking and walking navigate to community destinations such as transit stations, parks, libraries, schools, and commercial areas. They can also serve as an encouragement program by providing walking or biking time to destination information, helping people orient themselves, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community.

Quick-build wayfinding can take the form of these temporary signs to encourage residents and visitors to walk more to key destinations.

Building off of the wayfinding signage that exists in Santa Fe Springs town center, the City can engage our community in a collaborative design process to develop wayfinding targeted at pedestrians and bicyclists. There is potential to customize the signage along specific routes, such as along the Class IIIB bike boulevards recommended in Chapter 6. To do so, the City can work with community members and local organizations to develop wayfinding signage that incorporates community identity, but is still tied to the existing wayfinding signage.

To provide a more comfortable experience, sometimes bike facilities are shifted off of high-stress roads onto parallel lower-stress routes. When bikeways change designations, it is not always clear how to navigate to the nearest route. The City can evaluate wayfinding needs where low-stress bikeways end and install wayfinding to nearby routes.

Neighborhood Bike Stops

Certain locations throughout Santa Fe Springs currently provide bike parking, but our city is lacking other amenities such as bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow our residents and visitors to engage in outdoor physical activity more frequently and more comfortably. The City will look into adding bicycle fix-it stations and hydration stations to various key destinations in the city. For example, near City Hall would be an ideal location for a neighborhood bike stop due to its proximity to the Public Library and multiple schools and parks, and its secure and welcoming presence in the community.

Open Streets and Demonstration Projects

Open streets events temporarily close streets to car traffic, allowing people to use the streets for activities like walking, bicycling, skating, and other social and physical activities. These events are great for bringing the community together and promoting transportation options and public health. Open streets events are also excellent at building community; they bring together neighbors, businesses, and visitors alike.

An ongoing open streets event, CicLAvia allows people to enjoy car-free streets throughout Los Angeles.

Open streets events can also serve as a tool to engage with the public about how their streets can better serve their needs. For example, the City can use open streets events as an opportunity to demonstrate new infrastructure ideas such as traffic circles or separated bicycle lanes. These events provide an opportunity for the City to directly engage our residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets in a new way.

Demonstration projects can also be done as standalone events (i.e., without a full open streets event). Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing street could function with projects such as new crossings, bike lanes, and more. Demonstrating potential future projects enables the City to work with local stakeholders to test out infrastructure ideas for a day or a few weeks to inform permanent projects.

The City will look for opportunities to partner with neighboring jurisdictions, local stakeholders, and regional agencies like Metro and SCAG to plan and implement open streets events and demonstration projects.

SCAG's Go Human *demonstration kit allows cities to test out design ideas, such as parking-protected Class IV separated bikeways.*

Adopt-a-Road and Adopt-a-Trail Programs

Adopt-a-Road and Adopt-a-Trail programs provide an opportunity for community groups, businesses, or clubs to adopt a section of a road or trail. They then support their section of the road/trail with financial contributions and volunteer work. This offers residents a chance to keep roadways and trails near their neighborhood in good condition, and provides businesses the opportunity to enhance the streetscape near their place of business. The City will look into opportunities to partner with local organizations, groups, and businesses to enhance streetscape segments, and segments of the Coyote Creek and San Gabriel River Paths.

Community Cleanups and Tree Plantings

To augment the City's limited resources and promote clean, shaded streets, the City can leverage volunteer groups and community support with community cleanups, plantings, and other beautification efforts. Such programs could involve a partnership between the City and community-based organizations or corporate sponsors, especially to provide ongoing care for new trees and other plantings.

Community cleanups remove litter from streets and help foster connections.

Section 8

IMPLEMENTATION

"Would love to see Class I Shared paths. Seniors are more likely to walk than bike in general."

Santa Fe Springs Resident

8. Implementation

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the Plan by outlining a prioritization strategy, cost estimates, maintenance, and funding sources. The City of Santa Fe Springs is responsible for the implementation of active transportation infrastructure projects within the city boundaries, though in some cases, coordination with LA County Flood Control or other agencies may be needed. Programs to encourage walking, bicycling, and using other active modes or to provide safety education are the responsibility of City departments, in partnership with regional agencies such as SCAG. Additionally, a safer and more active Santa Fe Springs is not possible without the involvement of community members as our residents have invaluable local knowledge about the streets in our community. As the City moves forward with the implementation of active transportation projects identified in this Plan, additional community engagement and outreach will continue to be essential to the process.

The City will regularly evaluate how well performance measures set forth in this Plan are met and whether the recommendations established in this Plan still meet the needs of our residents and visitors in the future. The City aims to track progress on implementation annually, if feasible.

In addition, the recommendations in this Plan will be re-evaluated at least every five years to ensure that these still constitute best practices and reflect Santa Fe Springs' long-term vision for a safer and more active community.

ADMINISTRATION

CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Active Transportation Plans, such as this one, are generally exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Additionally, when implementing this Plan, specific projects that do not significantly alter land, water, or vegetation (e.g., striping bikeways or crosswalks) are also exempt from the environmental review process. For pedestrian and bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the City can file either a Categorical Exemption or a Mitigated Negative Declaration in lieu of completing an EIR. When implementing specific infrastructure projects, jurisdictions should consult CEQA guidelines and Senate Bill 1380 for further information.

Active Transportation Plan Compliance

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although Plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended that communities have an approved Plan prior to applying for implementation funds. The Santa Fe Springs Active Transportation Plan is in compliance with ATP guidelines as shown in Appendix A.

PRIORITIZATION FRAMEWORK

To guide implementation, a prioritization framework was developed to evaluate proposed bicycle and pedestrian projects using the criteria outlined in Table 10. These criteria include safety, addressing barriers, ensuring facilities serve areas of high need, improving access to schools and other key destinations, and findings from public input. For each criterion, projects received an individual score; a composite score was developed based on the sum of all seven factors evaluated. Total scores falling within the top third are considered high priority projects; total scores falling in the middle third are considered medium priority; and scores falling in the lower third are considered lower priority projects.

This methodology enables the City to identify priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, this prioritization plan is aligned with the State's Active Transportation Program grant criteria, which is the primary source of state funding the City pursues for pedestrian and bicycle infrastructure.

Table 10. Prioritization Criteria

Criteria	Measure	Points
Safety	Within 500 feet of 4+ pedestrian-/bicyclist-involved collisions or 1 pedestrian/bicyclist fatality = 15 points	0, 5, 10, 15
	Within 500 feet of 2-3 pedestrian-/bicyclist-involved collisions = 10 points	
	Within 500 feet of 1 pedestrian-/bicyclist-involved collision = 5 points	
Barrier	Within 250 feet of a community-identified barrier = 10 points	0, 10
Equity	Projects that are located within a disadvantaged community, as defined by CalEnviroScreen 3.0. Points are based on the CES Percentile (0-100%): 0-9% = 1 point; 10-19% = 2 points, etc.	1 - 10

Criteria	Measure	Points
Destination Accessibility	Within 500 feet of a park, school, library, neighborhood retail, high ridership bus stop, or transit stop. Points are based on number of destinations within 500 feet, up to 10 destinations.	0 - 10
Community-Identified Need	Projects that were identified through multiple engagement efforts with unique stakeholders.	0 - 10
Cost	Projects that are lower cost will generally present fewer barriers to implementation, and thus receive more points based on this threshold: Low = 10 points, Medium = 5 points, High = 0 points	0, 5, 10
Ease of Implementation	Projects that require minimal infrastructure present fewer barriers to implementation, and thus receive more points based on this threshold: Easy = 10 points, Somewhat Easy = 5 points, Not Easy = 0 points	0, 5, 10
	Maximum Possible Points	**75**

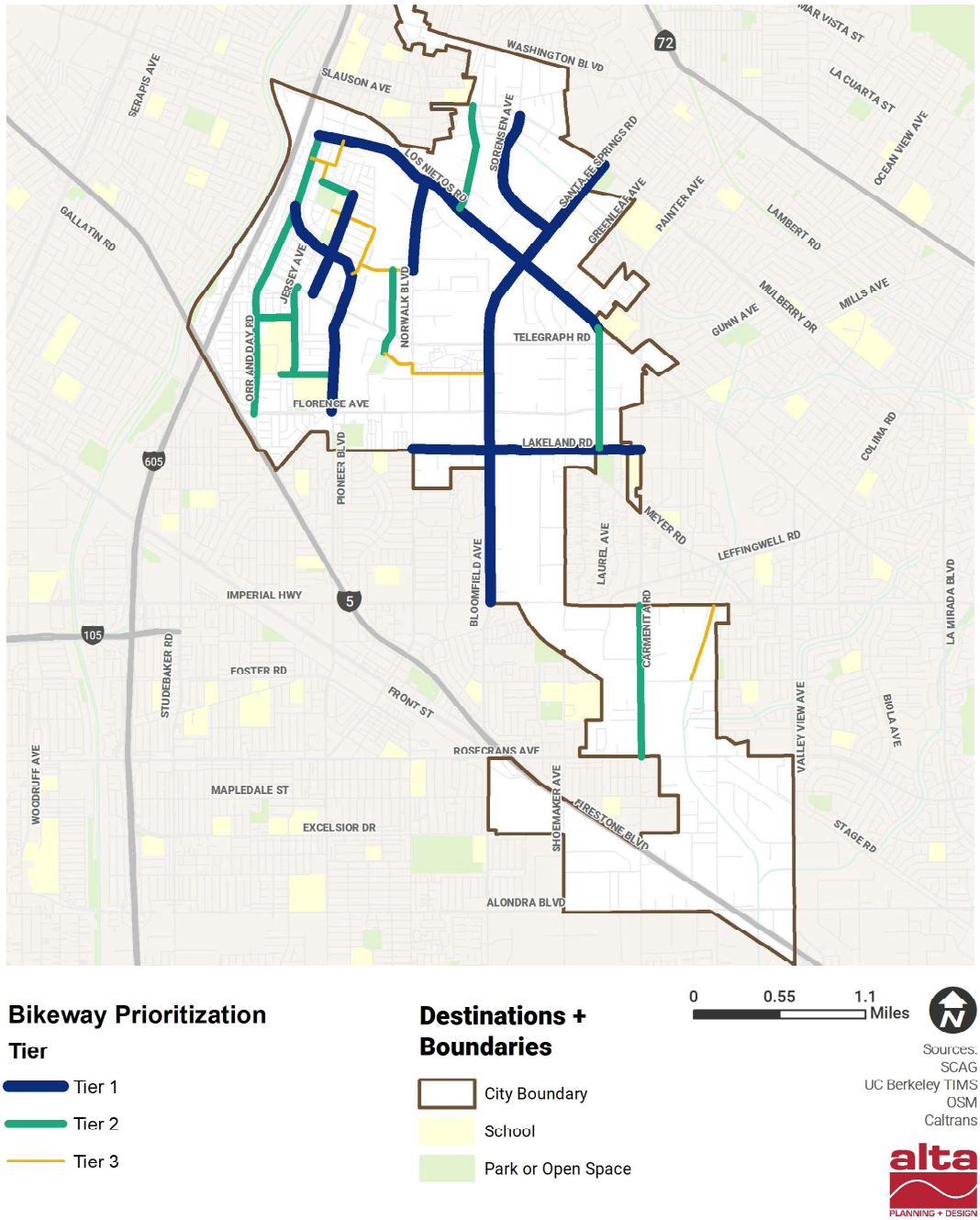
The prioritization list acts as a guide to implementation for the City. When funding sources become available, the City will take all available opportunities to propose the most competitive projects. Should opportunities arise to complete projects on lower tiers of the prioritization list, they will be taken. For example, if a new development is required to provide a public benefit along these corridors, proposed bikeways or sidewalks can be considered as an option. If the City plans to repave a corridor that has a recommended bikeway or pedestrian project in this Plan, the City will explore ways to install facilities as the street is repaved.

Projects were given one of three priorities:

- Tier 1: High Priority Projects. These are projects that the City will actively seek funding for and dedicate resources to planning and implementation in the immediate years following adoption of this Plan. Timelines for outreach, and identification of funding sources will be a high priority and immediate next step. The Tier 1 projects that are lower-scale and cost will be considered for implementation in the coming fiscal years.
- Tier 2: Priority Projects. These are projects that the City will maintain as potential priority improvements, once funding sources (such as developer impact fees or grants) become available. The City's repaving plans will also take these projects into account as repaving occurs. These projects may be combined with Tier 1 projects to strengthen the network and gap closure portions of grant applications, and to complement other projects.

- **Tier 3: Other Projects.** These are projects that the City will pursue longer-term and are lower priority than Tier 1 and 2 projects. However, should the City have the opportunity to implement projects from any of the three tiers at any time, we will work to develop these projects in order to close network gaps and improve walking, biking, and connecting to transit.

Figure 26. Recommended Bicycle Projects by Prioritization Tier



Prioritized Bicycle Projects

Figure 26 shows the recommended bicycle projects throughout the city based on prioritization score. The following tables list Tier 1, 2, and 3 projects among the recommended bikeways, including planning-level cost estimates.

Table 11. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Pioneer Boulevard	Orr and Day Road	Telegraph Road	Class III Bicycle Route	0.86	Low	57
Slauson Avenue	West City Limits	East City Limits	Class III Bicycle Route	0.90	Low	56
Alburtis Avenue	Broaded Street	Telegraph Road	Class IIIB Bicycle Boulevard	0.70	Medium	54
Pioneer Boulevard	Telegraph Road	Lakeland Road	Class IIB Buffered Bicycle Lane	0.67	Low	53
Santa Fe Springs Road	Slauson Avenue	Los Nietos Road	Class III Bicycle Route	0.83	Low	51
Los Nietos Road	Pioneer Boulevard	Telegraph Road	Class IIB Buffered Bicycle Lane	2.29	Low	51
Lakeland Road	Pioneer Boulevard	Carmenita Road	Class IIB Buffered Bicycle Lane	1.50	Medium	47
Santa Fe Springs Road	Los Nietos Road	Telegraph Road	Class IIB Buffered Bicycle Lane	0.54	Low	45
Sorensen Avenue	Slauson Avenue	Santa Fe Springs Road	Class IIB Buffered Bicycle Lane	0.92	Low	45
Norwalk Boulevard	Los Nietos Road	Smith Avenue	Class IIB Buffered Bicycle Lane	0.60	Low	45

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Bloomfield Avenue	Telegraph Road	Imperial Highway	Class IIB Buffered Bicycle Lane	1.75	Low	45
			TOTAL	**11.55**		

Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Jersey Avenue	Telegraph Road	Clarkman Street	Class IIIB Bicycle Boulevard	0.58	Medium	43
Heritage Park Drive	Telegraph Road	Mora Drive	Class III Bicycle Route	0.14	Low	41
Geary Avenue	Smith Avenue	Telegraph Road	Class II Bicycle Lane	0.41	Low	40
Joslin Street	Orr and Day Road	Jersey Avenue	Class IIIB Bicycle Boulevard	0.25	Medium	40
Carmenita Road	Imperial Highway	Rosecrans Avenue	Class IIB Buffered Bicycle Lane	1.00	Low	40
Painter Avenue	Los Nietos Road	Lakeland Road	Class IIB Buffered Bicycle Lane	0.79	Medium	37
Broaded Street	Millergrove Drive	Alburtis Avenue	Class III Bicycle Route	0.22	Low	37
Orr and Day Road	Los Nietos Road	Florence Avenue	Class I Shared-Use Path	1.93	High	36

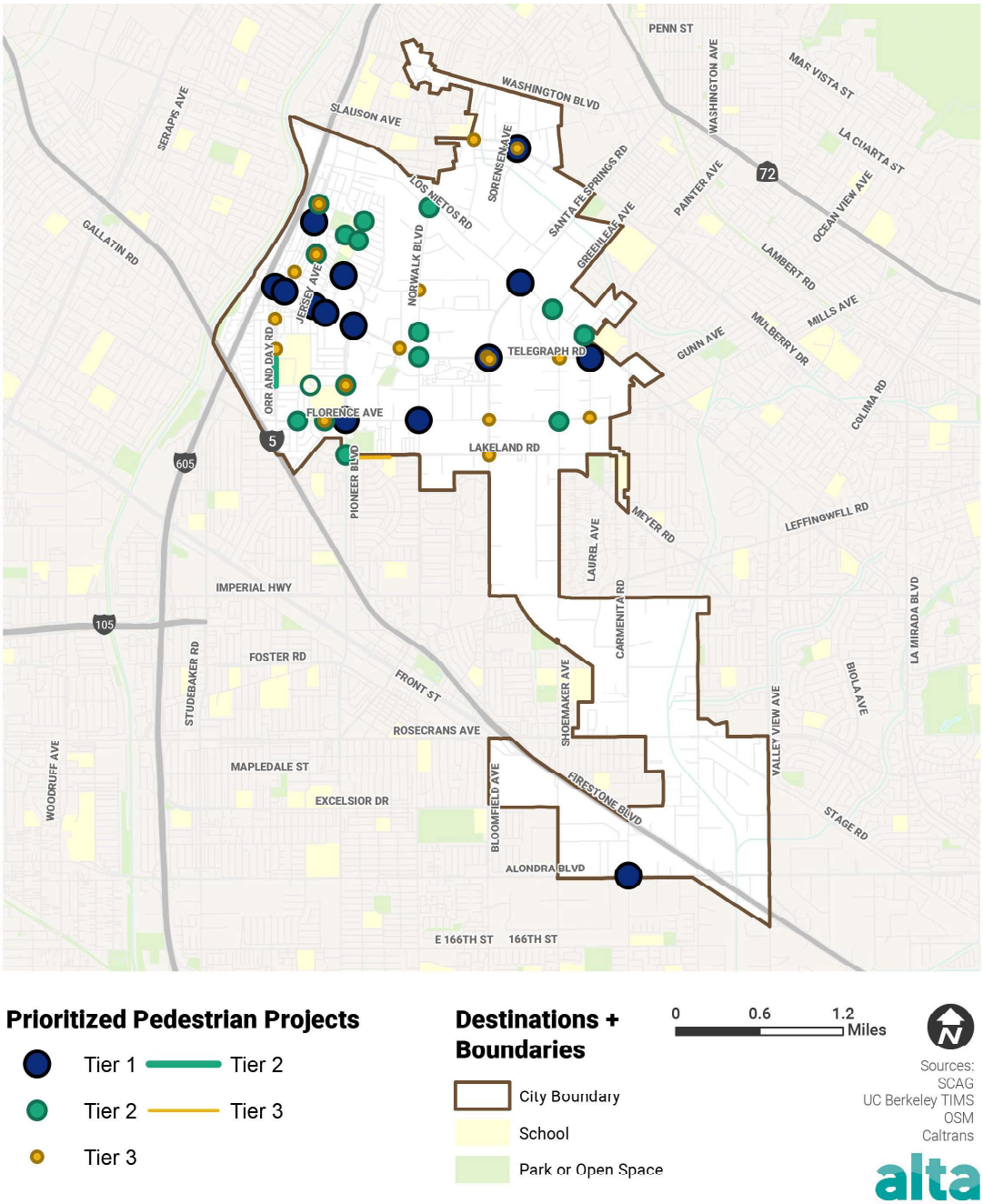
Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Clarkman Street	Roseton Avenue	Pioneer Boulevard	Class III Bicycle Route	0.34	Low	36
Dice Road	Slauson Avenue	Los Nietos Road	Class IIB Buffered Bicycle Lane	0.69	Low	36
			TOTAL	**6.34**		

Table 13. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Norwalk Boulevard	Mora Drive	Clark Street	Class III Bicycle Route	0.07	Low	35
Bluejay Lane	Pioneer Boulevard	Morrill Avenue	Class III Bicycle Route	0.16	Low	35
Charlesworth Road	Jersey Avenue	Arlee Avenue	Class III Bicycle Route	0.30	Low	33
Mora Drive	Heritage Park Dr	Norwalk Boulevard	Class III Bicycle Route	0.21	Low	31
Millergrove Drive	Bluejay Lane	Broaded Street	Class III Bicycle Route	0.13	Low	31
Arlee Avenue	Charlesworth Road	Pioneer Boulevard	Class III Bicycle Route	0.34	Low	30
Smith Avenue	Arlee Avenue	Norwalk Boulevard	Class II Bicycle Lane	0.35	Low	30
Clark Street	Norwalk Boulevard	Bloomfield Avenue	Class III Bicycle Route	0.50	Low	30
Morrill Avenue	Los Nietos Road	Bluejay Lane	Class III Bicycle Route	0.17	Low	30

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Coyote Creek Bike Path	Imperial Highway	Foster Road	Class I Shared-Use Path	0.51	High	20
			TOTAL	**2.73**		

Figure 27. Prioritized Pedestrian Projects



Prioritized Pedestrian Projects

- Tier 1 — Tier 2
- Tier 2 — Tier 3
- Tier 3

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.6 1.2 Miles

Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans

alta

Prioritized Pedestrian Projects

Figure 27 shows the recommended pedestrian projects throughout the city based on prioritization score. The following tables highlight Tier 1, 2, and 3 projects among the recommended pedestrian projects, including planning-level cost estimates.

*Table 14. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: **Tier 1***

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Bartley Avenue/I-605 on-ramp	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	56
Telegraph Road	Orr and Day Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	56
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Enhance to high-visibility crosswalks	Low	55
Telegraph Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	55
Florence Avenue	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	55
Telegraph Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	53
Florence Avenue	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	53
Pioneer Boulevard	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	51
Telegraph Road	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	51
Los Nietos Road	Santa Fe Springs Road	-	Curb Treatments	Add tactile dome pads on all corners	Low	50
			Crossing Facilities	Enhance high-visibility crosswalks	Low	50

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Pioneer Boulevard	Charlesworth Road	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	50
Telegraph Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50
Telegraph Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50
Alondra Boulevard	Carmenita Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50

Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 2

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Broaded Street	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	47
Los Nietos Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Los Nietos Road	Norwalk Boulevard	-	Curb Treatments	Add tactile dome pads on northwest and southwest curb cuts	Low	45
Los Nietos Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Los Nietos Road	Greenleaf Avenue	-	Curb Treatments	Add tactile dome pads on northwest and northeast corners	Low	45
Pioneer Boulevard	Broaded Street	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Pioneer Boulevard	Whiteland Street	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	45
Telegraph Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Norwalk Boulevard	Hawkins Street	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Clarkman Street Walking Path	Jersey Avenue	-	Curb Treatments	Add curb ramps at east and west ends of existing walkway	Low	45
Florence Avenue	Shoemaker Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Pioneer Boulevard	Clarkman Street	-	Crossing Facilities	Add high-visibility crosswalks to west and north legs	Low	44
Florence Avenue	Roseton Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	44
Pioneer Boulevard	Lakeland Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	44

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Orr and Day Road	High School Driveway	Clarkman Street	Green Infrastructure	Add grates over tree wells to make sidewalk ADA accessible	Medium	44
Charlesworth Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	43
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Add high-visibility crosswalks on north, south, and west legs	Low	43
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Install advance yield markings on either side of crosswalk across Florence	Low	43
Charlesworth Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	42
Los Nietos Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	41
Los Nietos Road	Painter Avenue	-	Curb Treatments	Add tactile dome pads on all corners	Low	41

Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 3

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Geary Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Norwalk Boulevard	Smith Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Telegraph Road	Bloomfield Avenue	-	Transit Stop Amenities	Add bus shelter and bench at northwest stop	Medium	40

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Bloomfield Avenue	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	40
Telegraph Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Orr and Day Road	Dunning Street	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	40
Florence Avenue	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Florence Avenue	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Lakeland Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	40
Slauson Avenue	Dice Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	36
Pioneer Boulevard	Whiteland Street	-	Signals & Beacons	Install RRFB at existing crosswalk	Medium	35
Pioneer Boulevard	Clarkman Street	-	Signals & Beacons	Install RRFB on both sides of crosswalk	Medium	34
Orr and Day Road	Davenrich Street	-	Signals & Beacons	Install RRFB on both sides of crossing	Medium	33
Florence Avenue	Ringwood Avenue	-	Signals & Beacons	Install RRFB on both sides of crosswalk across Florence	Medium	33
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Extend existing medians to include a refuge island	High	30
Orr and Day Road	Flossmoor Road	-	Signals & Beacons	Install RRFB on both sides of crosswalk	Medium	30
Telegraph Road	Greenleaf Avenue	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	30
Lakeland Road	Pioneer Boulevard	Fulton Wells Avenue	Sidewalks & Paths	Add sidewalk to north side of street	High	30
Pioneer Boulevard	Broaded Street	-	Curb Treatments	Add curb ramp at southwest corner	High	25

MAINTENANCE AND OPERATIONS

Maintaining active transportation networks is equally as important as building them in the first place. Keeping infrastructure in good working order enables communities to derive an ongoing return on their investment, while demonstrating cities' ongoing commitment to providing a safe and functional system for their residents and visitors.

Regular active transportation facility maintenance includes sweeping, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, trash collection, and restriping. Maintenance costs almost exclusively rely on local funding. Typical costs for maintenance activities and budget set aside for maintenance programs are listed in the tables below (see Table 17 and Table 18).

Additional information regarding maintenance and operations of active transportation facilities can be found in Appendix C: Maintenance and Operations.

Table 17. Average Maintenance Activity Costs

Maintenance Activity	Average Replacement Value
Sidewalk Repair	$12 per square foot
Asphalt Path	$110 per ton

Table 18. Average Maintenance Program Budget

Maintenance Activity	Average Annual Budget
Sidewalk Repair	$25,000
Signage and Striping	$35,000
ADA Upgrade Projects	As-needed

FUNDING

Coordination with Other Agencies & Departments

Santa Fe Springs neighbors other jurisdictions, including Los Angeles County and the cities of Downey, Norwalk, Whittier, Pico Rivera, La Mirada, and Cerritos. The City of Santa Fe Springs will continue to work with adjacent cities and the County to align priorities for projects where facilities abut boundaries. The City also commits to continue integrating active transportation projects with the regional network of walkways and bikeways in partnership with county agencies and regional bodies such as SCAG and Metro. Lastly, as Caltrans is a large funding source for active transportation projects within the states, and further maintains freeways inside the Santa Fe Springs boundaries, additional coordination with this agency is important.

Funding Sources

As with many jurisdictions in the region, Santa Fe Springs relies heavily on regional, state, and federal funding sources to implement bicycle and pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through competitive grant processes.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. In 2017, state-level funding for transportation grew through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as Metro, SCAG, and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A list of potential funding sources and the types of projects eligible for these sources is provided in Table 19; additional details about each funding source are available in Appendix B. Sources that the City will prioritize are highlighted with a gold star. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available. City staff will remain vigilant and maintain focus on adapting to secure funding from sources of revenue as opportunities arise.

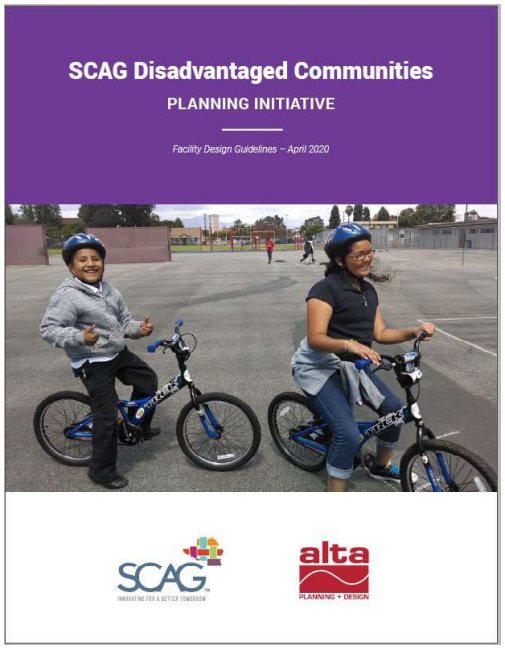
Table 19. Funding Sources

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Federal Sources									
Fixing America's Surface Transportation Act (FHWA)	✓	✓	✓	✓		✓		✓	
Congestion Mitigation and Air Quality Improvement Program (FHWA)	✓	✓	✓	✓					
Bus and Bus Facilities Grant Program (FTA)	✓				✓		✓		
☆ **Highway Safety Improvement Program** (HSIP)	✓	✓		✓	✓	✓			
Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants (USDOT)	✓	✓	✓			✓	✓	✓	
Community Development Block Grant (CDBG) Program (US HUD)	✓	✓	✓			✓			
National Priority Safety Program (NHTSA)								✓	
Our Town (National Endowment for the Arts)		✓						✓	✓
Urbanized Area Formula Program (FTA)					✓		✓		
Pilot Program for Transit-Oriented Development (TOD) Planning (FTA)					✓				✓
State Sources									
☆ **Active Transportation Program** (CTC)	✓	✓	✓	✓	✓	✓		✓	
☆ **Sustainable Transportation Planning Grants** (Caltrans)									✓
Transportation Development Act Article III (SB 821, Caltrans)	✓	✓	✓	✓	✓	✓			

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
State Transportation Improvement Program (CTC)	✓	✓	✓			✓			
Local Partnership Program (CTC)	✓	✓		✓	✓	✓		✓	
Solutions for Congested Corridors (CTC)	✓	✓	✓			✓			
☆ **Office of Traffic Safety** (CA OTS)								✓	
Environmental Enhancement and Mitigation Funds (CA NRA)			✓						
Recreational Trails Program (CA DPR)			✓						
☆ **Affordable Housing & Sustainable Communities** (CA HCD)	✓	✓			✓	✓	✓	✓	
Urban Greening Grants (CA NRA)	✓	✓	✓	✓	✓	✓			
Land and Water Conservation Fund (CA DPR)			✓						
Habitat Conservation Fund			✓						
Road Maintenance and Rehabilitation Program (Controller's Office)	✓	✓		✓	✓				✓
Coastal Conservancy Proposition 1 Grants (SCC)	✓	✓	✓			✓			
Regional + Local Sources									
☆ **Sustainability Planning Grant** (SCAG)				✓	✓				✓
Benefit Assessment Districts	✓	✓	✓			✓	✓		

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Community Facilities Districts or Mello-Roos	✓	✓	✓			✓			
Enhanced Infrastructure Financing District (EIFD)	✓	✓	✓			✓			
Metro Local Return Program (LA Metro)	✓		✓	✓	✓	✓	✓	✓	
Metro Call for Projects (LA Metro)	✓	✓	✓		✓	✓	✓		
Metro Active Transport, Transit and First/Last Mile (MAT) Program (LA Metro)	✓	✓	✓		✓	✓			
☆ **Metro Open Streets Program** (LA Metro)								✓	
Private Sources									
Community Grant Program (PeopleForBikes)	✓		✓				✓		
Plan4Health Coalitions (APA & APHA)									✓
Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)			✓						
10-Minute Walk Campaign (National Recreation and Park Association)									✓
American Greenways Eastman Kodak Awards (Getches-Wilkinson Center)			✓						✓

DESIGN GUIDELINES

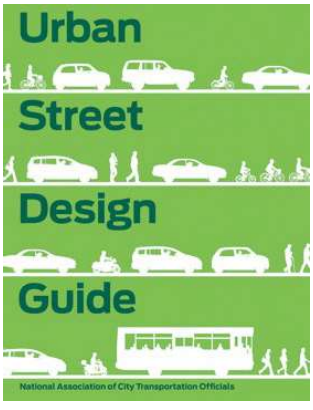


As part of the Disadvantaged Communities Planning Initiative, SCAG and the project team prepared a set of **Facility Design Guidelines** that participating communities may use to create a pedestrian- and bicycle-friendly, safe, and accessible community. These guidelines are not a substitute for a more thorough evaluation by a professional upon implementation of facility improvements, but instead offer an overview of best practices established across the nation. The guidelines build off of national and state guidance, and are not intended to replace existing state or national mandatory or advisory standards nor the exercise of engineering judgment by licensed professionals, but will instead help inform the City's decisions when evaluating new projects. National and state design guidance and details can be found in the following documents.

National Guidance

The **American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)** provides comprehensive guidance on planning and designing for people on foot and using other mobility devices such as wheelchairs.

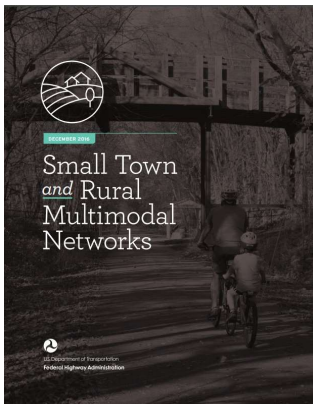
Offering similar guidance for bicycle facility design, the **AASHTO Guide for the Development of Bicycle Facilities (2012)** provides guidance on dimensions, use, and layout of specific bicycle facilities.



The **National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013)** is the newest publication of nationally recognized urban street design standards, and offers guidance on the current state of the practice designs.

AASHTO's **A Policy on Geometric Design of Highways and Streets (2011),** commonly referred to as the "Green Book," contains current design research and practices for highway and street geometric design.

Separated Bike Lane Planning and Design Guide (2015) is the latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.



The FHWA's Small Town and Rural Multimodal Networks Report (2016) is a resource to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides an overview of bicycle and pedestrian designs for these communities, as well as examples of peer communities.

State Guidance

The California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014) is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws, and requirements with regards to signing, striping, and other traffic control devices. As of publication, the document has been published as Revision 4 in March 2019.

The California Highway Design Manual (HDM) (Updated 2015) establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide presenting information and concepts related to improving conditions for pedestrians and bicycle riders at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multimodal access, livability, and sustainability

within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets, especially those that are operated as part of the State's highway system.

Caltrans produced a memorandum entitled Design Flexibility in Multimodal Design (2014) that encourages flexibility in highway design. The memo stated that "Publications such as NACTO's Urban Street Design Guide and Urban Bikeway Design Guide... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

Section 9

APPENDIX

9. Appendix

APPENDIX A: ATP COMPLIANCE CHECKLIST

Subject	Requirement	Section(s)
Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapters 3 & 6
Description of Land Use/Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3
Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 4 & 6

Subject	Requirement	Section(s)
Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapters 4 & 6
Non-Infrastructure	A description of existing and proposed bicycle and pedestrian engagement, education, encouragement, and evaluation programs conducted in the area included within the plan.	Chapters 4 & 7
Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapters 4 & 6
Equity Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	Chapter 3
Community Engagement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 5
Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 3
Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 8
Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	Chapter 8 & Appendix B
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency	Chapter 8

Subject	Requirement	Section(s)
	and community informed of the progress being made in implementing the plan.	
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting	Chapter 8 & Appendix C
Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix E

APPENDIX B: FUNDING SOURCES

Federal Sources

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years).

The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g., preliminary engineering) are also eligible for funding.

CMAQ funding is administered at the local level through the Southern California Association of Governments (SCAG). These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority

BUS AND BUS FACILITIES GRANT PROGRAM

The Federal Transit Administration (FTA) offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles.

☆ HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This federal program provides funding to states for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Eligible projects include pedestrian safety improvements, traffic calming projects, and crossing treatments in school zones. Non-infrastructure projects are not eligible. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. Funding is available up to $10 million and requires a 10% match. Learn more about how the HSIP funding is awarded in California.

BETTER UTILIZATION INVESTMENTS TO LEVERAGE DEVELOPMENT DISCRETIONARY GRANT (BUILD)

The BUILD (formerly TIGER) reimbursement grant, available through the U.S. Department of Transportation, allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. A program of projects can be assembled and should demonstrate significant regional impacts and be construction-ready. The minimum grant request in rural areas is $1 million and in urban areas it is $5 million.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

This program funds local development activities, such as affordable housing and anti-poverty programs, in low-to-moderate-income communities, as well as supporting infrastructure. Funds can be used to acquire property and build public facilities such as streets, sidewalks, and recreational facilities. This federal program is administered by the State who makes funds available to eligible agencies (cities and counties).

NATIONAL PRIORITY SAFETY PROGRAM

This program encourages States to address national priorities for reducing highway deaths and injuries through a variety of programs including non-motorized safety. Grants are awarded to State Highway Safety agencies for implementation or disbursement.

OUR TOWN

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places – achieving these community goals through strategies that incorporate arts, culture, and/or design. Creative placemaking is when art is deliberately integrated into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. Grant applicants require partnerships between arts organizations and government, other nonprofit organizations, and private entities. Funding ranges between $25,000 to $200,000 per project.

URBANIZED AREA FORMULA PROGRAM

This program makes federal resources available to urbanized areas for transit capital and transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. A 20% match is required; however, bicycle facilities, including routes to transit, bike racks, shelters and equipment and can receive a 95% federal share for the first 1% of program funds.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program supports public transportation by providing funding to local communities to integrate land use and transit connections. Projects must improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

State Sources

☆ ACTIVE TRANSPORTATION PROGRAM (ATP)

California's Active Transportation Program (ATP) funds infrastructure and program projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years. Eligible projects include bicycling and walking facilities, new or expanded programmatic activities, or

projects that include a combination of infrastructure and non-infrastructure components. Funding for DACs is prioritized. The minimum request for projects is $250,000. Learn more about ATP.

SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government, including concept design. Projects are expected to "identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements." Learn more about this Caltrans funding opportunity.

TRANSPORTATION DEVELOPMENT ACT (TDA) / ARTICLE III (SB 821)

The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles County with a focus on active transportation and public transit development. These cities have the option to either draw down the funds or to place them on reserve.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP.

LOCAL PARTNERSHIP PROGRAM

This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million

annually to fund transportation improvement projects including biking, walking, safety and health-related projects.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan.

☆ OFFICE OF TRAFFIC SAFETY GRANTS

These grants can be used to fund existing or new traffic safety programs. Proposals should include the seriousness of the problem, crash statistics, and potential traffic safety impacts. Grants for bicycle and pedestrian safety programs have included bicycle rodeos education programs in schools, free helmets, education for older adults, and Vision Zero outreach, among others. Learn more about the California Office of Traffic Safety (OTS) grants here.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is $250,000.

RECREATIONAL TRAILS PROGRAM

This program provides funding to develop and maintain recreational trails and facilities. Funding can be used for: maintenance and restoration of existing trails; purchase and lease of trail construction and maintenance equipment; construction of new trails, including unpaved trails; acquisition of easements or property; or operation of educational programs to promote safety and environmental protection. The State Department of Parks and Recreation administers the funds and requires a 12% local match.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

This program provides grants and affordable housing loans for transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Bikeway, walkway, and trail projects are key elements of successful affordable housing grant applications and must connect the housing site to transit or other key destinations (school, health care, etc.). At least 50% of AHSC Program funds must be for affordable housing (which includes affordable housing developments or housing-related infrastructure). Funding amounts for sustainable transportation infrastructure vary depending on project type. Visit the California Department of Housing and Community Development to learn more.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria: sequester and store carbon by planting trees; reduce building energy use through shade trees; or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways, parks, urban heat island mitigation, and non-motorized urban trails that integrate or mimic natural systems. Projects must be able to demonstrate a reduction in GHG emissions using CARB's approved methodology.

Funds are programmed by the California Natural Resources Agency. Approximately $28.5 million of funding is available; no minimum or maximum amount of funding must be requested. Funding for DACs and low-income communities is prioritized. Learn more about the Urban Greening Grant here.

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While nonprofits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

HABITAT CONSERVATION FUND

This fund allocates approximately $2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant

and animal species, and the acquisition and development of wildlife corridors and trails. Funds are available for trail maintenance, interpretive signage, lighting, and waysides. The program requires a 50% match.

ROAD MAINTENANCE AND REHABILITATION PROGRAM (SB 1)

Senate Bill 1 (SB1) created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions. Funds are programmed by the State Controller's Office with guidance from the CTC.

COASTAL CONSERVANCY PROPOSITION 1 GRANTS

These grants fund ecosystem and watershed protection and restoration projects focused on water sustainability, wetland restoration and urban greening. These grants can be used for the urban greening or water sustainability elements incorporated in bikeway, walkway and trail projects and funding can be used for planning, land acquisition, and construction though there is a focus on supporting projects that will be quickly built.

Regional & Local Sources

SUSTAINABILITY PLANNING GRANT

The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs). The program also funds quick-build projects. Learn more about SCAG's Sustainability Planning Grant.

BENEFIT ASSESSMENT DISTRICTS

Benefit Assessment Districts are used by local governments in California to pay for the cost of providing services to a community. Charges to the community are based on the concept of assessing only those properties that directly benefit from the service. Bikeways, walkways, trails, and related facilities can be funded; however, care must be taken when defining the community boundary as active transportation projects have regional benefits.

COMMUNITY FACILITIES DISTRICTS OR MELLO-ROOS

The Mello-Roos Community Facilities Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. Through the process of creating the local goals for a CFD, there is flexibility in how the funds are used. For example, the City of Sacramento included bicycle services in their CDF that included bicycle racks and lockers at public civic uses, bicycle racks on transit vehicles, bikeshare programs, electrified bicycle promotion, and bicycle fairs.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFD)

EIFDs were approved by the California Legislature in 2015 to allow communities to establish specific districts in which they can collect local property tax revenues to fund local infrastructure projects.

METRO LOCAL RETURN PROGRAMS

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and counties to develop and improve public transit, paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

METRO CALL FOR PROJECTS

Metro periodically accepts Call-for-Projects applications in eight modal categories to promote pedestrian projects that encourage walking as a viable form of transportation. Eligible projects may include: sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture. Improvements must be for the use of the general public, located within a public right-of-way in a public easement, or some other guarantee of public use. Design and right-of-way acquisition are eligible expenses as long as they are directly related to and part of the project's construction.

METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM

Established by Measure M, the MAT Program is expected to fund more than $857 million (in 2015 dollars) in active transportation infrastructure projects over the course of 40 years. The Program operates in two to five-year cycles.

METRO OPEN STREETS PROGRAM

Metro will allocate up to $2 million annually, through a competitive application process, to fund local Open Streets events in Los Angeles County cities. Any city/jurisdiction or multi-jurisdictional team can apply for a maximum of $500,000 per single event.

Private Sources

PEOPLEFORBIKES COMMUNITY GRANT PROGRAM

This grant program is funded by members of the bicycle industry who want to make it easier and safer for people of all ages and abilities to ride. This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Funding can be used for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. The grant provides up to $10,000, and while it does not require a match, the grant should be no more than 50% of the projects overall budget.

PLAN4HEALTH COALITIONS

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. Awards average $150,000, and no more than two awards will be granted in a single state.

DOPPELT FAMILY TRAIL DEVELOPMENT FUND

This fund, overseen by the Rails-to-Trails Conservancy, offers two types of grants. The first, Community Support Grants, help nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts off the ground. Awards range from $5,000 - $10,000. The second, Project Transformation Grants, enables organizations to complete a significant trail development or improvement project. Projects on rail-trails and rails-with-trails are given preference, but not required. Awards range from $15,000 - $50,000.

10-MINUTE WALK CAMPAIGN

The 10-Minute Walk Campaign offers grants and technical assistance to help cities increase access to high-quality parks within a 10-minute walk.

AMERICAN GREENWAYS EASTMAN KODAK AWARDS

This national program provides small grants ($500-$2,500) to local, regional, or statewide non-profit organizations to support the planning and design of greenways. Funds may be used for the planning and design of pathways. Grants are awarded based on the importance of the project to local greenway development efforts, demonstrated community support, extent to which the grant will result in matching funds, likelihood of tangible results, and the capacity of the organization to complete the project.

APPENDIX C: MAINTENANCE AND OPERATIONS

Recommended Maintenance Procedures

Sweeping

- Establish a seasonal sweeping schedule that prioritizes roadways with Long-Term Tier 1 projects.
  Sweep walkways and bikeways whenever there is an accumulation of debris.
- In sections with curbs, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

Signage

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

Roadway Surface

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4-inch.
- Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

Pavement Overlays

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within 1/4-inch of the finished pavement surface and are made or treated with slip resistant materials.

Drainage Grates

- Require all new drainage grates to be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

Gutter to Pavement Transition

- Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Landscaping

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

Maintenance Management Plan

- Provide fire and police departments with a map of the system, along with access points to gates/bollards.
- Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the County and local jurisdictions to address. Ensure these requests are addressed in a timely manner.
- Provide bicycle detour routes and signs during roadway construction.

Operations

Implementation and Design

- Implement on-street bicycle and pedestrian facilities proposed in this Plan when completing road rehabilitation and reconstruction projects.
- Design and maintain all streets so that they incorporate Complete Streets standards.
- Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- Apply pavement stenciling to indicate detention areas at all traffic signals.

- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.
- Install context-sensitive bikeways that consider both the volume, speed, and complement surrounding land uses.

Engagement

- Regularly and consistently engagement community members to gain feedback on how existing facilities are operating and areas of improvement.
- Engage community members before, during, and after projects are implemented. Work to ensure projects reflect community needs and serve vulnerable populations.

Evaluation

- Work with California Highway Patrol to improve the reporting and analysis of bicyclist-involved collisions and bicycle theft.
- Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- Create an annual bicycle and pedestrian count program.
- Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

APPENDIX D: PLANS AND POLICIES

To ensure this Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents, the project team conducted a comprehensive review of relevant items. These include the City's own documents, such as the General Plan and Municipal Codes. Santa Fe Springs also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Los Angeles County, Los Angeles County Metropolitan Transportation Authority (Metro), and the State of California.

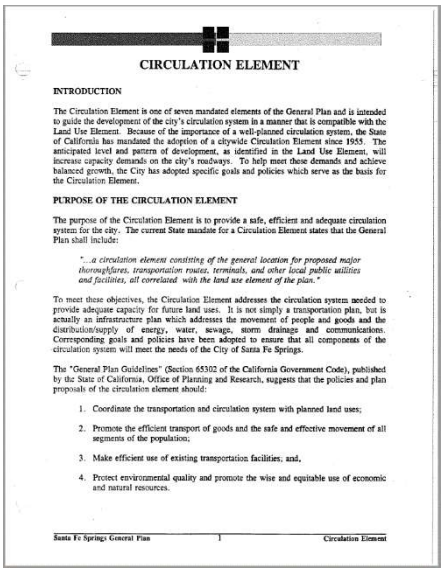
This Plan will help Santa Fe Springs continue to meet the following goals.

Local

General Plan

The City's General Plan contains the goals, policies, and programs for current and future development within Santa Fe Springs. The Circulation Element addresses issues related to active transportation.

CIRCULATION ELEMENT



CIRCULATION ELEMENT

INTRODUCTION

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the city's circulation system in a manner that is compatible with the Land Use Element. Because of the importance of a well-planned circulation system, the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level and pattern of development, as identified in the Land Use Element, will increase capacity demands on the city's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

PURPOSE OF THE CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide a safe, efficient and adequate circulation system for the city. The current State mandate for a Circulation Element states that the General Plan shall include:

"...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

To meet these objectives, the Circulation Element addresses the circulation system needed to provide adequate capacity for future land uses. It is not simply a transportation plan, but is actually an infrastructure plan which addresses the movement of people and goods and the distribution/supply of energy, water, sewage, storm drainage and communications. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the needs of the City of Santa Fe Springs.

The "General Plan Guidelines" (Section 65302 of the California Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the circulation element should:

1. Coordinate the transportation and circulation system with planned land uses;
2. Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
3. Make efficient use of existing transportation facilities; and,
4. Protect environmental quality and promote the wise and equitable use of economic and natural resources.

Santa Fe Springs General Plan 1 Circulation Element

GOAL 3: Develop and encourage a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system. The TDM system will be in accordance with the TDM ordinance adopted by the City of Santa Fe Springs pursuant to the requirements of the State's Congestion Management Plan Act.

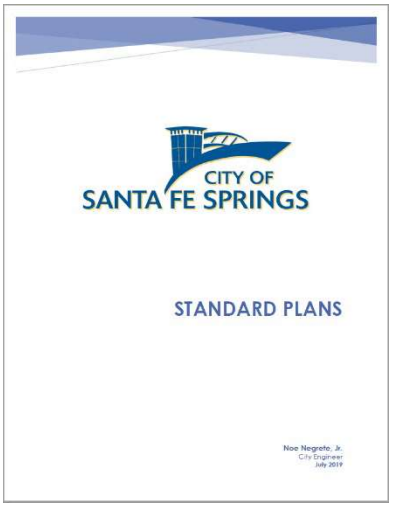
- Policy 3 .1 Pursue transportation management strategies that will maximize vehicle occupancy and optimize average trip length.
- Policy 3.2 Encourage non-residential development to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, bicycle and walking).
- Policy 3. 7 Minimize pedestrian and vehicular conflicts.

GOAL 6: Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

- Policy 6.1 Maintain a Bikeway Plan that is consistent with other adopted master plans, to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
- Policy 6. 2 Maintain existing pedestrian facilities and support the inclusion of pedestrian facilities in new development.
- Policy 6.3 Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans to construct the bicycle paths or lanes as a condition of project approval.
- Policy 6.4 Endorse safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.
- Policy 6.5 Require plans for bicycle and pedestrian facilities to give priority to providing continuity and closing gaps in the bikeway and sidewalk network.
- Policy 6.6 Encourage the placing of showers, changing rooms and bicycle storage at all major new and existing non-residential developments and public places.
- Policy 6. 7 Develop programs that encourage the safe utilization of easements and/ or rights-of-way along flood control channels, public utilities, railroads and streets wherever possible for the use of bicycles and/or pedestrians.
- Policy 6.8 Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

Standard Plans (2019)

Updated in 2019, the City of Santa Fe Springs Standard Plans outlines requirements related to streetscapes, including design and placement of sidewalks, curbs, and street amenities (e.g., trees, lighting).



Code of Ordinances

The following sections of Santa Fe Springs' municipal code govern rules related to active transportation in the city.

§ 73.04 RIDING IN CROSSWALKS

(A) Any person crossing a street within any portion of a crosswalk across such street, and in possession of a bicycle at the time, shall not ride such bicycle within such crosswalk area, but shall dismount therefrom and guide such bicycle by hand while within such crosswalk area.

(B) Violation of this section shall be deemed an infraction.

§ 73.15 REQUIRED

(A) No person shall operate or permit to be operated on any street any bicycle propelled wholly or in part by muscular power, unless such bicycle shall first have been registered and licensed as provided in this subchapter.

(B) Violation of this section shall be deemed an infraction.

§ 73.16 APPLICATION

Any person desiring to register a bicycle shall make application to the Director of Police Services upon forms provided by the city. Such form shall show the name and address of the applicant, a description of the bicycle to be registered, including the name, serial number, if any, and color thereof, together with such other information or description as may be required.

§ 73.17 PERMANENT REGISTER; ISSUANCE OF CERTIFICATE AND LICENSE

(A) Upon receipt of an application for the registration of a bicycle, the Director of Police Services shall register such bicycle in a permanent register and give such bicycle a registration number.

(B) When a bicycle is registered in the permanent register, a registration certificate and a license shall be issued to the applicant. Both the registration certificate and license shall bear the registration number assigned.

§ 73.18 TERM

A bicycle registration and license shall expire four years after the end of December 31 of the year during which such registration and license first take effect.

§ 73.19 TRANSFER

It shall be the duty of the purchaser or transferee of a sold or transferred bicycle to apply for a transfer of registration therefor within five days of the date of such sale or transfer.

§ 73.20 REREGISTRATION

If the license plate is lost, stolen or mutilated, the person owning such bicycle shall make an application to reregister such bicycle. The previous registration shall be cancelled, the bicycle shall be reregistered in the permanent register, and, if necessary, a new identifying number shall be given to such bicycle.

§ 73.21 FEES

The applicant shall pay a fee as set from time to time by City Council resolution for each new license issued, each reregistration or each transfer of registration.

§ 155.502 TRIP REDUCTION AND TRAVEL MEASURES

(D)(2)(b)(3) Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather.

(D)(2)(c) Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.

> (c) Nonresidential development of 100,000 square feet or more shall comply with the development standards of this division, and shall provide all of the following measures to the satisfaction of the city:
>
> 1. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
> 2. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
> 3. If determined necessary by the city to mitigate the project impact, bus stop improvements must be provided. The city will consult with the local bus service

providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops.

4. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

§ 155.580 IMPROVEMENT STANDARDS

The public streets to be improved shall be constructed and improved in accordance with the following standards insofar as such is practical and will not create an undue hardship:

(A) Street requirements:

1. Major highways shall be dedicated to a minimum width of 100 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
2. Secondary highways shall be dedicated to a width of 80 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
3. Industrial streets shall be dedicated to a width of 64 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
4. Through collector streets shall be dedicated to a width of 64 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
5. Local residential streets shall be dedicated to a width of 60 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.

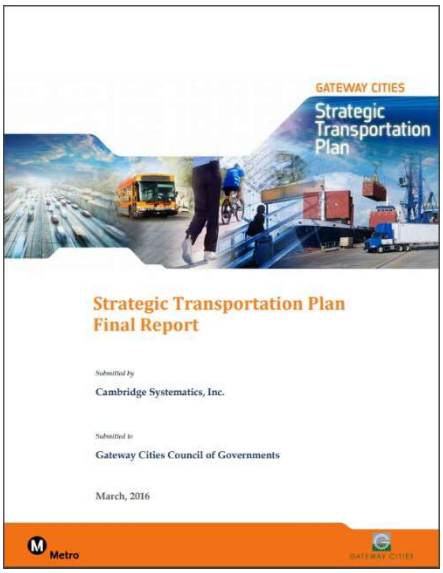
In addition, each intersection shall be dedicated so as to provide a corner radius or a cut corner, and such dedication shall be improved, all in accordance with standard city specifications as approved by the City Engineer for such intersection.

Regional

Norwalk Green Line Extension Study (In Progress)

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Cities of Norwalk and Santa Fe Springs, is conducting a planning study to identify and evaluate feasible alternatives for extending the Metro Green Line east from the Norwalk Station to connect to the Norwalk/Santa Fe Springs Metrolink Station. The goal is to discover how this strategic connection can best serve the economic, cultural and quality-of-life needs of Santa Fe Springs, while providing economic and mobility benefits for the entire region.

Gateway Cities Strategic Transportation Plan (2016)



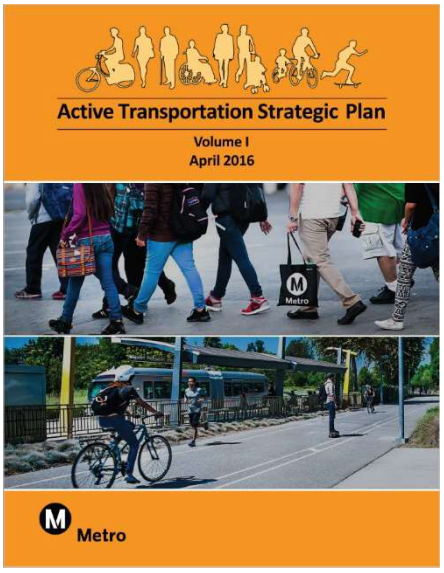
The Strategic Transportation Plan (STP) brings together all elements of the transportation system in the Gateway Cities — freeways, arterial highways, transit, bikeways, pedestrian facilities, technology, and goods movement — into a unified vision for the future. The STP supports the Gateway Cities Council of Government's (GCCOG) mission to improve the mobility, accessibility, sustainability, and safety of the subregion's transportation system. It proposes a series of freeway, arterial roadway, transit, bicycle, pedestrian, technology, and goods movement projects. The STP recommends the following bikeways be implemented in Santa Fe Springs, in coordination with neighboring jurisdictions:

- Class II/III facility on Bloomfield Avenue
- Class III bike route on Florence Avenue
- Class II/III facility on Imperial Highway
- Class II/III facility on Slauson Avenue
- Class II/III facility on Telegraph Road

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)

The SCAG Regional Transportation Plan includes a commitment to reduce transportation related emissions to comply with California Senate Bill 375. This Plan will help Santa Fe Springs contribute to this goal.

Los Angeles Metro Active Transportation Strategic Plan (2016)

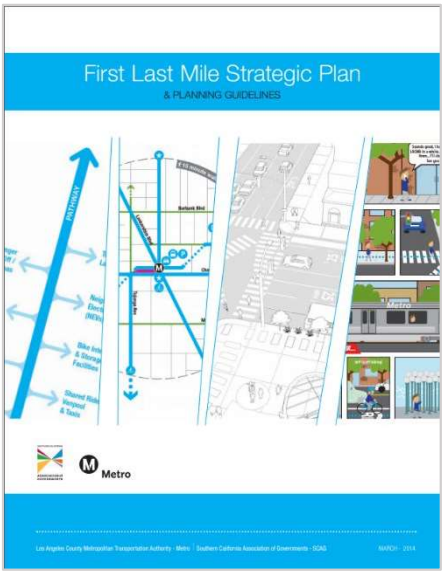


The Active Transportation Strategic Plan (ATSP) is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan focuses on improving first and last mile access to transit and proposes a regional network of active transportation facilities, including shared-use paths and on-street bikeways. The ATSP analyzed locations and provided recommendations for infrastructure near major transit destinations and expanded bikeways, including locations in Santa Fe Springs.

- Santa Fe Springs Road (Class II)
- Whittier Boulevard (Class II)
- Telegraph Road (Class II)
- Coyote Creek (Class I)
- Florence Avenue/Mills Avenue (Class III)
- Shoemaker Avenue (Class II)
- Imperial Highway (Class II)

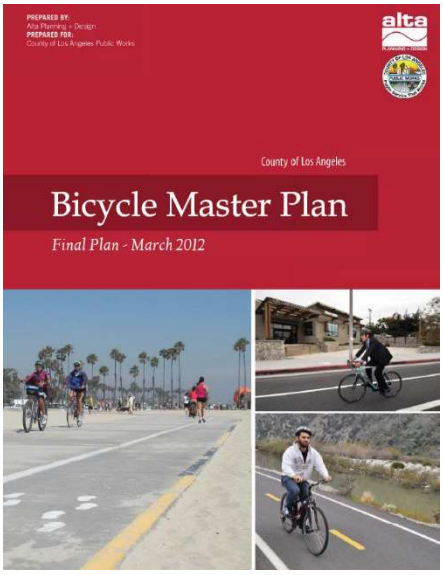
Los Angeles County Metro First Last Mile Strategic Plan (2013)

Los Angeles County Metropolitan Transportation Authority (Metro) continues to develop a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million people, nearly 80 percent of Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities.



County of Los Angeles Bicycle Master Plan (2012)

The County of Los Angeles Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often. Multiple Class III bike routes are proposed in the unincorporated areas north and east of Santa Fe Springs.



Step by Step: Los Angeles County Pedestrian Plans for Unincorporated Communities (2019)

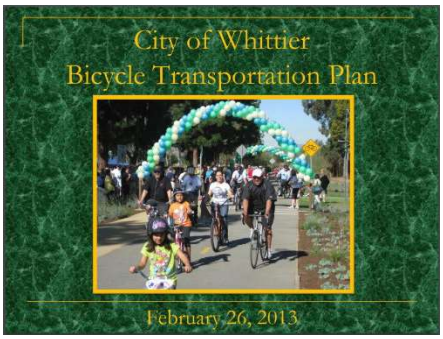
The Step by Step: Los Angeles County Pedestrian Plans for Unincorporated Communities outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across the following unincorporated communities: Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

The West Whittier-Los Nietos is bordered by the City of Pico Rivera to the west, the City of Whittier to the north and east, and the City of Santa Fe Springs to the east and south. Most proposed facilities are located along Norwalk Boulevard, Pioneer Boulevard, Slauson Avenue, and Washington Boulevard and border and/or go through the City of Santa Fe Springs. For example, new crosswalks are proposed at the intersection of Norwalk Boulevard and Broadway, which was identified as high priority by community members. The installation of a sidewalk on the southeast corner of Washington Boulevard at Allport Avenue is also proposed. In addition, a roadway reconfiguration study is also considered at the intersection of Norwalk Boulevard and Slauson Avenue as well as a continental crosswalk restripe. On the intersection of Washington Boulevard and Norwalk Boulevard, the recommendation proposes a continental crosswalk restripe and install a median refuge island.

City of Downey Bicycle Master Plan (2015)

The City of Downey Bicycle Master Plan aims to promote bicycling as a mode of transportation to enhance the city's transportation system throughout the city and neighboring communities. Several of its recommended projects are located near Santa Fe Springs and will connect community members across Downey, Santa Fe Springs, and other community members riding their bikes on the San Gabriel River Trail.

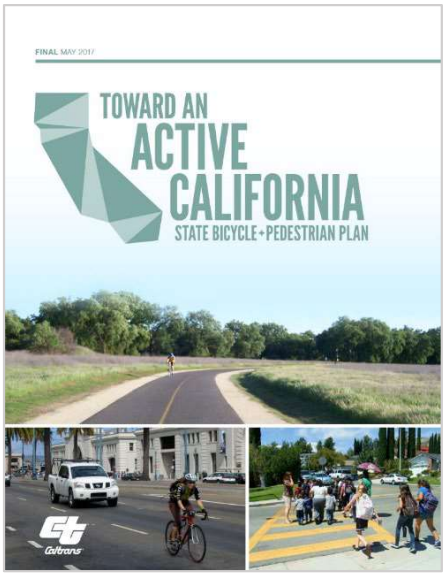
City of Whittier Bicycle Transportation Plan (2013)



The City of Whittier Bicycle Transportation Plan provides project recommendations that promote safety and connectivity throughout its city. The plan contains an analysis of several corridors and trails existing conditions and list recommendations to help enhance the city's bike network. Near Santa Fe Springs, the plan suggests upgrading Santa Fe Springs Road with a Class II bike lane between the Whittier Greenway Trail and York Field at Mulberry Drive and Slauson Avenue. Norwalk Boulevard is also a major street that connects the City of Whittier to other major cities such as Santa Fe Springs and Pico Rivera. The plan suggests an upgrade from Class III to Class II; near Santa Fe Springs, Norwalk Boulevard is recommended to become a Class III route.

State

California State Bicycle & Pedestrian Plan (2017)



The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies

This plan will help Santa Fe Springs work with the local Caltrans office to implement projects on Caltrans rights-of-way.

Complete Streets Implementation Action Plan 2.0 (2017)

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Senate Bill 99 - Active Transportation Program Act (2013)

SB 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Caltrans Deputy Directive 64 – Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

> *The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.*

> *The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.*

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Assembly Bill 1358 - Complete Streets Act (2008)

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

Senate Bill 375 - California Sustainable Communities Strategy (2008)

SB 375 is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a "sustainable communities' strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas emission reduction targets of 7% by the year 2020 and 15% by the year 2035, using 2005 levels as the base year.

Assembly Bill 32 - California Global Warming Solutions Act (2006)

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.

APPENDIX E: RESOLUTION [PLACEHOLDER]

CITY OF
SANTA FE
SPRINGS