11.0 Appendices

11.1 Notice of Preparation and Comment Letters

NOTICE OF PREPARATION
VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM

DATE: **SEPTEMBER 10, 2021**

TO: **STATE CLEARINGHOUSE AND INTERESTED PARTIES**

FROM: **CITY OF LANCASTER DEVELOPMENT SERVICES DEPARTMENT COMMUNITY DEVELOPMENT DIVISION**

SUBJECT: **NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE CITYWIDE VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM**

The City of Lancaster (City) is the lead agency in charge of environmental review for the Citywide Vehicle Miles Traveled (VMT) Mitigation Program. The City of Lancaster is proposing to prepare a Program Level Environmental Impact Report (EIR) for the proposed program. The City is soliciting comments from reviewing agencies and the public regarding the scope and content of the environmental document. For reviewing agencies, the City requests comments with respect to your agency's statutory responsibility as related to the proposed projects in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency may need to use the EIR when considering relevant permits or other approvals for the project. The City is also seeking the views of residents, property owners, developers, and concerned citizens regarding issues that should be addressed in the EIR.

Comment Period: Comments may be sent anytime during the 30-day Notice of Preparation (NOP) comment period. The NOP review and comment period begins on September 10, 2021 and ends on October 12, 2021. All comments must be received during the comment period and no later than 6:00 PM on October 12, 2021. Please include the name of a contact for your agency, if applicable. All comments should be directed to:

City of Lancaster
Attention: Jocelyn Swain, Senior Planner
44933 Fern Avenue
Lancaster, California 93534

Comments may also be emailed to jswain@cityoflancasterca.org.

Scoping Meeting: Oral comments may be provided at the Scoping Meeting to be held on September 22, 2021 from 5:00 PM to 6:00 PM via zoom. The meeting link is: https://zoom.us/j/91316538590?pwd=NlFUSk9zaHowQ25mM0ErNlJGZmZpQT09.

Project Location:

The proposed program would apply to development Citywide.

Project Description:

The City is proposing to adopt an ordinance that establishes a Vehicle Miles Traveled (VMT) Mitigation Program with the intent to reduce Citywide VMT. The VMT Mitigation Program would identify relevant transportation demand management (TDM) strategies and VMT-reducing projects within the City to be funded by future developments that trigger potentially significant VMT impacts under the California Environmental Quality Act (CEQA). Potential VMT-reducing measures may include providing pedestrian/bicycle network improvements, traffic calming infrastructure, improved street connectivity, and City-run programs to incentivize use of alternative travel modes.

Environmental Review:

It is anticipated that the EIR will address potentially significant impacts associated the following topical areas:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Cultural, Paleontological and Tribal Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Drainage
- Land Use and Planning
- Noise
- Population, and Housing
- Public Services and Recreation
- Traffic and Transportation
- Utilities and Service Systems

Based on the proposed sites, the proposed projects would not result in significant impacts with respect to Agriculture and Forestry Resources; Mineral Resources; or Wildfires. Therefore, these topics will be address in the Effects Found Not To Be Significant Section of the EIR.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
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Making Conservation a California Way of Life.

September 23, 2021

City of Lancaster
Attention: Jocelyn Swain, Senior Planner
44933 Fern Avenue
Lancaster, California 93534

RE: City of Lancaster Vehicle Miles Traveled Mitigation Program – Notice of Preparation (NOP)
SCH# 2021090175
GTS# 07-LA-2021-03703
Vic. LA-14

Dear Jocelyn Swain,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City is proposing to adopt an ordinance that establishes a Vehicle Miles Traveled (VMT) Mitigation Program with the intent to reduce Citywide VMT. The VMT Mitigation Program would identify relevant transportation demand management (TDM) strategies and VMT-reducing projects within the City to be funded by future developments that trigger potentially significant VMT impacts under the California Environmental Quality Act (CEQA). Potential VMT-reducing measures may include providing pedestrian/bicycle network improvements, traffic calming infrastructure, improved street connectivity, and City-run programs to incentivize use of alternative travel modes.

After reviewing the NOP, Caltrans has the following comments:

The primary intent of the VMT Mitigation Program, as well as the potential VMT-reducing measures and strategies, are in direct alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Programs, like the one proposed, can help California meet these goals.

In addition to identifying substantive City-lead projects that make it safer for people to walk, bike, or take transit, the VMT Mitigation Program should establish clear and simple guidelines to avoid building car-centric infrastructure in the first place. Such as:

- Eliminating car parking requirements, as research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation.

- Requiring wide sidewalks, street trees, curb extensions, shaded transit shelters, and pedestrian scale street furniture and lighting on all street facing edges and corners of new or significantly renovated land-use projects.

Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR), and our Transportation Planners are also available to discuss or provide any assistance that might be needed while developing this VMT Mitigation Program.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03703.

Sincerely,

Miya Edmonson

Miya Edmonson
IGR/CEQA Branch Chief

cc: State Clearinghouse

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

October 6, 2021

Jocelyn Swain
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534
JSwain@cityoflancasterca.org

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Vehicle Miles Traveled Mitigation Program, SCH #2021090175, City of Lancaster, Los Angeles County

Dear Ms. Swain:

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Lancaster (City; Lead Agency) for the Vehicle Miles Traveled (VMT) Mitigation Program (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq*.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 *et seq.*), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

Project Description and Summary

Objective: The City is proposing to adopt an ordinance that establishes a VMT Mitigation Program with the intent to reduce Citywide VMT. The VMT Mitigation Program would identify relevant transportation demand management strategies and VMT-reducing projects within the City. These strategies and projects will be funded by future developments that trigger potentially significant VMT impacts under CEQA. Potential VMT-reducing measures may include providing pedestrian/bicycle network improvements, traffic calming infrastructure, improved street connectivity, and City-run programs to incentivize use of alternative travel modes.

Location: The Project location is the entire City of Lancaster. The City is located in the southern region of the Antelope Valley, approximately 60 miles northeast of downtown Los Angeles along State Highway 14.

Comments and Recommendations

CDFW offers the comments and recommendations below to assist the City in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

1) Joshua tree. Joshua trees (*Yucca brevifolia*) are known to occur on vacant land within the City. Joshua tree is a CESA-listed candidate species. As a CESA-listed candidate species, western Joshua tree is granted full protection of a threatened species under CESA. Activities related to infrastructure development may directly remove habitats or indirectly cause added pressures to the habitats in which these species reside, leading to further species decline. Any project activities that involve grading or vegetation removal would likely result in "take" or adverse impacts to western Joshua tree, its seed bank, and its sole pollinator, the Joshua tree yucca moth (*Tegeticula synthetica*).

   CDFW primarily recommends the City avoid impacts to western Joshua tree to the greatest extent feasible. If "take" or adverse impacts to western Joshua trees cannot be avoided during any project activities or over the life of the Project, the City should apply for a CESA Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2080 *et seq*. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit. The City should consult with CDFW to obtain additional Joshua tree survey requirements. CDFW may require separate CEQA documentation for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

2) Additional CESA- and Endangered Species Act (ESA)-Covered Species. The City and its surrounding vicinity support CESA- and ESA-listed species. Activities related to infrastructure development may directly remove habitats or indirectly cause added pressures to the habitats in which these species reside, leading to further species decline. CDFW recommends the DEIR discuss the Project's potential impacts on the following species and

associated habitat: tricolored blackbird (*Agelaius tricolor*), Swainson's hawk (*Buteo swainsoni*), and Mohave ground squirrel (*Xerspermophilus mohavensis*) that are CESA-listed*;* and least Bell's vireo (*Vireo bellii pusillus*) that is ESA- and CESA-listed.

CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or CESA-listed plant species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an ITP or a consistency determination in certain circumstances Please refer to Specific Comment #1 regarding consultation with CDFW on ITPs.

3) Species of Special Concern*.* The City and its surrounding vicinity also support Species of Special Concern. Activities related to infrastructure development may directly remove habitats or indirectly cause added pressures to the habitats in which these species reside, leading to further species decline. CDFW recommends the DEIR discuss the Project's potential impacts on the following species and associated habitat: California legless lizard (*Anniella pulchra*), California glossy snake (*Arizona elegans occidentalis*), burrowing owl (*Athene cunicularia*), mountain plover (*Charadrius montanus*), western pond turtle (*Emys marmorata*), loggerhead shrike (*Lanius ludovicianus*), coast horned lizard (*Phrynosoma blainvillii*), two-striped garter snake (*Thamnophis hammondii*), and Le Conte's thrasher (*Toxostoma lecontei*).

4) Crotch's Bumble Bee. The City and its surrounding vicinity also support Crotch's bumble bee (*Bombus crotchii*). Project activities related to infrastructure development will involve ground disturbing activities in occupied habitat, which may result in loss of foraging habitat, crushing or filling of active bee colonies, causing the death or injury of adults, eggs, and larvae.

   Crotch's bumble bee has a State ranking of S1/S2. This means that the Crotch's bumble bee is considered critically imperiled or imperiled and is extremely rare (often 5 or fewer populations). Also, Crotch's bumble bee has a very restricted range and steep population declines make the species vulnerable to extirpation from the State (CDFW 2017). Accordingly, Crotch's bumble bee meets the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Therefore, take of Crotch's bumble bee could require a mandatory finding of significance by the City (CEQA Guidelines, § 15065). The Project's associated infrastructure development activities have the potential to substantially reduce or adversely modify habitat, impair the viability of populations, and reduce the number and range of the Crotch's bumble bee. CDFW recommends the DEIR discuss the Project's potential impacts on the Crotch's bumble bee and associated habitat.

5) Biologically Significant Sites Inventory. CDFW recommends the City identify and prepare a map of the following areas if present within or adjacent to the City boundary. In addition, the City should consider the Project's potential impacts on the following areas if present within or adjacent to the Project boundary:

a) Conservation easements or mitigation lands;
b) U.S. Fish and Wildlife Service Threatened & Endangered Species Active Critical Habitat (USFWS 2020);
c) County of Los Angeles Significant Ecological Areas (SEAs);
d) Wildlife corridors;
e) Sensitive Natural Communities [see General Comment #3 (Biological Baseline Assessment)];
f) Aquatic and riparian resources including (but not limited to) rivers, channels, streams, wetlands, and vernal pools, and associated natural plant communities; and,
g) City parks and open space, particularly areas with undeveloped land.

CDFW recommends the City avoid sites that may have a direct or indirect impact on conservation easements or lands set aside as mitigation. CDFW recommends the DEIR include measures where future infrastructure facilitated by the Project mitigate (avoid if feasible) for impacts on biological resources occurring within SEAs and critical habitat, as well as mitigate for impacts on wildlife corridors, sensitive natural communities, aquatic and riparian resources, and urban forests.

6) Development and Conservation. CDFW recommends the City maximize development where it already exists in order to protect natural lands from development and habitat loss. CDFW recommends the City consider regional and State-wide natural resource conservation strategies outlined in the following reports: Safeguarding California Plan: 2018 Update (CNRA 2018); California State Wildlife Action Plan: A Conservation Legacy for Californians (CDFW 2015); and, California 2030 Natural and Working Lands Climate Change Implementation Plan: January 2019 Draft (CalEPA et al. 2019).

7) Jurisdictional Waters. According to the US Fish and Wildlife Service (USFWS) National Wetlands Inventory, there are multiple segments of streams, such as Little Rock Wash, running throughout the City (USFWS 2021). As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to Fish and Game Code Section 1600 *et seq*.

a) CDFW's issuance of a Lake and Streambed Alteration (LSA) Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the environmental document of the local jurisdiction (Lead Agency) for the Project. To minimize additional requirements by CDFW pursuant to section 1600 *et seq.* and/or under CEQA, the environmental document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Please visit CDFW's Lake and Streambed Alteration Program webpage for information about LSA Notification (CDFW 2021f).

b) In the event the Project area may support aquatic, riparian, and wetland habitats; a preliminary delineation of the streams and their associated riparian habitats should be included in the environmental document. The delineation should be conducted pursuant

to the U.S. Fish and Wildlife Service (USFWS) wetland definition adopted by CDFW (Cowardin et al. 1970). Be advised that some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification.

c) In project areas which may support ephemeral or episodic streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of these resources and help maintain natural sedimentation processes; therefore, CDFW recommends effective setbacks be established to maintain appropriately sized vegetated buffer areas adjoining ephemeral drainages.

d) Project-related changes in upstream and downstream drainage patterns, runoff, and sedimentation should be included and evaluated in the environmental document.

e) As part of the LSA Notification process, CDFW requests a hydrological evaluation of the 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions. CDFW recommends the environmental document evaluate the results and address avoidance, minimization, and/or mitigation measures that may be necessary to reduce potential significant impacts.

8) Wetland Resources. According to the US Fish and Wildlife Service (USFWS) National Wetlands Inventory, there are a number of wetland sites throughout the City (USFWS 2021). CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies. The Wetlands Resources policy the Commission "…seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values" (CFGC 2005).

a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. These wetlands include, but are not limited to, those along Amargosa Creek and Little Rock Wash. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, a project must include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. CDFW recommends

mitigation measures to compensate for unavoidable impacts be included in an environmental document and these measures should compensate for the loss of function and value.

b) The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife (CFGC 1994). CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).

9) Nesting Birds. CDFW recommends the DEIR include measures where future development facilitated by the Project avoids potential impacts to nesting birds. These avoidance measure should especially consider any development that may occur adjacent to parks, such as Lancaster City Park and Rawley Duntley Park, and open space. Project activities occurring during the bird and raptor breeding and nesting season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.

a) Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). It is unlawful to take, possess, or needlessly destroy the nest or eggs of any raptor.

b) CDFW recommends that measures be taken to fully avoid impacts to nesting birds and raptors. Ground-disturbing activities (e.g., mobilizing, staging, drilling, and excavating) and vegetation removal should occur outside of the avian breeding season which generally runs from February 15 through September 15 (as early as January 1 for some raptors) to avoid take of birds, raptors, or their eggs.

c) CDFW recommends the DEIR analyze and discuss the Project's impacts on bird and raptor nesting and breeding habitat. Edge effects should also be analyzed and discussed. CDFW recommends the DEIR disclose the amount of bird and raptor nesting and breeding habitat that would be impacted and lost as a result of the proposed Project.

d) If impacts to nesting birds and raptors cannot be avoided, CDFW recommends the DEIR include measures where future development facilitated by the Project mitigates for impacts. CDFW recommends surveys by a qualified biologist with experience conducting breeding bird and raptor surveys. Surveys are needed to detect protected native birds and raptors occurring in suitable nesting habitat that may be disturbed and any other such habitat within 300 feet of the Project disturbance area, to the extent allowable and accessible. For raptors, this radius should be expanded to 500 feet and 0.5 mile for special status species, if feasible. Project personnel, including all contractors working on

site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

e) CDFW recommends the DEIR provide measures to mitigate for impacts on bird and raptor nesting and breeding habitat. Depending on the status of the bird or raptor species impacted, replacement habitat acres should increase with the occurrence of a Species of Special Concern. Replacement habitat acres should further increase with the occurrence of a CESA-listed threatened or endangered species.

General Comments

1) Disclosure. An environmental document should provide an adequate, complete, and detailed disclosure about the effect which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, §15151). Adequate disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as to assess the significance of the specific impact relative to the species (e.g., current range, distribution, population trends, and connectivity).

2) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures [CEQA Guidelines, §§ 15002(a)(3), 15021]. Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate for impacts below a significant level under CEQA.

   a) Level of Detail. Mitigation measures must be feasible, effective, implemented, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, §§ 15126.4, 15041). A public agency shall provide the measures that are fully enforceable through permit conditions, agreements, or other measures (Pub. Resources Code, § 21081.6). CDFW recommends that the City prepare mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Adequate disclosure is necessary so CDFW may provide comments on the adequacy and feasibility of proposed mitigation measures.

   b) Disclosure of Impacts. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the Project as proposed, the environmental document should include a discussion of the effects of proposed mitigation measures [CEQA Guidelines, § 15126.4(a)(1)]. In that regard, the environmental document should provide an adequate, complete, and detailed disclosure about a project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.

3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to a Project site and where a Project may result in ground disturbance. The assessment and analysis should place emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW recommends avoiding any sensitive natural communities found on or adjacent to a Project. CDFW also considers impacts to Species of Special Concern a significant direct and cumulative adverse effect without implementing appropriate avoid and/or mitigation measures. A Project-level environmental document should include the following information:

   a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)]. An environmental document should include measures to fully avoid and otherwise protect Sensitive Natural Communities from Project-related impacts. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a state-wide ranking of S1, S2, S3 and S4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting Vegetation Classification and Mapping Program - Natural Communities webpage (CDFWa 2021);

   b) A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018). Adjoining habitat areas should be included where Project construction and activities could lead to direct or indirect impacts off site;

   c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at a Project site and within the neighboring vicinity. The Manual of California Vegetation (MCV), second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2009). Adjoining habitat areas should be included in this assessment where Project activities could lead to direct or indirect impacts off site. Habitat mapping at the alliance level will help establish baseline vegetation conditions;

   d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by a Project. CDFW's California Natural Diversity Database (CNDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat (CDFWb 2021). An assessment should include a nine-quadrangle search of the CNDDB to determine a list of species potentially present at a Project site. A lack of records in the CNDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur in the Project site. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review [CEQA Guidelines, § 15003(i)];

   e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California

Species of Special Concern, and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of a Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's Survey and Monitoring Protocols and Guidelines for established survey protocol for select species (CDFWc 2021). Acceptable species-specific survey procedures may be developed in consultation with CDFW and the U.S. Fish and Wildlife Service; and,

f) A recent wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of a proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame or in phases; and,

g) A biological resources survey should include identification and delineation of any rivers, streams, and lakes and their associated natural plant communities/habitats. This includes any culverts, ditches, storm channels that may transport water, sediment, pollutants, and discharge into rivers, streams, and lakes.

4) Data. CEQA requires that information developed in environmental impact reports be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species and natural communities detected by completing and submitting CNDDB Field Survey Forms (CDFWe 2021). The City should ensure data collected at a Project-level has been properly submitted, with all data fields applicable filled out. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred.

5) Biological Direct, Indirect, and Cumulative Impacts. CDFW recommends providing a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. The DEIR should address the following:

a) A discussion regarding Project-related indirect impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands [e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & G. Code, § 2800 et. seq.)]. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;

b) A discussion of both the short-term and long-term effects to species population distribution and concentration and alterations of the ecosystem supporting the species impacted [CEQA Guidelines, § 15126.2(a)];

c) A discussion of potential adverse impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures;

d) A discussion on Project-related changes on drainage patterns; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the Project sites. The discussion should also address the potential water extraction activities and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;

e) An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR; and,

f) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant and wildlife species, habitat, and vegetation communities. If the City determines that the Project would not have a cumulative impact, the environmental document should indicate why the cumulative impact is not significant. The City's conclusion should be supported by facts and analyses [CEQA Guidelines, § 15130(a)(2)].

6) Project Description and Alternatives. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:

a) A complete discussion of the purpose and need for, and description of, the proposed Project;

b) CEQA Guidelines section 15126.6(a) states that an environmental document shall describe a reasonable range of potentially feasible alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project. CEQA Guidelines section 15126.6(f)(2) states if the Lead Agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion and should include reasons in the environmental document;

c) A range of feasible alternatives to Project component location and design features to avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas. CDFW recommends the City consider configuring Project construction and activities, as well as the development footprint, in such a way as to fully avoid impacts to sensitive and special status plants and wildlife species, habitat, and sensitive vegetation communities. CDFW also recommends the City consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes for the duration of the Project and from any future development. As a general rule, CDFW recommends reducing or clustering the development footprint to retain unobstructed

spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space;

Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6); and,

d) Where the Project may impact aquatic and riparian resources, CDFW recommends the City consider alternatives that would fully avoid impacts to such resources. CDFW also recommends alternatives that would allow not impede, alter, or otherwise modify existing surface flow; watercourse and meander; and water-dependent ecosystems and vegetation communities. Project-related designs should consider elevated crossings to avoid channelizing or narrowing of streams. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level and cause the stream to alter its course of flow.

7) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of moving an individual from a project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.

8) Compensatory Mitigation. An environmental document should include mitigation measures for adverse Project related direct or indirect impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code, section 65967, the Lead Agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

9) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, an environmental document should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.

Conclusion

We appreciate the opportunity to comment on the NOP for the VMT Mitigation Program to assist the City of Lancaster in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Felicia Silva, Environmental Scientist, at Felicia.Silva@wildlife.ca.gov or (562) 292-8105.

Sincerely,

DocuSigned by:
B6E58CFE24724F5...

Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

ec: CDFW
Erinn Wilson-Olgin, Los Alamitos – Erinn.Wilson-Olgin@wildlife.ca.gov
Victoria Tang, Los Alamitos – Victoria.Tang@wildlife.ca.gov
Ruby Kwan-Davis, Los Alamitos – Ruby.Kwan-Davis@wildlife.ca.gov
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Julisa Portugal, Los Alamitos – Julisa.Portugal@wildlife.ca.gov
Cindy Hailey, San Diego – Cindy.Hailey@wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov
State Clearinghouse, Office of Planning and Research – State.Clearinghouse@opr.ca.gov

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STATE OF CALIFORNIA Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

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September 13, 2021

Jocelyn Swain
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Re: 2021090175, Vehicle Miles Traveled Mitigation Program Project, Los Angeles County

Dear Ms. Swain:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

LOS ANGELES COUNTY
SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

October 6, 2021

Ref. DOC 6309411

Ms. Jocelyn Swain, Senior Planner
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Dear Ms. Swain:

NOP Response to Program Level EIR for Vehicle Miles Traveled (VMT) Mitigation Program

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation of a Program Level Environmental Impact Report (EIR) for the subject project on September 13, 2021. The City of Lancaster (City) is located within the jurisdictional boundaries of District No. 14. We offer the following comment:

- The proposed project may impact existing and/or proposed Districts' facilities (e.g. trunk sewers, recycled waterlines, etc.) that are located and/or cross directly beneath the streets. The Districts cannot issue a detailed response to or permit construction of individual activities related to the proposed project until individual plans and specifications that have incorporated Districts' facilities are submitted for our review. Please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205 to obtain copies of as-built drawings of the Districts' facilities within the project limits of any individual activities related to the proposed project. When project plans that have incorporated our facilities are prepared, please submit copies to the Engineering Counter for our review and comment.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or at mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

DOC 6333810.D14

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

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FIRE CHIEF
FORESTER & FIRE WARDEN

September 29, 2021

Jocelyn Swain, Senior Planner
City of Lancaster
Community Development Division
44933 Fern Avenue
Lancaster, CA 93534

Dear Ms. Swain:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "VEHICLE MILES TRAVELED MITIGATION PROGRAM," WOULD IDENTIFY RELEVANT TRANSPORTATION DEMAND MANAGEMENT STRATEGIES AND VMT-REDUCING PROJECTS WITHIN THE CITY TO BE FUNDED BY FUTURE DEVELOPMENTS THAT TRIGGER POTENTIALLY SIGNIFICANT VMT IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, LANCASTER, FFER 2021009547

The Notice of Preparation of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We have no comments.

For any questions regarding this response, please contact Kien Chin, Planning Analyst, at (323) 881-2404 or Kien.Chin@fire.lacounty.gov.

LAND DEVELOPMENT UNIT:

The installation of any traffic calming device has potential to reduce the Fire Department's response time to an emergency situation. Also, the Speed Cushions shall not be installed within 25 feet of either side of a public fire hydrant.

The Land Development Unit appreciates the opportunity to comment on this project. Should any questions arise regarding the Land Development Unit response, please contact Wally Collins at (323) 890-4243 or Wally.Collins@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:ac

P: (626) 381-9248
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

October 11, 2021

Jocelyn Swain, Senior Planner
City of Lancaster
44933 Fern Avenue
Lancaster, California 93534
jswain@cityoflancasterca.org

RE: Notice of Preparation of a Draft Environmental Impact Report for the Vehicle Miles Traveled (VMT) Mitigation Program. (SCH No. 2021090175)

Dear Jocelyn Swain,

On behalf of the Southwest Regional Council of Carpenters ("**Commenter**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Lancaster ("**City**" or "**Lead Agency**") Notice of Preparation of a Draft Environmental Impact Report ("**NOP**") (SCH No. 2021090175) for the Vehicle Miles Traveled (VMT) Mitigation Program ("**Project**").

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning, addressing the environmental impacts of development projects and equitable economic development.

Individual members of the Southwest live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

Commenter expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Commenter incorporates by reference all comments raising issues regarding the environmental impact report ("**EIR**") submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal. App. 4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The City should require the Applicant to provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint

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[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

labor-management training programs, . . ."[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing." The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When

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[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

Also, the City should require the Project to be built to standards exceeding the current 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

I. THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CCR**" or "**CEQA Guidelines**") § 15002(a)(1).[8] "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 (*"Berkeley Jets"*); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v.*

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 150000 et seq, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

Regents of the University of California (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[9]

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon SWRCC's experience with safe construction site work practices, SWRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.

[9] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.

- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[10]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

SWRCC has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and

[10] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

..

control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[11]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

C. The City's Local Hiring Policies Should be Extended to Further Help Reduce Vehicle Miles Traveled Within the City of Lancaster

The City should consider utilizing its workforce policies and requirements to not only benefit the local area economically, mitigate greenhouse gas, air quality and transportation impacts but also to reduce vehicle miles traveled (VMT).

Currently, in the City of Lancaster "[e]very contractor submitting a bid to the city for a public works contract shall agree to make a good faith effort to hire qualified individuals who are local residents in sufficient numbers so that (with respect to such public works contract) no less than fifty (50) percent of the total construction workforce, including any subcontractor workforce, measured in construction work hours, is comprised of local residents."[12]

As transportation consultant Norman Marshall notes:

> "These construction hiring preferences should be extended to non-City construction projects using CEQA based on the greenhouse gas emissions calculated in CalEEMod. The number, length, and vehicle class of worker trips during construction are used in CalEEMod emission calculations. With local hiring preferences, the default trip length value could be overridden with a lower value, and construction-related greenhouse gas emissions (and VMT) would be reduced."

September 30, 2021 Smart Mobility Letter to Mitchell M. Tsai re Comments on Lancaster Vehicle Miles Traveled Mitigation Program.

Further, transportation consultant Norman Marshall states in that same letter that the

[11] For details concerning SWRCC's ICRA training program, *see* https://icrahealthcare.com/.
[12] City of Lancaster Municipal Code Chapter 3.36

City's local requirement are too broad because they extend outside the City's jurisdiction. The City of Lancaster Municipal code defines as local resident "an individual who is legally domiciled in the Antelope Valley."[13] The Antelope Valley encompasses 3,000-square-mile along the Northern Los Angeles County and southern Kern County."[14]

According to Mr. Marshall "[t]his is a large geographic area and consideration should be given to further prioritizing either workers living in the City or living within a certain radius of the construction project. For example, the City of Los Angeles has prioritized hiring within 5 miles in local hiring rules."

If the City has any questions or concerns, feel free to contact my Office.

Sincerely,

Mitchell M. Tsai
Attorneys for Southwest Regional
Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

September 30, 2021 Smart Mobility Letter to Mitchell M. Tsai re Comments on Lancaster Vehicle Miles Traveled Mitigation Program; Transportation Expert Norman Marshall CV (Exhibit D)

[13] City of Lancaster Municipal Code Chapter 3.36
[14] Los Angeles County Library, Antelope Valley local history. Available at https://lacountylibrary.org/antelope-valley-local-history/

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
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Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT D

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Thetford Center VT 05075

Norman Marshall, President
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nmarshall@smartmobility.com

September 30, 2021

Mitchell M. Tsai
155 South El Molino Avenue
Suite 104
Pasadena, CA 91101

Subject: Comments on Lancaster Vehicle Miles Traveled Mitigation Program

Dear Mr. Tsai:

The City of Lancaster is seeking comments on a Citywide Vehicle Miles Traveled (VMT) Mitigation Program. I make the following recommendations:

1) Given the extremely long commutes into the City of Lancaster and especially out of the City of Lancaster by its residents, it should be a priority to reduce the number of long commutes which I call greenhouse gas superspreader events by:

    a. Working to improve jobs/housing balance by prioritizing developments that are jobs rich and incentivizing mixed-use development over residential-only development.

    b. Considering modifying the City's construction local hire requirements to further prioritize either City residents or workers living within a certain distance of the job site.

    c. Extending the local hire requirements to non-City construction projects using CEQA.

2) I also recommend that the TDM mitigation program encourage pedestrian and bicycle improvements, traffic calming, telecommuting and trip reduction programs.

City of Lancaster Commuting Patterns

In 2020, the City of Lancaster adopted a VMT baselines and thresholds as required by SB 743. The resolution adopted is based on a May 27, 2020 report prepared by Fehr and Peers entitled *Transportation Analysis Updates in Lancaster*. The figure below is reproduced from this report.

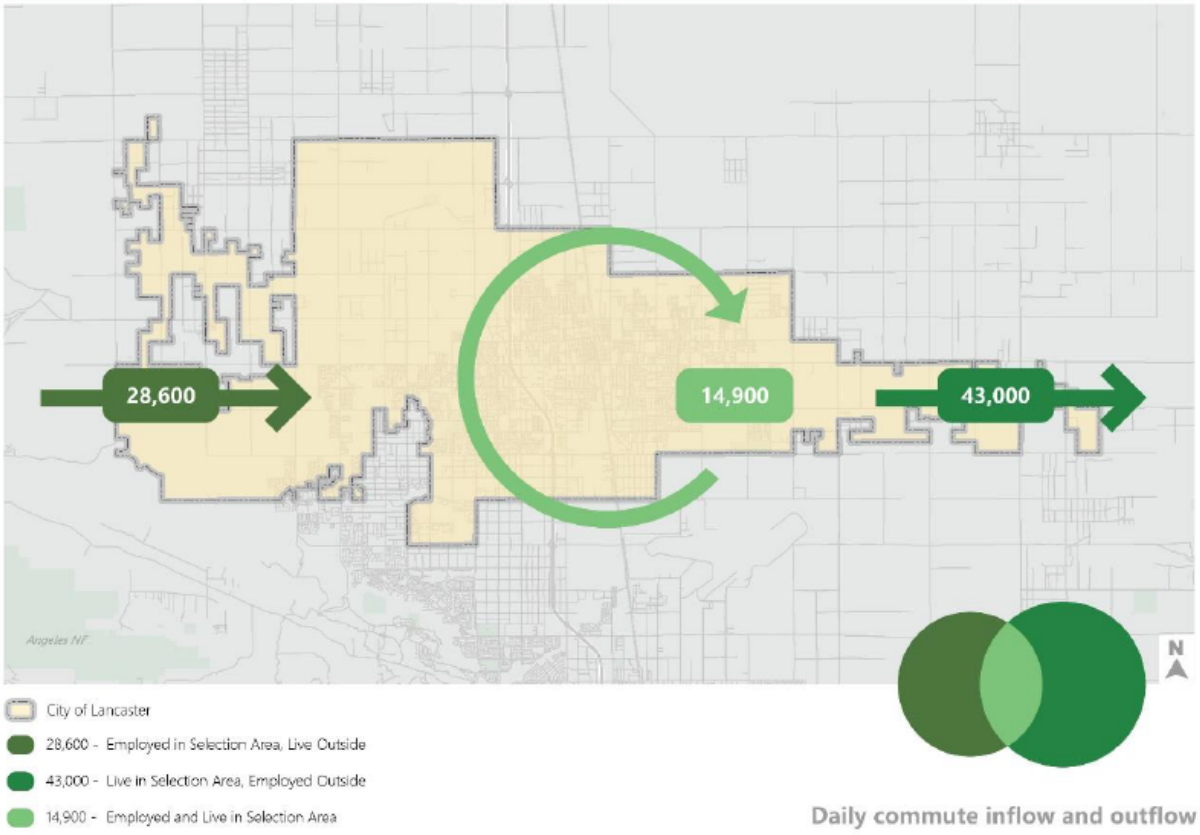


Figure 1. Daily Commute Inflow and Outflow (Source: U.S. Census Bureau, 2017)

The accompanying text states:

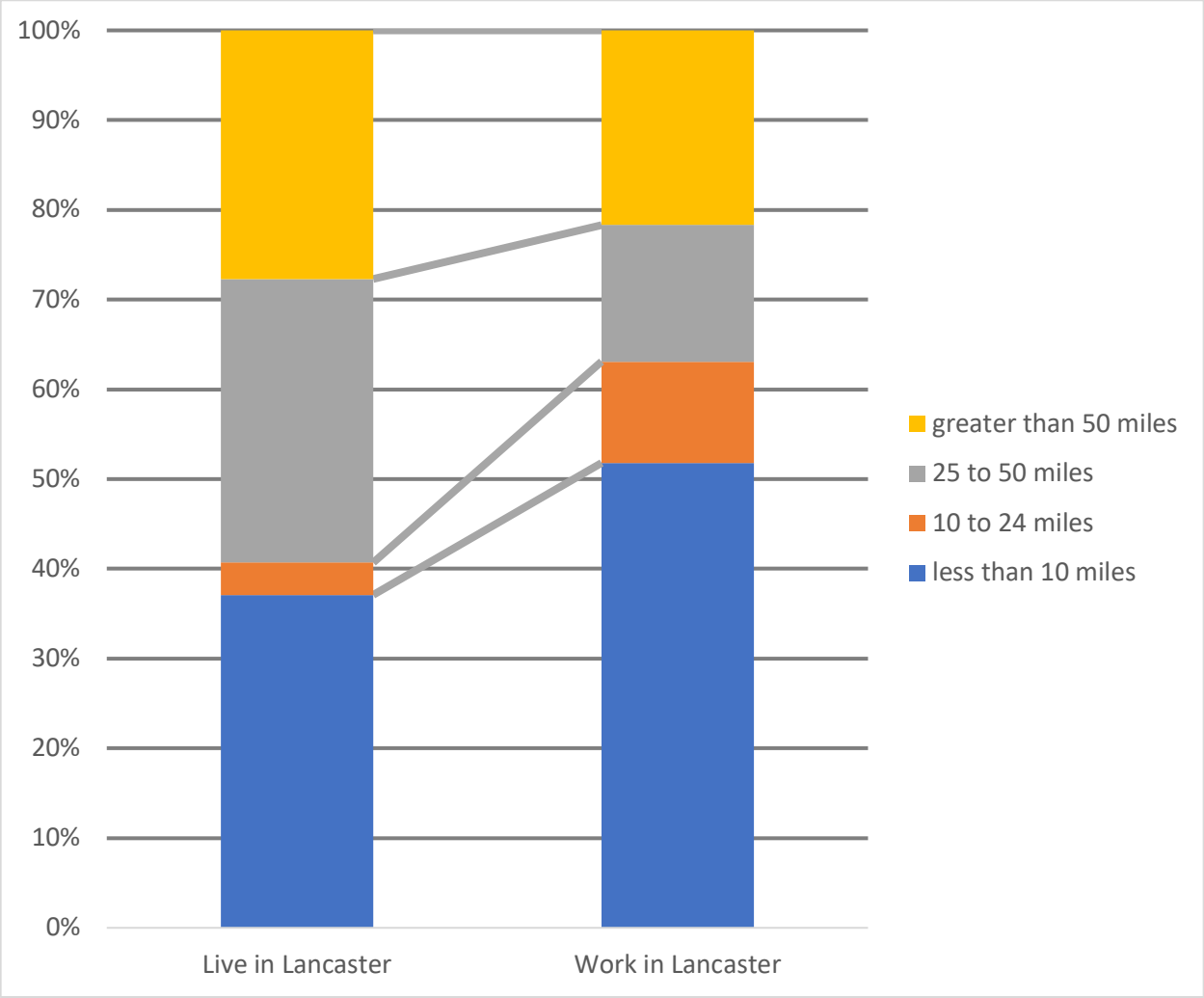
> As shown in Figure 1, approximately 75% of Lancaster residents work outside the City, and approximately two-thirds of people who work in Lancaster live outside the City according to data provided by the Census Bureau. Nearly 15,000 Lancaster residents are employed within the City, accounting for a quarter of Lancaster commuters. (p. 7)

The Fehr and Peers report further states:

> These commute characteristics have implications for the City's VMT metrics because they affect the distance that commuters need to travel to reach their jobs. As shown in the tables below, people who live in Lancaster typically have a longer commute than people who work in Lancaster, which suggests that many people who work in Lancaster but do not live there reside close by, while many people who live in Lancaster travel great distances for work. (p. 8)

I have summarized the table in Tables 1 and 2 of the Fehr and Peers report in the figure below.

Commute Distances for Workers Living in Lancaster and Workers Working in Lancaster

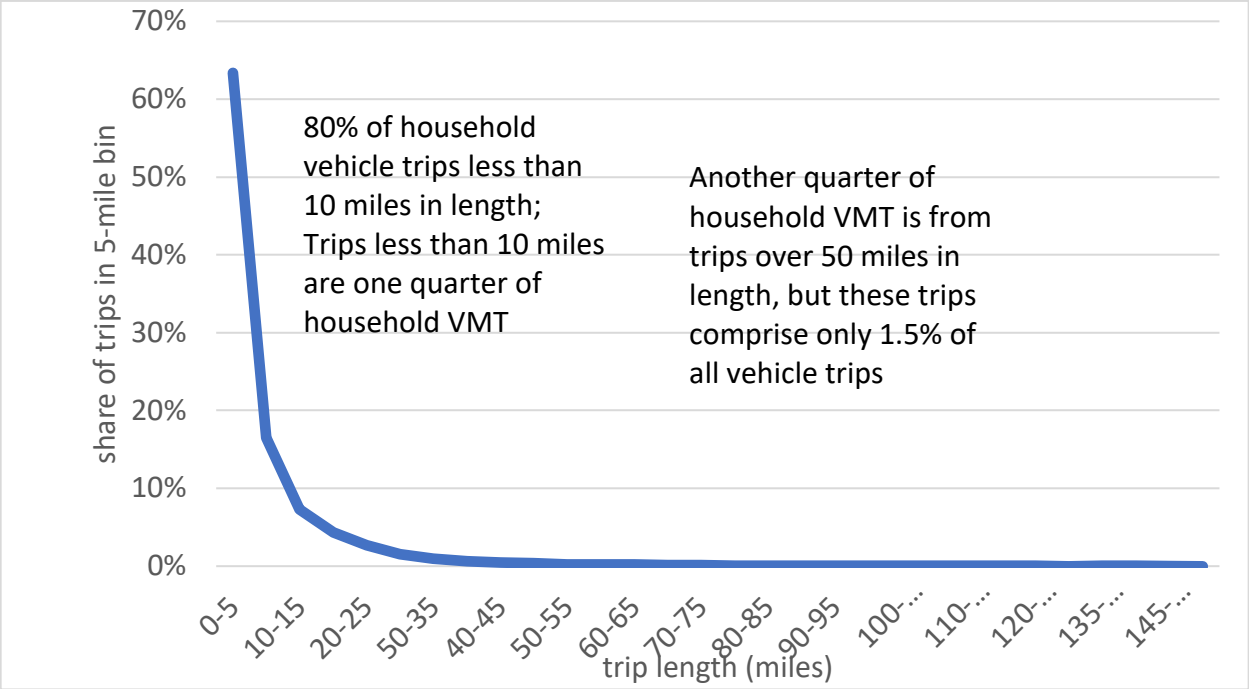


As shown in the Figure above, over 60% of commutes for those working in Lancaster are less than 25 miles but only 40% of commutes for those living in Lancaster are less than 25 miles.

High percentages of commutes in both directions are greater than 50 miles (21.7% for those working in Lancaster and 27.7% for those living in Lancaster). These are round trips of greater than 100 miles.

Trips greater than 50 miles in length comprise only 1.5% of all household trips in the six-County Southern California Association of Governments (SCAG) region including Lancaster.

Household Trip Lengths from California Household Travel Survey



Note: vertical scale shows that over 60% of trips are 0-5 miles in length

These 1.5% of trips greater than 50 miles in length are responsible for a quarter of total VMT made by residents in the region. In terms of greenhouse gas emissions, these trips can be considered "superspreader" events. Any effective VMT mitigation by the City of Lancaster must specifically target these long trips.

Jobs Housing Imbalance

In general, cities are jobs centers where there is higher in-commuting from surrounding suburbs and rural areas than out-commuting. The City of Lancaster instead is jobs poor. The huge regional housing shortage issues have forced workers to live far from their jobs – including in the City of Lancaster. As this problem is primarily caused by the failure to allow sufficient housing close to jobs centers elsewhere in Southern California, the City of Lancaster cannot solve this problem on its own.

Nevertheless, any opportunity to reduce the jobs-housing imbalance should be seized upon. This includes prioritizing developments that are jobs rich (as likely is already being done). It also includes incentivizing mixed-use development over residential-only development. The Fehr and Peers report includes a list of potential VMT mitigation strategies based primarily on a 2010 California Air Pollution Control Officers Association (CAPCOA) publication, *Quantifying Greenhouse Gas Mitigation Measures.* Mixed use has an estimated VMT reduction of 9% - 30%.

Local Hire Requirements

As discussed above, there are many long commutes both into and out of the City of Lancaster. When a local worker fills a job within the City instead of a long-distance commuter, this can reduce VMT in two ways: 1) reducing the commuting VMT to the Lancaster workplace, and 2) saving that worker from having to commute outside the City.

The Census Bureau tabulates workers and jobs by residential and work location within 20 employment categories. The City of Lancaster has a net deficit of jobs within every one of these 20 categories.[1] In some cases, the totals are small, e.g., mining. There are seven categories where the net deficit is greater than 1500:

- NAICS sector 23 – Construction
- NAICS sectors 31-33 – Manufacturing
- NAICS sector 42 – Wholesale Trade
- NAICS section 44-45 – Retail Trade
- NAICS sector 56 – Administrative and Support
- NAICS sector 72 – Accommodations and Food Services
- NAICS sector 92 – Public Administration

Increasing the proportion of jobs in any of these sectors held by City residents would reduce VMT.

There is a particular opportunity in the Construction sector. The City already requires local hiring preferences in public works contracts (City of Lancaster Municipal Code Chapter 3.36). This requires:

> Every contractor submitting a bid to the city for a public works contract shall agree to make a good faith effort to hire qualified individuals who are local residents in sufficient numbers so that (with respect to such public works contract) no less than fifty (50) percent of the total construction workforce, including any subcontractor workforce, measured in construction work hours, is comprised of local residents.

In the code "local" is defined as "an individual who is legally domiciled in the Antelope Valley." This is a large geographic area and consideration should be given to further prioritizing either workers living in the City or living within a certain radius of the construction project. For example, the City of Los Angeles has prioritized hiring within 5 miles in local hiring rules.

These construction hiring preferences should be extended to non-City construction projects using CEQA based on the greenhouse gas emissions calculated in CalEEMod. The number, length, and vehicle class of worker trips during construction are used in CalEEMod emission calculations. With local hiring preferences, the default trip length value could be overridden with a lower value, and construction-related greenhouse gas emissions (and VMT) would be reduced.

[1] Census data were tabulated at the Census Tract level. Census Tract boundaries do not match the City boundaries. I extended the Census area to include the additional area in the Tracts outside the City limits.

Other VMT Mitigation Strategies

The Fehr and Peers report includes a list of potential VMT mitigation strategies based primarily on a 2010 California Air Pollution Control Officers Association (CAPCOA) publication, *Quantifying Greenhouse Gas Mitigation Measures.*

Small Impacts

Some of the strategies included offer only small VMT reductions but are now considered good planning practice everywhere. These include:

- Provide pedestrian network improvements 0-2%
- Provide traffic calming measures 0.25 – 1%

Moderate Impacts

The report lists "telecommuting and alternative work schedules" with a potential VMT reduction of 0.07 – 5.5%. Experience during the pandemic has shown that the reduction from telecommuting can be even greater. It is too early to know what the long-term telecommuting picture will be, but it could make a large dent in the 50+ mile commutes.

The report lists "commute trip reduction programs" as reducing VMT by 1 –-6.2 percent. This covers a wide range of transportation demand management (TDM) activities. TDM programs for proposed developments should be reviewed in the CEQA process

Large Range of Potential Impacts

Some of the strategies have a large range of impacts. Mixed use (9 – 30%) discussed above is a good strategy for the City of Lancaster. Some other strategies with wide ranges are good planning but are likely only to offer modest VMT reduction in the City. These include:

- Increase density 0.8% to 30%
- Increase transit accessibility 0.5 – 24.6%
- Neighborhood Electric Vehicle (NEV) Network – 0.5 – 12.7%

I recommend that the TDM mitigation program encourage pedestrian (and bicycle) improvements, traffic calming, telecommuting and trip reduction programs.

Sincerely,

Norman L. Marshall

Resume

NORMAN L. MARSHALL, PRESIDENT

nmarshall@smartmobility.com

EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

PROFESSIONAL EXPERIENCE: (32 Years, 18 at Smart Mobility, Inc.)

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at RSG for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior and doing planning that coordinates multi-modal transportation with land use and community needs.

Regional Land Use/Transportation Scenario Planning

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

Loudoun County Virginia Dynamic Traffic Assignment – Enhanced subarea travel demand model to include Dynamic Traffic Assignment (Cube). Model being used to better understand impacts of roadway expansion on induced travel.

Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovate Monte Carlo simulations process to account for combinations of failures.

California Air Resources Board – Led team including the University of California in $250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO's long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

Chicago Metropolis Plan and Chicago Metropolis Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced

model to evaluate alternative scenarios including development of alternative regional transit concepts. Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies.

Municipal Planning

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additional analyzed using the City's Synchro model

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka'ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

Transit Planning

Regional Transportation Authority (Chicago) and Chicago Metropolis 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

Roadway Corridor Planning

I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. Freeway bottlenecks are modeled much more accurately than in the base TransCAD model.

South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Caroline including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

PUBLICATIONS AND PRESENTATIONS (partial list)

DTA Love: Co-leader of workshop on Dynamic Traffic Assignment at the June 2019 Transportation Research Board Planning Applications Conference.

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

MEMBERSHIPS/AFFILIATIONS

Associate Member, Transportation Research Board (TRB)

Member and Co-Leader Project for Transportation Modeling Reform, Congress for the New Urbanism (CNU)

Swain, Jocelyn

From: James Powell <jpowell32@icloud.com>
Sent: Wednesday, September 22, 2021 6:30 AM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is James Powell I'm oh local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the city of Lancaster train to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

Will you believe that one sure way to addressed and mitigate the problem of traffic and pollution is to implement a city-wide policy that would:

Require developers to utilized contractors that participate in local hire program for ALL construction projects within the City of Lancaster.

Implement skilled and trained workforce requirements through certified apprenticeship on all construction projects in the City of Lancaster.

Local hire and skilled and trained workforce requirements reduce construction related environmental impact while benefiting the local economy.

Local skilled and train workforce requirements can boost economic growth, development and mitigate transportation and green gas impacts by minimizing miles traveled.

Just this year the south coast air quality management District found that the use of local state certified apprenticeship program or a skilled and trained workforce with local hire component can result in air pollution reductions.

Local Union Carpenter,
James Powell

Swain, Jocelyn

From: elcaminopilo@gmail.com
Sent: Tuesday, September 21, 2021 7:02 PM
To: Swain, Jocelyn
Subject: Citywide vehicle miles traveled mitigation program

Hi, my name is Porfirio Rodriguez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

We believe that one sure way to address and mitigate the problem of traffic and pollution is to implement a city-wide policy that would:

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Local Union Carpenter,

Porfirio Rodriguez

Sent from my iPhone

Swain, Jocelyn

From: Joel Perez <joelrperez@icloud.com>
Sent: Tuesday, September 21, 2021 6:48 PM
To: Swain, Jocelyn
Subject: Citywide vehicle miles traveled

Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is _____ I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

_____

jswain@cityoflancasterca.org

Sent from my iPhone

Swain, Jocelyn

From: Jerome Vlach <jeromevlach@gmail.com>
Sent: Tuesday, September 21, 2021 6:45 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is _jerom_ I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union 661
Jerome

Swain, Jocelyn

From: illene padron <illenepadron@gmail.com>
Sent: Tuesday, September 21, 2021 6:39 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Illene Padron I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Illene Padron

Sent from my iPhone

Swain, Jocelyn

From: andrea diego <andreadiego2@gmail.com>
Sent: Tuesday, September 21, 2021 6:35 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Andrea 'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Andrea

Swain, Jocelyn

From: Samuel Tapia <samueltapia0430@gmail.com>
Sent: Tuesday, September 21, 2021 6:29 PM
To: Swain, Jocelyn
Subject: Subjetivo citywide vehicle miles traveled mitigation program

Hi, my name is samuel I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Samuel g Tapia

Swain, Jocelyn

From: Luis Barajas <lbarajas7147@gmail.com>
Sent: Tuesday, September 21, 2021 5:52 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is _luis__ I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Luis

Swain, Jocelyn

From: Hotmail <johnathen55@hotmail.com>
Sent: Tuesday, September 21, 2021 5:13 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Johnathen hays I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Johnathen hays

Swain, Jocelyn

From: Cary Harris <caryharris61@yahoo.com>
Sent: Tuesday, September 21, 2021 5:10 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Cary Harris I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter
Cary Harris
Sent from my iPhone

Swain, Jocelyn

From: Clarence Brown <clarenceb524@gmail.com>
Sent: Tuesday, September 21, 2021 5:07 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Clarence I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local union 661
Clarence

Swain, Jocelyn

From: Joshua Christensen <joshua4513@gmail.com>
Sent: Tuesday, September 21, 2021 5:01 PM
To: Swain, Jocelyn
Subject: Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Joshua I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Joshua

Swain, Jocelyn

From: Michael Mccarron <bezly545@gmail.com>
Sent: Tuesday, September 21, 2021 4:58 PM
To: Swain, Jocelyn
Subject: Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Michael McCarron I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Michael McCarron

Sent from my iPhone

Swain, Jocelyn

From: carlos alonso <calonso6809@yahoo.com>
Sent: Tuesday, September 21, 2021 4:55 PM
To: Swain, Jocelyn
Subject: : Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Carlos I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Carlos alonso

Sent from my iPhone

Swain, Jocelyn

From: luisportillo795@gmail.com
Sent: Tuesday, September 21, 2021 4:55 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Luis! I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Luis portillo

Sent from my iPhone

Swain, Jocelyn

From: Manny Martinez <mtnzmanny02@gmail.com>
Sent: Tuesday, September 21, 2021 4:51 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is manny I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Manny

From manny

Swain, Jocelyn

From: Danny Gilchrist <gilchristdanny66@gmail.com>
Sent: Tuesday, September 21, 2021 4:50 PM
To: Swain, Jocelyn
Subject: Citywide vehicle-miles-traveled mitigation program

Hi my name is Dan I am a local carpenter's Carpenter from the Antelope Valley just like many other workers in his Valley I get up early in the morning to go to work because most jobs that pay a living wage or Austin many miles away from home this causes me to spend more time commuting in time spent with my family I have to miss out on family and community activities it is great to see the city of Lancaster trying to address these problems this problem and provide the people of this great valley with jobs that they can go to right here in the city of Lancaster we believe that one sure way to address and mitigate to implement a Citywide policy that would require developers to utilize contractors that participate in local buyer program for all construction projects within the city of Lancaster lemon skilled and trained Workforce requirements through certified apprenticeship on all construction projects in the city of Lancaster local hire and skilled and trained Workforce requirements reduce construction-related environmental impacts while benefiting the local economy local skilled and trained Workforce requirements can boost economic growth development and mitigate transportation and dream gas impacts by minimizing miles traveled Justice year the South Coast Air Quality Management District found that the use of local state-certified apprenticeship program or a skilled and trained Workforce with local hire come Conant can result in air pollution reductions local union carpenter Dan thank you

Swain, Jocelyn

From: Steven McClenthen <stevenmcclenthen@gmail.com>
Sent: Tuesday, September 21, 2021 4:47 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is steven mcClenthen I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,steven mcclenthen

Swain, Jocelyn

From: Jorge Lopez <jorgepez60@gmail.com>
Sent: Tuesday, September 21, 2021 4:46 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Jorgel'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Jorge Lopez

Swain, Jocelyn

From: Madelio Vaca <madeliovaca@gmail.com>
Sent: Tuesday, September 21, 2021 4:16 PM
To: Swain, Jocelyn

Lancaster

Hi, my name is Madelio Vaca I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Madelio Vaca

Swain, Jocelyn

From: Ramiro Reyes <rorro.reyes09@gmail.com>
Sent: Tuesday, September 21, 2021 4:33 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Ramiro Reyes I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Ramiro Reyes

Swain, Jocelyn

From: Juan Cruz <juancruzags19@gmail.com>
Sent: Tuesday, September 21, 2021 4:29 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is juan I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Juan

Swain, Jocelyn

From: gianni.rossi420@yahoo.com
Sent: Tuesday, September 21, 2021 4:19 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Gianni Rossi I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

We believe that one sure way to address and mitigate the problem of traffic and pollution is to implement a city-wide policy that would:

Require developers to utilize contractors that participate in local hire program for ALL construction projects within the City of Lancaster.

Implement skilled and trained workforce requirements through certified apprenticeship on All construction projects in the City of Lancaster.

Local hire and skilled and trained work force requirements reduce construction related environmental impacts while benefiting the local economy.

Local skilled and trained work force requirements can boost economic growth, development and mitigate transportation and green gas impacts by minimizing miles traveled.

Just this year the South Coast Air Quality Management District found that the use of local state certified apprenticeship program or a skilled and trained work force with local hire component can result in air pollution reductions.

Local Union Carpenter,

Swain, Jocelyn

From: Pillola Hernandez <hernandezpillola@gmail.com>
Sent: Tuesday, September 21, 2021 4:16 PM
To: Swain, Jocelyn
Subject: Citywide vehicle miles traveled mitigation program

Hi, my name is alpidio I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter

Alpidio Hernandez

Swain, Jocelyn

From: German Guitron <guitrong@yahoo.com>
Sent: Tuesday, September 21, 2021 4:12 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is German I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union 661
German

Sent from Yahoo Mail on Android

Swain, Jocelyn

From: Jose Castaneda <jose.castaneda1@yahoo.com>
Sent: Tuesday, September 21, 2021 4:12 PM
To: Swain, Jocelyn

Hi, my name is Jose castaneda I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Jose Castaneda

Sent from Yahoo Mail for iPhone

Swain, Jocelyn

From: Stephanie Rios-Gutierrez <riosstephanie425@gmail.com>
Sent: Tuesday, September 21, 2021 4:05 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle miles traveled mitigation program

Hi, my name is Juan I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Juan Rios

Swain, Jocelyn

From: elias lopez <lopezelias820@gmail.com>
Sent: Tuesday, September 21, 2021 3:59 PM
To: Swain, Jocelyn

Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Elias lopez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Swain, Jocelyn

From: Enrique Apodaca <enrique.apodaca@yahoo.com>
Sent: Tuesday, September 21, 2021 3:57 PM
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Enrique Apodaca I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Enrique Apodaca

Swain, Jocelyn

From: carlos.gabi19581968@gmail.com
Sent: Tuesday, September 21, 2021 3:57 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Carlos Carbajal I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Carlos Carbajal

Sent from my iPhone

Swain, Jocelyn

From: Marielena Apodaca <marielenaapodaca@aol.com>
Sent: Tuesday, September 21, 2021 3:56 PM
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Marielena I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Thank you,

Marielena Apodaca

Swain, Jocelyn

From: pablo ochoa <pacaso1@me.com>
Sent: Tuesday, September 21, 2021 3:55 PM
To: Swain, Jocelyn
Subject: Hi, my name is Pablo I'm a local union carpenter from the...

>>
>> Hi, my name is Pablo Ochoa I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.
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>>
>>
>> Local Union Carpenter,
>>
>> Pablo Ochoa
>>
>>
>>
>> Sent from my iPhone

Swain, Jocelyn

From: Refugio Flores <cucoymilli123@gmail.com>
Sent: Tuesday, September 21, 2021 3:50 PM
Subject: Citywide vehicle miles

Lancaster

Hi, my name is Refugio Flores I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Refugio flores

Swain, Jocelyn

From: M C <mcoronado7777@gmail.com>
Sent: Tuesday, September 21, 2021 3:40 PM
To: Swain, Jocelyn
Subject: Citywide vehicle miles traveled mitigation program

Hi, my name is Maria Coronado.
I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Maria Coronado

Swain, Jocelyn

From: franklin Arteta <franklin05832@icloud.com>
Sent: Tuesday, September 21, 2021 3:39 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Franklin I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Franklin

Email: jswain@cityoflancasterca.org
Sent from my iPhone

Swain, Jocelyn

From: andrew gonzalez <gandrew270@gmail.com>
Sent: Tuesday, September 21, 2021 3:39 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Andrew Gonzalez , I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Andrew Gonzalez

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Swain, Jocelyn

From: Javier Hernandez <hernandezjavier911@gmail.com>
Sent: Tuesday, September 21, 2021 3:38 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Javier Hernandez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Javier Hernandez

Swain, Jocelyn

From: gregg pawl II <gpawl@yahoo.com>
Sent: Tuesday, September 21, 2021 3:37 PM
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Gregg Pawl, I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Gregg Pawl

Sent from my iPhone

Swain, Jocelyn

From: Daniel Acosta <danny_acosta57@yahoo.com>
Sent: Tuesday, September 21, 2021 3:38 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Daniel Acosta I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Daniel Acosta
Sent from Yahoo Mail for iPhone

Swain, Jocelyn

From: Emiliano Guidos <emilioeguidos@gmail.com>
Sent: Tuesday, September 21, 2021 3:37 PM
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Emilio Guidos I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Emilio guidos

Sent from my iPhone

Swain, Jocelyn

From: Omar Hernandez <hernandezomar799@yahoo.com>
Sent: Tuesday, September 21, 2021 3:33 PM
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Omar Hernandez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter, Omar Hernandez

Swain, Jocelyn

From: Rojo Valadez <rojitovaladez16@icloud.com>
Sent: Tuesday, September 21, 2021 3:34 PM
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is fernando valadez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Fernando valadez

Swain, Jocelyn

From: Steve Perez <steveelisa1992@gmail.com>
Sent: Tuesday, September 21, 2021 3:32 PM
To: Swain, Jocelyn

Hi, my name is Steve Perez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Steve Perez

Swain, Jocelyn

From: asbell apo <apoasbell@yahoo.com>
Sent: Tuesday, September 21, 2021 3:31 PM
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is asbell Apo I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Asbell Apo

Sent from my iPhone

Swain, Jocelyn

From: Jonathan Pardo <live2ride139@yahoo.com>
Sent: Tuesday, September 21, 2021 3:31 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Jonathan Saenz I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

We believe that one sure way to address and mitigate the problem of traffic and pollution is to implement a city-wide policy that would:

Require developers to utilize contractors that participate in local hire program for ALL construction projects within the City of Lancaster.

Implement skilled and trained workforce requirements through certified apprenticeship on All construction projects in the City of Lancaster.

Local hire and skilled and trained work force requirements reduce construction related environmental impacts while benefiting the local economy.

Local skilled and trained work force requirements can boost economic growth, development and mitigate transportation and green gas impacts by minimizing miles traveled.

Just this year the South Coast Air Quality Management District found that the use of local state certified apprenticeship program or a skilled and trained work force with local hire component can result in air pollution reductions.

Local Union Carpenter,

Jonathan Saenz

Sent from my iPhone

Swain, Jocelyn

From: victor ramirez <beatles4ever2011@hotmail.com>
Sent: Tuesday, September 21, 2021 3:30 PM
To: Swain, Jocelyn
Subject: Citywide vehicle miles traveled mitigation program

Hi, my name is Victor Ramírez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Victor Ramírez

Sent from my iPhone

Swain, Jocelyn

From: Danny Ayala <danny.slick.ayala@gmail.com>
Sent: Tuesday, September 21, 2021 3:27 PM
To: Swain, Jocelyn
Subject: Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Daniel Ayala I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter, Sent from my iPhone

Swain, Jocelyn

From: Jerred Langford <jerredl@swcarpenters.org>
Sent: Tuesday, September 21, 2021 3:18 PM
To: Swain, Jocelyn
Subject: Lancaster Vehicle Miles Traveled

Hi, my name is Jerred Langford, I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Jerred Langford
Lead Representative – Local 661
P: 818.364.9303
M: 213.808.2417

Southwest Regional Council of Carpenters
swcarpenters.org

Download our app:
Google Play | iTunes App Store

Disclaimer

Swain, Jocelyn

From: gabriel salazar <salazarg459@gmail.com>
Sent: Tuesday, September 21, 2021 3:18 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Lancaster

Hi, my name is Juan salazar I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Juan salazar

Swain, Jocelyn

From: Yolanda Ochoa <pabcass8a@yahoo.com>
Sent: Tuesday, September 21, 2021 3:16 PM
To: Swain, Jocelyn
Subject: Hi, my name is Yolanda Ochoa I'm a local union carpenter from the...

Hi, my name is Yolanda Ochoa I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Yolanda Ochoa

Sent from my iPhone

Swain, Jocelyn

From: Brandon Solorzano <brandon.a.solorzano@gmail.com>
Sent: Tuesday, September 21, 2021 3:16 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Brandon Alexander Solorzano. I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Brandon Alexander Solorzano

Sent from my iPhone

Swain, Jocelyn

From: Linda Rutkowski <lfaye0805@gmail.com>
Sent: Tuesday, September 21, 2021 3:13 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Linda Rutkowski I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Spouse

Swain, Jocelyn

From: Jack Rutkowski <jerut23@gmail.com>
Sent: Tuesday, September 21, 2021 3:11 PM
To: Swain, Jocelyn

Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Jack Rutkowski I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Jack Rutkowski

Swain, Jocelyn

From: diego Saavedra <diegosaav9683@gmail.com>
Sent: Tuesday, September 21, 2021 3:06 PM
To: Swain, Jocelyn
Subject: Hi, my name is Diego Saavedra I'm a local union carpenter from the...

Hi, my name is Diego Saavedra I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Diego Saavedra

Sent from my iPhone

Swain, Jocelyn

From: Josh Raper <JRaper@swcarpenters.org>
Sent: Tuesday, September 21, 2021 3:02 PM
To: Swain, Jocelyn
Subject: Lancaster VMT

Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Josh Raper I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Josh Raper
Sent from my iPhone

Swain, Jocelyn

From: roberto reyes <reyes.r.c.rr.1@gmail.com>
Sent: Tuesday, September 21, 2021 2:56 PM
To: Swain, Jocelyn
Subject: Citywide vehicle miles traveled mitigation program

Hi, my name is Roberto Reyes I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Roberto Reyes

Swain, Jocelyn

From: Ramiro Reyes <reyesramiro30@yahoo.com>
Sent: Tuesday, September 21, 2021 2:54 PM
To: Swain, Jocelyn

Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is _____ I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

_____

Sent from my iPhone

Swain, Jocelyn

From: Shaun M <shaunmieure@gmail.com>
Sent: Tuesday, September 21, 2021 2:48 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Shaun Mieure, I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Carpenters
Shaun Mieure

Swain, Jocelyn

From: Oscar Alvarez <alvarezo1776@gmail.com>
Sent: Tuesday, September 21, 2021 2:46 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation program

Hi, my name is Oscar Alvarez I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Oscar Alvarez

Sent from my iPhone

Swain, Jocelyn

From: Josue Solis <jcsq28@gmail.com>
Sent: Tuesday, September 21, 2021 2:43 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Josue Solis Quinones I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Josue Solis Quinones

Swain, Jocelyn

From: Jason Green <jgreen@swcarpenters.org>
Sent: Tuesday, September 21, 2021 2:41 PM
To: Swain, Jocelyn
Cc: Jason Green
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Jason Green I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Jason Green

Get Outlook for iOS

Swain, Jocelyn

From: Daniel Langford <dlangford@swcarpenters.org>
Sent: Tuesday, September 21, 2021 1:51 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Dan Langford, I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Dan Langford
Executive Secretary-Treasurer / CEO

Mobile: 213.216.5134

Southwest Regional Council of Carpenters
swcarpenters.org

Download our app:
Google Play | iTunes App Store

Disclaimer

Swain, Jocelyn

From: Ryan Erickson <rerickson66@gmail.com>
Sent: Tuesday, September 21, 2021 1:34 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Ryan Erickson. I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,
Ryan Erickson

Sent from my iPhone

Swain, Jocelyn

From: Ken Molock <kenmolock@yahoo.com>
Sent: Tuesday, September 21, 2021 1:31 PM
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program

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Hi, my name is Kenny Molock I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Kenny Molock

Sent from Yahoo Mail for iPhone

From: Ken Molock
To: Swain, Jocelyn
Subject: Citywide Vehicle Miles Traveled Mitigation Program
Date: Tuesday, September 21, 2021 1:32:03 PM

Subject: Citywide Vehicle Miles Traveled Mitigation Program

Hi, my name is Kenny Molock I'm a local union carpenter from the Antelope Valley. Just like many other workers in this valley, I get up early in the morning to go to work because most jobs that pay a living wage are often many miles away from home. This causes me to spend more time commuting then time spent with my family. I often miss out on family and community activities. It is great to see the City of Lancaster trying to address this problem and provide the people of this great valley with jobs they can go to, right here in the City of Lancaster.

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Local Union Carpenter,

Kenny Molock

11.2 VMT-Reducing Projects

APPENDIX 11.2: VMT-Reducing Projects

City of Lancaster Master Plan of Complete Streets Corridors

Corridor #	Study Corridor	From	To	Improvement
1	30th Street W	Avenue J	Avenue L	• Reduce to 2 travel lanes • Install buffered bike lanes • Widen sidewalk
2	10th Street W	Avenue J	Avenue K	• Reduce to 4 travel lanes where applicable • Install buffered bike lanes • Widen sidewalk
3	Sierra Highway	Avenue I	Avenue K	• Reduce to 2 travel lanes • Improve bike path crossings • Install continuous sidewalks
4	Division Street	Avenue I	Avenue J	• Reduce to 2 travel lanes • Install buffered bike lanes • Widen sidewalk
5	Challenger Way	Lancaster Boulevard	Avenue K-8	• Reduce travel lane widths • Install buffered bike lanes • Widen sidewalk
6	20th Street E	Lancaster Boulevard	Avenue K	• Reduce to 2 travel lanes • Install buffered bike lanes • Widen sidewalk • Optional bus bulb-out, sidewalk extension, etc.
7	30th Street E	Avenue J-8	Avenue L	• Reduce to 2 travel lanes • Install buffered bike lanes • Widen sidewalk
8	Avenue I	30th Street W	15th Street W	• Reduce to 4 travel lanes • Install buffered bike lanes • Widen sidewalk
9	Avenue J	Division St	20th Street E	• Install buffered bike lanes, or bike sharrows where right-of-way is constrained • Widen sidewalk
10	Avenue K	20th Street W	Sierra Highway	• Reduce to 4 travel lanes • Install buffered bike lanes • Widen sidewalk
11	25th Street W	Lancaster Boulevard	Avenue J	• Widen sidewalk
12	Valley Central Way	Avenue I	Avenue J	• Reduce to 2 travel lanes where applicable • Install buffered bike lanes • Widen sidewalk
13	15th Street W	Avenue J	Avenue K	• Install buffered bike lanes • Widen sidewalk
14	Yucca Avenue	Avenue I	Milling Street	• Reduce to 2 travel lanes • Install buffered bike lanes • Add landscaping to sidewalk

15	15th Street E	Avenue I	Avenue K	• Reduce to 2 travel lanes • Upgrade bike lanes to include buffer • Widen sidewalk
16	Lancaster Boulevard	30th Street W	20th Street W	• Reduce to 2 travel lanes • Widen sidewalk
17	Avenue J-8	30th Street W	20th Street W	• Reduce to 2 travel lanes • Install buffered bike lanes • Widen sidewalk
18	Avenue K-8	35th Street W	10th Street W	• Reduce to 2 travel lanes • Install buffered bike lanes • Widen sidewalk
19	Avenue L	Business Center Parkway	10th Street W	• Reduce to 4 travel lanes where applicable • Install buffered bike lanes • Widen sidewalk

City of Lancaster TOD Zones Roadway Concepts

Study Corridor	From	To	Improvement
Division Street	Avenue I	Avenue J	• Reduce to 2 travel lanes • Install buffered bike lanes
Avenue J	Sierra Highway	Division Street	• Reduce to 4 travel lanes • Install buffered bike lanes
Avenue J	Hardwood Avenue	Sierra Highway	• Reduce to 4 travel lanes • Install bike lanes, option to install behind in-street planters as cycle tracks
Sierra Highway	Avenue J	New Grove Ave	• Reduce to 2 travel lanes • Install two-way cycle track on east side
Yucca Avenue	Avenue I	Milling St	• Reduce to 2 travel lanes • Install bike lanes • Install back-in angled parking
Lancaster Boulevard	Yucca Avenue	Division Street	• Reduce to 2 travel lanes • Install buffered bike lanes
Milling Street	Yucca Avenue	Division Street	• Reduce to 2 travel lanes • Install buffered bike lanes
Oldfield Street	Trevor Avenue	Division Street	• Potentially install sidewalks on one or both sides
Pondera Street	West of Trevor Avenue	Division Street	• Potentially install sidewalks on one or both sides
Various neighborhood streets	-	-	• Install sidewalks

City of Lancaster Safer Streets Action Plan Recommendations

Study Corridor/Intersection	From	To	Improvement
Division Street and Avenue H	-	-	• Install sidewalk/pathway as vacant parcels are developed
Beech Avenue and Avenue I	-	-	• Install enhanced uncontrolled pedestrian crossing (such as with rapid-flash beacon) • Install bike lanes along Avenue I
Genoa Avenue and Avenue H-14	-	-	• Install neighborhood traffic circle and choke-down/curb extensions • Install sidewalk/pathway
15th Street W	Halfway between 17th Street W and Avenue K-8	Avenue K-8	• Upgrade bike lanes to include buffer

City of Lancaster Safe Routes to School Recommended Projects

School	Study Corridor/ Intersection	From	To	Improvement
Amargosa Creek Middle School	Avenue J	30th Street W	20th Street W	• Reduce to 4 travel lanes • Install buffered bike lanes
Amargosa Creek Middle School	Avenue J-8	30th Street W	25th Street W	• Reduce to 2 travel lanes • Install buffered bike lanes
Amargosa Creek Middle School	30th Street W & Avenue J	-	-	• Add curb extensions
Amargosa Creek Middle School	27th Street W	Avenue J	Avenue J-4	• Install raised crosswalk • Install curb extensions
Antelope Valley High School	Division Street	Avenue I	Avenue J	• Reduce to 2 travel lanes • Install buffered bike lanes • Add new sidewalk
Antelope Valley High School	3rd Street E	Avenue I	Lancaster Boulevard	• Add a bike boulevard • Widen sidewalk
Antelope Valley High School	3rd Street E	Lancaster Boulevard	Avenue J	• Install continuous sidewalk
Antelope Valley High School	Lancaster Boulevard & Division Street	-	-	• Install curb extensions
Antelope Valley High School	Division Street & Alley just south of Kettering Street	-	-	• Install curb extensions • Install crossing island and rapid flash beacons
Antelope Valley High School	Avenue I & Division Street	-	-	• Install curb extensions • Widen sidewalk
Antelope Valley High School	3rd Street E & Kettering Street	-	-	• Install curb extensions

APPENDIX 11.2: VMT-Reducing Projects

Antelope Valley High School	3rd Street E & East School Entrance	-	-	• Install raised crosswalk • Install curb extensions
Antelope Valley High School	3rd Street E & Lancaster Boulevard	-	-	• Install curb extensions • Install bus bulbs
Antelope Valley High School	Lancaster Boulevard & Division Street	-	-	• Install curb extensions
T. Gifford C. Cole Middle School	Avenue I	30th Street E	35th Street E	• Reduce to 2 travel lanes • Install buffered bike lanes • Install sidewalk on one or both sides from 26th Street E to 35th Street E
T. Gifford C. Cole Middle School	30th Street E	Nugent Street	School Entrance	• Reduce to 2 travel lanes • Install buffered bike lanes • Install sidewalk from school driveway to Lancaster Boulevard
T. Gifford C. Cole Middle School	Lancaster Boulevard	30th Street E	Cajun Street	• Reduce to 2 travel lanes • Install buffered bike lanes
T. Gifford C. Cole Middle School	30th Street E & Lancaster Boulevard	-	-	• Install curb extensions
T. Gifford C. Cole Middle School	Avenue I & School Entrance	-	-	• Install crossing islands and rapid flash beacons
Columbia Elementary School	27th Street E	Garnet Lane	Avenue J-4	• Install multipurpose path
Columbia Elementary School	Avenue J-4 & 27th Street E	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
Columbia Elementary School	Avenue J-4 & 26th Street E	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
Columbia Elementary School	Avenue J-6 & 27th Street E	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
Columbia Elementary School	Avenue J-8 & 27th Street E	-	-	• Install curb extensions
Del Sur Elementary School	Avenue H & 90th Street W	-	-	• Install sidewalk fronting the school • Install roundabout
Desert View Elementary School	Avenue H-8	20th Street W	10th Street W	• Install bike route with sharrows
Desert View Elementary School	15th Street W	Avenue H	Avenue I	• Install buffered bike lanes (exception of standard bike lanes from Avenue H-8 to Avenue H-10)

APPENDIX 11.2: VMT-Reducing Projects

Desert View Elementary School	15th Street W & Avenue H-10	-	-	• Install curb extensions • Install crossing island
Desert View Elementary School	Avenue H-10 & Thornwood Avenue	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk on south leg
Desert View Elementary School	Avenue H-10 & Saigon Avenue	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
Desert View Elementary School	Avenue H-8 & Saigon Avenue	-	-	• Install curb extensions • Add new sidewalk
Desert View Elementary School	Avenue H-8 & 15th Street W	-	-	• Install curb extensions • Install crossing island
Discovery Elementary School	15th Street E	Avenue I	Lancaster Boulevard	• Reduce to 2 travel lanes • Install bike lanes
Discovery Elementary School	Lancaster Boulevard	Challenger Way	20th Street E	• Reduce to 2 travel lanes • Install buffered bike lanes
Discovery Elementary School	Challenger Way	Avenue H	Kettering Street	• Install continuous sidewalk on east side
Discovery Elementary School	17th Street E & Kettering St	-	-	• Install curb extensions • Add new sidewalk
Discovery Elementary School	17th Street E & Lancaster Boulevard	-	-	• Install curb extensions • Install crossing island
Discovery Elementary School	15th Street E & Kettering St	-	-	• Install crossing island
Discovery Elementary School	15th Street E & Avenue I	-	-	• Install curb extensions • Add new sidewalk • Add new sidewalk
Discovery Elementary School	20th Street E & Avenue I	-	-	• Upgrade painted islands to raised islands
Eastside High School	35th Street E	Avenue J-8	Avenue K	• Install buffered bike lanes
Eastside High School	35th Street E Path	Avenue J-4	Avenue J-8	• Install a multipurpose path along 35th Street E prolongation
Eastside High School	Avenue J-8	27th Street E	25th Street E	• Install a multipurpose path
Eastside High School	Eastside Channel Trail	Soccer Center	Lancaster Boulevard	• Pave the trail
Eastside High School	30th Street W & Avenue J-8	-	-	• Install curb extensions
Eastside High School	32nd Street E & Avenue J-8	-	-	• Install raised median • Install rapid-flash beacons
Eastside High School	35th Street E & South end of High School	-	-	• Install curb extensions • Install crossing island

APPENDIX 11.2: VMT-Reducing Projects

El Dorado Elementary	Foxton Avenue	Lancaster Boulevard	Avenue J	• Install bike route with sharrows
El Dorado Elementary	Pondera Street	Foxton Avenue	5th Street E	• Install bike route with sharrows
El Dorado Elementary	5th Street E	Avenue J	Lancaster Boulevard	• Improve bike lanes with color treatment, striped parking lanes
El Dorado Elementary	New multi-purpose path	Nugent Street at 4th Street E	El Dorado Park	• Install multipurpose path
El Dorado Elementary	New walking/bicycling path	5th Street E	School	• Install walking/bicycling path
El Dorado Elementary	Foxton Avenue & Pondera Street	-	-	• Install raised crosswalk • Install curb extensions
El Dorado Elementary	Foxton Avenue & Preschool	-	-	• Install raised crosswalk • Install curb extensions
El Dorado Elementary	Foxton Avenue & El Dorado Park Sidewalk	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
El Dorado Elementary	Foxton Avenue & Nugent Street	-	-	• Install curb extensions
El Dorado Elementary	5th Street E & Nugent Street	-	-	• Install curb extensions • Install crossing island with rapid-flash beacons
El Dorado Elementary	5th Street E & Pondera Street	-	-	• Install curb extensions
El Dorado Elementary	5th Street E & Avenue J	-	-	• Install curb extensions
Endeavor Middle School	45th Street W	Avenue J-8	Avenue K	• Reduce to 2 travel lanes • Install buffered bike lanes • Add new sidewalk from Avenue J-4 to Avenue J-8
Endeavor Middle School	45th Street W & Avenue K	-	-	• Install curb extensions • Install crossing island • Add new sidewalk
Endeavor Middle School	45th Street W & Avenue J-8	-	-	• Install curb extensions
Enterprise Elementary School	37th Street E Path	Avenue J	Avenue J-4	• Install a multipurpose path along 37th Street E prolongation
Enterprise Elementary School	37th Street E & Avenue J-4	-	-	• Install raised crosswalk • Install curb extensions
Enterprise Elementary School	37th Street E/ Rychebosch Lane & Avenue J-8	-	-	• Install raised crosswalk
Enterprise Elementary School	35th Street E & Avenue J-8	-	-	• Install curb extension • Install Pedestrian Path

APPENDIX 11.2: VMT-Reducing Projects

Joshua Elementary School	Standridge Avenue	Avenue J-15	Avenue K	• Install bike lanes
Joshua Elementary School	Kirkland Avenue	Avenue J-8	Avenue J-12	• Add new sidewalk on west side
Joshua Elementary School	Avenue J-7	Stanridge Avenue	3rd Street E	• Add new sidewalks on north and south side
Joshua Elementary School	Avenue J-8 & Stanridge Avenue	-	-	• Install curb extensions
Joshua Elementary School	Avenue J-8 & 2nd Street E	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
Joshua Elementary School	Avenue J-8 & Glenraven Avenue	-	-	• Install curb extensions
Joshua Elementary School	Avenue J-12 & 3rd Street E	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
Joshua Elementary School	Avenue J-12 & Stanridge Avenue	-	-	• Install curb extensions
Lancaster High School	Lancaster Boulevard	30th Street W	35th Street W	• Reduce to 2 travel lanes • Install buffered bike lanes
Lancaster High School	35th Street W	Lancaster Boulevard	Avenue J	• Install buffers for existing bike lanes
Lancaster High School	32nd Street W	Lancaster Boulevard	Avenue J	• Install buffers for existing bike lanes • Install raised mid-block crosswalks • Widen sidewalks
Lancaster High School	Avenue J	35th Street W	30th Street W	• Reduce to 4 travel lanes • Install buffered bike lanes • Add a new sidewalk from 35th Street W to 32nd Street W
Lancaster High School	35th Street W & Lancaster Boulevard	-	-	• Install crossing islands • Install roundabout
Lancaster High School	32nd Street W & Lancaster Boulevard	-	-	• Install curb extensions • Install crossing islands
Lancaster High School	31st Street W & Lancaster Boulevard	-	-	• Install curb extensions
Lancaster High School	30th Street W & Lancaster Boulevard	-	-	• Install curb extensions
Lancaster High School	32nd Street W & Avenue J	-	-	• Install curb extensions
Lincoln Elementary School	15th Street E	Avenue J	Avenue K	• Reduce to 2 travel lanes • Install buffered or protected bike lanes

APPENDIX 11.2: VMT-Reducing Projects

Lincoln Elementary School	Avenue J-8	Challenger Way	20th Street E	• Reduce to 2 travel lanes • Install buffered or protected bike lanes • Install mid-block crosswalk with crossing island and rapid-flash beacons between Fallon Drive and 17th Street E
Lincoln Elementary School	15th Street E & Avenue J-4	-	-	• Install curb extensions • Install crossing island with rapid-flash beacons
Lincoln Elementary School	15th Street E & Arnica Lane	-	-	• Install curb extensions • Install crossing island with rapid-flash beacons
Lincoln Elementary School	15th Street E & Avenue J-8	-	-	• Install curb extensions
Lincoln Elementary School	15th Street E & Avenue J-12	-	-	• Install curb extensions • Install crossing island with rapid-flash beacons
Lincoln Elementary School	Avenue J-8 & Palm Vista Avenue	-	-	• Install curb extensions • Install crossing island with rapid-flash beacons
Lincoln Elementary School	Avenue J-8 & 20th Street E	-	-	• Install curb extensions
Linda Verde Elementary School	5th Street E	Lancaster Boulevard	Avenue H-8	• Improve bike lanes per Master Plan of Trails and Bikeways
Linda Verde Elementary School	5th Street E & Kettering Street	-	-	• Install curb extensions
Linda Verde Elementary School	Avenue I & 5th Street E	-	-	• · Install bus bulbs • Install crossing islands
Linda Verde Elementary School	Rodin Avenue & Kettering Street	-	-	• Install curb extensions • Add a new sidewalk
Linda Verde Elementary School	Lancaster Boulevard Frontage Road & Andale Avenue	-	-	• Install curb extensions
Linda Verde Elementary School	Rodin Avenue School Gate	-	-	• Open gate to improve pedestrian access
Mariposa Elementary School	Genoa Avenue	Avenue H-12	Avenue H-14	• Add a new sidewalk on the east side
Mariposa Elementary School	H-14	Gadsden Avenue	10th Street W	• Add a new sidewalk on the north side
Mariposa Elementary School	Pennyroyal Street	Desert Calico Drive	Avenue H-4	• Add a new sidewalk on the east side
Mariposa Elementary School	Avenue H-6 & Genoa Avenue	-	-	• Install raised crosswalk (partially constructed)

APPENDIX 11.2: VMT-Reducing Projects

				• Install curb extensions (partially constructed)
Mariposa Elementary School	Avenue H-4 & Genoa Avenue	-	-	• Install raised crosswalk • Install curb extensions
Mariposa Elementary School	Avenue H-4 & Fig Avenue	-	-	• Install curb extensions • Add a new sidewalk on Avenue H-4 from Fig Avenue to Pennyroyal Street
Mariposa Elementary School	Avenue H-6 & Fig Avenue	-	-	• Install raised crosswalk (partially constructed) • Install curb extensions (partially constructed)
Miller Elementary School	Avenue K-8	25th Street W	20th Street W	• Reduce to 2 travel lanes • Add new sidewalk
Miller Elementary School	20th Street W	Avenue K	Avenue L	• Reduce to 2 travel lanes • Add new sidewalk
Miller Elementary School	Avenue K-4	17th Street W	22nd Street W	• Install bike route with sharrows
Miller Elementary School	Avenue K-4 Path	22nd Street W	25th Street W	• Install a multipurpose path along Avenue K-4 prolongation
Miller Elementary School	22nd Street W	Avenue K	Avenue K-8	• Install bike route with sharrows
Miller Elementary School	Avenue K-4 & Sunny Lane	-	-	• Install raised crosswalk • Install curb extensions
Miller Elementary School	Avenue K-4 & 21st Street W	-	-	• Install curb extensions
Miller Elementary School	Avenue K-8 & 20th Street W	-	-	• Install curb extensions
Miller Elementary School	Avenue K-8 & 25th Street W	-	-	• Install curb extensions • Install roundabout • Add new sidewalk
Monte Vista Elementary School	12th Street W	Lancaster Boulevard	Kettering Avenue	• Install sharrows • Add new sidewalk
Monte Vista Elementary School	Kettering Street & Kingtree Avenue	-	-	• Install curb extensions • Add new sidewalk • Widen sidewalk
Monte Vista Elementary School	Kettering Street & 12th Street W	-	-	• Install raised crosswalk • Install curb extensions
Monte Vista Elementary School	Kettering Street & Lone Oak Avenue	-	-	• Install curb extensions
Monte Vista Elementary School	Kettering Street & 13th Street W	-	-	• Install raised crosswalk • Install curb extensions • Add New Sidewalk

APPENDIX 11.2: VMT-Reducing Projects

Monte Vista Elementary School	Jackman Street & 13th Street W	-	-	• Install curb extensions
Monte Vista Elementary School	Jackman Street & Kingtree Avenue	-	-	• Install curb extensions • Add new sidewalk
Nancy Cory Elementary School	Avenue K-4 & Alep Street	-	-	• Install raised crosswalk • Install curb extensions • Remove wall blocking the sidewalk to the west • Add new sidewalk
Nancy Cory Elementary School	Avenue K-4 & 32nd Street W	-	-	• Install curb extensions • Add new Sidewalk • Add new Sidewalk
Jack Northrop Elementary School & New Vista Middle School	Avenue K	Division Street	20th Street E	• Reduce to 4 travel lanes • Install buffered bike lanes
Jack Northrop Elementary School & New Vista Middle School	Challenger Way	Avenue J	Avenue L	• Reduce to 4 travel lanes • Install buffered bike lanes • Widen sidewalks
Jack Northrop Elementary School & New Vista Middle School	Avenue K-2	1st View Street	Challenger Way	• Reduce to one travel lane, one-way westbound • Add westbound bike lane and buffered contra-flow bike lane • Block the west leg at Avenue K-2 & School Alley
Jack Northrop Elementary School & New Vista Middle School	School Alley	Avenue K-2	Avenue K-4	• Reduce to one travel lane, one-way southbound • Add southbound bike lane and buffered contra-flow bike lane
Jack Northrop Elementary School & New Vista Middle School	Avenue K & Challenger Way	-	-	• Install curb extensions • Modify Traffic Signal
Jack Northrop Elementary School & New Vista Middle School	Challenger Way & Avenue K-2	-	-	• Install crossing island with rapid-flash beacons
Jack Northrop Elementary School & New Vista Middle School	Avenue K & 1st View Street	-	-	• Install crossing island with pedestrian signal • Add new sidewalk • Open gate to pedestrian travel • Widen sidewalks
Piute Middle School	7th Street E	Avenue H-11	Avenue I	• Add bike route with sharrows
Piute Middle School	Avenue H-11	Foxton Avenue	7th Street E	• Add bike route with sharrows

APPENDIX 11.2: VMT-Reducing Projects

Piute Middle School	3rd Street E	Avenue I	Foxton Avenue	• Add bike route with sharrows
Piute Middle School	Foxton Avenue	3rd Street E	Avenue H-11	• Add bike route with sharrows
Piute Middle School	5th Street E	Avenue H-8	Lancaster Boulevard	• Widen bike lanes
Piute Middle School	5th Street E & Avenue H-11	-	-	• Install curb extensions • Install crossing island with rapid-flash beacons
Piute Middle School	5th Street E & Avenue H-14	-	-	• Install curb extensions • Install crossing island with rapid-flash beacons
Piute Middle School	Avenue H-11 & Foxton Avenue	-	-	• Install raised crosswalk • Install curb extensions • Install pedestrian connection through the parkway
Piute Middle School	Avenue H-11 & Gingham Avenue	-	-	• Install raised crosswalk • Install curb extensions • Add new sidewalk
Quartz Hill High School	60th Street W	Avenue K	Avenue M	• Install buffered bike lanes • Add continuous sidewalk from Avenue K-4 to Avenue K-12
Quartz Hill High School	Avenue L-8	62nd Street W	67th Street W	• Reduce to 2 travel lanes • Install buffered bike lanes
Quartz Hill High School	65th Street W	Avenue L	Avenue L-4	• Widen shoulder and add buffered bike lanes
Quartz Hill High School	65th Street W	Avenue L-4	Avenue M	• Reduce to 2 travel lanes
Quartz Hill High School	60th Street W & Avenue L	-	-	• Install curb extensions
Quartz Hill High School	60th Street W & Avenue L-4	-	-	• Install curb extensions • Add new sidewalk
Quartz Hill High School	65th Street W & Avenue L-4	-	-	• Install curb extensions
Quartz Hill High School	65th Street W & Avenue L-8	-	-	• Install curb extensions
Quartz Hill High School	65th Street W & Avenue L	-	-	• Add new sidewalk
Sierra Elementary School	Avenue K	Gadsden Avenue	Sierra Highway	• Reduce to 2 travel lanes • Install buffered bike lanes
Sierra Elementary School	Avenue K	10th Street W	Gadsden Avenue	• Install bike lanes
Sierra Elementary School	Beech Avenue	Avenue J-4	Avenue J-10	• Add continuous sidewalk
Sierra Elementary School	Avenue J-8 & Heaton Avenue	-	-	• Install crossing island and rapid-flash beacons
Sierra Elementary School	Avenue J-10 & Heaton Avenue	-	-	• Install raised crosswalk • Install curb extensions

APPENDIX 11.2: VMT-Reducing Projects

Sierra Elementary School	Avenue J-12 & Heaton Avenue	-	-	• Install curb extensions • Add a new sidewalk
Sierra Elementary School	Avenue J-10 & Gadsden Avenue	-	-	• Install curb extensions
Sierra Elementary School	Avenue J-12 & Gadsden Avenue	-	-	• Install curb extensions • Add new sidewalk
SOAR High School	Avenue J-8	25th Street W	35th Street W	• Reduce to 2 travel lanes • Install buffered bike lanes
SOAR High School	30th Street W	Avenue J	Avenue K-8	• Install buffered bike lanes
SOAR High School	Avenue K	36th Street W	27th Street W	• Reduce to 4 travel lanes • Install buffered bike lanes
SOAR High School	32nd Street W & Avenue J-8	-	-	• Install crossing island with rapid-flash beacons • Install curb extensions
SOAR High School	30th Street W & Avenue J-8	-	-	• Install curb extensions
SOAR High School	30th Street W & Avenue J-12	-	-	• Install crossing island with rapid-flash beacons • Install curb extensions
SOAR High School	30th Street W & Avenue K	-	-	• Install curb extensions
SOAR High School	32nd Street W & Avenue K	-	-	• Install curb extensions
Sundown Elementary School	60th Street W	Avenue J	Avenue K	• Reduce to 4 travel lanes • Install buffered bike lanes • Add a new sidewalk from Avenue J-8 to Avenue J-12 • Add a new sidewalk from Avenue K to Avenue K-2
Sundown Elementary School	Avenue J-8	65th Street W	56th Street W	• Reduce travel lanes • Install buffered bike lanes
Sundown Elementary School	Avenue J-8 & 60th Street W	-	-	• Install curb extensions • Add new sidewalk
Sundown Elementary School	Avenue J-8 & 61st Street W	-	-	• Install crossing island • Install curb extensions
Sundown Elementary School	Avenue J-8 & 62nd Street W	-	-	• Install crossing island • Install curb extensions • Install protective islands in the bike lane buffer
Sundown Elementary School	62nd Street W & Jasper Court	-	-	• Install raised crosswalk • Install curb extensions
Sundown Elementary School	Avenue J-5 & Brandon Thomas Way	-	-	• Install raised crosswalk • Install curb extensions

APPENDIX 11.2: VMT-Reducing Projects

Sunnydale Elementary School	Avenue J-8	12th Street W	25th Street W	• Install buffered bike lanes
Sunnydale Elementary School	Avenue J-8 & 12th Street W	-	-	• Install raised crosswalks • Install crossing island • Install curb extensions
Sunnydale Elementary School	Avenue J-7 & 12th Street W	-	-	• Install raised crosswalk • Install curb extensions
Sunnydale Elementary School	Avenue J-5 & 12th Street W	-	-	• Install curb extensions
Sunnydale Elementary School	Avenue J-5 & 13th Street W	-	-	• Install curb extensions
Sunnydale Elementary School	Avenue J-8 & 13th Street W	-	-	• Install curb extensions • Add new sidewalk
Tierra Bonita North Elementary School	Lancaster Boulevard	23rd Street E	30th Street E	• Reduce to 2 travel lanes • Install buffered bike lanes
Tierra Bonita North Elementary School	27th Street E & School Driveway	-	-	• Add raised crosswalk • Add curb extension • Add new sidewalk
Tierra Bonita North Elementary School	25th Street E & Lancaster Boulevard	-	-	• Install a roundabout • Add new sidewalk • Add a new sidewalk
Valley View Elementary School	35th Street W	Avenue L	Avenue L-8	• Install bike lanes
Valley View Elementary School	Multipurpose path	40th Street W & Avenue L	37th Street W & Avenue L-4	• Install diagonal multipurpose path
Valley View Elementary School	Avenue L-8 & 35th Street W	-	-	• Install raised crosswalk (partially constructed) • Install curb extensions (partially constructed) • Add new sidewalk (partially constructed) • Add new sidewalk (partially constructed)
Valley View Elementary School	Avenue L-8 & 32nd Street W	-	-	• Install raised crosswalk • Install curb extensions
Valley View Elementary School	Avenue L-8 & 40th Street W	-	-	• Install curb extensions
West Wind Elementary School	Avenue J-8	35th Street W	30th Street W	• Road diet • Install buffered bike lanes
West Wind Elementary School	Avenue J-8 & 36th Street W	-	-	• Install curb extensions

West Wind Elementary School	Avenue J-6 & 36th Street W	-	-	• Install raised crosswalk • Install curb extensions
West Wind Elementary School	Avenue J-5 & 35th Street W	-	-	• Install curb extensions
West Wind Elementary School	Avenue J-6 & 35th Street W	-	-	• Install curb extensions • Install a crossing island • Add new sidewalk
West Wind Elementary School	Avenue J-8 & 35th Street W	-	-	• Install bike lanes on 35th Street W • Install curb extensions/roundabout • Add new sidewalk
West Wind Elementary School	Avenue J-8 & 40th Street W	-	-	• Install roundabout • Add new sidewalk

City of Lancaster Master Plan of Bikeways and Trails Recommendations

Refer to the following pages extracted from the City of Lancaster Master Plan of Bikeways and Trails Appendix A, *Bikeways (Class II, III and other improvements) Detailed Tables*.

The following tables show the recommended roadway configuration to include bikeways. Details for the type and style of facility, such as widths of recommended bicycle lanes, are included. However, the City will practice context sensitivity and use its judgment when facilities are engineered. The widths and ultimate type of facility may vary from what these tables present.

Bikeways (Class II, III and other improvements) Detailed Tables

WEST-EAST ROUTES

(1) AVENUE E			
Street:	30th St. W		
Limits:	25th St. W		
Existing	• Los Angeles County jurisdiction on north side • 2 lanes • 26′ wide • No development	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes

(2) AVENUE F			
Street:	70th St. W		
Limits:	25th St. W		
Existing	• 2 lanes • 24′ wide • No development	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes

(3) AVENUE G			
Street:	100th St. W		
Limits:	50th St. W		
Existing	• 2 lanes • 23′ wide	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add bike lanes

(3) AVENUE G			
Street:	50th St. W		
Limits:	30th St. W		
Existing	• 6 lanes with center median • 36′ wide to median, both directions	**Proposed**	• Reduce to 2 lanes on each side of the median • Add 6′-wide bike lanes with painted buffer
Street:	30th St. W		
Limits:	25th St. W		
Existing	• 3 lanes westbound, 2 lanes eastbound, center median • 36′ wide both directions	**Proposed**	• Reduce to 2 lanes westbound • Add 6′-wide bike lanes with painted buffer
Street:	25th St. W		
Limits:	Sierra Highway		
Existing	• Los Angeles County jurisdiction on north side • 2 lanes • 24′ wide • 30′ wide bridge over SR 14 (Caltrans jurisdiction)	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
Street:	Sierra Highway		
Limits:	Division Street		
Existing	• Los Angeles County jurisdiction on north side • 2 lanes • 24′ wide	**Proposed**	• Add wide bike lanes

(4) AVENUE H			
Street:	Mid-block 93rd St. W / 90th St. W		
Limits:	90th St. W		
Existing	• 2 lanes, no center marking • 21′ wide • 90 degree parking in front of Del Sur Elementary	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
Street:	90th St. W		
Limits:	70th St. W		
Existing	• 2 lanes • 23′ wide	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
Street:	70th St. W		
Limits:	50th St. W		
Existing	• 2 lanes • 24′ wide	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
Street:	50th St. W		
Limits:	~1,330′ west of 35th St. W		
Existing	• 2 lanes • 23′ wide	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
Street:	~1,330′ west of 35th St. W		
Limits:	35th St. W		
Existing	• 2 lanes with painted median • 73′ wide	**Proposed**	• No designated bikeway • Should development occur, add wide bike lanes

(4) AVENUE H			
Street:	35th St. W		
Limits:	30th St. W		
Existing	• 4 lanes with center-turn lane • 54′ wide	**Proposed**	• No designated bikeway • Extend pavement to add 8′ wide shoulder on each side • Should development occur, add wide bike lanes
Street:	30th St. W		
Limits:	25th St. W		
Existing	• 3 lanes westbound, 2 lanes eastbound with painted buffer, center-turn lane • 88′ wide including 8′-wide painted buffer	**Proposed**	• Add 7′-wide bike lanes with painted buffer • Remove existing painted buffer
Street:	25th St. W		
Limits:	CA-14 SB Ramps		
Existing	• 6 lanes with striped median and 8′-wide shoulders • Varies 94′ to 102′ wide	**Proposed**	• Add 6′-wide bike lanes with painted buffer • Some improvements will require Caltrans approval
Street:	CA-14 SB Ramps		
Limits:	CA-14 NB Ramps		
Existing	• 3 lanes eastbound, 2 lanes westbound with striped median and striped shoulders • 94′ wide • Caltrans right-of-way	**Proposed**	• Restripe shoulders for 6′-wide bike lanes with painted buffer • Some improvements will require Caltrans approval
Street:	CA-14 NB Ramps		
Limits:	20th St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, striped median, striped shoulder • 94′ to 110′ wide • Caltrans right-of-way	**Proposed**	• Restripe shoulders for 6′-wide bike lanes with painted buffer • Some improvements will require Caltrans approval

(4) AVENUE H			
Street:	20th St. W		
Limits:	10th St. W		
Existing	• 1 lane westbound, 3 lanes eastbound, center-turn lane • 66′ wide	**Proposed**	• Add 6′-wide bike lanes • Restripe to 2 lanes eastbound and 2 lanes westbound
Street:	10th St. W		
Limits:	7th St. W		
Existing	• 1 lane westbound, 4 lanes eastbound • 70′ wide	**Proposed**	• Widen pavement on northside from 10th St. W to approximately 620′ east • Add 7′-wide bike lanes with painted buffer
Street:	7th St. W		
Limits:	Trevor Avenue		
Existing	• 4 lanes eastbound, 3 lanes westbound with center median, intermittent right-hand turn pockets both directions • 47′ wide to median both directions	**Proposed**	• Reduce to 3 lanes in eastbound direction • Add 7′-wide bike lanes with painted buffer
Street:	Trevor Avenue		
Limits:	Division Street		
Existing	• 2 lanes with striped center median • 36′ wide	**Proposed**	• Should development occur, add wide bike lanes
Street:	Division Street		
Limits:	40th St. E (City limit)		
Existing	• 2 lanes • 22′ wide • Los Angeles County jurisdiction on north side	**Proposed**	• Should development occur, add wide bike lanes

(5) AVENUE H-8 (21ST STREET WEST TO SIERRA HIGHWAY)			
Street:	21st St. W		
Limits:	20th St. W		
Existing	• 2 lanes with on-street parking • 36′ wide • Entrance to a Amargosa Creek at Avenue H-8 and Keaton Way	**Proposed**	• Add bicycle route with sharrows
Street:	20th St. W		
Limits:	Pickford Avenue		
Existing	• 2 lanes with on-street parking • 40′ wide	**Proposed**	• Add bicycle route with sharrows
Street:	Pickford Avenue		
Limits:	13th St. W		
Existing	• 2 lanes with on-street parking • 37′ wide	**Proposed**	• Add bicycle route with sharrows
Street:	13th St. W		
Limits:	10th St. W		
Existing	• 2 lanes with on-street parking • 36′ wide	**Proposed**	• Add bicycle route with sharrows
Street:	10th St. W		
Limits:	Sierra Highway		
Existing	• 2 lanes with on-street parking • 36′ wide • Dead ends at Sierra Highway	**Proposed**	• Add bicycle route with sharrows

AVENUE H-8 (DIVISION STREET TO CHALLENGER WAY)			
Street:	Division Street		
Limits:	Carrousel Drive		
Existing	• 2 lanes with center-turn lane • 62′ wide	**Proposed**	• Add 7′-wide bike lanes
Street:	Carrousel Drive		
Limits:	3rd St. E		
Existing	• 2 lanes with center-turn lane • 52′ wide	**Proposed**	• Add 7′-wide bike lanes
Street:	3rd St. E		
Limits:	Foxton Avenue		
Existing	• 2 lanes • 31′ wide	**Proposed**	• Add 5′-wide bike lanes
Street:	Foxton Avenue		
Limits:	5th St. E		
Existing	• 2 lanes • 31′ wide	**Proposed**	• Add 5′-wide bike lanes
Street:	5th St. E		
Limits:	7th St. E		
Existing	• 2 lanes with center-turn lane • 68′ wide	**Proposed**	• Add 7′-wide bike lanes

AVENUE H-8 (DIVISION STREET TO CHALLENGER WAY)			
Street:	7th St. E		
Limits:	Challenger Way		
Existing	• Dirt road	**Proposed**	• Add bike path through undeveloped area to Challenger Way

(6) AVENUE I			
Street:	90th St. W		
Limits:	87th St. W		
Existing	• 4 lanes with center median • 35′ wide to median	**Proposed**	• Add 7′-wide bike lanes
Street:	87th St. W		
Limits:	80th St. W		
Existing	• 2 lanes • 35′ to 37′ wide • Los Angeles County jurisdiction on north side from 87th St. W to 85th St. W and on both sides from 85th St. W to 82nd St. W	**Proposed**	• Add 5′ to 7′-wide bike lanes
Street:	80th St. W		
Limits:	75th St. W		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Extend pavement in each direction to add 8′-wide bike lanes
Street:	75th St. W		
Limits:	70th St. W		
Existing	• 2 lanes • 29′ wide • Segment is within Los Angeles County jurisdiction	**Proposed**	• Work with Los Angeles County to extend pavement in each direction to add 8′-wide bike lanes
Street:	70th St. W		
Limits:	45th St. W		
Existing	• 2 lanes • 24′ to 29′ wide	**Proposed**	• Extend pavement in each direction to add 8′-wide bike lanes

(6) AVENUE I			
Street:	45th St. W		
Limits:	Mid-block 45th St. W / 40th St. W		
Existing	• 1 lane westbound, 1 lane with painted hatched buffer eastbound, center median • 13′ wide westbound lane; 45′ wide eastbound lane including 33′ wide painted buffer	**Proposed**	• Extend pavement westbound to add 8′-wide bike lane • Add 7′-wide bike lane with painted buffer eastbound
Street:	Mid-block 45th St. W / 40th St. W		
Limits:	35th St. W		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Extend pavement in each direction to add 8′-wide bike lanes
Street:	35th St. W		
Limits:	32nd St. W		
Existing	• 4 lanes with center-turn lane • 49′ to 62′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide bike lanes
Street:	32nd St. W		
Limits:	30th St. W		
Existing	• 4 lanes to 7 lanes with center-turn lane/raised median • 83′ to 128′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	30th St. W		
Limits:	CA-14 on-ramp		
Existing	• 8 lanes with center median • 45′ wide on either side of median	**Proposed**	• Reduce to 3 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer starting at Valley Central Way

(6) AVENUE I			
Street:	CA-14 on-ramp		
Limits:	20th St. W		
Existing	• 6 lanes with center-turn lane • 85′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer • Reduce to 2 lanes in each direction after freeway on-ramp
Street:	20th St. W		
Limits:	17th St. W		
Existing	• 6 lanes with striped/raised median • 84′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	17th St. W		
Limits:	13th St. W		
Existing	• 6 lanes with striped median/center-turn lane • 76′ to 78′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 7′-wide bike lanes with painted buffer from 17th St. W to 15th St. W • Add 7′-wide bike lanes with painted buffer westbound from 15th St. W to 13th St. W • Add 7′-wide bike lanes eastbound 15th St. W and 13th St. W • Color bike lanes
Street:	13th St. W		
Limits:	11th St. W		
Existing	• 3 lanes eastbound, 2 lanes, with center-turn lane • On-street parking westbound from 13th St. W to Kingtree Ave. • 76′ wide	**Proposed**	• Reduce to 2 lanes eastbound • Consolidate access points to reduce number of driveways • Add 7′-wide bike lanes eastbound from 13th St. W to 11th St. W • Add 5′-wide bike lanes and 7′-wide parking lane westbound from 13th St. W to Kingtree Ave. • Add 7′-wide bike lane westbound from Kingtree Ave. to 11th St. W • Color bike lanes

(6) AVENUE I			
Street:	11th St. W		
Limits:	Sierra Highway		
Existing	• 6 lanes with center-turn lane • 80′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	Sierra Highway		
Limits:	Trevor Avenue		
Existing	• 3 lanes westbound, 2 lanes eastbound with center-turn lane from Sierra Avenue to Yucca Avenue • 4 lanes with center-turn lane from Yucca Avenue to Trevor Avenue • 80′ wide	**Proposed**	• Reduce to 2 lanes westbound • Add 7′-wide colored bike lanes
Street:	Trevor Avenue		
Limits:	Division Street		
Existing	• 4 lanes with on-street parking and center-turn lane • 80′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Division Street		
Limits:	5th St. E		
Existing	• 6 lanes with center-turn lane • 80′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	5th St. E		
Limits:	7th St. E		
Existing	• 3 lanes westbound, 2 lanes eastbound, center-turn lane • 84′ wide • Sidewalk both directions	**Proposed**	• Reduce 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer

(6) AVENUE I			
Street:	7th St. E		
Limits:	Challenger Way (10th St. E)		
Existing	• 3 lanes westbound, 2 lanes eastbound, center-turn lane • 85′ wide • 7th St. E to 33′ east and from 600′ west of Challenger to 330′ west of Challenger	**Proposed**	• Reduce to 2 lanes westbound • Add 7′-wide colored bike lanes with painted buffer
Street:	Challenger Way (10th St. E)		
Limits:	12th St. E		
Existing	• 4 lanes with center median • 24′ wide eastbound; 35′ wide westbound	**Proposed**	• Add 4′-wide bike lane eastbound and 6′-wide bike lane westbound • Color bike lanes
Street:	12th St. E		
Limits:	15th St. E		
Existing	• 4 lanes with center-turn lane • 68′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	15th St. E		
Limits:	18th St. E		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	18th St. E		
Limits:	20th St. E		
Existing	• 4 lanes with center median • Varies 42′ to 52′ wide eastbound; 30′ wide westbound	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer

(6) AVENUE I			
Street:	20th St. E		
Limits:	23rd St. E		
Existing	• 4 lanes with center-turn lane • 67′ wide	**Proposed**	• Extend pavement southbound • Add 7′-wide colored bike lanes with painted buffer
Street:	23rd St. E		
Limits:	26th St. E		
Existing	• 4 lanes with center-turn lane • Varies 82′ to 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	26th St. E		
Limits:	27th St. E		
Existing	• 4 lanes • 75′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	27th St. E		
Limits:	30th St. E		
Existing	• 4 lanes • Varies 48′ to 77′ wide	**Proposed**	• Extend pavement in both directions • Add 7′-wide colored bike lanes
Street:	30th St. E		
Limits:	Gifford Middle School		
Existing	• 4 lanes with center-turn lane • 67′ wide	**Proposed**	• Add 7′-wide colored bike lanes

(6) AVENUE I			
Street:	Gifford Middle School		
Limits:	35th St. E		
Existing	• 4 lanes • 48′ wide	**Proposed**	• Reduce to 1 lane in each direction with center-turn lane • Add 8′-wide bike lanes
Street:	35th St. E		
Limits:	37th St. E		
Existing	• 4 lanes with center median • Varies 24′ to 34′ wide eastbound; 36′ wide westbound	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide bike lanes with painted buffers
Street:	37th St. E		
Limits:	40th St. E		
Existing	• 4 lanes with center-turn lane • 66′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide bike lanes with painted buffers

(7) LANCASTER BOULEVARD			
Street:	35th St. W		
Limits:	Mid-block 35th St. W / 32nd St. W		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 66′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 6′ or 7′ • Color bike lanes
Street:	Mid-block 35th St. W / 32nd St. W		
Limits:	30th St. W		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 68′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 6′ or 7′ • Color bike lanes
Street:	30th St. W		
Limits:	27th St. W		
Existing	• 4 lanes with center median and bike lanes in both directions • 35′ to the median including 13′-wide bike lane	**Proposed**	• Add painted buffer within the existing bike lane • Color bike lanes
Street:	27th St. W		
Limits:	Valley Central Way		
Existing	• 4 lanes with center median and bike lanes both directions • 35′ to the median both directions, including 13′-wide bike lane westbound and 5′-wide bike lane eastbound	**Proposed**	• Widen bike lane eastbound to 6′ or 7′ • Add painted buffer within the existing bike lane • Color bike lanes
Street:	Valley Central Way		
Limits:	CA-14 on-ramp		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 60′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ with painted buffer • Color bike lanes

(7) LANCASTER BOULEVARD			
STREET:	CA-14 on-ramp		
LIMITS:	20th St. W		
EXISTING	• 4 lanes with center-turn lane and bike lane westbound only • 61′ wide including 5′-wide bike lane westbound	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lane with painted buffer eastbound • Widen to 7′ and color bike lane westbound, and add on-street parking
STREET:	20th St. W		
LIMITS:	11th St. W		
EXISTING	• 4 lanes with center-turn lane and bike lanes both directions • 60′ wide including 5′-wide bike lanes both directions	**PROPOSED**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ and add on-street parking • Color bike lanes • Option: Color existing bike lanes
STREET:	11th St. W		
LIMITS:	10th St. W		
EXISTING	• 4 lanes with center-turn lane and bike lanes both directions • 70′ wide with 5′-wide bike lanes in both directions	**PROPOSED**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ • Color bike lanes
STREET:	10th St. W		
LIMITS:	Sierra Highway		
EXISTING	• 2 lanes with intermittent on-street parking and center diagonal head-in parking • 19′ wide in each direction; 30′ wide area for diagonal parking • Bike route with sharrows	**PROPOSED**	• Keep as is
STREET:	Sierra Highway		
LIMITS:	Yucca Avenue		
EXISTING	• 4 lanes with on-street parking on eastbound side and center median • 35′ wide to the median	**PROPOSED**	• Add 6′-wide colored bike lanes • Add 8′-wide parking lane eastbound • Reduce to 1 lane in each direction

(7) LANCASTER BOULEVARD			
Street:	Yucca Avenue		
Limits:	Division Street		
Existing	• 4 lanes with on-street parking eastbound • 60′ wide • Break in Lancaster here; Lancaster Blvd. continues south	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes and 8′-wide parking lane

(8) LANCASTER BOULEVARD			
Street:	Division Street		
Limits:	Foxton Avenue		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 58′ wide with 4′-wide bike lanes in each direction	**Proposed**	• Reduce to 1 lane in each direction • Widen to 6′ and color bike lanes • Add 8′-wide parking lane
Street:	Foxton Avenue		
Limits:	5th St. E		
Existing	• 4 lanes with on-street parking eastbound side and bike lanes both directions • 62′ wide with 4′-wide bike lane westbound and 11′-wide parking / bike lane eastbound	**Proposed**	• Reduce to 1 lane in each direction and add center-turn lane • Widen to 6′ and color bike lanes • Add 8′-wide parking lane eastbound
Street:	5th St. E		
Limits:	Challenger Way (10th St. E)		
Existing	• 4 lanes with center-turn lane • Varies between 62′ and 70′ wide	**Proposed**	• Add 6′- or 7′-wide colored bike lanes with painted buffer • Reduce to 1 lane in each direction with center-turn lane
Street:	Challenger Way (10th St. E)		
Limits:	12th St. E		
Existing	• 2 lanes westbound, 1 lane with on-street parking eastbound, center-turn lane, and bike lanes in both directions • 62′ to 64′ wide including 4′-wide bike lane westbound and 13′ to 16′-wide parking and bike lane eastbound	**Proposed**	• Reduce to 1 lane westbound • Add 7′-wide parking lane eastbound • Widen westbound bike lane to 7′ and add painted buffer • Color bike lanes

(8) LANCASTER BOULEVARD			
STREET:	12th St. E		
LIMITS:	17th St. E		
EXISTING	• 4 lanes with center-turn lane and bike lanes in both directions • 64′ wide including 5′-wide bike lane westbound and 5′-wide bike lane eastbound	**PROPOSED**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′and add painted buffer • Color bike lanes
STREET:	17th St. E		
LIMITS:	18th St. E		
EXISTING	• 2 lanes westbound, 1 lane eastbound, center-turn lane and bike lanes in both directions • 56′ wide including 5′-wide bike lane westbound and 5′-wide bike lane eastbound	**PROPOSED**	• Reduce to 1 lane westbound • Widen bike lanes to 7′ and add painted buffer • Color bike lanes
STREET:	18th St. E		
LIMITS:	20th St. E		
EXISTING	• 2 lanes with center-turn lane and bike lanes both directions • 57′ wide including 5′-wide bike lanes in both directions	**PROPOSED**	• Widen bike lanes to 7′ • Color bike lanes • Reduce number of lanes
STREET:	20th St. E		
LIMITS:	340′ east of 21st St. E		
EXISTING	• 2 lanes with center-turn lane and bike lanes • 44′ to 57′ wide including 5′-wide bike lanes in both directions	**PROPOSED**	• Widen bike lanes to 6′ • Color bike lanes • Reduce number of lanes
STREET:	340′ east of 21st St. E		
LIMITS:	23rd St. E		
EXISTING	• 2 lanes with bike lanes • 34′ to 57′ wide including 5′-wide bike lanes in both directions	**PROPOSED**	• Widen bike lanes to 6′ • Color bike lanes • Should development occur, extend pavement • Reduce number of lanes

(8) LANCASTER BOULEVARD			
Street:	23rd St. E		
Limits:	25th St. E		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 64′ wide including 5′-wide bike lanes	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ and add painted buffer • Color bike lanes
Street:	25th St. E		
Limits:	27th St. E		
Existing	• 1 lane westbound, 2 lanes eastbound, center-turn lane and bike lanes in both directions • 57′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane eastbound • Widen bike lanes to 7′ and add painted buffers • Color bike lanes
Street:	27th St. E		
Limits:	30th St. E		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 64′ wide with 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ and add painted buffer • Color bike lanes • Add 7′-wide parking lane westbound
Street:	30th St. E		
Limits:	300′ east of Cajun Street		
Existing	• 1 lane and bike lane westbound, 2 lanes eastbound (includes right-hand turn lane), center-turn lane • 57′ wide	**Proposed**	• Reduce to 1 lane eastbound • Add 6′ or 7′-wide bike lanes • Add painted buffer to bike lane eastbound
Street:	300′ east of Cajun Street		
Limits:	Christian Life Assembly		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Extend pavement to add 8′-wide bike lanes

(8) LANCASTER BOULEVARD			
STREET:	Christian Life Assembly		
LIMITS:	33rd St. E		
EXISTING	• 2 lanes eastbound (includes right-turn lane), 1 lane westbound • 45′ wide	**PROPOSED**	• Extend pavement to add 8′-wide bike lanes
STREET:	33rd. St. E		
LIMITS:	40th St. E		
EXISTING	• 2 lanes • 24′ wide	**PROPOSED**	• Extend pavement to add 8′-wide bike lanes
STREET:	40th St. E		
LIMITS:	Lancaster Baptist Church		
EXISTING	• Los Angeles County jurisdiction westbound • 2 lanes eastbound, 1 lane westbound, center-turn lane • 53′ wide	**PROPOSED**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
STREET:	Lancaster Baptist Church		
LIMITS:	50th St. E		
EXISTING	• Los Angeles County jurisdiction westbound • 2 lanes • 25′ wide	**PROPOSED**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes

(9) NEWGROVE STREET			
Street:	12th St. West		
Limits:	Sierra Highway		
Existing	• 2 lanes	**Proposed**	• Add bike route with sharrows

(10) AVENUE J			
Street:	110th St. W		
Limits:	65th St. W		
Existing	• Pockets of Los Angeles County jurisdiction throughout • 2 lanes • 25′ wide	**Proposed**	• Add bike route with sharrows
Street:	65th St. W		
Limits:	60th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane • 64′ wide including paved shoulder	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	60th St. W		
Limits:	57th St. W		
Existing	• 4 lanes with raised center median and painted hatched buffer eastbound • 35′ wide westbound; 39′ wide eastbound including 17′ wide painted buffer	**Proposed**	• Add 7′-wide bike lanes with painted buffer

(10) AVENUE J			
Street:	57th St. W		
Limits:	53rd St. W		
Existing	• 1 lane eastbound, 2 lanes westbound, center-turn lane • 59′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	53rd St. W		
Limits:	52nd St. W		
Existing	• 4 lanes with center median and painted buffer eastbound • 35′ westbound; 35′ wide eastbound including 23′ wide painted buffer	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	52nd St. W		
Limits:	50th St. W		
Existing	• 1 lane eastbound, 2 lanes westbound, center-turn lane • 60′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	50th St. W		
Limits:	47th St. W		
Existing	• 3 lanes eastbound, 1 lane westbound, center median • 35′ wide eastbound; 14′ wide westbound	**Proposed**	• Extend pavement westbound to add 8′-wide bike lane • Reduce to 2 lanes eastbound • Add 7′-wide bike lane eastbound with painted buffer
Street:	47th St. W		
Limits:	45th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, center median • 36′ wide eastbound; 14′ wide westbound	**Proposed**	• Extend pavement westbound to add 8′-wide bike lane • Add 7′-wide bike lane eastbound with painted buffer

(10) AVENUE J			
Street:	45th St. W		
Limits:	42nd St. W		
Existing	• 2 lanes with center-turn lane • 31′ wide	**Proposed**	• Extend pavement to add 8′-wide bike lanes in both directions
Street:	42nd St. W		
Limits:	40th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane • 54′ wide	**Proposed**	• Add 6′-wide bike lanes
Street:	40th St. W		
Limits:	38th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, striped center median • 56′ wide	**Proposed**	• Should development occur on north side, extend pavement and add westbound bike lane with painted buffer • Add 7′-wide bike lane with painted buffer eastbound
Street:	38th St. W		
Limits:	36th St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, raised center median • 35′ wide both directions	**Proposed**	• Reduce to 2 lanes eastbound • Add 6′-wide bike lanes with painted buffer
Street:	36th St. W		
Limits:	32nd St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, center-turn lane • 71′ wide	**Proposed**	• Reduce to 2 lanes eastbound • Add 6′-wide bike lanes with painted buffer • Color bike lanes starting at 35th St. W

(10) AVENUE J			
Street:	32nd St. W		
Limits:	31st St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, center-turn lane • 84′ wide	**Proposed**	• Reduce to 2 lanes eastbound • Add 7′-wide colored bike lanes with painted buffer
Street:	31st St. W		
Limits:	30th St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, center-turn lane • 76′ wide	**Proposed**	• Reduce to 2 lanes eastbound • Add 7′-wide colored bike lanes with painted buffer
Street:	30th St. W		
Limits:	25th St. W		
Existing	• 6 lanes with center median • 35′ wide both directions	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	25th St. W		
Limits:	CA-14 on-ramp		
Existing	• 6 lanes with center median • 36′ wide both directions • Sidewalk both directions	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′- or 7′-wide colored bike lanes with painted buffer
Street:	CA-14 on-ramp		
Limits:	20th St. W		
Existing	• 6 lanes with striped and raised center medians • 35′ wide eastbound, 33′ wide westbound	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′- or 7′-wide colored bike lanes with painted buffer

(10) AVENUE J			
Street:	20th St. W		
Limits:	16th St. W		
Existing	• 6 lanes with raised center median • 35′ wide eastbound, 33′ wide westbound	**Proposed**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	16th St. W		
Limits:	15th St. W		
Existing	• 6 lanes with center-turn lane • 84′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	15th St. W		
Limits:	Leatherwood Avenue		
Existing	• 4 lanes with center-turn lane • 60′ wide	**Proposed**	• No designated bikeway
Street:	Leatherwood Avenue		
Limits:	12th St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, raised center-turn lane, • 22′ wide westbound, 35′ eastbound	**Proposed**	• No designated bikeway • Reduce number of lanes
Street:	12th St. W		
Limits:	11th St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, center-turn lane • 72′ wide	**Proposed**	• No designated bikeway • Reduce number of lanes

(10) AVENUE J			
Street:	11th St. W		
Limits:	10th St. W		
Existing	• 6 lanes with center-turn lane • 83′ wide	**Proposed**	• No designated bikeway • Reduce number of lanes
Street:	10th St. W		
Limits:	Beech Avenue		
Existing	• 6 lanes with center-turn lane • 83′ wide	**Proposed**	• Reduce to 2 lanes in both directions • Add 6′-wide colored bike lanes with painted buffer
Street:	Beech Avenue		
Limits:	Trevor Avenue		
Existing	• 6 lanes with center median • 35′ wide eastbound; 37′ wide westbound	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	Trevor Avenue		
Limits:	Mid-block Trevor Avenue / Division Street		
Existing	• 6 lanes with center-turn lane • 87′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	Mid-block Trevor Avenue / Division Street		
Limits:	Division Street		
Existing	• 3 lanes eastbound, 2 lanes westbound, center-turn lane • 72′ wide	**Proposed**	• Reduce to 2 lanes eastbound • Add 6′-wide colored bike lanes with painted buffer

(10) AVENUE J			
Street:	Division Street		
Limits:	Glenraven Road		
Existing	• 2 lanes eastbound, 3 lanes westbound, with center-turn lane • 72′ wide	**Proposed**	• Add 6′-wide colored bike lanes
Street:	Glenraven Road		
Limits:	5th St. E		
Existing	• 4 lanes with center-turn lane • 56′ to 80′ wide	**Proposed**	• Add 6′-wide colored bike lane westbound from 3rd St. E to 5th St. E • From Glenraven to 3rd St. E add bike route on frontage road for westbound travel • From 3rd St. E to Raysack Avenue, add bike route on frontage road eastbound
Street:	5th St. E		
Limits:	Andale Avenue		
Existing	• 4 lanes with center-turn lane • 70′ wide to Watford Avenue • 60′ wide to Andale Avenue	**Proposed**	• Maintain number of lanes and add 5′-wide colored bike lanes
Street:	Andale Avenue		
Limits:	Challenger Way (10th St. E)		
Existing	• 4 lanes with center-turn lane, bike lane westbound, right-hand turn lane eastbound at 8th St. E • 68′ to 83′ wide including 4′-wide bike lane	**Proposed**	• Where 83′ wide, add 7′-wide colored bike lanes with painted buffer eastbound • Where 68′ wide, add 5′-wide colored bike lane eastbound • Widen and color westbound bike lane to 7′ and add painted buffer
Street:	Challenger Way (10th St. E)		
Limits:	11th St. E		
Existing	• 2 lanes and right-hand turn lane eastbound, 3 lanes westbound, center median • 37′ wide eastbound, 33′ wide westbound	**Proposed**	• Reduce to 2 lanes westbound • Add 6′-wide colored bike lanes with painted buffer

(10) AVENUE J			
Street:	11th St. E		
Limits:	640′ east of 15th St. E		
Existing	• 2 lanes eastbound, 3 lanes westbound, center-turn lane • Raised median from 11th St. E to Palm Vista, 24′ wide eastbound, 32′ wide eastbound • 72′ wide from Palm Vista to 13th St. E • 84′ wide from 13th St. E to 640′ east of 15th St. E	**Proposed**	• Reduce to 2 lanes westbound • Add 7′-wide colored bike lanes with painted buffer • Reconstruct 300′ of raised median between 11th St. E and Palm Vista to move/ narrow
Street:	640′ east of 15th St. E		
Limits:	17th St. E		
Existing	• 2 lanes eastbound, 3 lanes westbound, raised center median • 35′ wide eastbound, 33′ westbound	**Proposed**	• Reduce to 2 lanes westbound • Add 6′-wide colored bike lanes with painted buffer
Street:	17th St. E		
Limits:	20th St. E		
Existing	• 2 lanes eastbound, 3 lanes westbound, center median • 35′ wide both directions	**Proposed**	• Reduce to 2 lanes westbound • Add 7′-wide colored bike lanes with painted buffer
Street:	20th St. E		
Limits:	21st St. E		
Existing	• 1 lane eastbound, 2 lanes westbound, center-turn lane • 48′ wide	**Proposed**	• Add wide bike lanes
Street:	21st St. E		
Limits:	25th St. E		
Existing	• 1 lane eastbound, 2 lanes westbound, center median • 13′ eastbound, 35′ wide westbound	**Proposed**	• Extend pavement eastbound to add 8′-wide bike lane • Add 7′-wide bike lane with painted buffer westbound

(10) AVENUE J			
Street:	25th St. E		
Limits:	26th St. E		
Existing	• 2 lanes with center-turn lane • 60′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer eastbound • Extend pavement 8′ westbound and add bike lane
Street:	26th St. E		
Limits:	27th St. E		
Existing	• 2 lanes with center-turn lane • 63′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer westbound • Extend pavement 8′ eastbound to add bike lane
Street:	27th St. E		
Limits:	32nd St. E		
Existing	• 2 lanes eastbound, 1 lane westbound, center median • 35′ wide eastbound, 21′ wide westbound	**Proposed**	• Add 7′-wide bike lanes with painted buffer eastbound • Extend pavement 8′ westbound and add bike lane
Street:	32nd St. E		
Limits:	35th St. E		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Extend pavement to add 8′-wide bike lanes in both directions
Street:	35th St. E		
Limits:	37th St. E		
Existing	• 2 lanes with raised center median, painted hatched buffer eastbound • 15′ wide westbound; 35′ wide eastbound including 23′ wide painted hatched buffer	**Proposed**	• Extend pavement to accommodate 8′-wide bike lane westbound • Modify existing painted buffer and add 7′-wide bike lane with painted buffer eastbound

(10) AVENUE J			
Street:	37th St. E		
Limits:	40th St. E		
Existing	• 2 lanes • 24′ wide	**Proposed**	• Add bike lanes
Street:	40th St. E		
Limits:	70th St. E		
Existing	• 2 lanes • 24′ wide	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes

(11) AVENUE J-4			
Street:	25th St. E		
Limits:	26th St. E		
Existing	• 2 lanes with on-street parking westbound • 29′ wide	**Proposed**	• Add bike route with sharrows
Street:	26th St. E		
Limits:	27th St. E		
Existing	• 2 lanes with on-street parking eastbound • 33′ wide	**Proposed**	• Add bike route with sharrows
Street:	27th St. E		
Limits:	30th St. E		
Existing	• 2 lanes with on-street parking • 40′ wide	**Proposed**	• Add bike route with sharrows

(12) AVENUE J-8			
Street:	65th St. W		
Limits:	60th St. W		
Existing	• 2 lanes eastbound, 1 lane with on-street parking westbound, center-turn lane and bike lanes in both directions • 66′ wide including 5′-wide bike lane eastbound and 16′-wide parking / bike lane westbound	**Proposed**	• Widen bike lanes to 6′ and add painted buffer • Add 7′-wide parking lane westbound
Street:	60th St. W		
Limits:	56th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane, bike lane eastbound • 54′ wide including 5′-wide bike lane eastbound • Developed road ends here	**Proposed**	• Widen bike lane to 6′ eastbound • Add 6′-wide bike lane westbound • Reduce number of lanes
Street:	56th St. W		
Limits:	55th St. W		
Existing	• Undeveloped land	**Proposed**	• Add bike lanes
Street:	55th St. W		
Limits:	50th St. W		
Existing	• 2 lanes with center-turn lane • 53′ wide	**Proposed**	• Add 6′-wide bike lanes with painted buffer
Street:	50th St. W		
Limits:	Appaloosa Drive		

(12) AVENUE J-8			
EXISTING	• 1 lane eastbound, 1 lane with right-hand turn lane westbound, center-turn lane • 62′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 6′-wide colored bike lanes with painted buffer
STREET:	Appaloosa Drive		
LIMITS:	Mid-block Appaloosa Drive / 47th St. W		
EXISTING	• 4 lanes with center-turn lane • 62′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 6′-wide bike colored lanes with painted buffer
STREET:	Mid-block Appaloosa Drive / 47th St. W		
LIMITS:	47th St. W		
EXISTING	• 4 lanes with center-turn lane and bike lane eastbound • 66′ wide including 5′-wide bike lane eastbound	**PROPOSED**	• Reduce to 1 lane in each direction • Add 6′-wide colored bike lane with painted buffer westbound • Widen bike lane eastbound to 6′ and add colored pavement and painted buffer
STREET:	47th St. W		
LIMITS:	40th St. W		
EXISTING	• 4 lanes with center-turn lane and bike lanes in both directions • 64′ wide including 5′-wide bike lanes in both directions	**PROPOSED**	• Reduce to 1 lane in each direction • Add 6′-wide colored bike lanes with painted buffer
STREET:	40th St. W		
LIMITS:	Mid-block 37th St. W / 35th St. W		
EXISTING	• 2 lanes with bike lanes in both directions • 35′ wide including 5′-wide bike lanes in both directions	**PROPOSED**	• Should development occur, widen and add colored bike lanes

(12) AVENUE J-8			
Street:	Mid-block 37th St. W / 35th St. W		
Limits:	35th St. W		
Existing	• 2 lanes with center-turn lane and bike lanes in both directions • 47′ wide including 7′-wide bike lane eastbound and 5′-wide bike lane westbound	**Proposed**	• Should development occur, widen and add colored bike lanes
Street:	35th St. W		
Limits:	Bobby Jones Drive		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane and bike lanes in both directions • 57′ wide including 5′-wide bike lane eastbound and 4′-wide bike lane westbound	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 6′ • Color bike lanes
Street:	Bobby Jones Drive		
Limits:	25th St. W		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 64′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 6′ and add painted buffers • Color bike lanes
Street:	25th St. W		
Limits:	15th St. W		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 64′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Widen bike lanes to 6′ • Color bike lanes
Street:	15th St. W		
Limits:	13th St. W		
Existing	• 2 lanes with center-turn lane, on-street parking eastbound, 1 lane westbound, and bike lanes in both directions • Merges from 2 lanes to 1 lane eastbound in this block • 59′ wide including 15′ wide park / bike lane eastbound and 8′-wide bike lane westbound	**Proposed**	• Color bike lanes • Add 8′-wide parking lane eastbound

(12) AVENUE J-8			
Street:	13th St. W		
Limits:	12th St. W		
Existing	• 2 lanes with center-turn lane, on-street parking and bike lanes in both directions • 59′ wide including 16′ wide park / bike lane eastbound and 10′ wide park / bike lane westbound	**Proposed**	• Widen bike lanes to 6′ • Color bike lanes • Add 7′-wide parking stripe
Street:	12th St. W		
Limits:	10th St. W		
Existing	• 2 lanes with on-street parking both directions • 36′ wide	**Proposed**	• Add bike route with b-type sharrows
Street:	10th St. W		
Limits:	Cedar Avenue		
Existing	• 2 lanes with on-street parking both directions • 37′ wide • Avenue J-8 jogs north on to Cedar to continue	**Proposed**	• Add bike route with b-type sharrows

CEDAR AVENUE			
Street:	Avenue J-8		
Limits:	Avenue J-7		
Existing	• 2 lanes with on-street parking • 30′ wide	**Proposed**	• Add bike route with b-type sharrows

AVENUE J-7			
Street:	Cedar Avenue		
Limits:	Adler Avenue		
Existing	• 2 lanes with on-street parking both directions • 30′ wide	**Proposed**	• Add bike route with b-type sharrows

ADLER AVENUE			
Street:	Avenue J-7		
Limits:	Avenue J-8		
Existing	• 2 lanes with on-street parking • 30′ wide	**Proposed**	• Add bike route with b-type sharrows

AVENUE J-8			
Street:	Adler Avenue		
Limits:	Sierra Highway		
Existing	• 2 lanes with on-street parking both directions • 36′ wide • Avenue J-8 ends here. Continues after railroad at Division Street	**Proposed**	• Add bike route with b-type sharrows • Add signalized crossing of Sierra Highway to connect to the Sierra Highway Bike Path • Construct a bridge connecting the Sierra Highway Bike Path at Avenue J-8 over the railroad to a bike path that connects with East Avenue J-8 at Division Street

(13) AVENUE J-8			
Street:	Division Street		
Limits:	Glenraven Road		
Existing	• 2 lanes with on-street parking • Few observed parking • 36′ wide	**Proposed**	• Add bike route with sharrows

AVENUE J-9			
Street:	Glenraven Road		
Limits:	Rodin Avenue		
Existing	• 2 lanes with on-street parking • Few observed parking • 36′ wide	**Proposed**	• Add bike route with sharrows

RODIN AVENUE			
Street:	Avenue J-9		
Limits:	Avenue J-8		
Existing	• 2 lanes with on-street parking both directions • 36′ wide	**Proposed**	• Add bike route with sharrows

AVENUE J-8			
Street:	Rodin Avenue		
Limits:	7th St. E		
Existing	• 2 lanes with center-turn lane • 63′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffers
Street:	7th St. E		
Limits:	8th St. E		
Existing	• 2 lanes • 31′ wide	**Proposed**	• Add 5′-wide colored bike lanes • Should development occur, maintain wide color bike lanes, and add painted buffers

AVENUE J-8			
Street:	8th St. E		
Limits:	10th St. E		
Existing	• 2 lanes • 36′ wide	**Proposed**	• Add 7′-wide colored bike lanes • Should development occur, maintain color and painted buffers to bike lanes
Street:	10th St. E		
Limits:	Palm Vista Avenue		
Existing	• 2 lanes with center-turn lane • 64′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	Palm Vista Avenue		
Limits:	15th St. E		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane • 64′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	15th St. E		
Limits:	20th St. E		
Existing	• 4 lanes • 64′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	20th St. E		
Limits:	Mid-block 20th St. E / 22nd St. E		
Existing	• 2 lanes with center-turn lane • 47′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer

AVENUE J-8			
Street:	Mid-block 20th St. E / 22nd St. E		
Limits:	22nd St. E		
Existing	• 2 lanes with on-street parking westbound • 64′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	22nd St. E		
Limits:	25th St. E		
Existing	• 2 lanes • 32′ wide	**Proposed**	• Add 5′-wide colored bike lanes • Should development occur, widen bike lanes and add color
Street:	25th St. E		
Limits:	27th St. E		
Existing	• Undeveloped land gap • No road between these streets	**Proposed**	• Add colored bike lanes
Street:	27th St. E		
Limits:	Mid-block 27th St. E / 30th St. E		
Existing	• 2 lanes with center-turn lane • 64′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Mid-block 27th St. E / 30th St. E		
Limits:	30th St. E		
Existing	• 1 lane eastbound, 1 lane westbound, center-turn lane • 50′ wide	**Proposed**	• Add 6′-wide colored bike lanes

AVENUE J-8			
Street:	30th St. E		
Limits:	35th St. E		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane • 55′ wide	**Proposed**	• Add 6′-wide colored bike lanes
Street:	35th St. E		
Limits:	40th St. E		
Existing	• 2 lanes • 30′ wide • No center marking	**Proposed**	• Extend pavement to create 8′-wide bike lanes • Should development occur, accommodate wide bike lanes with color

(14) AVENUE K			
Street:	90th St. W		
Limits:	65th St. W		
Existing	• 2 lanes • 24′ wide	**Proposed**	• Add bike route
Street:	65th St. W		
Limits:	Mid-block 65th St. W / 62nd St. W		
Existing	• 2 lanes westbound, 1 lane eastbound, center median • 35′ wide to median	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Mid-block 65th St. W / 62nd St. W		
Limits:	Mid-block 62nd St. W / 60th St. W		
Existing	• 4 lanes with center median • 35′ wide to median	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Mid-block 62nd St. W / 60th St. W		
Limits:	60th St. W		
Existing	• 1 lane westbound, 2 lanes eastbound, center median • 16′ wide westbound; 37′ wide eastbound	**Proposed**	• Add 6′-wide bike lane westbound • Add 7′-wide bike lane with painted buffer eastbound
Street:	60th St. W		
Limits:	57th St. W		
Existing	• 1 lane eastbound, 2 lanes westbound, center median • 14′ wide eastbound; 35′ wide westbound	**Proposed**	• Extend pavement to add 8′-wide bike lane eastbound • Add 7′-wide bike lane with painted buffer westbound

(14) AVENUE K			
Street:	57th St. W		
Limits:	50th St. W		
Existing	• 2 lanes • 24′ wide	**Proposed**	• Extend pavement to add 8′-wide bike lanes
Street:	50th St. W		
Limits:	Blossom Drive		
Existing	• 1 lane eastbound, 2 lanes westbound, center median • 15′ wide eastbound, 35′ wide westbound	**Proposed**	• Extend pavement to add 8′-wide bike lane eastbound • Add 7′-wide bike lane with painted buffer westbound
Street:	Blossom Drive		
Limits:	45th St. W		
Existing	• 1 lane with painted buffer eastbound, 1 lane westbound, center median • 35′ wide including 23′ wide buffer eastbound; 15′ wide westbound	**Proposed**	• Extend pavement to add 8′-wide bike lane westbound • Add 7′-wide bike lane with painted buffer eastbound
Street:	45th St. W		
Limits:	42nd St. W		
Existing	• 1 lane eastbound, 2 lanes with painted buffer westbound, center-turn lane • 63′ wide including 9′-wide buffer westbound	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	42nd St. W		
Limits:	40th St. W		
Existing	• 2 lanes • 26′ wide	**Proposed**	• Extend pavement to add 8′-wide colored bike lanes

(14) AVENUE K			
Street:	40th St. W		
Limits:	Mid-block 37th St. W / Buena Vista Way		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	Mid-block 37th St. W / Buena Vista Way		
Limits:	Buena Vista Way		
Existing	• 4 lanes with center-turn lane • 73′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	Buena Vista Way		
Limits:	36th St. W		
Existing	• 4 lanes with center-turn lane • 62′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	36th St. W		
Limits:	Yew Street		
Existing	• 4 lanes with center-turn lane • 86′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	Yew Street		
Limits:	32nd St. W		
Existing	• 4 lanes with center median • 34′ wide westbound, 36′ wide eastbound	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer

(14) AVENUE K			
Street:	32nd St. W		
Limits:	Bethel Church		
Existing	• 6 lanes with center median • 35′ wide eastbound; 36′ wide westbound	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	Bethel Church		
Limits:	27th St. W		
Existing	• 6 lanes with center turn pockets • 82′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	27th St. W		
Limits:	25th St. W		
Existing	• 4 lanes with center-turn lane • 61′ wide	**Proposed**	• Add 5′ to 6′-wide colored bike lanes with painted buffer
Street:	25th St. W		
Limits:	20th St. W		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	20th St. W		
Limits:	18th St. W		
Existing	• 6 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 6′-wide bike lanes with painted buffer

(14) AVENUE K			
Street:	18th St. W		
Limits:	15th St. W		
Existing	• 6 lanes with center median • 35′ wide westbound, 36′ wide eastbound	**Proposed**	• Add 6′-wide bike lanes with painted buffer
Street:	15th St. W		
Limits:	12th St. W		
Existing	• 6 lanes with center median • 35′ wide westbound, 36′ wide eastbound	**Proposed**	• No designated bikeway
Street:	12th St. W		
Limits:	10th St. W		
Existing	• 2 lanes westbound, 3 lanes eastbound, center-turn lane • 72′ wide	**Proposed**	• No designated bikeway
Street:	10th St. W		
Limits:	Gadsden Avenue		
Existing	• 6 lanes with center-turn lane • 82′ wide	**Proposed**	• Add 6′-wide colored bike lanes
Street:	Gadsden Avenue		
Limits:	Division Street		
Existing	• 6 lanes with center-turn lane • 82′ wide	**Proposed**	• Reduce to 2 lanes in each direction beginning at Sierra Highway • Add 6′-wide colored bike lanes with painted buffer

(14) AVENUE K			
Street:	Division Street		
Limits:	Kirkland Avenue		
Existing	• 6 lanes with center-turn lane • 82′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	Kirkland Avenue		
Limits:	5th St. E		
Existing	• 4 lanes with center-turn lane • 82′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	5th St. E		
Limits:	Mid-block 6th St. E / 7th St. E		
Existing	• 6 lanes with center median • 35′ wide both directions	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	Mid-block 6th St. E / 7th St. E		
Limits:	7th St. E		
Existing	• 6 lanes with center-turn lane • 84′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	7th St. E		
Limits:	8th St. E		
Existing	• 6 lanes with center-turn lane • 74′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer

(14) AVENUE K			
Street:	8th St. E		
Limits:	15th St. E		
Existing	• 6 lanes with center-turn lane • 84′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	15th St. E		
Limits:	20th St. E		
Existing	• 6 lanes with center median • 35′ wide both directions	**Proposed**	• Reduce to 2 lanes in each direction • Add 5′-wide colored bike lanes
Street:	20th St. E		
Limits:	Mid-block 20th St. E / 22nd St. E		
Existing	• 3 lanes eastbound, 2 lanes westbound, center-turn lane • 90′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 5′-wide bike lanes
Street:	Mid-block 20th St. E / 22nd St. E		
Limits:	22nd St. E		
Existing	• 3 lanes westbound, 2 lanes eastbound, center-turn lane • 84′ wide	**Proposed**	• Reduce to 2 lanes in each direction • Add 5′-wide bike lanes
Street:	22nd St. E		
Limits:	25th St. E		
Existing	• 4 lanes with center-turn lane • 69′ wide	**Proposed**	• Add 5′-wide bike lanes

(14) AVENUE K			
Street:	25th St. E		
Limits:	Tranquility Court (If extended)		
Existing	• 4 lanes with center median • 36′ wide eastbound, 35′ wide westbound	**Proposed**	• Add 5′-wide bike lanes
Street:	Tranquility Court (If extended)		
Limits:	30th St. E		
Existing	• 4 lanes with center-turn lane • 75′ wide	**Proposed**	• Add 5′-wide bike lanes
Street:	30th St. E		
Limits:	32nd St. E		
Existing	• 4 lanes with center median • 35′ wide to median	**Proposed**	• Add 5′-wide bike lanes
Street:	32nd St. E		
Limits:	35th St. E		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane • 61′ wide	**Proposed**	• Add 5′-wide bike lanes
Street:	35th St. E		
Limits:	Devyn Lane		
Existing	• 2 lanes with center-turn lane • 46′ wide	**Proposed**	• Should development occur, add wide bike lanes

(14) AVENUE K			
Street:	Devyn Lane		
Limits:	40th St. E		
Existing	• 2 lanes • 27′ wide • No sidewalk, soft shoulder both directions	**Proposed**	• Should development occur, add wide bike lanes

(15) AVENUE K-8			
Street:	62nd St. W		
Limits:	57th St. W		
Existing	• 2 lanes with center-turn lane and bike lanes • 68′ wide including 5′-wide bike lanes	**Proposed**	• Widen bike lanes to 7′ and add painted buffer
Street:	57th St. W		
Limits:	50th St. W		
Existing	• Becomes Avenue K-9 east of 60th St. W and dead ends at 57th St. W; starts again at 50th St. W	**Proposed**	• Should development occur, add wide bike lanes
Street:	50th St. W		
Limits:	Mid-block 50th St. W / 47th St. W		
Existing	• 2 lanes with on-street parking westbound • No center marking • 40′ wide	**Proposed**	• Add 5′-wide bike lanes

(15) AVENUE K-8			
Street:	Mid-block 50th St. W / 47th St. W		
Limits:	47th St. W (If extended)		
Existing	• 2 lanes with on-street parking westbound • No center marking • 32′ wide	**Proposed**	• Add bike route with sharrows
Street:	47th St. W (If extended)		
Limits:	45th St. W		
Existing	• Unincorporated • 2 lanes with no center marking • 33′ wide • Gravel road	**Proposed**	• Smooth surface or add pavement to accommodate bicycles
Street:	45th St. W		
Limits:	40th St. W		
Existing	• Unincorporated • 2 lanes • No center marking • Gravel Road • 32′ wide to 36′ wide	**Proposed**	• Smooth surface or add pavement to accommodate bicycles
Street:	40th St. W		
Limits:	35th St. W		
Existing	• Prime Desert Woodlands • Road does not continue through	**Proposed**	• Eventual connection through park
Street:	35th St. W		
Limits:	33rd St. W		
Existing	• 2 lanes with center-turn lane and bike lanes in both directions • 41′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Keep as is • Color bike lanes

(15) AVENUE K-8			
Street:	33rd St. W		
Limits:	32nd St. W		
Existing	• 2 lanes westbound, 1 lane eastbound, center-turn lane, bike lanes both directions • 64′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Widen bike lanes to 7′ • Color bike lanes
Street:	32nd St. W		
Limits:	28th St. W		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 65′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ • Color bike lanes
Street:	28th St. W		
Limits:	Mid-block 27th St. W / Fanchon Avenue		
Existing	• 2 lanes westbound, 1 lane eastbound, center-turn lane, bike lanes in both directions • 57′ wide including 5′-wide bike lane westbound and 6′-wide bike lane eastbound	**Proposed**	• Reduce to 1 lane westbound • Widen bike lanes to 7′ • Color bike lanes
Street:	Mid-block 27th St. W / Fanchon Avenue		
Limits:	Fanchon Avenue		
Existing	• 2 lanes with bike lanes in both directions • 53′ wide including 5′-wide bike lane westbound and 6′-wide bike lane eastbound	**Proposed**	• Widen bike lanes to 7′ • Color bike lanes
Street:	Fanchon Avenue		
Limits:	25th St. W		
Existing	• 2 lanes with center-turn lane and bike lanes in both directions • 66′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Widen bike lanes to 7′ and add painted buffer • Color bike lanes

(15) AVENUE K-8			
Street:	25th St. W		
Limits:	Sunny Lane		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane, bike lanes in both directions • 56′ wide including 6′-wide bike lane westbound and 5′-wide eastbound	**Proposed**	• Reduce to 1 lane eastbound • Widen bike lanes to 7′ • Color bike lanes
Street:	Sunny Lane		
Limits:	21st St. W		
Existing	• 1 lane westbound, 2 lanes eastbound, center-turn lane, bike lanes both directions, on-street parking westbound • 67′ wide including 16′-wide park / bike lane westbound and 5′-wide bike lane eastbound	**Proposed**	• Reduce to 1 lane eastbound • Widen bike lanes to 7′ • Color bike lanes • Add 7′-wide parking stripe
Street:	21st St. W		
Limits:	20th St. W		
Existing	• 1 lane and right-hand turn lane westbound, 2 lanes eastbound, center-turn lane, bike lanes in both directions • 67′ wide including 5′-wide bike lanes both directions	**Proposed**	• Reduce to 1 lane eastbound • Widen bike lanes to 7′ • Color bike lanes
Street:	20th St. W		
Limits:	15th St. W		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 64′ wide including 5′-wide bike lanes both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 6′ • Color bike lanes
Street:	15th St. W		
Limits:	Driver's Way		
Existing	• 2 lanes with bike lanes in both directions • 36′ wide including 5′-wide bike lanes eastbound and 4′-wide bike lane westbound • 9′-wide eastbound bike lane on top of bridge	**Proposed**	• Widen bike lanes to 7′ • Color bike lanes

(15) AVENUE K-8			
Street:	Driver's Way		
Limits:	10th St. W		
Existing	• 4 lanes with center-turn lane and 5′-wide bike lanes • 64′ wide including 5′-wide bike lanes • Road ends at 10th St. W, but bike path continues through	**Proposed**	• Widen bike lanes to 6′ or 7′ • Color bike lanes
Street:	10th St. W		
Limits:	West of Gadsden Avenue		
Existing	• 10′-wide bike path continues through	**Proposed**	• Add bike-activated signal to cross 10th St. W • Increase signage and remove barriers in front of entrance to path • Widen bollards for easier bicycle through zone • Should development occur, add wide bike lanes
Street:	West of Gadsden Avenue		
Limits:	East of Gadsden Avenue		
Existing	• 2 lanes • No center stripe • 36′ wide • Road dead ends at Gadsden Avenue	**Proposed**	• Add 5′-wide bike lanes
Street:	East of Gadsden Avenue		
Limits:	Sierra Highway		
Existing	• Bike path (10′ wide) • Ends at Sierra Highway and restarts at Division Street	**Proposed**	• Add bike-activated signal to cross Sierra Highway • Increase signage and remove barriers in front of entrance to path • Widen bollards for easier bicycle through zone • Should development occur, add wide bike lanes

(15) AVENUE K-8			
Street:	Division Street		
Limits:	5th St. E		
Existing	• 2 lanes with center-turn lane and bike lanes • 65′ wide with 5′-wide bike lanes • Bike lanes are unmarked with no signage or pavement stencils	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	5th St. E		
Limits:	First View Street		
Existing	• 2 lanes • 21′ wide	**Proposed**	• Extend pavement to add 8′-wide colored bike lanes
Street:	First View Street		
Limits:	8th St. E		
Existing	• 2 lanes • 64′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	8th St. E		
Limits:	Challenger Way		
Existing	• 2 lanes • 39′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	Challenger Way		
Limits:	Carol Drive		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 66′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ • Color bike lanes

(15) AVENUE K-8			
Street:	Carol Drive		
Limits:	20th St. E		
Existing	• 2 lanes westbound, 1 lane eastbound, center-turn lane, bike lane westbound • 56′ wide including 5′-wide bike lane westbound • Trail next to sidewalk in westbound direction from 15th St. E to 20th St. E • Trail next to sidewalk northbound from Avenue K-4 to Avenue K-8 on 15th St. E	**Proposed**	• Reduce to 1 lane westbound • Widen bike lane westbound to 7′ • Add 7′-wide bike lane eastbound • Color bike lanes
Street:	20th St. E		
Limits:	30th St. E		
Existing	• Undeveloped area • Road ends at 20th St. E; opportunity to create path through undeveloped area to 30th St. E	**Proposed**	• Should development occur, add wide bike lanes
Street:	30th St. E		
Limits:	35th St. E		
Existing	• 4 lanes with center-turn lane • 73′ wide • Road dead ends at 35th St. E	**Proposed**	• Add 7′-wide bike lanes with painted buffer

(16) AVENUE L			
Street:	110th St. W		
Limits:	90th St. W		
Existing	• No road	**Proposed**	• Add bicycle path
Street:	90th St. W		
Limits:	72nd St. W		
Existing	• 2 lanes • 24′ wide • Road ends at 90th St. W	**Proposed**	• Add bicycle path
Street:	72nd St. W		
Limits:	70th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, center median • 35′ wide eastbound; 13′ wide westbound	**Proposed**	• Add bicycle path
Street:	70th St. W		
Limits:	65th St. W		
Existing	• 2 lanes • 24′ wide	**Proposed**	• Should development occur, add wide bike lanes
Street:	65th St. W		
Limits:	60th St. W		
Existing	• 2 lanes with center-turn lane and on-street parking / bike lane eastbound direction • 53′ wide including 13′-wide park / bike lane eastbound	**Proposed**	• Widen bike lanes to 6′ and add painted buffer

(16) AVENUE L			
Street:	60th St. W		
Limits:	57th St. W		
Existing	• 2 lanes with center-turn lane and bike lanes, and painted buffer westbound • 75′ wide including 5′-wide bike lanes in both directions and 30′-wide painted buffer westbound	**Proposed**	• Widen bike lanes to 6′ and add painted buffer
Street:	57th St. W		
Limits:	55th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, bike lanes both directions • 61′ wide including 5′-wide bike lane eastbound and 4′-wide bike lane westbound	**Proposed**	• Widen bike lanes to 7′ and add painted buffer
Street:	55th St. W		
Limits:	52nd St. W		
Existing	• 2 lanes including bike lanes • 35′ wide including 5′-wide bike lane eastbound; 2′ wide (signed) bike lane westbound • Road dead ends here	**Proposed**	• Widen bike lanes to 7′ and add painted buffer
Street:	52nd St. W		
Limits:	45th St. W		
Existing	• Unincorporated • Quartz Hill • Road does not go through	**Proposed**	• Coordinate with County
Street:	45th St. W		
Limits:	32nd St. W		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 80′ wide including 7′-wide bike lane eastbound and 10′-wide bike lane westbound	**Proposed**	• Change bike lanes to 7′ wide with painted buffer • Color bike lanes starting at 40th St. W

(16) AVENUE L			
Street:	32nd St. W		
Limits:	30th St. W		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 89′ wide including 10′-wide bike lane westbound and 7′-wide bike lane eastbound	**Proposed**	• Change bike lanes to 7′ wide with painted buffer • Color bike lanes
Street:	30th St. W		
Limits:	27th St. W		
Existing	• 6 lanes with center-turn lane and bike lanes in both directions • 107′ wide including 10′-wide bike lanes in both directions	**Proposed**	• Change bike lanes to 7′ wide and add painted buffer • Color bike lanes
Street:	27th St. W		
Limits:	Ana Madre Lane		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 71′ wide including 6′-wide bike lanes	**Proposed**	• Widen bike lanes to 7′ and add painted buffer • Color bike lanes
Street:	Ana Madre Lane		
Limits:	Mid-block 22nd St. W / 23rd St. W		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 71′ wide including 6′-wide bike lanes in both directions	**Proposed**	• Widen bike lanes to 7′ and add painted buffer • Color bike lanes
Street:	Mid-block 22nd St. W / 23rd St. W		
Limits:	22nd St. W		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 84′ wide including 13′-wide bike lanes in both directions	**Proposed**	• Change bike lanes to 7′ wide with painted buffer • Color bike lanes

(16) AVENUE L			
Street:	22nd St. W		
Limits:	21st St. W		
Existing	• 4 lanes with center-turn lane and bike lane westbound only • 86′ wide including 10′-wide bike lane westbound	**Proposed**	• Add 7′-wide bike lane with painted buffer eastbound • Change bike lane to 7′-wide with painted buffer westbound • Color bike lanes
Street:	21st St. W		
Limits:	20th St. W		
Existing	• 3 lanes westbound, 2 lanes eastbound, center-turn lane, bike lane westbound • 88′ wide including 10′-wide bike lane westbound	**Proposed**	• Add 7′-wide bike lane with painted buffer eastbound • Change bike lane to 7′-wide with painted buffer westbound • Color bike lanes
Street:	20th St. W		
Limits:	19th St. W		
Existing	• 3 lanes westbound, 2 lanes eastbound, center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	19th St. W		
Limits:	15th St. W		
Existing	• 3 lanes westbound, 2 lanes eastbound, center-turn lane • 71′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	15th St. W		
Limits:	10th St. W		
Existing	• 3 lanes eastbound, 4 lanes westbound, center median • 48′ wide both directions	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer

(16) AVENUE L			
Street:	10th St. W		
Limits:	8th St. W		
Existing	• 6 lanes with center-turn lane • 94′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	8th St. W		
Limits:	Mid-block 8th St. W / 6th St. W		
Existing	• 2 lanes westbound; 3 lanes eastbound, center-turn lane • 78′ wide	**Proposed**	• Add 6′-wide colored bike lanes with painted buffer
Street:	Mid-block 8th St. W / 6th St. W		
Limits:	6th St. W		
Existing	• 3 lanes eastbound, 2 lanes westbound, center-turn lane • 111′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	6th St. W		
Limits:	Sierra Highway		
Existing	• 6 lanes with center-turn lane • 104′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	Sierra Highway		
Limits:	Business Center Parkway / 4th St. E		
Existing	• 3 lanes eastbound, 2 lanes westbound, center median and bike lanes both directions • 50′ wide both directions including 7′-wide bike lanes in both directions	**Proposed**	• Add 2′-wide painted buffer

(16) AVENUE L			
Street:	Business Center Parkway / 4th St. E		
Limits:	10th St. E		
Existing	• 4 lanes • 47′ wide	**Proposed**	• Reduce to 1 lane in each direction and add a center-turn lane • Add 6′-wide bike lanes
Street:	10th St. E		
Limits:	25th St. E		
Existing	• 2 lanes • 26′ wide • South side is City of Palmdale	**Proposed**	• Extend pavement to add 8′-wide bike lanes on north side
Street:	25th St. E		
Limits:	30th St. E		
Existing	• 2 lanes • 44′ wide • South side is City of Palmdale	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	30th St. E		
Limits:	35th St. E		
Existing	• 2 lanes • 30′ wide • South side is City of Palmdale	**Proposed**	• Add 5′-wide bike lanes
Street:	35th St. E		
Limits:	40th St. E		
Existing	• Undeveloped land • Road ends • South side is City of Palmdale	**Proposed**	• Add bike path • Should development occur, add wide bike lanes

(17) AVENUE L-8			
Street:	76th St. W		
Limits:	75th St. W		
Existing	• 2 lanes with on-street parking both directions • 53′ wide • Road dead ends at 76th St. W	**Proposed**	• Add wide bike lanes
Street:	75th St. W		
Limits:	Sunny Slope Drive		
Existing	• 2 lanes with on-street parking both directions • 33′ wide	**Proposed**	• Add wide bike lanes
Street:	Sunny Slope Drive		
Limits:	72nd St. W		
Existing	• 2 lanes with on-street parking • 28′ wide	**Proposed**	• Add wide bike lanes
Street:	72nd St. W		
Limits:	70th St. W		
Existing	• 2 lanes with on-street parking • 64′ wide • Very wide westbound lane • Road dead ends at 70th St. W	**Proposed**	• Add wide bike lanes
Street:	70th St. W		
Limits:	67th St. W		
Existing	• No development; open field	**Proposed**	• Add wide bike lanes

(17) AVENUE L-8			
Street:	67th St. W		
Limits:	60th St. W		
Existing	• 4 lanes with center-turn lane • 64′ wide • Sidewalk both directions • Trees in parkway from 63rd St. W to 60th St. W	**Proposed**	• Add 6′-wide bike lanes
Street:	60th St. W		
Limits:	57th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, center turn pockets • 50′ wide	**Proposed**	• Reduce to 1 lane eastbound • Add 6′-wide bike lanes with painted buffer
Street:	57th St. W		
Limits:	55th St. W		
Existing	• 2 lanes with center-turn lane • 62′ wide	**Proposed**	• Add 6′-wide bike lanes with painted buffer
Street:	55th St. W		
Limits:	40th St. W		
Existing	• Unincorporated county area	**Proposed**	• Work with County to ensure connections
Street:	40th St. W		
Limits:	37th St. W (If extended)		
Existing	• 2 lanes with center-turn lane • 45′ wide	**Proposed**	• Add 6′-wide bike lanes

(17) AVENUE L-8			
Street:	37th St. W (If extended)		
Limits:	35th St. W		
Existing	• 2 lanes • 23′ wide	**Proposed**	• Add wide bike lanes
Street:	35th St. W		
Limits:	Mid-block 35th St. W / 32nd St. W		
Existing	• 2 lanes with on-street parking eastbound direction • 44′ wide	**Proposed**	• Add 7′-wide bike lanes
Street:	Mid-block 35th St. W / 32nd St. W		
Limits:	30th St. W		
Existing	• 2 lanes • 23′ wide	**Proposed**	• Add wide bike lanes
Street:	12th St. W		
Limits:	10th St. W		
Existing	• 2 lanes • 31′ wide • No center marking	**Proposed**	• Add 5′-wide bike lanes
Street:	10th St. W		
Limits:	Mid-block 10th St. W / 7th St. W		
Existing	• 2 lanes with center-turn lane • 50′ wide	**Proposed**	• Add 7′-wide bike lanes

(17) AVENUE L-8			
Street:	Mid-block 10th St. W / 7th St. W		
Limits:	7th St. W		
Existing	• 2 lanes • 41′ wide	**Proposed**	• Add 7′-wide bike lanes
Street:	7th St. W		
Limits:	Sierra Highway		
Existing	• 2 lanes • 32′ wide • Ends at Sierra Highway	**Proposed**	• Add 6′-wide bike lanes

(18) COLUMBIA WAY (AVENUE M)			
STREET:	Quartz Hill Road		
LIMITS:	35th St. W		
EXISTING	• 2 lanes, high speed road	**PROPOSED**	• Extend pavement to add 8′-wide bicycle lanes • Should development occur, accommodate wide bike lanes
STREET:	35th St. W		
LIMITS:	32nd St. W		
EXISTING	• 2 lanes • 31′ wide between lines; pavement varies	**PROPOSED**	• Extend pavement to add 8′-wide bicycle lanes • Should development occur, accommodate wide bike lanes
STREET:	32nd St. W		
LIMITS:	30th St. W		
EXISTING	• 2 lanes eastbound, 1 lane westbound, center median • 14′ wide westbound, 35′ wide eastbound • City of Palmdale on eastbound side	**PROPOSED**	• Add 7′-wide bike lane with painted buffer eastbound
STREET:	30th St. W		
LIMITS:	25th St. W		
EXISTING	• 2 lanes with intermittent center-turn lane • 61′ wide • City of Palmdale on eastbound side	**PROPOSED**	• Add 7′-wide bike lane with painted buffer westbound
STREET:	25th St. W		
LIMITS:	23rd St. W		
EXISTING	• 2 lanes with center-turn lane • 36′ wide	**PROPOSED**	• Should development occur, accommodate wide bike lanes

(18) COLUMBIA WAY (AVENUE M)			
Street:	23rd St. W		
Limits:	22nd St. W		
Existing	• 2 lanes with center-turn lane • 61′ wide	**Proposed**	• Add wide bike lanes
Street:	22nd St. W		
Limits:	20th St. W		
Existing	• 2 lanes • 32′ wide between white lines • Shoulder pavement varies in width	**Proposed**	• Add wide bike lanes
Street:	20th St. W		
Limits:	CA-14 on-ramp		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Add wide bike lanes
Street:	CA-14 on-ramp		
Limits:	CA-14 off-ramp		
Existing	• Width varies	**Proposed**	• Add wide bike lanes
Street:	CA-14 off-ramp		
Limits:	Mid-block CA-14 off-ramp / 10th St. W		
Existing	• 2 lanes eastbound, 1 lane westbound, center-turn lane • 83′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer

(18) COLUMBIA WAY (AVENUE M)			
STREET:	Mid-block CA-14 off-ramp / 10th St. W		
LIMITS:	10th St. W		
EXISTING	• 4 lanes with center median • 47′ wide eastbound; 33′ wide westbound	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer
STREET:	10th St. W		
LIMITS:	4th St. W		
EXISTING	• 4 lanes with center-turn lane • 67′ wide • City of Palmdale is on eastbound side	**PROPOSED**	• Add 6′-wide bike lane with painted buffer westbound
STREET:	4th St. W		
LIMITS:	4th St. E		
EXISTING	• 4 lanes • 50′ wide	**PROPOSED**	• Add 5′-wide bike lanes with painted buffer westbound
STREET:	4th St. E		
LIMITS:	5th St. E		
EXISTING	• 4 lanes with center-turn lane • 63′ wide	**PROPOSED**	• Add 5′-wide bike lanes with painted buffer westbound
STREET:	5th St. E		
LIMITS:	Challenger Way (10th St. E)		
EXISTING	• 4 lanes • 50′ wide • City limit at 10th St. E	**PROPOSED**	• Add 5′-wide bike lanes with painted buffer westbound

(19) AVENUE N			
Street:	45th St. W		
Limits:	30th St. W		
Existing		**Proposed**	• Add wide bike lanes to connect to Los Angeles County

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NORTH-SOUTH ROUTES

(1) 110TH ST. WEST			
Street:	Avenue G		
Limits:	Avenue L		
Existing		**Proposed**	• Add bike route

(2) 90TH ST. WEST			
Street:	Avenue G		
Limits:	North end of Del Sur Elementary		
Existing	• 2 lanes • 23′ wide	**Proposed**	• Add bike route • Should more development occur, and wide bike lanes
Street:	North end of Del Sur Elementary		
Limits:	Avenue H		
Existing	• 2 lanes with perpendicular on-street parking southbound • 64′ wide	**Proposed**	• Add bike route • Should more development occur, add wide colored bike lanes
Street:	Avenue H		
Limits:	Avenue I		
Existing	• 2 lanes • 23′ wide	**Proposed**	• Add bike route • Should development occur, add wide bike lanes

(2) 90TH ST. WEST			
Street:	Avenue I		
Limits:	Jackman Street		
Existing	• 2 lanes northbound, 1 lane southbound, center-turn lane • 62′ wide	**Proposed**	• Add bike route • Should more development occur, add wide bike lanes
Street:	Jackman Street		
Limits:	Avenue J		
Existing	• 2 lanes • 23′ wide	**Proposed**	• Add bike route • Should development occur, add wide bike lanes
Street:	Avenue J		
Limits:	Avenue K		
Existing	• 2 lanes • 24′ wide • Dead ends at Avenue L	**Proposed**	• Add bike route • Should development occur, add wide bike lanes

(3) 70TH ST. WEST			
STREET:	Avenue F		
LIMITS:	Midblock Avenue H / Avenue H-12		
EXISTING	• 2 lanes • 24′ wide	**PROPOSED**	• Add bike route • Extend pavement to add 8′-wide shoulder • Should development occur, add wide bike lanes
STREET:	Midblock Avenue H / Avenue H-12		
LIMITS:	Avenue H-12		
EXISTING	• 2 lanes • 50′ wide	**PROPOSED**	• Add bike route • Should more development occur, add wide bike lanes
STREET:	Avenue H-12		
LIMITS:	Avenue J		
EXISTING	• 2 lanes • 24′ wide	**PROPOSED**	• Add bike route • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
STREET:	Avenue J		
LIMITS:	North end of Good Shepherd Cemetery		
EXISTING	• 2 lanes • 24′ wide	**PROPOSED**	• Add bike path • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
STREET:	North end of Good Shepherd Cemetery		
LIMITS:	South end of Good Shepherd Cemetery		
EXISTING	• 2 lanes with center-turn lane • 61′ wide	**PROPOSED**	• Add bike path • Should development occur, add wide bike lanes

(3) 70TH ST. WEST			
STREET:	South end of Good Shepherd Cemetery		
LIMITS:	Avenue L		
EXISTING	• 2 lanes • 24′ wide	**PROPOSED**	• Add bike path • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
STREET:	Avenue L		
LIMITS:	Avenue L-8		
EXISTING	• 1 lane northbound, 3 lanes southbound (third lane is lane and also right hand turn pocket), center median • 14′ wide northbound; 36′ wide southbound	**PROPOSED**	• Reduce to 2 lanes southbound • Add 6′-wide bike lanes with painted buffer southbound • Extend pavement northbound to include 8′-wide bike lanes
STREET:	Avenue L-8		
LIMITS:	Avenue L-12		
EXISTING	• 2 lanes with on-street parking • 84′ wide	**PROPOSED**	• Add 7′-wide bike lanes
STREET:	Avenue L-12		
LIMITS:	Mojave Rose Drive		
EXISTING	• 2 lanes • 30′ wide • Southbound shoulder is partially paved and lifted up	**PROPOSED**	• Add 5′-wide bike lanes
STREET:	Mojave Rose Drive		
LIMITS:	Columbia Way		
EXISTING	• 2 lanes with center median • 85′ wide	**PROPOSED**	• Add 7′-wide bike lanes

(4) 65TH ST. WEST			
STREET:	Avenue J		
LIMITS:	Avenue J-8		
EXISTING	• 2 lanes northbound, 1 lane southbound, bike lane northbound, center-turn lane • 51′ wide including 5′-wide bike lane northbound	**PROPOSED**	• Reduce to 1 lane northbound • Widen bike lane northbound to 6′ and add painted buffer • Add 6′-wide bike lane with painted buffer southbound
STREET:	Avenue J-8		
LIMITS:	Avenue J-12 (If extended)		
EXISTING	• 2 lanes northbound, bike lane northbound, center-turn lane, 1 lane southbound • 55′ wide including 5′-wide bike lane • Dead ends at Avenue J-12 at creek or water basin • Trail or path opportunities	**PROPOSED**	• Reduce to 1 lane northbound • Widen northbound bike lane to 6′ • Add 6′-wide bike lane southbound
STREET:	Avenue J-12		
LIMITS:	Avenue L		
EXISTING	• Undeveloped land	**PROPOSED**	• Should development occur, add wide bike lanes
STREET:	Avenue L		
LIMITS:	Midblock Avenue L / Avenue L-4		
EXISTING	• 2 lanes • 33′ wide	**PROPOSED**	• Add 6′-wide bike lanes
STREET:	Midblock Avenue L / Avenue L-4		
LIMITS:	Avenue L-4		
EXISTING	• 2 lanes southbound, 1 lane northbound, center-turn lane • 50′ wide	**PROPOSED**	• Reduce to 1 lane southbound • Add 6′-wide bike lanes

(4) 65TH ST. WEST			
STREET:	Avenue L-4		
LIMITS:	Avenue L-8		
EXISTING	• 2 lanes southbound, 1 lane northbound, center-turn lane, on-street parking northbound • 50′ wide	**PROPOSED**	• Reduce to 1 lane southbound • Add 6′-wide bike lanes
STREET:	Avenue L-8		
LIMITS:	Avenue L-12		
EXISTING	• 2 lanes with center-turn lane • 65′ wide	**PROPOSED**	• Add 7′-wide bike lanes
STREET:	Avenue L-12		
LIMITS:	Avenue M		
EXISTING	• 2 lanes with on-street parking southbound • 37′ wide • Southbound side is Los Angeles County	**PROPOSED**	• Should development occur, add wide bike lanes

(5) 60TH ST. WEST			
Street:	Avenue F		
Limits:	S. of Avenue I (Mira Loma Detention Center entrance)		
Existing	• 2 lanes • 24′ wide • Soft shoulders	**Proposed**	• No designated bikeway • Extend pavement to create 8′ wide shoulder on each side • Should development occur, add wide bike lanes
Street:	S. of Avenue I (Mira Loma Detention Center entrance)		
Limits:	Avenue J		
Existing	• 2 lanes northbound, 1 lane southbound, center-turn lane • 60′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue J		
Limits:	Mid-block Avenue J-4 and J-8		
Existing	• 4 lanes with median and 17′-wide painted buffers • Each side is 45′ wide to median, including buffer	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Mid-block Avenue J-4 and J-8		
Limits:	Avenue J-8		
Existing	• 4 lanes with center-turn lane and painted buffer • 80′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue J-8		
Limits:	Avenue K-4		
Existing	• 1 lane southbound, 3 lanes northbound, center median • 14′ wide southbound; 46′ wide northbound	**Proposed**	• Add 7′-wide bike lane with painted buffer northbound • Extend pavement to add 7′-wide bike lane with painted buffer southbound

(5) 60TH ST. WEST			
Street:	Avenue K-4		
Limits:	Avenue K-8		
Existing	• 1 lane northbound, 2 lanes southbound, center median • 45′ wide southbound; 14′-wide northbound	**Proposed**	• Extend pavement and add 8′-wide bike lane northbound • Add 7′-wide bike lane with painted buffer southbound
Street:	Avenue K-8		
Limits:	Avenue L		
Existing	• 2 lanes northbound, 1 lane southbound, center median • 45′ wide northbound; 15′ wide southbound	**Proposed**	• Add 5′-wide bike lane southbound • Add 7′-wide bike lane with painted buffer northbound
Street:	Avenue L		
Limits:	Avenue L-8		
Existing	• 2 lanes southbound with bike lane, 1 lane northbound, center-turn lane • 57′ wide including 10′-wide bike lane southbound • Bikeway sign at Avenue L • No bikeway pavement stencil	**Proposed**	• Add 7′-wide bike lane northbound • Change to 7′-wide bike lane southbound
Street:	Avenue L-8		
Limits:	Columbia Way (City Limit)		
Existing	• 4 lanes, center-turn lane, bike lanes both directions • 86′ wide including 13′-wide bike lanes in both directions • Bikeway sign at Avenue L-8 • No bikeway pavement stencil	**Proposed**	• Change bike lanes to 7′-wide with painted buffer • Add more frequent bikeway pavement stencil markings • Add more frequent bikeway signage

(6) 55TH ST. WEST			
Street:	Avenue L		
Limits:	Avenue M-8		
Existing		**Proposed**	• Add bike lanes

(7) 50TH ST. WEST			
Street:	Apollo County Park		
Limits:	Avenue I		
Existing	• 2 lanes • 24′ wide • No sidewalks, soft shoulder	**Proposed**	• No designated bikeway • Extend pavement to create 8′-wide shoulder on each side • Should more development occur, add wide bike lanes
Street:	Avenue I		
Limits:	Avenue J		
Existing	• 2 lanes southbound, 1 lane northbound, center-turn lane • 75′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue J		
Limits:	Avenue J-4		
Existing	• 2 lanes northbound, 1 lane southbound, center median • 35′-wide to median northbound	**Proposed**	• Add 7′-wide bike lanes with painted buffer

(7) 50TH ST. WEST			
STREET:	Avenue J-4		
LIMITS:	Avenue J-8		
EXISTING	• 4 lanes, center median • 35′-wide to median, both sides	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer
STREET:	Avenue J-8		
LIMITS:	Avenue K		
EXISTING	• 2 lanes • 24′ wide	**PROPOSED**	• Extend pavement to create 8′-wide colored bike lanes
STREET:	Avenue K		
LIMITS:	Avenue K-4		
EXISTING	• 2 lanes with 13′ painted shoulder southbound • 38′ wide including shoulder • Southbound side is Los Angeles County	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer
STREET:	Avenue K-4		
LIMITS:	Avenue K-8		
EXISTING	• 2 lanes northbound, 1 lane southbound, center-turn lane • 80′ wide • City limit • Southbound side is Los Angeles County	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer

(8) 45TH ST. WEST			
Street:	Avenue G		
Limits:	Avenue J		
Existing	• Undeveloped road	**Proposed**	• No designated bikeway • Should development occur, add wide bike lanes
Street:	Avenue J		
Limits:	Avenue J-6		
Existing	• 2 lanes with center-turn lane • 55′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue J-6		
Limits:	Avenue J-8		
Existing	• 2 lanes with center-turn lane • 64′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue J-8		
Limits:	Avenue K		
Existing	• 2 lanes southbound, one lane northbound, intermittent center-turn lane, bike lane southbound only • 64′ wide including 5′-wide bike lane southbound	**Proposed**	• Add 7′-wide bike lanes with painted buffer northbound • Widen bike lane southbound to 7′ and add painted buffer
Street:	Avenue K		
Limits:	Avenue N		
Existing		**Proposed**	• Connect to Los Angeles County • Add wide buffered bike lanes

(9) 40TH ST. WEST			
STREET:	Avenue I		
LIMITS:	Avenue J		
EXISTING	• 2 lanes • 26′ wide • No road north of Avenue I	**PROPOSED**	• Should development occur, add wide bike lanes
STREET:	Avenue J		
LIMITS:	Avenue J-6		
EXISTING	• 4 lanes with center-turn lane, parking on northbound side only • 84′ wide	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer • Reduce number of lanes
STREET:	Avenue J-6		
LIMITS:	Avenue J-8		
EXISTING	• 4 lanes with parking on both sides, center median • 35′ wide to center median	**PROPOSED**	• Add 6′-wide bike lanes with painted buffer • Reduce number of lanes
STREET:	Avenue J-8		
LIMITS:	Avenue J-12		
EXISTING	• 1 lane southbound, 2 lanes northbound, center median, buffered bike lane northbound • 35′ wide to median including 6′-wide buffer and 6′-wide bike lane northbound	**PROPOSED**	• Add 6′-wide bike lane with painted buffer southbound • Maintain northbound direction • Widen shoulder southbound
STREET:	Avenue J-12		
LIMITS:	Avenue K		
EXISTING	• 1 lane southbound and 2 lanes northbound with intermittent center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 6′-wide bike lanes with painted buffer • Widen shoulder southbound

(9) 40TH ST. WEST			
STREET:	Avenue K		
LIMITS:	Avenue K-12		
EXISTING	• 1 lane southbound, 2 lanes northbound, intermittent center-turn lane and right turn pockets • 60′ wide • Los Angeles County jurisdiction southbound from Ave. K-4 to Ave. K-7 and Ave. K-9 to Ave. K-11	**PROPOSED**	• Reduce to 1 lane in each direction • Add 6′-wide bike lanes with painted buffer
STREET:	Avenue K-12		
LIMITS:	Avenue L		
EXISTING	• 2 lanes northbound, 1 lane southbound, center-turn lane • 72′ wide	**PROPOSED**	• Add 6′-wide bike lanes with painted buffer
STREET:	Avenue L		
LIMITS:	Avenue L-8		
EXISTING	• 2 lanes • 31′ wide • Los Angeles County jurisdiction southbound	**PROPOSED**	• Add 5′-wide bike lanes
STREET:	Avenue L-8		
LIMITS:	Vancouver Lane		
EXISTING	• 2 lanes with on-street parking • 43′ wide • Street ends just south of Vancouver Lane, picks up further south at Avenue M-8 • Los Angeles County jurisdiction southbound	**PROPOSED**	• Add 5′-wide bike lanes • Difficulty connecting because of Quartz Hill
STREET:	Avenue M-8		
LIMITS:	Derby Circle		
EXISTING	• 2 lanes with center-turn lane • 66′ wide	**PROPOSED**	• Add 7′-wide bike lanes

(9) 40TH ST. WEST			
Street:	Derby Circle		
Limits:	Avenue N		
Existing	• 2 lanes with on-street parking southbound side only	**Proposed**	• Add 6′-wide bike lanes

(10) 35TH ST. WEST			
STREET:	Kildare Street		
LIMITS:	Lancaster Boulevard		
EXISTING	• 2 lanes with center-turn lane, bike lane northbound direction only • 54′ wide including 5′-wide bike lane northbound • Potential trail / bike path opportunities north of Kildare Street	**PROPOSED**	• Add 7′-wide colored bike lane southbound • Widen northbound bike lane to 7′ and add color
STREET:	Lancaster Boulevard		
LIMITS:	Avenue J		
EXISTING	• 2 lanes with bike lanes both directions, on-street parking northbound side only • 45′ wide including 12′-wide bike / park lane northbound, 5′-wide bike lane southbound • Bike lane narrows and disappears at intersection in southbound direction	**PROPOSED**	• Widen southbound bike lane to 7′ • Add 7′-wide parking stripe northbound • Widen northbound bike lane to 7′ • Color bike lanes
STREET:	Avenue J		
LIMITS:	Marilynn Place		
EXISTING	• 2 lanes with center-turn lane • 49′ wide	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer
STREET:	Marilynn Place		
LIMITS:	Avenue J-6		
EXISTING	• 2 lanes with center-turn lane and intermittent right-hand turn pockets • 64′ wide	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer
STREET:	Avenue J-6		
LIMITS:	Avenue J-8		
EXISTING	• 2 lanes • 40′ wide	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer

(10) 35TH ST. WEST			
Street:	Avenue J-8		
Limits:	Avenue J-9		
Existing	• 2 lanes with center-turn lane and bike lane northbound only • 55′ wide including 5′-wide bike lane • Street dead ends just past J-9, picks up at K-8	**Proposed**	• Add 7′-wide bike lanes with painted buffer southbound • Widen northbound bike lane to 7′ and add painted buffer
Street:	Avenue J-9		
Limits:	Avenue K-4		
Existing	• Undeveloped land north of K • Prime Desert Woodlands between Avenues K and K-8	**Proposed**	• Add bicycle path
Street:	Avenue K-4		
Limits:	Avenue K-8		
Existing	• Undeveloped land north of K • Prime Desert Woodlands between Avenues K and K-8	**Proposed**	• No designated bikeway
Street:	Avenue K-8		
Limits:	Mid-block Avenue K-8 / K-12		
Existing	• 2 lanes with center-turn lane and bike lanes both directions • 42′ wide including 5′-wide bike lanes • Prime Desert Woodland access to north	**Proposed**	• Widen bike lanes to 6′ • Color bike lanes
Street:	Mid-block Avenue K-8 / K-12		
Limits:	Avenue L		
Existing	• 2 lanes with center-turn lane and bike lanes both directions • 64′ wide including 5′-wide bike lanes	**Proposed**	• Widen bike lanes to 7′ • Color bike lanes

(10) 35TH ST. WEST			
STREET:	Avenue L		
LIMITS:	Avenue L-4		
EXISTING	• 2 lanes • 36′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes
STREET:	Avenue L-4		
LIMITS:	Avenue L-6		
EXISTING	• 2 lanes with center-turn lane • 53′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes
STREET:	Avenue L-6		
LIMITS:	Avenue L-8		
EXISTING	• 2 lanes • 37′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes
STREET:	Avenue L-8		
LIMITS:	Avenue L-10		
EXISTING	• 2 lanes • 45′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes
STREET:	Avenue L-10		
LIMITS:	Columbia Way		
EXISTING	• 2 lanes • 24′ wide	**PROPOSED**	• Extend pavement and add 8′-wide colored bike lanes

(11) 32ND ST. WEST			
Street:	Jackman Street		
Limits:	Lancaster Boulevard		
Existing	• 2 lanes with on-street parking • 36′ wide	**Proposed**	• Add bike route with sharrows
Street:	Lancaster Boulevard		
Limits:	Lancaster High School		
Existing	• 2 lanes with center-turn lane and bike lanes in both directions • 52′ wide including 11′-wide bike lane southbound, 6′-wide bike lane northbound	**Proposed**	• Widen northbound bike lane to 7′ and add painted buffer • Change southbound bike lane to 7′ wide and add painted buffer • Color bike lanes
Street:	Lancaster High School		
Limits:	First entrance (in southbound direction) to Central Christian Church		
Existing	• 2 lanes with bike lanes • 40′ wide including 12′-wide bike lane southbound, 6′-wide bike lane northbound	**Proposed**	• Widen northbound bike lane to 7′ with painted buffer • Change southbound bike lane to 7′ wide with painted buffer • Color bike lanes
Street:	First entrance (in southbound direction) to Central Christian Church		
Limits:	Avenue J		
Existing	• 2 lanes with bike lanes • 40′ wide includes 6′-wide bike lanes in each direction	**Proposed**	• Widen bike lanes to 7′ and add painted buffer • Color bike lanes
Street:	Avenue J		
Limits:	Avenue J-2		
Existing	• 2 lanes with on-street parking southbound side only • 28′ wide	**Proposed**	• Add bike route • Add sharrows southbound

(11) 32ND ST. WEST			
Street:	Avenue J-2		
Limits:	Avenue J-8		
Existing	• 2 lanes with on-street parking • 40′ wide • Road ends at J-8	**Proposed**	• Add bike route with sharrows

(12) 30TH ST. WEST			
Street:	Avenue G		
Limits:	Avenue G-8		
Existing	• 2 lanes • 24′ wide	**Proposed**	• Should development occur, add wide bike lanes
Street:	Avenue G-8		
Limits:	Avenue H		
Existing	• 4 lanes with center-turn lane • 74′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue H		
Limits:	Mid-block Avenue H / Avenue I		
Existing	• 4 lanes with center-turn lane • 54′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Mid-block Avenue H / Avenue I		
Limits:	Avenue I		
Existing	• 6 lanes with center-turn lane • 90′ wide	**Proposed**	• Reduce to 4 lanes with center-turn lane • Add 7′-wide bike lanes with painted buffer

(12) 30TH ST. WEST			
Street:	Avenue I		
Limits:	Jackman Street		
Existing	• 4 lanes with center-turn lane and bike lanes • 84′ wide including 13′-wide bike lanes in both directions	**Proposed**	• Change bike lanes to 7′ wide with painted buffer
Street:	Jackman Street		
Limits:	Lancaster Boulevard		
Existing	• 4 lanes with center median and bike lanes • 35′ wide to the median including 13′-wide bike lanes in each direction	**Proposed**	• Change bike lanes to 7′ wide and add painted buffer
Street:	Lancaster Boulevard		
Limits:	Avenue J		
Existing	• 4 lanes with center median and bike lanes • 35′ wide to the median including 13′-wide bike lanes in each direction	**Proposed**	• Change bike lanes to 7′ wide and add painted buffer • Color bike lanes
Street:	Avenue J		
Limits:	Avenue J-6		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 84′ wide including 13′-wide bike lanes in both directions	**Proposed**	• Change bike lanes to 7′ wide with painted buffer • Color bike lanes
Street:	Avenue J-6		
Limits:	Avenue J-8		
Existing	• 4 lanes with center-turn lane, on-street parking and bike lanes in both directions • 84′ wide including 13′-wide bike lanes in both direction • Bike lanes accommodate parking	**Proposed**	• Change bike lanes to 7′ wide • Color bike lanes • Stripe 7′-wide parking lane

(12) 30TH ST. WEST			
Street:	Avenue J-8		
Limits:	Avenue K		
Existing	• 4 lanes with center-turn lane, and bike lanes in both directions • 84′ wide including 13′-wide bike lanes in both direction	**Proposed**	• Change bike lanes to 7′ wide and add painted buffer • Color bike lanes
Street:	Avenue K		
Limits:	Avenue L		
Existing	• 4 lanes with center-turn lane, intermittent on-street parking, and bike lanes in both directions • 84′ wide including 13′-wide bike lanes in both direction	**Proposed**	• Replace and add pavement stencil markings indicating bike lane • Where there is parking, include 7′ parking stripe • Change bike lanes to 7′ wide and add painted buffer • Color bike lanes
Street:	Avenue L		
Limits:	Avenue L-8		
Existing	• 2 lanes northbound, 1 lane southbound, center-turn lane • 54′ wide	**Proposed**	• Add 6′-wide bike lanes
Street:	Avenue L-8		
Limits:	Mid-block Avenue L-8 / Columbia Way		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Should development occur, add wide bike lanes
Street:	Mid-block Avenue L-8 / Columbia Way		
Limits:	Columbia Way		
Existing	• 2 lanes southbound with on-street parking, center-turn lane, 1 lane northbound • 70′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer

(12) 30TH ST. WEST			
Street:	Columbia Way		
Limits:	Avenue N		
Existing	• 1 lane northbound, 2 lanes southbound • 73′ wide • Northbound is City of Palmdale jurisdiction	**Proposed**	• Add 7′-wide bike lanes with painted buffer southbound

(13) 25TH ST. WEST			
STREET:	Lancaster Boulevard		
LIMITS:	Avenue J		
EXISTING	• 4 lanes with center median • 25′ wide to center median	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
STREET:	Avenue J		
LIMITS:	Avenue K		
EXISTING	• 4 lanes with center-turn lane and bike lanes • 64′ wide including 5′-wide bike lanes in each directions	**PROPOSED**	• Widen bike lanes to 6′ • Reduce to 1 lane in each direction • Color bike lanes
STREET:	Avenue K		
LIMITS:	Avenue K-4		
EXISTING	• 2 lanes with on-street parking northbound direction only • 44′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes
STREET:	Avenue K-4		
LIMITS:	Avenue K-8		
EXISTING	• 2 lanes with on-street parking northbound direction only • 44′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes
STREET:	Avenue K-8		
LIMITS:	Avenue L		
EXISTING	• 4 lanes with center-turn lane and bike lanes in both directions • 64′ wide including 5′-wide bike lanes in both directions • Dirt road south of Avenue L	**PROPOSED**	• Widen bike lanes to 6′ • Color bike lanes

(14) VALLEY CENTRAL WAY			
STREET:	Avenue I		
LIMITS:	Double Play Way		
EXISTING	• 6 lanes with center median • 35′ wide to center median	**PROPOSED**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
STREET:	Double Play Way		
LIMITS:	Mall Loop Drive		
EXISTING	• 4 lanes with center median • 23′ wide to center median	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
STREET:	Mall Loop Drive		
LIMITS:	Mall Entrance (South of Mall Loop Drive)		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
STREET:	Mall Entrance (South of Mall Loop Drive)		
LIMITS:	Lancaster Boulevard		
EXISTING	• 4 lanes with center median and right turn only lanes • No measurement, very brief period	**PROPOSED**	• Reduce to 2 lanes in each direction • Add 7′-wide colored bike lanes with painted buffer
STREET:	Lancaster Boulevard		
LIMITS:	Avenue J		
EXISTING	• 4 lanes with center median • 25′ wide to median • Sidewalk with parkways, both directions	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer

(15) 20TH ST. WEST			
STREET:	Avenue H		
LIMITS:	Avenue H-4		
EXISTING	• 2 lanes northbound, 1 lane southbound, center-turn lane • 60′ wide • Dirt road north of Avenue H	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer
STREET:	Avenue H-4		
LIMITS:	Avenue H-8		
EXISTING	• 4 lanes with center-turn lane • 84′ wide	**PROPOSED**	• Add 7′-wide bike lanes with painted buffer
STREET:	Avenue H-8		
LIMITS:	Avenue I		
EXISTING	• 4 lanes with center median • 35′ wide to median	**PROPOSED**	• Add 7′-wide colored bike lanes with painted buffer
STREET:	Avenue I		
LIMITS:	Linda Avenue		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes with painted buffer
STREET:	Linda Avenue		
LIMITS:	Lancaster Boulevard		
EXISTING	• 4 lanes with center-turn lane • 84′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes with painted buffer

(15) 20TH ST. WEST			
Street:	Lancaster Boulevard		
Limits:	Newgrove Street		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	Newgrove Street		
Limits:	Avenue J		
Existing	• 4 lanes with center-turn lane • 59′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	Avenue J		
Limits:	Avenue J-8		
Existing	• 6 lanes with center median • 35′ wide to median	**Proposed**	• No designated bikeway
Street:	Avenue J-8		
Limits:	Avenue J-12		
Existing	• 6 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 6′-wide colored bike lanes • Reduce to 2 lanes in each direction
Street:	Avenue J-12		
Limits:	Avenue K-8		
Existing	• 6 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 6′-wide colored bike lanes • Reduce to 2 lanes in each direction

(15) 20TH ST. WEST			
Street:	Avenue K-8		
Limits:	Avenue K-10		
Existing	• 4 lanes with center-turn lane • 71′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	Avenue K-10		
Limits:	Avenue L		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	Avenue L		
Limits:	Columbia Way		
Existing	• 2 lanes • 24′ wide	**Proposed**	• Should development occur, add wide bike lanes

(16) 15TH ST. WEST			
Street:	Avenue H		
Limits:	Avenue H-8		
Existing	• 2 lanes with center-turn lane and bike lanes • 64′ wide including 16′-wide bike lanes in both directions	**Proposed**	• Change bike lanes to 7′ wide and add painted buffer • Add stencils and signage • Color bike lanes
Street:	Avenue H-8		
Limits:	Avenue H-10		
Existing	• 2 lanes with center-turn lane and on-street parking • 60′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Avenue H-10		
Limits:	Avenue I		
Existing	• 2 lanes with center-turn lane and on-street parking in northbound direction only • 60′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Avenue I		
Limits:	Jenner Street		
Existing	• 2 lanes with on-street parking • 38′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Jenner Street		
Limits:	Kettering Street		
Existing	• 4 lanes • 60′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer

(16) 15TH ST. WEST			
STREET:	Kettering Street		
LIMITS:	Lancaster Boulevard		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide colored bike lanes
STREET:	Lancaster Boulevard		
LIMITS:	Norberry Street		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide colored bike lanes
STREET:	Norberry Street		
LIMITS:	Pillsbury Street		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide colored bike lanes
STREET:	Pillsbury Street		
LIMITS:	Avenue J		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 1 lane in each direction to Avenue J • Add 7′-wide colored bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide colored bike lanes
STREET:	Avenue J		
LIMITS:	Avenue J-8		
EXISTING	• 4 lanes with center-turn lane and on-street parking southbound direction only • 66′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide colored bike lanes, reduce center-turn lane width to 9′ wide

(16) 15TH ST. WEST			
Street:	Avenue J-8		
Limits:	Avenue K		
Existing	• 4 lanes with center median • 25′ wide to median	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide colored bike lanes

(17) 17TH ST. W / AVENUE J-12			
Street:	20th St. W		
Limits:	15th St. W		
Existing		**Proposed**	• Add wide bike lanes

15TH ST. WEST			
Street:	17th St. W		
Limits:	Avenue K-8		
Existing		**Proposed**	• Add wide bike lanes
Street:	Avenue K-8		
Limits:	Avenue M		
Existing		**Proposed**	• Add wide bike lanes • Color bike lanes

(18) 12TH ST. WEST			
Street:	Kettering Street		
Limits:	Lancaster Boulevard		
Existing	• 2 lanes with on-street parking • 36′ wide • Existing signed bicycle route • Begins at Monte Vista Elementary School	**Proposed**	• Add bike route • Add bicycle boulevard treatment

LANCASTER BOULEVARD			
Street:	Kettering Street (east-west)		
Limits:	12th St. West (north-south)		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 61′ wide including 5′-wide bike lanes both directions • Break at Lancaster Blvd. with no signal to cross back to 12th St. W.	**Proposed**	• Reduce to 1 lane in each direction • Widen bike lanes to 7′ and add painted buffer • Color bike lanes • Option: Color existing bike lanes • Add directional signage and pavement markings to direct people on route

12TH ST. WEST			
Street:	Lancaster Boulevard		
Limits:	Pillsbury Street		
Existing	• 2 lanes with on-street parking • 36′ wide • Existing signed bicycle route • Stop sign at Norberry Street	**Proposed**	• Add bike route • Add bicycle boulevard treatment

PILLSBURY STREET			
Street:	12th St. West		
Limits:	Kingtree Avenue		
Existing	• 2 lanes with on-street parking	**Proposed**	• Add bike route • Add bicycle boulevard treatment

KINGTREE AVENUE			
Street:	Pillsbury Street		
Limits:	Avenue J		
Existing	• 2 lanes with on-street parking • Narrow	**Proposed**	• Add bike route • Add bicycle boulevard treatment • Create bike and pedestrian-only gap at cul-de-sac to cross Avenue J at existing signal
Street:	Avenue J		
Limits:	Avenue J-4		
Existing	• 2 lanes with on-street parking • 40′ wide • Existing signed bicycle route	**Proposed**	• Add bike route • Add bicycle boulevard treatment
AVENUE J-4			
Street:	Kingtree Avenue		
Limits:	12th St. West		
Existing	• 2 lanes with on-street parking • 40′ wide • Existing signed bicycle route	**Proposed**	• Add bike route • Add bicycle boulevard treatment

12TH ST. WEST			
Street:	Avenue J-4		
Limits:	Avenue J-5		
Existing	• 2 lanes with on-street parking northbound only • Existing signed bicycle route	**Proposed**	• Add bike route • Add bicycle boulevard treatment
Street:	Avenue J-5		
Limits:	Avenue K		
Existing	• 2 lanes with on-street parking • 36′ wide • Existing signed bicycle route • Stop signs at Avenues J-8, J-11, J-12, J-14	**Proposed**	• Add bike route • Add bicycle boulevard treatment
Street:	Avenue K		
Limits:	Commerce Center Drive		
Existing	• 4 lanes with center-turn lane • 60′ wide • Existing signed bicycle route	**Proposed**	• Add bike route • Reduce number of lanes
Street:	Commerce Center Drive		
Limits:	Motor Lane		
Existing	• 2 lanes with center-turn lane and on-street parking • 64′ wide • Existing signed bicycle route	**Proposed**	• Add bike route with sharrows

MOTOR LANE			
Street:	12th St. West		
Limits:	Driver's Way		
Existing	• 2 lanes with center-turn lane and on-street parking • 64′ wide • Existing signed bicycle route	**Proposed**	• Add bike route with sharrows

DRIVERS WAY			
Street:	Motor Lane		
Limits:	Avenue K-8		
Existing	• 2 lanes with center-turn lane and on-street parking • 64′ wide • Existing signed bicycle route	**Proposed**	• Add bike route with sharrows

(19) 10TH ST. WEST			
Street:	Avenue G		
Limits:	Avenue H		
Existing	• 2 lanes • 24′ wide	**Proposed**	• No designated bikeway • Extend pavement to add 8′-wide shoulder • Should development occur, add wide bike lanes
Street:	Avenue H		
Limits:	Avenue H-6		
Existing	• 4 lanes with center-turn lane • 82′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer • Reduce to 1 lane in each direction
Street:	Avenue H-6		
Limits:	Holguin Street		
Existing	• 4 lanes with center-turn lane • 82′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer • Reduce to 1 lane in each direction
Street:	Holguin Street		
Limits:	Avenue H-8		
Existing	• 4 lanes with center-turn lane • 82′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer • Reduce to 1 lane in each direction
Street:	Avenue H-8		
Limits:	Mid-block Avenue H-8 / Avenue H-12		
Existing	• 4 lanes with center-turn lane and on-street parking • 70′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer

(19) 10TH ST. WEST			
Street:	Mid-block Avenue H-8 / Avenue H-12		
Limits:	Avenue H-12		
Existing	• 4 lanes with center-turn lane and on-street parking • 70′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	Avenue H-12		
Limits:	Avenue H-14		
Existing	• 4 lanes with on-street parking • 61′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
Street:	Avenue H-14		
Limits:	Avenue I		
Existing	• 4 lanes with on-street parking • 61′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 6′-wide colored bike lanes with painted buffer
Street:	Avenue I		
Limits:	Lancaster Boulevard		
Existing	• 3 lanes northbound, 2 lanes southbound, center-turn lane • 70′ wide	**Proposed**	• Reduce to 2 lanes northbound • Add 7′-wide colored bike lanes with painted buffer
Street:	Lancaster Boulevard		
Limits:	Avenue J-4		
Existing	• 6 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 6′-wide colored bike lanes • Reduce to 2 lanes in each direction until Newgrove Street

AVENUE J-4			
Street:	10th St. W		
Limits:	Heaton Ave.		
Existing		**Proposed**	• Add bike route with sharrows

HEATON AVENUE			
Street:	Avenue J-4		
Limits:	Avenue J-12		
Existing		**Proposed**	• Add bike route with sharrows

AVENUE J-12			
Street:	Heaton Ave.		
Limits:	Gadsden Ave.		
Existing		**Proposed**	• Add bike route with sharrows

GADSDEN AVENUE			
Street:	Avenue J-12		
Limits:	Avenue K-8		
Existing		**Proposed**	• Add bike route with sharrows
Street:	Avenue K-8		
Limits:	Avenue L		
Existing		**Proposed**	• Add bike lanes

(20) FERN AVENUE			
Street:	Avenue I		
Limits:	Jackman Street		
Existing	• 2 lanes with intermittent on-street parking • 40′ wide	**Proposed**	• Add bike route with b-type sharrows
Street:	Jackman Street		
Limits:	Lancaster Boulevard		
Existing	• 2 lanes with intermittent on-street parking • 38′ wide	**Proposed**	• Add bike route with b-type sharrows
Street:	Lancaster Boulevard		
Limits:	Avenue J		
Existing	• 2 lanes with on-street parking • 36′ wide • Stop signs at Newgrove Avenue, Oldfield Street • Dead ends at Avenue J in front of Parkview Middle School	**Proposed**	• Add bike route and b-type sharrows • Add cyclist activated signal to cross Avenue J

(21) FIG AVENUE			
Street:	Lancaster Boulevard		
Limits:	Milling Street		
Existing	• 2 lanes with on-street parking • 36′ wide	**Proposed**	• Add bike route with b-type sharrows
Street:	Milling Street		
Limits:	Avenue J		
Existing	• 2 lanes with on-street parking • 36′ wide • Stop signs at Newgrove Avenue, Oldfield Street • Existing traffic signal to cross Avenue J	**Proposed**	• Add bike route with b-type sharrows
Street:	Avenue J		
Limits:	Avenue J-4		
Existing	• 2 lanes with on-street parking northbound side only • 40′ wide	**Proposed**	• Add bike route
Street:	Avenue J-4		
Limits:	Avenue J-8		
Existing	• 2 lanes with on-street parking • 36′ wide • Jog in street at J-4 to continue on Fig Avenue • Ends at J-8	**Proposed**	• Add bike route

(22) SIERRA HIGHWAY			
Street:	Avenue G		
Limits:	Avenue G-12		
Existing	• 2 lanes • 35′ wide, including paved portion of shoulder; varies	**Proposed**	• No designated bikeway • Ensure 8′-wide paved shoulder • Should development occur, add wide bike lanes
Street:	Avenue G-12		
Limits:	Avenue H		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide bike lanes
Street:	Avenue H		
Limits:	Avenue H-8		
Existing	• 2 lanes • 38′ wide including paved portion of shoulder	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue H-8		
Limits:	Avenue H-13		
Existing	• 2 lanes southbound, 1 lane northbound, center-turn lane • 46′ wide	**Proposed**	• Reduce to 1 lane southbound • Add 7′-wide bike lanes with painted buffer
Street:	Avenue H-13		
Limits:	Avenue I		
Existing	• 4 lanes with center-turn lane • 72′ wide	**Proposed**	• Reduce to 1 lane in each direction • Add 7′-wide bike lanes with painted buffer

(22) SIERRA HIGHWAY			
Street:	Avenue I		
Limits:	Lancaster Boulevard		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer • Reduce number of lanes
Street:	Lancaster Boulevard		
Limits:	Oldfield Street		
Existing	• 2 lanes southbound, 3 lanes northbound, center-turn lane, on-street parking southbound only • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes • Reduce to 2 lanes northbound
Street:	Oldfield Street		
Limits:	Avenue J		
Existing	• 4 lanes with center-turn lane and on-street parking • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes • Stripe 7′-wide parking lanes • Reduce number of lanes
Street:	Avenue J		
Limits:	Avenue J-2		
Existing	• 4 lanes with center-turn lane and on-street parking • 84′ wide • Intermittent right turn only lane • Bike path along Sierra Highway, west of railroad	**Proposed**	• Add 7′-wide colored bike lane southbound • Stripe 7′-wide parking lanes
Street:	Avenue J-2		
Limits:	Avenue J-8		
Existing	• 4 lanes with center-turn lane • 57′ wide • Bike path along Sierra Highway, west of railroad	**Proposed**	• Add 6′-wide colored bike lane southbound

(22) SIERRA HIGHWAY			
Street:	Avenue J-8		
Limits:	Mid-block Avenue J-8 / Avenue K		
Existing	• 4 lanes with center-turn lane • 57′ wide • Bike path along Sierra Highway, west of railroad	**Proposed**	• Add 6′-wide colored bike lane southbound
Street:	Mid-block Avenue J-8 / Avenue K		
Limits:	Avenue K		
Existing	• 3 lanes southbound, 2 lanes northbound, center-turn lane • 89′ wide • Bike path along Sierra Highway, west of railroad	**Proposed**	• Add 7′-wide colored bike lane southbound
Street:	Avenue K		
Limits:	Avenue L		
Existing	• 4 lanes with center-turn lane • 57′ wide • Bike path along Sierra Highway, west of railroad	**Proposed**	• Add 6′-wide colored bike lane southbound to Avenue K-8 • Add 6′-wide bike lane southbound from Avenue K-8 to Avenue L
Street:	Avenue L		
Limits:	Enterprise Parkway		
Existing	• 3 lanes southbound, 2 lanes northbound, center-turn lane • 95′ wide • Bike path along Sierra Highway, west of railroad	**Proposed**	• Add 7′-wide bike lane southbound
Street:	Enterprise Parkway		
Limits:	Columbia Way		
Existing	• 4 lanes with center-turn lane • 58′ wide • Bike path along Sierra Highway, west of railroad	**Proposed**	• Add 6′-wide bike lane southbound

(23) DIVISION STREET			
STREET:	Avenue G		
LIMITS:	Avenue H-8		
EXISTING	• 2 lanes • 25′ wide • No sidewalk, soft shoulders	**PROPOSED**	• Should development occur, add wide bike lanes • Add colored bike lanes beginning at Avenue H
STREET:	Avenue H-8		
LIMITS:	Mid-block Avenue H-8 / Avenue I		
EXISTING	• 4 lanes with center-turn lane • 55′ wide • Street widens and narrows; minimum width is 55′	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes with painted buffer
STREET:	Mid-block Avenue H-8 / Avenue I		
LIMITS:	Avenue I		
EXISTING	• 4 lanes with center-turn lane • 72′ wide	**PROPOSED**	• Add 7′-wide colored bike lanes with painted buffer
STREET:	Avenue I		
LIMITS:	W. Lancaster Boulevard		
EXISTING	• 2 lanes northbound, 1 lane southbound, center-turn lane • 56′ wide • Antelope Valley High School at W. Lancaster Blvd.	**PROPOSED**	• Add 6′-wide colored bike lanes • Reduce to 1 lane northbound
STREET:	W. Lancaster Blvd.		
LIMITS:	Milling Street		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 6′-wide colored bike lanes with painted buffer • Option: Maintain number of lanes and add 5′-wide colored bike lanes

(23) DIVISION STREET			
Street:	Milling Street		
Limits:	Avenue J		
Existing	• 4 lanes with center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	Avenue J		
Limits:	Avenue J-7		
Existing	• 4 lanes with center-turn lane and bike lanes • 72′ wide including 5′-wide bike lanes in both directions	**Proposed**	• Widen bike lanes to 7′ with painted buffer • Color bike lanes
Street:	Avenue J-7		
Limits:	Business Center Parkway		
Existing	• 4 lanes with center-turn lane and bike lanes • 84′ wide including 13′-wide bike lanes in both directions	**Proposed**	• Change bike lanes to 7′-wide with painted buffer • Color bike lanes

BUSINESS CENTER PARKWAY			
Street:	Division Street		
Limits:	Avenue L		
Existing	• 4 lanes with center median and bike lanes • 35′ wide to median including 6′-wide bike lanes	**Proposed**	• Widen bike lanes to 7′ with painted buffer • Color bike lanes

4TH ST. EAST			
Street:	Avenue L		
Limits:	Avenue L-4		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Add wide bike lanes
Street:	Avenue L-4		
Limits:	Avenue L-12		
Existing	• 2 lanes with right hand turn pockets northbound • 85′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue L-12		
Limits:	Avenue M		
Existing	• 2 lanes • 26′ wide • No sidewalk, soft shoulder	**Proposed**	• Extend pavement to include 8′-wide bike lanes • Should development occur, add wide bike lanes

(24) 5TH ST. EAST			
STREET:	Avenue H-8		
LIMITS:	Avenue H-11		
EXISTING	• 2 lanes with center-turn lane and on-street parking northbound • 60′ wide • School southbound side	**PROPOSED**	• Add 6′-wide colored bike lanes
STREET:	Avenue H-11		
LIMITS:	Avenue H-14		
EXISTING	• 2 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Add 6′-wide colored bike lanes
STREET:	Avenue H-14		
LIMITS:	Avenue I		
EXISTING	• 4 lanes with center-turn lane • 60′ wide	**PROPOSED**	• Reduce to 1 lane in each direction • Add 7′-wide colored bike lanes
STREET:	Avenue I		
LIMITS:	Jackman Avenue		
EXISTING	• 4 lanes with center-turn lane and bike lanes • 64′ wide including 5′-wide bike lane northbound, 6′-wide bike lane southbound • Eastside Park at Avenue I	**PROPOSED**	• Widen bike lanes to 6′ • Color bike lanes
STREET:	Jackman Avenue		
LIMITS:	Kettering Street		
EXISTING	• 1 lane southbound, 2 lanes northbound, center-turn lane, bike lanes • 64′ wide including 13′-wide bike lane southbound, 5′-wide bike lane northbound	**PROPOSED**	• Widen northbound bike lane to 7′ • Change southbound bike lane to 7′ wide • Color bike lanes

(24) 5TH ST. EAST			
Street:	Kettering Street		
Limits:	Lancaster Boulevard		
Existing	• 2 lanes with on-street parking and bike lanes both directions • 52′ wide including 13′-wide bike / parking lanes	**Proposed**	• Change bike lanes to 6′ wide • Stripe 7′-wide parking lane • Add bike pavement stencils and signage • Color bike lanes
Street:	Lancaster Boulevard		
Limits:	Mid-block Nugent Street / Pondera Street		
Existing	• 2 lanes with center-turn lane, on-street parking and bike lanes both directions • 58′ wide including 12′-wide bike / parking lanes	**Proposed**	• Change bike lanes to 6′ wide • Stripe 7′-wide parking lanes • Add bike pavement stencils and signage • Color bike lanes
Street:	Mid-block Nugent Street / Pondera Street		
Limits:	Avenue J		
Existing	• 2 lanes with center-turn lane, on-street parking southbound only, bike lanes both directions • 58′ wide including 12′-wide bike lane northbound, 12′-wide bike / parking lane southbound	**Proposed**	• Change bike lanes to 6′-wide • Stripe 7′-wide parking lanes • Add bike pavement stencils and signage • Color bike lanes
Street:	Avenue J		
Limits:	City Vacant Lot		
Existing	• 2 lanes with center-turn lane and bike lanes both directions • 64′ wide including 12′-wide bike lanes both directions	**Proposed**	• Change bike lanes to 7′ wide • Color bike lanes

CITY VACANT LOT			
Street:	Avenue J-5		
Limits:	Avenue J-9		
Existing	• 2 lanes with on-street parking • 40′ wide	**Proposed**	• Add colored bike lanes through lot

5TH ST. EAST			
Street:	Avenue J-9		
Limits:	Mid-block Avenue J-10 / Avenue J-11		
Existing	• 2 lanes with on-street parking • 40′ wide	**Proposed**	• Add bike route
Street:	Mid-block Avenue J-10 / Avenue J-11		
Limits:	Avenue J-11		
Existing	• 2 lanes with on-street parking • 40′ wide • Soft shoulder southbound	**Proposed**	• Add bike route
Street:	Avenue J-11		
Limits:	Avenue K		
Existing	• 2 lanes with on-street parking • 40′ wide	**Proposed**	• Add bike route
Street:	Avenue K		
Limits:	Avenue K-4		
Existing	• 2 lanes with on-street parking northbound only • 40′ wide	**Proposed**	• Add bike route

5TH ST. EAST			
Street:	Avenue K-4		
Limits:	Avenue K-8		
Existing	• 2 lanes • 30′ wide	**Proposed**	• Add bike route
Street:	Avenue K-8		
Limits:	Avenue K-12		
Existing	• 2 lanes with on-street parking • 40′ wide • Road ends at Avenue K-12	**Proposed**	• Add bike route

AVENUE K-12			
Street:	5th St. E		
Limits:	Capital Drive		
Existing	• 2 lanes with center-turn lane • 54′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer

CAPITAL DRIVE			
Street:	Avenue K-12		
Limits:	Bus Center Parkway		
Existing	• 2 lanes with center-turn lane • 55′ wide • Office center complex	**Proposed**	• Add 7′-wide bike lanes with painted buffer

(25) CHALLENGER WAY (10TH ST. EAST)			
Street:	Avenue H		
Limits:	Avenue I		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Should development occur, add wide bike lanes
Street:	Avenue I		
Limits:	Kettering Street		
Existing	• 4 lanes with center-turn lane and bike lane southbound only • 76′ wide including 5′-wide bike lane southbound	**Proposed**	• Widen southbound bike lane to 7′ and add painted buffer • Add 7′-wide bike lane northbound and add painted buffer • Color bike lanes
Street:	Kettering Street		
Limits:	Lancaster Boulevard		
Existing	• 4 lanes with center-turn lane and bike lanes • 84′ wide including 6′-wide bike lanes in both directions	**Proposed**	• Widen southbound bike lane to 7′ and add painted buffer • Add 7′-wide bike lane northbound and add painted buffer • Color bike lanes
Street:	Lancaster Boulevard		
Limits:	Nugent Street		
Existing	• 4 lanes with center-turn lane and bike lanes in both directions • 84′ wide including 7′-wide bike lane northbound, 12′-wide bike lane southbound	**Proposed**	• Add painted buffer northbound • Change southbound bike lane to 7′ wide and add painted buffer • Color bike lanes
Street:	Nugent Street		
Limits:	Avenue J		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 82′ wide including 7′-wide bike lanes in both directions	**Proposed**	• Add painted buffers • Color bike lanes

(25) CHALLENGER WAY (10TH ST. EAST)			
STREET:	Avenue J		
LIMITS:	Avenue K		
EXISTING	• 4 lanes with center-turn lane and bike lanes both directions • 84′ wide including 12′-wide bike lane southbound, 13′-wide bike lane northbound	**PROPOSED**	• Change bike lanes to 7′-wide and add painted buffers • Color bike lanes
STREET:	Avenue K		
LIMITS:	Avenue K-12		
EXISTING	• 4 lanes with center-turn lane and bike lanes both directions • 84′ wide including 6′-wide bike lanes both directions	**PROPOSED**	• Widen bike lanes to 7′ and add painted buffer • Color bike lanes until Avenue K-8
STREET:	Avenue K-12		
LIMITS:	Avenue L		
EXISTING	• 4 lanes with center-turn lane and bike lanes both directions • 70′ wide including 6′-wide bike lanes both directions	**PROPOSED**	• Widen bike lanes to 7′ and add painted buffer
STREET:	Avenue L		
LIMITS:	Columbia Way		
EXISTING	• 2 lanes • 25′ wide • Intermittently widens, but narrowest point is 25′ wide	**PROPOSED**	• Should development occur, add wide bike lanes

(26) 15TH ST. EAST			
Street:	Avenue H-12		
Limits:	Avenue I		
Existing	• 2 lanes with on-street parking northbound • 32′ wide	**Proposed**	• Add bike route with sharrows
Street:	Avenue I		
Limits:	Kettering Street		
Existing	• 2 lanes northbound, 1 lane southbound, center-turn lane, bike lanes both directions • 54′ including 6′-bike lane northbound, 5′-bike lane southbound	**Proposed**	• Widen southbound bike lane to 6′ • Color bike lanes • Reduce to 1 lane northbound
Street:	Kettering Street		
Limits:	Marion Avenue		
Existing	• 4 lanes with center-turn lane and bike lanes both directions • 64′ wide including 5′-wide bike lanes both directions	**Proposed**	• Widen bike lanes to 6′ • Color bike lanes • Reduce to 1 lane in each direction
Street:	Marion Avenue		
Limits:	Avenue K-4		
Existing	• 1 lane southbound, 2 lanes northbound • 64′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Avenue K-4		
Limits:	Avenue K-6		
Existing	• 1 lane southbound, 2 lanes northbound, center-turn lane, bike lane northbound only • 54′ wide including 5′-wide bike lane northbound	**Proposed**	• Add 6′-wide bike lane southbound • Widen northbound bike lane to 6′ • Color bike lanes • Reduce to 1 lane northbound

(26) 15TH ST. EAST			
Street:	Avenue K-6		
Limits:	Avenue K-8		
Existing	• 1 lane southbound, 2 lanes northbound, center-turn lane, bike lane northbound • 68′ wide including 5′-wide bike lane northbound • Forced right onto Avenue K-8	**Proposed**	• Add 7′-wide bike lane southbound • Widen northbound bike lane to 7′ • Color bike lanes

(27) 20TH ST. EAST			
STREET:	Avenue H		
LIMITS:	Avenue H-4		
EXISTING	• 2 lanes • 27′ wide	**PROPOSED**	• Extend pavement to include 8′-wide shoulder • Should more development occur, add wide bike lanes
STREET:	Avenue H-4		
LIMITS:	Avenue H-8		
EXISTING	• 1 lane northbound, 2 lanes southbound, center median • 13′ to median northbound, 45′ to median southbound	**PROPOSED**	• Extend pavement northbound to include 8′-wide bike lane • Add 7′-wide bike lane southbound with painted buffer
STREET:	Avenue H-8		
LIMITS:	Avenue I		
EXISTING	• 2 lanes • 27′ wide • Appears to be a path along road on northbound side	**PROPOSED**	• Extend pavement to include 8′-wide bike lanes in both directions
STREET:	Avenue I		
LIMITS:	Kettering Street		
EXISTING	• 2 lanes with intermittent right hand turn pockets, center median • 45′ wide to center median	**PROPOSED**	• Add 7′-wide colored bike lanes
STREET:	Kettering Street		
LIMITS:	Lancaster Boulevard		
EXISTING	• 2 lanes • 27′ wide	**PROPOSED**	• Extend pavement to include 8′-wide colored bike lanes in both directions

(27) 20TH ST. EAST			
Street:	Lancaster Boulevard		
Limits:	Nugent Street		
Existing	• 1 lane northbound, 3 lanes southbound, center-turn lane • 73′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	Nugent Street		
Limits:	Avenue J-2		
Existing	• 1 lane northbound, 3 lanes southbound, center median • 14′ wide northbound, 45′ southbound to median	**Proposed**	• Extend pavement to include 8′-wide bike lane northbound • Add 7′-wide bike lane with painted buffer southbound • Color bike lanes
Street:	Avenue J-2		
Limits:	Avenue J-4		
Existing	• 1 lane northbound, 3 lanes southbound, center-turn lane • 104′ wide	**Proposed**	• Add 7′-wide colored bike lanes with painted buffer
Street:	Avenue J-4		
Limits:	Avenue J-8		
Existing	• 1 lane northbound, 3 lanes southbound, center-turn lane • 67′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Avenue J-8		
Limits:	Villa Way		
Existing	• 2 lanes northbound, 3 lanes southbound, bike lane southbound • 94′ wide including 6′-bike lane southbound • Painted buffer northbound from Villa Way to mid-block Avenue J-10 / Villa Way	**Proposed**	• Add 7′-wide bike lane with painted buffer northbound • Widen southbound bike lane to 7′ with painted buffer • Color bike lanes

(27) 20TH ST. EAST			
STREET:	Villa Way		
LIMITS:	Avenue K		
EXISTING	• 6 lanes with center-turn lane and bike lane southbound only • 104′ wide including 6′-wide bike lane southbound	**PROPOSED**	• Add 7′-wide bike lane with painted buffer northbound • Widen southbound bike lane to 7′ and add painted buffer • Color bike lanes
STREET:	Avenue K		
LIMITS:	Avenue K-8		
EXISTING	• 1 lane northbound, 2 lanes southbound, center median • 14′ wide northbound, 45′ wide southbound to median	**PROPOSED**	• Extend pavement northbound to include 8′-wide bike lane • Add 7′-wide bike lane with painted buffer southbound • Color bike lanes
STREET:	Avenue K-8		
LIMITS:	Avenue L		
EXISTING	• 2 lanes • 23′ wide	**PROPOSED**	• Extend pavement to include 8′-wide bike lanes • Should more development occur, maintain wide bike lanes

(28) 25TH ST. EAST			
Street:	Avenue H-8		
Limits:	Mobile Court		
Existing	• 2 lanes • 30′ wide	**Proposed**	• Should more development occur, add bike route
Street:	Mobile Court		
Limits:	Avenue I		
Existing	• 2 lanes • 32′ wide	**Proposed**	• Should more development occur, add bike route
Street:	Avenue I		
Limits:	Kettering Street		
Existing	• 2 lanes • 33′ wide	**Proposed**	• Add 5′-wide bike lanes
Street:	Kettering Street		
Limits:	Lancaster Boulevard		
Existing	• 2 lanes • 52′ wide	**Proposed**	• Add 5′-wide bike lanes
Street:	Lancaster Boulevard		
Limits:	Mid-block Newgrove Street / Nugent Street		
Existing	• 2 lanes • 34′ wide	**Proposed**	• Add 6′-wide bike lanes

(28) 25TH ST. EAST			
Street:	Mid-block Newgrove Street / Nugent Street		
Limits:	Nugent Street		
Existing	• 2 lanes • 44′ wide	**Proposed**	• Add 6′-wide bike lanes
Street:	Nugent Street		
Limits:	Avenue J		
Existing	• 2 lanes with center-turn lane • 50′ wide	**Proposed**	• Add 6′-wide bike lanes
Street:	Avenue J		
Limits:	Avenue J-4		
Existing	• 2 lanes • 33′ wide	**Proposed**	• Add 5′-wide bike lanes
Street:	Avenue J-4		
Limits:	Avenue J-8		
Existing	• Gap in road between Avenues J-4 and J-8 • Large field, undeveloped area • Potential for trail / bike path opportunities to connect	**Proposed**	• Should development occur, accommodate wide bike lanes
Street:	Avenue J-8		
Limits:	Avenue J-10		
Existing	• 2 lanes • 32′ wide	**Proposed**	• Add 5′-wide bike lanes

(28) 25TH ST. EAST			
Street:	Avenue J-10		
Limits:	Avenue K		
Existing	• 2 lanes with center-turn lane • 64′ wide	**Proposed**	• Add 7′-wide bike lanes
Street:	Avenue K		
Limits:	Avenue K-4		
Existing	• 2 lanes northbound, 1 lane southbound, center-turn lane • 53′ wide	**Proposed**	• Add 6′-wide bike lanes

(29) 27TH ST. EAST			
Street:	Avenue I		
Limits:	Regal Court		
Existing	• 2 lanes • 33′ wide	**Proposed**	• Add 6′-wide colored bike lanes
Street:	Regal Court		
Limits:	Kettering Street		
Existing	• 2 lanes • 40′ wide	**Proposed**	• Add 7′-wide colored bike lanes
Street:	Kettering Street		
Limits:	Lancaster Boulevard		
Existing	• 2 lanes • 34′ wide	**Proposed**	• Add 6′-wide colored bike lanes
Street:	Lancaster Boulevard		
Limits:	Nugent Street		
Existing	• 2 lanes with on-street parking • 40′ wide	**Proposed**	• Add bike route with sharrows
Street:	Nugent Street		
Limits:	Via Genova		
Existing	• 2 lanes with on-street parking • 40′ wide	**Proposed**	• Add bike route with sharrows

(29) 27TH ST. EAST			
Street:	Via Genova		
Limits:	Avenue J		
Existing	• 2 lanes • 29′ wide	**Proposed**	• Add bike route
Street:	Avenue J		
Limits:	Avenue J-2		
Existing	• 2 lanes • 38′ wide	**Proposed**	• Add bike route
Street:	Avenue J-2		
Limits:	Garnet Lane		
Existing	• 2 lanes • 30′ wide	**Proposed**	• Add bike route
Street:	Garnet Lane		
Limits:	Avenue J-4		
Existing	• Street ends at Garnet Lane, but there is pathway in vacant land to connect to Avenue J-4 • People walk through this currently	**Proposed**	• Add bike path • Should development occur, accommodate bike lanes
Street:	Avenue J-4		
Limits:	Avenue J-6		
Existing	• 2 lanes with on-street parking northbound only • 48′ wide	**Proposed**	• Add 7′-wide colored bike lanes

(29) 27TH ST. EAST			
STREET:	Avenue J-6		
LIMITS:	Avenue J-8		
EXISTING	• 2 lanes with on-street parking northbound only • 37′ wide	**PROPOSED**	• Add 5′-wide colored bike lanes
STREET:	Avenue J-8		
LIMITS:	Avenue J-10		
EXISTING	• 2 lanes with on-street parking northbound only • 28′ wide	**PROPOSED**	• Add bike route
STREET:	Avenue J-10		
LIMITS:	Avenue K		
EXISTING	• 2 lanes with on-street parking • 40′ wide • Ends at Avenue K	**PROPOSED**	• Add bike route

(30) 30TH ST. EAST			
Street:	Avenue H		
Limits:	Kettering Street		
Existing	• 2 lanes • 25′ wide	**Proposed**	• Add bike route • Extend pavement to include 8′ wide paved shoulder • Should development occur, add wide bike lanes
Street:	Kettering Street		
Limits:	Lancaster Boulevard		
Existing	• 1 lane northbound, 2 lanes southbound, center-turn lane • 63′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Lancaster Boulevard		
Limits:	Nugent Street		
Existing	• 2 lanes northbound, 1 lane southbound, painted buffer southbound, center median • 35′ wide to median both directions • 21′ wide painted buffer, 14′ wide lane southbound	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Nugent Street		
Limits:	Avenue J		
Existing	• 2 lanes • 28′ wide	**Proposed**	• Extend pavement northbound to include 6′-wide bike lanes in both directions
Street:	Avenue J		
Limits:	Avenue J-4		
Existing	• 1 lane northbound, 2 lanes southbound, center median • 15′ wide southbound, 35′ wide northbound • Soft shoulder southbound	**Proposed**	• Add 5′-wide bike lane southbound • Add 7′-wide bike lane northbound

(30) 30TH ST. EAST			
Street:	Avenue J-4		
Limits:	Avenue J-8		
Existing	• 2 lanes with center-turn lane • 36′ wide	**Proposed**	• Remove center-turn lane • Add 7′-wide bike lanes
Street:	Avenue J-8		
Limits:	Avenue K		
Existing	• 4 lanes with center median • 35′ wide to center median	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue K		
Limits:	Avenue K-8		
Existing	• 2 lanes northbound, 1 lane southbound, center-turn lane • 62′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Avenue K-8		
Limits:	Avenue K-12		
Existing	• 2 lanes northbound, 1 lane southbound, center median • 14′ wide southbound, 35′ wide to northbound	**Proposed**	• Extend pavement southbound to include 8′-wide bike lane • Add 7′-wide bike lane with painted buffer northbound
Street:	Avenue K-12		
Limits:	Avenue L		
Existing	• 1 lane southbound, 2 lanes northbound, center-turn lane • 84′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer

(31) 35TH ST. EAST			
Street:	Avenue J-8		
Limits:	Mid-block		
Existing	• 1 lane northbound, 2 lane southbound, center-turn lane • 66′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Mid-block		
Limits:	Eastside High School		
Existing	• 2 lanes with center-turn lane • 52′ wide	**Proposed**	• Add 7′-wide bike lanes with painted buffer
Street:	Eastside High School		
Limits:	Avenue K		
Existing	• 2 lanes • 37′ wide	**Proposed**	• Add 7′-wide bike lanes
Street:	Avenue K		
Limits:	Avenue K-4		
Existing	• 1 lane northbound, 2 lanes southbound, center-turn lane • 53′ wide	**Proposed**	• Add 6′-wide bike lanes
Street:	Avenue K-4		
Limits:	Avenue K-8		
Existing	• 1 lane northbound, 2 lanes southbound, center-turn lane • 53′ wide	**Proposed**	• Add 6′-wide bike lanes

(31) 35TH ST. EAST			
Street:	Avenue K-8		
Limits:	James Court		
Existing	• 2 lane with center-turn lane • 54′ wide	**Proposed**	• Add 6′-wide bike lanes
Street:	James Court		
Limits:	Avenue L		
Existing	• 2 lanes • 30′ wide	**Proposed**	• Add 5′-wide bike lanes

(32) 40TH ST. EAST			
Street:	Avenue H		
Limits:	Avenue I		
Existing	• 2 lanes • 23′ wide	**Proposed**	• Add bike route • Extend pavement to include 8′-wide shoulder • Should more development occur, add wide bike lanes
Street:	Avenue I		
Limits:	Lancaster Boulevard		
Existing	• 2 lanes • 27′ wide	**Proposed**	• Add bike route • Extend pavement to include 8′-wide shoulder • Should more development occur, add wide bike lanes

11.3 AB 52 Documentation

February 1, 2022

Gabrieleño Band of Mission Indians – Kizh Nation
Attn: Andrew Salas, Chairman
PO Box 393
Covina, CA 91723

RE: Initial Native American Consultation for the Citywide Vehicle Miles Traveled (VMT) Mitigation Program, Lancaster, Los Angeles County, California

Dear Mr. Salas:

The City of Lancaster (City) is proposing to adopt an ordinance that will establish a Vehicle Miles Traveled (VMT) Mitigation Program with the intent to reduce Citywide VMT. The VMT Mitigation Program would identify relevant transportation demand management strategies and VMT-reducing projects within the City to be funded by future developments that trigger potentially significant VMT impacts under the California Environmental Quality Act (CEQA). Potential VMT-reducing measures may include providing pedestrian/bicycle network improvements, traffic calming infrastructure, improved street connectivity, and City-run programs to incentivize use of alternative travel modes. No ground disturbance is proposed as part of this program.

The proposed program must comply with California Public Resources Code § 21080.3.1 (Assembly Bill 52 of 2014 [AB 52]), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

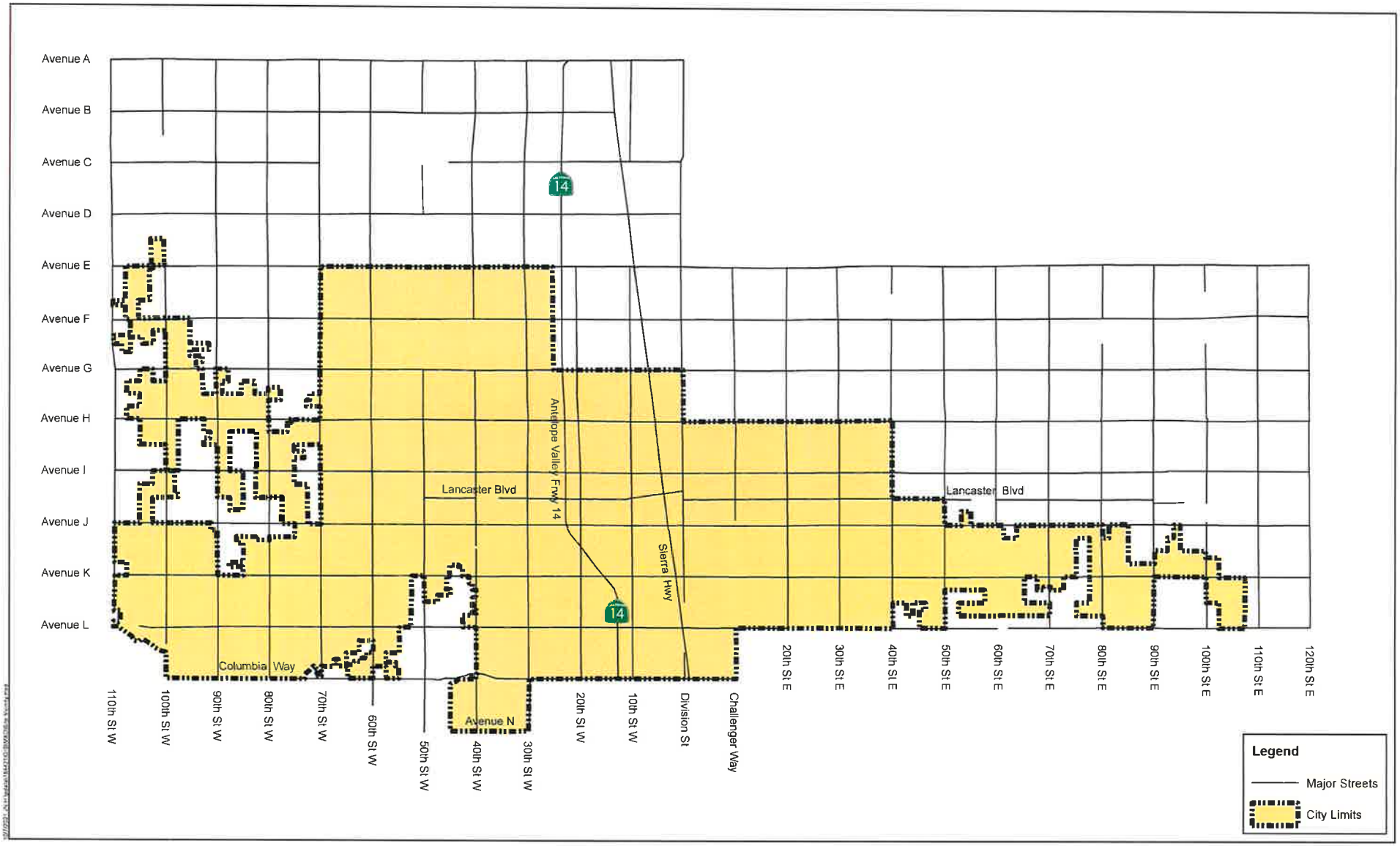
The input of the Gabrieleño Band of Mission Indians – Kizh Nation Tribe is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed program. If you require any additional information or have any questions, please contact me via e-mail at jswain@cityoflancasterca.org.

Thank you for your assistance.

Sincerely,

Jocelyn Swain
Senior Planner
City of Lancaster

Enclosure: Project Location Map



Michael Baker INTERNATIONAL

0 4,500 9,000 Feet

Source: TIGER Centerline Data, City of Lancaster

VEHICLE MILES TRAVELED MITIGATION PROGRAM
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

February 1, 2022

San Manuel Band of Mission Indians
Attn: Ryan Nordness, Cultural Resource Analyst
26569 Community Center Drive
Highland, CA 92346

RE: Initial Native American Consultation for the Citywide Vehicle Miles Traveled (VMT) Mitigation Program, Lancaster, Los Angeles County, California

Dear Mr. Nordness:

The City of Lancaster (City) is proposing to adopt an ordinance that will establish a Vehicle Miles Traveled (VMT) Mitigation Program with the intent to reduce Citywide VMT. The VMT Mitigation Program would identify relevant transportation demand management strategies and VMT-reducing projects within the City to be funded by future developments that trigger potentially significant VMT impacts under the California Environmental Quality Act (CEQA). Potential VMT-reducing measures may include providing pedestrian/bicycle network improvements, traffic calming infrastructure, improved street connectivity, and City-run programs to incentivize use of alternative travel modes. No ground disturbance is proposed as part of this program.

The proposed program must comply with California Public Resources Code § 21080.3.1 (Assembly Bill 52 of 2014 [AB 52]), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

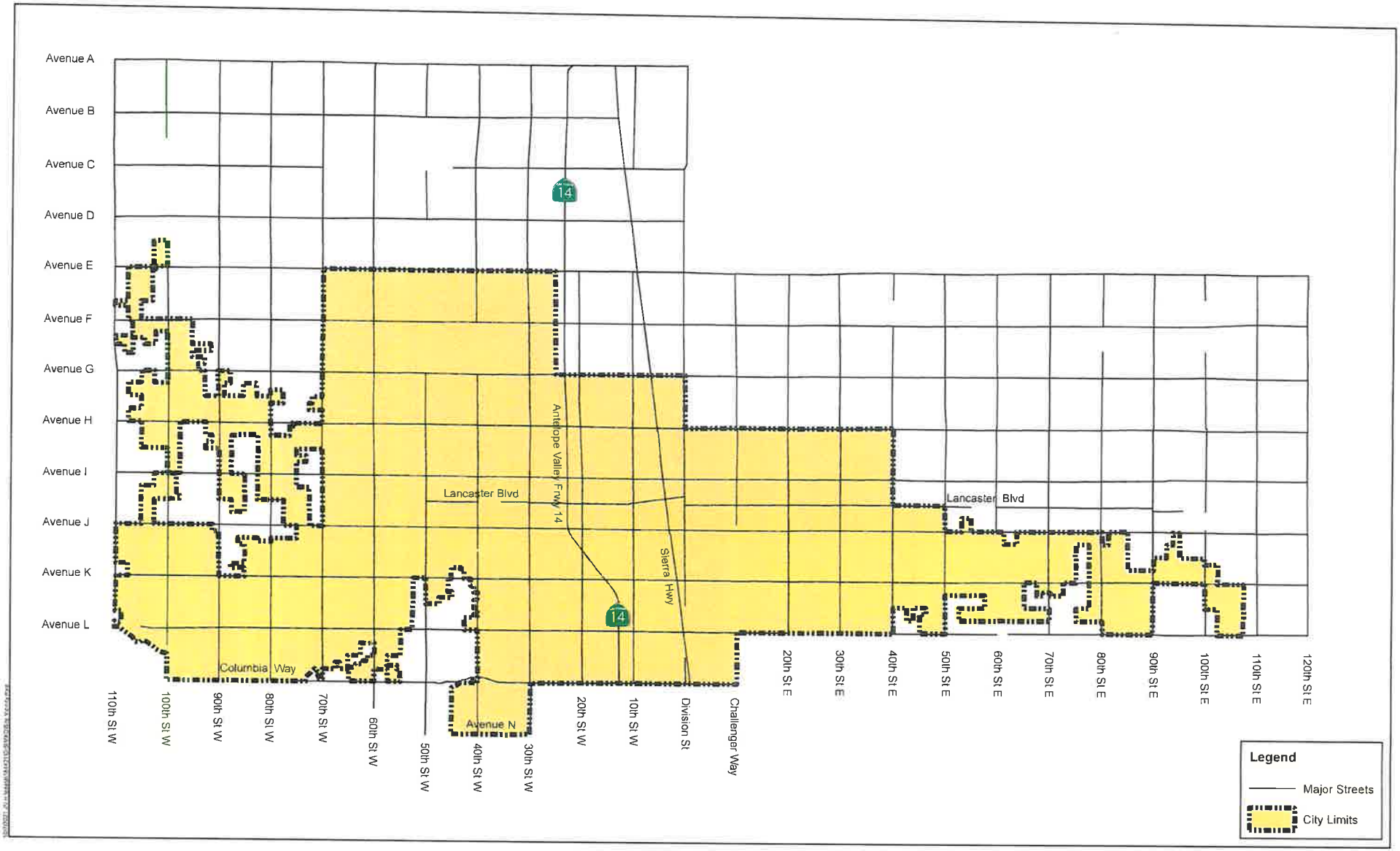
The input of the San Manuel Band of Mission Indians is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed program. If you require any additional information or have any questions, please contact me via e-mail at jswain@cityoflancasterca.org.

Thank you for your assistance.

Sincerely,

Jocelyn Swain
Senior Planner
City of Lancaster

Enclosure: Project Location Map



Michael Baker INTERNATIONAL

0 4,500 9,000 Feet

Source: TIGER Centerline Data, City of Lancaster

VEHICLE MILES TRAVELED MITIGATION PROGRAM
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

LANCASTER

February 1, 2022

Fernandeño Tataviam Band of Mission Indians
Attn: Jairo Avila, Tribal Historic and Cultural Preservation Officer
1019 Second Street, Suite 1
San Fernando, CA, 91340

RE: Initial Native American Consultation for the Citywide Vehicle Miles Traveled (VMT) Mitigation Program, Lancaster, Los Angeles County, California

Dear Mr. Avila:

The City of Lancaster (City) is proposing to adopt an ordinance that will establish a Vehicle Miles Traveled (VMT) Mitigation Program with the intent to reduce Citywide VMT. The VMT Mitigation Program would identify relevant transportation demand management strategies and VMT-reducing projects within the City to be funded by future developments that trigger potentially significant VMT impacts under the California Environmental Quality Act (CEQA). Potential VMT-reducing measures may include providing pedestrian/bicycle network improvements, traffic calming infrastructure, improved street connectivity, and City-run programs to incentivize use of alternative travel modes. No ground disturbance is proposed as part of this program.

The proposed program must comply with California Public Resources Code § 21080.3.1 (Assembly Bill 52 of 2014 [AB 52]), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

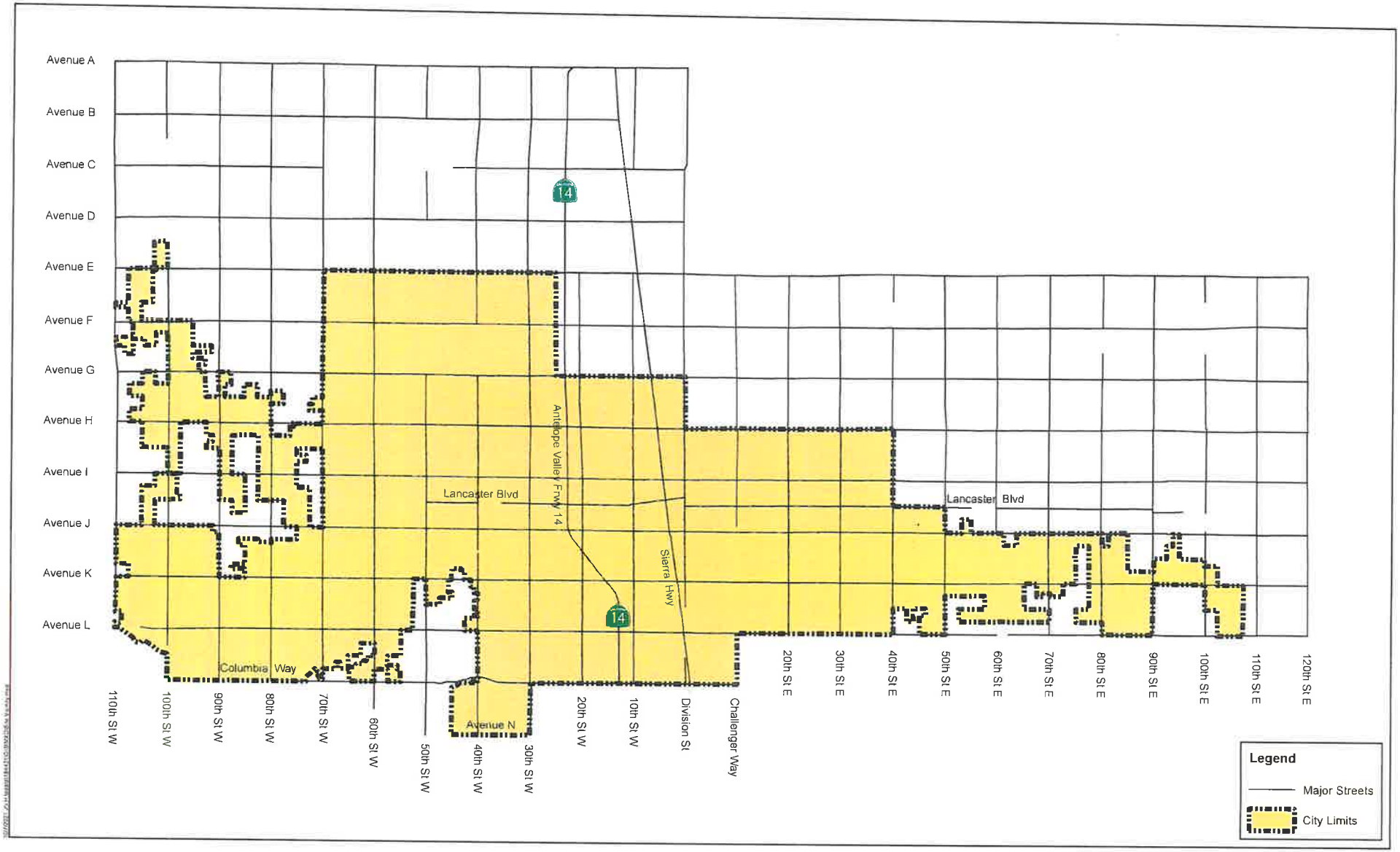
The input of the Fernandeño Tataviam Band of Mission Indians is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed program. If you require any additional information or have any questions, please contact me via e-mail at jswain@cityoflancasterca.org.

Thank you for your assistance.

Sincerely,

Jocelyn Swain
Senior Planner
City of Lancaster

Enclosure: Project Location Map



Michael Baker INTERNATIONAL

0 4,500 9,000 Feet

Source: TIGER Centerline Data; City of Lancaster

VEHICLE MILES TRAVELED MITIGATION PROGRAM
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

11.4 Noise Data

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 184421
Project Name: Lancaster VMT Project
Scenario: Existing

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: City of Lancaster, City of Lancaster ADT Map, https://www.cityoflancasterca.org/home/showpublisheddocument/41344/6371417548358000
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
30th Street West													
Avenue J to Avenue L	4	15	13,711	50	0.5	1.8%	0.7%	64.1	-	86	186	401	100
Avenue I													
40th Street West to 20th Street West	8	20	16,769	55	0.5	1.8%	0.7%	66.8	-	131	282	608	100
Avenue J													
40th Street West to 20th Street West	6	15	27,028	45	0.5	1.8%	0.7%	66.2	-	120	258	556	100
Lancaster Boulevard													
40th Street West to 20th Street West	4	15	14,441	50	0.5	1.8%	0.7%	64.3	-	90	193	416	100
Avenue K													
40th Street West to 20th Street West	6	15	27,955	50	0.5	1.8%	0.7%	67.4	67	145	313	673	100
Avenue L													
40th Street West to 20th Street West	4	15	23,285	50	0.5	1.8%	0.7%	66.4	57	123	265	571	100
Avenue M													
40th Street West to 20th Street West	2	15	14,799	55	0.5	1.8%	0.7%	65.2	48	104	224	482	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 184421
Project Name: Lancaster VMT Project
Scenario: Project Redistribution

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: City of Lancaster, City of Lancaster ADT Map, https://www.cityoflancasterca.org/home/showpublisheddocument/41344/6371417548358000
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
30th Street West													
Avenue J to Avenue L	2	15	6,856	50	0.5	1.8%	0.7%	60.9	-	53	115	247	100
Avenue I													
40th Street West to 20th Street West	8	20	23,625	55	0.5	1.8%	0.7%	68.2	-	165	355	764	100
Avenue J													
40th Street West to 20th Street West	6	15	33,884	45	0.5	1.8%	0.7%	67.2	65	139	300	646	100
Lancaster Boulevard													
40th Street West to 20th Street West	4	15	21,297	50	0.5	1.8%	0.7%	66.0	54	116	250	538	100
Avenue K													
40th Street West to 20th Street West	6	15	34,811	50	0.5	1.8%	0.7%	68.4	78	168	362	779	100
Avenue L													
40th Street West to 20th Street West	4	15	30,141	50	0.5	1.8%	0.7%	67.5	68	146	315	679	100
Avenue M													
40th Street West to 20th Street West	2	15	21,655	55	0.5	1.8%	0.7%	66.9	62	134	288	622	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)