ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Project name:	Yale St Pedestrian Linkages Phase 1

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA ____DAC ____Non-DAC ____Plan

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I. GENERAL INFORMATION

Project name:	Yale St Pedestrian Linkages Phase 1

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Los Angeles 1149 S Broadway Ste 400, Los Angeles 90015	2. PROJECT FUNDING ATP funds Requested $ 690,000.00 Matching Funds (If Applicable) $ Other Project funds $ TOTAL PROJECT COST $ 690,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Kevin Minne, Transportation Engineer, kevin.minne@lacity.org, 213-847-4276	
4. APPLICANT CONTACT (Address & zip code) 1149 S Broadway Ste 400, Los Angeles 90015	5. PROJECT COUNTY(IES): Los Angeles County
6. CALTRANS DISTRICT #- Click Drop down menu below District 7	7. Application # 15 of 26 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 07-5006R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00152S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name:	Yale St Pedestrian Linkages Phase 1

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☒ Crossing Improvement ☐ Multi-use facility

    Other: Medians

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
Castelar Elementary School, 840 Yale St, Los Angeles, CA 90012
27. SCHOOL DISTRICT NAME & ADDRESS:
Los Angeles Unified School District, 333 S. Beaudry Ave, Los Angeles, CA 90017

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
19-64733-6016380	638	89.17
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
65 %		At school entrance

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location**
   In the City of Los Angeles on Yale St between College St and Alpine St.

2. **Project Coordinates** Latitude 34.064196 (Decimal degrees) Longitude -118.240306 (Decimal degrees)

3. **Project Description**

Construction of new landscaped median (ground cover and trees – no shrubs) at stop-sign controlled mid-block crosswalk with continental crosswalk striping, stop bars and curb extensions to reduce crossing distance and make a barrier to prevent drivers from making U-turns and from dropping students off in the middle of the street. Install continental striping and stop bars at this crosswalk and at the stop-sign controlled intersections of Yale Street at Alpine Street and at College Street. Provide traffic cones, flags and volunteer vests and other equipment to operate the drop-off area.

4. **Project Status**

The first phase of this project was conceived and fully vetted with the community in 2010 as part of the ninth cycle of the State Safe Routes to School program, however funding to begin the implementation of this project was not secured. The community has expressed continued support for this project over the years and has expressed a desire for this project to be kept active. Consequently, this project was re-evaluated in conjunction with a newly funded park at Yale St and Ord St to improve overall pedestrian connectivity and safety along Yale St. This park will open in 2016 and is expected to attract significant pedestrian activity from all over Chinatown including students and parents from Castelar ES.

This project is categorically exempt from CEQA. The NEPA process would start upon completion of preliminary plans. If funded through this ATP grant cycle, design would start by January 1, 2015 with construction starting by September 1, 2016. All work will be within the public right-of-way.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant
Describe the need for the project and/or funding

The first phase of the project focuses on pedestrian safety at Castelar Elementary School ("Castelar"), located on Yale Street along Chinatown's institutional corridor. Castelar's northern boundary is College Street, a commuter bypass route. The back side of the school is directly across from Pacific Alliance Medical Center, formerly the French Hospital, and is just one block south of the Pasadena 110 Freeway on and off-ramps for Downtown Los Angeles' commuter traffic (See maps in Exhibit A). As an older school, an off-street drop-off/pick-up area is not provided for the campus. Due to these conditions, drop-offs in the morning and pick-ups in the afternoon are chaotic and unsafe (see photos in Exhibit B-1) and drivers endanger student pedestrians.

Also located on the southern portion of Castelar Elementary School grounds is an Early Childhood Education and Development Center, which provides child-care for the Chinatown community and Downtown's workforce. Immediately adjacent to the center is a driveway for the Chinese Confucius Temple, which provides Chinese language education after school and on weekends. Directly across the street to the west of Castelar is the heavily utilized Alpine Recreation Center, which is Chinatown's sole source of indoor and outdoor recreation and green space and which also provides pre-school and after school programs for many of Castelar's students. Students often use the recreation center on a daily basis and are challenged just to across the street from the school to the center.

Chinatown's adjacency to Downtown Los Angeles has essentially made it a thruway for commuter traffic. Chinatown's residential core along winding narrow and hillside streets is concentrated to the west of Castelar Elementary School and is cut in half by State Highway 110 and its heavy commuter and Dodger Stadium traffic with on and off-ramps at Figueroa/Alpine, Sunset/New Depot, and Stadium Way/Chavez Ravine.

Castelar teachers, students and parents utilize the support resources located in the community to supplement the activities provided on the school grounds. Students at Castelar often need to travel, during and after school, to the Chinatown Library located two blocks south on Yale Street at Hill Street to participate in reading

programs, borrow books for school assignments, receive librarian assistance and training on library tools, and to do homework. As mentioned above, students regularly use the Alpine Recreation Center for daily activities during and after school and on weekends. In effect, the Castelar campus goes beyond the traditional view of an elementary school, but rather encompasses the portion of the Chinatown neighborhood from the intersection of Hill Street and Ord Street to Yale Street and College Street. The linkages between these three facilities is critical for the operations of the school and the community as a whole.

Drivers often speed down Yale Street trying to avoid heavy traffic on Hill Street and speed on Alpine and College Streets to and from the freeway. The hazardous conditions and pedestrian safety issues outlined below are illustrated in the Existing Conditions Plan in Exhibit B-1.

Speeding and Bad Driver Behavior on Wide Roadway - Yale Street is a north-south Collector Street and an 80-foot wide right-of-way with a 56-foot wide roadway and two 12-foot wide sidewalks. Despite the wide roadway width, the street is striped for one lane in each direction with a median/center turn lane at the north end near College Street. The lanes are very wide, varying from 14 feet to 16 feet in width. These extra wide lanes encourage speeding and very poor and dangerous driver behavior.

Chaotic and Dangerous Drop-off and Pick-up Practices and Poor Driver Behavior – There is no designated drop-off and pick-up area and thus the drop-off/pick-up operates in a haphazard manner on both sides of Yale Street. Many parents drop off and pick up at a poorly situated location directly in front of the school just north of and queuing through a mid-block crosswalk. Many parents park and get out of their cars to assist the children to load and unload. This creates back up of northbound traffic and queuing in the red zone to the south. These conditions cause the obstruction of the mid-block crosswalk causing children in the crosswalk to dart in between parked and moving cars and also hiding them from view of oncoming traffic. In addition, existing street furniture adjacent to the curb at the school results in children exiting vehicles on the driver's side and into on-coming northbound traffic. Others stop in either traffic lane to drop off and pick up children and often encourage them to cross in front of oncoming traffic. Student pedestrians, who are small in stature due to their age, are often caught in the midst of this poor and illegal driving behavior. A school crossing

guard is located at the College Street intersection for students living north and west of the campus, and another crossing guard is located at Alpine Street for the majority of students who live southwest of the school campus. Despite the fact that these crossing guards are present, drivers display poor and dangerous driving behavior (double parking and u-turns) only 100 feet away from the intersections. A police officer would need to be present at all times during drop-off and pickup hours to discourage this kind of behavior. See attached photos illustrating the existing conditions around the school in Exhibit B-1).

Yale Street's width and multiple driveways has been a proven recipe for disaster to children as they cross it to reach Castelar and after school programs at the Alpine Recreation Center. Impatient and reckless drivers, commuters and parents alike, all too often are not only tempted but actually do make illegal turning movements while children are walking to and from school. These illegal movements include mid-block u-turns, 3-point turns into driveways and diagonal parking spaces, and double parking in the middle of the street. Drivers are often moving around other cars and driving into oncoming traffic, just to avoid traffic congestion on other streets and/or to drop off students directly at the school's entrance. Some parents even stop, park and drop off children inside the existing double-yellow striped median area in the middle of the street directly in front of the school and across from an active driveway and thus students exit into oncoming traffic in both directions.

Stop-sign Controlled Mid-block Crosswalk - The heavily congested intersections on Yale Street at Alpine Street and College Street discourage students from crossing there and many choose to cross at the mid-block crosswalk in front of the school entrance. This mid-block crossing is not actually safer, but appears safer with cars only going in two directions versus the four directions at the intersections. The crosswalk also serves as the main connection between the campus and the Alpine Recreation Center directly across the street where many children go to after school activities. Students in the mid-block crosswalk dart around moving and parked cars just to get across Yale Street to the school. A stop sign is provided with this mid-block crosswalk. The stop lines for the stop sign are ineffective as many drivers stop in the crosswalk.

Student, Parent and Classroom Surveys - Surveys conducted in 2010 with 493 students showed that 32% had negative responses relating to crossing the streets in Chinatown to get to school as well as 34% had

negative responses relating to driver behavior (see Sample Survey Form in Exhibit F-2a; Summary of 1st – 5th Grade Classroom Survey Results in Exhibit F-2b; Summary of 1st – 5th Grade Individual Student Survey Results in Exhibit F-2c; and Sample Student Surveys in Exhibit F-2d. According to School Principal Choi, 65% of the students walk to school from the surrounding Chinatown and Downtown neighborhoods. During discussions conducted by the project team with Principal Choi and the Parent Advisory Council, many negative comments were reported regarding driver behavior and the years of active work that the school and the parents have done to impress upon the city and the school district to improve the safety of the neighborhood for the students as well as the community in general. Letters of Support have been received from 401 parents and 24 4th Grade Students (see attached letters in Exhibit F-2) and schoolteachers gave presentations about the project to 23 classrooms. Teachers, parents and students all made similar comments, that drivers displayed poor and dangerous driving behavior and that the students did not feel safe walking to the school, even though they have no other option but to walk.

New surveys were conducted in May of 2014 (Exhibit F-1b and Exhibit F-1c) with 439 students that indicated similar results as in 2010. 113 parents submitted letters of support for this project reiterating the need to improve pedestrian safety at the mid-block crossing.

Injuries and Fatalities - Although there have not been any recorded fatalities in the last few years, there have been 8 recorded injury collisions involving a pedestrian within the project limits (see summary and map in Exhibit B-1c). In addition, numerous near misses have been witnessed and informally reported in the community along Yale, Alpine and College Streets. The lack of fatalities does not minimize the critical nature of the need in this part of Chinatown to improve pedestrian safety for the students specifically and community members in general.

Other Funding Pursued - Other sources of funding have been pursued for pedestrian safety improvement along Yale Street, but most efforts have not been successful. Only piecemeal improvements have been made to the street, none of them comprehensive and most have not engaged the community or students in the planning process. The recent installation of the stop-sign controlled mid-block crosswalk has slightly reduced the speeding on the street but has done nothing to eliminate the poor and illegal driver behavior of dropping off

and picking up students in the middle of the street or making u-turns. The thoughtful and comprehensive design solution presented in this grant application is the first time that many varying issues have been considered at the same time, other improvements have been individual isolated ideas that haven't been coordinated.

2. Consistency with Regional Transportation Plan (100 words or less)
Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

This project supports active transportation goals outlined in the 2012 SCAG Regional Transportation Plan:

1) Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation-Friendly Environment throughout the SCAG Region, and 3) Increase Active Transportation Usage in the SCAG Region

http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf

See pages 39-41. Also see consistency with other regional and local plans in Exhibit G-1.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. *(0-30 POINTS)*

A. Describe how your project encourages increased walking and bicycling, especially among students.

This project will provide for safer pedestrian crossings along Yale St and create a clear linkage to the existing and future activity centers along Yale St. The landscaped medians and curb extensions proposed at the entrance of Castelar ES will significantly reduce poor driver behavior of motorists during school commute times. Potential conflicts with students and vehicles performing illegal U-turns, or double parking will be reduced. This improved safety will encourage usage of this crosswalk which serves a pedestrian thoroughfare between Castelar ES and the Alpine Recreation Center, as can be seen on Exhibit D-1a.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Surveys conducted in 2010 with 493 students showed that 32% had negative responses relating to crossing the streets in Chinatown to get to school as well as 34% had negative responses relating to driver behavior (see Sample Survey Form in Exhibit F-2a; Summary of 1st – 5th Grade Classroom Survey Results in Exhibit F-2b;

Summary of 1st – 5th Grade Individual Student Survey Results in Exhibit F-2c; and Sample Student Surveys in Exhibit F-2d. According to School Principal Choi, 65% of the students walk to school from the surrounding Chinatown and Downtown neighborhoods. During discussions conducted by the project team with Principal Choi and the Parent Advisory Council, many negative comments were reported regarding driver behavior and the years of active work that the school and the parents have done to impress upon the city and the school district to improve the safety of the neighborhood for the students as well as the community in general. Letters of Support have been received from 401 parents and 24 4th Grade Students (see attached letters in Exhibit F-2) and schoolteachers gave presentations about the project to 23 classrooms. Teachers, parents and students all made similar comments, that drivers displayed poor and dangerous driving behavior and that the students did not feel safe walking to the school, even though they have no other option but to walk.

A similar survey was conducted in May of 2014 with 439 students (Exhibit F-1b and Exhibit F-1c) for the purposes of validating the data gathered in 2010. 113 parents submitted letters of support for this project reiterating the need to improve pedestrian safety at the mid-block crossing. Pedestrian counts were taken during the arrival and dismissal of Castelar ES to gauge the use of the mid-block crosswalk in front of the school and determine travel patterns of students commuting to and from the school. Results of these new student, parent, classroom surveys, and pedestrian counts confirm previous observations and collected data.

Although difficult to predict, given the significant concerns from parents and students related to the poor driver behavior in front of the school during commute times, we are assuming a 5-15% increase in walking as a result of these improvements. Upon completion of this project, the school principal, Cheuk Choi has committed to the sustainability of the project by conducting semi-annual student surveys on how students come to and from school.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

As described previously, located on the southern portion of Castelar Elementary School grounds is an Early Childhood Education and Development Center, which provides child-care for the Chinatown community and

Downtown's workforce. Immediately adjacent to the center is a driveway for the Chinese Confucius Temple, which provides Chinese language education after school and on weekends. Directly across the street to the west of Castelar is the heavily utilized Alpine Recreation Center, which is Chinatown's sole source of indoor and outdoor recreation and green space and which also provides pre-school and after school programs for many of Castelar's students. Students often use the recreation center on a daily basis and are challenged just to across the street from the school to the center. At Yale St and Ord St, a new park funded through Prop. 84 will be opened within the next two years for the community.

Castelar teachers, students and parents utilize the support resources located in the community to supplement the activities provided on the school grounds. Students at Castelar often need to travel, during and after school, to the Chinatown Library located two blocks south on Yale Street at Hill Street to participate in reading programs, borrow books for school assignments, receive librarian assistance and training on library tools, and to do homework. As mentioned above, students regularly use the Alpine Recreation Center for daily activities during and after school and on weekends. In effect, the Castelar campus goes beyond the traditional view of an elementary school, but rather encompasses the portion of the Chinatown neighborhood from the intersection of Hill Street and Ord Street to Yale Street and College Street. The linkages between these three facilities is critical for the operations of the school and the community as a whole.

The proposed crosswalk improvements at the mid-block crosswalk in front of Castelar ES and along Yale St will provide a safer crossing for students and parents traveling from the school to the various activity centers along Yale St. The proposed installation of continental crosswalks on Yale St at Alpine St and College St will increase pedestrian visibility and encourage compliance with traffic laws as community members travel between the aforementioned activity centers.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

This project improves pedestrian safety and connectivity to the Alpine Recreation Center located directly across the street from Castelar ES and provides safe crossings at Alpine St and College St for students commuting to

and from school. The new proposed continental crosswalks along Yale St at Alpine St and College St will help provide increased visibility to students commuting to and from school.

Construction of a new park at Yale St and Ord St is set to begin this calendar year. This park is anticipated to draw in significant pedestrian activity from around Chinatown and nearby activity centers along Yale St. Currently there are some gaps in sidewalk to this park that will be address in a future phase of this project. Streetscape improvements will also enhance the overall atmosphere of the walking environment.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. *(0-25 POINTS)*

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Collision Data – Collision data was queried and summarized using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). As shown in Exhibit B-1c, there have been 8 pedestrian related traffic collisions within the project limits. Though there have not been any fatalities on record, 10 injuries have been reported. The lack of fatalities does not minimize the critical nature of the need in this part of Chinatown to improve pedestrian safety for the students specifically and community members in general.

Proposed Design – after careful review of previous efforts and considering the alternatives listed below, the project team has developed a thoughtful and comprehensive design solution that addresses as many of the pedestrian safety issues that are a priority for the school and the community around Castelar Elementary School. The conceptual design described below is illustrated in the Conceptual Streetscape Plan and Illustrative Sketch in Exhibit B-2.

Curb extensions at the mid-block crosswalk would shorten the distance that children have to cross and reduce their exposure to moving traffic. In addition, redesign of the existing mid-block crosswalk with continental striping will serve as a deterrent to speedsters and stop bars at a uniform and greater distance from the controlled mid-block crosswalk will provide children with not only a greater sense of safety but also increased protection from vehicular traffic.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

The most effective design and engineering tool that the project team considered to solve the challenges previously discussed above is to construct a physical barrier in the roadway to eliminate the opportunity for the poor driver behavior mentioned above, to calm traffic and to reconstruct the mid-block crosswalk to improve the visibility of the small elementary school children and to reduce the crossing distance for the pedestrians. The physical barrier will take the form of two varying width (10 – 16 feet wide) landscaped medians from College Street south to the driveway between the Early Childhood Education and Development Center and the Confucius Temple (totaling approximately 360 feet long). The landscape will consist of canopy trees and ground cover, with no shrubs (shrubs would obscure the view of small children in the mid-block crosswalk).

Landscaped Median with Mid-block Crosswalk and Curb Extensions: To reduce the crossing distance for the students, new landscaped curb extensions will be built at the mid-block crosswalk extending the curb six feet into the roadway on each side thereby reducing the crossing distance by 12 feet. The median will also serve as a refuge island for the pedestrians and will be approximately 13 feet wide at the crosswalk. Travel lanes on the roadway will be narrowed from the existing 16-24 feet wide (very excessive width that encourages speeding and poor driver behavior) to approximately 11 feet wide, for most of the length of the street, widening to 16 feet at the mid-block crosswalk/curb extensions to allow for the safe passage of fire trucks. The combination of these design solutions will add to the pedestrian safety of the mid-block crosswalk as well as calm traffic and control driver behavior on Yale Street between Alpine and College Streets.

Designation of New On-street Drop-off/Pick-up Zone: Designation of a new on-street drop-off and pick-up zone (zone) south of the redesigned mid-block crosswalk in front of the school will eliminate the challenges currently faced with the de-facto drop-off and pick-up zone located north of the crosswalk. As mentioned above, drivers queuing for drop-off and pick-up block the mid-block crosswalk and students are found darting

between vehicles that could start to move at any minute. Due to their small stature they are also hidden from view of drivers in the thru-traffic lane. The new zone will extend from the southern-most driveway on the east side of Yale, between the restaurant/apartments and the Confucius Temple, to the curb extension ay the mid-block crosswalk. When the zone is not in operation, 15 minute diagonal and parallel parking will be available on school days.

Continental Striped Crosswalks, Stop Bars and Advanced Pedestrian Crossing Warning Signs at Alpine Street and College Street: To enhance the visibility of the pedestrian crossings at these two stop-sign controlled intersections, new yellow continental striping, advanced stop bars and pedestrian crossing warning signs will be installed. The bold two-foot wide continental striped crosswalk markings have been proven around the world to be one of the most cost-effective pedestrian safety tools for crosswalks. These distinctive markings call the attention of drivers that they are entering a pedestrian area and the advance stop bars additionally warn them of the crossing. Distinctive pedestrian crossing warning signs will be placed at all corners of the intersection to reinforce the crossing to the drivers. Please note that two legs of the Yale and College Street intersection are already improved with a dragon-themed thermoplastic inlay design. This design will remain in these two legs, while the other two legs, which only have the standard perpendicular crosswalk marking, will be removed and new continental striping installed.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Currently, Castelar's young students confront daily traffic congestion challenges on their walks to and from school along Yale Street. Chinatown's steep sloping and narrow residential corridors are cut-through routes for speeding commuters who weave around the major regional arteries connecting to Downtown Los Angeles and that traverse their neighborhood.

Priorities of School Staff, Parents, and Students - Castelar Principal, staff, and parents identified and prioritized existing hazardous conditions that endanger children as they walk to school along Chinatown's residential streets. They suggested solutions and specific physical improvements. Ongoing safety education and participation by parents and students were high on their list. Traffic congestion, speeding and reckless

driver behavior on Yale Street directly in front of the school and in the mid-block crosswalk were prioritized as the most immediate and greatest dangers to children as they go to and from school and after school activities.

Almost all of Chinatown's north-south residential streets west of Yale Street feed into both Alpine and College Streets. Both Alpine and College Streets are steep downhill roadways for students walking to school.

Previous Efforts - Past actions undertaken along Yale Street have been piecemeal and reactive versus the result of a comprehensive community engaged approach. Over the past 20 years the following has occurred on Yale Street:

- Stop signs were installed at the intersection of College and Yale Street only after a child was killed crossing the intersection.
- Stop signs were installed at the intersection of Alpine and Yale Street again only after a child was injured crossing that intersection.
- In response to community's requests to prevent the speeding and cut-through commuter and Dodger game traffic, Yale Street was temporarily closed between the active driveways at the north and south ends during school hours. However, due to budget cuts in staff, commuter and Dodger fan complaints, and changes in City administration, this effective solution was terminated.
- Subsequently crossing guards were placed at the intersections of Alpine and College on Yale Street to monitor only 2 of the 4 legs of each of these busy intersections.
- The most recent improvements were: installation of diagonal 15 minute zone parking on the east side of Yale Street, just south of the mid-block crosswalk; a double yellow striped median north and south of mid-block crosswalk, stop signs, and enhancement of the mid-block crosswalk.

However, distance of stop bars are under five feet from the mid-block crosswalk, and thus do very little to create a sense of safety or provide sufficient physical protection for children in the mid-block crosswalk. In addition, the two diagonal parking spaces just south of the mid-block crosswalk contribute to the back up of northbound traffic congestion and combined with the cars illegally queued in the red zone block the view of small children in the crosswalk from drivers in the thru northbound traffic lane. Current parking restriction

signage does not legally allow loading and unloading in front of the school on the north end of Yale Street near College Street, yet this is where most drivers drop-off and pick-up students.

Past actions undertaken on Alpine and College Streets to prevent drivers from speeding through key pedestrian-traveled intersections included:

- Installation of all-way stop sign controls at the T-intersection of Alpine Street and Grand Avenue at the top of the downslope midway between Figueroa and Yale Street.
- Installation of 4-way stop sign controls at the intersection of College Street and Adobe/New Depot Streets just east of and at the base of the Pasadena110 Freeway overpass bridge.

As mentioned in part A, Collision data was queried and summarized using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). As shown in Exhibit B-1c, there have been 8 pedestrian related traffic collisions within the project limits. Though there have not been any fatalities on record, 10 injuries have been reported. The lack of fatalities does not minimize the critical nature of the need in this part of Chinatown to improve pedestrian safety for the students specifically and community members in general.

3. PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

Following a Parent-Teacher Meeting in June 2010 regarding the needs of pedestrian safety improvements near the school, 401 Castelar parents provided letters of support in English, Chinese, and Spanish for the proposed pedestrian safety improvements in and around Castelar Elementary School and for a safety education program for parents, students, and the community to make it safer for children to access the school. 493 students completed surveys in which they expressed their observations and concerns about safety of their walk to and from school, bad driver behavior, and the fast moving cars along Chinatown streets, especially on Yale Street (see Exhibit F-2). Parents, students and teachers expressed their concerns that Castelar Elementary School needs physical safety improvements, traffic controls, and safety programs to make it safe for the children to go

to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

In May of 2014, a community meeting was held to outreach to the parents of Castelar ES to reaffirm support of this project and also to showcase the overall Yale St Pedestrian Linkages vision, including the new funded park at Yale St and Ord St. See exhibit Exhibit F-1 for the meeting notice, sign-in sheets, and distributed surveys. 439 students were surveyed and 113 parents responded with surveys which reiterated the on-going need for increased pedestrian safety on Yale St and at Castelar ES.

The proposed project has been reviewed by the City of Los Angeles Department of Transportation, the Fire Department and the Council Office; their comments have been incorporated into the project design.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

Letters of support were gathered from parents and students attached in Exhibit F-1 and Exhibit F-2 following community meetings which showed community support for the pedestrian safety improvements, as well as ongoing commitment to improving the safety of the surrounding Chinatown community.

Support for this project has also been expressed by many elected officials and community organizations (see Exhibit E-1 and E-2).

C. Is the project cost over $1 Million? Y/N No

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N Yes

This project builds from ongoing efforts led by the City of Los Angeles to develop a Safe Routes to School Strategic Plan (SRTS Strategic Plan). Starting in 2012, LADOT has led the formalization of a prioritization methodology to identify the Top 50 Schools with the Most Need out of the 495 LAUSD schools within the City of Los Angeles, weighting collision incidence, student proximity to school; Free and Reduced Price Meal eligibility; and previous funding awards. See Exhibit G for an overview of the City's SRTS Strategic Plan prioritization methodology. Based on these factors, Castelar ES ranks at 82 out of the top 495 schools with the most need within the City of Los Angeles.

4. COST EFFECTIVENESS *(0-10 POINTS)*

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Alternatives Considered - Location of a drop-off and pick up zone in front of the school to the north of the mid-block crosswalk was considered but rejected as this would further exasperate the current hazard of vehicles queuing up and blocking the mid-block crosswalk. In addition the length of this area is inadequate as a handicapped parking space is at the far north end of Yale and existing street furniture interferes with students exiting to the sidewalk in front of the school.

Conversion of the two existing diagonal parking spaces just south of the mid-block crosswalk to three parallel parking spaces that are for loading and unloading of students during operational hours of a clearly delineated and monitored drop-off and pick up zone along the east side of Yale Street coupled with safety education, parent volunteer coordination and training, and assisted valet unloading of students at the curb will result in a positive reduction of the current chaotic traffic congestion and reckless driver behavior on Yale Street.

Additional enhancements such as delineators to the existing striped medians on either side of the mid-block crosswalk were considered and rejected as in contrast to a physical/raised median, these were inadequate to prevent the continuation of illegal u-turns, double parking, and other reckless driver behavior on Yale Street. A physical raised landscaped median barrier would more adequately prevent the continuation of these driving hazards in front of the school and adjacent to the mid-block crosswalk and provide greater physical safety to student pedestrians.

Curb extensions at the mid-block crosswalk would shorten the distance that children have to cross and reduce their exposure to moving traffic. In addition, redesign of the existing mid-block crosswalk with continental striping will serve as a physical deterrent to speedsters and stop bars at a uniform and greater distance from the controlled mid-block crosswalk will provide children with not only a greater sense of safety but also physical protection from vehicular traffic.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

Using the SafeTREC TIMS Benefit/Cost Calculator, the benefit/cost ratio is: 1.55. Countermeasures selected for use in the B/C ratio calculation are consistent with descriptions outlined in the Caltrans Local Roadway Safety Manual and represents nationally recognized crash reduction factors. Please see the attached Benefit Cost Calculation in Exhibit C-2.

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

Project prevents and reduces pedestrian-vehicular conflicts, especially during the morning and afternoon commuter traffic hours for students and elderly along Chinatown's traffic congested Yale Street and the heavily trafficked east-west Cesar Chavez Avenue and Alpine Street roadways and the north-south Hill Street corridor by providing safe continuous walking route and more direct connections to community centers along Yale Street.

Project provides students from Castelar Elementary School, Visual Performing Arts High School, and Evans Community Adult School, elderly residents, workers, and visitors direct, safe, and friendly pedestrian and bicyclist access from their residences, employment and community centers to and from the new park at Ord & Yale Streets that is scheduled for completion in 2016. Selection of the new park's location and design was through an extensive community planning process to eliminate the current blighted overgrown site and provide a centrally located, secure, and greatly needed outdoor cultural, recreational and green space for residents, students and workers with play and fitness equipment, rock climbing wall, amphitheater for dance and cultural performances, sustainable landscaping, and an ADA accessible walking trail.

LA County 2011 Health Survey data, LA County residents and particularly Asians and Latinos have the following health conditions and health behaviors: High Cholesterol – 25.6% of LA County adults; 22.2% and 25.8% of Latinos and Asians, respectively; Hypertension – 24% of LA County adults, 18% and 25% of Latinos and Asians, respectively; Obesity – 23.6% of LA County adults, 31.6% and 8.9% of Latinos and Asians, respectively;

Overweight – 37.1% of LA County adults, 40.6% of Latinos and 32.9% of Asians, an 8.4% increase from 2007; Do not meet Physical Aerobic Guidelines or No Activity – 38.2% of LA County adults, 37.7% and 44.3% of Latinos and Asians, respectively; Do not meet Physical Aerobic & Strengthening Guidelines or No Activity – 70.3% of LA County adults, 71.6% and 72.9% of Asians; Do not meet Physical Strengthening Guidelines – 62.9% of LA County adults, 64.5% and 64.5% of Latinos and Asians, respectively; Do Not Use or Have Walking Paths, Parks, Playgrounds, or Sports fields in Neighborhood – 48.5% of LA County adults, 45.4% and 46.7% of Latinos and Asians, respectively; Meets: 1+ hr(s)/day, 7 days/wk of Physical Activity – Only 28.7% of LA County Children, 29% and 15.7% of Latino and Asian children, respectively.

Combined infrastructure project and noninfrastructure programs furthers Chinatown's multi-faceted community-driven strategic planning and implementation process to provide safe and accessible transit, pedestrian and bicyclist improvements, non-motorized user connectivity to employment centers, schools, community and regional destination centers, and active cultural and recreation green space and linkages to improve the health and wellbeing and overall environmental quality of life of Chinatown's residents and workers.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** *(0-10 points)*

A. I. Is the project located in a disadvantaged community? Y/N Yes

II. Does the project significantly benefit a disadvantaged community? Y/N Yes

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: **$ 26,094**
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: **43.33.**

This community is part of the top 6-10% most disadvantaged communities in the State. Please see attached 10% CalEnviroScreen Map in Exhibit H-1a.

- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: **89.17 %**

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

This community is considered disadvantaged based on all three of the criteria outlined in the program guidelines.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

Project is located in Los Angeles Chinatown in zip code 90012, one of California's highest scoring zip codes with a CalEnviroScreen score in the top 6-10% of communities having higher pollution burdens and vulnerabilities, and therefore most in need of assistance. 90012 has a total population of 31,103. Chinatown is comprised of 3 census tracts (1977, 2071 & 2060.1) with a total population of 16,355, of which 61% is Asian and 32% is Latino; 32% and 74% are respectively at 100% and 200% poverty level, and is also a linguistic isolated community, where the dominant languages spoken are Spanish and multiple dialects of Chinese. 89.17% of Castelar Elementary School students are eligible to receive free or reduced priced meals.

There are numerous challenges in the critically underserved community surrounding the project site that contribute to the urgent need for the project. Conditions include: heavily congested regional commuter corridors and freeway on/off ramps surround and cross through the community; increased population and housing density growth; lack of safe and accessible open green space; race, cultural beliefs, and health disparities; overcrowded and aging affordable recreational opportunities; history of overcrowded low performing schools and bussing of adolescents; and significant poverty, all of which negatively affects the health and quality of life for youth at risk, seniors, and families.

Increased Population and Housing Density Growth – Since 2003, 2100 new multifamily housing units have been built in Chinatown. Nearly 400 of completed housing units in the past 2 years are affordable for low and very low-income families and are located in the immediate area surrounding the project site. Over 500 more units, of which 53 will be affordable are and will be in construction in 2014, and more are in various planning and entitlement stages. The addition of even more families and youth into the area will further exacerbate the existing urgent need for making Chinatown's streets safer, friendlier and convenient for walkers and bicyclists to connect to schools, parks, recreational and cultural activities, employment and community centers.

The project completes a connected active transportation network that provides direct and convenient connections to residential areas, schools, temples, church, library, recreation center, park, employment centers, transit, retail and other community destinations. The project provides a safe, friendly, and green environment for

pedestrians and bicyclists, and a training and public outreach program that encourages people to include and incorporate walking into their daily routes and activities. The improvements at the L-intersection and connectivity to the pedestrian stairway linkage will prevent residents from jaywalking or walking in the vehicular roadway and provide a direct connection to the new Ord & Yale Street Park where they can enjoy the benefits from these community based planning successes to improve the health and quality of life for youth, seniors, and families by improving the community's overall walking experience and recreational, social, cultural, educational and environmental conditions.

The project's direct connection to the new Ord & Yale Street Park will enable residents to enjoy a safe, accessible, and beautifully landscaped fitness trail that will connect youth, families and senior residents with the park's various recreation features while being a recreation opportunity in itself. The new park also includes an outdoor fitness zone, a rock climbing wall, and children's play equipment with shaded seating areas within a naturally landscaped setting, thereby creating an environment that supports and encourages intergenerational recreational opportunities. In addition, the park will be fenced, gated, and lighted to provide a safe and secure recreational space. Different areas are also located throughout to accommodate tai chi, martial arts, performances, game tables and reading areas. The project location is in the midst of several affordable multifamily housing developments and thus makes it easily accessible and visible to library patrons, residents, and Chinatown's workforce and schools.

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 to -5 points)*

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Yes

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

California Conservation Corps: Virginia Clark, Virginia.Clark@ccc.ca.gov, 916-341-3147. Information was e-mailed on April 30, 2014. Received a response from Virginia Clark on May 2, 2014. See Exhibit I.

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Yes

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

California Association of Local Conservation Corps: Cynthia Vitale, calocalcorps@gmail.com, 916-558-1516. Information was e-mailed on April 30, 2014. Received a response from Paige Brokaw on May 1, 2014. See Exhibit I.

Information was also forwarded to Bo Savage at the Los Angeles Conservation Corps on May 1, 2014.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Yes

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

The CCC refused involvement in this project due to the interest of CalCC to perform work on certain items.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

The CalCC indicated they would be interested in providing services related to street furnishings, bike rack installation, and landscaping. An agreement has not yet been created, however one would be created if this project were successful in receiving funds under the ATP.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

8. APPLICANT'S PERFORMANCE ON PAST GRANTS *(0 to -10 points)*

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City of Los Angeles has been the successful recipient of millions of dollars in ATP-type grants over the past several years. We have received and successfully managed and delivered State and Federal Safe Routes to School grants, Highway Safety Improvement Program (HSIP) grants, and federal/state grants programmed by Los Angeles County Metro through their biennial Call for Projects. We have not been delinquent in any such grants and have the experience and in-house expertise to meet the stringent CTC guidelines. Additionally, the City of Los Angeles has been recently recognized by Caltrans' as a model agency in the delivery of HSIP projects.

Project name:	Yale St Pedestrian Linkages Phase 1

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project | **Date:** 5/15/14

District	EA	Project ID	PPNO	MPO ID	TCRP No.
07					

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA				City of Los Angeles	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Kevin Minne	213-847-4276	kevin.minne@lacity.org

Project Title

Yale St Pedestrian Linkages Phase 1

Location, Project Limits, Description, Scope of Work ☐ See page 2

In the City of Los Angeles on Yale St between College St and Alpine St. Construction of new landscaped median (ground cover and trees – no shrubs) at stop-sign controlled mid-block crosswalk with continental crosswalk striping, stop bars and curb extensions to reduce crossing distance and make a barrier to prevent drivers from making U-turns and from dropping students off in the middle of the street. Install continental striping and stop bars at this crosswalk and at the stop-sign controlled intersections of Yale Street at Alpine Street and at College Street.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Los Angeles
PS&E	City of Los Angeles
Right of Way	City of Los Angeles
Construction	City of Los Angeles

Purpose and Need ☐ See page 2

As an older school, an off-street drop-off/pick-up area is not provided for the campus. Due to these conditions, drop-offs in the morning and pick-ups in the afternoon are chaotic and unsafe and drivers endanger student pedestrians.

Project Benefits ☐ See page 2

This project will provide a safety pedestrian environment along Yale St and encourage walking for students at Castelar Elementary School.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	**Document Type**	CE	
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			04/01/14
Begin Design (PS&E) Phase			03/01/15
End Design Phase (Ready to List for Advertisement Milestone)			12/01/15
Begin Right of Way Phase			01/01/16
End Right of Way Phase (Right of Way Certification Milestone)			03/30/16
Begin Construction Phase (Contract Award Milestone)			08/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			03/01/17
Begin Closeout Phase			04/01/17
End Closeout Phase (Closeout Report)			05/01/17

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Yale St Pedestrian Linkages Phase 1					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		110						110	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			580					580	
TOTAL		110	580					690	

Fund No. 1:	**Active Transportation Program (ATP)**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E		110						110	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			580					580	
TOTAL		110	580					690	

Fund No. 2:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Yale St Pedestrian Linkages Phase 1					

Fund No. 4:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Yale St Pedestrian Linkages Phase 1					

Fund No. 8:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name:	Yale St Pedestrian Linkages Phase 1

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 110,000
Right-of-Way Phase	$
Construction Phase-Infrastructure	$ 580,000
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 690,000

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
	$
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 690,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$
Request for Safe Routes to Schools Non-Infrastructure work	$
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	12/01/2014	01/30/2015
Right-of-Way		
Construction	06/30/2016	09/01/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	Yale St Pedestrian Linkages Phase 1

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: Yale St Pedestrian Linkages Phase 1

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/15/14
Name: Kevin Minne Phone: 213-847-4276
Title: Transportation Engineer e-mail: kevin.minne@lacity.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/15/14
Name: for Nazario Sauceda Phone: 213-847-3333
Title: Director, Bureau of Street Services e-mail: nazario.sauceda@lacity.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:	Yale St Pedestrian Linkages Phase 1

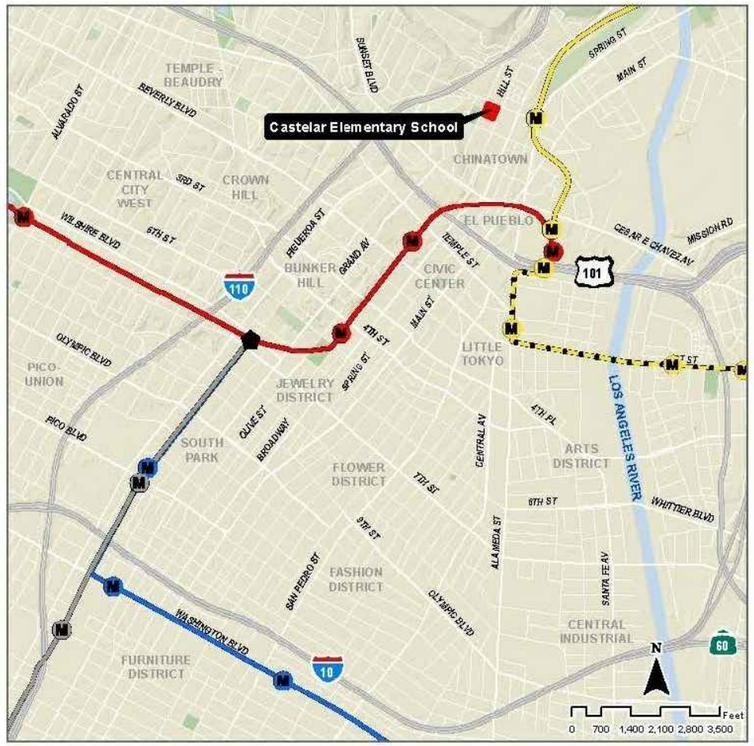
VIII. ADDITIONAL APPLICATION ATTACHMENTS

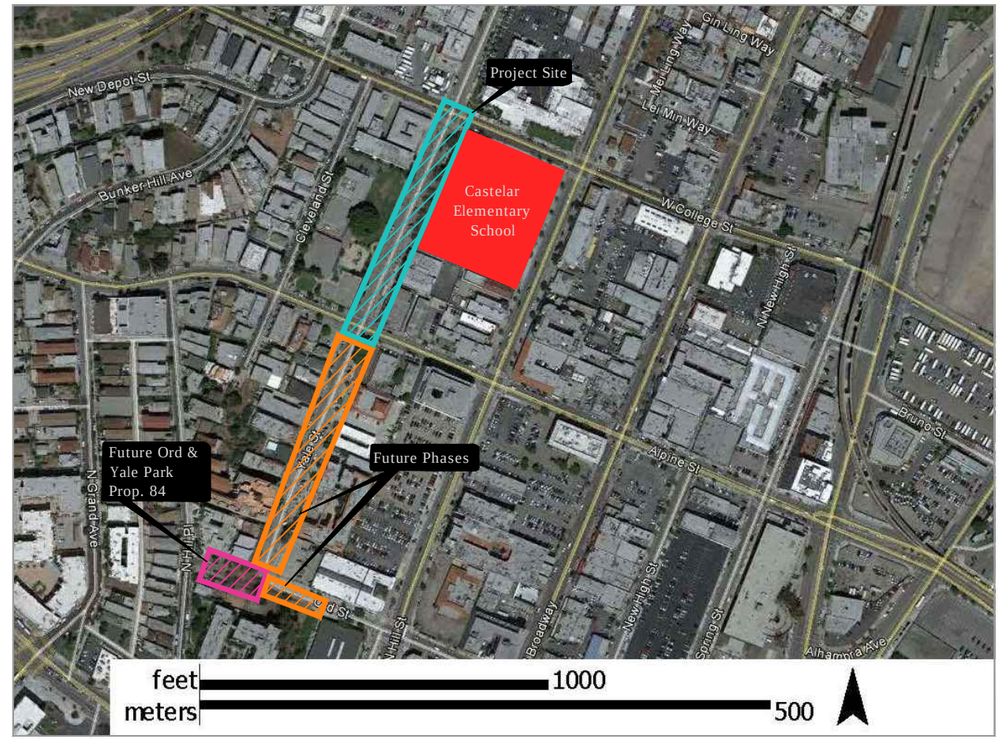
Check all attachments included with this application.

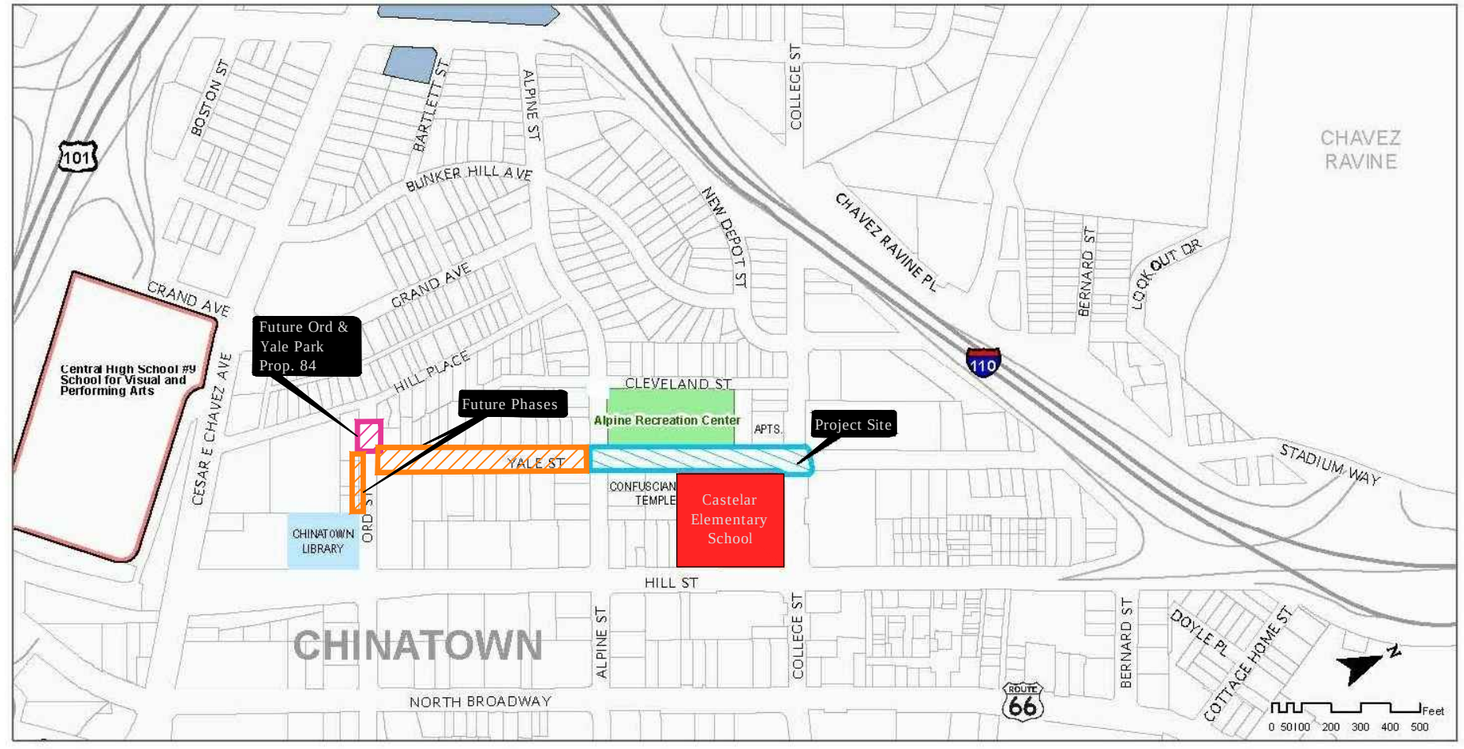
- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

List of Exhibits

Exhibit #	Exhibit Description
A-1	**Location Maps: Regional Context Map, General Plan Land Use Map, Project Area Map & Site Aerial Map**
A-2	**LADOT Pedestrian Routes to School Map for Castelar Elementary**
B-1	**Existing Conditions**
B-1a	Yale Street from Alpine Street to College Street
B-1b	Existing Conditions Photos
B-1c	Collision Data: Summary, Maps and Diagrams
B-2	**Proposed Improvement Plans**
B-2a	Conceptual Streetscape Plan
B-2b	Illustrative Sketch of New Landscaped Median/Curb Extensions/Crosswalks
C-1	**Detailed Project Cost Estimate**
C-2	**Benefit Cost Calculation**
D-1	**Site Visit Notes from April / May 2014 and Pedestrian Count, Path Configuration and Photos**
D-2	**Site Visit Notes from June 1, 2010**
E-1	**Letters of Support for ATP Application**
E-2	**Letters of Support for Past Safe Routes to School Cycle 9 Application**
F-1	**Public Participation and Planning - ATP Application**
F-2	**Public Participation and Planning - Past Safe Routes to School Cycle 9 Application**
G-1	**Summary of State/Regional/Local Planning Documents that Support Walking/Biking**
H-1	**Disadvantage Communities Data**
H-1a	CalEnviroScreen 10%
H-1b	Median Household Income by Census Tracts within Los Angeles
H-1c	U.S. Census Bureau - 2008 -2012 American Survey 5 year Estimates
H-1d	Free and Reduced Price Meal Data
I-1	**Communication with CCC and CALCC**







Yale St. Pedestrian Linkage Phase 1 - College St. to Alpine St.
Exhibit A-1: Regional Context Map, General Plan Land Use Map, Project Area Map, Site Aerial

CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

July 2013

PEDESTRIAN ROUTES FOR CASTELAR ELEMENTARY SCHOOL

Legend

- Recommended Crossing
- Stop Sign
- Traffic Signal
- Crossing Guard
- Flashing Warning Light
- Stairs or Walkway
- Pedestrian Bridge
- Pedestrian Tunnel
- Parks

N W E S

0 400 800 Feet

Parents:

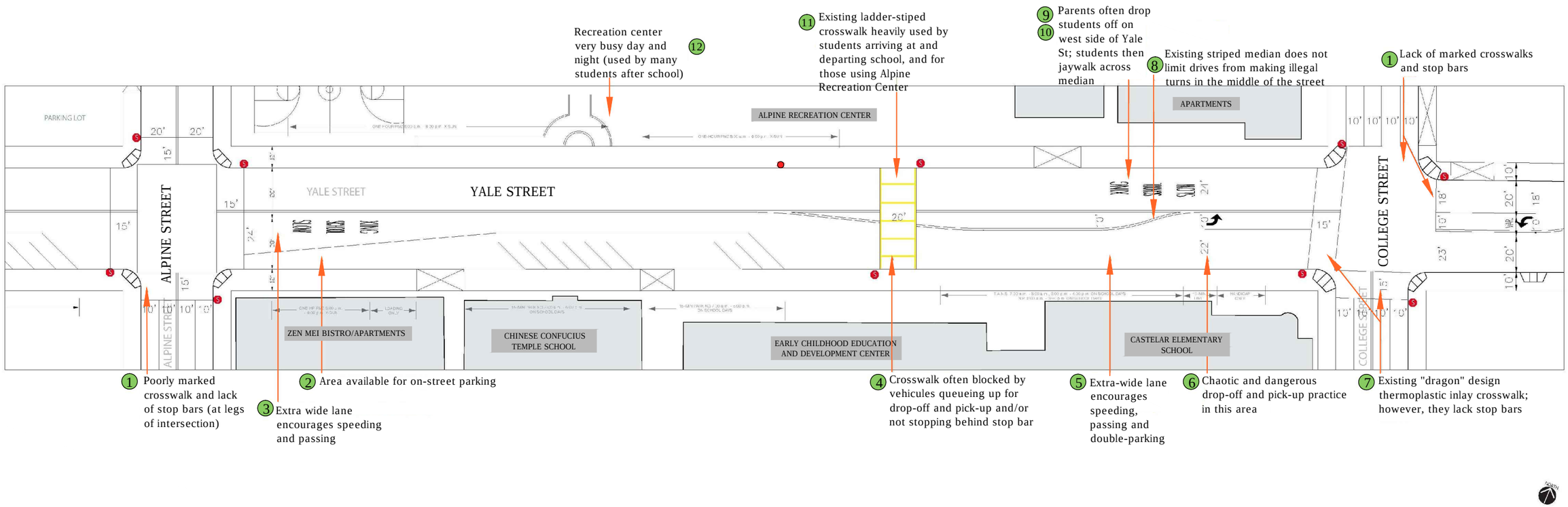
This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, seleccione la ruta mas segura de su casa a la Escuela y marquelo con un lapis o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarse con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

Yale St. Pedestrian Linkage Phase 1 - College St. to Alpine St.
Exhibit A-2: LADOT Pedestrian Routes to School Map for Castelar Elementary

Yale St. Pedestrian Linkages Phase 1 - College St. to Alpine St.
Exhibit B-1a: Existing Conditions / Yale Street from Alpine Street to College Street



LEGEND

- EXISTING FIRE HYDRANT
- EXISTING STOP SIGN
- (1) NUMBER INDICATES CORRESPONDING PHOTO ON EXHIBIT B-1b

Poorly marked crosswalks & lack of stop bars (all legs of intersection)

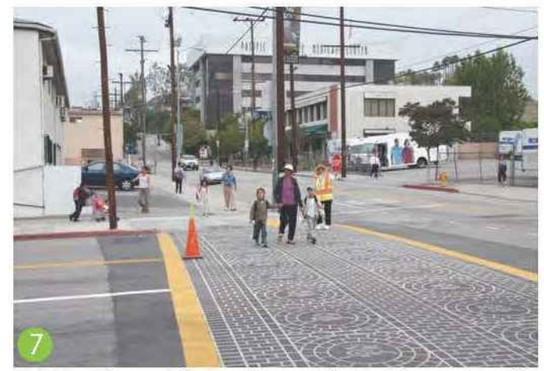
Area available for on-street parking

Extra-wide lane encourages speeding & passing

Crosswalks often blocked by vehicles queing up for drop-off and pick-up and/or not stopping behind stop bar

Extra-wide lane encourages speeding, passing, and double parking

Chaotic & dangerous drop-off & pick-up practices in this area



Existing 'dragon' design thermoplastic inlay crosswalk, but lack stop bars

Existing striped median doesn't limit drivers from making illegal turns in the middle of the street

Parents often drop off students on west side of Yale St and students jay-walk across median

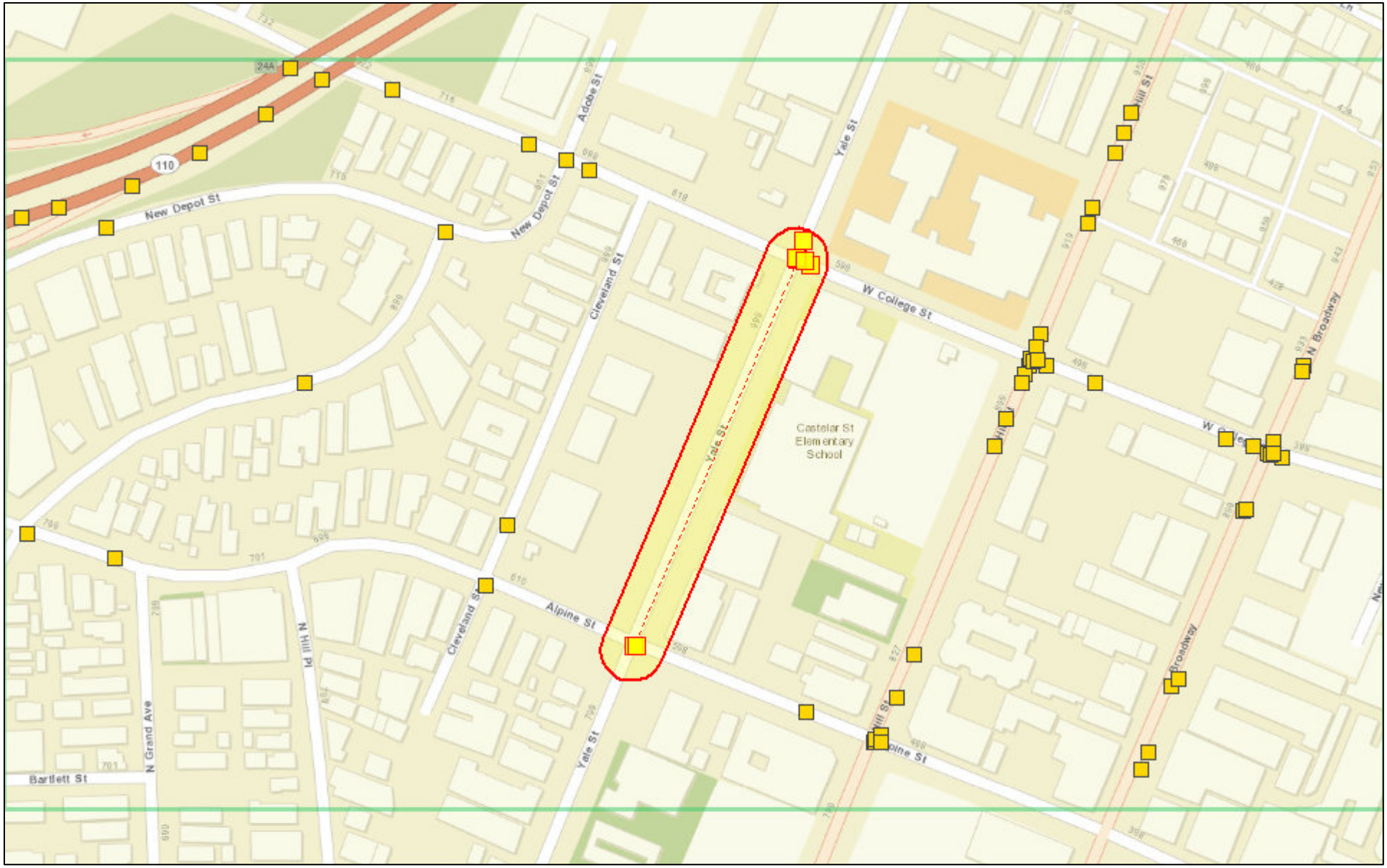
Students and parents jay-walk across Yale St

Existing ladder-striped crosswalk is busy with students arriving and departing school & using Alpine Recreation Center

Very busy recreation center day and night (used by many students)

Yale St. Pedestrian Linkage Phase 1 - College St. to Alpine St.
Exhibit B-1b: Existing Conditions Plan & Photos - Existing Conditions Photos

SWITRS Collisions from 1-1-07 to 12-31-12, LOS ANGELES, LOS ANGELES



May 13, 2014

1:3,188

0 0.0275 0.055 0.11 mi

0 0.0425 0.085 0.17 km

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

Yale St Pedestrian Linkages Phase 1
City of Los Angeles

Made by: SWITRS GIS Map at TIMS (http://tims.berkeley.edu)

Copyright UC Regents, 2013

CASEID	POINT_X	POINT_Y	YEAR	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER	PED COL	BIC COL	PRIMARY RD	SECOND RD	DISTANCE	DIRECT	INTERSECT_	DATE_	TIME_	SEV INJ	OTHER INJ	COP	PED KILL	PED INJ	BIC KILL	BIC INJ	CITY	COUNTY
3401658	-118.241	34.06318	2007	3	10	0	1	A	Y		ALPINE ST	YALE ST	2	W	N	9/26/2007	1845	0	1	0	0	1	0	0	LOS ANGELES	LOS ANGELES
3507595	-118.24	34.06494	2007	4	8	0	1	A	Y		YALE ST	COLLEGE ST	30	N	N	10/18/2007	745	0	0	1	0	1	0	0	LOS ANGELES	LOS ANGELES
3564761	-118.24	34.06484	2007	4	11	0	1	A	Y		COLLEGE ST	YALE ST	26	E	N	12/23/2007	900	0	0	1	0	1	0	0	LOS ANGELES	LOS ANGELES
4035935	-118.24	34.06486	2009	4	10	0	1	A	Y		YALE ST	COLLEGE ST	0		Y	2/5/2009	800	0	0	1	0	1	0	0	LOS ANGELES	LOS ANGELES
4078414	-118.24	34.06486	2009	4	9	0	1	A	Y		COLLEGE ST	YALE ST	0		Y	1/16/2009	1520	0	0	1	0	1	0	0	LOS ANGELES	LOS ANGELES
4585243	-118.24	34.06486	2010	4	10	0	3	C	Y		YALE ST	COLLEGE ST	0		Y	1/21/2010	1745	0	0	3	0	3	0	0	LOS ANGELES	LOS ANGELES
4955409	-118.241	34.06317	2010	3	10	0	1	A	Y		ALPINE ST	YALE ST	5	E	N	11/2/2010	815	0	1	0	0	1	0	0	LOS ANGELES	LOS ANGELES
5669292	-118.24	34.06486	2012	4	10	0	1	A	Y		COLLEGE ST	YALE ST	10	E	N	5/31/2012	1530	0	0	1	0	1	0	0	LOS ANGELES	LOS ANGELES

Total Pedestrian Collisons: 8

Data queried through Transportation Injury Mapping System (TIMS)

Collision Diagram

Primary Street:
Alpine St

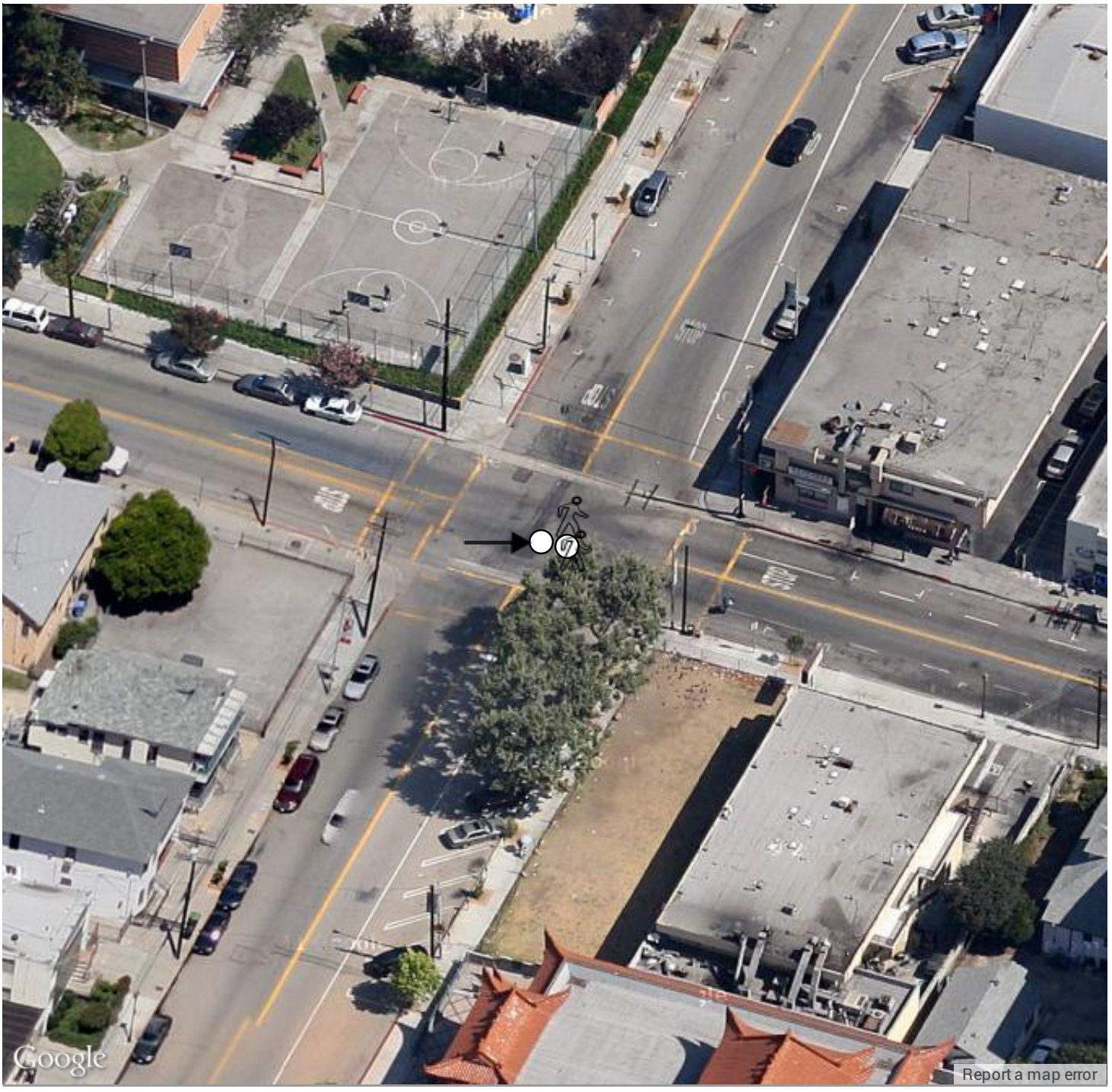
Secondary Street:
Yale St

Time Period:
2007-2012

Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	0
Injury Collision	2
Mapped	2
Not Drawn	0
Total	2

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	



Date Created: 05/13/2014

Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2013

SWITRS Collisions from 1-1-07 to 12-31-12, LOS ANGELES, LOS ANGELES

May 13, 2014

1:1,594

0 0.0125 0.025 0.05 mi

0 0.02 0.04 0.08 km

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

Yale St Pedestrian Linkages Phase 1
City of Los Angeles

Made by: SWITRS GIS Map at TIMS (http://tims.berkeley.edu)
Copyright UC Regents, 2013

Collision Diagram

Primary Street:
W College St

Secondary Street:
Yale St

Time Period:
2007-2012

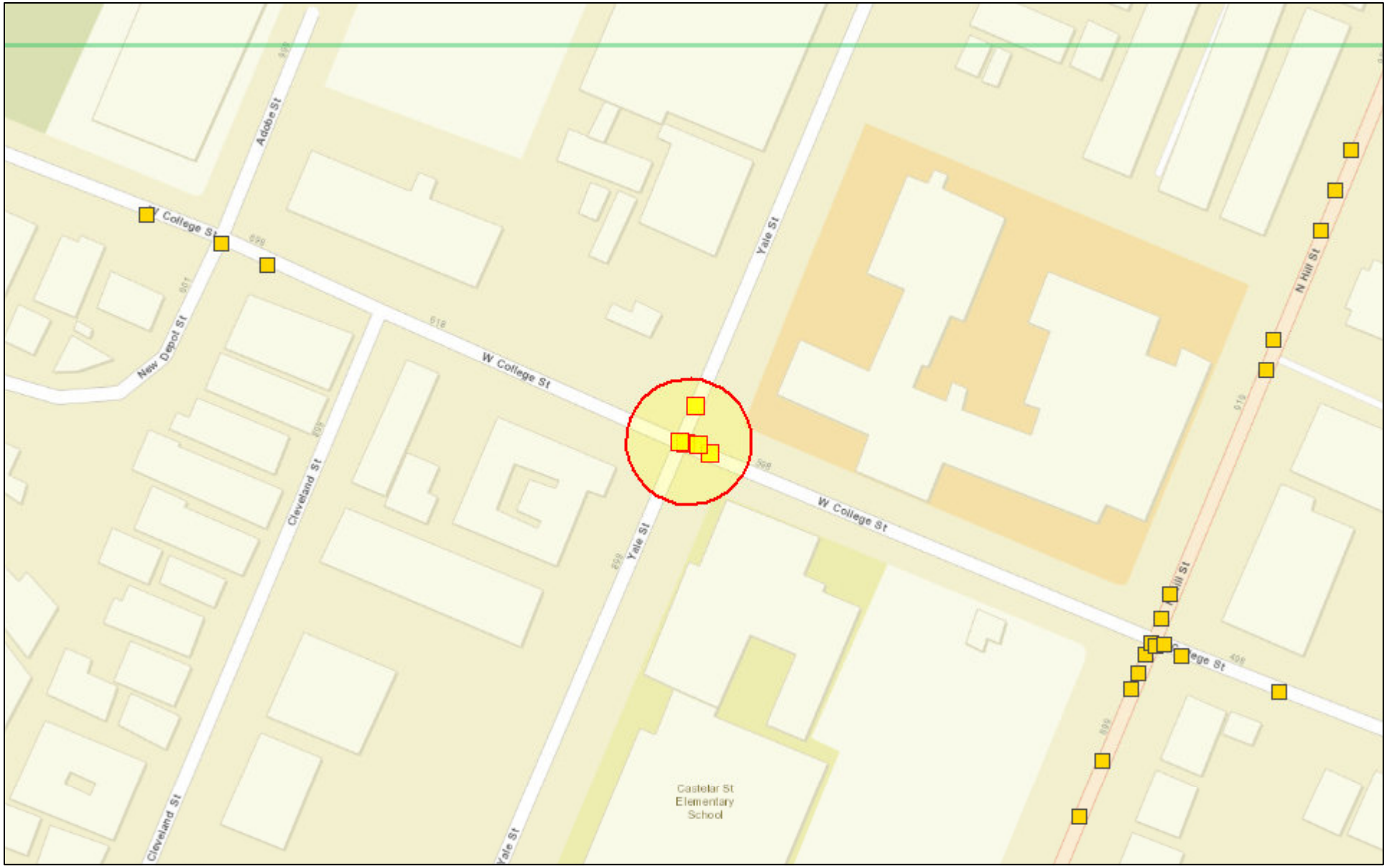
Agency Name:
City of Los Angeles

Mapping Summary	
Fatal Collision	0
Injury Collision	5
Mapped	5
Not Drawn	1
Total	6

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	

Date Created: 05/13/2014
Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2013

SWITRS Collisions from 1-1-07 to 12-31-12, LOS ANGELES, LOS ANGELES



May 13, 2014

1:1,594

0 0.0125 0.025 0.05 mi

0 0.02 0.04 0.08 km

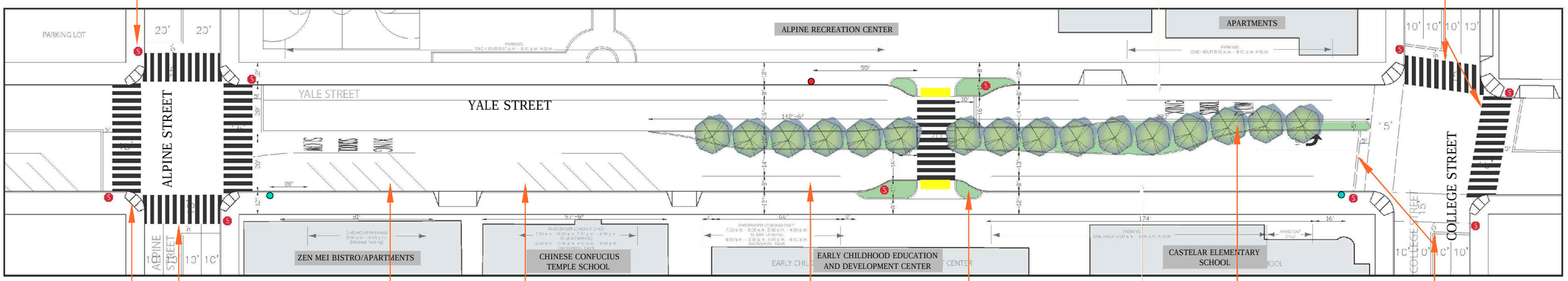
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

Yale St Pedestrian Linkages Phase 1
City of Los Angeles

Made by: SWITRS GIS Map at TIMS (http://tims.berkeley.edu)

Copyright UC Regents, 2013

Yale St. Pedestrian Linkages Phase 1 - College St. to Alpine St.
Exhibit B-2a: Conceptual Streetscape / Yale Street from Alpine Street to College Street



New continental crosswalks, and pedestrian crossing warning signs at intersection of Alpine and Cleveland Street

ADA Ramps

New continental crosswalks

New additional diagonal parking where extra-wide lane existed

Existing diagonal parking to remain but with new restrictions; will operate as parallel drop-off and pick-up zone before and after school, designated with traffic cones.

New drop-off and pick-up zone designated with traffic cones before and after school

New bump-out with new continental crosswalk and advance stop bars.

New landscape median with trees and ground cover (no shrubs)

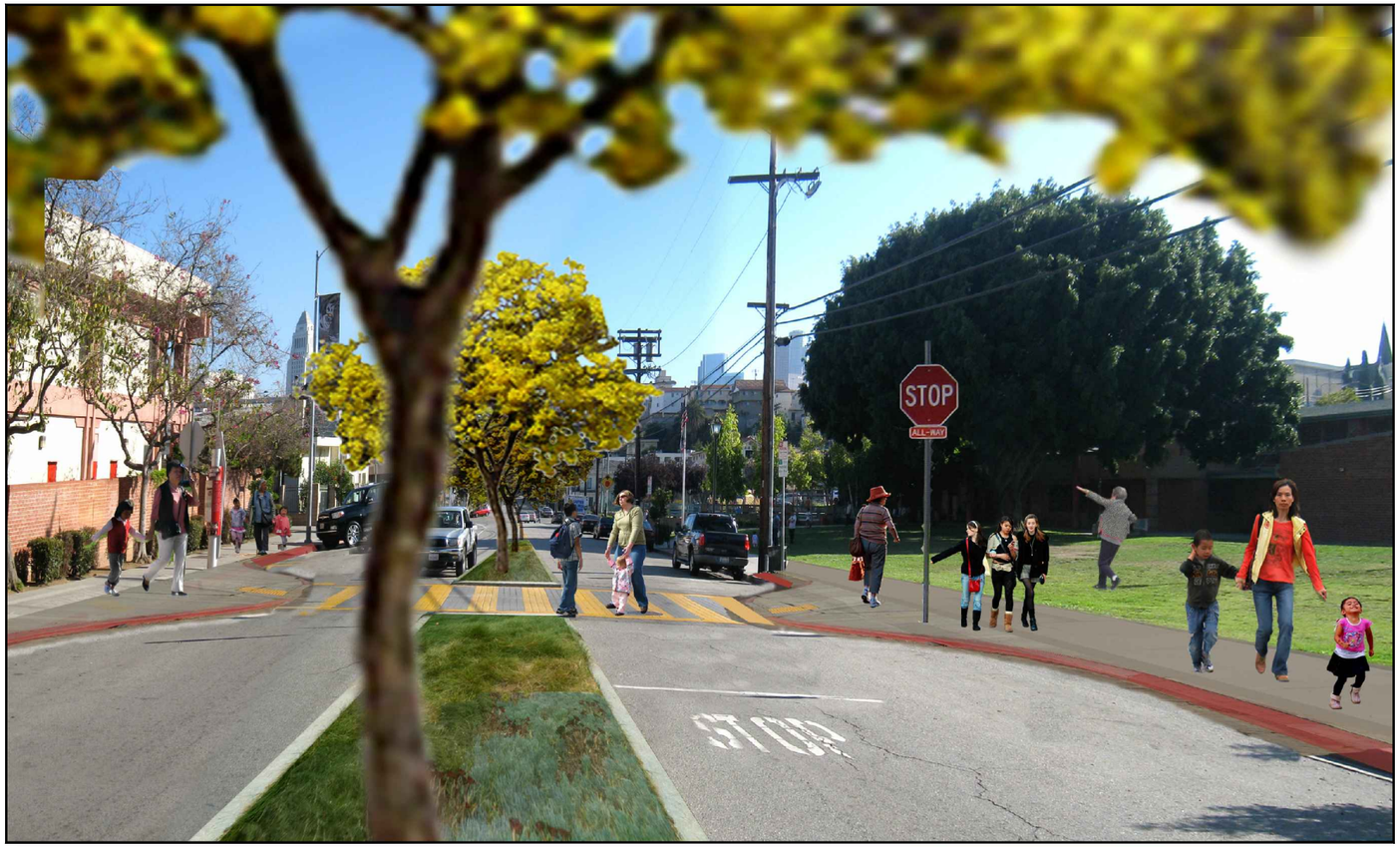
New continental crosswalk

New advance stop bars at existing "dragon" design crosswalks

LEGEND

- EXISTING FIRE HYDRANT
- NEW FIRE HYDRANT
- EXISTING STOP SIGN

Quality • Timeliness • Efficiency



Yale St. Pedestrian Linkage Phase 1 - College St. to Alpine St.
Exhibit B-2b: Illustrative Sketch of New Landscape Median/Curb Extension/Crosswalks & Existing Conditions Photo

Detailed Engineer's Estimate
For Construction Items Only

Agency: City of Los Angeles, Bureau of Street Services

Project Name: Yale St Pedestrian Linkage Phase 1 - College St. to Alpine St.

Project Location: Yale St. between College St. and Alpine St.

Date of Estimate: April 15,2014

Prepared by: F. Chan

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	$20,000.00	$20,000
2	Traffic Control	1	LS	$7,000.00	$7,000
3	Asphalt concrete removal (8' thck)	8000	SF	$4.40	$35,200
4	Asphalt concrete removal (cold planing)	20000	SF	$2.00	$40,000
5	Concrete removal (6" thick driveway)	2500	CY	$6.50	$16,250
6	Unclassified excavation, incl backfill & haulway	25	CY	$70.00	$1,750
7	Street lighting pull box (relocate /adjuct grade	1	EA	$500.00	$500
8	Parking meter relocation	4	EA	$250.00	$1,000
9	Integral curb and gutter removal	140	LF	$8.00	$1,120
10	Street light relocate	1	EA	$2,000.00	$2,000
11	Imported top soil, placed and compacted (24")	160	CY	$50.00	$8,000
12	Crushed Miscellaneous base (CMB) 6" thk	5500	SF	$1.75	$9,625
13	3" thick Asphalt Concrete Pavement (in place)	20000	SF	$3.00	$60,000
14	6" thick Concrete	2500	SF	$11.00	$27,500
15	3" thick Concrete (sidewalk)	1200	SF	$9.00	$10,800
16	ADA Access Ramps	6	EA	$3,500.00	$21,000
17	Integral curb and gutter, a=2' , b=8"	350	LF	$37.00	$12,950
18	Integral curb and gutter, a=1 , b=6"	800	LF	$33.00	$26,400
19	36" box Street Tree in median island	16	EA	$900.00	$14,400
20	Landscape Planting	4225	EA	$15.00	$63,375
21	Irrigation system	4225	EA	$8.00	$33,800
22	New Fire Hydrant required by LAFD	1	EA	$40,000.00	$40,000
23	Adjust maintenance hole to grade	1	EA	$1,000.00	$1,000
24	Pavement Markings	1	LS	$5,000.00	$5,000

Construction Items	$458,670
10 % Contingency	$45,867
Sub Total	**$504,537**
Construction Management/Construction Inspection (based on 15% of CC)	$75,681
Construction Cost (CC)	**$580,218**
PE/Final Design (Including Survey)	$110,000
Total Project Cost (TPC)	**$690,218**
Total Project Cost (TPC) - Rounded	**$690,000**

Benefit / Cost Calculation Result

1. Project Information

Application ID	Yale St Ped Linkages Phase 1	Version	1

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2007	to	12/31/2012	Years	6

- Install pedestrian crossing (with enhanced safety features)

CM Number	Project Type	Crash Type	CRF	Life
R38	Ped and Bike	Ped & Bike	30	10

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	2	6	0	8

Annual Benefit	$ 21,370	Cost	$ 241,500
Life Benefit	$ 213,700	B/C Ratio	**0.88**

- Install raised median

CM Number	Project Type	Crash Type	CRF	Life
R9	Geometric Mod.	All	25	20

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
All	0	0	2	6	0	8

Annual Benefit	$ 17,808	Cost	$ 345,000
Life Benefit	$ 356,167	B/C Ratio	**1.03**

- Install pedestrian crossing (with enhanced safety features / curb-extensions)

CM Number	Project Type	Crash Type	CRF	Life
NS18	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	2	6	0	8

Annual Benefit	$ 24,932	Cost	$ 103,500
Life Benefit	$ 498,633	B/C Ratio	**4.82**

3. Benefit Cost Result

Total Benefit	$ 1,068,500
Total Cost	$ 690,000
B/C Ratio	**1.55**

Safety Practitioner / Engineer:

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

Pedestrian Counts

Morning observations from 7:53 AM to 8:07 AM:

Castelar Elementary School starts class at 8:00 AM. School staff sets a Safety Valet Parking area using orange cones and parents are able to quickly drop off children. The Valet Parking moves quickly.

Pedestrians and Cars rush hour done at 8:06 AM.

Walking configuration from 7:53 AM to 8:07 AM:

Castelar Elementary School

Intersection of Yale and College	Mid crosswalk in front of school	Intersection of Yale and Alpine
→	↑	←
Adults : 28 Children: 40	Adults: 31 Children: 50	Adults : 50 Children: 59

Afternoon observations from 2:19 PM to 2:39 PM:

Dismissal time is 2:19 PM. School staff did not set up the Safety Valet Parking. Kids were crossing the mid-crosswalk many times (running) to go to a food truck at the other side of the school. Approximately for every 5 cars, 1 car will make an illegal U-turn in front of the school.

@ 2:43 PM. One adult crossed approximately a group of 35 to 40 kids and took them to Alpine Recreation Center, and another group of 35 to 40 kids were taken to the building adjacent to the school.

Walking configuration from 2:19 PM to 2:39 PM:

Castelar Elementary School

Intersection of Yale and College	Mid crosswalk in front of school	Intersection of Yale and Alpine
←	↓	→
Adults : 22 Children: 37	Adults: 41 Children: 77	Adults : 41 Children: 66

Adults taking kids to the after school programs.

Proposed Project Description

We propose to create an ordered system for school drop-off and pick-up in front of the school's main entrance on the east side of Yale Street. This is where the greatest disorder and driving violations occur at present. We want to eliminate the unsafe practice of dropping kids off for school in the middle of traffic. Also, transform the crosswalk so that it is more prominent with increased pedestrian visibility. By adding curb extensions at all 4 corners of the crosswalk, the traffic lanes on either side will narrow near the crosswalk, restricting cars from making illegal u-turns and passing in this area. The plan will require the efforts of the school to have volunteers place cones along the drop-off/ pick-up area and to assist the flow of the drop-off/pick-up cue.

Street striping, parking, and drop-off zone

- Make on-street parking available 24 hours/day along the east side of street from the top of the block (at College St) to about 10 ft north of the crosswalk during school drop-off/ pick-up hours. Though this curb is currently designated as a red zone, drivers pull in and out of this area, making illegal u-turns, and congesting vehicular traffic. Designating this area for full time parking will ensure the use of a new, organized drop-off/ pick-up zone.
- Remove the two existing diagonal parking spots on the east side of Yale St, just south of the existing crosswalk. This area will become the, new drop-off/ pick-up zone.
- Change all parallel parking along east side of street south of the crosswalk to diagonal parking, which will gain approximately, two additional spots. Doing so will add two spots for the two proposed to be removed in step 2.
- Change diagonal parking (on east side) hours from 7am – 5pm to 8:30am – 3:30 or 4:00pm to allow use of the parking lane for cars to cue up for drop-off/ pick-up zone during prime drop-off and pick-up hours before and after school.
- Reduce existing travel lanes to 10 ft and all parallel parking lanes to 8 ft. to allow for wider median proposed below.

Median, crosswalk, curb extensions

- Install landscaped median with street trees from the bottom of the left turn lane at College St to the top of the crosswalk. Continue median from the bottom of crosswalk to line up with the top of driveway at LAUSD Childcare Center. Median will provide traffic calming as well as beautification.
- Construct crosswalk, transforming it to a table-top and will act as a speed hump as well as making it easier for pedestrians to cross the street.
- Install limit lines 10 ft from edge of crosswalk on both sides.
- Install zebra striping in crosswalk.
- Construct landscaped curb extensions approximately 6-7' wide at the crosswalk and as wide as the crosswalk.

Signage

- Add 'Reduce Speed Limit' signs on Yale St.
- Add ped-xing signs at crosswalk and possibly flashing lights or beacons.

Education & volunteer coordination

- A team of volunteers will need to be coordinated by the school to implement the drop-off/ pick-up zone. Cones will need to be placed to form the drop-off/ pick-up cue and monitors will need to assist in maintaining order and to watch that children make safe passage to and from school.
- Safety education for the staff, students, and parents of Castelar Elementary School is essential to change entrenched habits of unsafe practices when dropping off or picking-up children at school.

Exhibit E-1: Letters of Support for ATP Application

Congressmember Xavier Becerra, District 34th, Congress of the United States

Councilmember Gilbert A. Cedillo, District 1, Los Angeles City Council

Kevin De Leon, Chair, California State Senate

Assemblymember Jimmy Gomez, California Assembly Fifty-First District

Alpine Recreation Center

Cheuk Choi, Principal, Castelar Elementary School

Chinatown Business Improvement District

Chinatown Service Center

Chinese American Museum

Chinese Consolidated Benevolent Association

East Wind Foundation for Youth

William Chun-Hoon, Community Liaison and Advisor, Friends of the Chinatown Library

Paul Ng, President, Friends of the Chinatown Libary

Castelar Elementary School Parents

Los Angeles County Metropolitan Transportation Authority

National Chinese Welfare Council Los Angeles Branch

CAPITOL OFFICE
1226 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-6235
FAX: (202) 225-2202

DISTRICT OFFICE
350 SOUTH BIXEL STREET, SUITE 120
LOS ANGELES, CA 90017
PHONE: (213) 481-1425
FAX: (213) 481-1427

Congress of the United States
House of Representatives

XAVIER BECERRA
34TH DISTRICT, CALIFORNIA

HOUSE DEMOCRATIC CAUCUS
CHAIRMAN

COMMITTEE ON WAYS AND MEANS
RANKING MEMBER, SUBCOMMITTEE ON SOCIAL SECURITY

BECERRA.HOUSE.GOV

May 16, 2014

Mr. Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273

RE: 2014 California Active Transportation Program - Yale Street Pedestrian Linkages Phase 1

Dear Mr. Dougherty:

I am writing to express my support for the City of Los Angeles' Yale Street Pedestrian Linkages Phase 1 project application to the California Department of Transportation for a California Active Transportation Program grant.

Every weekday residents, mostly children and senior citizens, face heavily congested streets used by commuters to cut-through Chinatown as they rush to and from work and home. This part of my district is in the middle of downtown Los Angeles' daily commuter path and the neighborhood is surrounded by on and off ramps to both the 101 and 110 Freeways. The Yale Street corridor between College and Alpine Streets encompasses schools, a recreation center and a temple as well as other Chinatown community gathering destinations creating safety concerns for pedistrians.

The Yale Street Pedestrian Linkages Phase 1 proposed changes include the redesign of the Castelar Elementary School drop-off zone, installation of highly visible crosswalk striping, establishment of traffic controls and advanced pedestrian crossing warnings as well as a safety education and volunteer coordination program. These improvements, traffic controls and the safety program are targeted to address the priority hazard issues and conditions identified by community stakeholders and will result in a safer environment for the residents of Chinatown.

As such, I respectfully urge you to give serious consideration to this worthwhile proposal. If you have any questions, please contact Gayle Greenberg in my district office at (213) 481-1425.

Sincerely,

XAVIER BECERRA
Member of Congress

PRINTED ON RECYCLED PAPER

GILBERT A. CEDILLO
COUNCILMEMBER
FIRST DISTRICT

May 16, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty,
The City of Los Angeles is submitting an application for the California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Los Angeles Chinatown, which I represent. I am proud to express and join the overwhelming community and intergovernmental support of the City's affirmative response through this grant application to the public safety needs of my constituents, particularly that of Chinatown's children.

Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius Temple School are only a few of the Chinatown community's gathering destinations located on Yale Street. Chinatown's children are in the middle of Downtown Los Angeles' daily commuter path and their community is surrounded by on and off ramps to both the 101 and 110 Freeways. On a daily basis, our small and very young children face heavily congested streets used by commuters to cut-through Chinatown as they rush to and from work and home. As evidenced in their own responses to a survey on "How They Walk to School", they describe their walk with their parents, grandparents, or older siblings each day along "skinny" and "too crowded" sidewalks with "lots of cars" and drivers that "do not stop at stop sign", "drive while they are still walking", "are fast", "park wevery wher", "they almost crash into me and they don't even stop when people walk". Many walk a long distance along Chinatown's steep hilly streets and have to cross over the Arroyo Seco Parkway (110 Freeway) and even cross on and off-ramps.

On Yale Street, small children cannot be seen by the drivers that traverse it. They have to cross through the maze of cars clogging up the street in front of the school. Castelar has over 650 students and is a Title 1 school. My staff have worked alongside the Chinatown community through extensive community outreach on the identification and prioritization of the safety hazards and development of the safety improvements and parent volunteer program. It is not surprising that the Chinatown community's participation and overwhelming support for this grant application through 10 letters of support from

CITY HALL 200 N. Spring St. Room 470 Los Angeles, CA 90012
Tel: (213) 473-7001 • Fax: (213) 473-7462

community organizations, including Alpine Recreation Center, Castelar Elementary School, and the Friends of the Chinatown Library, 113 parent support letters in English, Spanish, and Chinese, and the completion of 20 class surveys and 439 individual student surveys (183 of which mapped their walking route to school).

More than half of the students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Approximately 35% are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and where our children have learned that bad driving behavior is the rule rather than the exception.

Many of Chinatown's community gathering destinations are located on or accessed directly from our Yale Street corridor - Chinese Baptist Church, gymnasium, and child care center, Pacific Alliance Medical Center, Castelar Elementary School, Alpine Recreation Center, the Chinese Confucius Temple School, the Thien Hau Temple, and at the southern end around the steep blind curve onto Ord Street, the Chinatown Library. There will be a new park and pedestrian stairway the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

The proposed Yale Street safety improvements, traffic controls, and safety programs are clearly responsive and targeted to address the priority hazard issues and conditions identified by Castelar and community stakeholders: redesign of school drop-off zone and on-street parking, improved pedestrian safety at mid-block crosswalk, landscaped medians north and south of existing mid-block crosswalk with new curb extensions, installation of highly visible crosswalk striping, establish traffic control and advance pedestrian crossing warnings, and a Safety Education and Volunteer Coordination Program.

The safety and wellbeing of our children is paramount and of the utmost priority. These proposed improvements will have positive impacts to protect the safety of my constituents, especially the children and seniors. I respectfully urge funding approval for this greatly needed public safety project that will not only make it safer for those who already walk to connect with their many community, recreational, and educational destinations along Yale Street, but also will create a friendlier walking environment that will encourage more folks to walk in this highly dense community.

Sincerely yours,

Gilbert Cedillo

GILBERT A. CEDILLO,
Councilmember, First District

CITY HALL 200 N. Spring St. Room 470 Los Angeles, CA 90012
Tel: (213) 473-7001 • Fax: (213) 473-7462

CAPITOL OFFICE
STATE CAPITOL, ROOM 5108
SACRAMENTO, CA 95814
TEL (916) 651-4022
FAX (916) 327-8817

DISTRICT OFFICE
1808 W. SUNSET BLVD.
LOS ANGELES, CA 90026
TEL (213) 483-9300
FAX (213) 483-9305

California State Senate

SENATOR
KEVIN DE LEÓN
CHAIR
SENATE APPROPRIATIONS COMMITTEE
TWENTY-SECOND SENATE DISTRICT

COMMITTEES
APPROPRIATIONS
ENERGY, UTILITIES & COMMUNICATIONS
GOVERNMENTAL ORGANIZATION
PUBLIC SAFETY

JOINT COMMITTEE
LEGISLATIVE BUDGET

May 15, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty,

This letter is in support of the City of Los Angeles's application for the California Active Transportation Program grant funding for pedestrian safety improvements at and surrounding Castelar Elementary School in Chinatown. I believe that this funding will greatly improve pedestrian safety along Chinatown's Yale Street corridor.

The proposed Yale Street Phase 1 safety improvements are responsive and reactive to address the priority hazards and conditions identified by stakeholders. Proposed improvements would redesign school drop-off zone and on-street parking, improve pedestrian safety at mid-block crosswalk, landscaped medians north and south of existing mid-block crosswalk with new curb extensions, installation of highly visible crosswalk striping, establish traffic control and advance pedestrian crossing warnings, and a Safety Education and Volunteer Coordination Program.

I am concerned about the safety of my constituents, especially the children and seniors, and feel these proposed improvements will have positive impacts and will result in a safer and healthier environment that encourages even more of Chinatown's residents and workers to walk. I urge the funding for this project through the California Active Transportation Program.
Sincerely,

Sincerely,

Kevin de León

KEVIN DE LEON
Twenty-Second Senate District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0051
(916) 319-2051
FAX (916) 319-2151

DISTRICT OFFICE
1910 WEST SUNSET BOULEVARD
SUITE 810
LOS ANGELES, CA 90245
(213) 483-5151
FAX (310) 615-3520

Assembly
California Legislature

JIMMY GOMEZ
DEMOCRATIC WHIP
ASSEMBLYMEMBER, FIFTY- FIRST DISTRICT

COMMITTEES
APPROPRIATIONS
ARTS, ENTERTAINMENT, SPORTS, TOURISM, AND INTERNET MEDIA
HEALTH
LABOR AND EMPLOYMENT
WATER, PARKS, AND WILDLIFE

WEBSITE
www.asmdc.org/members/a51/

May 21, 2014

Malcolm Dougherty, Director of Caltrans Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty,

As the representative of California's 51st Assembly District, it is with great pleasure that I express my support for the Active Transportation Program proposed by the City of Los Angeles. The proposal would greatly improve pedestrian safety, while offering programs adjacent to community centers and schools along Chinatown's Yale Street corridor.

The Yale St Pedestrian Linkage would serve numerous children and constituents who use the route; Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius Temple School are on Yale Street between College and Alpine Streets Castelar in Los Angeles' Chinatown. This area lies in the middle of Downtown Los Angeles' commuter path and is surrounded by two major freeways.

Many of Chinatown's community gathering destinations are located on or accessed directly from our Yale Street corridor. With the proposed project, there will be a new park and pedestrian stairway at the southern end of Yale Street where it turns at a blind curve onto Ord Street and connects our children and families to the library, homes, and Chinatown's busy Hill Street.

The proposed Yale Street Phase 1 safety improvements, traffic controls, and safety programs are responsive and targeted to address the priority hazard issues and conditions identified by community stakeholders: redesign of school drop-off zone and on-street parking, improved pedestrian safety at mid-block crosswalk, landscaped medians north and south of existing mid-block crosswalk with new curb extensions, installation of highly visible crosswalk striping, traffic control and advance pedestrian crossing warnings, and a Safety Education and Volunteer Coordination Program.

On behalf of the residents of the 51st Assembly District, I look forward to working with Caltrans and the Office of Active Transportation and Spec. Programs to ensure that this project comes to fruition.

Sincerely,

JIMMY GOMEZ
ASSEMBLYMEMBER, 51ST DISTRICT

Electronic Letterhead

Alpine Recreation Center

Gail Okazaki
Director in Charge

Cynthia Yparraguirre
Recreation Coordinator

817 Yale Street * Los Angeles, Ca 90012 *phone: 213.485.5448 * fax: 213.473.4574 *

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

Typical morning traffic congestion in front of Castelar & Alpine

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

We, the staff at Alpine Recreation Center, wish to express our strongest support for the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street corridor. For years, the children and seniors have had to face the ever-growing traffic hazards on a daily basis as they negotiate their way around Yale Street, Alpine Street, and College Street.

Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius Temple School are on Yale Street between College and Alpine Streets Castelar … a stone's throw away from Downtown L.A. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Chinatown's residents have to walk on these same busy streets to reach their destinations. Chinatown residents are largely low income immigrant seniors and families with young children who primarily walk and take transit to reach their schools, community activities, work, and shopping.

Castelar has over 650 students. Most of Castelar's students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Many of Chinatown's community gathering destinations are located on or accessed directly from our Yale Street corridor - Chinese Baptist Church, gymnasium, and child care center, Pacific Alliance Medical Center, Castelar Elementary School, Alpine Recreation Center, the Chinese Confucius Temple School, the Thien Hau Temple, and at the southern end around the steep blind curve onto Ord Street, the Chinatown Library. We also will soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

Yale Street definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for residents, particularly the children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the City of Los Angeles, Castelar, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages..

Please contact me if you have any questions.

Sincerely yours,

Gail Okazaki
Senior Recreation Director

Los Angeles Unified School District
Castelar Elementary School 嘉士德樂小學
840 Yale Street, Los Angeles, CA 90012
Telephone (213)626-3674; fax (213)680-1894

John E. Deasy, ***General Superintendent***
Roberto Martinez, ***Instructional Area Superintendent, ESC-East***
Cheuk Choi, ***Principal***
Luis Sanchez, ***Assistant Principal***

May 8, 2014

Typical morning traffic congestion in front of Castelar Elementary School.

Malcolm Dougherty, Director of Caltrans
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College St. to Alpine St.

Dear Mr. Dougherty:

I strongly support the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street corridor. I have been at Castelar Elementary School for over 30 years and have observed first-hand over the years the continuing and growing traffic hazards that our students face each day as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is one of those streets used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

We have over 650 students. Most of our students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School. Many of our students and their families also participate and attend religious services, community services and activities at other institutions that are located along Yale Street across from and to the north and south of Castelar Elementary School. Many of Chinatown's community gathering destinations are located to or accessed directly from our Yale Street corridor - Chinese Baptist Church, gymnasium, and child care center, Pacific Alliance Medical Center, Castelar Elementary School, Alpine Recreation Center, the Chinese Confucius Temple School, the Thien Hau Temple, and at the southern end around the steep blind curve onto Ord Street, the Chinatown Library.

We look forward to working with the City of Los Angeles and our neighbors on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parent Advisory Council has expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Respectfully,

Cheuk Choi

Cheuk Choi, Principal

2014 年 5 月 8 日

加州交通局總監 Malcolm Dougherty
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1200 N. Street,
Sacramento, CA 95814

事項：2014 加州活躍運輸項目申請
耶魯街第 1 階段行人聯接計劃—大學街至愛盼街

尊敬的 Dougherty 先生：

我的孩子是華埠嘉士德樂小學 2 年級的學生。我強烈支持洛市申請 2014 加州活躍運輸項目撥款，以資助改善位在華埠耶魯街走廊的嘉士德樂小學，和其周邊地區的行人安全及相關項目。

華埠的路邊行人道十分狹窄，同時還有許多車道，而馬路上則是往返洛市中心的繁忙交通。我們社區除了被 101 和 110 高速公路的上下車道包圍外，也得忍受著大量上下班人士為了避免交通擁擠而走小路作為捷徑的情況。嘉士德樂小學、愛盼休閒中心、中華孔教學校都位於耶魯街，因此成為其中一條最常被居民和日常通勤人士用作捷徑的街道。這不但導致嚴重交通擁擠，更危及我們小孩的人生安全。很多時候，在學校和愛盼休閒中心前停泊的車輛堵塞了整條街，小孩因個子小，在過馬路時容易被司機忽略。

嘉士德樂小學有超過 650 名學生。大多數學生均步行到學校。他們上學途中必須經過交通繁忙、迂迴曲折的大小街道，還要面對行駛快速的走捷徑車輛。其他乘坐私家車上學的孩子，必須在學校前下車，他們面對著車輛倒車時經常會阻擋行人穿越道中間嵌段、並排停放、在路中央直接掉頭回轉，以及其他不良駕駛行為等問題。

我們的學校迫切需要實質地改善交通、交通管制及安全項目，以確保小孩可以安全地上下課，並步行到愛盼休閒中心、華埠圖書館以及中華孔教學校參加課後活動。此外，不久的未來我們將在耶魯街的最南端，即轉入奧街前的陡峭盲點轉彎處，迎來全新的公園和行人階梯。這也是把我們的兒童與家庭銜接到圖書館、住宅，以及華埠繁忙的曉街的地段。

我們期待與洛杉磯市合作，一起推動實施行人和自行車騎士的安全教育項目。同時也會與洛杉磯聯合學區校警及洛市警局攜手，執行保護行人權益的交通法。我們亦願意協助及參與改善工程的評估，為這成功申請到撥款項目提供引證。

姓名：Wan Ling Zhou　　身份：（✓）家長（ ）學生（ ）諮詢委員會成員（ ）社區成員

地址：720 Bartlett st #9 LA CA 90012

電話：213-621-4065

其他意見或說明：我们接受这个计划，希望尽快完成它，给小朋友们有安全而又舒畅的路道上学。

[中文翻譯是由華埠商業發展區提供，內容以英文版本為準]

2014 年 5 月 8 日

加州交通局總監 Malcolm Dougherty
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1200 N. Street,
Sacramento, CA 95814

事項：2014 加州活躍運輸項目申請
耶魯街第 1 階段行人聯接計劃—大學街至愛盼街

尊敬的 Dougherty 先生：

我的孩子是華埠嘉士德樂小學 二 年級的學生。我強烈支持洛市申請 2014 加州活躍運輸項目撥款，以資助改善位在華埠耶魯街走廊的嘉士德樂小學，和其周邊地區的行人安全及相關項目。

華埠的路邊行人道十分狹窄，同時還有許多車道，而馬路上則是往返洛市中心的繁忙交通。我們社區除了被 101 和 110 高速公路的上下車道包圍外，也得忍受著大量上下班人士為了避免交通擁擠而走小路作為捷徑的情況。嘉士德樂小學、愛盼休閒中心、中華孔教學校都位於耶魯街，因此成為其中一條最常被居民和日常通勤人士用作捷徑的街道。這不但導致嚴重交通擁擠，更危及我們小孩的人生安全。很多時候，在學校和愛盼休閒中心前停泊的車輛堵塞了整條街，小孩因個子小，在過馬路時容易被司機忽略。

嘉士德樂小學有超過 650 名學生。大多數學生均步行到學校。他們上學途中必須經過交通繁忙、迂迴曲折的大小街道，還要面對行駛快速的走捷徑[illegible]。其他乘坐私家車上學的孩子，必須在學校前下車，他們面對著車輛倒車時行[illegible]會阻擋行人穿越[illegible]間嵌段、並排停放、在路中央直接掉頭回轉，以及其他不良駕駛行為等問題。

我們的學校[illegible]切需要[illegible]改善交通、交通管制及安全項目，以確保小孩可以安全地上下課，並步行到愛盼休閒中心、[illegible]以及中華孔教學校參加課後活動。此外，不久的未來我們將在耶魯街的最南端，即轉入奧街[illegible]點轉彎處，迎來全新的公園和行人階梯。這也是把我們的兒童與家庭銜接到圖書館、住宅，以及華埠繁忙的曉街的地段。

我們期待與洛杉磯市合作，一起推動實施行人和自行車騎士的安全教育項目。同時也會與洛杉磯聯合學區校警及洛市警局攜手，執行保護行人權益的交通法。我們亦願意協助及參與改善工程的評估，為這成功申請到撥款項目提供引證。

姓名：Annie Louie　身份：☒ 家長（ ）學生（ ）諮詢委員會成員（ ）社區成員

地址：991 N. Broadway #B Los Angeles, CA 90012

電話：213-621-2594

其他意見或說明：I support this application. to be approved.

[中文翻譯是由華埠商業發展區提供，內容以英文版本為準]

Rm 7

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Special Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

My child is in 1st grade and attends Castelar Elementary School in Chinatown I strongly support the City of Los Angeles for their application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street Corridor.

Chinatown's sidewalks are very narrow with lots of driveways and the streets have a lot of traffic going to and from Downtown Los Angeles. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from their work and homes. Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius School are located on Yale Street, which is one of those streets that is used by residents and commuters as a cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school and Alpine Recreation Center.

Castelar has over 650 students. Most students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and drivers make U-turns in the middle of the street and have other bad driving behavior.

Our school greatly needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School. We also will soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

We look forward to working with the City of Los Angeles on implementing pedestrian and bicyclist educational programs, coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians, and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

Respectfully

Name: Lissette Bastille (✓) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member

Address: 866 Bunker Hill Ave. #305 LA CA 90012

Telephone: (213) 447-2004

Additional Comments: Strongly approve. Safety First!

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

My child is in 1 grade and attends Castelar Elementary School in Chinatown I strongly support the City of Los Angeles for their application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street Corridor.

Chinatown's sidewalks are very narrow with lots of driveways and the streets have a lot of traffic going to and from Downtown Los Angeles. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from their work and homes. Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius School are located on Yale Street, which is one of those streets that is used by residents and commuters as a cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school and Alpine Recreation Center.

Castelar has over 650 students. Most students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and drivers make U-turns in the middle of the street and have other bad driving behavior.

Our school greatly needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School. We also will soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

We look forward to working with the City of Los Angeles on implementing pedestrian and bicyclist educational programs, coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians, and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

Respectfully

Name: BERNARD REYES (✓) Parent ( ) Student ( ) Advisory Committee Member ( ) Community Member

Address: 866 N. BUNKER HILL AVE. #102 LOS ANGELES CA 90012

Telephone: 818 484 1108

Additional Comments: Lets make this happen.

2014 年 5 月 8 日

加州交通局總監 Malcolm Dougherty
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1200 N. Street,
Sacramento, CA 95814

事項：2014 加州活躍運輸項目申請
耶魯街第 1 階段行人聯接計劃—大學街至愛盼街

尊敬的 Dougherty 先生：

我的孩子是華埠嘉士德樂小學 ___ 年級的學生。我強烈支持洛市申請 2014 加州活躍運輸項目撥款，以資助改善位在華埠耶魯街走廊的嘉士德樂小學，和其周邊地區的行人安全及相關項目。

華埠的路邊行人道十分狹窄，同時還有許多車道，而馬路上則是往返洛市中心的繁忙交通。我們社區除了被 101 和 110 高速公路的上下車道包圍外，也得忍受著大量上下班人士為了避免交通擁擠而走小路作為捷徑的情況。嘉士德樂小學、愛盼休閒中心、中華孔教學校都位於耶魯街，因此成為其中一條最常被居民和日常通勤人士用作捷徑的街道。這不但導致嚴重交通擁擠，更危及我們小孩的人生安全。很多時候，在學校和愛盼休閒中心前停泊的車輛堵塞了整條街，小孩因個子小，在過馬路時容易被司機忽略。

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姓名：YANYI TAN　身份：(✓) 家長 ( ) 學生 ( ) 諮詢委員會成員 ( ) 社區成員

地址：826 CENTENNIAL ST L.A CA 90012

電話：213-477-5067

其他意見或說明：守望者

[中文翻譯是由華埠商業發展區提供，內容以英文版本為準]

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Special Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

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Respectfully

Name: Lai Kong (X) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member

Address: 949 Chung King Rd Los Angeles CA 90012

Telephone: 626-375-[illegible]

Additional Comments: Please keep our children safe.

May 8, 2014

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Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
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Respectfully

Name: Brendan Finnigan (✓) Parent ( ) Student ( ) Advisory Committee Member ( ) Community Member

Address: 664 N. Grand Ave #2 LA, CA 90012

Telephone: 818 261 7200

Additional Comments: Thank you for your efforts in this matter!

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
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1120 N Street
Sacramento, CA 95814

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Respectfully

Name: LINH HUYNH ( ) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member

Address: 44 NEW DEPOT #3

Telephone: 323 384 1917

Additional Comments: I agree with this. I wish they make sure protecting of pedestrian ..vv

May 8, 2014

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Attn: Teresa McWilliam
Office of Active Transportation and Special Programs
1120 N Street
Sacramento, CA 95814

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Respectfully

Name: Su Xia Chen (✓) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member

Address: 721 New Depot #5

Telephone: 213-550-8201

Additional Comments: It'll be great that there will be a new park and having better safety improvements

2014 年 5 月 8 日

加州交通局總監 Malcolm Dougherty
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1200 N. Street,
Sacramento, CA 95814

事項：2014 加州活躍運輸項目申請
耶魯街第 1 階段行人聯接計劃—大學街至愛盼街

尊敬的 Dougherty 先生：

我的孩子是華埠嘉士德樂小學 3 年級的學生。我強烈支持洛市申請 2014 加州活躍運輸項目撥款，以資助改善位在華埠耶魯街走廊的嘉士德樂小學，和其周邊地區的行人安全及相關項目。

華埠的路邊行人道十分狹窄，同時還有許多車道，而馬路上則是往返洛市中心的繁忙交通。我們社區除了被 101 和 110 高速公路的上下車道包圍外，也得忍受著大量上下班人士為了避免交通擁擠而走小路作為捷徑的情況。嘉士德樂小學、愛盼休閒中心、中華孔教學校都位於耶魯街，因此成為其中一條最常被居民和日常通勤人士用作捷徑的街道。這不但導致嚴重交通擁擠，更危及我們小孩的人生安全。很多時候，在學校和愛盼休閒中心前停泊的車輛堵塞了整條街，小孩因個子小，在過馬路時容易被司機忽略。

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姓名：Li Jiao Lu　　身份：(✓) 家長 ( ) 學生 ( ) 諮詢委員會成員 ( ) 社區成員

地址：838 New Depot St #3 Los Angeles CA 90012

電話：626-740-5805

其他意見或說明：我們需要改善，因為小孩的安全

[中文翻譯是由華埠商業發展區提供，內容以英文版本為準]

2014 年 5 月 8 日

加州交通局總監 Malcolm Dougherty
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1200 N. Street,
Sacramento, CA 95814

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姓名：FRANK LEE　　身份：☒ 家長（ ）學生（ ）諮詢委員會成員（ ）社區成員

地址：734 New Depot ST LA CA 90012

電話：213 229-5777

其他意見或說明：增加交通燈

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May 8, 2014

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Respectfully

Name: [illegible] (✓) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member

Address: 1516 Stadium Way

Telephone: 213-241-9597

Additional Comments: Speed bumps coming down Alpine St., between Grand Ave and Close Lane St.

May 8, 2014

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Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

My child is in 3rd grade and attends Castelar Elementary School in Chinatown. I strongly support the City of Los Angeles for their application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street Corridor.

Chinatown's sidewalks are very narrow with lots of driveways and the streets have a lot of traffic going to and from Downtown Los Angeles. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from their work and homes. Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius School are located on Yale Street, which is one of those streets that is used by residents and commuters as a cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school and Alpine Recreation Center.

Castelar has over 650 students. Most students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and drivers make U-turns in the middle of the street and have other bad driving behavior.

Our school greatly needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School. We also will soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

We look forward to working with the City of Los Angeles on implementing pedestrian and bicyclist educational programs, coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians, and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

Respectfully

Name: Andy Liang ( ) Parent (✓) Student ( ) Advisory Committee Member
( ) Community Member

Address: 740 Yale Street

Telephone: (213)-572-7157

Additional Comments: Please get some security guards.

2014 年 5 月 8 日

加州交通局總監 Malcolm Dougherty
Attn： Teresa McWilliam
Office of Active Transportation and Spec. Programs
1200 N. Street,
Sacramento, CA 95814

事項：2014 加州活躍運輸項目申請
耶魯街第 1 階段行人聯接計劃—大學街至愛盼街

尊敬的 Dougherty 先生：

我的孩子是華埠嘉士德樂小學 ___ 年級的學生。我強烈支持洛市申請 2014 加州活躍運輸項目撥款，以資助改善位在華埠耶魯街走廊的嘉士德樂小學，和其周邊地區的行人安全及相關項目。

華埠的路邊行人道十分狹窄，同時還有許多車道，而馬路上則是往返洛市中心的繁忙交通。我們社區除了被 101 和 110 高速公路的上下車道包圍外，也得忍受著大量上下班人士為了避免交通擁擠而走小路作為捷徑的情況。嘉士德樂小學、愛盼休閒中心、中華孔教學校都位於耶魯街，因此成為其中一條最常被居民和日常通勤人士用作捷徑的街道。這不但導致嚴重交通擁擠，更危及我們小孩的人生安全。很多時候，在學校和愛盼休閒中心前停泊的車輛堵塞了整條街，小孩因個子小，在過馬路時容易被司機忽略。

嘉士德樂小學有超過 650 名學生。大多數學生均步行到學校。他們上學途中必須經過交通繁忙、迂迴曲折的大小街道，還要面對行駛快速的走捷徑車輛。其他乘坐私家車上學的孩子，必須在學校前下車，他們面對著車輛倒車時經常會阻擋行人穿越道中間嵌段、並排停放、在路中央直接掉頭回轉，以及其他不良駕駛行為等問題。

我們的學校迫切需要實質地改善交通、交通管制及安全項目，以確保小孩可以安全地上下課，並步行到愛盼休閒中心、華埠圖書館以及中華孔教學校參加課後活動。此外，不久的未來我們將在耶魯街的最南端，即轉入奧街前的陡峭盲點轉彎處，迎來全新的公園和行人階梯。這也是把我們的兒童與家庭銜接到圖書館、住宅，以及華埠繁忙的曉街的地段。

我們期待與洛杉磯市合作，一起推動實施行人和自行車騎士的安全教育項目。同時也會與洛杉磯聯合學區校警及洛市警局攜手，執行保護行人權益的交通法。我們亦願意協助及參與改善工程的評估，為這成功申請到撥款項目提供引證。

姓名：Wanyan Huang　身份：(X) 家長（ ）學生（ ）諮詢委員會成員（ ）社區成員

地址：3211 Pueblo Ave

電話：6263284159

其他意見或說明：提议很好，支持

[中文翻譯是由華埠商業發展區提供，內容以英文版本為準]

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Special Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

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Our school greatly needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School. We also will soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

We look forward to working with the City of Los Angeles on implementing pedestrian and bicyclist educational programs, coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians, and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

Respectfully

Name: TRACY LIU (✓) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member

Address: 2325 Hancock St., Los Angeles, CA 90031

Telephone: 213-280-7063

Additional Comments: We do need safety improvements from Castelar Elementary School. I witnessed that several SUV cars often are very reckless and oftentime, they can't see kids that are ~~to~~ crossing. Extremely DANGEROUS

CHINATOWN
BUSINESS IMPROVEMENT DISTRICT

KIM ALAN BENJAMIN
President
LaeRoc Partners

WILSON TANG
Vice President
Cathay Bank

GEORGE YU
Executive Director & Vice President
Macco Investments Corp

DAVID W. LOUIE
Secretary
Los Angeles County Regional Planning Commissioner

AL SOO-HOO
Treasurer
Chung King Properties

LILLIAN BURKENHEIM
LBS Consulting

CHEUK CHOI
Castelar Elementary School

PAUL CHU, M.D.
CI North Hill Group LLC

NICK CURL
LA MARATHON LLC

SCOTT DENHAM
EVOQ Properties

FRANK FRALLICCIARDI
Forest City Development

JASON FUJIMOTO
Moy & Associates, LLC
Gold Stream Village

ANNE-MARIE JONES
California Endowment

LARRY V. JUNG
Los Angeles Chinatown Corporation

DE YOUNG KIM
Dynasty Center

DAVID LEE
General Lee's Man Jen Low

MARTIN V. LEE
JBL Enterprises, LLC

SCOTT W. LEE
Summit Western Limited

RON LOUIE
KG Louie Company

DAISY MA
Chinese American Citizens Alliance

ALEXIS READINGER
Preen, Inc./931 Chung King Road

OSCEOLA REFETOFF
Chungking Studio/975 Chung King Road

TONY QUON
Quon Bros. Grand Star Inc.

MEE SEMCKEN
Mission Rft Sr LLC

WAYLAND TAM
East Wind Foundation for Youth

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

On behalf of the Chinatown Business Improvement District (CBID), I wish to express our strong support of the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street corridor. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

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Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius Temple School is on Yale Street between College and Alpine Streets. Yale Street is used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our seniors and our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the schools and center.

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LOS ANGELES CHINATOWN BUSINESS COUNCIL
727 N. BROADWAY | SUITE 208 | LOS ANGELES, CALIFORNIA 90012
PHONE 213.680.0243 | FACSIMILE 213.617.3298 | WWW.CHINATOWNLA.COM

CHINATOWN
BUSINESS IMPROVEMENT DISTRICT

KIM ALAN BENJAMIN
President
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WILSON TANG
Vice President
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East Wind Foundation for Youth

Many of Chinatown's community gathering destinations are located on or accessed directly from our Yale Street corridor - Chinese Baptist Church, gymnasium, and child care center, Pacific Alliance Medical Center, Castelar Elementary School, Alpine Recreation Center, the Chinese Confucius Temple School, the Thien Hau Temple, and at the southern end around the steep blind curve onto Ord Street, the Chinatown Library. We also will soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

Yale Street definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for residents, particularly the children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School. The proposed safety improvements are clearly responsive to and targeted to address the priority hazardous conditions identified by Castelar and community stakeholders.

We look forward to working with the City of Los Angeles and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages.

Sincerely,

GREATER CHINATOWN BUSINESS IMPROVEMENT DISTRICT

George Yu,
Executive Director

LOS ANGELES CHINATOWN BUSINESS COUNCIL
727 NORTH BROADWAY | SUITE 208 | LOS ANGELES, CALIFORNIA 90012
PHONE 213.680.0243 | FACSIMILE 213.617.3298 | WWW.CHINATOWNLA.COM

華埠服務中心
Chinatown Service Center

May 9, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

On behalf of Chinatown Service Center (CSC), I wish to express our strong support of the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street corridor. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school. CSC has a Youth Center located at 727 North Broadway.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius Temple School are on Yale Street between College and Alpine Streets. Yale Street is used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our seniors and children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the schools and center.

Castelar has over 650 students. Most of Castelar's students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Many of Chinatown's community gathering destinations are located on or accessed directly from our Yale Street corridor - Chinese Baptist Church, gymnasium, and child care center, Pacific Alliance Medical Center, Castelar Elementary School, Alpine Recreation Center, the Chinese Confucius Temple School, the Thien Hau Temple, and at the southern end around the steep blind

■ **CSC Main Office:** 767 N. Hill Street, Suite 400 • Los Angeles • CA 90012 • Tel: (213) 808-1700 • Fax: (213) 680-0787
■ **CSC Youth Center:** 727 N. Broadway, Suite 211 • Los Angeles • CA 90012 • Tel: (213) 972-8840 • Fax: (213) 972-8844
■ **CSC Child Development Center:** 521 W. Cesar E. Chavez Ave. • Los Angeles • CA 90012 • Tel: (213) 617-4914 • Fax: (213) 617-8442
■ **CSC Monterey Park Office:** 112 N. Chandler Ave., Suite 105 • Monterey Park • CA 91754 • Tel: (626) 293-8733 • Fax: (626) 293-8308
■ **CSC Community Health Center-SGV:** 320 S. Garfield Ave., Suite 118 • Alhambra • CA 91801 • Tel: (213) 808-1700 • Fax: (213) 680-0787
www.cscla.org

curve onto Ord Street, the Chinatown Library. We will also soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street. Majority of the youth come to the CSC Youth Center will be passing through the Yale Street Corridor on their way home. Many of the youth hang around Alpine Recreation Center playing or watching basketball games. They also use the Yale Street Corridor.

Our Yale Street corridor definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for residents, particularly the children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the City of Los Angeles and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Los Angeles Police Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages

Sincerely,

Peter Ng
Executive Director

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CHINESE AMERICAN MUSEUM
華美博物館
425 North Los Angeles Street | Los Angeles, CA 90012 | TEL: 213 485-8484 | FAX: 213 485-0428 | www.camla.org

May 8, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

On behalf of the **Chinese American Museum**, I wish to express our strong support of the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street corridor. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

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We look forward to working with the City of Los Angeles and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Los Angeles Police Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages

Sincerely,

Steven Wong
Interim Executive Director
Chinese American Museum

美國羅省中華會館
Chinese Consolidated Benevolent Association

923-925 North Broadway, Los Angeles, California 90012
Tel: 213-626-1646 Fax: 213-626-2938

羅省中華會館轄下組織
CCBA COMMITTEES
中華孔教學校校董會
Chinese Confucious Tiample of Los Angeles
中華福地管理委員會
Chinese Cemetary of Los Angeles
中華福情委員會
Community Welfare Council

羅省中華會館會員團體
CCBA MEMBER ASSOCIATIONS
秉公堂
Bing Kong Tong Association
保安堂
Bow On Association
昭倫公所
Chew Lun Associaiton
美籍會
Chinese American Citizens Alliance
婦女新運會
Chinese Women's New Life Movement Club
任晉山公所
Eng Suey Sun Association
馮倫公所
Fong Lun Association
三牽葛親公所
Gee How Oak Tien Association
朱沛國堂
Gee Pay Kuo Association
王錦三錦公所
Gee Tuck Sam Tuck Association
合勝堂
Hop Sing Tong Association
開平同鄉會
Hoy Ping Benevolent Association of So. Cal.
台山寧陽會館
Hoy Sun Ning Yung Association
俊英工商會
Jan Ying Benevolent Association
岡州會館
Kong Chow Benevolent Association
國民黨羅省分部
Kuo Ming Tang
李氏敦宗公所
Lee On Dong Benevolent Association
林西河堂
Lim's Family Association
呂頂頂公所
Louie Way Benevolent Association
龍岡親義公所
Lung Kong Tin Yee Association.
南加省馬氏宗親會
Mar's Family Association of So. Cal.
新華埠大中華商業公司
New Chinatown Property Owner's Corp.
台山寧陽公會
Ning Kui Kong Wue Association
溯源堂
Soo Yen Fraternal Association
南加省余屈氏堂
So. Cal. Yee Family Association
黃氏宗親會
Wong Family Benevolent Association
英瑞工商會
Ying On Merchants & Labor Benevolent Ass'n

May 8, 2014

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Office of Active Transportation and Spec. Programs
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Sacramento, CA 95814

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CCBA COMMITTEES
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Chinese Cemetary of Los Angeles
中華福利委員會
Community Welfare Council

羅省中華會館會員團體
CCBA MEMBER ASSOCIATION
秉公堂
Bing Kong Tong Association
保安堂
Bow On Association
昭倫公所
Chew Lun Association
同盟會
Chinese American Citizens Alliance
婦女新運會
Chinese Women's New Life Movement Club
恒晉山公所
Eng Suey Sun Association
鳳倫公所
Fong Lun Association
至孝篤親公所
Gee How Oak Tien Association
朱沛國堂
Gee Pay Kuo Association
至德三德公所
Gee Tuck Sam Tuck Association
合勝堂
Hop Sing Tong Association
開平同鄉會
Hoy Ping Benevolent Association of So. Cal.
台山寧陽會館
Hoy Sun Ning Yung Association
俊英工商會
Jan Ying Benevolent Association
岡州會館
Kong Chow Benevolent Association
國民黨羅省分部
Kuo Ming Tang
李氏敦宗公所
Lee On Dong Benevolent Association
林西河堂
Lim's Family Association
呂清濱公所
Louie Way Benevolent Association
龍岡親義公所
Lung Kong Tin Yee Association
南加省馬氏宗親會
Mar's Family Association of So. Cal.
新華埠大中華實業公司
New Chinatown Property Owner's Corp.
台山寧陽公會
Ning Kui Kong Wue Association
湖源堂
Soo Yen Fraternal Association
南加省余風梁堂
So. Cal. Yee Family Association
黃氏宗親會
Wong Family Benevolent Association
英瑞工商會
Ying On Merchants & Labor Benevolent Ass'n

Our Yale Street corridor definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for residents, particularly the children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the City of Los Angeles and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Los Angeles Police Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages

Sincerely,

Wayne Ng
President
Chinese Consolidated Benevolent Association

East Wind Foundation For Youth

"Serving inner-city youths....promoting cultural heritage, academic achievement, athletic enhancement, and community involvement."

Alpine Recreation Center, 817 Yale St. Los Angeles, CA 90012 • (213) 509-3648 • http://www.ewffy.cjb.net • eastwind888@yahoo.com

May 12, 2014

Malcolm Dougherty, Director of Caltrans,
Attn: Teresa McWilliam
Office of Active Transportation and Spec. Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

On behalf of the East Wind Foundation for Youth, I wish to express our strong support of the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street corridor. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius Temple School are on Yale Street between College and Alpine Streets. Yale Street is used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our seniors and children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the schools and center.

Castelar has over 650 students. Most of Castelar's students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Many of Chinatown's community gathering destinations are located on or accessed directly from our Yale Street corridor - Chinese Baptist Church, gymnasium, and child care center, Pacific Alliance Medical Center, Castelar Elementary School, Alpine Recreation Center, the Chinese Confucius Temple School, the Thien Hau Temple, and at the southern end around the steep blind curve onto Ord Street, the Chinatown Library. We will also soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

Our Yale Street corridor definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for residents, particularly the children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the City of Los Angeles and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Los Angeles Police Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages

Sincerely,

Brian Nosaka
Finance Director

Friends of the Chinatown Library
639 NORTH HILL STREET
LOS ANGELES, CALIFORNIA 90012
TEL: (213) 620-0925
FAX: (213) 620-9956

May 12, 2014

Malcolm Dougherty, Director of Caltrans
Attn: Teresa McWilliam
Office of Active Transportation & Special Programs
1120 N Street
Sacramento, CA 95814

Dear Mr. Dougherty:

The Friends of the Chinatown Library wish to express our strong support of the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements at and surrounding Castelar Elementary School along Chinatown's Yale St corridor. Castelar School is located in the downtown area of Los Angeles just a few blocks from the civic center. It is heavily traveled by vehicular and pedestrian traffic. It is at the center of this corridor, which is in the daily commuter path with on and off ramps to both the 110 and 101 freeways. Castelar School, with 650 students, is along very narrow sidewalks and crossing streets that are heavily congested with signals and speeding traffic.

Besides Castelar School, the Chinatown Branch Library is at the other end of the Yale corridor. Other locations within a few blocks with heavy pedestrian use include: A large Baptist Church, a fully staffed Pacific Alliance Hospital; Alpine Recreation Center; the Confucius Temple and school; the Tien Hau Taoist Temple; and traffic access to and from Dodger Stadium. In addition, within a few blocks are the Performing Arts High School, the Downtown Business High School and Evans Community Adult School.

We look forward to working with the City of Los Angeles and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs coordinating with LAUSD school police and our LA Police to enforce traffic laws that protect the rights and safety of pedestrians of all ages.

Sincerely,

Paul Ng
President,
Friends of the Chinatown Library

FRIENDS OF THE CHINATOWN LIBRARY
639 N. HILL ST
LOS ANGELES, CA 90012

MAY 11,2014

Malcolm Dougherty, Director of Caltrans
Attn: Teresa McWilliam
Office of Active Transportation
1120 N Street
Sacramento, CA 95814

RE:2014 California Active Transportation Program
Application. Yale St. Pedestrian Linkages Phase I
College St. to Alpine St.

Dear Mr. Dougherty,

The Friends of the Chinatown Library wish to express our strong support of the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements at and surrounding Castelar Elementary School along Chinatown's Yale St. corridor.

The core of Los Angeles is its central city consisting of the city, county, state and federal government agencies ; cultural institutions, businesses. and a densely populated number of condominium and apartment units .

Los Angeles Chinatown is part of that growth – just 2 blocks from the civic center. This area is perhaps one of the most traveled of pedestrians, vehicular and public modes of transportation in Los Angeles. Chinatown is a densely populated community with its residential, educational, churches, recreational facilities , cultural ,civic organizations and businesses all within walking distance . The center of this activity is Castelar School with 650 students who walk along very narrow sidewalks and crossing streets that are heavily congested with signals and speeding traffic entering and exiting the 110 and 101 freeways. Throughout the day commuter traffic cuts through Yale and College streets , a most convenient route to the civic center.

As the retired principal of Castelar School serving 19 years and for 20 years active on the board, volunteer and advisor to the Friends of the Chinatown Library I have been very concerned about the public safety of the Chinatown area. The Yale St. corridor, within a few blocks, includes Castelar School, Castelar Children's Center; the Pacific Alliance Medical Center; largest LA Baptist Church & Methodist Church; Alpine Recreational Center; the Confucius Temple & school ; Thien Hau Temple and the Chinatown Branch Library . A major traffic hazard on Yale & College Streets is that they are the access to and from Dodger Stadium and the Police Academy . Three blocks from Yale is Evans Adult School, the largest in the Los Angeles Unified School District. Across this area are interspersed hundreds of heavily populated affordable apartment units. For years, students and seniors have had to face the continuing and growing traffic hazards on a daily basis as they walk through this area..

We look forward to working with the City of Los Angeles and fellow Community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Los Angeles Police Dept. to enforce traffic laws that protect the rights and safety of pedestrians of all ages.

Sincerely.

William Chun-Hoon, PhD
Community liaison and Advisor
Friends of the Chinatown Library

Cc Paul Ng, President
Friends of the Chinatown Library

2

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6888 Tel
213.922.7447 Fax
metro.net

Metro

May 12, 2014

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Letter of Support for Yale St Pedestrian Linkages Phase 1 Active Transportation Program (ATP) Application

Dear Director Dougherty:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Yale St Pedestrian Linkages Phase 1 in the City of Los Angeles. Metro is committed to promoting sustainability through direct actions to implement policies, programs and projects as well as through collaboration with local jurisdictions and agencies to meet the mandate to reduce greenhouse gas emissions as well as to increase mobility, safety and the social and economic vitality of our communities.

Active transportation is a key planning priority within Metro and aligns with regional mobility strategies and plans. The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies(RTP/SCS) adopted by the Southern California Association of Governments(SCAG) identifies active transportation as a key component. In furthering regional goals, Metro has developed multiple initiatives and programs to systematically address the challenges associated with bicyling and walking trips, including the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot program and through financial commitments as Part of the Long Range Transportation Plan (LRTP) and the bi-annual Call for Projects process which funds local bicycle and pedestrian projects that are consistent with both local and regional plans.

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the City of Los Angeles's efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Yale St Pedestrian Linkages Phase 1 for the ATP grant.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

National Chinese Welfare Council Los Angeles Branch
925 North Broadway, Los Angeles, CA 90012

May 12, 2014

Malcolm Dougherty, Director of Caltrans
Attn: Teresa McWilliam
Office of Active Transportation and Special Programs
1120 N Street
Sacramento, CA 95814

RE: 2014 California Active Transportation Program Application
Yale St Pedestrian Linkages Phase 1 - College Street to Alpine Street

Dear Mr. Dougherty:

On behalf of the National Chinese Welfare Council Los Angeles Branch, I wish to express our strong support of the City of Los Angeles' application for the 2014 California Active Transportation Program grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School along Chinatown's Yale Street corridor. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar has over 600 students and the school is located in the middle of Chinatown - Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Students have to travel along very narrow sidewalks with endless driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles. Some of the children are driven and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Castelar Elementary School, Alpine Recreation Center, and Chinese Confucius Temple School are on Yale Street between College and Alpine Streets. Yale Street is used by both residents and commuters to cut-through. This results in heavy traffic congestion and dangers to our seniors and children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the schools and center.

Many of Chinatown's community gathering destinations are located on or accessed directly from our Yale Street corridor - Chinese Baptist Church, gymnasium, and child care center, Pacific Alliance Medical Center, Castelar Elementary School, Alpine Recreation Center, the Chinese Confucius Temple School, the Thien Hau Temple, and at the southern end around the steep blind curve onto Ord Street, the Chinatown Library. We will also soon have a new park and pedestrian stairs at the southern end of Yale Street where it turns at a steep blind curve onto Ord Street and connects our children and families to the Library, homes, and Chinatown's busy Hill Street.

Our Yale Street corridor definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for residents, particularly the children going to and from school and

to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the City of Los Angeles and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Los Angeles Police Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages

Sincerely,

Derek Ma

Derek Ma, President
National Chinese Welfare Council Los Angeles Branch

Exhibit E-2: Letters of Support for Past Safe Routes to School Cycle 9 Application

Senator Carol Liu, California Senate District 21

Senator Gilbert A. Cedillo, California Senate District 22

Assemblymember Kevin DeLeon, California Assembly District 45

Councilmember Ed P. Reyes District 1, Los Angeles City Council

Board President, Monica Garcia, District 2, Los Angeles Unified School District Board of Education

Cheuk Choi, Principal, Castelar Elementary School

Todd Chamberlain, Captain, Central Community Police Station, Los Angeles Police Department

Castelar Elementary School Students (24 Fourth Grader Letters and drawings)

Castelar Elementary School Parents (401 letters)

Alpine Recreation Center

Central City Action Committee

Chinatown Business Improvement District

Chinatown Community Advisory Committee

Chinatown Service Center

Chinese Consolidated Benevolent Association

East Wind Foundation for Youth

Friends of Chinatown Library

Historic Cultural Neighborhood Council

Los Angeles Chinatown Firecracker 10K Committee

CAPITOL OFFICE
STATE CAPITOL, ROOM 5061
SACRAMENTO CA 95814
TEL (916) 651-4021
FAX (916) 324-7543

DISTRICT OFFICE
710 S. CENTRAL AVENUE
SUITE 310
GLENDALE, CA 91204
TEL (818) 409-0400
FAX (818) 409-1256

California State Senate

SENATOR
CAROL LIU
TWENTY-FIRST SENATE DISTRICT

COMMITTEES
HUMAN SERVICES
CHAIR
BANKING, FINANCE & INSURANCE
BUDGET & FISCAL REVIEW
BUDGET SUBCOMMITTEE NO.1 ON EDUCATION
EDUCATION
ELECTIONS, REAPPORTIONMENT & CONSTITUTIONAL AMENDMENTS
PUBLIC EMPLOYMENT & RETIREMENT

July 8, 2010

Chief Kirk Cessna
Office of Local Assistance
Caltrans District 7
100 S. Main St, #12-420
Los Angeles, CA 90012

Re: Cycle 9 Safe Routes 2 School Grant Funding Application

Dear Mr. Cessna:

I am pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles's application for Cycle 9 Safe Routes 2 School (SR2S) grant funding. This funding will greatly improve pedestrian safety near Castelar Elementary School in Chinatown.

Castelar is located in the heart of Chinatown and is surrounded by on and off ramps to both the 101 and 110 Freeways. Every morning, Castelar students face heavily congested streets filled with commuters cutting through Chinatown on their way to work.

SR2S funding is imperative for students in my district to move safely between home and school. Furthermore, greater pedestrian safety in the area will benefit students attending after-school programs at Alpine Recreation Center, Chinatown Library, and the Chinese Confucius School.

I urge your serious consideration in providing CRA/LA with SR2S grant funding to improve pedestrian safety near Castelar Elementary School.

Sincerely,

Carol Liu

CAROL LIU
Senator
21st Senate District

SENATE
CALIFORNIA LEGISLATURE

SACRAMENTO
State Capitol
Room 5100
Sacramento, CA 95814
(916) 651-4022

DISTRICT OFFICE
Oviatt Building
617 S. Olive Street, Suite 710
Los Angeles, CA 90014
(213) 612-9566

GILBERT A. CEDILLO
SENATOR, TWENTY SECOND DISTRICT

July 7, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

It is my understanding that the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles submitted their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. This letter constitutes my support for their efforts.

Castelar is located in Chinatown and is in the middle of Downtown Los Angeles' daily commuter path. The community is surrounded by on and off ramps to both the 101 and 110 Freeways. On a daily basis, Castelar students face heavily congested streets used by commuters cutting through Chinatown as they rush to and from work and home. Young children walk with their parents, grandparents, or older siblings each day along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

On Yale Street, small children cannot be seen by the drivers that traverse it. They have to cross through the maze of cars that clog Yale Street in front of their school. Castelar has over 700 students and is a Title 1 school. Approximately 65% of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. 35% are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and where our children have learned that bad driving behavior is the rule rather than the exception.

The proposed Castelar SR2S project improvements are clearly responsive and targeted to address the priority hazard issues and conditions identified by Castelar and community stakeholders: I trust your serious consideration for funding of this project for Cycle 9 Safe Routes 2 School Program Funding.

Sincerely,

Gil Cedillo

Gilbert A. Cedillo
State Senator, 22nd District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0045
(916) 319-2045
FAX (916) 319-2145

DISTRICT OFFICE
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LOS ANGELES, CA 90031
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FAX (323) 225-4500

WEBSITE
http://democrats.assembly.ca.gov/members/a45/

Assembly
California Legislature

KEVIN DE LEÓN
ASSEMBLYMEMBER, FORTY-FIFTH DISTRICT
ASSISTANT MAJORITY LEADER

COMMITTEES
ARTS, ENTERTAINMENT, SPORTS, TOURISM, AND INTERNET MEDIA
GOVERNMENTAL ORGANIZATION
HEALTH
NATURAL RESOURCES

July 7, 2010

Mr. Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles in their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown.

Castelar Elementary is a neighborhood school in my Assembly District located in the midist of Downtown Los Angeles' daily commuter path. It is surrounded by on and off ramps for both the 101 and 110 Freeways. Each school day, Castelar students face heavily congested streets used by commuters cutting through Chinatown, especially on Yale Street.

Castelar has over 700 students with nearly 65% of them walking to school. Chinatown has both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. The other 35% of students are driven and dropped off in front of the school where cars often block the mid-block crosswalk, double-park, and demonstrate other poor driving behaviors.

The proposed Castelar SR2S project improvements are responsive and targeted to address the priority hazard issues identified by Castelar and community stakeholders: redesign of school drop-off zone and on-street parking, improve pedestrian safety at mid-block crosswalk, landscaped medians north and south of existing mid-block crosswalk with new curb extensions, in-stall zebra stripings, establish traffic control and advance pedestrian crossing warnings and a Safety Education and Volunteer Coordination Program.

I am concerned about student safety and feel these proposed improvements will have positive impacts. I respectfully urge funding for this project in the Cycle 9 Safe Routes 2 School Program Funding.

Sincerely,

Kevin de León

KEVIN DE LEÓN
Assemblymember, 45th Assembly District

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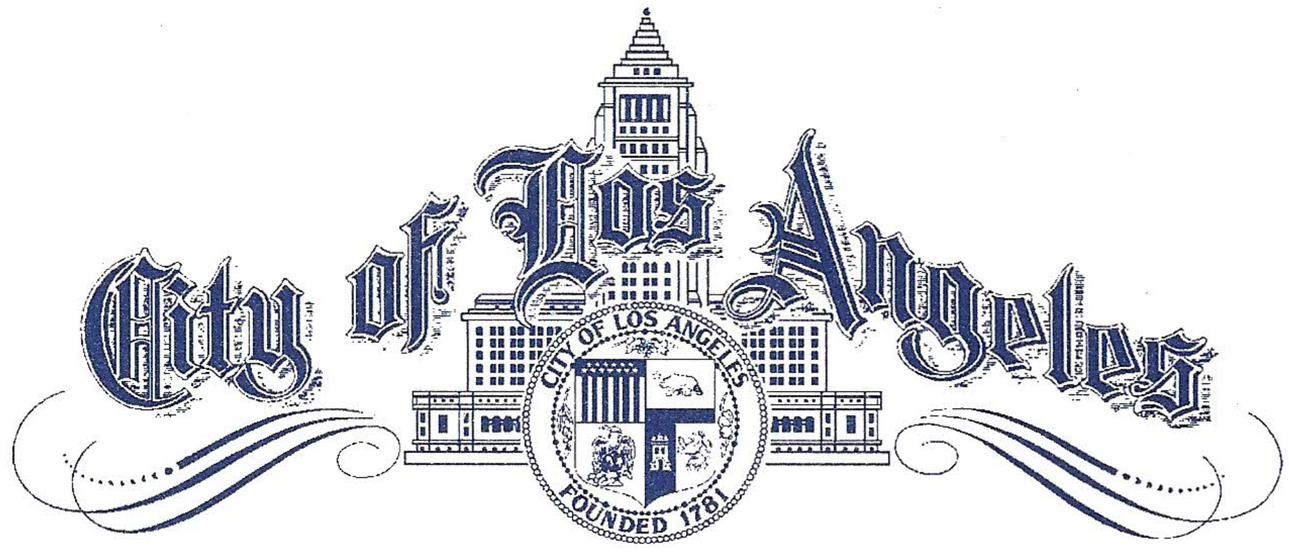


District Office
163 S. Ave. 24
Room 202
Los Angeles, CA 90031
(213) 485-0763 Phone
(213) 485-8908 Fax

ED P. REYES
Councilmember, First District

July 12, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

As the City of Los Angeles Councilmember who represents Chinatown, I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path. The community is surrounded by on and off ramps to both the 101 and 110 Freeways. Each school day, Castelar students face heavily congested streets used by commuters cutting through Chinatown as they rush to and from work and home. Young children walk with their parents, grandparents, or older siblings each day along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles. Past stop gap measures remain insufficient as the many hazards to our young children continue.

On Yale Street, our small children cannot be seen by the drivers that use this roadway. They have to cross through the maze of cars clogging up the street in front of their School. Castelar has over 700 students. Approximately 65% of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. 35% are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

401 Castelar parents have provided letters of support in English, Chinese, and Spanish for the proposed pedestrian safety improvements in and around Castelar Elementary School and for a safety education program for parents, students, and the community to make it safer for children to access the school. 493 students completed surveys in which they expressed their observations and concerns about safety of their walk to and from school, bad driver behavior, and the fast moving cars along Chinatown streets, especially on Yale Street. Castelar Elementary School needs physical safety improvements, traffic

controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

The proposed Castelar SR2S project improvements are responsive and targeted to address the priority hazard issues identified by Castelar and community stakeholders: improve pedestrian safety at mid-block crosswalk; barrier to prevent u-turn

- Redesign of school drop-off zone and on-street parking;
- Landscaped medians north and south of existing mid-block crosswalk with new curb extensions at sidewalk to reduce crossing distance and provide a physical barrier to prevent mid-street u-turns;
- Reconstruct mid-block crosswalk as a speed table and install zebra striping;
- Install zebra striping at Yale and Cleveland intersections along Alpine Street;
- Install traffic control and advance pedestrian crossing warnings at Alpine and Cleveland intersection; and
- Safety Education and Volunteer Coordination Program.

I respectfully urge your serious consideration for funding of this project for Cycle 9 Safe Routes 2 School Program Funding.

Sincerely,

ED P. REYES
Councilmember, First District

Los Angeles Unified School District
Board of Education

MONICA GARCIA
President

July 12, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. As the Board representative for Castelar I have observed over the years the continuing and growing traffic hazards that our students face each day as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and the community is surrounded by on and off ramps to both the 101 and 110 Freeways. The streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is one of those streets used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

We have nearly 700 students. Most of our students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

Castelar's Parent Advisory Council has expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School. We look forward to working with the CRA/LA, other City partners, and our neighbors on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

In the spirit of hope,

Mónica García
Board President

333 South Beaudry Avenue, 24th Floor / Los Angeles, California 90017
Telephone 213.241.6180 Facsimile 213.241.8459 E-Mail: monica.garcia@lausd.net

Los Angeles Unified School District
Castelar Elementary School 嘉士德樂小學
840 Yale Street, Los Angeles, CA 90012
Telephone (213)626-3674; fax (213)680-1894

Ramon C. Cortines, ***General Superintendent***
Byron J. Maltez, ***Local District 4 Superintendent***
Cheuk Choi, ***Principal***
Mateo Marquez, ***Assistant Principal, EIS***

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. I have been at Castelar Elementary School for nearly 30 years and have observed first-hand over the years the continuing and growing traffic hazards that our students face each day as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is one of those streets used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

We have nearly 700 students. Most of our students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, and our neighbors on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parent Advisory Council has expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Respectfully,

Cheuk Chi

Cheuk Choi, Principal

LOS ANGELES POLICE DEPARTMENT

Charlie Beck
Chief of Police

ANTONIO R. VILLARAIGOSA
Mayor

P. O. Box 30158
Los Angeles, CA 90030
Telephone: (213) 972-1289
TDD: (877) 275-5273
Ref No.: 4.1

July 9, 2010

District Chief Kirk Cessna
Caltrans District 7 Local Assistance
100 South Main Street, No. 12-420
Los Angeles, California 90012

RE: Cycle 9 State-legislated Safe Routes 2 School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Chief Cessna:

Our organization, Central Area, Los Angeles Police Department wishes to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 State-legislated Safe Routes 2 School grant funding for pedestrian safety improvements and programs at and surrounding the Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar School is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. The Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar School has nearly 700 students. Most of Castelar's students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

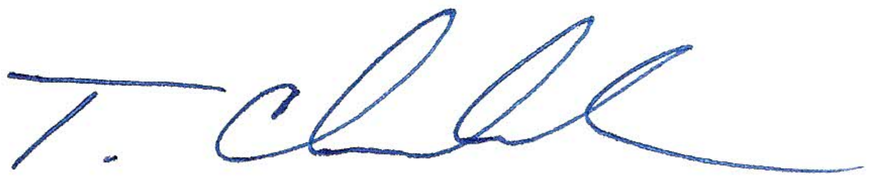
Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and our Department to enforce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. The Castelar School's parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

If you have any questions regarding this matter, please contact Senior Lead Officer Ken Lew, Central Area Community Relations Office, at (213) 793-0733.

Very truly yours,

CHARLIE BECK
Chief of Police



TODD C. CHAMBERLAIN, Captain
Commanding Officer
Central Community Police Station

HELP!

6-16-10
Date

Dear To Whom it may concern,
Greeting

Body

My name is Wendy Molina Yoalitzi. I go to Cantlay Elementary School. Please help me improve my neighborhood because I want other kids to be safe. Like you can help improve the sidewalks because some of them are cracked. Just yesterday I fell on a crack and hurt myself. Also I don't want that to happen to other kids. Also please put security cameras around the school incase some students fight with weapons another thing kids can not do graffiti, or letter. Can you please put stop signs so we kids won't get crashed and go to the hospital. If it won't be a bother put more signs about no littering, smoking drugs, weapons and no speeding up. Also, can you please put traffic cameras so you can see the cars that are speeding. Without all those things kids, teenagers, and adults might get hurt.

Closing Sincerely,

Signature Wendy Molina Yoalitzi

6-16-10

Date

Dear To Whom It may Concern,

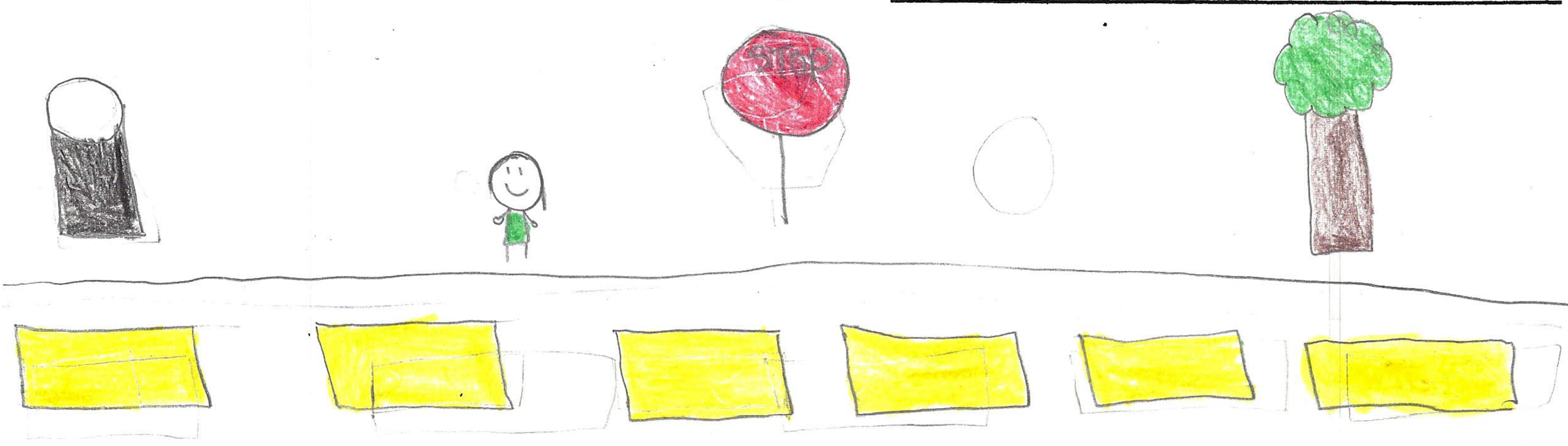
Greeting

Body

My name is Alice Maldonado and I go to Castelar Elementary School. Thank you for making stop signs and other stuff, but I think we need more stop signs so that children won't get crashed by cars. I also think we need more security cameras because maybe a person was doing graffiti, robbers were steeling something, people were littering, or maybe students were fighting. Therefore, I also think you need to put traffic cameras because, maybe there were speeding cars, or maybe a person was drunk driving. Finally, I think you need to fix some sidewalks because they are broken and children could get hurt.

Closing Sincerely,

Signature Alice Maldonado



Sidewalk

6-16-10
Date

Dear To whom it may concern,
Greeting

Body

Hi, my name is Lucy Lao. I am the student of Castelar Elementary School. I am in 4rd and I am 10 years old. I am writing this letter to improve about the signs and thing about the street. I am begging you guys to make more signs of thing to not do, so students like me are safe and not dangerous. I want to tell you to make more stop sign and make signs to let cars slow down because the car might hit someone or something.

I also want you to hang up and put security cameras incase of robbers robbing at night. And put signs that say don't litter to help the earth clean. Also, I want you to fix the cracks on sidewalk incase of students and adults tripping. I am begging you to do this for us to be safe.

Closing Sincelly,
Signature Lucy Lao

Street

6-16-10

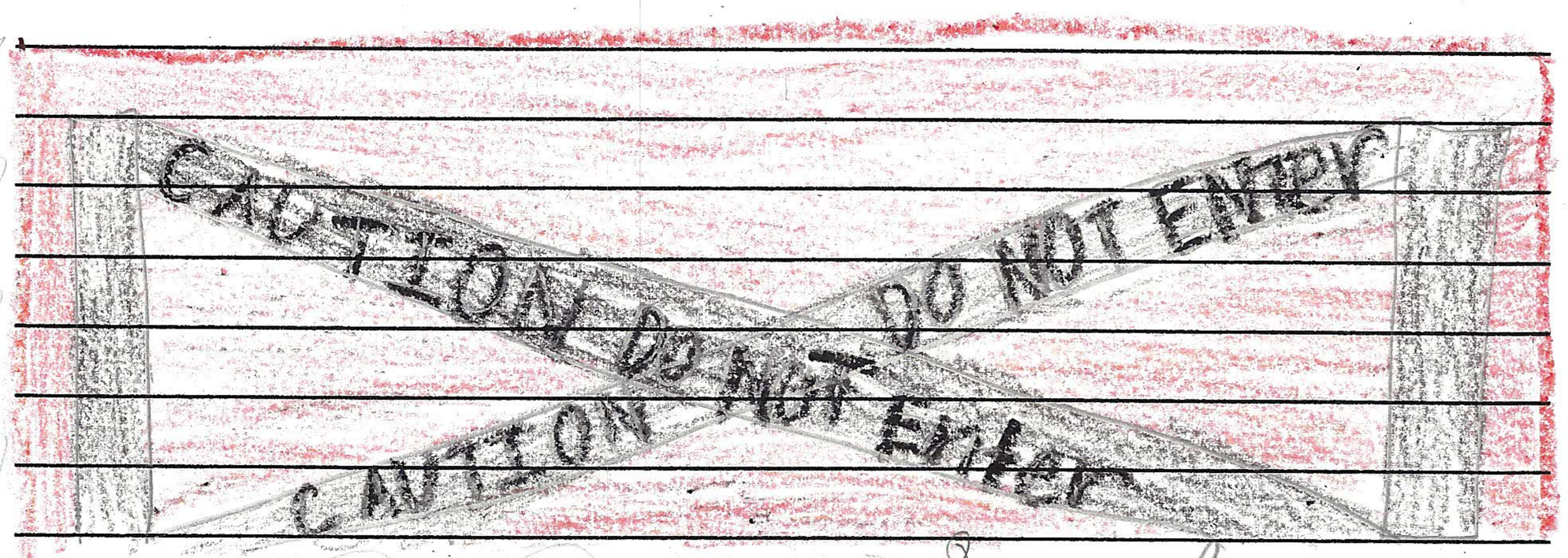
Date

Dear Whom It May Concern,

Greeting

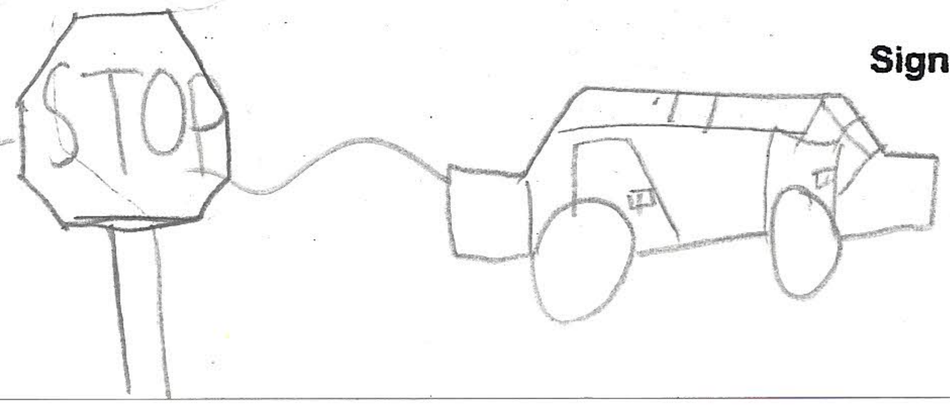
Body

Hi my name is Jason Guan. Our school needs more safety. Because a student might get crashed. We need security cameras because someone could grafiti the school or rob the school. We might also need traffic camera because the cars might be speeding up and there might be an accident. Please make things better because bad things might happen. We really need signs that say that no litering, smoking, and to slow down. Please I want to make our school alot more safetier. We need cameras because we need to know who did bad things to our school. If we know we will chase after them. So that is why we need alot more safety so no one will will get injured.



Closing Sincerely,

Signature Jason Guan



June 16, 2010
Date

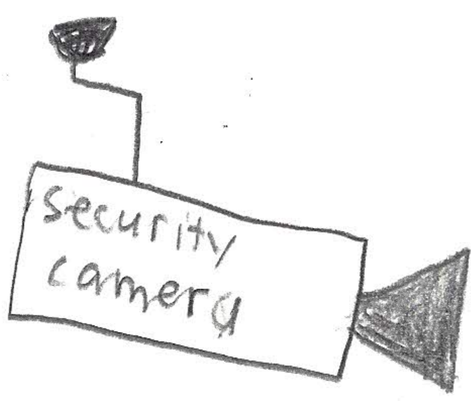
Dear to whom it May concern,
Greeting

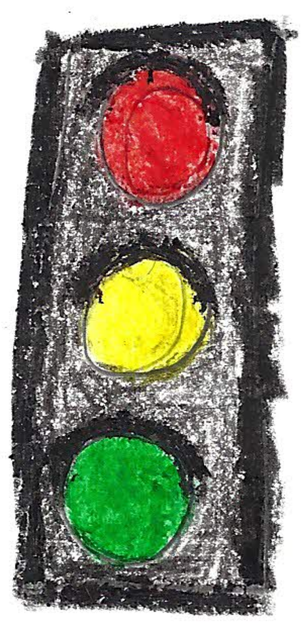
Body

My name is David I am a student from Castelar. Can you help our school by safety. You could put enough stop signs, so children won't get crash by cars. Also, cracks on sidewalks could make the children get hurt. In addition, you could put traffic lights for speeding cars and security cameras because of littering, graffiti, robbers, and students fighting. I think the most important is to put more signs of no littering, smoking, and to slow down.

Closing Sincerely,

Signature David





June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

My child is in 2 grade and attends Castelar Elementary School in Chinatown, I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School grant funding for pedestrian safety improvements and programs at and surrounding our school.

Chinatown's sidewalks are very narrow with lots of driveways and the streets have a lot of traffic going to and from Downtown Los Angeles. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar Elementary School is on Yale Street, which is one of those streets used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and drivers make u-turns in the middle of the street and have other bad driving behavior. Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA and other City partners on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

Respectfully,

Name OSCAR EFIGENIO (✓) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member
Address: 625 N. HILL ST #206 LA CA. 90012
Telephone: 213-620-0749
Additional Comments: MUST construct a DROP OFF ZONE, For the Students Parents, which Thats the only ISSUE.

10 de junio 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Estimado Sr. Cessna:

Mi hijo está en el grado ___ y asiste a la Escuela Castelar en Chinatown, apoyo firmemente la Agencia de Redesarrollo Comunitario de la Ciudad de Los Ángeles (CRA / LA) y la ciudad de Los Ángeles para su aplicación para el the Cycle 9 Safe Routes 2 School de subvención escolar financiamiento para las mejoras de seguridad peatonal y programas en y alrededor de nuestra escuela.

Las aceras en Chinatown son muy estrechas con muchos caminos y las calles tienen una gran cantidad de tráfico hacia y desde el centro de Los Ángeles. Nuestra comunidad está rodeada por dentro y fuera de las rampas a ambos autopistas 101 y 110. Nuestras calles son muy utilizados por los viajeros para cortar a través de la congestión del tráfico mientras se apresuran hacia y desde el trabajo y el hogar. Castelar Elementary School está en la calle de Yale, que es una de esas calles utilizadas por los residentes y los viajeros. Esto da lugar a una gran cantidad de congestión del tráfico y los peligros para nuestros hijos, que son pequeños y no pueden ser vistos por los conductores, ya que tratan de cruzar a través del laberinto de los coches obstruyendo la calle en frente de la escuela.

Castelar tiene cerca de 700 estudiantes. La mayoría de los estudiantes caminan a la escuela en las calles con una gran cantidad de vehículos, que incluyen tanto las calles de ancho, con varios carriles en ambas direcciones y calles estrechas y empinadas con rápido movimiento de corte a través del tráfico. Otros niños son conducidos a la escuela y dejados en frente de la escuela donde los autos a menudo bloquean el paso de peatones a mitad de la cuadra y los conductores hacen giros en U en medio de la calle y tienen otros comportamientos malos al conducir. Nuestra escuela definitivamente necesita mejoras físicas de seguridad, controles de tráfico, y programas de seguridad para que sea seguro para nuestros hijos cuando vayan y regresen de la escuela y para asistir a sus programas después de clases en el Centro de Recreación Alpine, la Biblioteca de Chinatown y la Escuela Chinese Confucius.

Esperamos con interés trabajar con la CRA / LA y otros socios de la ciudad sobre la aplicación de programas educativos de seguridad para peatones y ciclistas; coordinación con la policía y la escuela del LAUSD Los Angeles Departamento de Policía para ejecutar las leyes de tránsito que protegen los derechos de los peatones, y colaborar en la evaluación de mejoras de ingeniería para proporcionar evidencia del éxito de la subvención del proyecto financiado.

Respetuosamente,

Nombre America Lopez (✓) Padre (X) Estudiante ( ) Miembro del Comite
( ) Miembro de la Communidad

Direccion: 621 - N. Hill Pl

Telephono: 213 687 08 73 213 361 76 46

Comentarios Adicionales: Espero no se acepto. Salga bien

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

My child is in 2nd grade and attends Castelar Elementary School in Chinatown, I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School grant funding for pedestrian safety improvements and programs at and surrounding our school.

Chinatown's sidewalks are very narrow with lots of driveways and the streets have a lot of traffic going to and from Downtown Los Angeles. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar Elementary School is on Yale Street, which is one of those streets used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and drivers make u-turns in the middle of the street and have other bad driving behavior. Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA and other City partners on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

Respectfully,

Name ELENA CARDENAS (✓) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member

Address:

Telephone: (213) 220-4110

Additional Comments: HAVING A SPECIFIC CROSSWALK WORKER TO BE PLACED IN THE FRONT OF THE SCHOOL, IN ORDER TO HELP AID CHILDREN CROSSING THE STREET TO AND FROM SCHOOL AND PARK. IN ADDITION, ALLOWING PARENTS TO DROP-OFF OR PICK-UP CHILDREN FROM A SPECIFIC ZONE IN FRONT OF THE SCHOOL FOR 5 MINUTES WITHOUT BEING CITED.

2010 年 6 月 10 日

Kirk Cessna 先生

加州交通局第 7 區地方援助中心

100 S. Main St, #12-420
Los Angeles, CA 90012

有關於： 加州第 9 期上學安全路線申請書

加州洛杉磯市 840 號耶魯街嘉士德諾小學

尊敬的 Cessna 先生：

我的孩子是唐人街嘉士德諾小學 1 年級的學生。我強烈支持洛市社區重建局（CRA/ LA）和洛市向加州交通局申請「第 9 期上學安全路線」改善行人路安全的撥款及方案。這將有助改善學校和其周邊的行人路安全狀況。

唐人街的行人路十分狹窄，滿佈著出入口車路。街道上亦因往返洛市中心的交通導致十分繁忙。我們的社區除了被 101 和 110 高速公路的進出入口處所包圍外，也得忍受著大量因日常上下班的人，為了避免交通擠塞而走小路作為捷徑的情況。嘉士德諾小學位於耶魯街，也就是其中一條最常被居民和日常來往的人們用作捷徑的街道。這不止導致嚴重交通擠塞，更危及我們小孩的人生安全。很多時候，在學校前停泊的車輛堵塞了整條街道。 小孩子因個子小，在過馬路時容易被司機忽略，造成危險。

嘉士德諾小學有近 700 名學生。大多數學生均步行到學校。他們都必須經過各交通繁忙、迂迴曲折的大小街道。其他乘私家車上學的孩子也必須在學校前下車，並在眾多非法掉頭、非法停車等不良駕駛行為的車叢中穿插。我們的學校絕對需要實質地改善交通管制及安全，使小孩們能安全地上下課和步行到愛盼遊樂中心(Alpine Recreation Center)、華埠圖書館以及中華孔子學校(Chinese Confucius School)參加課餘活動。

我們期待著與洛市社區重建局（CRA/ LA）和其他洛市的合作夥伴實施行人和自行車的安全教育活動，與洛市聯合校區校警及洛市警局攜手執行交通規例，以保障行人權利。我們亦願意協助及參與改善工程的評審過程，為這成功地得到撥款的項目作出引證。

姓名：Chun ancil Lim 身份：（ ）家長（ ）學生（ ）諮詢委員會成員（ ）社區成員

地址：633 N Hill PL LOS ANGELES CA 90012

電話：(213)-617-3183

其他意見或說明：为了更好使每一个嘉士德诺小学生平安回到家里、平平安安回到学校，我最大的希望每个开车人仕严格改善交通管制及安全。

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

My child is in K grade and attends Castelar Elementary School in Chinatown, I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School grant funding for pedestrian safety improvements and programs at and surrounding our school.

Chinatown's sidewalks are very narrow with lots of driveways and the streets have a lot of traffic going to and from Downtown Los Angeles. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar Elementary School is on Yale Street, which is one of those streets used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

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We look forward to working with the CRA/LA and other City partners on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enforce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project.

Respectfully,

Name Laura Martos Solano (X) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member
Address: 636 N Hill Pl Apt 201 A
Telephone: 213-422-6780
Additional Comments: Is very Dangerous for kids to be walking on narrow steep hilly streets, with multiple lanes

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

My child is in 3 grade and attends Castelar Elementary School in Chinatown, I strongly support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School grant funding for pedestrian safety improvements and programs at and surrounding our school.

Chinatown's sidewalks are very narrow with lots of driveways and the streets have a lot of traffic going to and from Downtown Los Angeles. Our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar Elementary School is on Yale Street, which is one of those streets used by both residents and commuters to cut-through. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

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Respectfully,

Name Angie Martinez (✓) Parent ( ) Student ( ) Advisory Committee Member
( ) Community Member
Address: 816 Bartlet st apt # 103
Telephone: 213 2503538
Additional Comments: implementing safety bicyclist.

2010 年 6 月 10 日

Kirk Cessna 先生

加州交通局第 7 區地方援助中心
100 S. Main St, #12-420
Los Angeles, CA 90012

有關於： 加州第 9 期上學安全路線申請書
加州洛杉磯市 840 號耶魯街嘉士德諾小學

尊敬的 Cessna 先生：

我的孩子是唐人街嘉士德諾小學 2 年級的學生。我強烈支持洛市社區重建局（CRA/ LA）和洛市向加州交通局申請「第 9 期上學安全路線」改善行人路安全的撥款及方案。這將有助改善學校和其周邊的行人路安全狀況。

唐人街的行人路十分狹窄，滿佈著出入口車路。街道上亦因往返洛市中心的交通導致十分繁忙。我們的社區除了被 101 和 110 高速公路的進出入口處所包圍外，也得忍受著大量因日常上下班的人，為了避免交通擠塞而走小路作為捷徑的情況。嘉士德諾小學位於耶魯街，也就是其中一條最常被居民和日常來往的人們用作捷徑的街道。這不止導致嚴重交通擠塞，更危及我們小孩的人生安全。很多時候，在學校前停泊的車輛堵塞了整條街道。 小孩子因個子小，在過馬路時容易被司機忽略，造成危險。

嘉士德諾小學有近 700 名學生。大多數學生均步行到學校。他們都必須經過各交通繁忙、迂迴曲折的大小街道。其他乘私家車上學的孩子也必須在學校前下車，並在眾多非法掉頭、非法停車等不良駕駛行為的車叢中穿插。我們的學校絕對需要實質地改善交通管制及安全，使小孩們能安全地上下課和步行到愛盼遊樂中心(Alpine Recreation Center)、華埠圖書館以及中華孔子學校(Chinese Confucius School)參加課餘活動。

我們期待著與洛市社區重建局（CRA/ LA）和其他洛市的合作夥伴實施行人和自行車的安全教育活動，與洛市聯合校區校警及洛市警局攜手執行交通規例，以保障行人權利。我們亦願意協助及參與改善工程的評審過程，為這成功地得到撥款的項目作出引證。

姓名： Tiexiong Wu　　身份：(X) 家長（ ）學生（ ）諮詢委員會成員（ ）社區成員

地址： 708 N. Bunker Hill Ave. L.A. CA 90012

電話： 213-625-0961

其他意見或說明 这是我们家长希望 Cessna 先生能为「第9期上学安全路线」改善行人路安全的拨款及方案，同时也能改善交通管制安全，使我们的孩子能安全上、下课，并且能参加其他课餘活动，谢谢。

City of Los Angeles Department of Recreation and Parks

Alpine Recreation Center

Gail Okazaki
Director in Charge

Cynthia Yparraguirre
Recreation Coordinator

817 Yale Street * Los Angeles, Ca 90012 *phone: 213.485.5448 * fax: 213.473.4574 *

July 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main Street, #12-420
Los Angeles, Ca. 90012

Re: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, Ca. 90012

We, the staff at Alpine Recreation Center, wish to express our strongest support of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR25) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School. For years, the children and seniors have had to face the ever-growing traffic hazards on a daily basis as they negotiate their way around Yale Street, Alpine Street, and College Street.

Castelar is located right across from our center…a stone-throw away from Downtown L.A. Our community is surrounded by on and off ramps of the 110 and 101 Freeways. The streets around Castelar are heavily used by commuters to cut through traffic congestions as they rush to and from work. Castelar students have had to travel on these same busy streets.

Castelar has nearly 700 students, many of them from low income immigrant families. Their means of getting to and from school is often walking through the narrow sidewalks. After school and on weekends, these children must also cross busy Yale Street to participate in our programs.

We look forward to working with CRA/LA, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs, coordinating LAUSD policies and the Los Angeles Police Department to enforce traffic laws that protect the rights and safety of pedestrians of all ages.

Please contact me if you have any questions.

Sincerely yours,

Gail Okazaki
Senior Recreation Director
Alpine Recreation Center

Achieving Gender Equity Through A Continuous Commitment To Girls And Women In Sports

Persons with disabilities are welcome to participate in our programs. Reasonable accommodations will be made with prior arrangements.

CENTRAL CITY ACTION COMMITTEE

534 N. East Edgeware Rd
Los Angeles, CA 90026
213.241.0908
FAX 213.241.0932

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

Our organization, Central city Action Committee, wishes to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that

protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Sincerely,

Maryanne Hayashi

Maryanne Hayashi
Executive Director

Central City Action Committee

CHINATOWN
BUSINESS IMPROVEMENT DISTRICT

KIM ALAN BENJAMIN
President
LaeRoe Partners
CHRISTINA KAN
Vice President
Pacific Alliance Medical Center
WILSON TANG
Vice President
Cathay Bank
SHERWOOD LEE
Secretary
West Plaza Property Owner
AL SOO-HOO
Treasurer
West Plaza Property Owner
PATRICK LEE
Past President
939 College, LLC
CHEUK CHOI
Castelar Elementary School
RICK ENG
Chinese American Citizens Alliance
JASON FUJIMOTO
Moy & Associates, LLC
JIN GEE
Master Chef
CINDY GUNADI
Bamboo Lane Property Owner
NAOMI HUI
Automat
ALI JEEVANJEE
LOC Architects
PARKER JONES
Parker Jones Gallery
DE YOUNG KIM
Dynasty Center
DAVID F. LEE
Central Plaza Property Owner
VIVIENNE LEE
Citibank
HENRY LEONG
Chinese Historical Society of Southern California
MARSHALL LEW
First Chinese Baptist Church
RICHARD LIU
DSR Design
DAVID LOUIE
Community At Large
LAWRENCE J. LUE
Chinatown Service Center
TONY QUON
LA New Chinatown Corp.
ROBERT TRAN
Bamboo Plaza
ARTHUR YEOW-FONG
Yeow Enterprise
GEORGE YU
Executive Director
Macco Investments Corp.

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

On behalf of the Greater Chinatown Business Improvement District (CBID), I wish to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to

LOS ANGELES CHINATOWN BUSINESS COUNCIL
727 NORTH BROADWAY | SUITE 208 | LOS ANGELES, CALIFORNIA 90012
PHONE 213.680.0243 | FACSIMILE 213.617.3298 | WWW.CHINATOWNLA.COM

CHINATOWN
BUSINESS IMPROVEMENT DISTRICT

KIM ALAN BENJAMIN
President
LaeRoc Partners
CHRISTINA KAN
Vice President
Pacific Alliance Medical Center
WILSON TANG
Vice President
Cathay Bank
SHERWOOD LEE
Secretary
West Plaza Property Owner
AL SOO-HOO
Treasurer
West Plaza Property Owner
PATRICK LEE
Past President
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CHEUK CHOI
Castelar Elementary School
RICK ENG
Chinese American Citizens Alliance
JASON FUJIMOTO
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JIN GEE
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CINDY GUNADI
Bamboo Lane Property Owner
NAOMI HUI
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ALI JEEVANJEE
LOC Architects
PARKER JONES
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Dynasty Center
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Citibank
HENRY LEONG
Chinese Historical Society of Southern California
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First Chinese Baptist Church
RICHARD LIU
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LAWRENCE J. LUE
Chinatown Service Center
TONY QUON
LA New Chinatown Corp.
ROBERT TRAN
Bamboo Plaza
ARTHUR YEOW-FONG
Yeow Enterprise
GEORGE YU
Executive Director
Macco Investments Corp.

participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Sincerely,

GREATER CHINATOWN BUSINESS IMPROVEMENT DISTRICT

George Yu
Executive Director

LOS ANGELES CHINATOWN BUSINESS COUNCIL
727 NORTH BROADWAY | SUITE 208 | LOS ANGELES, CALIFORNIA 90012
PHONE 213.680.0243 | FACSIMILE 213.617.3298 | WWW.CHINATOWNLA.COM

Chinatown Community Advisory Committee

July 8, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

Our organization, the Chinatown Community Advisory Committee (CCAC), a citizens advisory committee appointed by Councilmember Ed Reyes, CD1, wishes to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Sincerely,

Daisy Ma, Chairperson
Chinatown Community Advisory Committee

A project of the
Community
Redevelopment
Agency
354 S. Spring Street
Suite 700
Los Angeles
CA 90013

華埠服務中心
CHINATOWN SERVICE CENTER

July 9, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

Chinatown Service Center is in **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children, on a daily basis, face continuing and growing traffic hazards as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path, surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with numerous driveways, alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our elementary children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar alone has nearly 700 students. Most Castelar students walk to school on streets with lots of vehicles, including both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and exhibit other bad and unsafe driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and the adjoining Castelar Children's Center, and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

❑ LOS ANGELES OFFICE: 767 North Hill Street, Suite 400	• Los Angeles	• CA 90012-2381	• (213) 808-1700	• Fax (213) 680-0787
❑ MONTEREY PARK OFFICE: 112 N. Chandler Ave., Suite 105	• Monterey Park	• CA 91754-1577	• (626) 293-8733	• Fax (626) 293-8308
❑ YOUTH CENTER: 727 N. Broadway, Suite 211	• Los Angeles	• CA 90012-2864	• (213) 972-8840	• Fax (213) 972-8844
❑ CHILD DEVELOPMENT CENTER: 521 W. Cesar E. Chavez Ave.	• Los Angeles	• CA 90012-2155	• (213) 617-4914	• Fax (213) 617-8442

華埠服務中心
CHINATOWN SERVICE CENTER

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Sincerely,

Lawrence J. Lue
Chief Executive Officer
Chinatown Service Center

❑ LOS ANGELES OFFICE: 767 North Hill Street, Suite 400 • Los Angeles • CA 90012-2381 • (213) 808-1700 • Fax (213) 680-0787
❑ MONTEREY PARK OFFICE: 112 N. Chandler Ave., Suite 105 • Monterey Park • CA 91754-1577 • (626) 293-8733 • Fax (626) 293-8308
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❑ CHILD DEVELOPMENT CENTER: 521 W. Cesar E. Chavez Ave. • Los Angeles • CA 90012-2155 • (213) 617-4914 • Fax (213) 617-8442

美國羅省中華會館
Chinese Consolidated Benevolent Association
923-925 North Broadway, Los Angeles, California 90012
Tel: 213-626-1646 Fax: 213-626-2938

羅省中華會館轄下組織
CCBA Committees
中華孔教學校董會
Chinese Confucious Temple of Los Angeles
中華義地管理委員會
Chinese Cemetery of Los Angeles
中華福利委員會
Comnuntiy Wellfare Council

羅省中華會館會員團體
CCBA Membership Associations
秉公堂
Bing Kong Tang Association
保安堂
Bow On Association
昭倫公所
Chew Lun Association
同源會
Chinese American Citizens Alliance
婦女新運會
Chinese Women's New Life Movement Club
伍胥山公所
Eng Suey Sun Association
鳳倫公所
Fong Lun Association
至孝篤親公所
Gee How Oak Tien Association
朱沛國堂
Gee Pay Kwo Association
至德三德公所
Gee Tuck Sam Tuck Association
合勝堂
Hop Sing Tang Association
開平同鄉會
Hoy Ping Benevolent Association of So. Cal.
台山寧陽會館
Hoy San Ning Yung Association
俊英工商會
Jan Ying Benevolent Association
岡州會館
Kong Chow Benevolent Association
國民黨羅省分部
Kuo Ming Tang
李氏敦宗公所
Lee On Dong Benevolent Association
林西河堂
Lem's Family Association
呂潤濱公所
Louie Way Benevolent Association
龍岡義公所
Lung Kong Tin Yee Association
南加省馬氏宗親會
Mar's Family Association of So. Cal.
新華埠大中華實業公司
New Chinatown Property Owner's Corp.
台山寧儒公會
Ning Kui Kong Wue Association
潤源堂
Soo Yen Fraternal Association
南加省余風采堂
So. Cal. Yee Family Association
黃氏宗親會
Wong Family Benevolent Association
英瑞工商會
Ying On Merchants & Labor Benevolent Ass'n

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

Our organization, the Chinese Consolidated Benevolent Association, wishes to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and

美國羅省中華會館
Chinese Consolidated Benevolent Association
923-925 North Broadway, Los Angeles, California 90012
Tel: 213-626-1646 Fax: 213-626-2938

羅省中華會館轄下組織
CCBA Committees
中華孔教學校校董會
Chinese Confucius Temple of Los Angeles
中華福地管理委員會
Chinese Cemetery of Los Angeles
中華福利委員會
Community Welfare Council

羅省中華會館會員團體
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Chinese Women's New Life Movement Club
伍舊山公所
Eng Suey Sun Association
鳳倫公所
Fong Lun Association
至孝篤親公所
Gee How Duk Tien Association
朱沛國堂
Gee Pay Kwo Association
至德三德公所
Gee Tuck Sam Tuck Association
合勝堂
Hop Sing Tang Association
開平同鄉會
Hoy Ping Benevolent Association of So. Cal.
台山寧陽會館
Hoy San Ning Yung Association
俊英工商會
Jon Ying Benevolent Association
岡州會館
Kong Chow Benevolent Association
鄺氏宗親會羅省分部
Kwo Ming Tang
李氏敦宗公所
Lee On Dong Benevolent Association
林西河堂
Lem's Family Association
呂渭濱公所
Louie Way Benevolent Association
龍岡親義公所
Lung Kong Tin Yee Association
南加省馬氏宗親會
Mar's Family Association of So. Cal.
新華埠大中華實業公司
New Chinatown Property Owner's Corp.
台山寧陽公會
Ning Kui Kong Wue Association
溯源堂
Soo Yen Fraternal Association
南加省余風采堂
So. Cal. Yee Family Association
黃氏宗親會
Wong Family Benevolent Association
英瑞工商會
Ying On Merchants & Labor Benevolent Ass'n

dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Sincerely,

Daisy Ma, English Secretary
Chinese Consolidated Benevolent Association

July 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St. #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

Our organization, East Wind Foundation for Youth, wishes to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Our group has been supporting the students of Castelar Elementary by hosting an annual essay writing contest for the past 10 years. This school is very dear to us because the majority of our members have graduated from Castelar. We hope you consider our strong support in the overall safety of the school and the people living in this community. We thank you for your time.

Sincerely,

Wayne Li, Director of Operations

East Wind Foundation for Youth
817 Yale St. 90012
Los Angeles, CA 90012
eastwind888@yahoo.com
www.eastwindfoundation.com

FRIENDS OF THE CHINATOWN LIUBRARY
639 N. HILL ST.
LOS ANGELES ,CA 90012

Kirk Cessna
Caltran District 7 Local Assistant
100 S. Main St.
Los Angeles, CA 90012

July 9, 2010

RE: Cycle 9 Safest Route to School
Castelar School Application

Dear Mr. Cessna,

The Friends of the Chinatown Library support organization of the Chinatown Branch Library, located 2 blocks from Castelar School wish to express our strong support for the Cycle 9 Safest Route to School (SR 2 S) Grant funding for pedestrian safety improvement program at and surrounding Castelar Elementary School in Chinatown. This includes children walking to and from the school as well as being pedestrians after school activities in the neighborhood such as the school's BEST program in the afternoon, walking to Alpine Recreation Center' s playground and child care; walking to the public library 2 blocks away; Chinese School next door, Castelar School's Child Care Center with 200 children going to and leaving the Center. Parents at the school have met with the LAUSD Board of Education stating that the area's traffic is too hazardous and have discouraged teachers from taking their children to the Chinatown Branch Library 2 blocks away. This was written up in the LA Times.

As the principal of Castelar School for 19 years and a volunteer and on the Board of the Chinatown library for 18 years, I have seen the area around Castelar School become more populated with four new apartment complexes each with 100 units within a 3 block radius of the school and the vehicular traffic more congested . Traffic from the Arroyo

Seco Parkway (110) comes speeding off the Chinatown exit one block adjacent to the school and traffic from the Golden State Freeway cuts across Elysian Park into Chinatown next to the school. Both streams of commuter traffic are heading into the Civic Center a few blocks away. While at the school a child was killed crossing College and Yale in front of the school and another child was struck on Alpine and Yale St. Castelar School is located in the center of business and service groups such as the Pacific Alliance Hospital with an emergency unit; two Christian Churches and a Chinese Temple ; five Chinese restaurants; also grocery stores and banks. Shuttle and Metro busses run along side of the school and tourist are looking for parking. Morgan Laundry has its main plant with its delivery trucks is situated diagonally acroos the street. Dodger Stadium is up the street from the school and traffic is heavy backing up to the school.

A few years ago the LAUSD Safety Section discontinued its Safest Route to School program which included a map and lessons. This program should be activated again.

I hope I haven't given you too much detail but the specifics might give a better picture of the safety of students aat Castelar School and improvements that need to be made.

Thank you for your consideration,

Best regards,

William Chun-Hoon
Former principal at Castelar School &
on the Board of Directors, Friends of the Chinatown library

Cc Sharon Lowe
CRA

OFFICERS
Kim Benjamin, President
Brian Kito, 1st Vice President
Martin Farfan, 2nd Vice President
Alan Kumamoto, 3rd Vice President
Gay Yuen, 4th Vice President
Jose Luis Sedano, Secretary
David Nagano, Treasurer
Alicia Brown, Historian

H C N C

Historic Cultural Neighborhood Council

HISTORIC CULTURAL
NEIGHBORHOOD COUNCIL
c/o Koban
307 E First Street
Los Angeles, CA 90012
800-523-7621
310-796-1495 (fax)
kim@laeroc.com
anne@laeroc.com

July 12, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

Our organization, Historic Cultural Neighborhood Council, wishes to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

Castelar is located in the middle of Downtown Los Angeles' daily commuter path and our community is surrounded by on and off ramps to both the 101 and 110 Freeways. Our streets are heavily used by commuters to cut-through the traffic congestion as they rush to and from work and home. Castelar students have to travel along very narrow sidewalks with lots of driveways alongside and crossing streets that are heavily congested with both stop and go and speeding traffic rushing to and from Downtown Los Angeles.

Castelar Elementary School is on Yale Street, which is a cut-through route used by both residents and commuters. This results in a lot of traffic congestion and dangers to our children, who are small and cannot be seen by the drivers as they try to cross through the maze of cars clogging up the street in front of the school.

Castelar has nearly 700 students. Most of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Sincerely,

Kim Benjamin, President
Historic Cultural Neighborhood Council

June 10, 2010

Kirk Cessna
Caltrans District 7 Local Assistance
100 S. Main St, #12-420
Los Angeles, CA 90012

RE: Cycle 9 State-legislated Safe Routes to School Application
Castelar Elementary School
840 Yale Street, Los Angeles, California

Dear Mr. Cessna:

Our organization, **Los Angeles Chinatown Firecracker Run Committee Inc**., wishes to express our **strong support** of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and the City of Los Angeles for their application for the Cycle 9 Safe Routes 2 School (SR2S) grant funding for pedestrian safety improvements and programs at and surrounding Castelar Elementary School in Chinatown. For years, Chinatown's children have had to face the continuing and growing traffic hazards on a daily basis as they make their way to and from school.

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Castelar has nearly 700 students. Most of Castelar students walk to school on streets with lots of vehicles, which include both wide streets with multiple lanes in both directions and narrow steep hilly streets with fast-moving cut-through traffic. Other children are driven to school and dropped off in front of the school where cars back up and often block the mid-block crosswalk, double-park, and have lots of other bad driving behavior.

Our school definitely needs physical safety improvements, traffic controls, and safety programs to make it safe for our children to go to and from school and to their after-school programs at Alpine Recreation Center, Chinatown Library, and Chinese Confucius School.

We look forward to working with the CRA/LA, other City partners, Castelar Elementary School, and fellow community stakeholders on implementing pedestrian and bicyclist safety educational programs; coordinating with LAUSD school police and the Los Angeles Police Department to enfoce traffic laws that protect the rights of pedestrians; and assist in the evaluation of engineering improvements to provide evidence of the success of the grant funded project. Castelar's Parents have expressed strong support for and willingness to participate in the development and implementation of a safety education program and a safe, monitored drop-off zone for Castelar Elementary School.

Sincerely,

Wing Ho, Race Director

Los Angeles Chinatown Firecracker Run Committee Inc.

Exhibit F-1: Public Participation and Planning

ATP Application

Summary of 1st – 5th Grade Classroom Survey Results

Summary of 1st – 5th Grade Individual Student Survey Results

Castelar Elementary School Student Mapped Routes

Park and President Project Community Meeting and Sign in Sheet

Support Letters Summary

Community Meeting and Outreach on May 8, 2014 Photos

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   They will omos Crash.
4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☒ No

   If no, name some of the bad driving behavior.

   The drivers is not behave because some of the drivers are fast.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☒ No

   If no, name some of the problems you saw with the sidewalk(s). Sidewalk is to skinny

2. Was it easy to cross the street?

   ☐ Yes ☒ No

   If no, name the streets that you had problems crossing. You have to wait a long time for the cars to go

3. Did drivers behave well?

   ☒ Yes ☐ No

   If no, name some of the bad driving behavior.

4. Was your walk pleasant?

   ☐ Yes ☒ No

   If not, why not? My house is far away and I get tired

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☒ No

   If no, name some of the problems you saw with the sidewalk(s). Sidewalk is too skinny

2. Was it easy to cross the street?

   ☐ Yes ☒ No

   If no, name the streets that you had problems crossing. You have to wait a long time for the cars to go.

3. Did drivers behave well?

   ☒ Yes ☐ No

   If no, name some of the bad driving behavior.

4. Was your walk pleasant?

   ☒ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____

2. Was it easy to cross the street?
   ☐ Yes ☑ No
   If no, name the streets that you had problems crossing. If you walked the streets you can get crash.

3. Did drivers behave well?
   ☑ Yes ☐ No
   If no, name some of the bad driving behavior.
   _____

4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☒ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ☒ No

   If no, name the streets that you had problems crossing. Too many cars.

3. Did drivers behave well?

   ☒ Yes ☐ No

   If no, name some of the bad driving behavior.

   _____

4. Was your walk pleasant?

   ☒ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____

2. Was it easy to cross the street?
   ☐ Yes ☒ No
   If no, name the streets that you had problems crossing. because if you cross the street by your self you can get crash.

3. Did drivers behave well?
   ☑ Yes ☐ No
   If no, name some of the bad driving behavior.

4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ■ No

   If no, name some of the problems you saw with the sidewalk(s). I saw people pushing me.

2. Was it easy to cross the street?

   ☐ Yes ■ No

   If no, name the streets that you had problems crossing. All the cars almost crash into me.

3. Did drivers behave well?

   ■ Yes ☐ No

   If no, name some of the bad driving behavior.

4. Was your walk pleasant?

   ■ Yes ☐ No

   If not, why not? _____

Christopher

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☒ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☒ Yes ☒ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☒ No

   If no, name some of the bad driving behavior.

   Cars were driving to fast

4. Was your walk pleasant?

   ☐ Yes ☒ No

   If not, why not? Because ther was to many people

How Safe Was Your Walk To School?

Rm 19

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   They park wevery wher.
4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☒ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☒ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☒ No

   If no, name some of the bad driving behavior.

   When I try to cross the street they just drive across us!

4. Was your walk pleasant?

   ☒ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☒ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☒ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☒ No

   If no, name some of the bad driving behavior.

   Some time the driving people is not good.

4. Was your walk pleasant?

   ☒ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☑ No

   If no, name some of the problems you saw with the sidewalk(s). because they are to short and very sideways.

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior. They drive to fast when it is a red light.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☒ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ☒ No

   If no, name the streets that you had problems crossing. Some Cars go thragh the sidewalk when I was walking.

3. Did drivers behave well?

   ☒ Yes ☐ No

   If no, name some of the bad driving behavior.

   _____

4. Was your walk pleasant?

   ☒ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ■ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ■ No

   If no, name the streets that you had problems crossing. Bunker Hill Ave, Cleveland Street, Grand Ave, and Alpine Street

3. Did drivers behave well?

   ☐ Yes ■ No

   If no, name some of the bad driving behavior.

   They almost crash into me and they don't even stop when people walk.

4. Was your walk pleasant?

   ☐ Yes ■ No

   If not, why not? because it was not easy to cross the street.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   They didn't let people go.

4. Was your walk pleasant?

   ☐ Yes ☑ No

   If not, why not? There are really strange people.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   Not stopping on the stop sign.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   When I was about to cross the street and a car passe in front of me

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

2. Was it easy to cross the street?

   ☐ Yes ☑ No

   If no, name the streets that you had problems crossing. Yale Street

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   The drivers almost hitted my mom.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ■ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ■ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ■ No

   If no, name some of the bad driving behavior.

   They always go first

4. Was your walk pleasant?

   ■ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   Some of them turn when someone is crossing.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   The drivers were driving when I were still crossing the street
4. Was your walk pleasant?
   ☐ Yes ☑ No
   If not, why not? No, because I was still tired, and sleepy

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☑ No

   If no, name some of the problems you saw with the sidewalk(s). The sidewalks have to many people there.

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior. They almost hit us.

4. Was your walk pleasant?

   ☐ Yes ☑ No

   If not, why not? Because the floor is rough.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   When the crossguard women put the sign on her hand and the drivers just drive when the crossguard lady hold the sign. They turn a lot when I walk.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

13

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   When the woman (crossing guard) held the sign (stop) a driver still drove (without stopping.
4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ☑ No

   If no, name the streets that you had problems crossing. The street was cracked

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   They were drag racing

4. Was your walk pleasant?

   ☐ Yes ☑ No

   If not, why not? Because The walk is too far.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   When I was walking a driver almost hit me.
4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   They drove when they were not supposeto
4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   Sometimes they go past us when we are walking.
4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   They drive when we were walking.
4. Was your walk pleasant?
   ☑ Yes ☐ No
   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   Because they don't stop when they see the stop sign.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   Texting and not paying attention
4. Was your walk pleasant?
   ☐ Yes ☑ No
   If not, why not? People wont move when I pass by

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☒ No

   If no, name some of the problems you saw with the sidewalk(s). Not high enough, cracked

2. Was it easy to cross the street?

   ☒ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☒ No

   If no, name some of the bad driving behavior.

   Some go before I walk half way

4. Was your walk pleasant?

   ☒ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). _____
   _____
2. Was it easy to cross the street?
   ☑ Yes ☐ No
   If no, name the streets that you had problems crossing. _____
3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   Try to run me over
4. Was your walk pleasant?
   ☐ Yes ☑ No
   If not, why not? I get tired

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ■ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ■ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ■ No

   If no, name some of the bad driving behavior.

   One day a car almost hit me.

4. Was your walk pleasant?

   ☐ Yes ■ No

   If not, why not? I felt someone was going to take me.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ■ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ■ No

   If no, name the streets that you had problems crossing. Yael st

3. Did drivers behave well?

   ■ Yes ☐ No

   If no, name some of the bad driving behavior.

   _____

4. Was your walk pleasant?

   ■ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?
   ☑ Yes ☐ No
   If no, name some of the problems you saw with the sidewalk(s). bumps.

2. Was it easy to cross the street?
   ☐ Yes ☑ No
   If no, name the streets that you had problems crossing. Cleverland

3. Did drivers behave well?
   ☐ Yes ☑ No
   If no, name some of the bad driving behavior.
   foolish, dont let us cross

4. Was your walk pleasant?
   ☐ Yes ☑ No
   If not, why not? Its hard to cross street

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☑ No

   If no, name some of the problems you saw with the sidewalk(s). The problems I saw was people were pushing and shoving.

2. Was it easy to cross the street?

   ☐ Yes ☑ No

   If no, name the streets that you had problems crossing. Alpine St

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior. When I cross the streets ome times they almost ran over me.

4. Was your walk pleasant?

   ☐ Yes ☑ No

   If not, why not? No because I felt unsafe with my siblings.

How Did You Come To School?

CLASS SURVEY
School: CASTELAR ELEMENTARY
Grade: K
Classroom 1
Total # of Students 27 (2 ABSENT)

- HOW MANY STUDENTS WALKED? 9
- HOW MANY STUDENTS BIKED? Ø
- HOW MANY STUDENTS RODE THE BUS? 1
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? Ø
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 15
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? Ø

How Did You Come To School?

CLASS SURVEY
School: Castelar Elem.
Grade: K
Classroom 2
Total # of Students 25

- HOW MANY STUDENTS WALKED? 11
- HOW MANY STUDENTS BIKED? Ø
- HOW MANY STUDENTS RODE THE BUS? 1
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 13
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? _____
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? Ø zero

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: K
Classroom 29
Total # of Students 26

- HOW MANY STUDENTS WALKED? 10
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 1
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 0
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 2
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

Rm 8

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 1
Classroom 8
Total # of Students 24

- HOW MANY STUDENTS WALKED? 12
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 1
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 11
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

Rm 17.

How Did You Come To School?

CLASS SURVEY
School: castelar
Grade: 1/2
Classroom 17
Total # of Students 19

- HOW MANY STUDENTS WALKED? 7
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 0
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 12
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: _____
Grade: 1
Classroom 24
Total # of Students 23

- HOW MANY STUDENTS WALKED? 7
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 2
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 14
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 1
Classroom 25
Total # of Students 20

- HOW MANY STUDENTS WALKED? 5
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 2
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 4
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 9
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

Celeste 12/14

Rm 5.

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 2
Classroom 5
Total # of Students 26

- HOW MANY STUDENTS WALKED? 5
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 2
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 19
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar ES
Grade: 2
Classroom 6
Total # of Students 23

- HOW MANY STUDENTS WALKED? 8
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 0
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 15
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 2
Classroom 19
Total # of Students 21 + 2 abs.

- HOW MANY STUDENTS WALKED? 8+1
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 1
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 32
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 10
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? _____

How Did You Come To School?

CLASS SURVEY
School: Castelar Elementary
Grade: 2
Classroom 22
Total # of Students 24

- HOW MANY STUDENTS WALKED? 12
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 0
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 12
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar E.S
Grade: 3
Classroom 14
Total # of Students 26

- HOW MANY STUDENTS WALKED? 11
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 1
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 14
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 3
Classroom 15
Total # of Students _____

- HOW MANY STUDENTS WALKED? 12
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 1
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 0
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 3
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar ES
Grade: 3
Classroom 16
Total # of Students 25

- HOW MANY STUDENTS WALKED? 13
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 2
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 10
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 3
Classroom 18
Total # of Students 25

- HOW MANY STUDENTS WALKED? 9
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 0
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 16
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

3W

How Did You Come To School?

CLASS SURVEY
School: Cutelar
Grade: 4
Classroom 30
Total # of Students 34

- HOW MANY STUDENTS WALKED? 14
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 1
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 20
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 4
Classroom 35
Total # of Students ~~32~~ 26

- HOW MANY STUDENTS WALKED? 15
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 0
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 10
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 4
Classroom 38
Total # of Students 35

- HOW MANY STUDENTS WALKED? 22
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 1
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 12
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: _____
Grade: 5
Classroom 27
Total # of Students _____

- HOW MANY STUDENTS WALKED? 17
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 0
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 1
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 12
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? _____

How Did You Come To School?

CLASS SURVEY
School: _____
Grade: 5
Classroom 31
Total # of Students _____

- HOW MANY STUDENTS WALKED? 10
- HOW MANY STUDENTS BIKED? 0
- HOW MANY STUDENTS RODE THE BUS? 1
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? 2
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 14
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? 0

How Did You Come To School?

CLASS SURVEY
School: Castelar
Grade: 5
Classroom 33
Total # of Students 28

- HOW MANY STUDENTS WALKED? ~~8~~ 7
- HOW MANY STUDENTS BIKED? _____
- HOW MANY STUDENTS RODE THE BUS? _____
- HOW MANY STUDENTS CARPOOLED (2 OR MORE FAMILIES WHERE PARENTS SHARE DRIVING)? _____
- HOW MANY STUDENTS CAME ALONE OR WITH SIBLINGS IN A CAR? 21
- HOW MANY STUDENTS CAME SOME OTHER WAY (e.g., SKATEBOARD, SCOOTER)? _____

How Safe Was Your Walk To School?

STUDENT SURVEY

Date: May 9 2014

School: Castelar Elementary School

Grade: 1

Classroom 7

Map Your Walk To School -Trace your route with pencil or crayon.

How Safe Was Your Walk To School?

STUDENT SURVEY

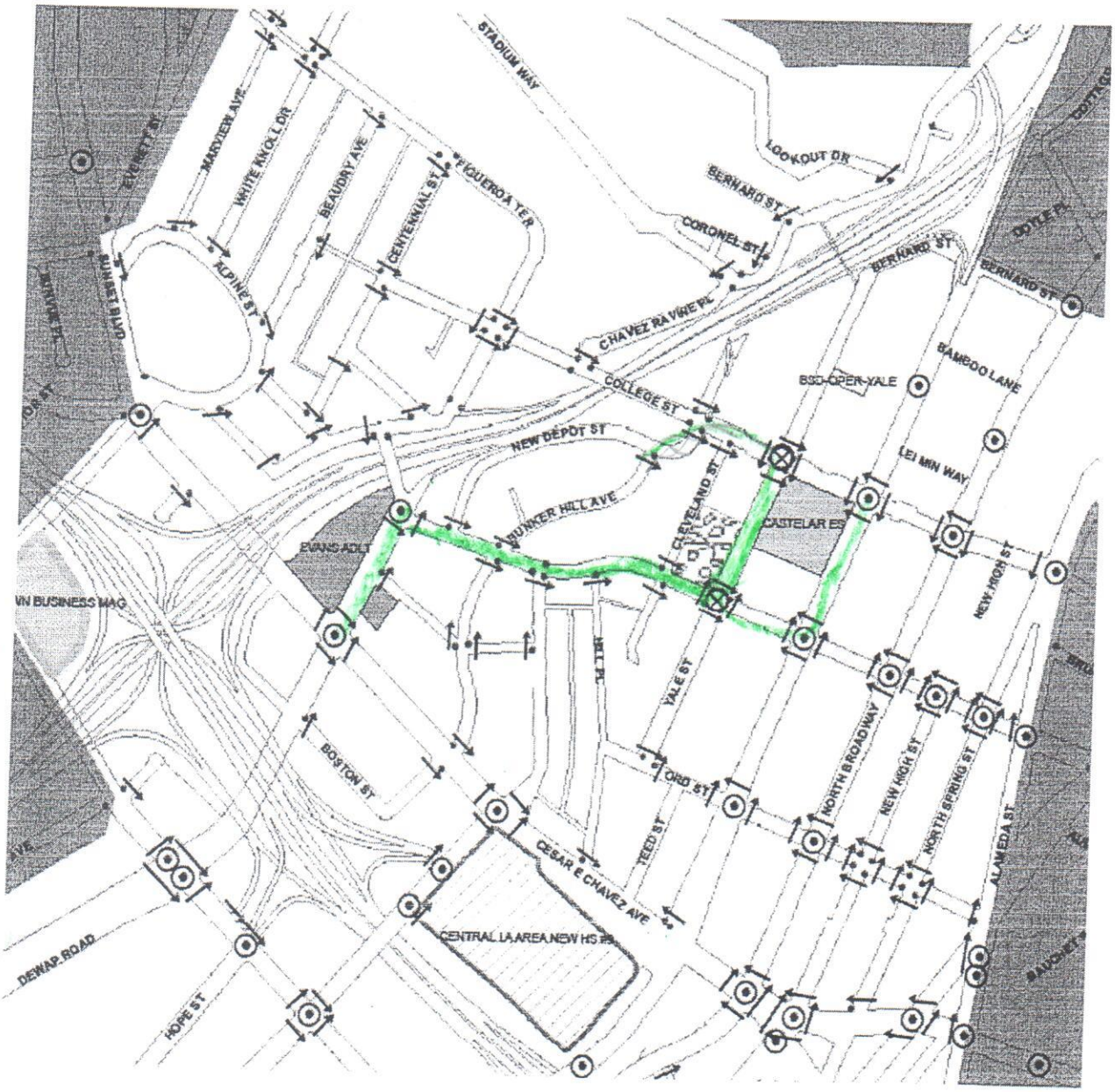
Date: May

School: Castelar Elementary School

Grade: 1st

Classroom room 7

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

STUDENT SURVEY

Date: 05/07/2014

School: Castelar Elementary School

Grade: _____

Classroom _____

Map Your Walk To School -Trace your route with pencil or crayon.

How Safe Was Your Walk To School?

STUDENT SURVEY

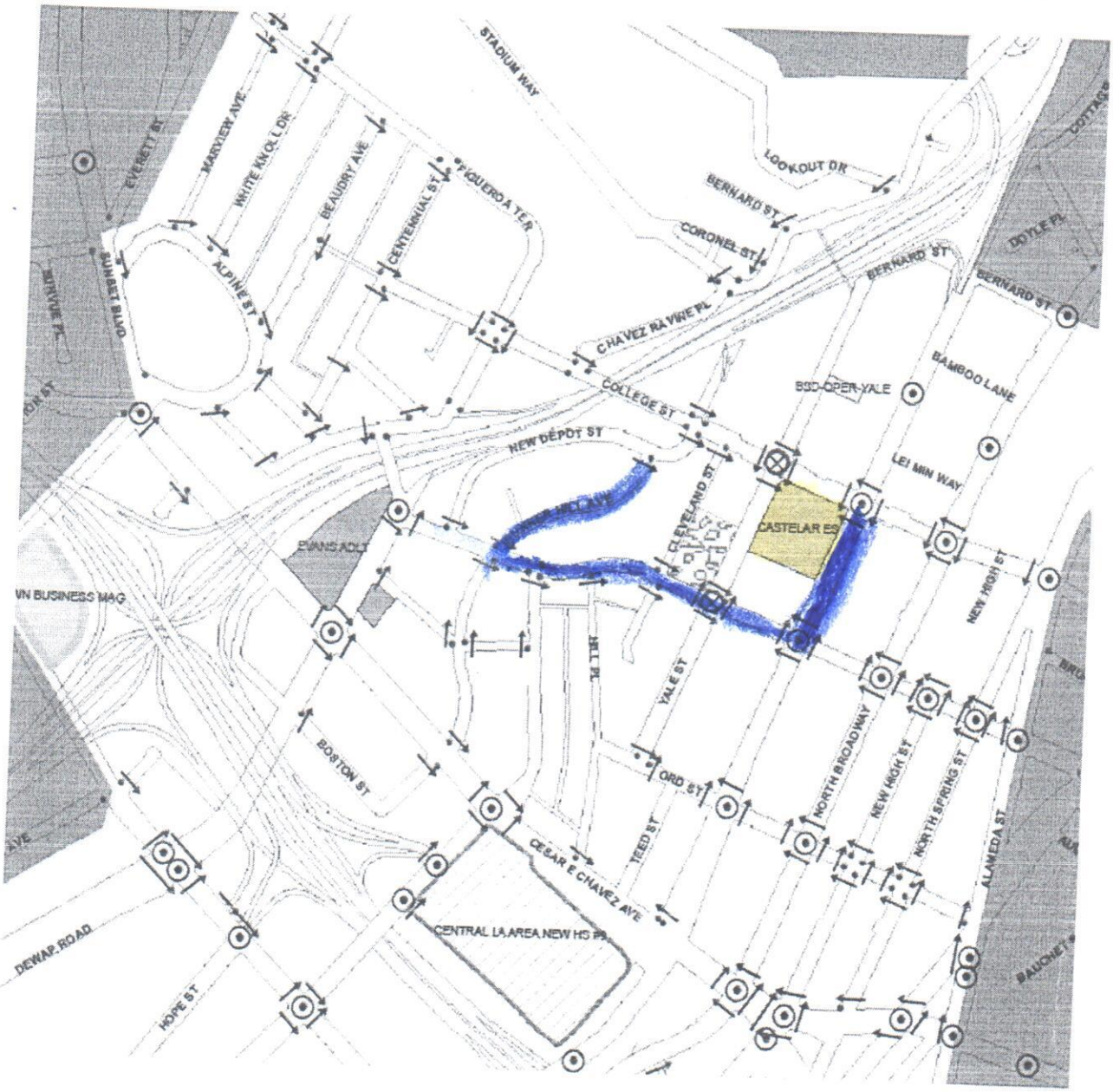
Date: May 7, 14

School: Castelar Elementary School

Grade: 2nd Grade

Classroom rm 22

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

STUDENT SURVEY

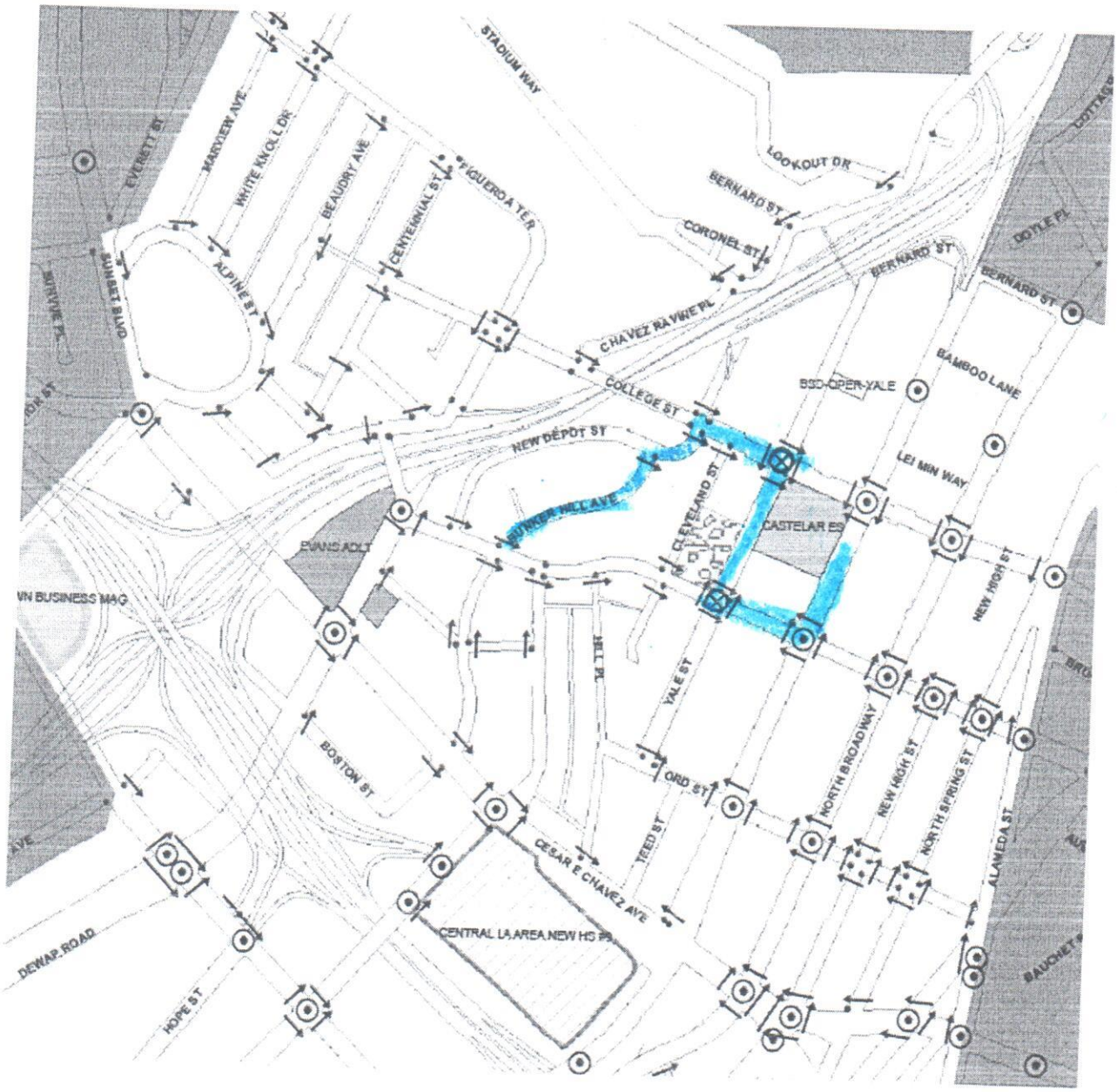
Date: 05/07/2014

School: Castelar Elementary School

Grade: 2nd

Classroom #22

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

STUDENT SURVEY

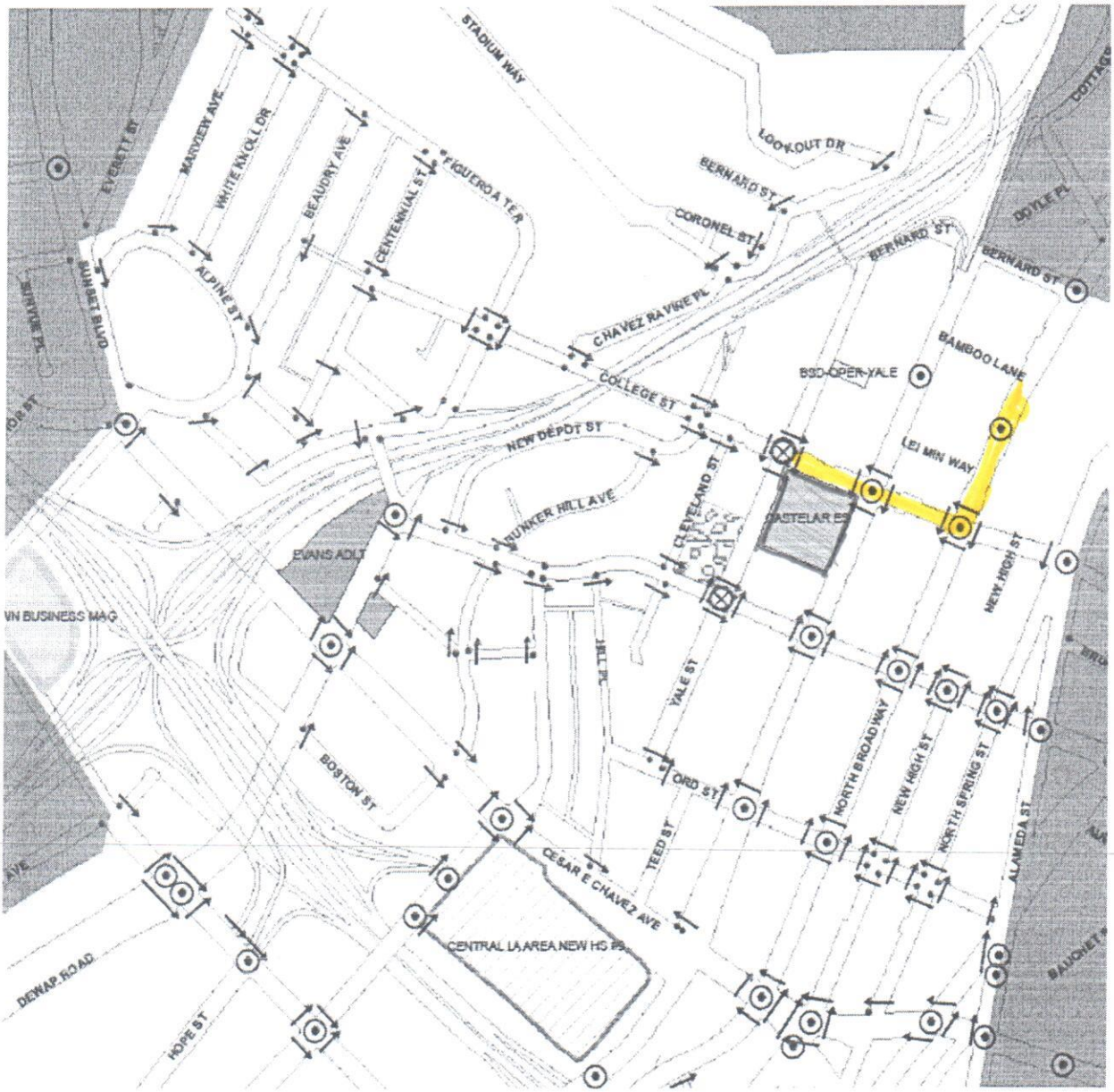
Date: 5-7-14

School: Castelar Elementary School

Grade: 3rd

Classroom RM. 14

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

STUDENT SURVEY

Date: May 7

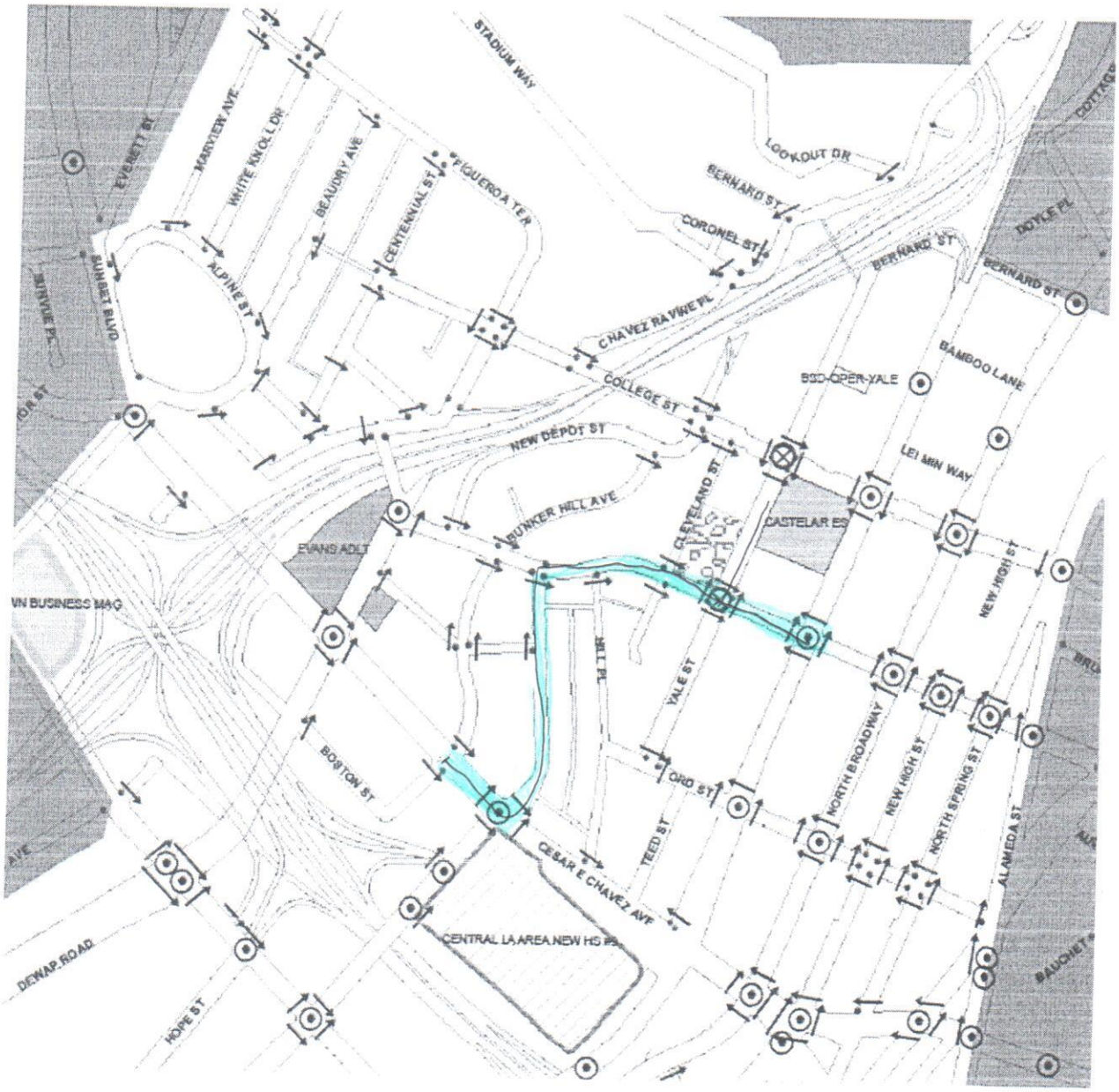
School: Castelar Elementary School

Grade: 3rd

Classroom 16

Jillian Pilla

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

STUDENT SURVEY

name: Vivian Feng

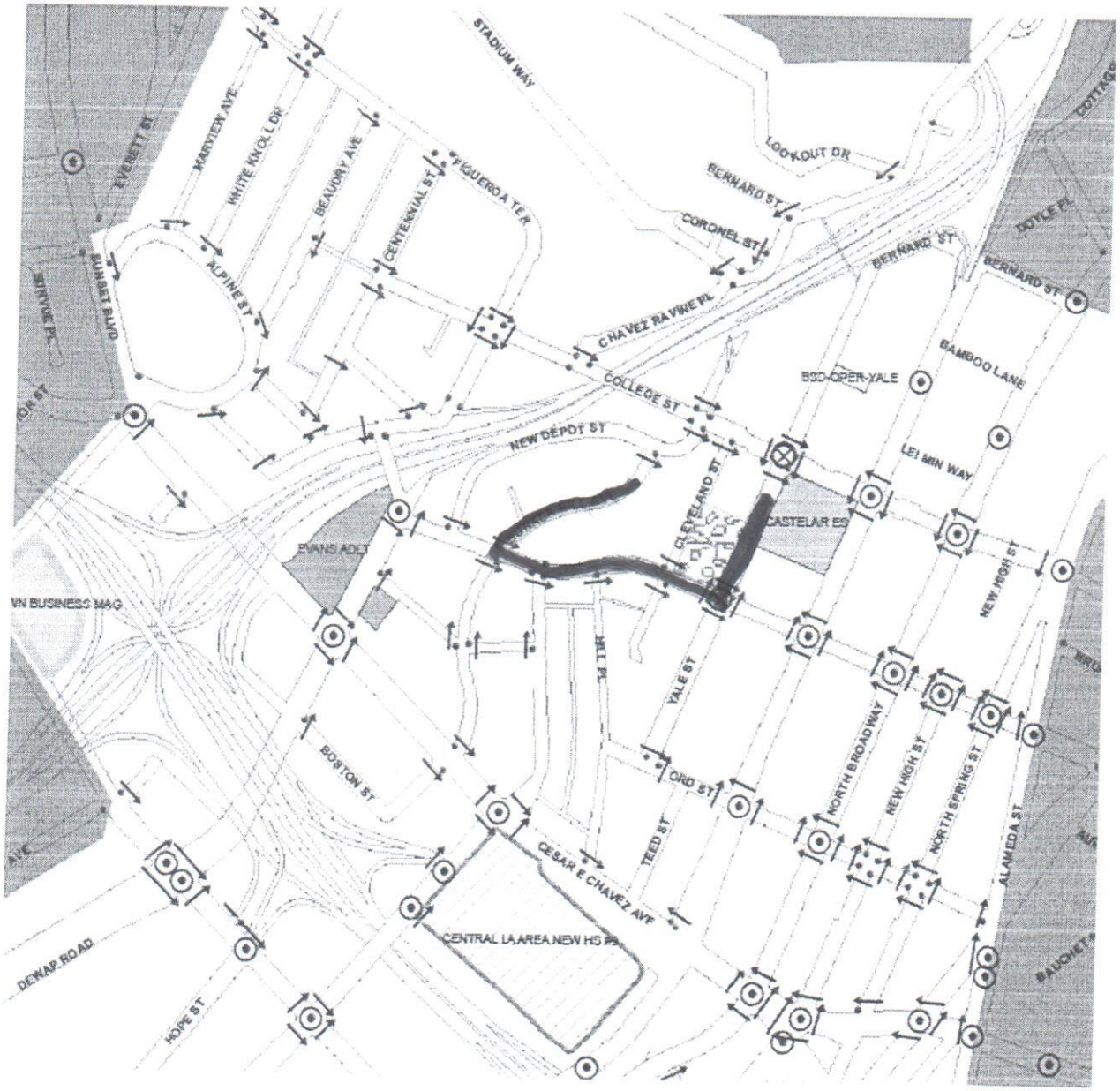
Date: 5/7/14

School: Castelar Elementary School

Grade: 3rd grade

Classroom 16

Map Your Walk To School -Trace your route with pencil or crayon.



Justin

How Safe Was Your Walk To School?

STUDENT SURVEY

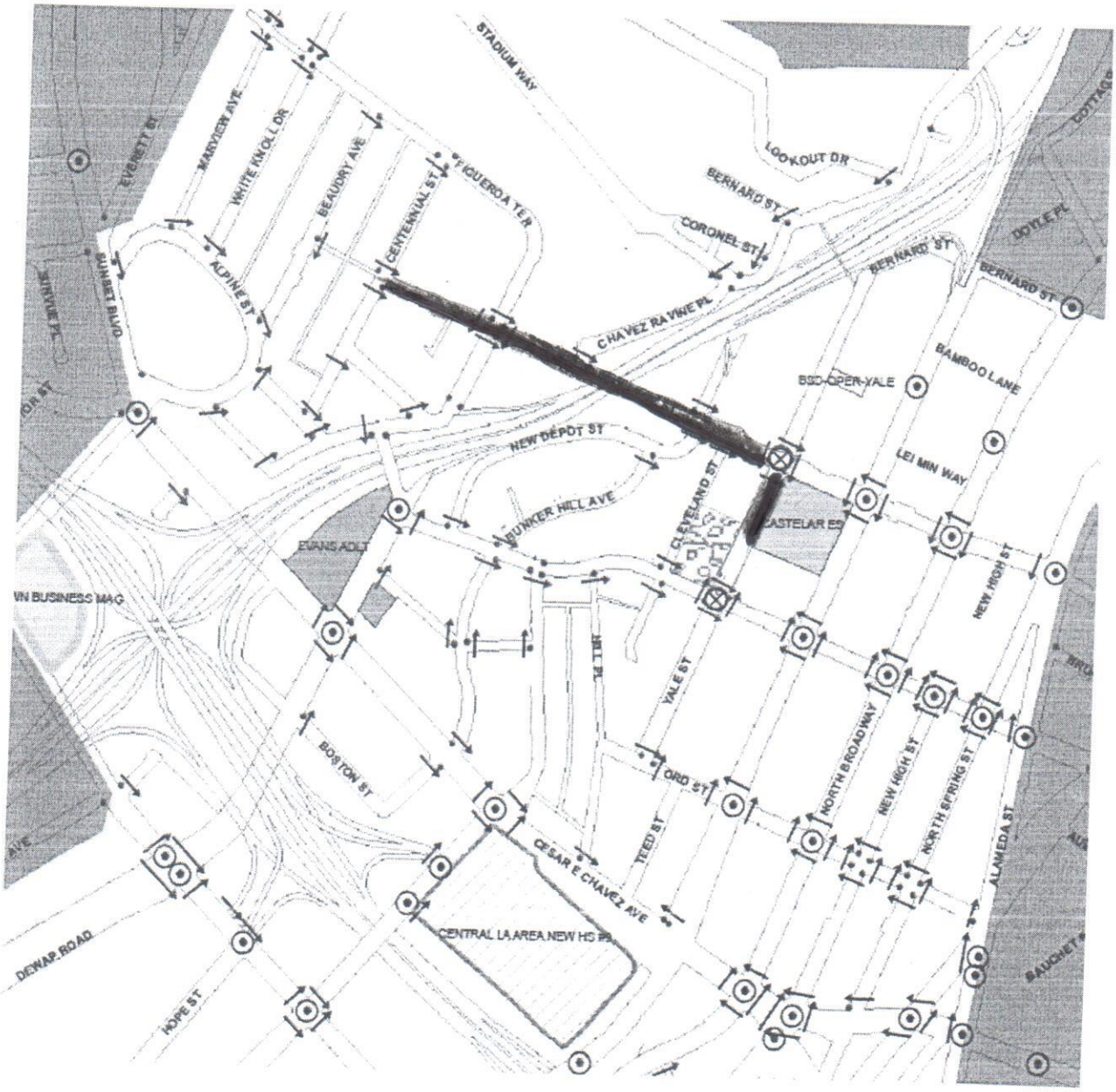
Date: May 9, 2014

School: Castelar Elementary School

Grade: 4

Classroom 30 / Walan

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

STUDENT SURVEY

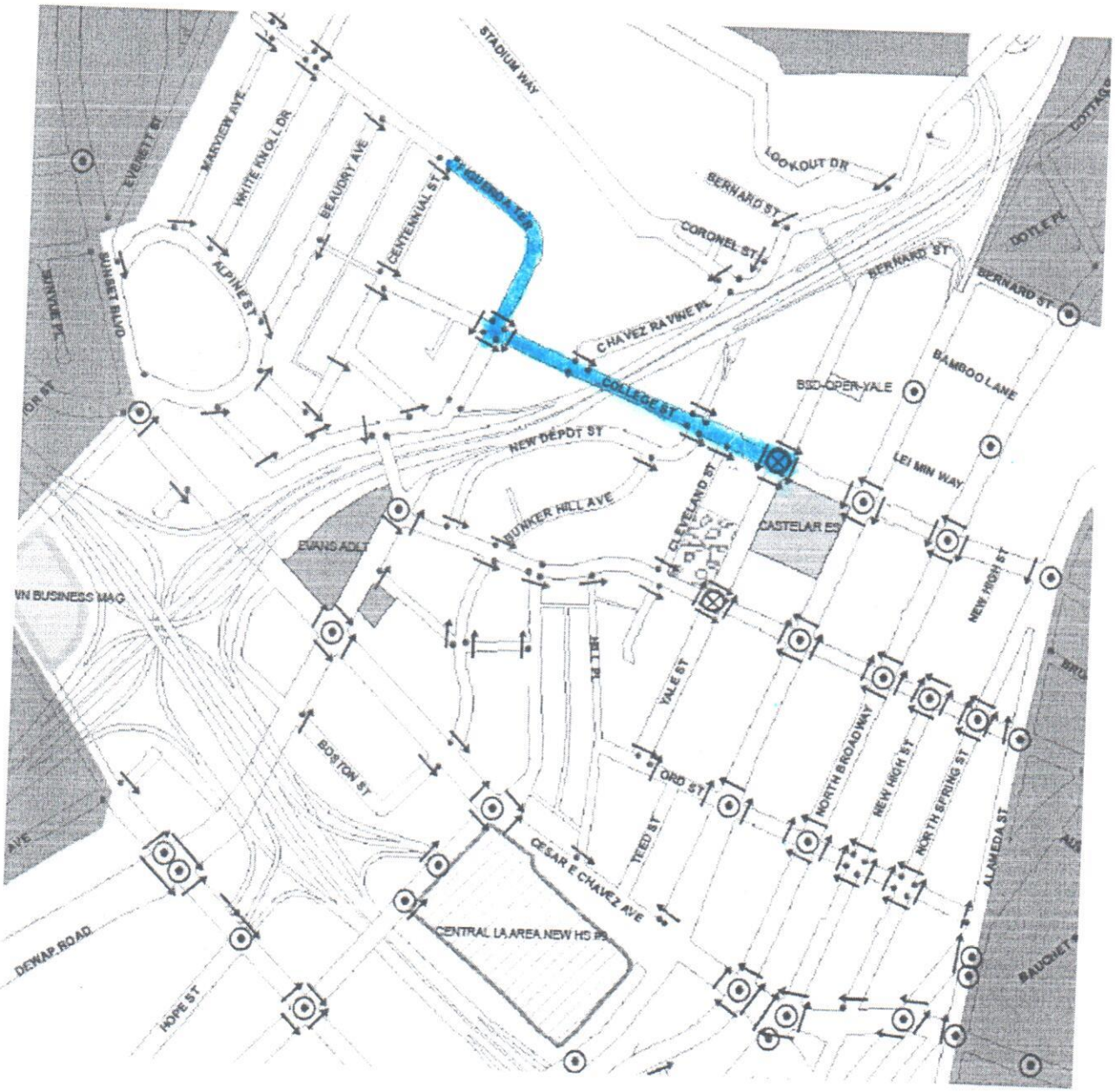
Date: 5/9/14

School: Castelar Elementary School

Grade: 4 grade

Classroom Rm.30

Map Your Walk To School -Trace your route with pencil or crayon.



Vanessa

How Safe Was Your Walk To School?

Ayala

STUDENT SURVEY

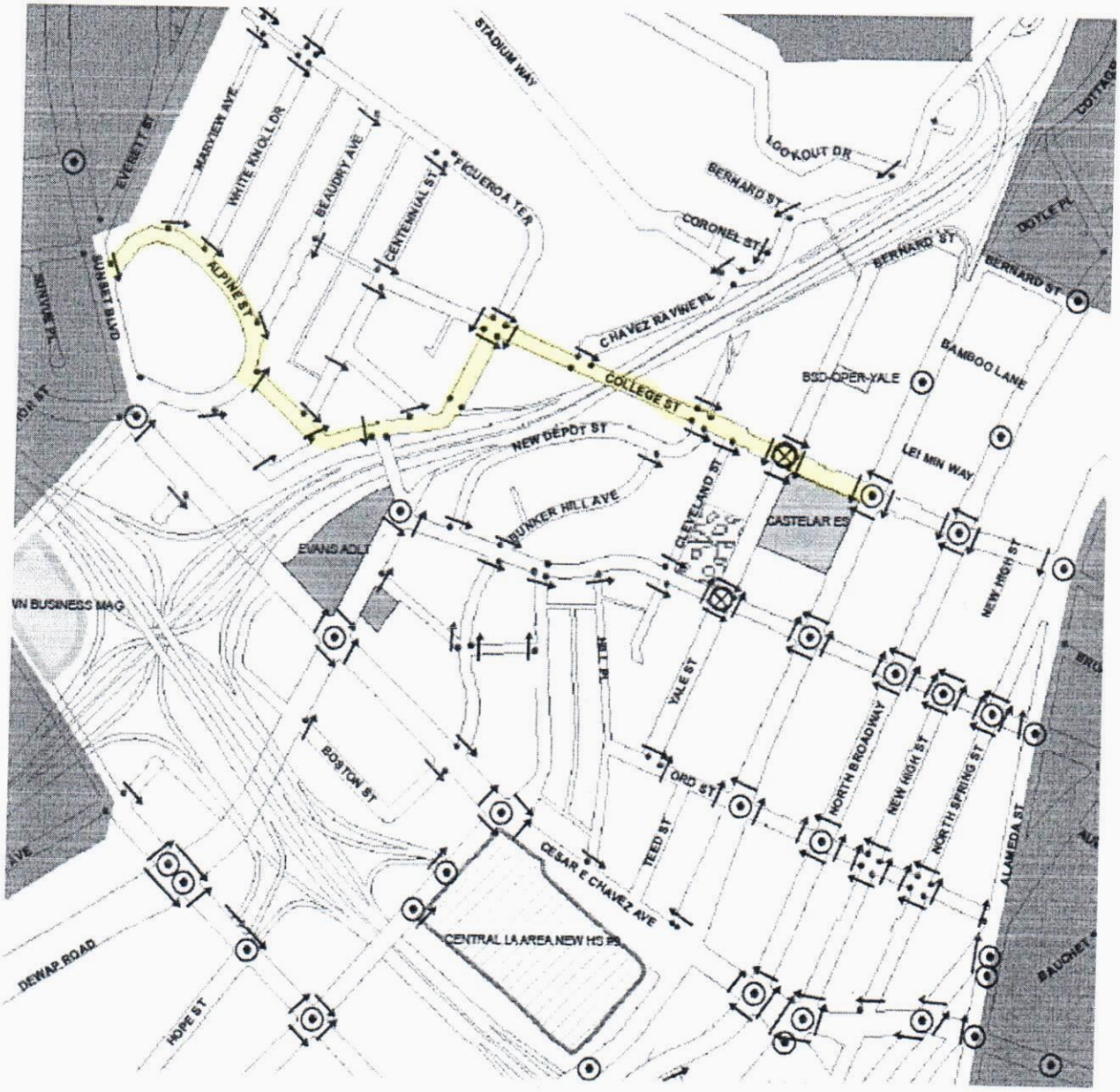
Date: May 7, 2014

School: Castelar Elementary School

Grade: 5th

Classroom 33

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

STUDENT SURVEY

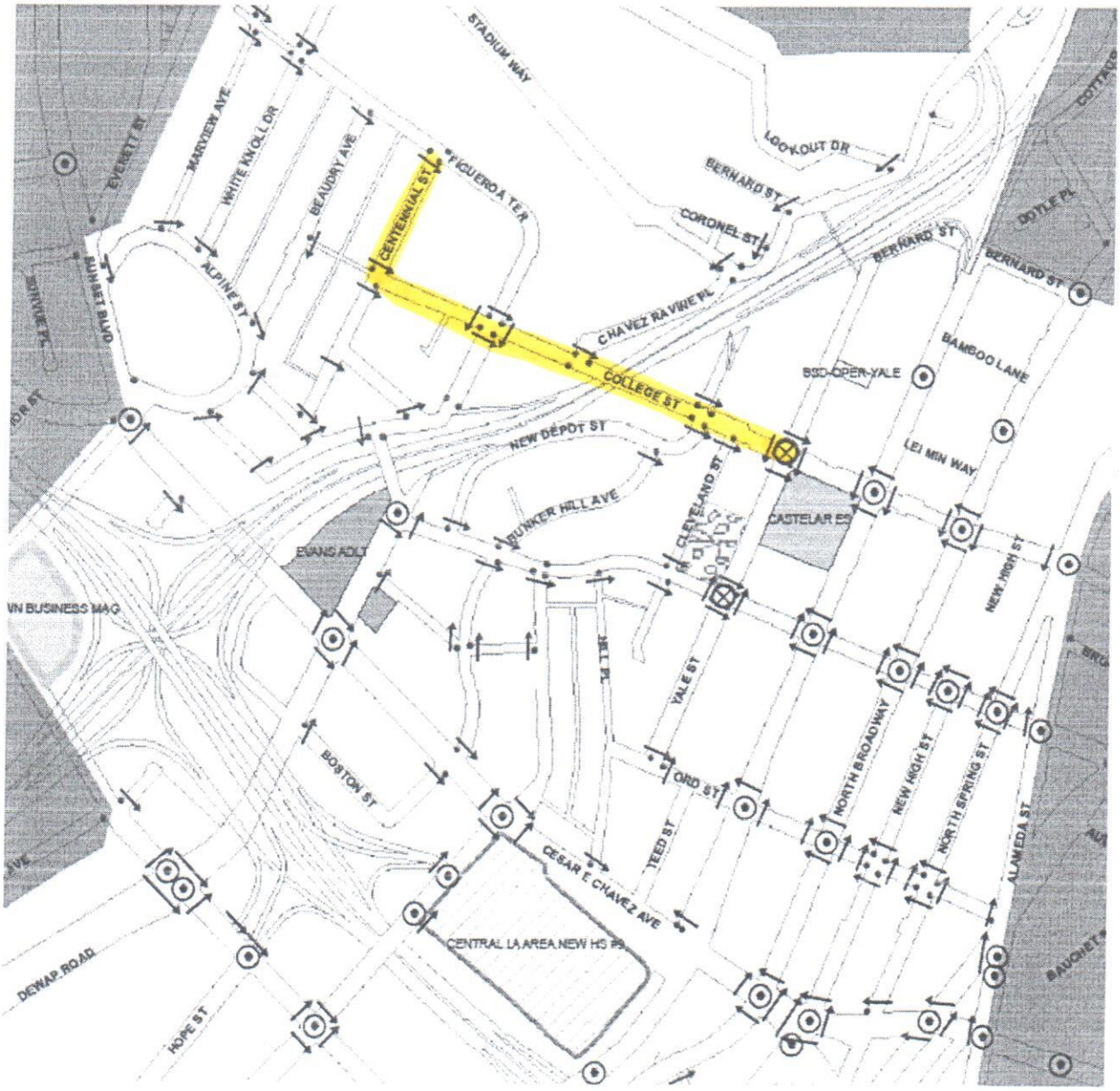
Date: 5/7/2014

School: Castelar Elementary School

Grade: 5th

Classroom 27

Map Your Walk To School -Trace your route with pencil or crayon.



CASTELAR ELEMENTARY SCHOOL 2014 KINDERGARTEN THRU 5TH GRADE CLASSROOM SURVEY RESULTS HOW DO YOU GET TO SCHOOL?								
Grade	Room	Total Students	Walk	Bike	Bus	Carpool	Car alone or w/ sibling	Other
K	1	27	9	0	1	0	15	0
K	2	25	11	0	1	0	13	0
K	29	26	10	0	1	0	2	0
1ST	8	24	12	0		1	11	0
1ST	24	23	7	0	0	2	14	0
1ST	25	20	5	0	2	4	9	0
1ST & 2ND	17	19	7	0	0	0	12	0
2ND	5	26	5	0	0	2	19	0
2ND	6	23	8	0	0	0	15	0
2ND	22	24	12	0	0	0	12	0
3RD	14	26	11	0	0	0	14	0
3RD	15	16	12	0	0	1	3	0
3RD	16	25	13	0	0	2	10	0
3RD	18	25	9	0	0	0	16	0
4TH	30	34	14	0	0	1	20	0
4TH	35	26	15	0	0		11	0
4TH	38	35	22	0	0	1	12	0
5TH	27	20	17	0	0	1	12	0
5TH	31	27	10	0	1	2	14	0
5TH	33	28	7	0	0	0	21	0
		499	216	0	6	17	255	0

2014 CASTELAR ELEMENTRY SCHOOL LETTERS OF SUPPORT	
SUPPORT LETTERS	TOTAL
PARENTS	**113**
PARENT LETTERS WITH COMMENTS	**15**
PRINCIPAL	**1**

CASTELAR ELEMENTARY SCHOOL														
2014 KINDERGARTEN THRU 5TH GRADE INDIVIDUAL SURVEY RESULTS														
HOW DO YOU GET TO SCHOOL?														
Grade	Room	Total Students	Adequate Sidewalk Width		Easy to Cross Street		Good Driver Behavior		Pleasant Walk		Driven to School		Rides Bus	Mapped Route
			Yes	No	Yes	No	Yes	No	Yes	No	Sibling	Alone	Yes	Yes
K	No #	24	8		8		8		8		5	10	1	
K	1 & 2	26	25	1	23	3	24	2	24	2				
K	28	3	3		3		3		2	1				
K	29	12	12	0	12	0	11	1	12	0				
1ST	No #	27	18	9	18	9	24	3	18	9				
1st	7	21	20	1	17	5	19	1	21	0				13
1ST	17	5	5		5		5		5					
1ST	24	18	18		16	2	15	2	16					
1ST	25	24	20	1	16	3	19	5	17	2				
2ND	No #	4	4		4		3	1	4					1
2ND	5	5	4	1	3	2	5	1	5					5
2ND	6	23	7	1	16	2	18	3	7	1		15		16
2ND	17	3		3	1	2	3	3						
2ND	19	10	10		8	2	5	5	8	2				4
2ND	22	22	21	2	16	7	17	5	16	5				19
3RD	14	8	7	1	8		7	1	7	1				8
3RD	15	19	17	2	17	2	18	1	17	2				
3RD	16	17	17		14	3	14	3	15	2		1		11
3RD	18	27	19		17	1	13	4	17	1		10		16
4TH	30	14	12	2	14		10	4		2				14
4TH	35	25	19	6	22	3	19	6	18	7		5		8
4TH	38	19	19		15	4	17	2	18	1				16
5TH	26	23	22	1	23		21	2	21	2	1			7
5TH	27	16	14	2	16		14	2	14	2				14
5TH	31	18	13	1	14		11	2	12	2				14
5TH	33	26	18	5	18	5	20	6	18	4	2			17
TOTALS		439	352	39	344	55	343	65	320	48	8	41	1	183

Note: Some Surveys had no responses or partial response or both yes & no boxes were checked. Some students, who were driven to school also responded.

Community Meeting 社區會議
Reunión de la Comunidad

5/8/2014 @ 8:00am, Castelar MPR

Pedestrian safety improvements and park projects on Yale Street
耶魯街行人安全改進和公園計劃
Mejoramientos para seguridad de peatones y proyectos de parques en Yale Street

Name	Address	Phone	Grade
JuQING Lu	636 Alpine st Apt 8	(213)-928-0976	1
Bi Yun zhang	704 N Grand Ave	213-268-6885	K
Rei Ling tei	716 Yale St #201.	213 5998828	5
Luo Hua Liu	705 N Grand Ave #2	213 245 0214	5
Bao Yu Kuang	625 N Hill St # 217	626-354-1250	4
Erfen zong	625 N Hill Stt # 424	213-3089955	5
YAN FENCHEN	625 N Hill St #312		1
He Xi ge	946 Yale #3	213-880-8831	1
Shu Yao zhan	716 Yale St #108	213-448-6183	3
Zu Hongwu	974 Yale St	213-680-8785	5-4
Jian zhao	709 N Grand Ave	213-210-1555	K-5
Tracy zhao	760 N Hill pl #1	213-265.7052	2-4

Your Name	Address	Phone	Grade
Cecilia Nene	928 New Depot St.	(213) 399-7036	3rd and 1st
Ana Jauregui	1029 S. Union Av. #29	(213) 925-6548	1st
RICA RODRIGUEZ	621 E. SPRING ST.	213-226-8172	2ND GRADER
DARITH TAN	923 CENTENNIAL ST	626 353 2015	TK
Tony Cy	924 Whitefenell DR	(213) 284-4448	~~PRE~~ TK
Yada	828 N Bunker Hill	(323) 346 4729	K
	~~GAF~~	~~(213) 625 1601~~	~~[illegible]~~
YUFU WANG		(213) 482-1188	
Daisy	699 N GRAND AVE	(213) 625-1601	2nd. Andy
Shanwen Zhu	719 YALE St	213-245-5196	3rd
Xiaochang Huang	648½ N spring ST	626-586-7343	3rd
EA BUNNA	825 N Bundry	(213) 271 8419	K, 5
Brendan Finnigan	664 N. Grand Ave #2	818 261 7200	1st
LANH UNG	903 NEW DEPOT #9	213-572-7030	2

YALE STREET PEDESTRIAN LINKAGES PHASE 1 - ALPINE TO COLLEGE STREETS				
PARENT SUPPORT LETTERS	**LANGUAGE**			
STREET NAME	**ENGLISH**	**CHINESE**	**SPANISH**	**TOTALS**
ALPINE STREET	3	3		6
BARTLETT STREET	1	1		2
BEAUDRY AVENUE	2			2
BERNARD STREET	2			2
BROADWAY		1		1
BUNKER HILL AVENUE	11			11
CENTENNIAL STREET	3	1	1	5
CESAR CHAVEZ AVENUE		1		1
CHUNG KING ROAD	1	2		3
CLEVELAND STREET	2	3		5
COLLEGE STREET	2	1		3
COTTAGE HOME STREET	2			2
FIGUEROA	5			5
GRAND AVENUE	1	4	1	6
HILL PLACE	4		2	6
HILL STREET	2	3	2	7
NEW DEPOT STREET	8	4		12
SPRING STREET	1			1
STADIUM WAY	1			1
WHITE KNOLL STREET	5			5
YALE STREET	6	12	1	19
RESIDE IN CHINATOWN	**62**	**36**	**7**	**105**
RESIDE OUTSIDE OF CHINATOWN (Work or Own Business in Chinatown)	**6**	**2**		**8**
TOTAL PARENT SUPPORT LETTERS	**68**	**38**	**7**	**113**

Exhibit F-2: Public Participation and Planning

Past Safe Routes to School Cycle 9 Application

Sample Survey Form - How safe was your walk to school?
Summary of 1st - 5th Grade Classroom Survey Results
Summary of 1st - 5th Grade Individual Student Survey Results
Sample Student Surveys

How Safe Was Your Walk To School?

STUDENT SURVEY

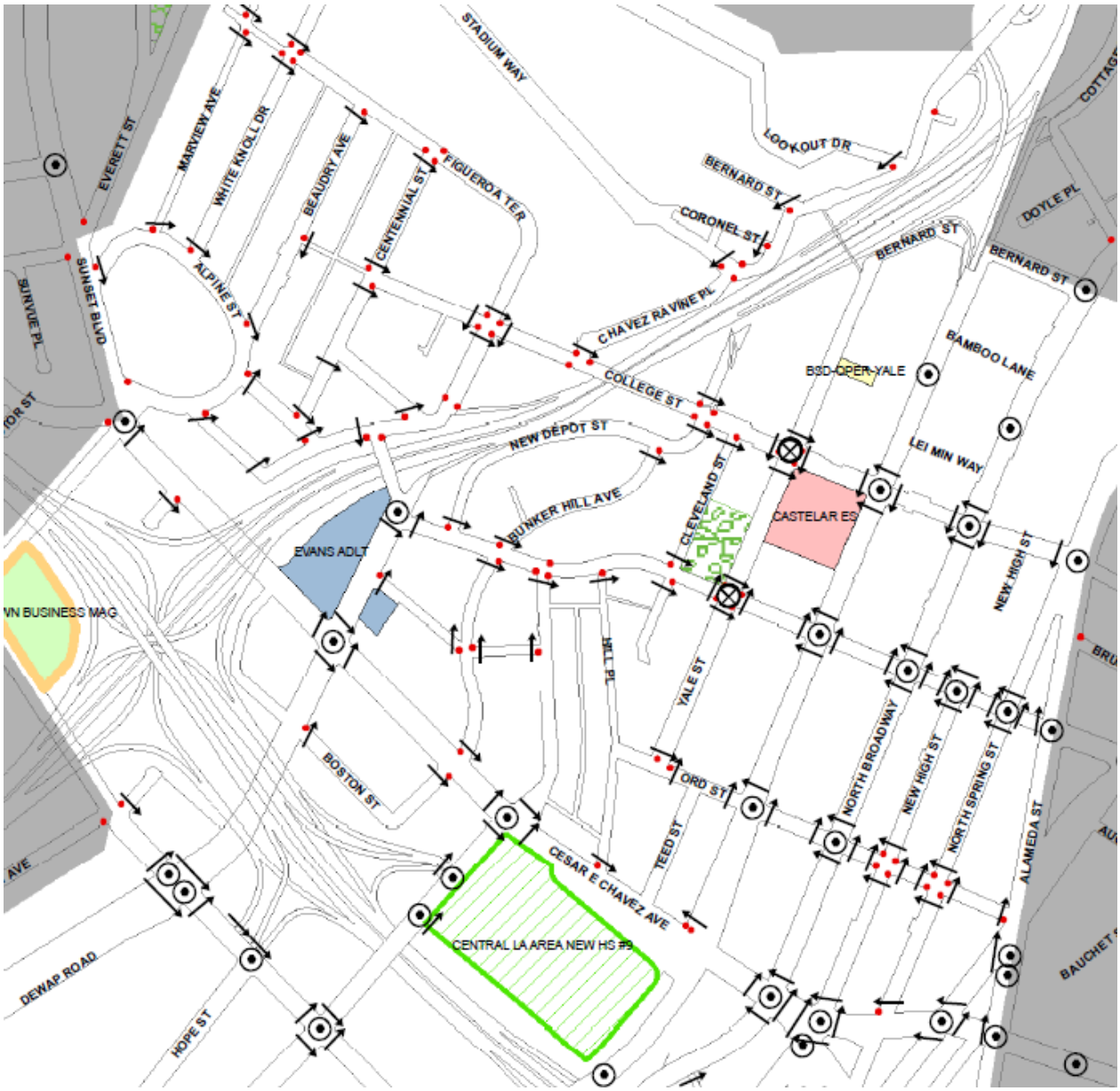
Date: _____

School: **Castelar Elementary School**

Grade: _____

Classroom _____

Map Your Walk To School -Trace your route with pencil or crayon.



How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ☐ No

   If no, name the streets that you had problems crossing.

   _____

3. Did drivers behave well?

   ☐ Yes ☐ No

   If no, name some of the bad driving behavior.

   _____

4. Was your walk pleasant?

   ☐ Yes ☐ No

   If not, why not? _____

HOW DO YOU GET TO SCHOOL?								
Grade	Room	Total Students	Walk	Bike	Bus	Carpool	Car alone or w/sibling	other
1st	10	22	12	0	0	0	10	0
1st	35	24	14	0	0	0	10	0
1st	37	24	11	0	0	2	10	0
1st	36	23	0	0	0	0	23	0
2nd	18	26	12	0	0	0	12	0
2nd	25	25	10	0	1	1	13	0
2nd to 5th	22	13	6	0	7	0	2	0
3rd	11	24	13	0	1	3	5	0
3rd	12	21	15	0	0	0	7	0
3rd	15	24	15	0	0	8	5	0
3rd	17	22	10	0	0	2	10	0
4th	5	27	7	0	0	1	18	0
4th	8	25	11	0	3	17	3	1
5th	26	26	17	0	4	3	15	0
5th	27	23	14	0	1	0	8	0
5th	30	24	12	0	0	0	12	0
5th	31	24	9	0	1	10	6	0
TOTALS		**397**	**188**	**0**	**18**	**47**	**169**	**1**

Castelar Elementary School Letters of Support	
Support Letters	**Total**
Students 4TH GRADE CLASS	**24**
Parents	**401**
Parent Letters with Comments	**46**
Principal	**1**

Grade	Room	Total Students	Adequate Sidewalk width		Easy to Cross Street		Good Driver Behavior		Pleasant Walk		Do Not Walk
			Yes	No	yes	No	Yes	No	Yes	no	
1st	2	6	3	3	4	2	4	2	3	3	
1st	10	21	21	0	3	18	18	3	14	7	
1st	35	24	24	0	23	1	23	1	23	0	
1st	36	20	19	1	19	1	19	1	19	0	
2nd	18	24	24	0	24	0	21	3	24	0	
2nd	19	23	21	1	18	4	19	2	21	1	
2nd	20	18	18	0	16	2	12	6	16	2	
2nd	25	16	14	2	14	2	15	1	12	4	
3rd	11	23	23	1	22	2	21	2	22	2	
3rd	12	21	14	7	13	9	13	8	16	5	
3rd	15	24	19	2	13	7	13	8	20	0	
3rd	17	20	12	1	12	1	11	2	11	2	
3rd	24	22	16	2	17	1	16	2	15	3	
4th	5	26	20	5	20	5	20	5	21	4	
4th	6	21	20	1	16	5	20	1	17	4	
4th	7	21	10	11	2	19	3	18	4	17	
4th	8	24	14	10	5	19	1	23	9	15	
5th	26	25	22	2	22	3	16	9	20	5	
5th	27	20	14	1	14	1	8	7	15	0	5
5th	30	25	23	2	21	4	21	4	21	4	
5th	31	24	16	3	17	3	17	2	10	5	
5th	33	23	18	0	17	0	17	0	17	0	
2nd to 5th	22	13	9	4	9	2	6	6	12	0	
Unidentified	?	9	8	1	7	1	7	1	7	1	1
TOTALS		**493**	**402**	**60**	**348**	**112**	**341**	**117**	**369**	**84**	**6**

Note: Some surveys had no responses or partial responses or both yes & no boxes were checked.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ■ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ■ No

   If no, name the streets that you had problems crossing. North Broadway and College

3. Did drivers behave well?

   ☐ Yes ■ No

   If no, name some of the bad driving behavior.

   drive fast without stopping when people is crossing

4. Was your walk pleasant?

   ☐ Yes ■ No

   If not, why not? too many dangerous cars

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☑ No

   If no, name some of the problems you saw with the sidewalk(s). The sidewalk is sdsmall.

2. Was it easy to cross the street?

   ☐ Yes ☑ No

   If no, name the streets that you had problems crossing. The car were to fast.

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   They won't stop when I was crossing.

4. Was your walk pleasant?

   ☐ Yes ☑ No

   If not, why not? A homeless chased me.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   They donst stop when It has the stop sign.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ■ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ■ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ■ No

   If no, name some of the bad driving behavior.
   First they hokne then they say bad words.

4. Was your walk pleasant?

   ■ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☑ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). The sidewalks are narrow.

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. Hill street.

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   Do not stop when it is red light.

4. Was your walk pleasant?

   ☐ Yes ☑ No

   If not, why not? Because the driver didn't drive well.

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☒ Yes ☐ No

   If no, name some of the problems you saw with the sidewalk(s). _____

   _____

2. Was it easy to cross the street?

   ☐ Yes ☒ No

   If no, name the streets that you had problems crossing. To many cars. the car went to fast.

3. Did drivers behave well?

   ☐ Yes ☒ No

   If no, name some of the bad driving behavior.

   They dindn't stop at the red light.

4. Was your walk pleasant?

   ☒ Yes ☐ No

   If not, why not? _____

How Safe Was Your Walk To School?

1. Did you have room to walk on the sidewalk?

   ☐ Yes ☑ No

   If no, name some of the problems you saw with the sidewalk(s). The car waiting there.

2. Was it easy to cross the street?

   ☑ Yes ☐ No

   If no, name the streets that you had problems crossing. _____

3. Did drivers behave well?

   ☐ Yes ☑ No

   If no, name some of the bad driving behavior.

   A mean face.

4. Was your walk pleasant?

   ☑ Yes ☐ No

   If not, why not? _____

Summary of State, Regional and Local Planning Documents that Support Walking and Biking

The following is a summary of statewide, regional and local planning efforts such as Metro's Long Range Transportation Plan and Short Range Transportation Plan, the SCAG Regional Transportation Plan (RTP), Congestion Management Program (CMP), State Implementation Plan (SIP), Bicycle Transportation Strategic Plan, Short Range Transit Plans, Redevelopment Plans, etc. that shows how the project is consistent with a shared community vision for more walkable and bikeable streets.

California Air Resources Board 2007 State Implementation Plan (SIP)

The SIP is a comprehensive strategy designed to attain compliance with federal air quality standards. As indicated in Chapter 3, Page 41 of the SIP:

http://arb.ca.gov/planning/sip/2007sip/apr07draft/sipback.pdf

> "In California, local governments are responsible for transportation and land use planning, and transportation plans are an important part of the SIP. Federal law requires a metropolitan region's transportation plan to be complementary to and conform with the region's air quality plan. Transportation and land use strategies can help to reduce the rate of growth in vehicle travel and traffic congestion, which helps reduce the growth in vehicle emissions. All the major metropolitan regions in California have approved plans emphasizing land use strategies that complement their transit and transportation systems and bring more people closer to more destinations. These strategies will help curb emissions by reducing trip distances and increasing use of public transit, carpooling, walking, and biking."

The Project is consistent with Southern California Association of Government (SCAG) and Los Angeles County Metropolitan Transportation Agency (Metro) regional transportation plans (discussed below), which are in turn consistent with the Air Resources Board SIP. Therefore, the Project is coordinated with the statewide planning efforts of the SIP.

SCAG 2012 Regional Transportation Plan (RTP)

This project supports active transportation goals outlined in the 2012 SCAG Regional Transportation Plan:

http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf
See pages 39-41.

1) Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation-Friendly Environment throughout the SCAG Region, and 3) Increase Active Transportation Usage in the SCAG Region

SCAG 2008 Regional Transportation Plan (RTP) – Non Motorized Transportation Report

The Non Motorized Transportation Report of the RTP is intended to guide, support and encourage the development and maintenance of county and city bicycle and pedestrian networks, facilities and other non-motorized programs for the SCAG region. Particular emphasis is placed on increasing bicycling and walking as a commute alternative and improving safety for all non-motorized transportation. The Project is complimentary to the following Policies and Outcomes delineated in the Report:

http://rtpscs.scag.ca.gov/Documents/2008/fNonMotorizedTransportation.pdf

Page 21 "Decrease Bicyclist and Pedestrian Fatalities and Injuries"

- Increase accommodation of non-motorized travel in all transportation planning projects.
- Promote and improve roadway safety infrastructure for bicycle and walking use projects.

Page 22 "Increase Accommodation and Planning for Bicyclists and Pedestrians"

- An increase in bicycle and walking planning and funding and the development of a multi-modal mindset among planning, programming and design staff will facilitate the integration of transportation planning to routinely accommodate or consider bicyclists and pedestrians in all transportation projects.
- This strategy of increased accommodation is intended to increase bicyclist and pedestrian safety as well as lead to an annual increase in bicycle facilities within the region.

Page 22 "Increase Bicycle and Pedestrian Use in the SCAG Region as an Alternative to Vehicle Trips"

- Create and maintain an atmosphere conducive to bicycle and walking transportation, including well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increasing safety and security.

SCAG 2004 Compass Growth Vision

The Compass Growth Vision is intended to accommodate the anticipated growth in the SCAG region through the year 2030. Key strategies of the Vision include:

http://www.compassblueprint.org/Documents/scag-growthvision2004.pdf

- Focus growth in existing and emerging centers and along major transportation corridors
- Create significant areas of mixed-use development and walkable communities
- Target growth around existing and planned transit stations

Metro 2009 Long Range Transportation Plan (LRTP)

The Project is coordinated with the planning efforts of Metro's LRTP, which promotes the development of pedestrian improvements throughout Los Angeles County as part of a balanced transportation system. Specifically, the LRTP sets forth the following directives for a Pedestrian Priority Improvement Program, which support the objectives of the Project:

http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf

Page 49 "Pedestrian Priority Improvement Program"

"Metro's Pedestrian Priority Improvement Program is designed to achieve a qualitative improvement in the pedestrian environment in Los Angeles County. The approach focuses on the development of public policy and adoption of appropriate regulatory standards and targeted funding to develop more safe, connected and walkable pedestrian environments that promote non-motorized transport as a viable alternative for an increasing share of trips made by residents and visitors of Los Angeles County."

Metro 2014 Draft Short Range Transportation Plan (SRTP)

The Draft 2014 Short Range Transportation Plan (Draft Plan) is a ten-year action plan that guides our programs and projects through 2024. It advances us towards the long-term goals identified in the 2009 Long Range Transportation Plan, a 30-year vision for addressing growth and traffic in Los Angeles County. Pedestrian accommodations, which are consistent with the proposed Project, are included as part of the SRTP's Demand Management Strategy. Elements of the Strategy that support the Project include:

http://media.metro.net/projects_studies/srtp/report_srtp_2014.pdf

City of Los Angeles General Plan Framework

The Framework is an Element of the Los Angeles General Plan that presents a strategy for long-term growth and responds to the State and Federal mandates to plan for the future.

Chapter 8, the Transportation Chapter of the Framework, defines a long range goal to provide adequate accessibility to commerce, to work opportunities, and to essential services, and to maintain acceptable levels of mobility of all those who live, work, travel, or move goods in Los Angeles. Specific policies are outlined to attain this goal, including the following that are consistent with the Project:

http://cityplanning.lacity.org/cwd/framwk/chapters/08/08.htm

- Promote the development of transportation facilities and services and educational programs that encourage transit ridership, increase vehicle

occupancy, and pedestrian and bicycle access.
- Enhance pedestrian circulation and bicycle access to centers and mixed-use boulevards.
- Seek adequate funding for Transportation improvements and programs,
- Identify streets and sidewalks requiring remedial repair and implement improvements to prolong their useful life.

General Plan Draft Mobility Element

http://planning.lacity.org/Cwd/GnlPln/MobiltyElement/Text/MobilityPlan_2035.pdf

Mobility Plan 2035 (Plan) provides a roadmap for achieving a transportation system that balances the needs of all road users. As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "Complete Streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

This project is consistent with goals for increased pedestrian and bicycle safety:

Chapter 1: "Safety First"
- Creating safe streets requires a multifaceted approach. Roadway engineering, education, and enforcement all play an important role in building a safe transportation system. Roadway enhancements such as separated bicycle lanes protect cyclists, while more visible crosswalks and bulb-outs provide added safety for pedestrians.
- Vehicle speed is a significant factor in traffic collisions. Higher speeds pose a two-fold problem: 1) the faster a car is moving, the smaller the field of vision the driver can process, and 2) increased speed increases the force of collision impact, increasing the likelihood of a severe injury or fatality. As a result, faster traffic poses a higher safety risk to others on the road, especially pedestrians and bicyclists because they are smaller and less visible than vehicles.

Walkability Checklist

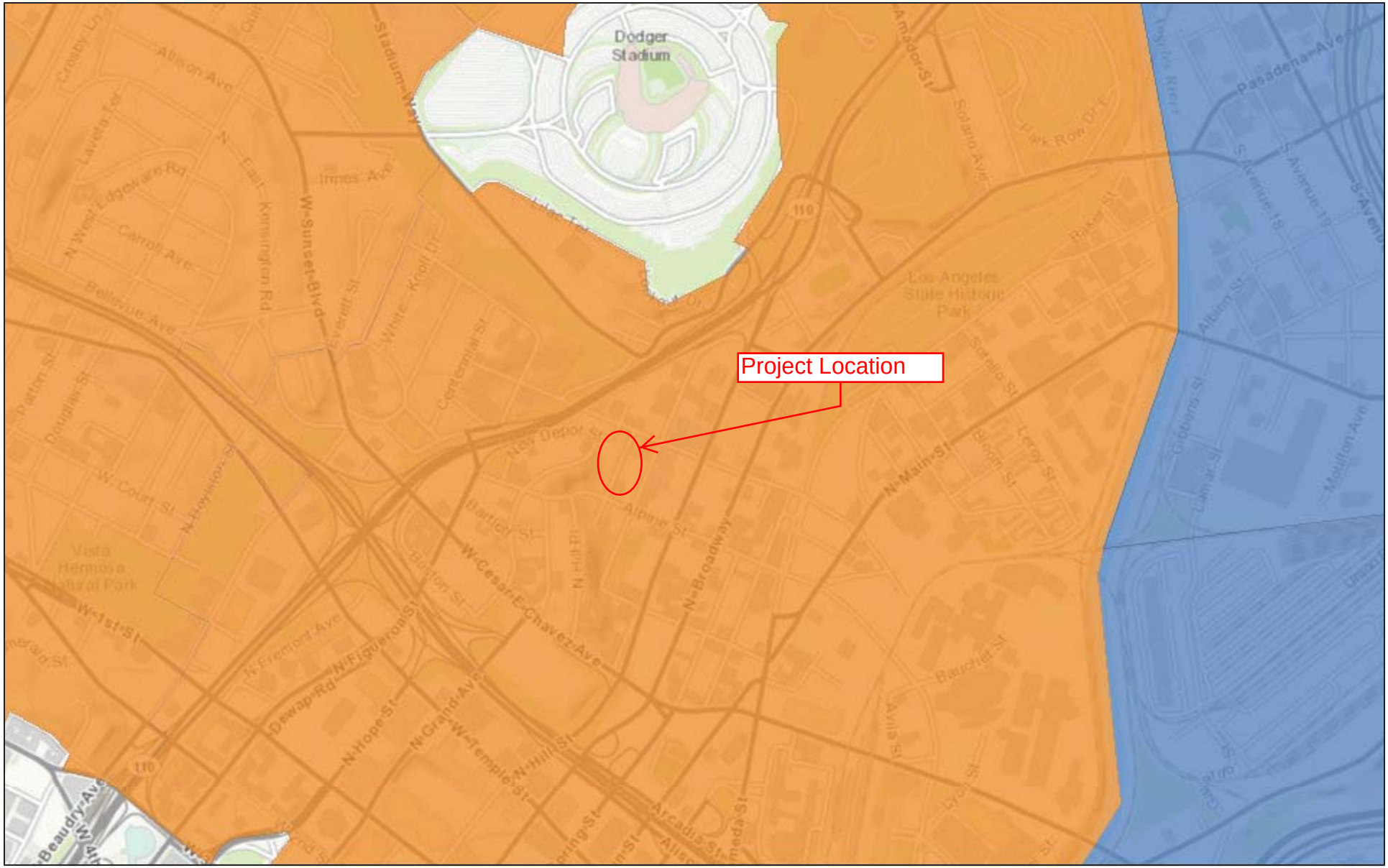
The Los Angeles Department of City Planning's Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. The project will comply with the following directives found in the Checklist for Sidewalks and Crosswalk/Street Crossings.

Table: LADCP Walkability Checklist

Sidewalks	
Objective	Support ease of pedestrian movement and enrich the quality of the public realm by providing appropriate connections and street furnishings in the public right of way.
Goal 1	Delineate the pedestrian corridor.
Goal 2	Provide for pedestrian safety and comfort
Goal 3	Encourage pedestrian travel

Goal 4	Create active environments by supporting a variety of pedestrian activities
Goal 5	Create, preserve and enhance neighborhood identity and placemaking.
Goal 6	Comply with governmental regulations for all improvements in the public right of way.
Implementation Strategy 1	Create a continuous and predominantly straight sidewalk and open space.
Implementation Strategy 2	Create a buffer between pedestrians and moving vehicles by the use of landscape and street furniture (benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting).
Implementation Strategy 3	Provide adequate sidewalk width that accommodates pedestrian flow and activity yet is not wider than necessary.
Implementation Strategy 4	Utilize street furnishings to create a consistent rhythm (i.e., consistent height of light poles or consistent shade pattern of trees).
Implementation Strategy 5	Incorporate closely planted shade-producing street trees. They may be interspersed with existing or proposed palms.
Implementation Strategy 6	Plant parkways with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car doors
Crosswalks/Street Crossings	
Objective	Pedestrian safety is the primary concern in designing and managing street crossings. Crossings that are safe, easy to use and well-marked support active, pedestrian-friendly environments and link both sides of the street physically and visually.
Goal 1	Appropriately locate street crossings in response to the anticipated traffic flow and convenience of the pedestrian.
Goal 2	Provide for pedestrian safety and comfort
Goal 3	Increase the level of caution of pedestrians and motorists.
Goal 4	Create a link between the two sides of the street or mark a block's mid-point or end-point.
Goal 5	Ensure crosswalks are in compliance with Departments of Transportation and Public Works regulations.
Implementation Strategy 1	Incorporate such features as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and night.
Implementation Strategy 2	Improve visibility for pedestrians in crosswalks by installing curb extensions/bump outs and advance stop bars, and eliminating on-street parking spaces adjacent to the crossing.
Implementation Strategy 3	Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals and dual sidewalk ramps that are directed to each crosswalk.
Implementation Strategy 4	Create the shortest possible crossing distance at pedestrian crossings on wide streets. Devices that decrease the crossing distance may include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, a curb extension/bump out and a minimal curb radius.

CalEnviroScreen 1.1 Results: Highest Scoring ZIP Codes



April 30, 2014

1:18,056

0 0.15 0.3 0.6 mi

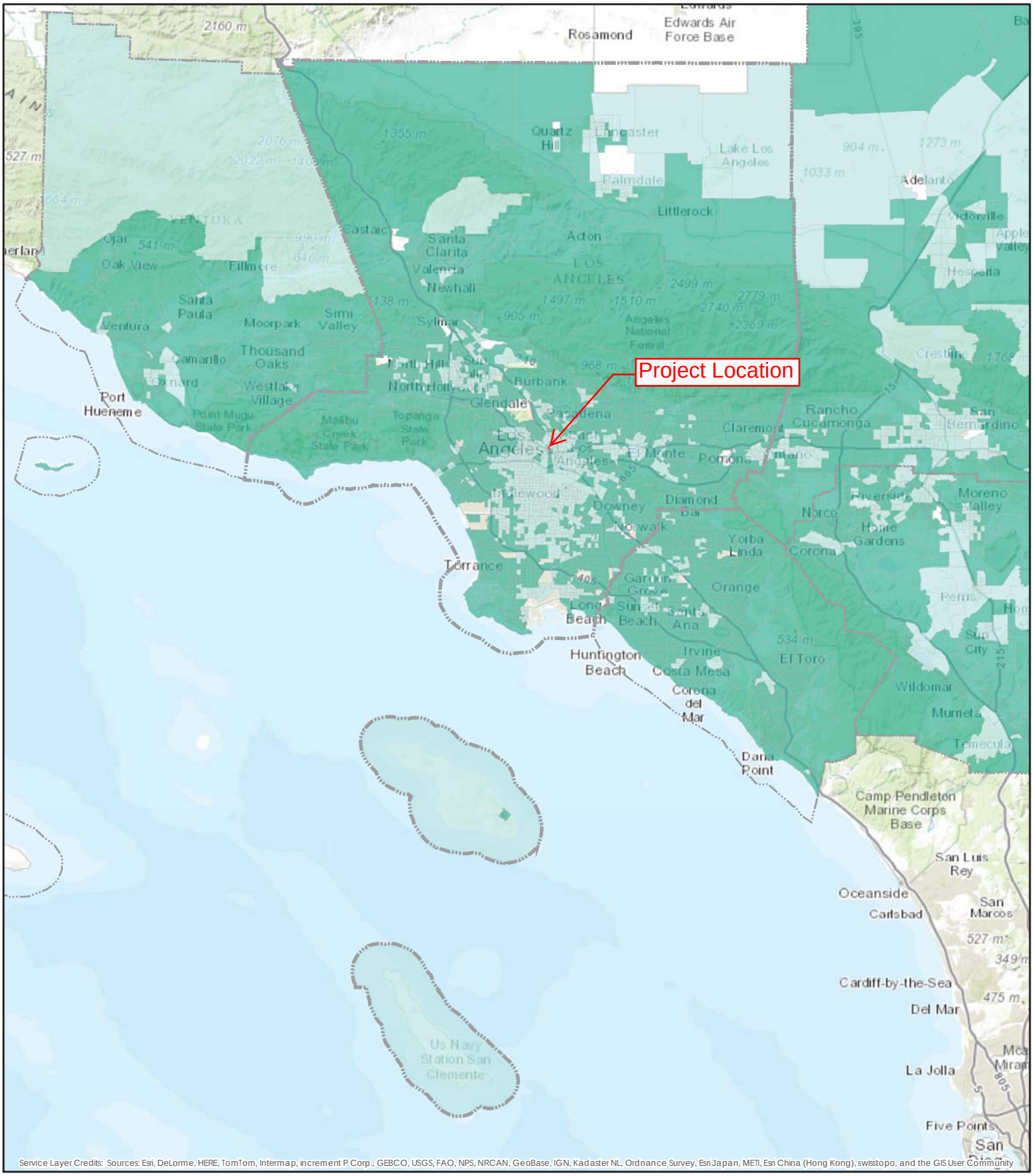
0 0.25 0.5 1 km

Top 5% of Statewide ZIP Codes

Top 6 - 10% of Statewide ZIP Codes

Sources: Esri, DeLorme, HERE, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL,

Median Household Income by Census Tracts within Los Angeles



2012 Median Household Income

< 80% CA Median Income

> 80% CA Median Income

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: American Community Survey, 2014 | Date: 4/29/2014
P:\Tom_Vo\Alan Thompson\Median Household Income\SCAG Counties\Los Angeles C

0 5 10 20 Miles

DP03

SELECTED ECONOMIC CHARACTERISTICS

2008-2012 American Community Survey 5-Year Estimates

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

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

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

Subject	ZCTA5 90012			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	26,385	+/-954	26,385	(X)
In labor force	10,140	+/-717	38.4%	+/-2.2
Civilian labor force	10,116	+/-714	38.3%	+/-2.2
Employed	9,345	+/-717	35.4%	+/-2.3
Unemployed	771	+/-161	2.9%	+/-0.6
Armed Forces	24	+/-27	0.1%	+/-0.1
Not in labor force	16,245	+/-804	61.6%	+/-2.2
Civilian labor force	10,116	+/-714	10,116	(X)
Percent Unemployed	(X)	(X)	7.6%	+/-1.6
Females 16 years and over	10,224	+/-582	10,224	(X)
In labor force	4,900	+/-439	47.9%	+/-3.4
Civilian labor force	4,900	+/-439	47.9%	+/-3.4
Employed	4,544	+/-434	44.4%	+/-3.4
Own children under 6 years	1,004	+/-191	1,004	(X)
All parents in family in labor force	602	+/-172	60.0%	+/-12.9
Own children 6 to 17 years	1,906	+/-287	1,906	(X)
All parents in family in labor force	1,134	+/-236	59.5%	+/-8.8
COMMUTING TO WORK				
Workers 16 years and over	9,206	+/-719	9,206	(X)
Car, truck, or van -- drove alone	5,228	+/-566	56.8%	+/-3.6
Car, truck, or van -- carpooled	1,075	+/-260	11.7%	+/-2.7
Public transportation (excluding taxicab)	1,433	+/-273	15.6%	+/-2.7
Walked	842	+/-185	9.1%	+/-2.0
Other means	292	+/-126	3.2%	+/-1.4
Worked at home	336	+/-142	3.6%	+/-1.5
Mean travel time to work (minutes)	26.9	+/-1.3	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	9,345	+/-717	9,345	(X)

Subject	ZCTA5 90012			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	3,407	+/-400	36.5%	+/-3.4
Service occupations	2,693	+/-386	28.8%	+/-3.1
Sales and office occupations	1,719	+/-267	18.4%	+/-2.5
Natural resources, construction, and maintenance occupations	270	+/-123	2.9%	+/-1.3
Production, transportation, and material moving occupations	1,256	+/-220	13.4%	+/-2.3
INDUSTRY				
Civilian employed population 16 years and over	9,345	+/-717	9,345	(X)
Agriculture, forestry, fishing and hunting, and mining	0	+/-24	0.0%	+/-0.4
Construction	187	+/-100	2.0%	+/-1.1
Manufacturing	924	+/-193	9.9%	+/-2.1
Wholesale trade	510	+/-156	5.5%	+/-1.6
Retail trade	874	+/-194	9.4%	+/-2.0
Transportation and warehousing, and utilities	206	+/-103	2.2%	+/-1.1
Information	325	+/-118	3.5%	+/-1.2
Finance and insurance, and real estate and rental and leasing	479	+/-148	5.1%	+/-1.5
Professional, scientific, and management, and administrative and waste management services	1,377	+/-266	14.7%	+/-2.7
Educational services, and health care and social assistance	1,592	+/-313	17.0%	+/-3.1
Arts, entertainment, and recreation, and accommodation and food services	1,648	+/-317	17.6%	+/-3.0
Other services, except public administration	753	+/-184	8.1%	+/-1.9
Public administration	470	+/-168	5.0%	+/-1.7
CLASS OF WORKER				
Civilian employed population 16 years and over	9,345	+/-717	9,345	(X)
Private wage and salary workers	7,578	+/-640	81.1%	+/-3.1
Government workers	1,158	+/-246	12.4%	+/-2.4
Self-employed in own not incorporated business workers	560	+/-177	6.0%	+/-1.9
Unpaid family workers	49	+/-70	0.5%	+/-0.7
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)				
Total households	9,451	+/-358	9,451	(X)
Less than $10,000	1,474	+/-321	15.6%	+/-3.3
$10,000 to $14,999	1,552	+/-252	16.4%	+/-2.4
$15,000 to $24,999	1,552	+/-248	16.4%	+/-2.7
$25,000 to $34,999	854	+/-148	9.0%	+/-1.6
$35,000 to $49,999	839	+/-180	8.9%	+/-1.9
$50,000 to $74,999	1,317	+/-268	13.9%	+/-2.8
$75,000 to $99,999	654	+/-173	6.9%	+/-1.8
$100,000 to $149,999	765	+/-199	8.1%	+/-2.0
$150,000 to $199,999	316	+/-112	3.3%	+/-1.2
$200,000 or more	128	+/-72	1.4%	+/-0.8
Median household income (dollars)	26,094	+/-2,619	(X)	(X)
Mean household income (dollars)	46,991	+/-4,149	(X)	(X)
With earnings	6,072	+/-399	64.2%	+/-3.9
Mean earnings (dollars)	59,382	+/-5,909	(X)	(X)
With Social Security	2,674	+/-301	28.3%	+/-2.8
Mean Social Security income (dollars)	10,386	+/-608	(X)	(X)
With retirement income	465	+/-141	4.9%	+/-1.5
Mean retirement income (dollars)	32,356	+/-10,660	(X)	(X)
With Supplemental Security Income	1,403	+/-216	14.8%	+/-2.1
Mean Supplemental Security Income (dollars)	9,842	+/-903	(X)	(X)
With cash public assistance income	294	+/-109	3.1%	+/-1.2

Subject	ZCTA5 90012			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	4,732	+/-1,188	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	488	+/-133	5.2%	+/-1.4
Families	4,235	+/-311	4,235	(X)
Less than $10,000	392	+/-144	9.3%	+/-3.4
$10,000 to $14,999	453	+/-125	10.7%	+/-2.8
$15,000 to $24,999	1,158	+/-187	27.3%	+/-4.0
$25,000 to $34,999	483	+/-128	11.4%	+/-3.0
$35,000 to $49,999	407	+/-115	9.6%	+/-2.7
$50,000 to $74,999	700	+/-182	16.5%	+/-4.0
$75,000 to $99,999	188	+/-78	4.4%	+/-1.7
$100,000 to $149,999	231	+/-88	5.5%	+/-2.0
$150,000 to $199,999	130	+/-63	3.1%	+/-1.5
$200,000 or more	93	+/-66	2.2%	+/-1.6
Median family income (dollars)	26,453	+/-2,140	(X)	(X)
Mean family income (dollars)	46,259	+/-5,175	(X)	(X)
Per capita income (dollars)	17,870	+/-1,596	(X)	(X)
Nonfamily households	5,216	+/-358	5,216	(X)
Median nonfamily income (dollars)	20,806	+/-8,307	(X)	(X)
Mean nonfamily income (dollars)	46,669	+/-6,194	(X)	(X)
Median earnings for workers (dollars)	19,699	+/-1,999	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	31,328	+/-1,919	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	35,380	+/-5,351	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	21,280	+/-1,041	21,280	(X)
With health insurance coverage	14,551	+/-871	68.4%	+/-3.5
With private health insurance	6,909	+/-620	32.5%	+/-2.8
With public coverage	8,443	+/-646	39.7%	+/-2.8
No health insurance coverage	6,729	+/-883	31.6%	+/-3.5
Civilian noninstitutionalized population under 18 years	3,038	+/-357	3,038	(X)
No health insurance coverage	799	+/-291	26.3%	+/-8.0
Civilian noninstitutionalized population 18 to 64 years	13,858	+/-869	13,858	(X)
In labor force:	9,707	+/-721	9,707	(X)
Employed:	8,949	+/-716	8,949	(X)
With health insurance coverage	5,509	+/-600	61.6%	+/-5.1
With private health insurance	4,550	+/-531	50.8%	+/-4.9
With public coverage	1,091	+/-244	12.2%	+/-2.5
No health insurance coverage	3,440	+/-555	38.4%	+/-5.1
Unemployed:	758	+/-161	758	(X)
With health insurance coverage	334	+/-112	44.1%	+/-12.8
With private health insurance	190	+/-78	25.1%	+/-10.1
With public coverage	161	+/-84	21.2%	+/-10.2
No health insurance coverage	424	+/-140	55.9%	+/-12.8
Not in labor force:	4,151	+/-464	4,151	(X)
With health insurance coverage	2,198	+/-316	53.0%	+/-5.9
With private health insurance	983	+/-190	23.7%	+/-4.6
With public coverage	1,242	+/-258	29.9%	+/-5.1
No health insurance coverage	1,953	+/-355	47.0%	+/-5.9

Subject	ZCTA5 90012			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	31.5%	+/-4.2
With related children under 18 years	(X)	(X)	45.8%	+/-7.5
With related children under 5 years only	(X)	(X)	28.8%	+/-16.0
Married couple families	(X)	(X)	25.0%	+/-5.1
With related children under 18 years	(X)	(X)	38.7%	+/-9.1
With related children under 5 years only	(X)	(X)	14.4%	+/-12.4
Families with female householder, no husband present	(X)	(X)	53.8%	+/-10.6
With related children under 18 years	(X)	(X)	66.2%	+/-13.4
With related children under 5 years only	(X)	(X)	66.3%	+/-37.4
All people	(X)	(X)	34.7%	+/-3.7
Under 18 years	(X)	(X)	51.4%	+/-8.2
Related children under 18 years	(X)	(X)	51.2%	+/-8.3
Related children under 5 years	(X)	(X)	34.1%	+/-14.4
Related children 5 to 17 years	(X)	(X)	58.8%	+/-8.8
18 years and over	(X)	(X)	31.9%	+/-3.4
18 to 64 years	(X)	(X)	29.6%	+/-4.0
65 years and over	(X)	(X)	39.2%	+/-5.2
People in families	(X)	(X)	32.9%	+/-4.8
Unrelated individuals 15 years and over	(X)	(X)	38.2%	+/-5.0

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

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.

4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

California Department of Education
Analysis, Measurement, & Accountability Reporting Division
Data Reporting Office
October 2012 data collection
Data certified as of: May 24, 2013 (v.2)
Source: 2012-13 California Longitudinal Pupil Achievement Data System (CALPADS) Fall 1

Free and Reduced Price Meal Data

School Name	Low Grade	High Grade	CALPADS October 2012 Enrollment (K-12)	October 2012 Free Meal Count (K-12)	October 2012 Percent (%) Eligible Free (K-12)	October 2012 FRPM Total Unduplicated Count (K-12)	October 2012 Percent (%) Eligible FRPM (K-12)	CALPADS October 2012 Enrollment (Ages 5-17)	October 2012 Free Meal Count (Ages 5-17)	October 2012 Percent (%) Eligible Free (Ages 5-17)	October 2012 FRPM Total Unduplicated Count (Ages 5-17)	October 2012 Percent (%) Eligible FRPM (Ages 5-17)
Castelar Street Elementary	KK	05	638	NULL	79.97	NULL	89.17	618	NULL	79.97	NULL	89.17

Kevin Minne <kevin.minne@lacity.org>

ATP Project Proposals

Clark, Virginia@CCC <Virginia.Clark@ccc.ca.gov> Fri, May 2, 2014 at 11:11 AM
To: Kevin Minne <kevin.minne@lacity.org>, Calcc Calcc <calocalcorps@gmail.com>
Cc: Ferdy Chan <ferdy.chan@lacity.org>, "Lino, Edgar@CCC" <Edgar.Lino@ccc.ca.gov>, "Rochte, Christie@CCC" <Christie.Rochte@ccc.ca.gov>, "Rankin, Michelle@CCC" <Michelle.Rankin@ccc.ca.gov>, "Simpson, Trish@CCC" <Trish.Simpson@ccc.ca.gov>

Kevin,

The CCC will pass on this ATP project as is appears LACC is both interested and will be performing this work with you.

Thank you

Virginia Clark

Region Deputy, Region 1

California Conservation Corps

(916) 341-3147

fx(877) 834-4177

virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

From: Kevin Minne [mailto:kevin.minne@lacity.org]
Sent: Thursday, May 01, 2014 10:20 AM
To: Calcc Calcc
Cc: Clark, Virginia@CCC; Ferdy Chan
Subject: Re: ATP Project Proposals

Hi Paige,

Thank you for responding! If we are successful in securing ATP funding on any of these projects, we'll be in contact with you to coordinate efforts. Please let me know if you have a contact here is Los Angeles that would be appropriate to coordinate with.

Kevin Minne
City of Los Angeles
Bureau of Street Services - Engineering Division
213-847-4276

On Thu, May 1, 2014 at 10:04 AM, Calcc Calcc <calocalcorps@gmail.com> wrote:

Hi Kevin,

The Los Angeles Conservation Corps would be interested and willing to partner on all 5 projects. They would like to provide services on all projects related to street furnishings, bike rack installation, and all facets of the landscape construction.

Thank you,

Paige Brokaw

Conservation Strategy Group

Monday-Thursday:

(916) 669-4797 – direct

(916) 558-1516 – main

Friday:

(925) 699-0766 – cell

Paige@csgcalifornia.com

On Wed, Apr 30, 2014 at 2:21 PM, Kevin Minne <kevin.minne@lacity.org> wrote:

Virginia and Cynthia,

I'll be submitting several grant applications under the first cycle of the Active Transportation Program. As part of the grant application process, we've been asked to contact you both to determine whether the Conservation Corps could perform some of the work on these proposals if we were to be granted funds. Could you please take a look at the proposals and let me know if some of this work could be done by the Conservation Corps?

Our proposals are for the following projects attached:

Beverly Bl Pedestrian/Transit Improvements

Western Ave Expo Line Linkage

Exposition Line Pedestrian Improvements

Expo/Bundy Station First and Last Mile Improvements

Castelar ES - Yale St Pedestrian Improvements

The scopes and costs will most likely change a bit by the time we finalize the grant applications. Thank you.

Kevin Minne
City of Los Angeles
Bureau of Street Services - Engineering Division
213-847-4276