

# ACTIVE TRANSPORTATION PROGRAM CYCLE 1

Project name:

For Caltrans use only: \_\_\_TAP \_\_\_STP \_\_\_RTP \_\_\_SRTS \_\_\_SRTS-NI \_\_\_SHA  
\_\_\_DAC \_\_\_Non-DAC \_\_\_Plan

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## I. GENERAL INFORMATION

**Project name:**

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested      \$ _____ Matching Funds (If Applicable)      \$ _____ Other Project funds      \$ _____ TOTAL PROJECT COST      \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # _____ of _____ (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below	

**Area Description:**

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
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>	

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans.
12.  Yes, the applicant has a STATE MA with Caltrans.
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:**

**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:

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:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
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

\*\*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**

The pedestrian improvements will be implemented in the City of Los Angeles along Beverly Boulevard between Vermont Avenue and Beaudry Avenue. The improvements will be concentrated on four heavily traveled intersections located within primarily commercial/multiple family residential areas: (1) intersection at Metro Red Line Subway Station at Beverly/Vermont, (2) Beverly/Park View, (3) Beverly/Alvarado, and (4) 1<sup>st</sup> (Beverly)/2<sup>nd</sup>/ Toluca.

The project length is approximately 2.5 miles. The project area is illustrated on **Attachment 1, Figure 1**.

### **2. Project Coordinates**

Latitude   
(Decimal degrees)

Longitude   
(Decimal degrees)

### **3. Project Description**

The objective of this project is to provide pedestrian safety, security, convenience, and enjoyment of walking for pedestrians on utilitarian trips to nearby rail transit station, bus stops, schools, colleges, community organizations, hospitals and medical centers, a recreation center and retail/commercial services along the Beverly Boulevard corridor. These improvements will create a walkable, pedestrian-friendly urban community which will contribute to the overall goal of promoting the use of the transit system and reducing reliance on automobiles. Proposed improvements include:

**Removing obstructions from the walkway.** At the Beverly and Park View Intersection, many mature trees are making the sidewalk nearly inaccessible for pedestrians. The project proposes to prevent continued damage to the adjacent sidewalk through root pruning and tree well widening to guide these trees to spread sideways along the sidewalk. If necessary, the project will provide for tree replacement to a more low maintenance, suitable tree species.

**Add missing curb ramps.** Total of 10 new ADA access ramps will be installed at the Beverly/Park View and 1st/2nd/Toluca Intersections.

**Street furniture.** In general, there is a lack of transit amenities within the project limits. This project will provide transit shelters, benches, bike racks, and pedestrian lights, as applicable.

**Landscaping.** The intersections at Beverly/Vermont, Beverly/Alvarado, Beverly-/Parkview, and 1<sup>st</sup>/2<sup>nd</sup>/Toluca are relatively bare of street trees. New street trees and parkway improvements will be installed in these areas.

**Pedestrian signals at crosswalks.** The 1<sup>st</sup>/2<sup>nd</sup>/Toluca intersection does not have a traffic signal. During weekdays, heavy vehicular traffic passes through this intersection at high speed, putting many students en route to Roybal Learning Center at risk. The crosswalk fronts a 275-unit apartment complex and Vista Hermosa Park. Morning sun often impacts eastbound drivers' visual ability, making it difficult to see pedestrians. A traffic study is current being conducted by LADOT, which will determine if a traffic signal is warranted.

**Crosswalk Enhancements.** Existing crosswalks at the Beverly/ Vermont, Beverly/Alvarado, and 1<sup>st</sup>/2<sup>nd</sup>/Toluca intersections are inadequate. These crosswalks will be improved to enhance pedestrian presence.

See **Attachment 2** for existing images of the intersections and **Attachment 3** for the proposed improvements.

#### **4. Project Status**

The project is entirely within the existing right-of-way of Beverly Boulevard. Per the Code of Federal Regulations Title 40: Protection of Environment, §1508.4 Categorical Exclusions, and Title 23: Highways, Part 771-Environmental Impact and Related Procedures, §771.117 FHWA Categorical Exclusions, the proposed project is a Class II action which is Categorically Excluded. Per California Code of Regulations, Title 14 Natural Resources, Division 6 Resources Agency, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act, Article 19 Categorical Exemptions, the proposed project is categorically exempt. The applicant agency has obtained the California Environmental Quality Act Categorical Exemption. They will prepare preliminary plans and documentation for the National Environmental Policy Act Categorical Exclusion and submit them to Caltrans when grant funding is obtained. The Project is currently beginning the preliminary engineering design phase.

### **III. SCREENING CRITERIA**

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

The project's improvements are needed at and near the four (4) subject intersections to improve safety for pedestrians and support walking and enhance the potential for transit use through efficient multi-modal connections. Beverly Boulevard is a major east-west arterial linking Westlake, Silver Lake/Echo Park, and Wilshire communities directly to downtown Los Angeles. The four (4) intersections at Beverly/Vermont, Beverly/Park View, Beverly/Alvarado, and 1<sup>st</sup>/2<sup>nd</sup>/Toluca are less than one mile away from Metro subway stations, including Vermont/Beverly Station, Vermont/ Santa Monica Station, Westlake MacArthur Park Station, and Civic Center Station. Major bus lines, including several Metro Rapid Lines run along the project limits and also serve many regional destinations in various parts of the City, connecting commuters to various Metro Stations.

All of the four (4) project locations are located in the Los Angeles Police Department's (LAPD) Rampart Division, which has the notorious distinction of recording the highest number of pedestrian-collisions that can be attributed to lack of a crosswalk or a driver's failure to properly stop for a crosswalk. LAPD Central Traffic Division has identified high speeds as the main cause of traffic collisions in the area, creating a distinct need for traffic calming measures (LAPD Central Traffic Division, Traffic Trends Report, December 2008). The project is needed to correct many of the existing deficiencies by recalibrating pedestrian crossing signals, improving street markings, installing new pedestrian crossing signals, and enhancing crosswalks to improve driver's awareness of pedestrian crossings and pedestrian visibility during day and evening hours.

**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 regional transportation goals of SCAG & Metro. The 2012 SCAG Regional Transportation Plan has the following goals: 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<sup>1</sup>. The 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system<sup>2</sup>. Finally, this project directly supports Metro's First Last Mile Strategic Plan (2014)<sup>3</sup>.

#### **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.**

Under the current conditions, pedestrians are discouraged by the inadequate sidewalk and crosswalk conditions and deficient transit amenities. Residents and business owners in the area will drive what are walkable utilitarian trips due to less desirable conditions such as obstructed sidewalks and missing access ramps. Specifically related to students, all of the project locations are less than 0.25 mile from at least one school and within .5 mile of at least six schools, as identified in **Table 3**, and all or part of the crosswalks within each project location are recognized by the City of Los Angeles Department of Transportation as recommended routes to school. Within one mile of the project, there are approximately 50 various educational institutions with approximately 32,033 students. While many parents still choose to drive children to and from their schools despite the short distances because of concerns for safety and security, improving these key intersections will encourage those shorter trips to be completed by foot or bike, instead of by car.

**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.**

The Project directly supports transit use and pedestrian access to and from the existing bus and subway stations, shown on **Attachment 1, Figure 2**. Within a one mile radius of the project, there are approximately

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<sup>1</sup> SCAG Regional Transportation Plan – Active Transportation Appendix. 2012. [http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP\\_ActiveTransportation.pdf](http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf)

<sup>2</sup> Metro Long Range Transportation Plan. 2009. [http://media.metro.net/projects\\_studies/images/final-2009-LRTP.pdf](http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf)

<sup>3</sup> First Last Mile Strategic Plan. 2014. [http://media.metro.net/docs/sustainability\\_path\\_design\\_guidelines.pdf](http://media.metro.net/docs/sustainability_path_design_guidelines.pdf)

215,015 residents (US Census 2010 Decennial Census, Data File SF1), and as identified in Table 3, there are multiple local and regional destinations (see **Attachment 1 , Figure 2**). However, the area also has a high rate of pedestrian and bicycle accidents, including fatalities (see also response to Question 2(C)). Between 2008 and 2012, there were **21** bicycle and pedestrian accidents, including **two** pedestrian fatalities. The Alvarado/ Beverly intersection is the top problem intersection as identified in LAPD Central Traffic Division, Traffic Trends Report (December 2008).

According to the 2008 – 2012 American Community Survey, mode share for non-auto trips accounts for approximately 42 percent of total trips in the project area within 1 mile of the project area. The potential for increasing pedestrian and transit use and safety is hampered by the existing conditions within the project area, hence the need for the project.

**Existing Pedestrian and Transit Activity**

The major corridors identified in this project are well traveled by pedestrians and are served by major bus lines connecting the residents to downtown Los Angeles, Hollywood, Silverlake and Echo Park (**Attachment A, Figure 2**). In addition, the community is served by the Vermont/Beverly Metro Red subway line that connects pedestrians to downtown, the Mid-Wilshire and Hollywood districts. Table 1 identifies pedestrian counts at the four intersections where improvements are proposed. As part of previous application process in 2009, the applicant gathered pedestrian head counts on a weekday during peak morning hours. It is likely that pedestrian counts at the Project intersections are higher than when the 2009 counts were taken.

<b>Table 1. Pedestrian and Transit Users at Bus Stops</b>	
<b>(1) Beverly and Vermont: (7:55 am to 8:25 am, Total of 30 mins)</b>	
• Transit Users at bus stops	242
• Ped Crossing intersection	297
• Red Line Patrons	190
<b>(2)(3) Beverly and Alvarado and Beverly and Parkview (7:30 am to 8:00 am, Total of 30 mins)*</b>	
• Transit Users at bus stops	145
• Ped Crossing intersection	266
<b>(4) 1<sup>st</sup> (Beverly), 2<sup>nd</sup>, and Toluca (7:35 am to 8:15 am, Total of 40 mins)</b>	
• Ped Crossing Toluca	485

• Ped Crossing 2nd	122
*(The counts was taken from the Beverly and Alvarado, these 2 intersections are 1,200 ft away from one another.)	

Aside from the pedestrian head counts, the project area has a high concentration of pedestrian activity because of the large number of households who do not own cars (36% of households, as identified from 2010 Census data), and the proximity to many activity centers within walking distance to homes. Recent studies, including the Central City Neighborhood Partners' Transportation Improvement Assessment, and meetings with hundreds of local residents at meeting, from surveys and focus groups note that a safer pedestrian environment will encourage the community to use transit and walk even more. For example, residents who do not feel secure at the transit stops, especially at night, will avoid using the bus and/or avoid a particular bus stop. If seniors feel unsafe crossing the street, even at intersections with signalized crosswalks, they are less willing to walk to places.

There are several transit lines that serve the project area, as identified in **Table 2**. As shown on **Attachment 1**, **Figure 2**, bus stops are located along Beverly Boulevard, including at the intersections where the proposed improvements would occur, with peak hour headways of generally less than 15 minutes for most routes. The Red Line Vermont/Beverly Subway Station with service every 10-15 minutes is also in the project area at an intersection where improvements would occur. Ridership on these lines is significant, with transit mode share accounting for approximately 31 percent of total trips in the area. As noted above, over a third of area households do not have an automobile and the proximity to key destinations, which makes transit in the project area a key transportation option.

**Key Destinations within the Project Area**

Beverly Boulevard is a key corridor to access several local and regional activity centers within one-mile of the proposed intersection improvements, as shown in Table 3. The project area includes what has been designated by the City as Historic Filipinotown (HIFI) and is the heart of an extended Filipino community residing in HIFI as well as in greater Los Angeles. Many Filipinos, especially seniors, still live in the neighborhood and travel to the many Filipino service and community organizations in the neighborhood, which are classified as both local and regional

activity centers. There are also several educational institutions, including elementary, high schools, and colleges within walking distance.

**Table 2. Transit Activity**

LINE TYPE		LINE NUMBER WITHIN 1/2 MILE OF PROJECT	AVERAGE WEEKDAY RIDERSHIP	AVERAGE MONTHLY BIKE BOARDINGS
<b>METRO</b>	<b>BUS</b>		<b>196,009</b>	<b>6,620</b>
		10	13,857	248
		14	21,088	412
		16	24,975	544
		53	15,078	633
		55	9,566	339
		60	21,085	1,037
		62	5,380	152
		92	5,597	339
		200	15,145	408
		201	1,299	7
		204	25,842	811
		450	1,737	161
		603	8,094	543
		754	21,158	760
		760	6,108	226
<b>METRO</b>	<b>RAIL</b>		<b>115,588</b>	<b>2,341</b>
		RED	115,588	2,341
<b>Local Buses</b>			20,161	

**Future Conditions with the Project**

As described above, pedestrian and transit activity is high within the project area and there are many key destinations in the vicinity of the project area that attract pedestrians, bicyclists, and transit users. However, the existing conditions of the four intersections proposed for improvements significantly limit accessibility. This was confirmed through the extensive public outreach that was completed with local stakeholders to identify these projects as necessary for community cohesion, accessibility, and safety for all modes of travel. When construction is complete, the improvements will not only make the project area safer by increasing pedestrian visibility at key

intersections, it will also improve the pedestrian and transit environment by providing the necessary amenities at bus stops to encourage more transit use.

Total mode share percentages from commute data in the US Census American Community Survey (2008-2012) indicate that approximately 13% of commute trips in the surrounding areas are made by foot. Actual counts conducted in recent years (2011 and 2012) at intersections within the project corridor see anywhere from 1,800 to 6,500 pedestrians a day. Based on existing count data and the urban land use characteristics, the high existing pedestrian volume is unlikely to increase dramatically after implementation of the project. However, improvements included as part of the project increase safety of the pedestrian facilities and may encourage increases in pedestrian users by 2% – 7%, especially during the off-peak hours and for those who would benefit from ADA ramps. Therefore, after construction, besides creating a safer environment for existing pedestrian travelers, the improvements could generate 300 more daily pedestrian trips in the project area.

**Table 3. Key Districts and Destinations within the Project Area**

Historic Filipinotown District	FASGI(Filipino American Service Group)
People’s CORE,	SIPA (Search to Involve Pilipino Americans)
Pilipino Workers Center	Filipino American Library (FAL)
<i>Others activity centers within a 1/4 mile of the project area include:</i>	
<u>Activity Center/Destination</u>	<u>Regional or Local</u>
Vermont/Beverly Metro subway Station	Regional
Cleveland Chiropractic College	Regional
Vista Hermosa Park	Regional
St Vincent’s Hospital	Regional
Clinica Msr Oscar Romero	Regional
American Career College	Regional
Trinity University	Regional
Regis House Community Center	Local
Belmont High School	Local
Edward R. Roybal Learning Center	Local
Rosemont Elementary School	Local
First Learning Center	Local
Loretto High School	Local
Virgil Middle School	Local
Commonwealth Avenue Elementary School	Local
Bootleg Theatre	Local

Echo Park Community Pool	Local
Rosewood Community Garden	Local
Adult Day Care Services (multiple locations)	Local
<i>Others regionally significant destinations within 1 mile of the project area include:</i>	
Westlake McArther Park Metro Subway Station	
Civic Center Metro Subway Station	
Vermont/ Santa Monica Metro Subway Station	
Museum of Contemporary Art	
Walt Disney Music Hall	
Los Angeles City College	
Colburn School of Performing Art	
City of Los Angeles Medical Center	
Echo Park	
Lafayette Park	
Braille Institute	
Echo Park Library	
Good Samaritan Hospital	
Shatto Recreation Center	
MacArther Park	
Central City Neighborhood Partners	
<i>Westlake Theatre Mixed Use Project (97,000-square-foot, mixed-use development encompassing affordable housing and retails. Proposed by the City of Los Angeles Community Redevelopment Agency)</i>	

**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.**

Beverly Boulevard is a major east-west arterial linking Westlake, Silver Lake/Echopark, and Wilshire communities directly to downtown Los Angeles. The four (4) intersections at Beverly/Vermont, Beverly/Park View, Beverly/Alvarado, and 1st/2nd/Toluca are less than one mile away from Metro subway stations, including Vermont/Beverly Station, Vermont/ Santa Monica Station, Westlake McArther Park Station, and Civic Center Station. Major bus lines, including several Metro Rapid Lines which run along project limits also serve many regional destinations in various parts of the City and connecting the commuters to various Metro Stations.

The proposed improvements will promote walking. Currently, majority of public transit commuters in the areas choose public transit as a mode of transportation out of necessities rather than as a preferred mode of transportation due to insufficient sidewalk conditions and lack of transit amenities. Proposed improvements

including sidewalk and bus stop improvements, and crosswalk enhancement will support and enhance walkability and increase comfort and safety at bus stop locations.

A benefit/cost assessment was also completed to identify the effect the project would have on pedestrian and bicycle use. The results of that modeling, taking into account existing vehicle, bicycle, transit, and pedestrian counts, accidents, mode share, demographics, key improvements, and major destinations, indicates that the project will have a beneficial effect on pedestrian and bicycle mobility in the area by reducing injury and fatal accidents (**see also response to Question 4**), of which there have been several. Along Beverly Boulevard, safety has been identified as one of the primary deterrents for pedestrians, and by making these improvements to increase safety and visibility, the project will provide a great benefit for area residents and employees traveling by bus, bike and as a pedestrian. This is also beneficial for motorists as it will improve visual cues for when pedestrians are crossing intersections, which will reduce vehicle/pedestrian accidents.

**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.**

By improving the subject intersections, this project will resolve key deficiencies impeding pedestrian accessibility. All of the proposed streetscape improvements are within ¼ mile to 1 mile walking distance of various Metro subway stations that serve numerous Metro bus lines that lead to many regional destinations. The project will promote intermodal integration by encouraging the use of bus transit and increasing security at bus stops with better lighting and increased amenities to make using transit and walking more comfortable and safer. In addition, improved pedestrian crossings will promote the use of bus transit and the Metro subway system if people can safely and conveniently walk to them. Furthermore, all of the project locations are located less than 0.25 mile from schools, and all or part of crosswalks within each project location are recognized by the City of Los Angeles Department of Transportation as recommended routes to school. The projects also helps link several bicycle facilities located within a three-mile radius, including:

- Directly connects to the existing Class 3 bike facility along Beverly Boulevard/W 1st Street and Glendale Boulevard /W 2nd Street.;

- Is within 0.5 miles of a Class 3 bike facility along South Rampart Boulevard and within one-mile of a class 3 bike facility along W 3th Street that connects into Beverly Boulevard;
- Is within a 3 miles of Class 3 bike facilities along south along Olympic Boulevard, Venice Boulevard, S Figuera, S Broadway, Riverside Drive, and Vine Street and Fountain Avenue.

Additionally, there are Class 2 bike facilities south of the proposed project along S Hoover Street (from Hoover Street to Venice Boulevard) and along a portion of W 30th Street.

**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.**

Under the current conditions, pedestrians are discouraged by the inadequate sidewalk and crosswalk conditions and deficient transit amenities, evidenced by a significant number of bicycle and pedestrian accidents in the project area 21 between 2008 and 2012 including two fatalities (see **Attachment 1, Figure 3**). More people can become less automobile dependent if transit facilities in these areas are in better condition. As for residents and business owners in the area, many otherwise walkable utilitarian trips are made with vehicles due to less desirable conditions such as obstructed sidewalks and missing access ramps. Furthermore, all of the project locations are located less than 0.25 mile from schools, and all or part of crosswalks within each project location are recognized by the City of Los Angeles Department of Transportation as recommended routes to school. Unfortunately, many parents still choose to drive children to and from their schools despite the short distances because of concerns for safety and security.

By improving the subject intersections to comply with standards, this project will resolve key deficiencies impeding pedestrian accessibility and reduce vehicle conflicts. Using the methodology (**Attachment 4**) and associated calculator to estimate the project's impact on reducing bicycle and pedestrian injuries and fatalities, the anticipated reduction is significant. After the proposed improvements are constructed, injuries and fatalities are anticipated to be reduced by 10 percent.

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

- **Reduces speed or volume of motor vehicles**

Landscaping will provide traffic calming as well as crosswalk enhancements and pedestrian signals at crosswalks that will reduce the speed of motor vehicles. Traffic counts conducted by the City of Los Angeles Department of Transportation at the intersections of Beverly and Alvarado and Beverly and Vermont for the previous application submittal in 2009 identified these intersections with total average daily trips of approximately 25,175 and 34,420, respectively. According to a study conducted by American Public Transportation Association (APTA) in March of 2009, "Despite falling gas prices and an economic recession, increasing numbers of Americans took 10.7 billion trips on public transportation in 2008, the highest level of ridership in 52 years and a modern ridership record, according to a report released today by the American Public Transportation Association (APTA). This represents a 4.0 percent increase over the number of trips taken in 2007 on public transportation, while at the same time, vehicle miles traveled (VMTs) on our nation's roads declined by 3.6 percent in 2008, according to the U.S. Department of Transportation."(See [http://www.apta.com/media/releases/090309\\_ridership.cfm](http://www.apta.com/media/releases/090309_ridership.cfm) ) Assuming transit ridership increases an average of 4 percent annually and VMT declines by 3.6 percent, the enhancements will increase the numbers of transit ridership while decreasing automobile trips even further. Assuming that the project will further decrease the automobile trips by 2% in addition to the 3.6 percent decline described above, based on the already high level of transit ridership and high percentage of households in the area without a car, automobile trips in the area could be reduced to 29,797 trips/day, a total reduction of 1,668 trips per year. Additionally, every transit rider starts and ends as a pedestrian or cyclist, so providing adequate pedestrian amenities with transit is critical for reducing accidents and improving pedestrian visibility.

- **Improves sight distance and visibility**

One of the critical issues with each of these intersections is lack of adequate signage, pedestrian signals and amenities, and visual cues for motorists in an area that has heavy pedestrian use. The proposed improvements focus on those safety aspects that make the area safer for pedestrians by increasing driver awareness of their surroundings (such as with landscaping and crosswalk enhancement) as well as new direct traffic control devices

for crosswalks. This will reduce pedestrian-related accidents (see response to Question 2(A)), improve connectivity, and encourage residents to make trips by non-auto modes of travel.

- **Improves compliance with local traffic laws**

Enhanced crosswalks and landscaping will improve driver compliance with stopping/yielding to pedestrians at intersections and reduce behaviors that lead to accidents.

- **Eliminates behaviors that lead to collisions**

See response above.

- **Addresses inadequate traffic control devices**

Signals, signage or enhanced crosswalks address inadequate traffic control devices and crosswalks.

- **Addresses inadequate bicycle facilities, crosswalks or sidewalks**

Proposed improvements are identified in response to Part II, Question 3: Project Description, which include removing obstructions from sidewalks, adding ADA access ramps, providing street furniture such as lights and bike racks, and enhancing crosswalks. It is anticipated that these enhancements will encourage more people who live within the project area to choose public transportation or walking as an alternative to short automobile trips. See also response to 2((B), bullet one).

**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.**

The project is located in the Los Angeles Police Department's (LAPD) Rampart Division, which has the notorious distinction of recording the highest number of pedestrian-collisions that can be attributed to lack of crosswalks or driver's failure to properly stop at crosswalks. LAPD Central Traffic Division has noted that speeding is the main cause of traffic collisions in the Rampart area, creating a distinct need for improvements. In 2008, 2,851 accidents were recorded, 1,162 (41%) had injuries associated with them and 236 collisions involved pedestrians. This high number of traffic and pedestrian-related accidents greatly concerns area residents and significantly impedes mobility. The Alvarado/ Beverly intersection is the top problem intersection as identified in LAPD Central Traffic Division, Traffic Trends Report, December 2008. Between 2008 and 2012, there were 21 bicycle and

pedestrian accidents, plus two deaths in the project vicinity. Nine of those occurred at the Alvarado/ Beverly intersection (see **Attachment 1, Figure 3**).

### **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.**

The specific elements proposed in this project are a direct result of a two-year comprehensive and community-driven transportation improvement plan, the Central City Community Transportation Plan (CCCTP), in which residents and representatives of community-based organizations were involved in all aspects of the plan. Funds for said plan were awarded to the City and Central City Neighborhood Partners (CCNP) in 2004 through an Environmental Justice Grant administered by Caltrans (*Transportation Planning Grants are intended to promote a balanced, comprehensive multi-modal transportation system*). Project locations and the proposed improvements were identified by residents that attended multiple community meetings and workshops held as part of the transportation improvement plan. The project locations and priorities were determined either by consensus or by voting; 33 transit locations were selected as priority sites for the proposed improvements (*The project received the Planning Excellence Award for Grassroots Initiative by the American Planning Association in 2008*).

Furthermore, many of the proposed elements in specific locations were selected per specific recommendations set forth in the Master Plan of the Historic Filipinotown, the result of a yearlong community planning process initiated by Councilmember Eric Garcetti of the Thirteenth (13<sup>th</sup>) Council District in 2003. The Master Plan was fully supported by the planning committee of community organizations, residents, school representatives, and property and business owners in the areas. This project has the full support of Council President Eric Garcetti and Councilmember Ed Reyes. Many community organizations and members are well aware of the proposed improvements and have demonstrated their support by endorsement letters as provided in **Attachment 8**. Several site visits were made by our engineering, landscape architectural, and construction staff and consultations have been obtained by the community and governing agencies involved prior to the submission of this application.

This is to ensure that each of the proposed improvements are feasible to each specific site in compliance with all applicable standards and guidelines of the governing agencies, and be compatible with the surrounding community.

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

The specific elements proposed in this project are a direct result of a two-year comprehensive and community-driven transportation improvement plan, the Central City Community Transportation Plan (CCCTP), in which residents and representatives of community-based organizations were involved in all aspects of the plan. Project locations and the proposed improvements were identified by residents that attended multiple community meetings and workshops held as part of the transportation improvement plan. The project locations and priorities were determined either by consensus or by voting; 33 transit locations were selected as priority sites for the proposed improvements. As described elsewhere in this application, there is extensive crash data that identifies the need for pedestrian improvements within this corridor. These projects are also consistent with local planning documents in which residents and representatives of community-based organizations were involved in all aspects of the plan that helped prioritize the projects as well consistency with specific recommendations set forth in the Master Plan of the Historic Filipinotown.

**C. Is the project cost over \$1 Million? Y**

**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**

The Central City Community Transportation Plan (CCCTP)

**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.**

As described above in response to **Question 3(A)**, there was an extensive public evaluation process to identify the necessary improvements within the community based both on community input to address not only the most dangerous sections of Beverly Boulevard, but also to identify solutions that provide the greatest benefit to the community by encouraging walking, transit use, and bicycling. Because solutions are mostly spot treatments based

on identified existing condition safety deficiencies, there was not an alternatives development process. Most safety improvements such as crosswalk enhancements, ADA compliant features and tree pruning have standardized costs. The benefits of the project are quantified in response to 4(B) and described elsewhere throughout this application.

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

A cost-benefit calculator was created for the ATP grant applications. The report that explains the methodology in developing the calculator, as well as the calculator itself, are in Attachment 5. The Benefit-Cost ratio provides a quantitative value of the project as it relates to the Caltrans ATP goals. This ratio can be used to give monetary value to non-market goods (such as clean air and better health) that are often over looked when analyzing the financial impacts of transportation projects. Using the available data on project type, existing and forecasted demand, pedestrian and bike crash history, and project costs, the Benefit-Cost ratio offers a monetization of congestion reduction and increased health and safety as compared to the capital and operating costs. The ratio is a sum of the estimated benefits from active transportation and potential crash reductions divided by the total project costs. A sum greater than one means that the benefits outweigh costs while a sum less than one indicates that the costs outweigh the benefits. This project's Benefit-Cost ratio is equal to 5.62 when including the total project cost and 9.25 when including only the cost of grant request which indicates that its positive impacts would outweigh the project costs. Given the very high number of pedestrian and bicycle related accidents in the area, including fatalities, the proposed improvements will provide a dramatic benefit to the community by reducing vehicle conflict, encouraging more walking instead of using a vehicle for shorter trips, hence the very high benefit ratio.

**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.**

Constructing the projects will have considerable attraction for walkers and transit users, as well as students who live nearby to walk and be more active, directly aiding in the reduction of obesity, and by reducing vehicle trips (see response to Question 2(B)), reduces particulates that increase asthma occurrences in children. Effective and

accessible transportation options are most important for those who currently either make the choice not to walk or to drive short distances to their destinations. The proposed improvements will provide attractive amenities that encourage a more active lifestyle and reduce VMT.

To determine targeted populations that would most benefit from active transportation, data was compiled from the LA County Health Department's database that is broken into eight service planning areas (SPA). This project is located in the Metro Region. Information contained within the database includes the following activities and the percentage of people within the Metro SPA that engage in that activity:

- Adult no physical activity: **15%**
- Adult walking for transportation and leisure: **83%**
- Respondents who could walk or bike home from school in 30 minutes or less but didn't: **36%**
- Walked/biked/skated from school in past week: **69%**
- Child/teen visited playground park or other open space in a month: **67%**

These activity rates are higher than many other parts of the city, and as described above in response to Question 1(B), there is already a high percentage of walkers, bicyclists, and transit users in the project area, primarily because of nearby access to services and the fact that a large percentage of area residents do not own cars and must use non-auto modes of transportation. However, public outreach has also identified a need within the community for safer crossings and transit stops and while there are already higher mode splits (14.5 percent of trips are made by non-auto modes near the project area), there is considerable fear about the safety of waiting at bus stops at night and crossing Beverly at the subject intersections.

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

A. **I. Is the project located in a disadvantaged community?** Y. See Figure 4

**II. Does the project significantly benefit a disadvantaged community?** Y

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

- **Median household income for the community benefited by the project:** \$22,437 to \$42,727, depending on location along the 2.5 mile corridor (see Attachment 1, Figures 4 and 5).

- **California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:** 41 to 43, depending on location (within one mile of the corridor. (see Attachment 1, Figure 4 )
- **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:** Approximately 90 % of students within a one mile radius of the project corridor (see Attachment 1, Figure 6).

**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.**

The project area is predominantly a low income community, with median household incomes ranging between \$22,437 and \$42,727, (2010 Census), which is lower than the LA City with a median household income of \$49,745. Area residents are largely dependent on public transit and do not own a vehicle. According to the 2010 Census, approximately 44 percent of the workers who live in the Westlake community use public transit to commute to work, while 7.5% of them get to works by other means (walking and biking.). This does not include other residents who rely on public transit and walking to get around because more than one-third of the households (36%) do not own a car. If a household has one car, one family member may use it to commute, while the rest of the family walk or use transit to get to school, shopping, medical clinics, etc. Also, this area has a high concentration of residents and activity centers within walking distance, such as: Beverly/ Vermont Subway Stations, several schools, Los Angeles City college, Echo Park library, Echo and the new Vista Hermosa park, City of Los Angeles Medical Center, and Central City Neighborhood Partners, and the Historic Filipinotown commercial /residential and shopping district. Additionally, over 90 percent of students are eligible for federally subsidized lunch programs, which clearly demonstrate that the area is a disadvantaged community.

**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.**

This question is addressed throughout this application. One hundred percent of the project is serving a disadvantaged community. The project benefits low income people, has a high CalEnvironScreen (CES) score; and serves a high number of low income students based on lunch qualification (over 90 percent of students are eligible for free or reduced meals in the project area). The median household incomes range between \$22,437 and

\$42,727, (2010 Census) for the project area, which is less than 80% of the California median household income of \$61,400.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description Project Map	Detailed Estimate Preliminary Plan	Project Schedule
------------------------------------	---------------------------------------	------------------

The corps agencies can be contacted at:  
California Conservation Corps at: [www.ccc.ca.gov](http://www.ccc.ca.gov)  
Community Conservation Corps at: <http://calocalcorps.org>

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

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

Virginia Clark, Region Deputy, Region 1 1719 24th St, Sacramento, CA 95816, [virginia.clark@ccc.ca.gov](mailto:virginia.clark@ccc.ca.gov),  
916-341-3147, Submitted April 30, 2014

**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**

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

Paige Brokaw, (916) 669-4797, [calocalcorps@gmail.com](mailto:calocalcorps@gmail.com), April 30, 2014

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

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

The CCC deferred because the CALCC will assist with project.

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

The CALCC will assist with street furnishings, bike rack installation, and all facets of the landscape construction.

**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 bi-annual 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 guideline. Additionally, the City of Los Angeles has been recently recognized by Caltrans' as a model agency in the delivery of HSIP projects.

Project name:

## **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](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)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> Beverly Boulevard Transportation Enhancements						

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			284					284	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,090					1,090	
<b>TOTAL</b>			<b>1,374</b>					<b>1,374</b>	

Fund No. 1:	Active Transportation Program (ATP)								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			992					992	
<b>TOTAL</b>			<b>992</b>					<b>992</b>	

Fund No. 2:	Local Match - Local Return								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									City of Los Angeles
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			98					98	
<b>TOTAL</b>			<b>98</b>					<b>98</b>	

Fund No. 3:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									City of Los Angeles
PS&E			284					284	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>			<b>284</b>					<b>284</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> Beverly Boulevard Transportation Enhancements						

<b>Fund No. 4:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
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									
<b>TOTAL</b>									

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
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									
<b>TOTAL</b>									

<b>Fund No. 6:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
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									
<b>TOTAL</b>									

<b>Fund No. 7:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
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									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> Beverly Boulevard Transportation Enhancements						

<b>Fund No. 8:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
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									
<b>TOTAL</b>									

<b>Fund No. 9:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
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									
<b>TOTAL</b>									

<b>Fund No. 10:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
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									
<b>TOTAL</b>									

Project name:

**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)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
<b>Total for ALL Phases</b>	<b>\$</b>

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

**Amount**

	\$
	\$
	\$
	\$
	\$
	\$

\*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

**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**

	<b>Proposed Allocation Date</b>	<b>Proposed Authorization (E-76) Date</b>
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

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: Beverly Boulevard Active Transportation Improvements - City of Los Angeles

**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:   
Name: Kevin Minne  
Title: Transportation Engineer

Date: 5/15/14  
Phone: 213-847-4276  
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:   
Name: Nazario Saucedo  
Title: Director, Bureau of Street Services

Date: 5/15/14  
Phone: 213-847-3333  
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: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

**Person to contact for questions:**

Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Phone: \_\_\_\_\_  
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: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
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:

### **VIII. ADDITIONAL APPLICATION ATTACHMENTS**

Check all attachments included with this application.

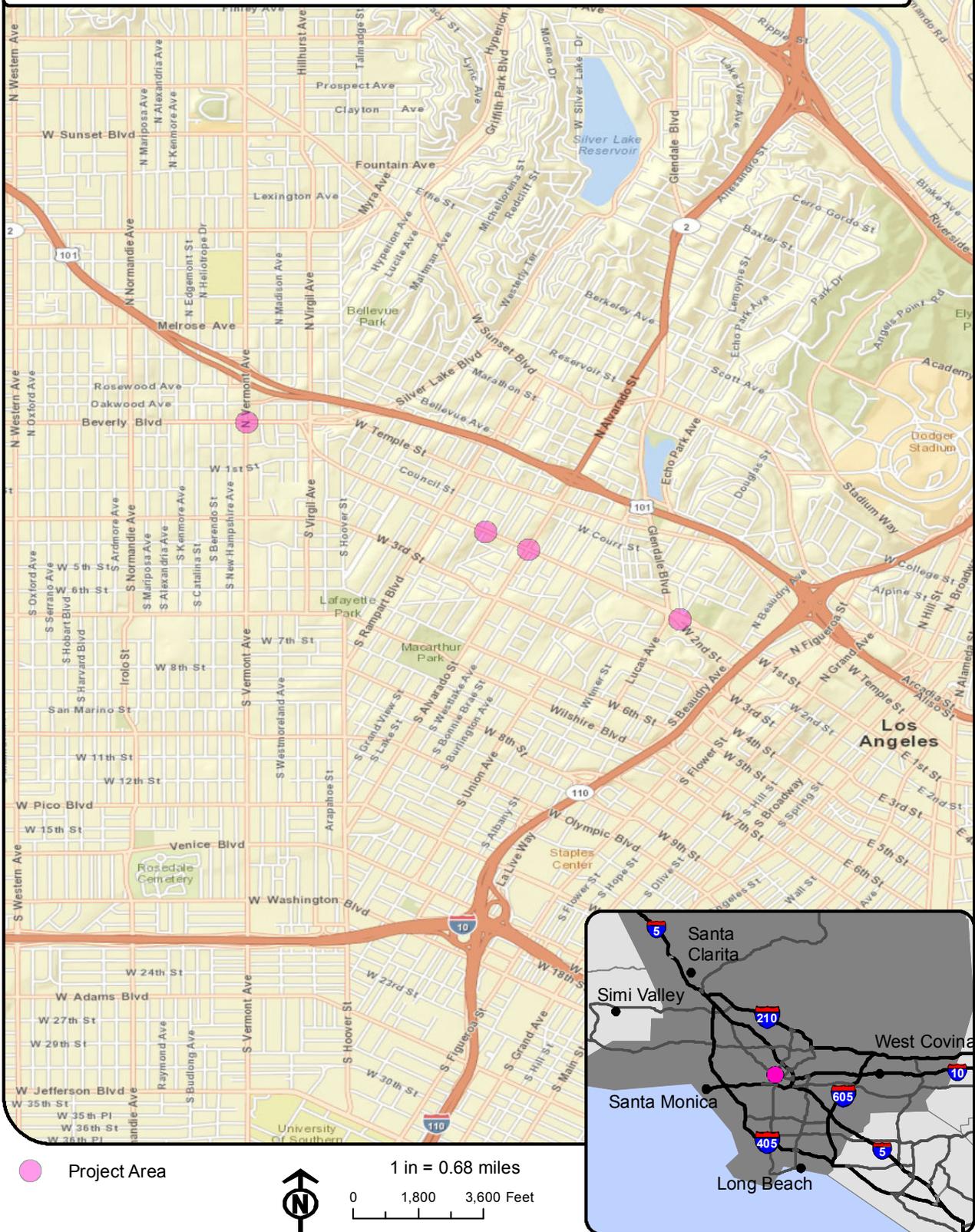
- Vicinity/Location Map- **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale
  
- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo 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. [http://www.laccnp.org/downloads/Central\\_City\\_Community\\_Transportation\\_Plan.pdf](http://www.laccnp.org/downloads/Central_City_Community_Transportation_Plan.pdf)
  
- 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)

**Attachment 1**  
**Figures**

### Vicinity Map

### Beverly Boulevard Active Transportation Improvements - City of Los Angeles

Jurisdiction: LA CITY

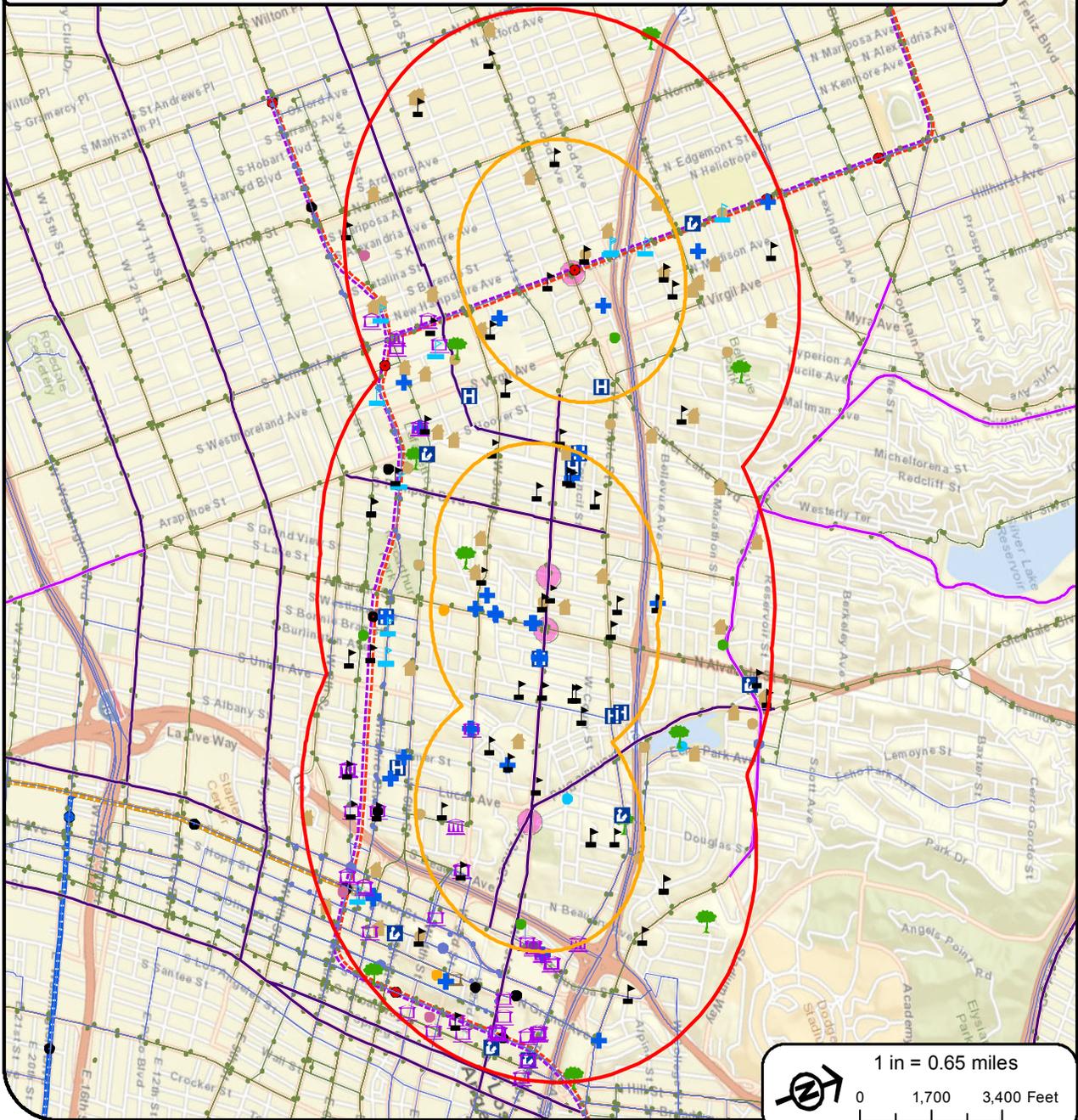


Date: 5/8/2014 Document Path: R:\L\LOS00MTR0002\0600\INFO\GIS-GIS group\Maps\VicinityMap.mxd

### Bike/Ped Infrastructure Map

#### Beverly Boulevard Active Transportation Improvements - City of Los Angeles

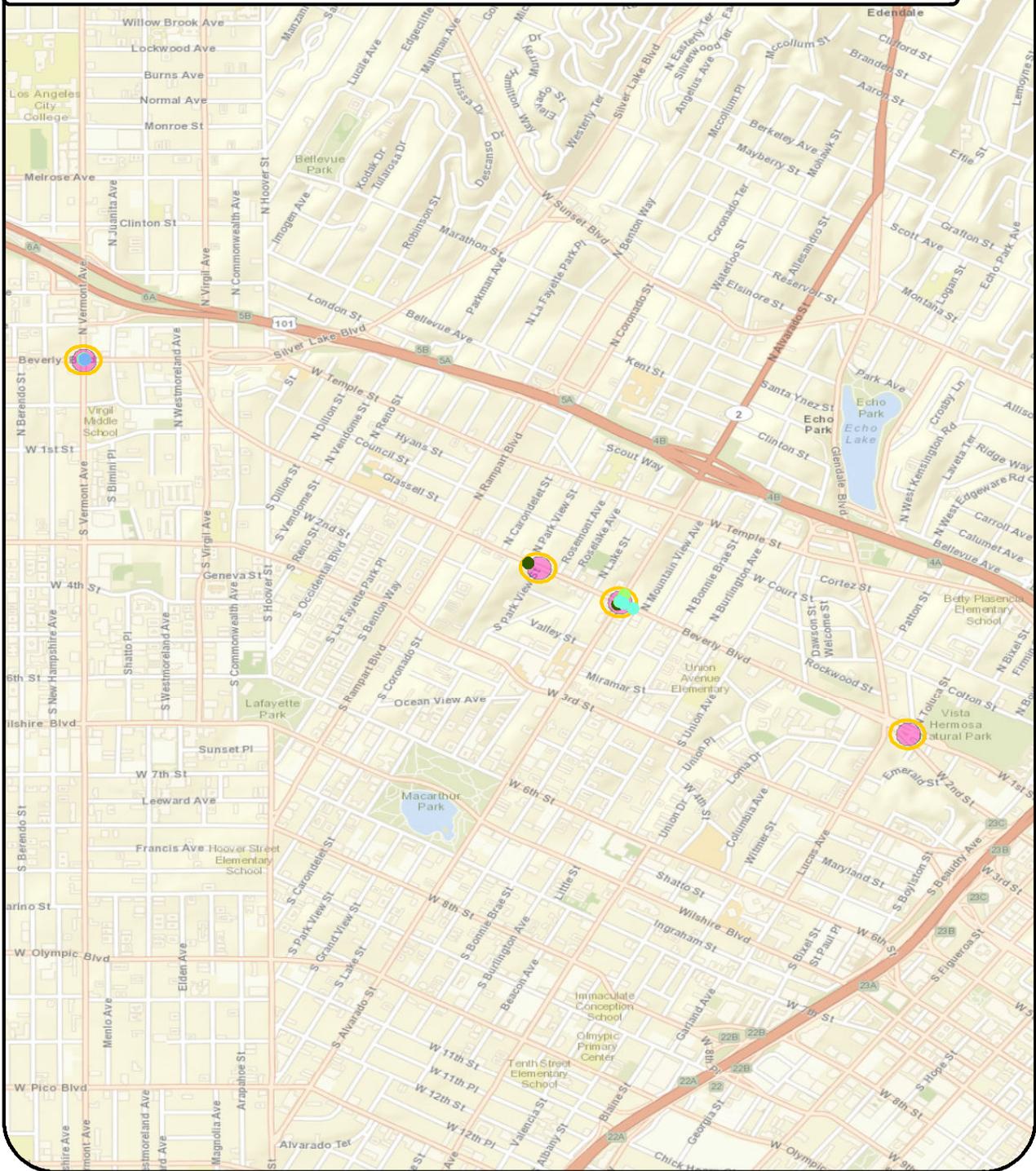
Jurisdiction: LA CITY



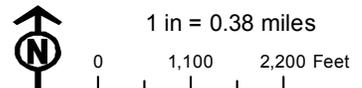
- |   |  |   |  |
|---|--|---|--|
| <ul style="list-style-type: none"> <li><span style="color: magenta;">●</span> Project Area</li> <li><b>Distance from Project</b></li> <li><span style="border: 1px solid orange; padding: 2px;"> </span> 0.5 Mile</li> <li><span style="border: 1px solid red; padding: 2px;"> </span> 1 Mile</li> <li><b>Existing Bikeways</b></li> <li><span style="border-bottom: 1px solid purple; width: 20px; display: inline-block;"></span> Bike Lane</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block;"></span> Bike Route</li> <li><b>Metro Transit</b></li> <li><span style="color: green;">●</span> Bus Stop</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Bus Route</li> </ul> | <ul style="list-style-type: none"> <li><b>Metro Rail Station</b></li> <li><span style="color: blue;">●</span> Blue Line Rail Station</li> <li><span style="color: orange;">●</span> Expo Line Rail Station</li> <li><span style="color: red;">●</span> Red/Purple Rail Line Station</li> <li><b>Metro Rail Lines</b></li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block;"></span> Blue Line</li> <li><span style="border-bottom: 1px solid orange; width: 20px; display: inline-block;"></span> Expo Line</li> <li><span style="border-bottom: 1px dashed purple; width: 20px; display: inline-block;"></span> Red/Purple Lines</li> <li><b>Local Transit</b></li> <li><span style="color: blue;">●</span> Bus Stop</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block;"></span> Bus Routes</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">●</span> Bus Stop</li> <li><b>Activity Centers</b></li> <li><span style="color: brown;">■</span> Churches</li> <li><span style="color: black;">▲</span> Schools</li> <li><span style="color: blue;">■</span> Colleges and Universities</li> <li><span style="color: purple;">■</span> Government Offices</li> <li><span style="color: blue;">+</span> Health Clinics</li> <li><span style="color: blue;">■</span> Hospitals and Medical Centers</li> <li><span style="color: blue;">■</span> Libraries</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: brown;">■</span> Museums and Aquariums</li> <li><span style="color: green;">■</span> Parks and Gardens</li> <li><span style="color: orange;">■</span> Business Centers</li> <li><span style="color: blue;">■</span> Farmers Markets</li> <li><span style="color: green;">■</span> Fire Stations</li> <li><span style="color: purple;">■</span> Transportation Hub</li> <li><span style="color: blue;">■</span> Pools</li> <li><span style="color: brown;">■</span> Recreation Centers/Programs</li> <li><span style="color: purple;">■</span> Shopping Centers</li> <li><span style="color: black;">●</span> Tourist/Entertainment</li> </ul> |
|---|--|---|--|

Date: 5/8/2014 Document Path: R:\LLOS\X0MTR0002\0600\INFO\GIS-GIS group\Maps\Bike\_Ped\_Infrastructure.mxd

**2008-2012 Bike and Pedestrian Crash Data**  
**Beverly Boulevard Active Transportation Improvements - City of Los Angeles**  
 Jurisdiction: LA CITY



- Project Area
- Distance from Project**
- 200 Feet
- Bicycle Collisions (by severity)**
- Injury (Other Visible)
- Injury (Complaint of Pain)
- Pedestrian Collisions (by severity)**
- Fatal
- Injury (Other Visible)
- Injury (Complaint of Pain)



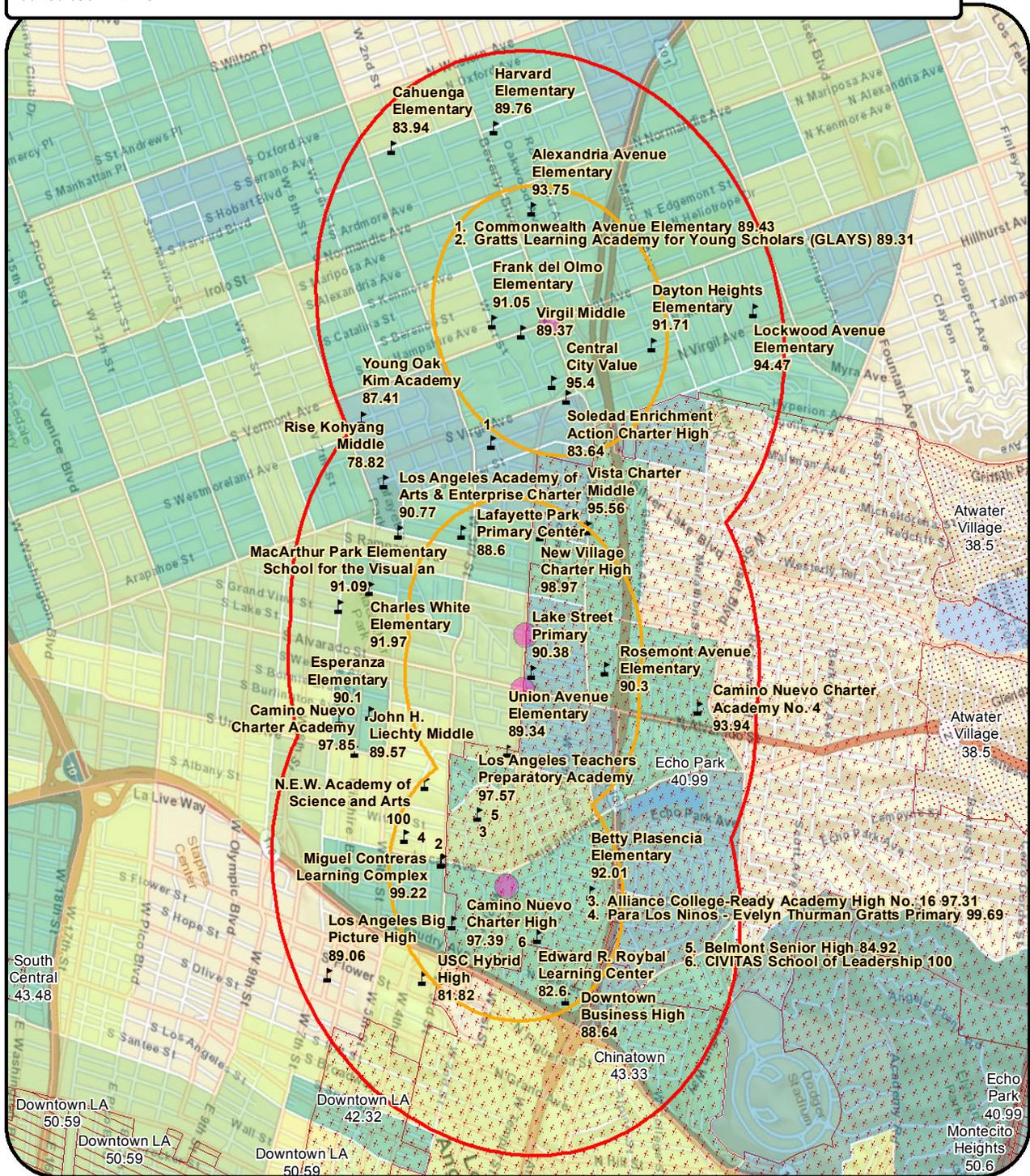
Date: 5/8/2014 Document Path: R:\L\LOS\X0\MTR002\0600\INFO\GIS-group\Maps\Bike\_Ped\_Crashes.mxd

# Attachment 1: Figure 4: Median Household Income and CES Score

## Disadvantaged Community (Ped)

### Beverly Boulevard Active Transportation Improvements - City of Los Angeles

Jurisdiction: LA CITY



**Legend:**

- Project Area:** Pink circle
- Distance from Project:**
  - 0.5 Mile: Yellow circle
  - 1 Mile: Red circle
- Percent of Students Ages 5 to 17 Eligible for Free or Reduced Meals:**
  - Black arrow icon
- CalEnviroScreen (CES) Scores:**
  - Below 40: Dotted pattern
  - 40 - 50: Cross-hatch pattern
  - Higher than 50: Horizontal lines
- Median Household Income:**
  - < \$10,000: Yellow
  - \$10,001 to \$20,000: Light Green
  - \$20,001 to \$30,000: Medium Green
  - \$30,001 to \$40,000: Dark Green
  - \$40,001 to \$49,120: Blue-Green

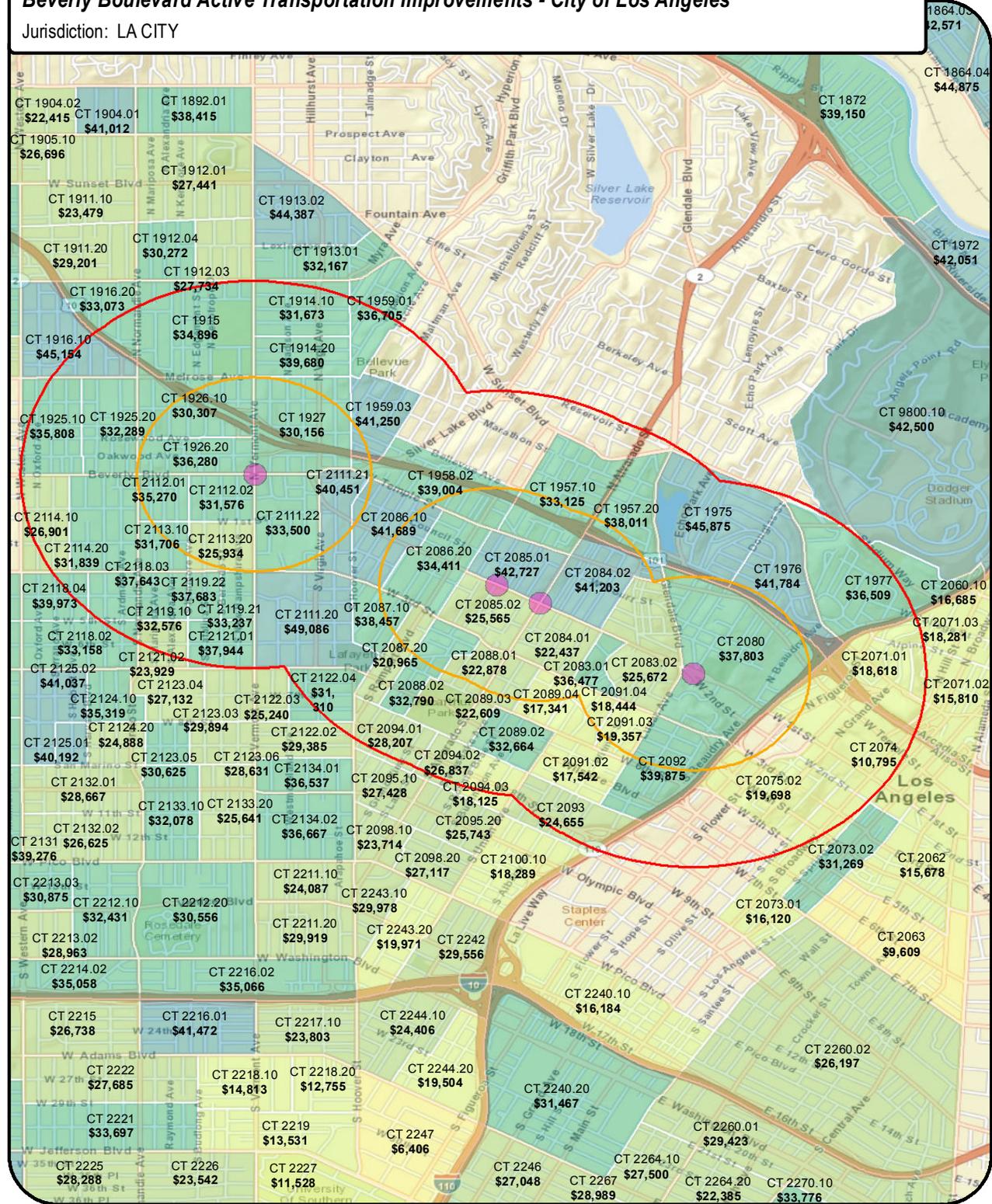
**Scale:** 1 in = 0.6 miles  
0 1,100 2,200 Feet

**Date:** 5/8/2014 **Document Path:** R:\LI\LOS\XMT\R002\0600\INFO\GIS-GIS group\Maps\Disadvantaged\_Community\_Ped.mxd

Median Household Income ~ 80% or less of Statewide Median (2012)

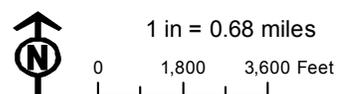
Beverly Boulevard Active Transportation Improvements - City of Los Angeles

Jurisdiction: LA CITY



● Project Area  
  Distance from Project  
  0.5 Mile  
  1 Mile

Median Household Income	
	\$20,001 to \$30,000
	< \$10,000
	\$30,001 to \$40,000
	\$10,001 to \$20,000
	\$40,001 to \$49,120



US Census ACS 2012 Data Date: 5/8/2014 Document Path: R:\LILOX0\MTR0002\0600\INFO\GIS-group\Maps\MedianHouseholdIncome.mxd

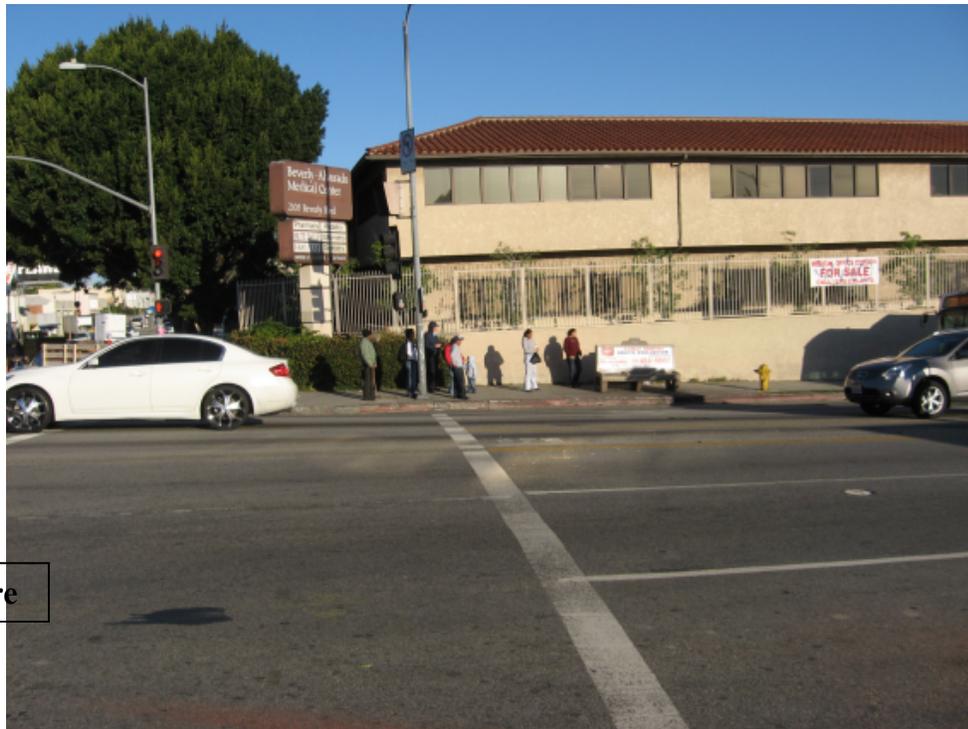


**Attachment 2**  
**Project Area Photos**

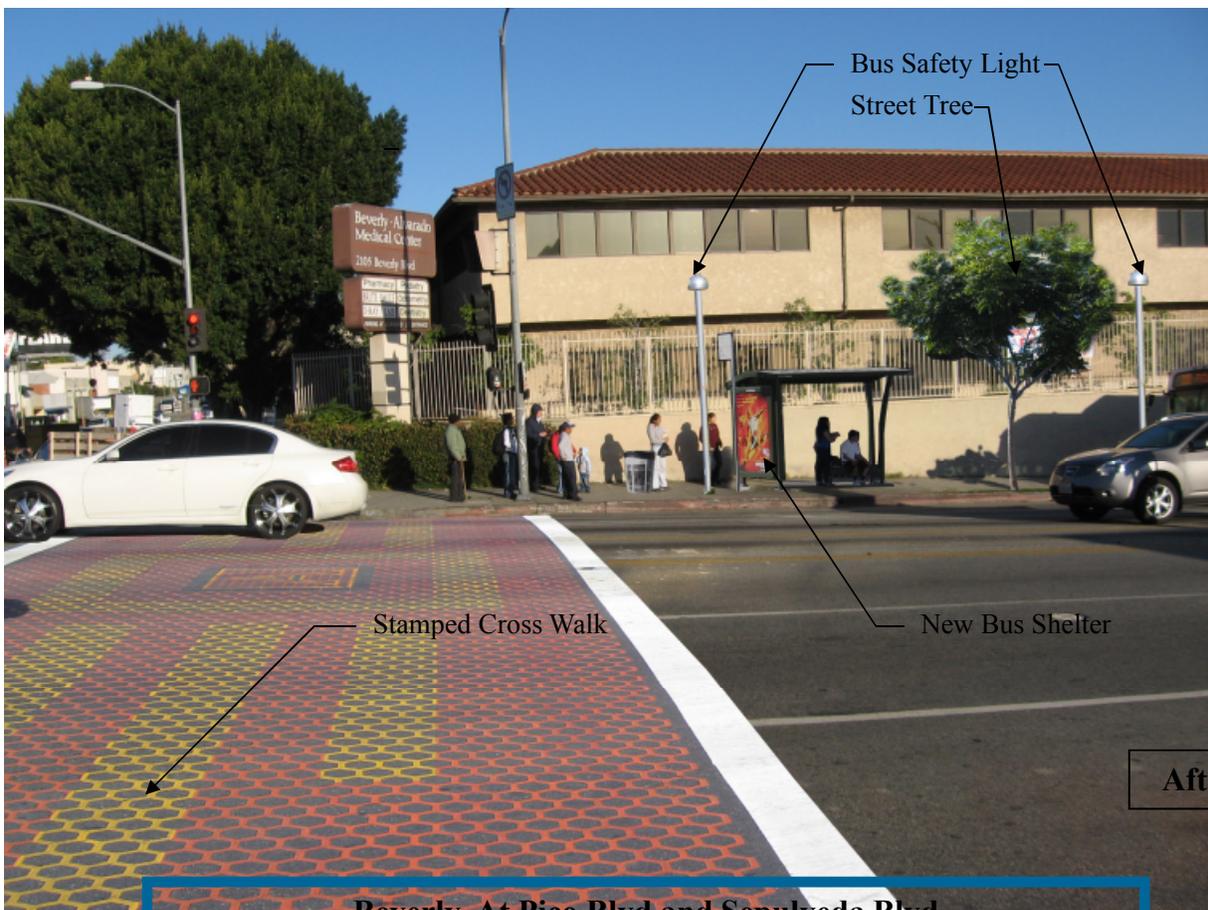


Department of Public Works  
Bureau of Street Services

## Attachment 2: Project Photos Beverly Boulevard Transportation Enhancements



Before



After

**Beverly At Pico Blvd and Sepulveda Blvd**

**Attachment 3**  
**Proposed Project Improvements**

# Beverly Boulevard Transportation Enhancements

## Attachment 3: Proposed Project Improvements

EXISTING CONDITION #1

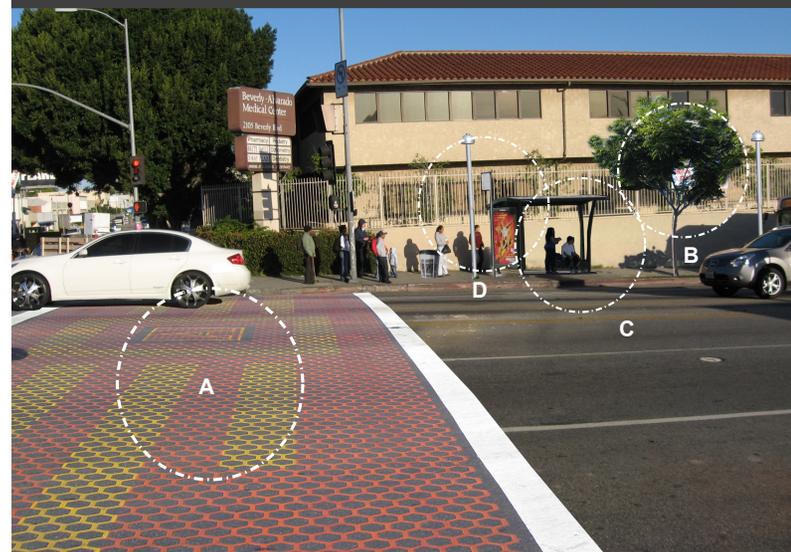


A major intersection Beverly Blvd and Alvarado Blvd



E- BIKE RACK

### PROPOSED CROSSWALK IMPROVEMENT



A - DECORATIVE CROSSWALK ON MAJOR INTERSECTION



B- STREET TREE PINK TABEBUIA



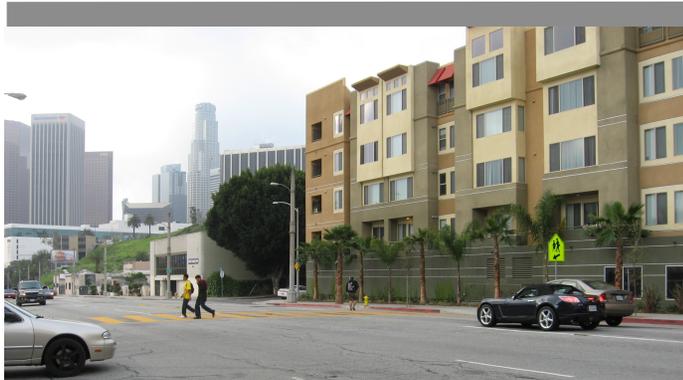
C- NEW TRANSIT SHELTER

D- NEW PED. LIGHT

# Beverly Boulevard Transportation Enhancements

## Attachment 3: Proposed Project Improvements

### EXISTING CONDITION #2



1st/2nd Toluca Intersection



PROJECT LOCATION  
STREET TREE OPTION: PINK TABEBUIA

### PROPOSED STREET IMPROVEMENT



A - DECORATIVE CROSSWALK ON MAJOR INTERSECTION



B- TRAFFIC SIGNAL



C- ACCESS RAMP



April, 2009

Bureau of Street Services / Engineering Division

Beverly BI Transportation Enhancements Detailed Estimate

Item #	Item Description	Quantity	Unit	Unit Cost	Total Cost
1.	<u>Environmental documentation</u>	1	LS	\$5,000	\$5,000
2.	<u>Project Management incl. community outreach</u>	1	LS	\$22,000	\$22,000
3.	<u>Preliminary Engineering</u>	1	LS	\$107,000	\$107,000
4.	<u>Construction</u>				
	<u>Note: Items are preliminary estimates only, and may change according to final design plans.</u>				
4.1.	Mobilization	1	LS	\$30,000.00	\$30,000.00
4.2.	Traffic Control	1	LS	\$50,000.00	\$50,000.00
4.3.	Demolition and Removals	1	LS	\$50,000.00	\$50,000.00
4.4.	Sidewalk Improvements/Ped Refuge Area	1	LS	\$250,000.00	\$250,000.00
4.5.	Landscaping and Street Trees	1	LS	\$150,000.00	\$150,000.00
4.6.	Access Ramps	10	EA	\$3,500.00	\$35,000.00
4.7.	Pedestrian Lighting	20	EA	\$200,000.00	\$200,000.00
4.8.	Street Furniture	1	LS	\$100,000.00	\$100,000.00
4.9.	Enhanced Crosswalk Improvements	12,500	SF	\$20.00	\$250,000.00
4.10.	Utility Relocations	1	LS	\$50,000.00	\$50,000.00
4.11.	Construction Management	1	LS	\$75,000.00	\$75,000.00
	<b>Construction</b>				\$1,240,000.00
	<b>Grand Total</b>				\$1,374,000.00

**Attachment 4**  
**Crash Countermeasure Analysis**

## 3657 Beverly Boulevard Transit :

### ESTIMATED ANNUAL CRASH REDUCTION BY COUNTERMEASURE TYPE

	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				Other (Intersection traffic calming)	LANDSCAPING, CURB RAMPS, CROSSWALK ENHANCEMENT	
	Install pedestrian countdown signal heads	Install Pedestrian crossing	Install advance stop bar before crosswalk (Bicycle Box)	Install pedestrian overpass/underpass	Install raised medians/ refuge islands	Install pedestrian crossing (new signs and markings only)	Install pedestrian crossing (with enhanced safety features/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadway)	Install pedestrian crossing (with enhanced safety features)	Install raised pedestrian crossing			
<b>1st/2nd/Toluca</b>															
<b>Applicable Countermeasure?</b>	N	N	N	N	N	N	Y	Y	N	N	N	N	N	N	
<b>CRF</b>	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	15%		
<b>Fatal Crashes</b>	0						0	0					0		
<b>Injury Crashes</b>	0						0	0					0		
<b>Years of Data</b>	5						5	5					5		
<b>Avg. Annual Total Fatal and Injury Crashes</b>															
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL ANNUAL CRASH REDUCTION</b>															
<b>Annual Crash Reduction</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Bike/Ped Crashes	Avg. Annual Bike/Ped Crashes	% Crash Reduction
0	0	#DIV/0!

	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				Other (Intersection traffic calming)	LANDSCAPING, CROSSWALK ENHANCEMENT	
	Install pedestrian countdown signal heads	Install Pedestrian crossing	Install advance stop bar before crosswalk (Bicycle Box)	Install pedestrian overpass/underpass	Install raised medians/ refuge islands	Install pedestrian crossing (new signs and markings only)	Install pedestrian crossing (with enhanced safety features/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadway)	Install pedestrian crossing (with enhanced safety features)	Install raised pedestrian crossing			
<b>Vermont</b>															
<b>Applicable Countermeasure?</b>	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	
<b>CRF</b>	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
<b>Fatal Crashes</b>	0												0		
<b>Injury Crashes</b>	9												9		
<b>Years of Data</b>	5												5		
<b>Avg. Annual Total Fatal and Injury Crashes</b>															
	0	0	0	0	0	0	0	0	0	0	0	0	1.8		
<b>TOTAL ANNUAL CRASH REDUCTION</b>															
<b>Annual Crash Reduction</b>	0	0	0	0	0	0	0	0	0	0	0	0	0.18		0.18

Total Bike/Ped Crashes	Avg. Annual Bike/Ped Crashes	% Crash Reduction
9	1.8	10.0%

# Attachment 4: Crash Countermeasure Analysis

	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				Other (Intersection traffic calming)	LANDSCAPING, CROSSWALK ENHANCEMENT
	Install pedestrian countdown signal heads	Install Pedestrian crossing	Install advance stop bar before crosswalk (Bicycle Box)	Install pedestrian overpass/underpass	Install raised medians/ refuge islands	Install pedestrian crossing (new signs and markings only)	Install pedestrian crossing (with enhanced safety features/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadway)	Install pedestrian crossing (with enhanced safety features)	Install raised pedestrian crossing		
<b>Alvarado</b>	N	N	N	N	N	N	N	N	N	N	N	N	Y	
<b>Applicable</b>	N	N	N	N	N	N	N	N	N	N	N	N	Y	
CRF	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%	
Fatal Crashes	1												1	
Injury Crashes	10												11	
Years of Data	5												5	
Avg. Annual Total Fatal and Injury Crashes	0	0	0	0	0	0	0	0	0	0	0	0	2.4	
<b>TOTAL ANNUAL CRASH REDUCTION</b>														
Annual Crash Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0.24	<b>0.24</b>

Total Bike/Ped Crashes	Avg. Annual Bike/Ped Crashes	% Crash Reduction
11	2.2	10.9%

	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				Other (Intersection traffic calming)	LANDSCAPING, CURB RAMPS
	Install pedestrian countdown signal heads	Install Pedestrian crossing	Install advance stop bar before crosswalk (Bicycle Box)	Install pedestrian overpass/underpass	Install raised medians/ refuge islands	Install pedestrian crossing (new signs and markings only)	Install pedestrian crossing (with enhanced safety features/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadway)	Install pedestrian crossing (with enhanced safety features)	Install raised pedestrian crossing		
<b>Park View</b>	N	N	N	N	N	N	N	N	N	N	N	N	Y	
<b>Applicable</b>	N	N	N	N	N	N	N	N	N	N	N	N	Y	
CRF	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%	
Fatal Crashes	1												1	
Injury Crashes	0												0	
Years of Data	5												5	
Avg. Annual Total Fatal and Injury Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0.2	
<b>TOTAL ANNUAL CRASH REDUCTION</b>														
Annual Crash Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0.02	<b>0.02</b>

Total Bike/Ped Crashes	Avg. Annual Bike/Ped Crashes	% Crash Reduction
1	0.2	10.0%

**Attachment 5**  
**Cost Effectiveness and Cost Benefit Methodology and Calculator Tool**

When estimating cost effectiveness for infrastructure projects, the following are considered: Safety, improved air quality, and increased numbers of cyclists and pedestrians. Costs include the construction, operation, maintenance, and user costs associated with the project.

A **Benefit-Cost Calculator** was developed for this grant application. It uses the travel characteristics for an infrastructure project and provides an overall ratio of benefit-to-cost. The Benefit-Cost calculator expresses the project benefits in terms of the ATP goals such as:

- Increasing mode share for pedestrians and cyclists
- Congestion reduction, pollution reductions, and energy conservations
- Increasing safety
- Fitness and health
- Equity

The calculator inputs are:

- Project type (walking or cycling)
- Existing and forecasted demand (person daily trips)
- Project length (miles)
- Pedestrian and bike crash history (if available)
- Project costs (both capital and annual operations/maintenance costs)
- Beginning Construction year
- Opening year

In order to develop the calculator, information from five relevant reports regarding transportation benefits and costs was used:

- Litman, Todd. Victoria Transport Policy Institute. 2014 (April 2). Evaluating Active Transport Benefits and Costs.
- CalTrans .2013 (April). Local Roadway Safety: A Manual for California's Local Road Owners. Version 1.1.
- U.S. Department of Transportation, Federal Highway Administration, Office of Asset Management. 2003 (August). Economic analysis Primer.
- Transportation Research Board of the National Academies. National Cooperative Highway Research Program. 2006. Report 552: Guidelines for Analysis of Investments in Bicycle Facilities.
- Bushell, Max A., Bryan W. Poole, Charles V. Zegeer, Daniel A. Rodriguez. UNC Highway Safety Research Center. 2013 (October). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Prepared for the Federal Highway Administration.

## 1. Evaluating Active Transport Benefits and Costs

Litman, Todd. Victoria Transport Policy Institute. 2014 (April 2). Evaluating Active Transport Benefits and Costs. Available: <http://vtpi.org/nmt-tdm.pdf>

This report describes the impacts of policies and projects that improve active transportation conditions to increase active mode use. The report discusses the factors that affect the benefits and costs of active

transportation and describing methods for quantifying/monetizing them. The report includes examples of performance indicators to evaluate the quality of walking and biking conditions, encouragement strategies, active planning resources, benefit and cost categories, monetization methods, user benefits, and more evaluation methods.

Because some impacts of active transportation are non-market goods, it's important to allocate a monetary value to safer pedestrian environments, cleaner air, and more active people. Monetization methods, as outlined in the file MonetizationMethods\_LitmanReport.jpg<sup>1</sup>, include the following:

- User savings—in this case, the most appropriate monetary measure of a project’s benefit
- Social cost savings – that is, active improvements that reduce costs to government or businesses.
- Control costs - that is, the cost of prevention
- Contingent valuation surveys
- Revealed preference survey
- Hedonic pricing surveys
- Compensation rates

**Benefits**

The following table shows the various benefits and costs of active transportation.

**Table ES-1 Active Transportation Benefits and Costs**

	Improved Active Travel Conditions	Increased Active Transport Activity	Reduced Automobile Travel	More Compact Communities
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>• Improved user convenience and comfort</li> <li>• Improved accessibility for non-drivers, which supports equity objectives</li> <li>• Option value</li> <li>• Supports related industries (e.g., retail and tourism)</li> <li>• Increased security</li> </ul>	<ul style="list-style-type: none"> <li>• User enjoyment</li> <li>• Improved public fitness and health</li> <li>• Increased community cohesion (positive interactions among neighbors due to more people walking on local streets) which tends to increase local security</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced traffic congestion</li> <li>• Road and parking facility cost savings</li> <li>• Consumer savings</li> <li>• Reduced chauffeuring burdens</li> <li>• Increased traffic safety</li> <li>• Energy conservation</li> <li>• Pollution reductions</li> <li>• Economic development</li> </ul>	<ul style="list-style-type: none"> <li>• Improved accessibility, particularly for non-drivers</li> <li>• Transport cost savings</li> <li>• Reduced sprawl costs</li> <li>• Openspace preservation</li> <li>• More livable communities</li> <li>• Higher property values</li> <li>• Improved security</li> </ul>
<b>Potential Costs</b>	<ul style="list-style-type: none"> <li>• Facility costs</li> <li>• Lower traffic speeds</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment costs (shoes, bikes, etc.)</li> <li>• Increased crash risk</li> </ul>	<ul style="list-style-type: none"> <li>• Slower travel</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in some development costs</li> </ul>

Source: "Evaluating Active Transport Benefits and Costs" by Todd Litman <http://vtpi.org/nmt-tdm.pdf>

**User Benefits**

"Improving active mode conditions (better sidewalks, crosswalks, paths, bike parking, traffic speed reductions, etc.) directly benefits *existing users* (people who would walk or bicycle even without

improvements) and *new users* (people who increase walking or cycling in response to improvements).” The user benefits of improving active mode conditions, including a number of studies that find increased property values, can be evaluated based on avoided costs, contingent valuation (user surveys), and hedonic pricing.

### Option Value

*Option value* refers to the value people may place on having an option available that they do not currently use and because walking and cycling can serve various roles in a transport system, including basic mobility for non-drivers, affordable transport, recreation and exercise, their potential option value is high.

### Equity benefits

Equity benefits refer to the distribution of impacts and the degree that they are considered appropriate and fair. Equity includes horizontal equity (that is, people should bear similar costs and receive a similar share of public resources), vertical equality with regard to income, and vertical equity with regard to transportation ability and needs. Evaluating equity can be completed with an analysis of the amount spent of active transportation projects versus the percentage of users, cost allocation equity, impact compensation, and vertical equity.

### Physical Fitness and Health

This robust section of the Litman report that includes a number of studies that show the health benefits of active transportation and the incremental benefits of improving existing active transportation facilities.

The report outlines other measures of impacts from active transportation, including reduced chauffeuring burdens, congestion reduction, barrier effects, roadway cost savings, parking cost savings, traffic safety impacts, security impacts, energy conservation, pollution reduction, land use impacts, and economic development.

### Costs

The various costs associated with active transportation are outlined in the report.

- Facility costs
- Vehicle traffic impacts
- Equipment fuel costs
- User travel
- Time costs

The following table outlines the potential benefits and costs of active transportation.

**Table 13 Summary of Active Transport Benefits and Costs**

<b>Impact Category</b>	<b>Description</b>
<b>Improve NMT Conditions</b>	<i>Benefits from improved walking and cycling conditions.</i>
User benefits	Increased user convenience, comfort, safety, accessibility and enjoyment
Option value	Benefits of having mobility options available in case they are ever needed
Equity objectives	Benefits to economically, socially or physically disadvantaged people
<b>Increase NMT Activity</b>	<i>Benefits from increased walking and cycling activity</i>
Fitness and health	Improved public fitness and health
<b>Reduced Vehicle Travel</b>	<i>Benefits from reduced motor vehicle ownership and use</i>
Vehicle cost savings	Consumer savings from reduced vehicle ownership and use
Avoided chauffeuring	Reduced chauffeuring responsibilities due to improved travel options
Congestion reduction	Reduced traffic congestion from automobile travel on congested roadways
Reduced barrier effect	Improved active travel conditions due to reduced traffic speeds and volumes
Roadway cost savings	Reduced roadway construction, maintenance and operating costs
Parking cost savings	Reduced parking problems and facility cost savings
Energy conservation	Economic and environmental benefits from reduced energy consumption
Pollution reductions	Economic and environmental benefits from reduced air, noise and water pollution
<b>Land Use Impacts</b>	<i>Benefits from support for strategic land use objectives</i>
Pavement area	Can reduce road and parking facility land requirements
Development patterns	Helps create more accessible, compact, mixed, infill development (smart growth)
<b>Economic Development</b>	<i>Benefits from increased productivity and employment</i>
Increased productivity	Increased economic productivity by improving accessibility and reducing costs
Labor productivity	Improved access to education and employment, particularly by disadvantaged workers.
Shifts spending	Shifts spending from vehicles and fuel to goods with more regional economic value
Support specific industries	Support specific industries such as retail and tourism
<b>Costs</b>	<i>Costs of improving active mode conditions</i>
Facilities and programs	Costs of building non-motorized facilities and operating special programs
Vehicle traffic impacts	Incremental delays to motor vehicle traffic or parking
Equipment	Incremental costs to users of shoes and bicycles
Travel time	Incremental increases in travel time costs due to slower modes
Accident risk	Incremental increases in accident risk

Acronym: NMT = Non-Motorized Transportation

Source: "Evaluating Active Transport Benefits and Costs" by Todd Litman <http://vtpi.org/nmt-tdm.pdf>

### Evaluation Matrix

Table 15 from the report outlines a matrix that can be used to begin summarizing the benefits and impacts of the project. "For example, to evaluate sidewalk improvements, indicate how much it improves walking and cycling conditions and who benefits; how much it will increase NMT activity; how much it reduces automobile travel; and how much it will change land use patterns."

**Table 15 Active Transportation Evaluation Framework**

	<b>NMT Conditions</b>	<b>NMT Activity</b>	<b>Automobile Travel</b>	<b>Land Use</b>
	<i>Is walking and cycling easier or safer?</i>	<i>Does walking or cycling activity increase?</i>	<i>Does automobile travel decline?</i>	<i>Does it strategic meet planning objectives?</i>
Describe impact				
How much				
Who is affected				

Acronym: NMT = Non-Motorized Transportation

Source: "Evaluating Active Transport Benefits and Costs" by Todd Litman <http://vtpi.org/nmt-tdm.pdf>

## Quantifying Project Benefits and Costs

Another resource provided in the report is a series of tables that can be used to quantify benefits and costs. These tables have been combined into a single reference table below. Costs are presented in mils which are thousandths of a dollar.

### Active Transportation – Benefits and Costs

<b>Impact Category</b>	<b>Urban Peak</b>	<b>Urban Off-Peak</b>	<b>Rural</b>	<b>Overall Average</b>	<b>Comments</b>
<b>BENEFITS</b>					
<b>Improved Active Travel Conditions - Table 16 Improving Walking and Cycling Conditions (Per Person Mile)</b>					
User benefits	\$0.250	\$0.250	\$0.250	\$0.250	The greater the improvement, the greater this value.
Option value	\$.035	\$.035	\$.035	\$.035	Half of diversity value*.
Equity objectives	\$.035	\$.035	\$.035	\$.035	Half of diversity value*. Higher if a project significantly benefits disadvantaged people.
<b>Increased Active Travel Activity - Table 17 Improving Walking and Cycling Conditions (Per Person Mile)</b>					
Fitness and health – walking	\$0.500	\$0.500	\$0.500	\$0.500	Benefits are larger if pedestrian facilities attract at-risk users.
Fitness and health – cycling	\$0.200	\$0.200	\$0.200	\$0.200	Benefits are larger if cycling facilities attract at-risk users.
<b>Reduced Automobile Travel - Table 18 Typical Values – Reduced Motor Vehicle Travel (Per Reduced Vehicle Mile)</b>					
Vehicle cost savings	\$0.250	\$0.225	\$0.20	\$0.225	This reflects vehicle operating cost savings. Larger savings result if some households can reduce vehicle ownership costs.
Avoided chauffeuring driver's time	\$0.700	\$0.600	\$0.500	\$0.580	Based on \$9.00 per hour driver's time value.
Congestion reduction	\$0.200	\$0.050	\$0.010	\$0.060	
Reduced barrier effect	\$0.010	\$0.010	\$0.010	\$0.010	
Roadway cost savings	\$0.050	\$0.050	\$0.030	\$0.042	
Parking cost savings	\$0.600	\$0.400	\$0.200	\$0.360	Parking costs are particularly high for commuting and lower for errands which require less parking per trip.
Energy conservation	\$0.030	\$0.030	\$0.030	\$0.030	
Pollution reductions	\$0.100	\$0.050	\$0.010	\$0.044	

**Active Transportation – Benefits and Costs**

Impact Category	Urban Peak	Urban Off-Peak	Rural	Overall Average	Comments
<b>Land Use Impacts - Table 19 More Walkable and Bikeable Community (Per Measure Unknown)</b>					
Reduced pavement	\$0.010	\$0.005	\$0.001	\$0.002	Specific studies should be used when possible.
Increased accessibility	\$0.080	\$0.060	\$0.030	\$0.051	Specific studies should be used when possible.
<b>COSTS</b>					
<b>Active Transport Costs - Table 20 Typical Values – Walking and Cycling Costs (Per Person Mile)</b>					
Facilities and programs					Highly variable.
Vehicle traffic impacts					Highly variable.
Equipment	\$0.080	\$0.070	\$0.060		Depends on assumption, such as whether food consumption is a benefit or cost.
Travel time					Highly variable depending on conditions and user preferences.
Accident risk					

\* The “Transport Diversity Value” chapter of *Transportation Cost and Benefit Analysis* (Litman 2009) estimates that improvements in affordable alternative modes can be valued at 7¢ per passenger-mile, although this value can vary significantly depending on conditions and assumptions. Source: “Evaluating Active Transport Benefits and Costs” by Todd Litman <http://vtpi.org/nmt-tdm.pdf>

**2. Local Roadway Safety Manual for California Local Road Owners**

CalTrans .2013 (April). Local Roadway Safety: A Manual for alifornia’s Local Road Owners. Version 1.1. Available: [http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA\\_SM4LROv11.pdf](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf)

This report provides a framework for identifying and analyzing locations with roadway safety issues. It encourages a routine and systematic assessment of the roadway safety to proactively identify areas with high crash risks and countermeasures that can address or improve the conditions leading to crashes.

The process is based on a quantitative analysis of available crash data but also encourages a qualitative assessment of conditions that might lead to crashes. The number of bicycle and pedestrian crashes for roadway system is relatively low, which can make quantitative assessments more difficult. Furthermore, the specific locations are somewhat random and do not necessarily indicate that these sites carry higher risk than other sites. A qualitative assessment of the facilities from the perspective of pedestrians and bicyclists can identify system characteristics that do not support safe travel for these vulnerable users.

The report lists countermeasures that can improve the safety of pedestrians and bicyclists on the roadway network. Appendix B of the report provides additional information about how the countermeasures are estimated. These measures are listed in the following table.

**Countermeasures to Improve Bicycle and Pedestrian Safety**

Project Type	Countermeasure	Opportunity to Implement using a Systematic Approach	General Values for Agency’s Internal Use		Values for Caltrans Statewide Programs		
			Primary Crash Types	Range of Crash Reduction Factors	Crash Type	CRF	Service Life
<b>SIGNALIZED INTERSECTION COUNTERMEASURES</b>							
S19	Ped and Install pedestrian countdown signal	Very High	Pedestrian, Bicycle	25%	P & B	25	20

Attachment 5: Cost Effectiveness and Cost Benefit Methodology and Calculator Tool

	Project Type	Countermeasure	Opportunity to Implement using a Systematic Approach	General Values for Agency's Internal Use		Values for Caltrans Statewide Programs		
				Primary Crash Types	Range of Crash Reduction Factors	Crash Type	CRF	Service Life
	Bike	heads						
S20	Ped and Bike	Install Pedestrian crossing (S.I.)	High	Pedestrian, Bicycle	25%	P & B	25	20
S21	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	Very High	Pedestrian, Bicycle	35%	P & B	15	10
S22	Ped and Bike	Install pedestrian overpass/underpass	Low	Pedestrian, Bicycle	5-100%	P & B	75	20
<b>NON-SIGNALIZED INTERSECTION COUNTERMEASURES</b>								
NS16	Ped and Bike	Install raised medians/refuge islands (NS.I)	Medium	Pedestrian, Bicycle	30-56%	P & B	45	20
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	High	Pedestrian, Bicycle	25%	P & B	25	10
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features/curb extensions)	Medium	Pedestrian, Bicycle	37%	P & B	35	20
NS19	Ped and Bike	Install pedestrian signal	Low	Pedestrian, Bicycle	15-69%	P & B	55	20
<b>ROADWAY COUNTERMEASURES</b>								
R36	Ped and Bike	Install bike lanes	High	Pedestrian, Bicycle	0-53%	P & B	35	20
R37	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	Medium	Pedestrian, Bicycle	65-89%	P & B	80	20
R38	Ped and Bike	Install pedestrian crossing (with enhanced safety features)	Medium	Pedestrian, Bicycle	8-56%	P & B	30	10
R 39	Ped and Bike	Install raised pedestrian crossing	Medium	Pedestrian, Bicycle	30-46%	P & B	35	10

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans  
[http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA\\_SM4LROv11.pdf](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf)

If the project is consistent with any of these countermeasures, then it can be considered to improve safety.

The document provides a process for calculating a benefit/cost ratio for safety improvement investments. The method (formulas from Appendix D of the report) is shown below. Current crash costs to be used in the equation can be found on Caltrans website for [Economic Parameters](#)<sup>2</sup>.

<sup>2</sup> [http://www.dot.ca.gov/hq/tpp/offices/eab/benefit\\_cost/LCBCA-economic\\_parameters.html](http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html)

### Safety Index Calculation Method

$$1) \text{Benefit (Annual)} = \frac{CRF \times \sum_{S=0}^4 (N_S \times CC_S)}{Y}$$

- *CRF*: Crash reduction factor in each countermeasure
- *S*: Severity (0:PDO, 1:Minor Injury, 2:Injury, 3:Severe Injury, 4:Fatal)
- *N<sub>S</sub>*: Number of Crashes, in severity levels, related to selected countermeasure
- *Y*: Crash data time period (Year)
- *CC<sub>S</sub>*: Crash costs in severity levels

Crash Severity **	Crash Cost *
Fatality (K)	\$4,008,900
Severe/Disabling Injury (A)	\$216,000
Evident Injury – Other Visible (B)	\$79,000
Possible Injury – Complaint of Pain (C)	\$44,900
Property Damage Only (O)	\$7,400

\* The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.

\*\* Highway Safety Manual (HSM), First Edition, 2010.

$$2) \text{Benefit (Life)} = \text{Benefit (annual)} \times \text{Years of service life}$$

$$3) \text{Benefit/Cost Ratio (each countermeasure): } \text{Benefit Cost Ratio}_{(CM)} = \frac{\text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}_{(CM)}}$$

$$4) \text{Benefit/Cost Ratio (project): } \text{Benefit/Cost Ratio (Project)} = \frac{\sum_{CM=1}^3 \text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}}$$

As noted previously, the process is based on calculating the benefits based on a potential reduction in the number of crashes for a given facility. Because many facilities have few bicycle or pedestrian crashes, it may not be possible to calculate a ratio.

### 3. Economic Analysis Primer

U.S. Department of Transportation, Federal Highway Administration, Office of Asset Management. 2003 (August). Economic analysis Primer. Available: <http://www.fhwa.dot.gov/infrastructure/asstmgt/primer.pdf>

This report is “intended to provide a foundation for understanding the role of economic analysis in highway decision making.” Among the topics discussed is how to integrate the principles of economic analysis into the calculation of the life cycle benefits and costs of transportation infrastructure.

The document explains how important it is to calculate the net present value (NPV) of all benefits and costs over the life cycle of a project for use in calculating the benefit-cost ratio for a project. The key assumption in this calculation is the discount rate that is used to estimate the future value of a project feature in terms of present day value. The Caltrans website currently lists the discount rate at 4.0 percent ([Economic Parameters](#)<sup>3</sup>).

This paper also provides guidelines about what should be included as benefits (e.g. the numerator or top half of the B/C equation) and what should be included as costs (e.g. the denominator or bottom half of the B/C equation). “The Federal Highway Administration (FHWA) recommends that only the initial agency investment cost be included in the denominator of the ratio.” All other costs should be treated as negative benefits (i.e., subtracted from the estimate of benefits). Following this guidance allows for consistent project comparisons.

#### 4. Guidelines for Analysis of Investments in Bicycle Facilities

Transportation Research Board of the National Academies. National Cooperative Highway Research Program. 2006. Report 552: Guidelines for Analysis of Investments in Bicycle Facilities. Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_552.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_552.pdf)

The third chapter of this report, “Benefits Associated with the Use of Bicycle Facilities” is most salient to the cost effectiveness measurement. The purpose of this section of the report is twofold: The first is to review and interpret existing literature evaluating the economic benefits of bicycle facilities. The second is to suggest methods and strategies to create guidelines.

##### What is the geographic scale or type of facility?

“The first consideration pertains to the geographic scale of the inquiry or facility in question. Past work has analyzed the benefits of a specific greenway or active recreation trail, a specific trunk roadway, a region, an entire city, or an entire state. Some studies focus on a system of bicycle trails across the state. Others focus on the benefits of on-road versus off-road facilities. Different geographic scales demand different data requirements, ranging from individual counts of a facility to aggregated counts or numbers for a specific area extrapolated to an entire state.”

##### Who benefits from the facility?

- One report identifies three user groups impacted by cycling facilities: road users, non-road users (e.g., occupants of adjacent properties), and planning/financing agencies.
- The first group of road users includes all users, cyclists, motorists, pedestrians, horse riders, and public transport.
- Alternatively, some studies divide the benefits of non-motorized travel into internal versus external benefits.
  - Internal benefits include the financial savings, health benefits, increased mobility, and overall enjoyment for cyclists.
  - External benefits include the benefits to others, such as reduced (a) congestion, (b) road and parking facility expenses, (c) motor vehicle crashes, (d) air and noise pollution, and (e) natural resource consumption.

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<sup>3</sup> [http://www.dot.ca.gov/hq/tpp/offices/eab/benefit\\_cost/LCBCA-economic\\_parameters.html](http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html)

#### Which benefits apply to the facility?

- Which benefits are most important? Is it those that are accrued, those in which the sponsoring agency is primarily interested, or those for which there is available data?
- Reduced pollution, congestion, capital investments
- Increased livability, health, well-being, and quality of life?
- One study suggests seven benefits to consider when estimating the economic value of walking: livability, accessibility and transportation costs, health, external costs, efficient land use, economic development, and equity.
- Focusing just on greenways, there are six valued benefits: recreation, health/fitness, transportation, ecological biodiversity and services, amenity visual/aesthetic, and economic development

#### What units and methods are used?

Measuring benefits requires a unit by which each characteristic can be measured. “These range from simple counts (e.g., reduction of casualties) to decibels to monetary amounts (e.g., vehicle operating costs) to descriptive measures (e.g., overall convenience). More often, general measuring techniques are offered. For example, it is suggested that hedonic pricing could be used to measure livability or amenity visual/aesthetic values; economic input/output models could describe economic development; time could be used to measure transportation savings; and surveys of different kinds (e.g., contingent valuation) could be used to capture a host of values or benefits.”

## 5. Costs for Bicycle and Pedestrian Infrastructure Improvements

Bushell, Max A., Bryan W. Poole, Charles V. Zegeer, Daniel A. Rodriguez. UNC Highway Safety Research Center. 2013 (October). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Prepared for the Federal Highway Administration. Available:  
[http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs\\_Report\\_Nov2013.pdf](http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf)

This report provides estimated capital costs for various bicycle and pedestrian infrastructure improvements such as crosswalks, bike lanes, multi-use paths, etc. While these cost estimates should already be provided by each municipality, this report offers an easy way to verify or cross-check provided cost estimates.

## PROJECT DESCRIPTION

Please note that only yellow cells should be modified

## GRANT REQUEST

Name of Project

Project Location

Type of Project  Enter Walking (for Sidewalks or Multi-Use Path) or Cycling

Current Year

## TRAVEL CHARACTERISTICS

	No Build		Build		Year	Annual Person Miles		Increased Person Miles	Reduced Vehicle Miles
	No Build	Build	No Build	Build		No Build	Build		
Existing Demand (Daily Person Trips)	0	50			2010	0	45,625	45,625	136,875
Forecast Demand (Daily Person Trips)	0	100			2035	0	91,250	91,250	273,750
Length (miles)	<input type="text" value="2.5"/>							IPM:RVM ratio	<input type="text" value="1"/> <input type="text" value="3"/>

## PED/BIKE CRASH HISTORY

Crash Severity	Number of B/P Crashes	Existing Year Vehicular ADT	Forecast Year Vehicular ADT	Crash Countermeasures (Safety Improvements)		Project Includes?
				Existing Year	Forecast Year	
Fatal Crashes	2	ADT 34,420	ADT 5,000	pedestrian countdown signal heads	Signalized Intersection	n
Injury Crashes (Total)	19	Year 2008	Year 2035	pedestrian crossing	Signalized Intersection	n
Injury Type A (severe)	<i>Can be left blank if unknown</i>			advance stop bar before crosswalk (bicycle box)	Signalized Intersection	n
Injury Type B (moderate)				pedestrian overpass/ underpass	Signalized Intersection	n
Injury C (minor)				raised medians/ refuge islands	Signalized Intersection	n
Property Damage Only (PDO)				pedestrian crossing (new signs and markings only)	Signalized Intersection	n
<b>Total</b>	<b>21</b>			pedestrian crossing (enhanced safety features/ curb extensions)	Signalized Intersection	y
Crash Analysis Period (Minimum 5 years)	<input type="text" value="5"/>			pedestrian crossing (with enhanced safety features)	Unsignalized Intersection	n
				pedestrian signal	Unsignalized Intersection	n
				bike lanes	Unsignalized Intersection	n
				sidewalk/ pathway (to avoid walking along roadway)	Roadway	n
				pedestrian crossing (with enhanced safety features)	Roadway	n
				raised pedestrian crossing	Roadway	n

## PROJECT COSTS

Capital Investment

Annual Operations/ Maintenance Costs

Estimated Year Construction Begins

Estimated Opening Year

Discount Rate Used to calculate Net Present Value

# BENEFIT/COST SUMMARY

# GRANT REQUEST

		NET PRESENT VALUE		
Year	Actual Year	ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION	ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION	ESTIMATED COSTS FOR PROJECT
<b>CONSTRUCTION</b>				
1	2017	\$0	\$0	\$610,740
2	2018	\$0	\$0	\$587,250
3	0	\$0	\$0	\$0
4	0	\$0	\$0	\$0
5	0	\$0	\$0	\$0
<b>OPENING YEAR</b>				
1	2019	\$143,465	\$548,756	\$4,902
2	2020	\$142,005	\$502,021	\$4,829
3	2021	\$140,445	\$458,069	\$4,754
4	2022	\$138,795	\$416,756	\$4,678
5	2023	\$137,064	\$377,942	\$4,601
6	2024	\$135,261	\$341,498	\$4,522
7	2025	\$133,394	\$307,299	\$4,443
8	2026	\$131,470	\$275,224	\$4,364
9	2027	\$129,497	\$245,163	\$4,283
10	2028	\$127,482	\$217,006	\$4,203
11	2029	\$125,429	\$190,653	\$4,122
12	2030	\$123,347	\$166,006	\$4,042
13	2031	\$121,238	\$142,973	\$3,961
14	2032	\$119,110	\$121,466	\$3,881
15	2033	\$116,966	\$101,403	\$19
16	2034	\$114,810	\$82,702	\$3,722
17	2035	\$112,648	\$65,290	\$3,642
18	2036	\$110,482	\$49,096	\$3,564
19	2037	\$108,316	\$34,050	\$3,486
20	2038	\$106,153	\$20,089	\$3,409
<b>TOTAL</b>		\$2,517,374	\$4,663,465	\$1,277,419

<b>B/C RATIO</b>	<b>5.62</b>
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## PROJECT DESCRIPTION

Please note that only yellow cells should be modified

## GRANT REQUEST

Name of Project

Project Location

Type of Project  *Enter Walking (for Sidewalks or Multi-Use Path) or Cycling* Current Year

## TRAVEL CHARACTERISTICS

	No Build		Build		Year	Annual Person Miles		Increased Person Miles	Reduced Vehicle Miles
	No Build	Build	No Build	Build		No Build	Build		
Existing Demand (Daily Person Trips)	0	50			2010	0	45,625	45,625	136,875
Forecast Demand (Daily Person Trips)	0	100			2035	0	91,250	91,250	273,750
Length (miles)	<input type="text" value="2.5"/>							IPM:RVM ratio	<input type="text" value="1"/> <input type="text" value="3"/>

## PED/BIKE CRASH HISTORY

Crash Severity	Number of B/P Crashes	Existing Year Vehicular ADT	Forecast Year Vehicular ADT	Crash Countermeasures (Safety Improvements)		Project Includes?
				Existing Year	Forecast Year	
Fatal Crashes	2	ADT 34,420	ADT 5,000	pedestrian countdown signal heads	Signalized Intersection	n
Injury Crashes (Total)	19	Year 2008	Year 2035	pedestrian crossing	Signalized Intersection	n
Injury Type A (severe)	<i>Can be left blank if unknown</i>			advance stop bar before crosswalk (bicycle box)	Signalized Intersection	n
Injury Type B (moderate)				pedestrian overpass/ underpass	Signalized Intersection	n
Injury Type C (minor)				raised medians/ refuge islands	Signalized Intersection	n
Property Damage Only (PDO)				pedestrian crossing (new signs and markings only)	Signalized Intersection	n
<b>Total</b>	<b>21</b>			pedestrian crossing (enhanced safety features/ curb extensions)	Signalized Intersection	y
Crash Analysis Period (Minimum 5 years)	<input type="text" value="5"/>			pedestrian crossing (with enhanced safety features)	Unsignalized Intersection	n
				pedestrian signal	Unsignalized Intersection	n
				bike lanes	Unsignalized Intersection	n
				sidewalk/ pathway (to avoid walking along roadway)	Roadway	n
				pedestrian crossing (with enhanced safety features)	Roadway	n
				raised pedestrian crossing	Roadway	n

## PROJECT COSTS

Capital Investment  Estimated Year Construction Begins  Discount Rate

Annual Operations/ Maintenance Costs  Estimated Opening Year  Used to calculate Net Present Value

# BENEFIT/COST SUMMARY

# GRANT REQUEST

		NET PRESENT VALUE		
Year	Actual Year	ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION	ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION	ESTIMATED COSTS FOR PROJECT
<b>CONSTRUCTION</b>				
1	2017	\$0	\$0	\$440,942
2	2018	\$0	\$0	\$423,983
3	0	\$0	\$0	\$0
4	0	\$0	\$0	\$0
5	0	\$0	\$0	\$0
<b>OPENING YEAR</b>				
1	2019	\$232,206	\$548,756	\$4,902
2	2020	\$229,842	\$502,021	\$4,829
3	2021	\$227,318	\$458,069	\$4,754
4	2022	\$224,647	\$416,756	\$4,678
5	2023	\$221,846	\$377,942	\$4,601
6	2024	\$218,927	\$341,498	\$4,522
7	2025	\$215,905	\$307,299	\$4,443
8	2026	\$212,792	\$275,224	\$4,364
9	2027	\$209,599	\$245,163	\$4,283
10	2028	\$206,336	\$217,006	\$4,203
11	2029	\$203,015	\$190,653	\$4,122
12	2030	\$199,643	\$166,006	\$4,042
13	2031	\$196,231	\$142,973	\$3,961
14	2032	\$192,786	\$121,466	\$3,881
15	2033	\$189,316	\$101,403	\$19
16	2034	\$185,827	\$82,702	\$3,722
17	2035	\$182,327	\$65,290	\$3,642
18	2036	\$178,821	\$49,096	\$3,564
19	2037	\$175,315	\$34,050	\$3,486
20	2038	\$171,814	\$20,089	\$3,409
<b>TOTAL</b>		\$4,074,512	\$4,663,465	\$944,353

<b>B/C RATIO</b>	<b>9.25</b>
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**Attachment 6**  
**Public Involvement**

2008 National American Planning Association Award of Excellence for Grassroots Initiative  
 2007 California Chapter American Planning Association Award of Excellence for Grassroots Initiative  
 2007 Los Angeles Section American Planning Association Award of Excellence for Grassroots Initiative

# Central City Neighborhood Partners: Central City Community-Driven Transportation Plan



CCNP is a non-profit, non-competitive formal collaboration whose mission is to address the systemic issues that will enable families to create pathways to economic self-sufficiency and creates systemic change by developing solutions that combine services, advocacy and policy reform to effect positive change. CCNP is a leader in identifying innovative solutions for underrepresented populations. By developing partnerships and leveraging resources, the collaborative has created a one-stop delivery system that complements its advocacy and reform efforts with health and human services, education, and workforce development services under one roof.

Veronica Olmos McDonnell  
 Executive Director  
 volmos@laccnp.org

## Project Partners

### Project Management Partner & Community Mobilization

- New Economics for Women

### Field Work & Community Mobilization

- ARTScorpsLA
- Asociacion de Vecinos de Clinica Msr. Oscar A. Romero
- Clinica Monseñor Oscar A. Romero
- Collective SPACE
- Public Allies
- Search to Involve Pilipino Americans

### Technical Assistance & Guidance

- City of Los Angeles
  - Department of Transportation
  - First Council District
- MK Planning Consultant

*The Central City Transportation Plan was funded by the California Department of Transportation Environmental Justice: Context-Sensitive Planning Grant Program*

## Westlake/MacArthur Park Metro Station

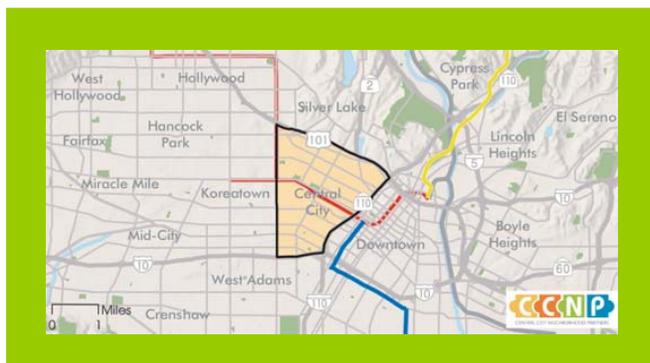


## Project Overview

In 2004 with funding from Caltrans, Central City Neighborhood Partners (CCNP) initiated the first community-driven transportation plan of its kind for the densely populated and underserved Westlake community of the City of Los Angeles. What makes this project unique is that it was totally driven by the community and their desire to improve the mobility, access and safety concerns of their neighborhoods. The social value of the project's impact is unprecedented in the work that went into creating this exemplary plan—from community visioning workshops, walk audits, surveys, and community meetings, CCNP pulled on the strength of its mission and developed non-competitive and strategic partnerships with the community and visionary organizations across disciplines to develop solutions that would effect positive systemic change in the transit system. The uniqueness and success of the project has earned CCNP the 2008 National Award of Excellence for Grassroots Initiatives from the American Planning Association.

## Project Area

The project area is just west of Downtown Los Angeles and includes the following neighborhoods: Westlake, Pico-Union, MacArthur Park, Temple-Beaudry and Historic Filipinotown. The project area is bounded by the 110 freeway to the east, the 10 freeway to the south, Vermont to the West, and the 101 freeway to the north.



CCNP | 501 S. Bixel Street, Los Angeles, CA 90017 | Tel: 213.482.8618 | Fax: 213.241.0909

## Plan Recommendation:

### Improve the level and quality of the transportation infrastructure.

Westlake/MacArthur Park Metro Station is one of the most heavily used subway stations in the city, with daily boardings in excess of 16,000, and serving 17 MTA and 1 local bus line. Still, the sidewalks and streets that support this local subway station do not provide pedestrian, bicycle and transit friendly-access. Cracked sidewalks, dangerous pedestrian crossings, city streets with long distances between signalized crosswalks, four-way streets with no bike lanes and bus stops that lack shelter, shade and lighting, contribute to the community's mobility, access and safety concerns, which has resulted in residents identifying 57 bus stops and 33 infrastructure improvements projects.

### Increase transit ridership and quality of life.

Develop a master plan and implementation strategy for a transit village around the ½ mile radius of the Westlake/MacArthur Park Metro Station to revitalize this once premier area into an economic vibrant community where families spend time and money.

### Improve the built environment.

Implement transportation enhancement projects that provide a safe, attractive and comfortable environment that celebrates the community's unique historic, built and natural resources.

### Improve the transportation system.

Develop campaign and policy solutions that support transportation infrastructure and enhancement projects, traffic safety, and improve the quality of bus service through cultural sensitivity training.

*"CCNP's successful approach is a stellar example of grassroots advocacy and community building . . . This shows us that working together, we can all provide better outcomes that help make our daily lives and communities better in tangible ways."*

Kurt Christiansen, AICP, a member of the California Chapter American Planning Association (December 2007)

## Project Facts

In order to develop this grassroots plan, CCNP took an untraditional, but remarkably simple approach to increasing community access to transportation in the Westlake community and the surrounding neighborhoods. Using a community-based planning process to fully engage residents, the project team assembled and nurtured a team of more than 35 residents who assessed the 400 bus stops in the neighborhood; conducted 997 bus ridership surveys; polled 512 residents; and participated in 12 community meetings. In total, residents identified 33 specific transportation infrastructure improvement projects including development of a new transit village that will break ground in April 2008.

In addition, CCNP wrote three funding applications with the City of Los Angeles for \$4.5 million for transit infrastructure and pedestrian safety improvements, five projects for Safe Routes to School funding, and two proposals to the California Department of Transportation.

## Next Steps

Building upon this award-winning plan, CCNP will develop a master plan and implementation strategy for a context-sensitive transit village. Working with residents, state and city transportation and planning authorities, CCNP will promote transit usage to revitalize both physically and economically Westlake's inner city neighborhoods, and to provide access to jobs, affordable housing, and health and human services around the ½ radius of the Westlake/MacArthur Park Metro Station.

## Planning and Design With people and places in mind

CCNP uses "community living rooms" as an innovative strategy to address the community's concern that many of the bus stops are dehumanizing because they are not maintained, are dirty and barely functional. Further, residents that request maintenance of these bus stops find the system complicated and bureaucratic. For example, to repair one bus stop requires a resident to call up to five separate agencies. Community living rooms offer a short-term alternative and illustrates how bus stops can be improved, while capitalizing on the community's assets in building community living rooms to promote mobility, safety, and access, while at the same time celebrating the public realm as social space, which is so common to Latino culture.



Before



After

Defining the problems & opportunities

Building the vision & making it happen



**Attachment 7**  
**Email communication requesting CCC/CALCC participation**

**Anneke Van der Mast**

---

**From:** Alex Dupey  
**Sent:** Wednesday, May 07, 2014 10:19 AM  
**To:** Anneke Van der Mast  
**Subject:** FW: ATP Project Proposals

**Alex Dupey**  
Senior Planner/Project Manager  
DEA Community and Environmental Planning  
David Evans and Associates, Inc.  
2100 SW River Parkway  
Portland, OR 97201  
Phone (503)499-0303  
Fax (503) 223-2701

**From:** Kevin Minne [mailto:kevin.minne@lacity.org]  
**Sent:** Friday, May 02, 2014 1:35 PM  
**To:** Elizabeth Mros; Alex Dupey; Patti Post; Mateer, Steven; Poka, Ervin  
**Cc:** Kim Rhodes; Lisa Key; Ferdy Chan  
**Subject:** Fwd: ATP Project Proposals

All,

Please see the response below from the California Conservation Corps for the projects listed. The chain below has both the CalCC and CCC responses.

----- Forwarded message -----

From: **Kevin Minne** <[kevin.minne@lacity.org](mailto:kevin.minne@lacity.org)>  
Date: Fri, May 2, 2014 at 1:32 PM  
Subject: Re: ATP Project Proposals  
To: "Clark, Virginia@CCC" <[Virginia.Clark@ccc.ca.gov](mailto:Virginia.Clark@ccc.ca.gov)>  
Cc: Calcc Calcc <[callocalcorps@gmail.com](mailto:callocalcorps@gmail.com)>, Ferdy Chan <[ferdy.chan@lacity.org](mailto:ferdy.chan@lacity.org)>, "Lino, Edgar@CCC" <[Edgar.Lino@ccc.ca.gov](mailto:Edgar.Lino@ccc.ca.gov)>, "Rochte, Christie@CCC" <[Christie.Rochte@ccc.ca.gov](mailto:Christie.Rochte@ccc.ca.gov)>, "Rankin, Michelle@CCC" <[Michelle.Rankin@ccc.ca.gov](mailto:Michelle.Rankin@ccc.ca.gov)>, "Simpson, Trish@CCC" <[Trish.Simpson@ccc.ca.gov](mailto:Trish.Simpson@ccc.ca.gov)>

Thank you Virginia for responding. We'll work with LACC if we are successful in securing any ATP funding for these projects.

Kevin Minne  
City of Los Angeles  
Bureau of Street Services - Engineering Division  
[213-847-4276](tel:213-847-4276)

On Fri, May 2, 2014 at 11:11 AM, Clark, Virginia@CCC <[Virginia.Clark@ccc.ca.gov](mailto:Virginia.Clark@ccc.ca.gov)> wrote:

Kevin,

## Attachment 7: CALCC and CCC Emails

The CCC will pass on this ATP project as it 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](tel:9163413147)

fx[\(877\) 834-4177](tel:8778344177)

[virginia.clark@ccc.ca.gov](mailto:virginia.clark@ccc.ca.gov)



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps

Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Kevin Minne [mailto:[kevin.minne@lacity.org](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,

## Attachment 7: CALCC and CCC Emails

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 in Los Angeles that would be appropriate to coordinate with.

Kevin Minne  
City of Los Angeles  
Bureau of Street Services - Engineering Division  
[213-847-4276](tel:213-847-4276)

On Thu, May 1, 2014 at 10:04 AM, Calcc Calcc <[callocalcorps@gmail.com](mailto:callocalcorps@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](tel:916-669-4797) – direct

[\(916\) 558-1516](tel:916-558-1516) – main

*Friday:*

[\(925\) 699-0766](tel:925-699-0766) – cell

[Paige@csgcalifornia.com](mailto:Paige@csgcalifornia.com)

On Wed, Apr 30, 2014 at 2:21 PM, Kevin Minne <[kevin.minne@lacity.org](mailto: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](tel:213-847-4276)

**Attachment 8**  
**Letters of Support and Public Involvement Materials**

## Attachment 8: Project Endorsements

CAPITOL OFFICE  
1119 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
PHONE: (202) 225-6235  
FAX: (202) 225-2202

DISTRICT OFFICE  
1910 SUNSET BOULEVARD, #810  
LOS ANGELES, CA 90026  
PHONE: (213) 483-1425  
FAX: (213) 483-1429

BECERRA.HOUSE.GOV



### Congress of the United States House of Representatives

XAVIER BECERRA  
31ST DISTRICT, CALIFORNIA

HOUSE DEMOCRATIC CAUCUS  
VICE CHAIR

COMMITTEE ON WAYS AND MEANS  
SUBCOMMITTEE ON HEALTH  
SUBCOMMITTEE ON OVERSIGHT  
SUBCOMMITTEE ON SOCIAL SECURITY

COMMITTEE ON THE BUDGET

April 13, 2009

Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Ms Inge:

I am writing to express my support for the City of Los Angeles' 1<sup>st</sup> Council District applications to the Los Angeles Metropolitan Transportation Authority (Metro) for the 2009 Call for Projects funding process. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or bicycling thus reducing traffic congestion, improving mobility and air quality. I respectfully urge you to consider these worthy applications:

**Pasadena Avenue Pedestrian Connection to Heritage Square Gold Line** – The project proposes to improve the pedestrian connection to the Heritage Square Gold Line Station along Pasadena Avenue. The project will provide streetscape amenities that encourage the use of public transit by providing a more comfortable and safe environment for pedestrians traveling between their homes, schools, community amenities and local bus lines.

**Avenue 26 to Gold Line Cypress Station Pedestrian Connection** - The project proposes to improve pedestrian access to the Lincoln/Cypress Gold Line Station along Avenue 26 from San Fernando Road to Pasadena Avenue. The improvements will include streetscape amenities that will provide a more comfortable and safe walking environment for pedestrians and residents in the community. These improvements will facilitate access to the Gold Line station and local bus lines which will encourage increased public transit ridership and reduce vehicle use.

**Beverly and Temple Transportation Enhancements** - The scope of the project includes improvements to the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will be made safer and more comfortable as part of this project.

**Central City Bus Stop Bus Stop Improvements** - This project will include the design and installation of bus stop improvements along major transit corridors in community neighborhoods just west of downtown Los Angeles, including: Temple/Beaudry, Westlake/MacArthur Park, and Pico Union. The improvements will enhance the local environment for passengers boarding and alighting transit buses serving 24 Metro bus lines, 1 LADOT DASH route and passengers using the Foothill Transit 480/481 line along Wilshire Boulevard. Bus stop improvements will include the following elements: bus stop lighting and/or pedestrian scale lighting, benches, trash receptacles, route and/or time table displays, shade structures and street trees. The goal and objective of this project is to improve the safety and comfort of bus stops, thus increasing use of transit.

**Westlake MacArthur Park Pedestrian Improvement Project** - The project proposes to improve the physical barriers to pedestrian safety and to enhance the major corridors within a ½ mile radius of the Westlake/MacArthur Park Metro station. Specific elements proposed include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Specific bus stops will also be improved by designing bus stops to be safer and more comfortable. Bus stop improvements include: bus stop lighting, route and/or time table displays, trash receptacles, new benches, shade structures, including trees where necessary.

**Taylor Yard Bikeway Bridge Connection** – The project creates an important bike connection from Taylor Yard to Elysian Valley over the Los Angeles River. This provides a continuous bike path connecting the communities of Northeast Los Angeles to Downtown.

Thank you for your attention to these matters and their expeditious review. Please do not hesitate to contact my office at (213) 483-1425 if you have any questions.

Sincerely,

XAVIER BECERRA  
Member of Congress



## Clínica Monseñor Oscar A. Romero

Providing Health Care and Education for the Indigent Resident of Los Angeles  
Nonprofit Corporation Founded in 1983

March 25, 2009

To: Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: Support for Funding of 2009 Call for Projects Applications**

Dear Ms Inge:

As stakeholders who live in the First District of the City of Los Angeles, this letter expresses the community's full support for the projects that the City of Los Angeles is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and improving air quality.

Our collaboration has worked with community members to identify the impediments to a safe pedestrian environment and work on real solution that will result in recommendations that would improve the quality of life for many of our transit dependent families.

**Beverly and Temple Transportation Enhancements** - The scope of the project includes the improvement of the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will also be improved as part of this application by designing bus stops to be safer and more comfortable.

**Central City Bus Stop Bus Stop Improvements** - This project will include the design and installation of bus stop improvements along major transit corridors in community neighborhoods just west of downtown Los Angeles, including: Temple/Beaudry, Westlake/MacArthur Park, and Pico Union. The improvements will enhance the local environment for passengers boarding and alighting transit buses serving 24 MTA bus lines, 1 LADOT DASH route and passengers using the Foothill Transit 480/481 line along Wilshire Blvd. Bus stop improvements will include the following elements: bus stop lighting and/or pedestrian scale lighting, benches, trash receptacles, route and/or time table displays, shade structures and street trees. The goal and objective of this project is to improve the safety and comfort of bus stops, thus increasing use of transit.

**Westlake Macarthur Park Pedestrian Improvement Project** - The project proposes to improve the physical barriers to pedestrian safety and to enhance the major corridors within a ½ mile radius of the Westlake/MacArthur Park Metro station (corridors include 3rd Street to Olympic and Alvarado and Union Ave). Specific elements proposed include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals, sidewalk

## Attachment 8: Project Endorsements

enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Specific bus stops will also be improved by designing bus stops to be safer and more comfortable. Bus stop improvements include: bus stop lighting, route and/or time table displays, trash receptacles, new benches, shade structures, including trees where necessary.

I respectfully urge your serious consideration for funding of these projects in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,



Grace Floutsis, M.D.  
Interim Executive Director/Medical Director  
Clinica Msr. Oscar A. Romero  
213-201-2779

**Attachment 8: Project Endorsements**



*Los Angeles Unified School District*  
**Lake Street Primary School**  
135 North Lake Street, Los Angeles, CA 90026  
Tel: (213) 413-3305 Fax: (213) 413-3827

**Ramon Cortines**  
*Superintendent of Schools*

**Richard A. Alonzo**  
*Local District Superintendent*

**Julie C. Gonzalez**  
*Principal*

April 14, 2009

Mr. William A. Robertson, Director  
PW/Bureau of Street Services  
1149 South Broadway, Suite 400  
STOP: 550  
Los Angeles, CA 90015

**RE: Beverly Blvd. Pedestrian Improvements**

Dear Mr. Robertson:

I am writing in strong support of funding for the Beverly Blvd. Transportation Enhancement, submitted under the Metro 2009 Call for Projects.

As a principal of a Lake Street Primary, I know how important pedestrian safety is to not only the students that come to our school, but to the parents that walk to our school or count on public transportation. We are located just down the street from where the improvements would take place. The entire community, and of course, our school children and their parents would greatly benefit from all the improvements on Beverly Blvd. We focus a lot on safety in our schools and we would like to extend that to the safety of our streets around us.

These improvements to the Beverly Blvd. will definitely be vital to the overall health of this community. I also see it benefiting our environment if more people use our transit system.

Thank you very much for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Julie Gonzalez".

Julie Gonzalez  
Principal, Lake Street Primary School

## Attachment 8: Project Endorsements



Providing quality housing and human services for low-income and underserved older adults since 1981.

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Cultural Enrichment | Physical Fitness | Social Action | Research

For more information about our work, visit us at [www.fasgi.org](http://www.fasgi.org)

Quality of Life for All

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Hollywood

**Pastor Jose Danganan, Sr.**  
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Historic Filipinotown

**Susan E. Dilkes**  
FASGI Executive Director

April 14, 2009

Mr. William A. Robertson, Director  
PW/Bureau of Street Services  
1149 South Broadway, Suite 400  
STOP: 550  
Los Angeles, CA 90015

### RE: Beverly Blvd. Pedestrian Improvements

Dear Mr. Robertson:

I am writing in strong support of funding for the Beverly Boulevard Transportation Enhancement, submitted under the Metro 2009 Call for Projects.

The Filipino American Service Group, Inc. (FASGI) is a community based social service agency located in the heart of Filipinotown. We have served many seniors and patrons in Historic Filipinotown for the past twenty seven years. Many clients that come to our facility are formerly homeless and elderly veterans that count on public transportation and count on safe pedestrian access.

FASGI is located no more than 500 feet to where these improvements would be made. A project that aims to improve pedestrian activity will save our senior citizens time to get to our facility from the bus stop. The current street and sidewalk layout seems hazardous. I'd like to see that change. These improvements to the Beverly Boulevard corridor are vital to the safety of the whole community. The improvement that is being proposed will have a significant impact to those that we serve and to the quality of life of the people who live in this neighborhood.

Thank you very much for your consideration. If you have any questions, please do not hesitate to contact me at this telephone number (213) 487-9804 ext. 201 or email me at [susand@fasgi.org](mailto:susand@fasgi.org).

Respectfully Yours,

Susan E. Dilkes  
Executive Director

135 N. Park View Street, Los Angeles, CA 90026 Tel: (213) 487-9804 Fax: (213) 487-9806 E-mail: [fasgi@fasgi.org](mailto:fasgi@fasgi.org) Website: [www.fasgi.org](http://www.fasgi.org) ; [www.filvotote.net](http://www.filvotote.net)

## Attachment 8: Project Endorsements

### SENATE CALIFORNIA LEGISLATURE

SACRAMENTO  
State Capitol  
Room 5100  
Sacramento, CA 95814  
(916) 445-3456



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

### GILBERT A. CEDILLO SENATOR, TWENTY SECOND DISTRICT

April 7, 2009

Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

*RE: Support for Funding of 2009 Call for Projects Applications*

Dear Ms Inge:

As the State Senator who represents the 22nd District, I wish to express my full support for the projects that the City of Los Angeles is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors in my district to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and improving air quality.

I support the following projects:

**North Spring Street Widening Project** – The project will widen Spring St. from its current width of 44' to 80' and is the fourth phase of the Alameda St. – Spring St. Arterial Redesign. Phases I – III and V have been funded. Once completed, Phase IV will be part of an overall multi-modal improvement project intended to provide enhanced vehicular, transit, bicycle and pedestrian linkages to the MTA Gold Line Chinatown station, the 32-acre Los Angeles State Historic Park, and neighboring communities including downtown Los Angeles. This application covers improvements along Spring St. between Roundout St. to Baker St.

**Pasadena Avenue Pedestrian Connection to Heritage Square Gold Line** – The project proposes to improve the pedestrian connection to the Heritage Square Gold Line Station along Pasadena Avenue. The project will provide streetscape amenities that will encourage the use of public transit by providing a more comfortable and safe environment for pedestrians from their homes, schools, community amenities and other local bus lines.

**Avenue 26 to Gold Line Cypress Station Pedestrian Connection** - The project proposes to improve pedestrian accessibility to the Lincoln/Cypress Gold Line Station along Avenue 26 from San Fernando Road to Pasadena Avenue (Five Points). The improvements will include streetscape amenities that will provide a more comfortable and safe walking environment for pedestrians and residents in the community. These improvements will make better connections to the Gold Line station and local bus lines which will encourage increased public transit ridership and reduce vehicle use.

**Beverly and Temple Transportation Enhancements** - The scope of the project includes the improvement of the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The

## Attachment 8: Project Endorsements

proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will also be improved as part of this application by designing bus stops to be safer and more comfortable.

**Central City Bus Stop Bus Stop Improvements** - This project will include the design and installation of bus stop improvements along major transit corridors in community neighborhoods just west of downtown Los Angeles, including: Temple/Beaudry, Westlake/MacArthur Park, and Pico Union. The improvements will enhance the local environment for passengers boarding and alighting transit buses serving 24 MTA bus lines, 1 LADOT DASH route and passengers using the Foothill Transit 480/481 line along Wilshire Blvd. Bus stop improvements will include the following elements: bus stop lighting and/or pedestrian scale lighting, benches, trash receptacles, route and/or time table displays, shade structures and street trees. The goal and objective of this project is to improve the safety and comfort of bus stops, thus increasing use of transit.

**Westlake MacArthur Park Pedestrian Improvement Project** - The project proposes to improve the physical barriers to pedestrian safety and to enhance the major corridors within a ½ mile radius of the Westlake/MacArthur Park Metro station (corridors include 3rd Street to Olympic and Alvarado and Union Ave). Specific elements proposed include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Specific bus stops will also be improved by designing bus stops to be safer and more comfortable. Bus stop improvements include: bus stop lighting, route and/or time table displays, trash receptacles, new benches, shade structures, including trees where necessary.

**Taylor Yard Bikeway Bridge Connection** – The project is an important bike connection from Taylor Yard to Elysian Valley over the Los Angeles River. This provides a continuous bike path that serves as a critical connection that creates a continuous bike path connecting the communities in Northeast Los Angeles to Downtown.

I respectfully urge your serious consideration for funding of these projects in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects. Please feel free to contact Arturo Chavez of my staff at 213 612 9566 should you have any questions.

Sincerely,



Gilbert Cedillo  
CA State Senator  
22<sup>nd</sup> District



**BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES**

855 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-4111

**GLORIA MOLINA**  
SUPERVISOR, FIRST DISTRICT

April 6, 2009

Ms. Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Ms Inge:

I am pleased to express my full support for the projects (listed below) that the City of Los Angeles is submitting for funding, in response to the Los Angeles County Metropolitan Transportation Authority 2009 Call for Projects. These projects will allow residents, commuters, and visitors to more easily move about our community by walking, using transit, or via bicycle, thus reducing traffic congestion, improving mobility, and improving air quality.

The projects include: North Spring Street Widening Project; Pasadena Avenue Pedestrian Connection to Heritage Square Gold Line; Avenue 26 to Gold Line Cypress Station Pedestrian Connection; Beverly and Temple Transportation Enhancements; Central City Bus Stop Improvements; Westlake MacArthur Park Pedestrian Improvement Project; Taylor Yard Bikeway Bridge Connection

I respectfully request your careful consideration. Thank you.

Sincerely,

GLORIA MOLINA  
Supervisor, First District

GM/ne/sm



March 25, 2009

Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: Support for Funding of 2009 Call for Projects Applications**

Dear Ms Inge:

As stakeholders who live in the First District of the City of Los Angeles, this letter expresses the community's full support for the projects that the City of Los Angeles is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and improving air quality.

Our collaboration has worked with community members to identify the impediments to a safe pedestrian environment and work on real solution that will result in recommendations that would improve the quality of life for many of our transit dependent families.

**Beverly and Temple Transportation Enhancements** - The scope of the project includes the improvement of the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will also be improved as part of this application by designing bus stops to be safer and more comfortable.

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**Westlake Macarthur Park Pedestrian Improvement Project** - The project proposes to improve the physical barriers to pedestrian safety and to enhance the major corridors within a ½ mile radius of the Westlake/MacArthur Park Metro station (corridors include

5 0 1 S O U T H  
B I X E L S T R E E T  
L O S A N G E L E S,  
C A 9 0 0 1 7  
T:213.482.8618  
F:213.241.0909  
www.laccnp.org

## Attachment 8: Project Endorsements

3rd Street to Olympic and Alvarado and Union Ave). Specific elements proposed include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Specific bus stops will also be improved by designing bus stops to be safer and more comfortable. Bus stop improvements include: bus stop lighting, route and/or time table displays, trash receptacles, new benches, shade structures, including trees where necessary.

I respectfully urge your serious consideration for funding of these projects in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,



Veronica Olmos McDonnell  
Executive Director



March 25, 2009

Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: Support for Funding of 2009 Call for Projects Applications**

Dear Ms Inge:

As stakeholders who live in the First District of the City of Los Angeles, this letter expresses the community's full support for the projects that the City of Los Angeles is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and improving air quality.

Our collaboration has worked with community members to identify the impediments to a safe pedestrian environment and work on real solution that will result in recommendations that would improve the quality of life for many of our transit dependent families.

**Beverly and Temple Transportation Enhancements** - The scope of the project includes the improvement of the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will also be improved as part of this application by designing bus stops to be safer and more comfortable.

**Central City Bus Stop Bus Stop Improvements** - This project will include the design and installation of bus stop improvements along major transit corridors in community neighborhoods just west of downtown Los Angeles, including: Temple/Beaudry, Westlake/MacArthur Park, and Pico Union. The improvements will enhance the local environment for passengers boarding and alighting transit buses serving 24 MTA bus lines, 1 LADOT DASH route and passengers using the Foothill Transit 480/481 line along Wilshire Blvd. Bus stop improvements will include the following elements: bus stop lighting and/or pedestrian scale lighting, benches, trash receptacles, route and/or time

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90017  
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table displays, shade structures and street trees. The goal and objective of this project is to improve the safety and comfort of bus stops, thus increasing use of transit.

**Westlake MacArthur Park Pedestrian Improvement Project** - The project proposes to improve the physical barriers to pedestrian safety and to enhance the major corridors within a ½ mile radius of the Westlake/MacArthur Park Metro station (corridors include 3rd Street to Olympic and Alvarado and Union Ave). Specific elements proposed include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Specific bus stops will also be improved by designing bus stops to be safer and more comfortable. Bus stop improvements include: bus stop lighting, route and/or time table displays, trash receptacles, new benches, shade structures, including trees where necessary.

I respectfully urge your serious consideration for funding of these projects in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,

  
Maggie Cervantes  
Executive Director



## Clínica Monseñor Oscar A. Romero

Providing Health Care and Education for the Indigent Resident of Los Angeles  
Nonprofit Corporation Founded in 1983

March 25, 2009

To: Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: Support for Funding of 2009 Call for Projects Applications**

Dear Ms Inge:

As stakeholders who live in the First District of the City of Los Angeles, this letter expresses the community's full support for the projects that the City of Los Angeles is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and improving air quality.

Our collaboration has worked with community members to identify the impediments to a safe pedestrian environment and work on real solution that will result in recommendations that would improve the quality of life for many of our transit dependent families.

**Beverly and Temple Transportation Enhancements** - The scope of the project includes the improvement of the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will also be improved as part of this application by designing bus stops to be safer and more comfortable.

**Central City Bus Stop Bus Stop Improvements** - This project will include the design and installation of bus stop improvements along major transit corridors in community neighborhoods just west of downtown Los Angeles, including: Temple/Beaudry, Westlake/MacArthur Park, and Pico Union. The improvements will enhance the local environment for passengers boarding and alighting transit buses serving 24 MTA bus lines, 1 LADOT DASH route and passengers using the Foothill Transit 480/481 line along Wilshire Blvd. Bus stop improvements will include the following elements: bus stop lighting and/or pedestrian scale lighting, benches, trash receptacles, route and/or time table displays, shade structures and street trees. The goal and objective of this project is to improve the safety and comfort of bus stops, thus increasing use of transit.

**Westlake Macarthur Park Pedestrian Improvement Project** - The project proposes to improve the physical barriers to pedestrian safety and to enhance the major corridors within a ½ mile radius of the Westlake/MacArthur Park Metro station (corridors include 3rd Street to Olympic and Alvarado and Union Ave). Specific elements proposed include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals, sidewalk

## Attachment 8: Project Endorsements

enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Specific bus stops will also be improved by designing bus stops to be safer and more comfortable. Bus stop improvements include: bus stop lighting, route and/or time table displays, trash receptacles, new benches, shade structures, including trees where necessary.

I respectfully urge your serious consideration for funding of these projects in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,



Grace Floutsis, M.D.  
Interim Executive Director/Medical Director  
Clinica Msr. Oscar A. Romero  
213-201-2779

200 N. SPRING STREET  
CITY HALL, ROOM 410,  
LOS ANGELES, CA 90012  
(213) 485-3451 PHONE  
(213) 485-8907 FAX

DISTRICT OFFICE  
163 S. AVE. 24  
ROOM 202  
LOS ANGELES, CA 90031  
(213) 485-0763 PHONE  
(213) 485-8908 FAX



April 2, 2009

ED P. REYES  
Councilmember, First District

Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: 2009 METRO Call for Projects – Temple and Beverly Transportation Enhancements**

Dear Ms Inge:

As the Councilman representing the First District of the City of Los Angeles, this letter expresses the my full support for the Temple and Beverly Transportation Enhancement application that is being submitted in response to the 2009 METRO Call for Projects. This project will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and improving air quality.

The City has worked with community members to identify the impediments to a safe pedestrian environment and come up with recommendations that would improve the quality of life for many of our transit dependent families.

The scope of the project includes the improvement of the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will also be improved as part of this application by designing bus stops to be safer and more comfortable.

I respectfully urge your serious consideration for funding of this project in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects. Please feel free to contact Susan Wong of my staff, should you have any questions at (213) 473-7001.

Sincerely,

ED P. REYES  
Councilmember, First District



*The First District: "Home of the Original Suburbs"*





Good afternoon

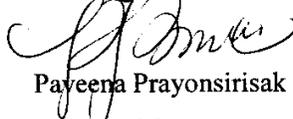
I am the onsite property manager at Belmont Station located at 1304 W. 2nd St Los Angeles Ca 90026. We are a 275 unit apartment community that opened in the summer of 2008. Since we have opened, we have had numerous residents complain to use about the dangers of crossing 2nd Street in front of our community. We have a crosswalk as depicted on the attached site plan for our property, but cars are not used to stopping at this crosswalk and they travel at a dangerously fast speed down 2nd Street. Our residents would like to be able to safely cross the street to go to the newly-opened Vista Hermosa Park across the street, but they feel it is very unsafe. I am actually surprised with the number of students from Edward Royball High School using this crosswalk, that one hasn't been installed yet.

Our office is right in front of it and many times have we had cars screeching to a halt and the staff and I holding our breath in suspense to see if anyone was hit.

We are absolutely in favor of the City installing a pedestrian traffic signal and traffic enhancement measures to slow down traffic at this location and make traffic aware of the pedestrians as they cross the street.

Please let me know if I can shed any more light to this situation or be of any assistance.

Best Regards

 4/6/09

Payeena Prayonsirisak

Property Manager

213-250-9771

1304 West 2nd Street, Los Angeles CA 90026 telephone 213 250 9771 facsimile 213 250 7606



**ERIC GARCETTI**

COUNCILMEMBER

PRESIDENT, LOS ANGELES CITY COUNCIL

April 14, 2009

Mr. William A. Robertson, Director  
PW/Bureau of Street Services  
1149 South Broadway, Suite 400  
STOP: 550  
Los Angeles, CA 90015

**Re: Beverly Boulevard Transportation Enhancements**

Dear Mr. Robertson:

I am writing in strong support of funding for the Beverly Blvd. Transportation Enhancement, submitted under the Metro 2009 Call for Projects.

I'm a strong advocate for pedestrian safety and public transportation use. The Beverly Blvd. and Alvarado Street corridor is one of the busiest in my district, particularly because of clinics, elementary schools, and non-profit organizations that serve seniors, and a local park in the area. This important project will not only improve the aesthetics of the area, but also improve public safety. The current area, widely used by pedestrians and public transit users, are hazardous.

Creating a safe and accessible sidewalk and street will promote greater use of public transportation. The improvements on Beverly Blvd will certainly benefit all the community members that walk and use public transportation.

Thank you very much for your consideration.

Sincerely,

ERIC GARCETTI  
Los Angeles City Council President  
Councilmember, Thirteen District

CITY HALL 200 N. Spring St. Room 470 Los Angeles CA 90012 213.473.7013 213.613.0819 fax  
DISTRICT 5500 Hollywood Boulevard Los Angeles CA 90028 323.957-4500 323.957-6841 fax  
GLASSELL PARK 3750 Verdugo Road Los Angeles CA 90065 323.478.9002 323.478.1296 fax  
[www.cd13.com](http://www.cd13.com)





March 25, 2009

Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: Support for Funding of 2009 Call for Projects Applications**

Dear Ms Inge:

As stakeholders who live in the First District of the City of Los Angeles, this letter expresses the community's full support for the projects that the City of Los Angeles is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and improving air quality.

Our collaboration has worked with community members to identify the impediments to a safe pedestrian environment and work on real solution that will result in recommendations that would improve the quality of life for many of our transit dependent families.

**Beverly and Temple Transportation Enhancements** - The scope of the project includes the improvement of the physical environment at key intersections along Temple Street and Beverly Boulevard to remove or minimize various impediments to pedestrian safety and to enhance the environment for pedestrians. The proposed improvements include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals and smart crosswalks where feasible, landscaped bulbouts, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Bus stops will also be improved as part of this application by designing bus stops to be safer and more comfortable.

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## Attachment 8: Project Endorsements

table displays, shade structures and street trees. The goal and objective of this project is to improve the safety and comfort of bus stops, thus increasing use of transit.

**Westlake MacArthur Park Pedestrian Improvement Project** - The project proposes to improve the physical barriers to pedestrian safety and to enhance the major corridors within a ½ mile radius of the Westlake/MacArthur Park Metro station (corridors include 3rd Street to Olympic and Alvarado and Union Ave). Specific elements proposed include: pedestrian lighting, recalibrated pedestrian crossing signals, installation of new pedestrian crossing signals, sidewalk enhancements, street furniture, trash receptacles, street trees, and bus stop improvements. Specific bus stops will also be improved by designing bus stops to be safer and more comfortable. Bus stop improvements include: bus stop lighting, route and/or time table displays, trash receptacles, new benches, shade structures, including trees where necessary.

I respectfully urge your serious consideration for funding of these projects in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,



Maggie Cervantes  
Executive Director



April 22, 2009

Carol Inge  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

RE: Support for Funding of 2009 Call for Projects Applications

Dear Ms. Inge:

As a leading environmental, community based organization in the Los Angeles area, we would like to express our full support for the projects (listed below) that the City of Los Angeles is submitting for funding, in response to the Los Angeles County Metropolitan Transportation Authority 2009 Call for Projects. These projects will enable residents, commuters, and visitors to move about our community more easily using transit, walking, or bicycling, thus reducing traffic congestion, improving mobility, and improving air quality.

We extend our support for the following projects:

- Pasadena Avenue Pedestrian Connection to Heritage Square Gold Line
- Avenue 26 to Gold Line Cypress Station Pedestrian Connection
- Beverly and Temple Transportation Enhancements
- Central City Bus Stop Improvements
- Westlake Macarthur Park Pedestrian Improvement Project
- Taylor Yard Bikeway Bridge Connection

We respectfully request your serious consideration. Thank you.

Sincerely,

Hannan Awad,  
Interim Executive Director  
North East Trees

---

570 W. Ave. 26, Suite 200, Los Angeles, CA 90065 Phone: (323)441-8634 Fax: (323)441-8618

*North East Trees is a 501c-3 non-profit: "Restoring Nature's Services in Resource Challenged Communities"*

**Attachment 9**  
**Pedestrian Forecasting**

F3657

**Commute Mode Share**

Source: US Census, American Community Survey 5 Year 2008 - 2012, table B08301 (ModeShare\_byProject.xls)

Row Labels	Sum of PublicTran (3 mi)	Sum of Bicycle (3 mi)	Sum of Walk (3 mi)
F3657	23.80%	1.40%	6.00%

**Estimated Total Mode Share**

From methodology cited in "Simple Techniques for Forecasting Bicycle and Pedestrian Demand" - Greg Griffin, AICP

Total pedestrian mode share = 2.2% (pedestrian commute mode share)  
Total bicycle mode share = 0.3% + 1.5% (bicycle commute share)

	Est. total bike mode share (%)	Est. total ped. mode share (%)
F3657	2.40	13.20

**Existing (2012) ADT from SCAG model output**

Assume 4 hour PM peak is 33% (one-third) of ADT

PM Peak Vol (3-7pm) - weighted average by link distance

Link Volume	Link Distance	AWT	
13770	0.14	47537	Beverly Blvd
17976	0.23	55901	Beverly Blvd
15618	0.23	30912	Beverly Blvd
16494	0.16	38290	Beverly Blvd
14639	0.08	31179	Beverly Blvd
11321	0.08	24924	Beverly Blvd
11734	0.42	24983	Beverly Blvd
18,676	0.28	61,797	Alvarado
18427	0.29	59583	Alvarado
20502	0.19	67244	Vermont

Weighted Average	16,047	45,500
<b>Estimated 2012 ADT</b>	<b>48,000</b>	
Person Trips	52,800	Assume 1.1 persons per vehicle

**Existing (2035) ADT from SCAG model output**

Assume 4 hour PM peak is 33% (one-third) of ADT

PM Peak Vol (3-7pm) - weighted average by link distance

Link Volume	Link Distance	AAWT	
14958	0.14	49355	Beverly Blvd
17995	0.23	58845	Beverly Blvd
15453	0.23	32931	Beverly Blvd
16694	0.16	41277	Beverly Blvd
15160	0.08	24603	Beverly Blvd
11906	0.08	28099	Beverly Blvd
12438	0.42	28523	Beverly Blvd
20,284	0.28	62,738	Alvarado
18388	0.29	61328	Alvarado
20192	0.19	69842	Vermont

Weighted Average	16,451	47,500
<b>Estimated 2035 ADT</b>	<b>49,500</b>	
Person Trips	54,450	Assume 1.1 persons per vehicle

**SUMMARY TABLE**

Existing Year Vehicular ADT	
ADT	48,000
Year	2012

Forecast Year Vehicular ADT	
ADT	49,500
Year	2035

Existing Demand (Daily Person Trips)		YEAR	
No Build	5,960	2012	Average (Existing person trips * Estimated total ped mode share + 24 Hour Ped Count)
Build	6,260	2012	Increase of 2-7% due to safety improvements
Forecast Demand (Daily Person Trips)		YEAR	
No Build	6,150	2035	Average (Future person trips * Estimated total ped mode share + Future 24 Hour Ped Count)
Build	6,460	2035	Increase of 2-7% due to safety improvements

This is an average over all three intersections. The range is between 3,000-9,000 daily person trips

**Population, Households, Employment**

From TAZLandUseProject.xls

Buffer	Sum of POP2000	Sum of HHs2000	Sum of EMP08	Sum of Pop2000	Sum of HHs2000	Sum of EMP2005	Sum of HHs2005	Sum of EMP2035	Sum of HHs2035
0.5 mile	77,522	25,610	19,605	111,638	38,441	21,206	121,413	43,155	22,185
1 mile	217,329	78,163	147,969	271,637	101,243	159,655	296,841	114,174	167,023
3 miles	714,240	257,865	473,300	839,469	320,656	505,749	920,030	363,088	529,655

**Potential Pedestrian Trips based on influence area population (0.5 mile)**

2009 MITS Percent of Person Trips by Mode

Walk	10.4
Bike (Other)	4.2
Transit	1.9
Daily trips per person	3.79

Assume influence area of 0.5 mile for pedestrian trips, 3 miles for bike trips

**Estimated Potential Daily Trips W/in Influence Area by Mode**

	2008	2009	2035
Pedestrian (0.5 Mile)	30,556	44,003	47,856
Bike (3 Mile)	113,693	133,627	146,450

**Project 3656**

Count location	Date	Year 2013 [existing]				ADT	7-10 AM + 3-6 PM Volume (Bikes)			24 Hour volume	7-10 AM + 3-6 PM Volume (Pedestrians)			24 Hour volume		
		Northbound	Southbound	Eastbound	Westbound		South Leg	North Leg	West Leg		East Leg					
Beverly at Vermont	5/19/2011	8351	9800	6066	6465	51137				0	1064	1619	1447	1066	8660	
Beverly at 2nd	8/28/2012	2526	6436	3121	3188	22118	10	56	52	67	308	206	820	497	2	2542
Beverly at Alvarado	8/28/2006	6515	8111	7100	5391	45395				0	687	464	714	334	3668	
AVERAGE		5797	8116	4762	5015	42796	10	56	52	67	103	652	968	886	467	4957

Beverly at Alvarado	9/27/2010	E/W ADT	N/S ADT	ADT												
	8/21/2006				38055	55133										

**FUTURE 2035 ESTIMATES BASED ON EXISTING MODE RATIO**

Location	Future ADT		Future Ped 24 Hour volume	
	ADT	Bike 24	Hour volume	
Beverly at Vermont	52734.69		6108	
Beverly at 2nd	22809.51		2642	
Beverly at Alvarado	56855.91		6585	
Average	44133		5112	

Growth Factor	1.03
(2035 ADT/2012 ADT)	

**Peds**

Account for duplicate crossings	
Total Mode Entering Volume	59797
	6062
	24968
	1779
	2568