

# ACTIVE TRANSPORTATION PROGRAM CYCLE 1 APPLICATION

**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**

1. **Project Location** Cesar E. Chavez Avenue (Chavez) from Grand Avenue to Alameda Street (0.45 mile), Los Angeles, CA 90012 between El Pueblo and Chinatown in downtown Los Angeles (see **Attachment 1** Regional Map and **Attachment 2a** Vicinity Map).

2. **Project Coordinates:** Lat: 34.058768 N Long: 118.240611 W (Decimal degrees)

### 3. **Project Description**

Pedestrian, bike and transit improvements on Chavez from Grand Avenue to Alameda Street in northern downtown Los Angeles, near Chinatown, El Pueblo de Los Angeles Historic Monument, Union Station, just north of the Civic Center. The project will provide safer, enhanced environments for this disadvantaged community of walkers, cyclists and transit riders along this very busy east-west corridor that links a number of historic and cultural centers of Los Angeles with the rest of the city and other cities in the sub-region.

The project area is located along one of the most heavily traveled east-west streets in Los Angeles. Chavez/Sunset Boulevard (Historic Route 66 west of North Broadway) connects the East Los Angeles community of Monterey Park with the Pacific Palisades at the Pacific Ocean and is over 28 miles long (see **Attachment 1** Regional Map). Chavez serves as a major transit corridor for five bus lines that serve downtown and connect to Boyle Heights, East Los Angeles and numerous communities to the west, including Echo Park, Silver Lake, East Hollywood, Hollywood, and West Los Angeles (see **Attachment 2c** Transit Map). The corridor links to Union Station at its eastern end where over 60,000 passenger train, rail and bus passengers arrive and depart daily (see **Attachment 2a** Vicinity Map and **2b** Activity Centers Map).

Proposed improvements include a new bus/pedestrian/bike plaza (“Placita”) on the south side of Chavez between Broadway and Spring Street. The Placita will be created by closing a dangerous slip lane where drivers often speed onto southbound Spring Street without stopping for pedestrians and cyclists traveling there. It will include an enhanced bus stop and wide pedestrian walkway and will complete an off-street bikeway from Union Station/El Pueblo to Chinatown. By shortening the distance pedestrians need to travel across Chavez and providing an off-street bicycle path, the Placita will create a safer connection for pedestrians and cyclists between two important historic cultural destinations, where thousands of residents,

visitors and downtown workers travel every day. High visibility crosswalks, ADA-compliant disabled ramps and improved signal phasing will be installed at the intersection to create safer pedestrian crossings (see **Attachment 4b-4d** Placita Concept Plan, Sketches and Street Section). A new landscaped area (“Palm Plaza”) will replace another dangerous slip lane at Chavez and Grand Avenue across the street from the Cortines High School of the Performing Arts and adjacent to the Chinatown residential community (see **Attachment 4e-4f** Palm Plaza Concept Plan and Sketches).

Sidewalk and crossing improvements throughout the project area will encourage walking and biking by creating a safer environment for a broad spectrum of non-motorized users; enhance the public health of the surrounding community, including reducing childhood obesity and helping to reduce greenhouse gas emissions by planting trees and reducing automobile trips; and provide this disadvantaged community with safe and accessible active transportation options. Proposed Improvements include new accessible ramps, sidewalk repair, new street trees and pedestrian lights, as well as transit shelters and seating. Pedestrian crossings will be enhanced with high visibility crosswalks and improved signal phasing to create safer intervals for the many seniors who live in the area (see **Attachment 4a** Concept Plan).

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

Metro Call for Projects Pedestrian Category funding was awarded in 2007 to the former Community Redevelopment Agency of the City of Los Angeles (CRA/LA) for Chavez from the Harbor (I 10) Freeway to Alameda Street. In 2009, Metro and City of Los Angeles Bureau of Street Services (BSS) executed a Letter of Agreement F1611 for the design and construction of the project for a slightly revised project area from Grand Avenue to Alameda Street, eliminating a section from the I 10 Freeway to Grand Avenue. Since 2009, the City of Los Angeles has initiated preliminary design for the project and, given the project’s location adjacent to the historic center of the city, has conducted required Historic Property Reports, a Historic Resources Evaluation Report and an Archaeological Survey Report. The community has been engaged in numerous meetings, workshops and events to identify their priorities for improvements along the transit corridor, including the Metro Union Station Linkages Project. The project is currently in the preliminary design phase with support from the local community, city departments and elected officials. Once ATP grant funding is secured, design

development, environmental clearance and construction documents will be underway leading to construction of the proposed improvements by 2016. No right of way acquisition is required for this project.

### **III. SCREENING CRITERIA**

#### **I. Demonstrated Needs of the Applicant**

*Describe the need for the project and/or funding*

The need to improve the pedestrian and cycling infrastructure on Chavez has been established for over 15 years by the Chinatown, El Pueblo and adjacent neighborhoods, as well as by public agencies including the former CRA/LA, BSS, Metro, LADOT and elected officials: council members, state assembly members, state senators and the county supervisor. Initiatives, grants, and projects have been planned for this corridor for those 15 years with no improvements actually implemented. This project is critical to the future of development of not only the historic center of the city, but to all of downtown Los Angeles.

Chavez, and its extension to the west as Sunset Blvd, serves as the spine that links the Pacific Ocean on the west with El Pueblo and San Gabriel Mission to the east, and serves at the seam between the historic/cultural communities of Chinatown and El Pueblo, the birthplace of the City of Los Angeles. Physical conditions on Chavez have created a hostile and unfriendly environment that does not reflect its role as the heart of the city at the crossroads of many cultures and places. Sidewalks are narrow and unshaded; roadways are wide and intimidating; bus stops are isolated and poorly lit; some intersections lack accessible ramps, others encourage speeding around corners where pedestrians and cyclists are crossing. These existing conditions do not provide for a safe and accessible active transportation corridor nor do they support the importance of this location where millions of visitors come each year. The area does not currently support the special needs of seniors, tourists and students who frequent the area, including pedestrian and transit riders who attend the new high school, have moved in or will move into the new residential in the area or attend events at cultural projects planned for the area (see **Attachment 3** Existing Conditions Photos).

The project is designed to be compatible with and enhance the surrounding community by providing a vital pedestrian and visual identity to a street that has been at the edge of other districts and has been seen as the dividing line between them. Chavez is seen as the southern edge of Chinatown and northern edge of El Pueblo and downtown Los Angeles, yet it is also a vital east-west linkage between them. It has been a “no man's land”

for decades, at the periphery – not at the center – of each district’s vision until this project. The Hill Street overpass creates a visual disruption and barrier for pedestrians to make the necessary linkages to all the streets in the project area. Proposed improvements on Chavez present the opportunity to bring together these disparate communities and realize the street’s potential as the missing link between the vital cultural and historic districts of Chinatown and El Pueblo.

Overall, the project will also assist in addressing the regional significance of a nationally recognized route across the county, which is designated as Historic Route 66 west of North Broadway, by enhancing the overall character and walking conditions of the street in the project area. Chavez provides the east-west link between Union Station and Chinatown and numerous existing and future TOD projects located on the avenue. Gateways to many regionally significant destinations in the project area are located on or just off of Chavez: the northern entrance to Olvera Street and the rest of El Pueblo is located on the south side of the street near Alameda Street; the Chinatown Gateway is located on the north side at North Broadway; and the northern end of the Grand Avenue Cultural Corridor is located at Chavez at North Grand Avenue (see photos is **Attachment 3** which show how close, yet how far away El Pueblo and Chinatown feel from one another, even though they are directly across the street from one another).

## **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>

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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)

## **IV. NARRATIVE QUESTIONS**

### **I. 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.

The project encourages walking and bicycling by improving the pedestrian and bicycling environment; it removes existing hazards and dangerous conditions; creates safe and accessible sidewalks with shade from canopy trees; provides high visibility crosswalks; establishes a bicycling linkage to new buffered bike lanes on Spring Street; enhances the bus stop environment at Spring Street by establishing a Placita where bus patrons can wait in a dignified location instead of being trapped on an isolated concrete island in the middle of fast moving vehicles; creates a public gathering place across from the Cortines High School of Performing Arts at Grand Avenue where students can safely engage with one another before and after school or wait for a ride home (see **Attachments 4a-4f** Concept Plans and sketches).

The project will meet the goals of the ATP in the following ways:

<ul style="list-style-type: none"> <li>• Increase the proportion of trips accomplished by biking and walking —By providing active transportation options that are safe, direct and accessible; connecting people with destinations on clear, visible and well-connected paths and that provide shade and amenities that make walking and bicycling the mode of choice.</li> </ul>
<ul style="list-style-type: none"> <li>• Increase the safety and mobility of non-motorized users — By changing roadway configuration to slow down drivers and to eliminate hazards at intersections for pedestrians and bicyclists.</li> </ul>
<ul style="list-style-type: none"> <li>• Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals — By encouraging walking and biking, which will reduce vehicle trips and thereby reduce carbon emissions and greenhouse gases; by planting street trees, which produce oxygen and help to clean the air.</li> </ul>
<ul style="list-style-type: none"> <li>• Enhance public health, including reduction of childhood obesity, through the use of programs — By creating a safe and accessible walking and biking environment that encourages and allows children to walk and bike to school and daily activities instead of being driven because of unsafe or indirect routes.</li> </ul>
<ul style="list-style-type: none"> <li>• Ensure that disadvantaged communities fully share in the benefits of the program — This very low-income community, with a median income of under \$20,000, can greatly benefit from safe, attractive and pleasant environments for residents to walk, bike and take public transit since people in this income category are twice as likely to walk than higher income individuals, <i>American Community Survey 2012</i>.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide a broad spectrum of projects to benefit many types of active transportation users — Transit riders, bicyclists and pedestrians will all benefit from proposed improvements that create new pedestrian spaces and better sidewalk conditions, provide transit riders with a dignified environment to wait for the bus and allow bicyclists to enjoy a safe connection between bikeways on Chavez and Spring Street.</li> </ul>

- 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.

**Current ped/bike activity level:** Pedestrian and bicycle counts were conducted for a 12-hour period (7:00am – 7:00pm) at three intersections on Chavez: Broadway, Spring/New High Street, and Main Street (see Attachment I I b). Both pedestrians and bicyclists were tallied at all four points of each intersection and their movements through the intersection (straight, left, or right) recorded. A summary of these is given below including the length of the segment of the total corridor each intersection is presumed to represent. When weighted by segment length, the average volume at the three intersections over this period was 4,390 pedestrians and 331 bicyclists. If this 12-hour period is assumed to represent 75 percent of the total daily volume, **a daily average of 5,839 pedestrians and 440 bicyclists** can be said to use the corridor.

#### **Pedestrian/Bike Count Summary**

<b>Intersection</b>	<b>Peds</b>	<b>Bikes</b>	<b>Length</b>
Chavez/Broadway	3,836	347	0.25
Chavez/Spring	5,217	320	0.15
Chavez/Main	4,755	269	0.04
Weighted Average	4,390	331	

**Mode Share:** Projected increase in pedestrian and bicycle trips. Based on the population of the area within walking distance of the project and known national mode share data, it is estimated that there are currently **11,914 daily pedestrian trips and 4,811 daily bicycle trips** in the project's vicinity. If the project is not built, the current mode share of walking and bicycling does not change, and population continues to grow consistent with regional projections, it is estimated that the potential exists for up to **13,694 daily pedestrian trips and 5,530 daily bicycle trips** in the project's vicinity by 2020, and **14,674 pedestrian and 5,926 bicycle trips** by 2035.

Although no explicit data exists on trip generation or mode shift due to a comprehensive streetscape and pedestrian safety program, an assumption of a 3 percent increase in pedestrian and bicycle trips is reasonable. Accordingly, based on the projected (2035) population of the area around the project and known national mode choice data, it is estimated that the project could result in a daily average of **15,114 pedestrian and 6,104 bicycle trips** by 2035. Full calculations are provided in **Attachment I I b**.

Baseline trip generation estimates were determined by creating a ½ mile buffer around the project and taking the current and projected population of all Transportation Analysis Zones that fall within the buffer. Population data are from the SCAG 2012-2035 RTP growth forecast. The estimate for 2014 was arrived at by interpolating between the 2008 baseline and 2020 projection. Applying the 2009 National Household Travel Survey (NHTS) trip generation rate of 3.79 daily person trips per resident gives the overall trip generation of the area, which is multiplied by the national rate of 10.4% of all trips taken on foot and 4.2% of all trips taken by bicycle (2009 NHTS) to arrive at the overall daily pedestrian and bicycle trip volume for the area.

**Population:** The residential population in 2008 within a ½ mile radius of the project area is over 26,000 people with over 6,000 households and almost 40,000 employees. The area is densely populated, especially in Chinatown where many extended families share a single home, accounting for the high persons/household ratio of 4.3 compared to the state average at 2.93 persons/household. The portion of area is zoned for a Floor Area Ratio (FAR) of 6:1 with the remaining is zoned 3:1. This is two to four times greater than most areas of the City of Los Angeles. Projections for growth of the area by the year 2020 show an increase to almost 35,000 residents in 9,400 households and over 43,000 employees within a ½ mile radius (SCAG RTP Estimates for 2008 and projections for 2020 based on all TAZs within a ½ mile radius of project area).

The 2000 Census for this area showed that 16% of workers over 16 years of age walk to work and 15% of the same population takes public transportation to work. 33% of the population does not own a car and another 41% only own one car for a total of 74% with one car or less. In addition, 9% of the total population is over 65 and 29% is under 16 years of age. Both of these groups do not or cannot drive. These numbers show that over 31% of workers walk or take public transportation to work in the area and that another 38% of the population likely walks due to lack of driving ability due to age.

**Transit Ridership:** The portion of Chavez within the project area is a major transit corridor, lying on the northern edge of downtown Los Angeles and running near Union Station — the primary transit hub both for the downtown area and for the greater Los Angeles region. Union Station serves over 60,000 patrons a day with three Metro Rail lines (total of 600 trains a day); six lines of the Metrolink commuter rail system; 38

Amtrak passenger trains a day; and 40 bus lines including long-distance buses, numerous Metro and municipal bus lines, and private shuttles.

Especially in areas of high transit dependency and low vehicle ownership, the vast majority of transit trips can be expected to begin and end on foot or on a bicycle. According to Metro's annual rider survey, 80% of respondents accessed the first bus or train of their trip by walking, and another 4% by bicycle. For this reason, transit boardings/alightings are a good indicator of pedestrian activity.

Transit data from the Project Area show that existing pedestrian demand is high. Numerous Metro bus lines serve the Project Area, and these stops experienced a **weekday average of 5,993 total boardings and 5,541 total alightings in January 2014**. A full listing of bus boardings/alightings by stop is provided in **Attachment I I**. Precise rail boardings and alightings for Union Station are not given, as many patrons transfer from one mode to another at Union Station and may never leave the station property on foot; therefore, the total boardings/alightings at Union Station are not a reliable indicator of pedestrian demand in the surrounding area. The next-nearest Metro Rail station is the Chinatown Station at Alameda and College, approximately ½ mile north of the Project Area. This station experienced a daily average of 1,497 boardings and 1,446 alightings over the course of FY 2012-13, according to Metro sampling data.

Because many transit patrons complete the first and last mile of their trips by bicycle, bicycle boardings on transit can serve as an indicator of overall bicycle demand in the area. It is clear that a significant number of transit users access the initial transit leg of their trips on bicycles. On bus lines that serve the Project Area, Metro bus operators tallied a total of **10,879 bicycle boardings in March 2014**, an average of 351 per day. At the two rail stations serving the Project Area, there was a combined weekday average of 570 bicycle boardings during FY 2012-13. At the location of the proposed Placita at Chavez-Spring over 1,000 bus passengers board and alight local and regional buses at the two bus stops at the intersection every day.

**Destinations:** Within the ½ mile walking radius of the project area are thousands of housing units (zoning allows for 50-80 dwelling units/acre); over 100,000 Civic Center jobs; major cultural destinations including El Pueblo including numerous museums; Olvera Street; La Placita Church and other religious institutions; Chinatown (minimum 3:1 FAR and up to 6:1 FAR) with many shops, restaurants and recreational

facilities; Union Station — the regional transit hub; the California Endowment; the MWD Headquarters; the Music Center and many other local and regional-serving uses. A map of the destinations in the area is provided in **Attachment 2b** Activity Centers Map. The density of the area is increasing every year with the housing density increasing over 300% in the past 10 years with new apartments and condominiums, mainly in Chinatown, and new commercial and mixed-use developments planned for sites including the County-owned site immediately adjacent to the proposed Placita at Chavez-Spring-Broadway.

*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.*

This project will improve walking and biking routes to area schools, libraries, parks, transit stops including the regional transit hub at Union Station, employment centers, historic and cultural institutions and major regional destinations by providing safe, accessible and well-design designed sidewalks, intersections and transit facilities along the ½ mile stretch of Chavez. The project will remove barriers and hazards for pedestrians and cyclists at two key dangerous intersections on the corridor at Grand Avenue and Spring St-Broadway as well as along the entire corridor. The following improvements are illustrated in **Attachment 4a** Concept Plan:

<ul style="list-style-type: none"> <li>• <b>Street Trees:</b> The new street trees to be planted in a landscaped parkway with create shade and provide a buffer to moving vehicles traveling along the street. The trees will add distinction and character to a very banal and harsh street that only the diehard pedestrian would traverse today.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Pedestrian Lighting:</b> New pedestrian street lights at transit stops will illuminate the sidewalks for transit riders during evenings/nights as they return home from work or school, go out to dinner, visit a friend; visit a cultural venue or historic monument; or catch a bus on the boulevard.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Crosswalks:</b> New high visibility crosswalks will distinguish the pedestrian zone at all signalized intersections in the project area and provide an indicator to drivers that pedestrians have the right-of-way in this area when it is legal for them to cross. Currently drivers are barely aware that pedestrians may be crossing their paths because the crosswalks are so poorly marked.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>The Placita and Palm Plaza:</b> New bus stop gardens are planned at two locations on Chavez — Palm Plaza at the northeast corner of North Grand Avenue and Placita at Chavez/Spring at the southwest corner of North Spring Street. The bus stop gardens will replace the paved islands without any transit stop amenities at both locations and will incorporate a new transit shelters, provided by the city's vendor CBS/Decaux, new street trees, pedestrian lighting, sidewalk paving, seating and trash receptacles (see <b>Attachments 4b-4f</b> for detailed plan, sections and sketches of the two pedestrian plazas).</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Bike Esplanade:</b> A new off-street bike facility will be provided in the Placita on the south side of Chavez between Broadway and Spring St. to complete a bikeway from Union Station through El Pueblo to Chinatown (see <b>Attachment 4b- I</b> for Chavez-Spring Placita Context Plan). The portion of the bikeway to be provided in the proposed project will provide a vital between El Pueblo and Chinatown and to the regional bikeway system (see <b>Attachment 2d</b> for Existing and Designated Bikeways Map).</li> </ul>

*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.*

Currently connectivity in the project area is very limited, as disabled persons are not provided with accessible intersections where they lack corner ramps and safe passages. Connectivity is also limited at the intersections of Chavez and Grand and at Chavez and Spring/Broadway where existing slip lanes allow drivers to speed around corners making wide right turns where they can't see crossing pedestrians or cyclists (see **Attachment 3** Existing Conditions Photos). Pedestrians and transit riders feel trapped on this island with drivers zooming by, ignoring their presence and need to cross the street. These conditions will be greatly improved by closure of the slip lanes and creation of pedestrian spaces that provide for transit stops, seating, shade and a walk-bike esplanade in the case of the Placita at Chavez and Spring/Broadway, as well as eliminate one pedestrian roadway crossing and reduce the crossing distance for pedestrians on the other.

This project will improve the level of pedestrian connectivity between the neighboring community and transit facilities by creating an enhanced pedestrian network that connects the residential, commercial, institutional, governmental and cultural destinations in the area together and to the transit system.

Improvements planned as a part of this project connect the dots of other streetscape projects in the area on Grand Avenue (Cultural Corridor), North Broadway (Chinatown) and Alameda Street (Alameda District), all of which terminate at Chavez. This project helps to fill the east - west gap and create a pedestrian linkage between these three critical and distinctive public improvement projects. Local and visiting pedestrians need to be able to walk between these areas for a broader experience as well as to explore each of them individually to seamlessly transport themselves between what may appear as separate areas but are really a part of a larger and more meaningful whole.

**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.

The potential to reduce injuries and fatalities is great at this series of complex intersections in a high volume pedestrian area located near numerous local and regional destinations that have been described above.

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

- Reduces speed or volume of motor vehicles

The closure of the slip lanes at Grand Avenue and at Spring Street will require drivers to slow down when making right turns at these intersections. Studies indicate that channelized right-turn slip lanes promote faster

motorist turning speeds and also focus driver attention on the turning movement and away from the surrounding area, creating a safety hazard for pedestrians.<sup>i</sup> Eliminating the slip lane requires turning vehicles to reduce speed. Slower vehicle speeds give drivers more time to react and to avoid a collision with a pedestrian and, in the event of a pedestrian collision, the likelihood of a severe injury will be reduced. When hit by a vehicle traveling at 40 MPH, a pedestrian has an 85% chance of being killed; at 30 MPH, the likelihood decreases to 45%; at 20 MPH the pedestrian fatality rate is only 5%.<sup>ii</sup> Planting canopy street trees will narrow the field of view for drivers on this wide open roadway, which will slow them down. Naderi found that between 5% and 20% reductions in crashes could be attributed to features such as street trees.<sup>iii</sup> Other studies have demonstrated 3-15% reductions in speed when street trees were introduced.<sup>iv</sup>

- *Improves sight distance and visibility*

Installation of pedestrian lighting at the bus stop area allows for better visibility. Removing slip lanes will improve drivers' sight lines of pedestrians who are waiting to cross. Increased pedestrian visibility by drivers will improve safety of pedestrians when crossing.

- *Improves compliance with local traffic laws*

As noted above, slip lanes encourage higher speeds. Visual cues to reduce speed, including removal of slip lanes and the narrowing effect of the tree canopy can help reduce speed. Eliminating the slip lane should also encourage greater driver compliance with yielding to pedestrian crossing movements.

- *Eliminates behaviors that lead to collisions*

As noted above, slip lanes focus drivers' attention on the turn and acceleration and away from the potential pedestrian activity. Traffic calming measures including the pedestrian refuge areas were cited by Corkle, et al as having a positive influence on collision reduction.<sup>v</sup>

- *Addresses inadequate traffic control devices*

Improvements proposed as part of this project do not affect inadequate traffic control.

- *Addresses inadequate bicycle facilities, crosswalks or sidewalks*

New high visibility crosswalks will distinguish the pedestrian zone at all signalized intersections in the project area and provide an indicator to drivers that pedestrians have the right-of-way in this area when it is legal for them to cross. Currently drivers are barely aware that pedestrians may be crossing their paths

because the crosswalks are so poorly marked. Sidewalk improvements throughout the project area will include new accessible ramps, sidewalk repair, new street trees and pedestrian lights.

- 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.

Chavez is a major east-west street in the northern part of downtown Los Angeles serving commuters and local drivers. The street is a high capacity, major highway that handles vehicle traffic in two full-time travel lanes and an additional peak-hour travel lane in each direction. This high volume of fast moving traffic is a strong deterrent to walking along the boulevard or attempting to cross the street.

One traffic fatality at the intersection of North Grand Avenue and Chavez in October 2004 indicates the vulnerability of the pedestrians in the area to moving vehicles. An MTA Bus Driver struck and killed senior citizen, who was a resident of the nearby Grand Plaza apartments, while making a right turn at the intersection. The driver indicated that he did not see this pedestrian. The pedestrian phase of the traffic signal was lengthened from 26 to 34 seconds after this incident and many others in the Chinatown area.

Currently drivers speeding home from a day's work are given a clear shot with very few interruptions such as traffic signals, side friction like medians, street trees, planted parkways, distinctive crosswalks, etc. to slow them down. Photos of the existing conditions are included in **Attachment 3**.

**Collision History:** The collision history for the Project Area was compiled using data from the UC Berkeley Transportation Injury Mapping System (TIMS) database. These data are based on collision reports prepared by California law enforcement agencies and reported through the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). According to TIMS data, for the five-year period beginning 1/1/2008 and ending 12/31/2012, the Project Area experienced a total of 29 separate collisions that resulted in a pedestrian or bicyclist fatality or injury. In these incidents, a total of 20 pedestrians and 10 bicyclists were injured; no fatalities occurred.

#### **Bicyclist/Pedestrian Fatalities and Injuries, 1/1/2008-12/31/2012**

	<b>Fatality</b>	<b>Injured</b>	<b>Total</b>
Pedestrian	0	20	20
Bicyclist	0	10	10
Total	0	30	30

Countermeasures selected for the project were assigned estimated crash reduction factors (CRFs) based on the *Local Roadway Safety Manual, Version 1.1*, published by Caltrans. These CRFs were applied to the number of injury/fatal collisions involving pedestrians and bicyclists for the five-year 2008-2012 period on the project corridor. Based on these calculations, proposed countermeasures would result in an **average annual reduction of 2.1 crashes** (see **Attachment 10** Crash Reduction Calculations for details).

**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 proposed plan reflects prior recommendations made by CRA/LA for the project area in two previous planning studies — the *Chinatown Conceptual Master Plan* and the *Design & Streetscape Guidelines for Residential Structures in the Greater Downtown Housing Incentive Area*. Evolving from these prior studies, the project concept was further developed in the *Draft Cesar Chavez Transit-Oriented Corridor Streetscape Plan*.

The Project's draft concept plan was prepared by a City of Los Angeles inter-departmental team who reviewed it with many of the stakeholders in the project area including developers, property and business owners, and residents. The Council Office in the area, Council District #1/Ed Reyes led the effort to create the plan, which will transform Chavez from a dividing line between communities into the central spine at the historic center of Los Angeles. Two of the key communities in the project area, Chinatown and El Pueblo, are very supportive of the project, which will help to link their districts together for visitors and locals alike. The inter-departmental team evaluated the existing conditions of the project area and established the key components that will make for a successful streetscape project that can link the pedestrian and transit facilities in the area to the vital and regionally significant destinations in the area. With a draft concept plan already completed, the proposed project is ready to go to the next stage of design development with broad community outreach that engages the diverse communities around the project area (see **Attachment 7** for additional details regarding the community based public participation process that culminated in the project).

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

The project concept was developed in the *Draft Cesar Chavez Transit-Oriented Corridor Streetscape Plan* by a coordinated city team lead by the former city council office of Ed Reyes/CD#1, the former CRA/LA, BSS, the Bureau of Street Lighting, the Cultural Affairs Department and the Department of Transportation. The

developers of the three Orsini residential projects have been presented with the plan. The draft plan has been discussed at numerous Chinatown Community Advisory Committee meetings over the past 10 years as new development opportunities have been presented. Other housing and mixed-use developers and residents and business owners will be involved in the further development of the project as it moves forward.

In addition to the *Draft Streetscape Plan* process, described above, the scope of the proposed project was also informed by the *Metro LA Union Station and 1<sup>st</sup>/Central Station Linkages Study*, which commenced in Summer 2013. The Linkages Study is tasked with improving connections in downtown Los Angeles by enhancing pedestrian and bicycle travel options through and between communities. The downtown communities of El Pueblo and Chinatown were included in the Linkages Study and provided insight for improvements to the adjacent Chavez (see **Attachment 7** for additional details regarding the local participation process that resulted in the identification and prioritization of the project).

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

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

The project's active transportation improvements are prioritized in several City of Los Angeles plans, including the General Plan Land Use Element (Central City and Central City North Community Plans), the proposed Mobility Element, and Health and Wellness Element. The project is also prioritized at the county level in the Metro Long Range Transportation Plan, which identified it as part of the Call for Projects program. Finally, at the regional level, projects selected through the Call for Projects are also included in the SCAG RTP. Most recently, the Union Station Linkages Project has incorporated all of the recommended elements of the project into the Action Plan that is being developed for the project. Moreover, this project advances the goals identified in the SCAG RTP's Active Transportation Appendix. Its improvements also help reduce GHG emissions by creating a network of walkable and bikeable connections to transit, reducing the need to drive. Additional documentation of these planning documents is outlined in **Attachment 6**.

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

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

## Alternatives Considered

**Bike Lanes:** during project development many types of bike lanes were considered for the roadway on Chavez through the project area; however, high bus and vehicle volumes on Chavez and cross streets, along with the complex signalization in the area, did not support this alternative. The best alternative was identified during the development of the Union Station Linkages project, which would develop a Ped-Bike Esplanade on Spring Street and Broadway with a short linkage on Chavez between North Spring Street and North Broadway. This portion of the Esplanade was selected for development with the proposed project and is a part of the proposed Placita (see **Attachment 4b**).

**Landscaped Medians:** Medians were long considered as a viable option for the project in the early years of its development. However, as pedestrian and bicycle mobility became more of a priority, this option was eliminated because it would have little direct benefit to pedestrians, mainly providing beautification, and would not improve safety and functionality of the street for pedestrians. Medians could help to slow down drivers by creating side friction, which would benefit pedestrians and cyclists; however, the benefits for the expense of demolishing the roadway and constructing a new landscaped median would not be cost effective.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested, i.e., (Benefit/Total Project Cost) and (Benefit/Program Funds Requested).

Benefits of the project were calculated across several categories based on a 20-year project life. The benefits of the project stem from its potential to divert future trips away from driving and toward bicycling/walking and from its potential to reduce injuries and fatalities due to traffic collisions involving victims who are bicycling and walking. Specific benefits falling into these two categories have been identified and calculated for the project. A summary of the benefit/cost calculations may be found in Attachment 15.

The overall benefit/cost ratio based on net present value (NPV) costs and benefits of the total project is 17.12, and the ratio of benefits to funds requested is 19.82.

Total Benefits	\$27,945,872
NPV of Total Project Cost	\$1,632,444
Amount Requested	\$1,410,000
<b>Benefit/Cost Ratio (Total Cost)</b>	<b>17.12</b>
<b>Benefit/Cost Ratio (Amount Requested)</b>	<b>19.82</b>

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

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

**Project:** The proposed project's improved street crossings, lighting, and sidewalk improvements will improve public health by providing residents safer and more desirable conditions for walking and biking, encouraging increased pedestrian and cyclist activity in the surrounding community for commuting, utilitarian, and recreational purposes.

**Need:** This project would directly serve a historically disadvantaged community (see Question 6), providing safe and reliable active transportation options to a region with unacceptable levels of physical inactivity and obesity. According to the Los Angeles County Department of Public Health, in the Central Los Angeles Health District, 10% of adults do not engage in physical activity and another 28% do not meet the recommended guidelines.<sup>vi</sup> This physical inactivity is a leading cause of obesity and type 2 diabetes.<sup>vii</sup> Currently, approximately 34% of adults are overweight and 19% are obese in the health district.<sup>viii</sup> Obesity has been linked to depression and other mental health conditions and contributes to a number of chronic diseases, including coronary heart disease, type 2 diabetes, cancer, high blood pressure, high cholesterol, and stroke.<sup>ix</sup> In the Central LA Health District, almost 6% of children suffer from asthma and 11.4% of children do not participate in physical activity.<sup>x</sup>

**Solution:** The Chavez improvements will serve as a valuable neighborhood centerpiece in the fight to reduce the prevalence of obesity and the associated risks to human health in the project area. Active transportation infrastructure has been nationally recognized as a contributor to obesity reduction. The Surgeon General's Vision for a Healthy and Fit Nation, states that "Communities should consider...building and enhancing infrastructures to support more walking and bicycling, and improving the safety of neighborhoods to facilitate outdoor physical activity."<sup>xi</sup> While we have long known that exercise can address the high prevalence of obesity, recent research has established an even stronger relationship between transportation choices and public health. Chapter 16 of *TCRP Report 95* reviewed 34 national research studies and concluded 1) there is "strong evidence that links walkability factors involving transportation infrastructure and land use with more active transportation and less driving", and 2) "active travel policies offer the potential

for large public health benefits through physical activity increases, combined with smaller benefits accruing

from transportation pollution reduction.<sup>xii</sup> The benefit of active transportation was shown in both physical and mental health gains. Additionally, the recently published 2014 *Benchmarking Report from the Alliance for Biking and Walking* shows a positive nationwide correlation between the percent of the population in a city that bikes or walks to work and the percent of the population that meets the recommended levels of physical activity, and negative correlations between biking and walking to work and levels of obesity, diabetes, and high blood pressure.<sup>xiii</sup> Finally, researchers have estimated anywhere from \$0.18 to \$8.00 of financial benefit to the health care system per mile bicycled or walked.<sup>xiv</sup> Our cost effectiveness analysis uses a very conservative estimate (for fitness only) of \$0.20 for biking and \$0.50 for walking.<sup>xv</sup>

In summary, the proposed project will promote increased active transportation in a neighborhood of critical need by providing more safe and accessible pedestrian facilities and by remedying the current conditions that discourage walking. Increased walking as a result of the Chavez improvements will result in tangible public health benefits to the communities surrounding downtown Los Angeles.

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

- A. I. Is the project located in a disadvantaged community? Y/N **Yes**
- II. Does the project significantly benefit a disadvantaged community? Y/N **Yes**
- a. Which criteria does the project meet? (Answer all that apply)

- o Median household income for the community benefited by the project: **\$ 19,664**

(2010 Census – Average of Median HH for Census Tracts within ½ mile radius of project)

- o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: **41.73**

(Score by Zip Code within ½ mile radius of project)

- o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: **90.10 %**

(Average of all Schools within ½ mile radius of project)

- 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.

N/A. Project area meets the criteria for a disadvantaged community in section a., above.

- 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.

2000 census data for the project area (Census Tract 2060.10) shows that 16% of the population 16 years and older in the area already walk as their means of transportation to work and that 33% of the households

do not even own a vehicle. In addition, 15% of the population over 16 years of age takes public transportation to their jobs and 74% of the households have only one vehicle. The median household income is \$19,629, 49% of the population is Asian and 46% is Hispanic/Latino.

These high percentages of people who already walk and take transit to work (31%), strongly supports the need for an enhanced pedestrian environment that provides connectivity to the local and regional transit network. Many people who currently walk and take public transit do so because they have no other means of transportation. Improvements to the pedestrian and transit environment on and connecting to Chavez will encourage people to continue to take the bus and walk to nearby destinations, so that they are not tempted to purchase a car and stop taking public transportation and walking.

The project area is entirely located within a disadvantaged community. Therefore, 100% of the funding will be targeted for disadvantaged communities. This project will benefit the disadvantaged by creating an enhanced pedestrian network that connects the residential, commercial, institutional, governmental and cultural destinations in the area together and to the transit system. As the improvements will take place in the public right-of-way, residents of the community will have full access to these benefits.

Proposed pedestrian and transit infrastructure will enhance active transportation in the area by providing a safe and attractive walking environment from area residents' homes to their places of work, bus stop, retail shop or restaurant and for transit riders to transfer from one bus to another at the new Placita. Even those who drive to El Pueblo and would like to visit Chinatown will be enticed to walk down Chavez, shaded by the new street trees and illuminated by new pedestrian lights, instead of getting back in their cars and driving. Bus stop connections at Spring Street and Broadway will be enhanced by a new shelter, lighting, seating, paving, landscaping and trash receptacles, reinforcing connectivity of the transit system by creating a safe, inviting waiting area for bus patrons, replacing the "no man's land" on a desolate concrete island with cars whizzing by (see **Attachment 4b-4f** for detailed drawings of the plazas).

Chavez currently feels dark and unsafe at night due to lack of pedestrian lighting, especially at bus stops where only transit riders with no other options wait for the bus in the later evening hours. People with the choice of driving or taking public transit, are often discouraged by the unsafe and unattractive look and feel of

the street and the existing bus stops. New pedestrian lighting will illuminate the pedestrian walking zones for ½ mile along the project area with particular emphasis on the bus stop zones at three of the seventeen existing project area bus stops (see **Attachment 4a** Concept Plan for locations of new pedestrian lighting).

Currently most pedestrians only walk for one to two blocks along Chavez, making a bus transfer or walking from a bus stop or parking lot to their destination. The proposed shade trees, lighting and high visibility crosswalks will encourage them to walk farther and more often. They will feel safer, knowing that their path is well lit, they will have shade on a hot sunny day and crossing the street will be safer. Residents of will want to walk to the apartment of a friend 5-6 blocks away because it now safer and more interesting.

Locals and visitors alike will feel more comfortable knowing that the new wayfinding signage in the area will help direct them to their destinations along a pedestrian friendly path. People who have driven to the area will be more inclined to walk to their next destination than to get in their car and have to locate and pay for parking again. The signage and the other pedestrian amenities will encourage them to walk.

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

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

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

Virginia Clark, CCC Region Deputy, Region I, Virginia.clark@ccc.ca.gov, 916.341.3147; April 16, 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/N* **YES**

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

Bo Savage, LACC Division Director, 213.362.9000 x 238, bsavage@lacorps.org; April 9, 2014

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

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

CCC has not yet responded to our numerous inquiries.

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

Install bike racks, bus shelters, benches, trash receptacles, way-finding signage, curb extensions and accessible ramps; install landscaping including new soil, groundcover, shrubs and trees, decomposed granite tree well covers, irrigation, tree watering and maintenance.

**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 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.

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<sup>i</sup> Wisconsin Guide to Pedestrian Best Practices 2012. Online resource. [www.dot.wisconsin.gov/projects/state/ped-guide.htm](http://www.dot.wisconsin.gov/projects/state/ped-guide.htm)

<sup>ii</sup> Federal Highway Administration (2008) Pedestrian Safety Guide for Transit Agencies. Washington DC. FHWA-SA-07-017. February 2008.

<sup>iii</sup> Mok, Landphair, and Naderi (2003). Comparison of Safety Performance of Urban Streets Before and After Landscape Improvements. 2nd Urban Street Symposium (Anaheim, California) — July 28-30, 2003.

<sup>iv</sup> Mok, Landphair, and Naderi (2003). Comparison of Safety Performance of Urban Streets Before and After Landscape Improvements. 2nd Urban Street Symposium (Anaheim, California) — July 28-30, 2003.

<sup>v</sup> Corkle, Giese, Marti (2002). Investigating the Effectiveness of Traffic Calming Strategies on Driver Behavior, Traffic Flow and Speed. Minnesota Local Roads Research Board.

<sup>vi</sup> 2011. Los Angeles County Department of Public Health <http://publichealth.lacounty.gov/ha/LACHSDDataTopics2011.htm>

<sup>vii</sup> Center for Disease Control, Physical Inactivity Estimates, by County, <http://www.cdc.gov/Features/dsPhysicalInactivity/>, Accessed April 24, 2014

<sup>viii</sup> 2011. Los Angeles County Department of Public Health <http://publichealth.lacounty.gov/ha/LACHSDDataTopics2011.htm>

<sup>ix</sup> 2009. Center for Disease Control

<sup>x</sup> 2011. Los Angeles County Department of Public Health <http://publichealth.lacounty.gov/ha/LACHSDDataTopics2011.htm>

<sup>xi</sup> U.S. Department of Health and Human Services, The Surgeon General's Vision for a Healthy and Fit Nation Fact Sheet [http://www.surgeongeneral.gov/initiatives/healthy-fit-nation/obesityvision\\_factsheet.html](http://www.surgeongeneral.gov/initiatives/healthy-fit-nation/obesityvision_factsheet.html)", Accessed April 24, 2014

<sup>xii</sup> 2012. Transit Cooperative Research Program (TCRP) Report 95 - Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 16, Pedestrian and Bicycle Facilities. Transportation Research Board.

<sup>xiii</sup> 2014. Bicycling and Walking in the United States: 2014 Benchmarking Report. Alliance for Biking and Walking.

<sup>xiv</sup> 2013. Metro Bicycle Investment Scenario Analysis Model – Methodology Technical Memo. Cambridge Systematics.

<sup>xv</sup> 2014. Litman, Todd. Evaluating Active Transport Benefits and Costs. Victoria Transport Policy Institute. <http://www.vtpi.org/nmt-tdm.pdf>

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.

**See attached Project Programming Request Form on following page.**

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/14/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				City of Los Angeles		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Kevin Minne		213-847-4276		<a href="mailto:kevin.minne@lacity.org">kevin.minne@lacity.org</a>		
<b>Project Title</b>						
Cesar E Chavez Connections						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
Cesar Chavez Avenue from Grand Avenue to Alameda Street (.46 miles), Los Angeles, CA 90012 between El Pueblo and Chinatown in Downtown Los Angeles. The project will provide safer and enhanced environments for this disadvantaged community of walkers, cyclists and transit riders along this very busy east-west corridor that links a number of historic and cultural centers of Los Angeles with the rest of the city and other cities in the sub-region.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
<b>Component</b>		<b>Implementing Agency</b>				
PA&ED		City of Los Angeles				
PS&E		City of Los Angeles				
Right of Way		City of Los Angeles				
Construction		City of Los Angeles				
<b>Purpose and Need</b>						<input checked="" type="checkbox"/> See page 2
The need to improve the pedestrian and cycling infrastructure on Chavez has been established for over 15 years by the communities in Chinatown, El Pueblo and adjacent neighborhoods as well as by public agencies. The sidewalks are narrow and un-shaded, the roadways are wide and foreboding, the bus stops isolated and poorly lit, the intersections are missing accessible ramps and some encourage speeding around corners where pedestrians and cyclists are crossing. These existing conditions do not provide for a safe and accessible active transportation corridor nor do they support the importance of this location in the heart of the city where millions of visitors come each year.						
<b>Project Benefits</b>						<input checked="" type="checkbox"/> See page 2
The project is designed to be compatible with and enhance the surrounding community by providing a vital pedestrian and visual identity to a street that has been at the edge of other districts and has been seen as the dividing line between them.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type	CE	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						04/01/14
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						12/01/15
Begin Right of Way Phase						01/01/16
End Right of Way Phase (Right of Way Certification Milestone)						03/30/16
Begin Construction Phase (Contract Award Milestone)						08/01/16
End Construction Phase (Construction Contract Acceptance Milestone)						03/01/17
Begin Closeout Phase						04/01/17
End Closeout Phase (Closeout Report)						05/01/17

**ADA Notice**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> Cesar E Chavez Connections						

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									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,957					1,957	
<b>TOTAL</b>			<b>1,957</b>					<b>1,957</b>	

Fund No. 1: Active Transportation Program (ATP)									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,565					1,565	
<b>TOTAL</b>			<b>1,565</b>					<b>1,565</b>	

Fund No. 2: Local Funds - Local Return and Regional Meas. R									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Los Angeles
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			392					392	
<b>TOTAL</b>			<b>392</b>					<b>392</b>	

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

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

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> Cesar E Chavez Connections						

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>									

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

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

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

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

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
<b>Project Title:</b> Cesar E Chavez Connections						

E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

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: City of LA Cesar E. Chavez Connections

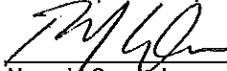
**VIII. APPLICATION SIGNATURES**

**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>

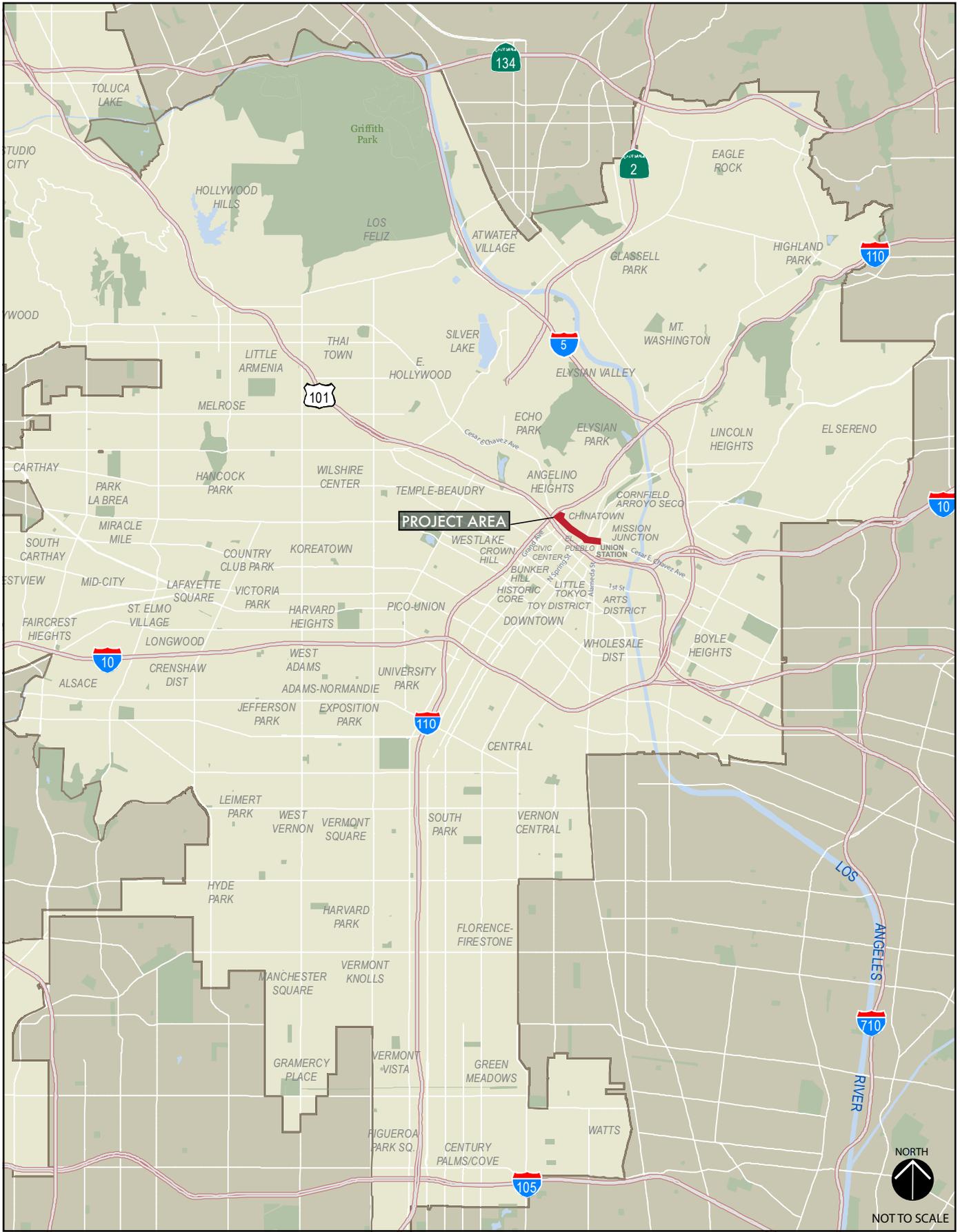
Project name:

**VIII. ADDITIONAL APPLICATION ATTACHMENTS**

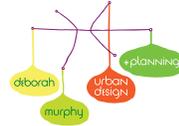
Check all attachments included with this application.

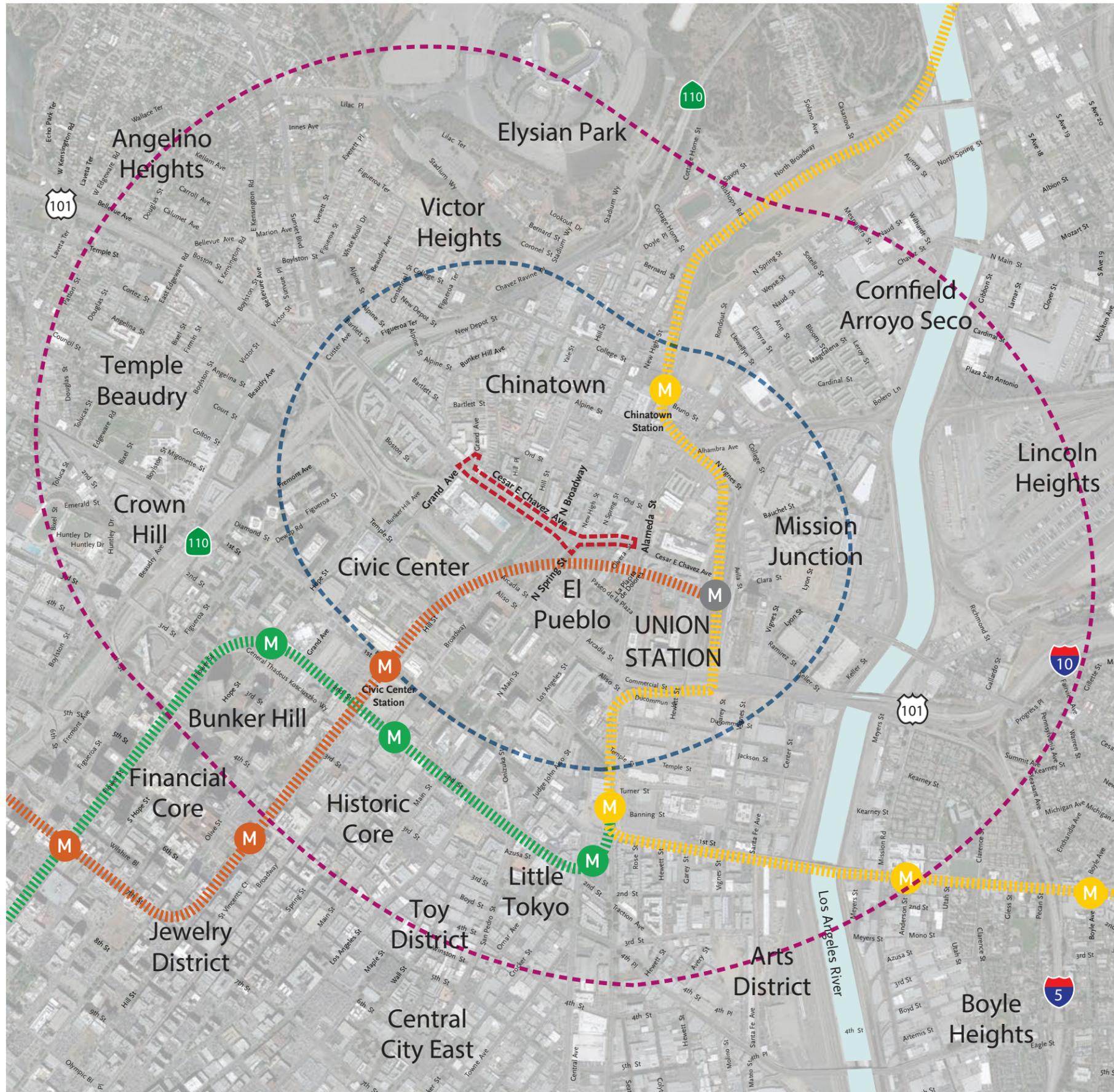
- Vicinity/Location Map- **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale
  
- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo 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.
  
- 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)

<b>Attachments</b>	
1	Regional Map
2a	Vicinity/Location Map
2b	Activity Centers Map
2c	Transit Routes Map
2d	Existing & Designated Bikeways Map
3	Photos/Video of Existing Location
4a	Concept Plan
4b-1	Placita at Cesar E .Chavez-Spring Context Plan
4b-2	Placita at Cesar E .Chavez-Spring Concept Plan
4c	Placita at Cesar E .Chavez-Spring Before/After Sketch
4d	Placita at Cesar E .Chavez-Spring Street Section
4e	Palm Plaza at Cesar E. Chavez-Grand Concept Plan
4f	Palm Plaza at Cesar E. Chavez-Grand Before/After Sketch
5	Detailed Engineer's Estimate
6	Planning Documents Referenced
7	Public Participation Process Documentation
8	Letters of Support
9a	TIMS Ped•Bike Collision Data
9b	TIMS Collision Map
10	Crash Reduction Calculations
11a	Ped-Bike-Vehicle Counts
11b	Ped-Bike Trip Forecasting
11c	Ped-Bike-Vehicle Count Detail
12	Transit Ridership Counts
13	Disadvantaged Communities Map
14	Benefit/Cost Summary



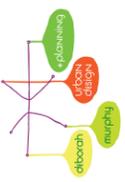
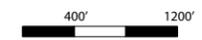
City of LA Cesar E. Chavez Connections  
 Active Transportation Program | Cycle 1 | May 2014  
**ATTACHMENT 1 | REGIONAL MAP**

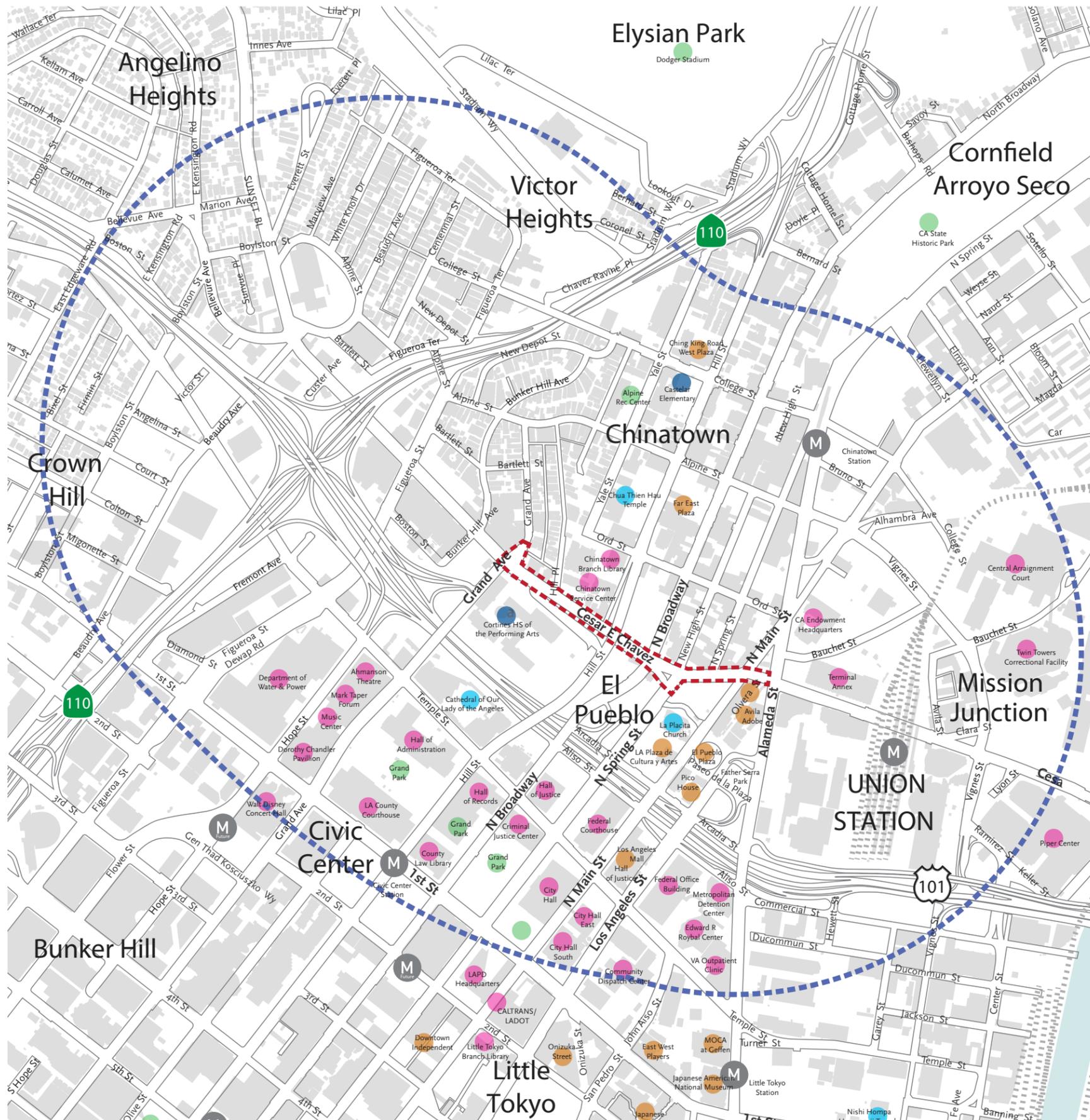




**Legend**

-  Project Area
-  1/2 Mile Pedestrian Radius
-  1 Mile Radius
-  Metro Red Line & Stations
-  Metro Gold Line & Stations
-  Future Regional Connector & Stations (2020)





**Legend**

- Project Area
- 1/2 mile Pedestrian Radius
- Destination Types**
- Civic/Institutional Destinations
- Cultural Destinations
- Religious Destinations
- Schools
- Parks



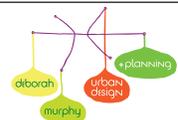
# DOWNTOWN LOS ANGELES



## Legend

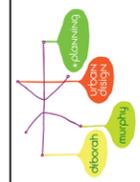
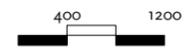
 Project area

NORTH





- Legend**
- - - Project Area
  - ⊙ 1/2 Mile Pedestrian Radius
  - ⊙ 1 Mile Radius
  - Existing Bike Lanes
  - Proposed Bike Lanes
  - Proposed Los Angeles River Bikeway
  - Existing or Proposed Sharrow
  - M Metro Stations (Existing & Future)





1

Looking west on the south side of Cesar E. Chavez Avenue at Hill Place. Lack of ADA-accessible ramps and crosswalk markings creates unsafe conditions for pedestrians where drivers can make a 'free right turn' without recognizing the a pedestrian path crossed in front of them.



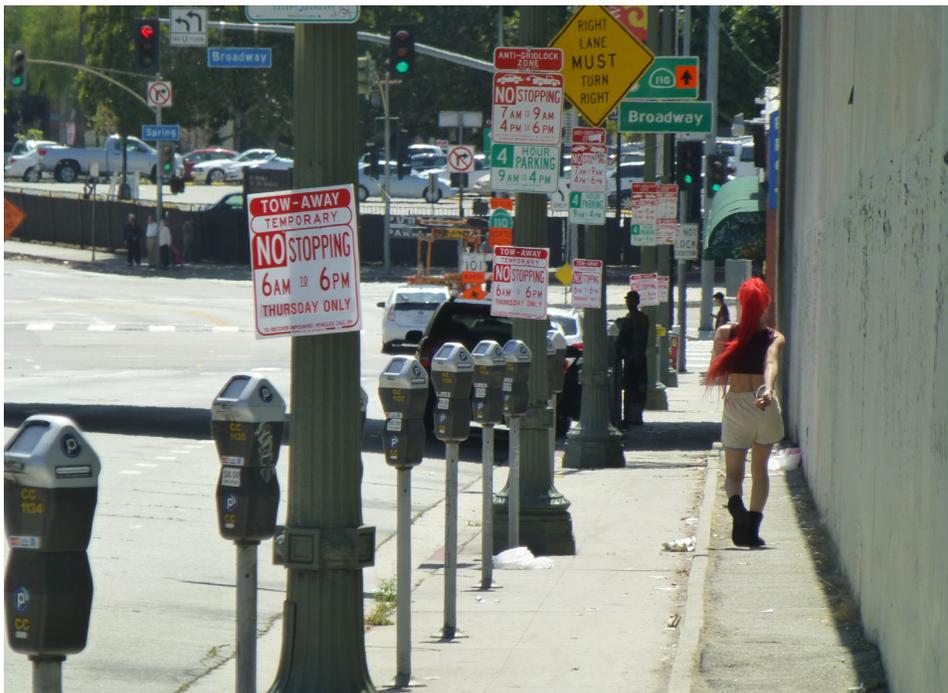
2

Lack of ADA-accessible ramps is challenging for non-disabled persons and very difficult for disabled persons to navigate.



3

Looking west on the north side of Cesar E. Chavez Avenue at New High Street. Narrow sidewalks without street trees is a typical occurrence in the project area. Signage shows that El Pueblo, Chinatown are in close proximity but feel very far apart due to the 'incomplete street' design of Cesar E. Chavez Avenue.



4

Looking east on the south side of Cesar E. Chavez Avenue just west of North Broadway. Narrow sidewalks without street trees creates an unpleasant and unsafe condition for pedestrians.



5

Looking east on the north side of Cesar E. Chavez Avenue at North Spring Street. Street signs in Chinese with Olvera Street and the Metro Gateway building at Union Station in the background show that these destinations are not far away from each other in distance just in perception.



6

Looking east on the north side of Cesar E. Chavez Avenue between New High Street and North Spring Street shows how desolate the sidewalks feel in the historic cultural center of the city between Chinatown and El Pueblo. The large ficus trees on the right are located next to the El Pueblo parking lot.



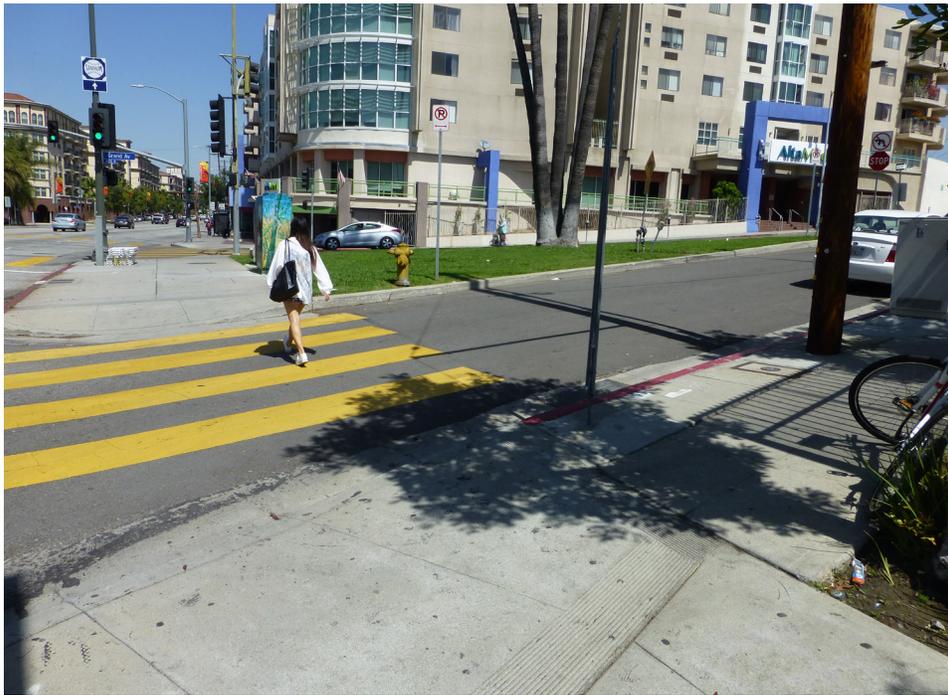
7

Looking south on North Spring Street at Chavez you can see the existing buffered bike lanes that the Ped-Bike Esplanade proposed in the project will tie into.



8

Looking west on Cesar E. Chavez Avenue at North Spring Street. This slip lane will be closed and a new Placita will be created to provide for a Ped-Bike Esplanade with a generous transit waiting area with a shelter and other amenities.



9

Looking west on the north side of Cesar E. Chavez Avenue at Grand Avenue. This slip lane will be closed and a new Palm Plaza created to provide for a pedestrian gathering space across the street from the Cortines High School of the Performing Arts and near the Chinatown residential community.



10

View of the existing conditions of the future Palm Plaza that will expand the area to create a gathering space.



11

More missing ADA-accessible ramps at intersections where senior citizens and students traverse every day.



12

Another missing ADA-Accessible ramp at Hill Place



13

Looking east on Cesar E. Chavez Avenue east of Hill Place shows the narrow sidewalk conditions and the lack of street trees and buffers to moving vehicles



14

Poor sidewalk conditions are typical along Cesar E. Chavez Avenue



15

Looking northeast at the intersection of Cesar E. Chavez Avenue and Main Street adjacent to Olvera Street. Thousands of tourists and transit riders pass through this poorly defined intersection everyday to visit Olvera Street, El Pueblo, Chinatown and to catch a train or subway at Union Station only a block away.



16

Immediately across the street from the above photo you can see how close the Italian Hall at Olvera Street is to this intersection



17

Looking southeast at Grand Avenue to the Cortines High School of the Performing Arts. This photo shows how close the future Palm Plaza is to the high school just across the street which will provide a gathering space of students and Chinatown residents and visitors.



18

Looking east on the north side of Cesar E. Chavez Avenue west of Broadway. Poorly designed transit stops lack lighting, shelter and basic transit rider amenities. Many seniors hike up this slope on Chavez to reach this bus stop under the Hill Street Bridge.



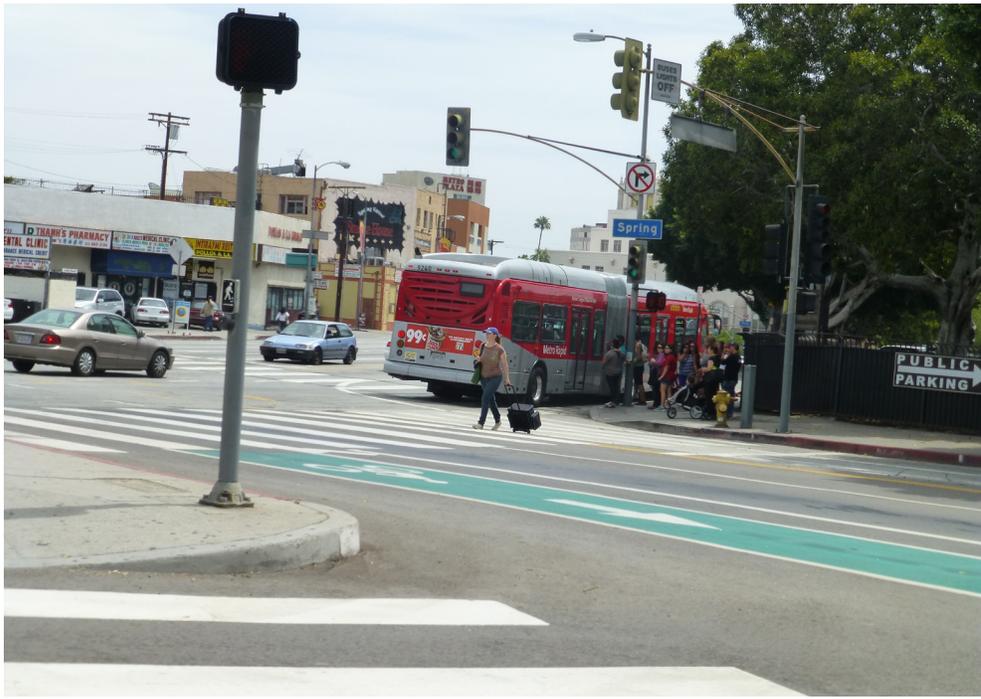
19

More narrow sidewalks without street trees



20

Wide-open roadways along Chavez



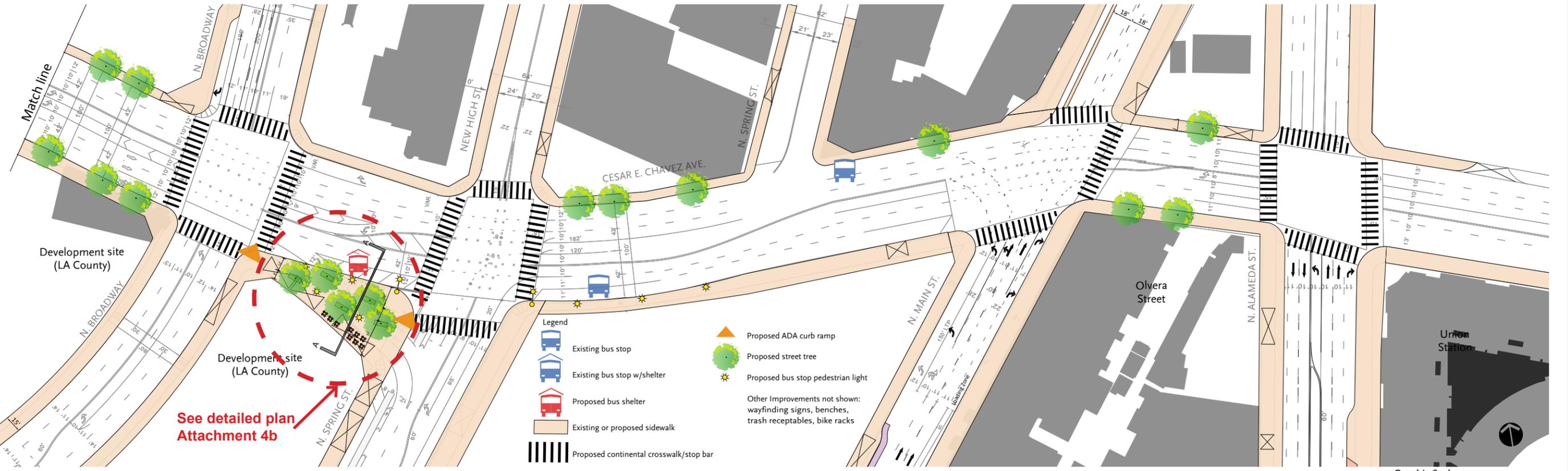
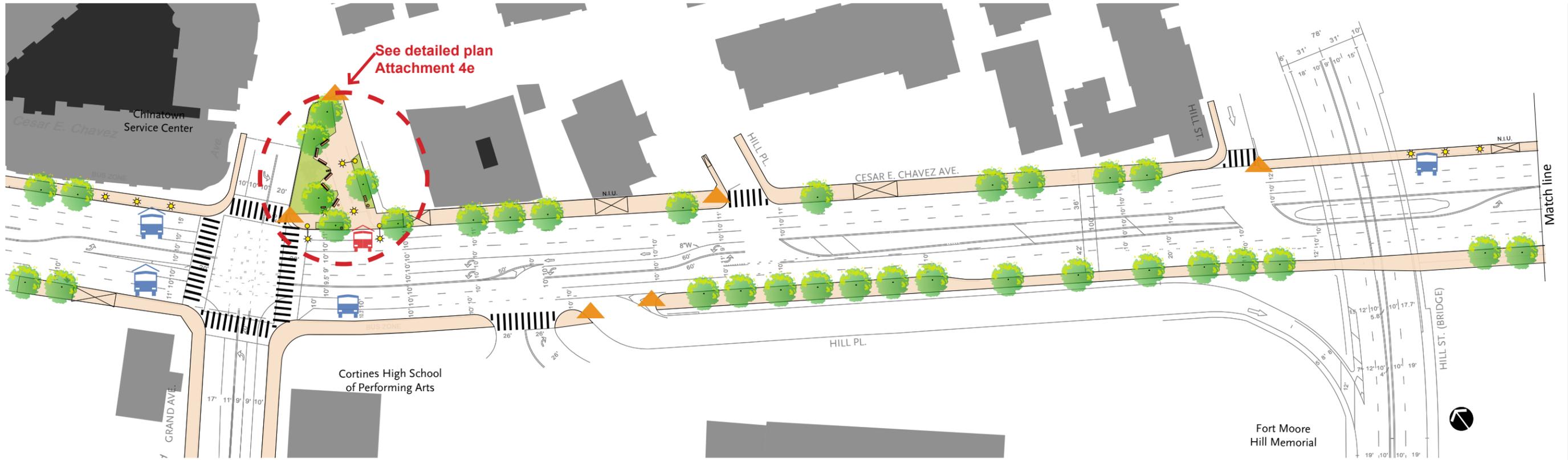
21

Spring Street buffered bike lanes

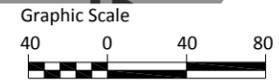


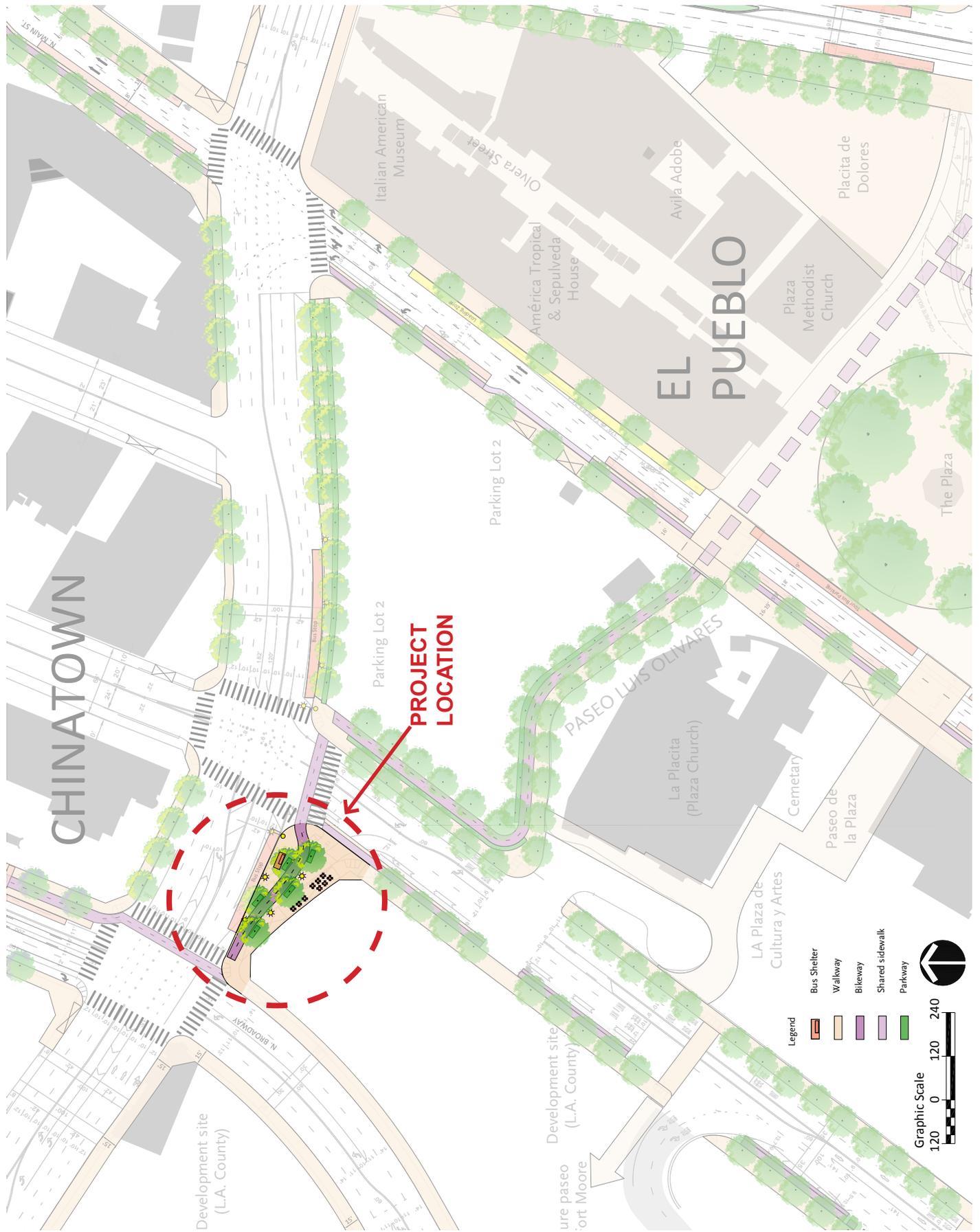
22

Interesting how the Parking Lot owners seem to know that Chinatown and El Pueblo are close by, but most tourists and downtown workers don't consider the destinations close by due to the high speed barrier of Cesar E. Chavez Avenue

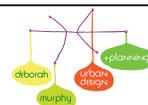


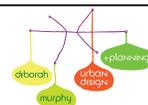
- Legend**
- Existing bus stop
  - Existing bus stop w/shelter
  - Proposed bus shelter
  - Proposed ADA curb ramp
  - Proposed street tree
  - Proposed bus stop pedestrian light
  - Existing or proposed sidewalk
  - Proposed continental crosswalk/stop bar
  - Other Improvements not shown: wayfinding signs, benches, trash receptables, bike racks





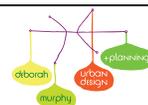
City of LA Cesar E. Chavez Connections  
 Active Transportation Program | Cycle 1 | May 2014  
**ATTACHMENT 4b-1 | PLACITA AT CESAR E. CHAVEZ AND SPRING CONTEXT PLAN:  
 CONNECTING EL PUEBLO AND CHINATOWN**

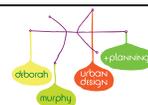
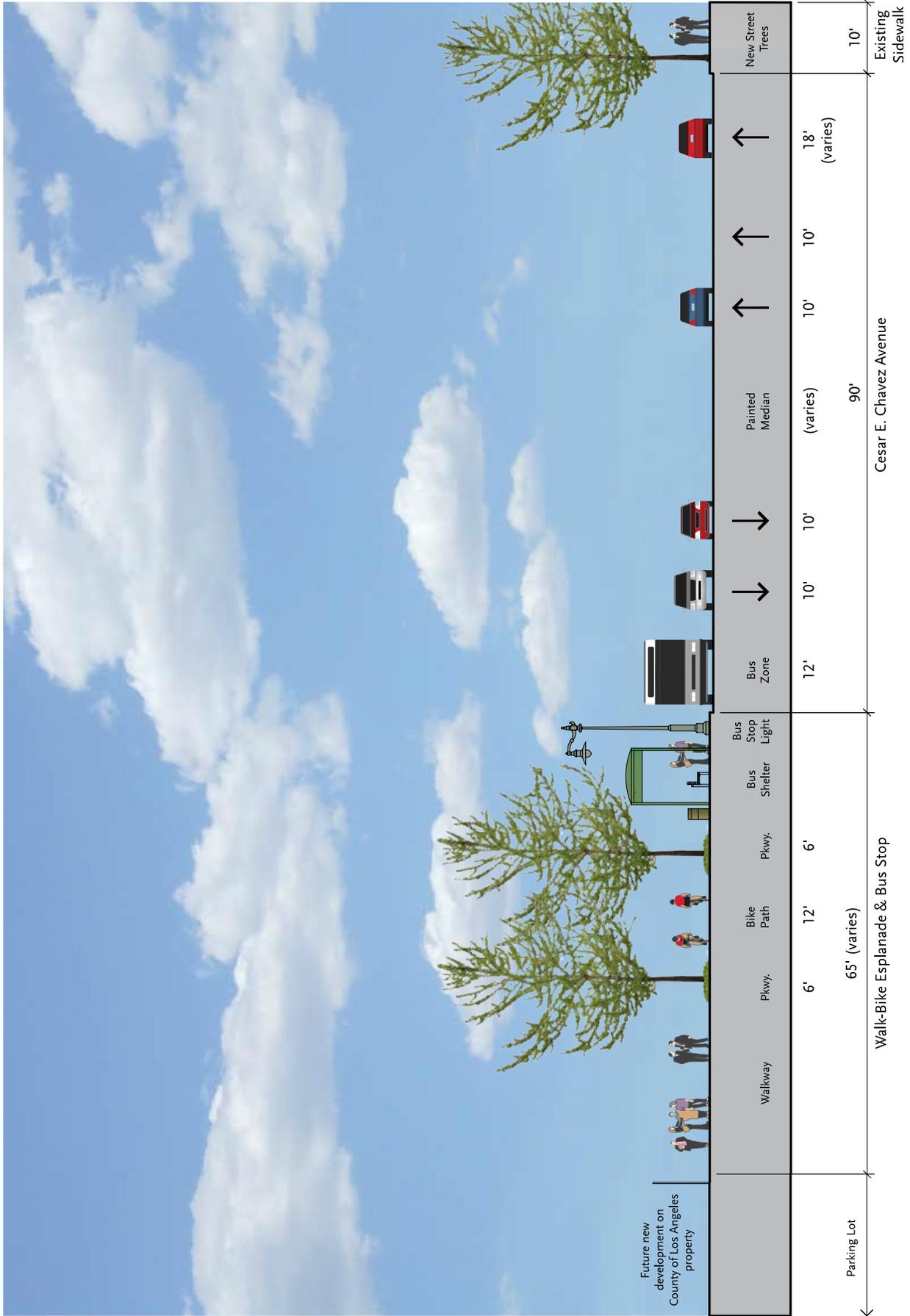






Proposed improvements at Cesar E. Chavez Avenue and Spring Street include closing the slip lane, adding bus stop lighting, separated pedestrian and bike paths, street trees, and furnishings.



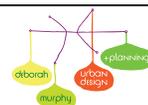






Proposed improvements at Cesar E. Chavez and Grand Avenues include closing the slip lane, moving some buses from the crowded far-side stop and a bus shelter, conversation seating areas, drought-tolerant planting around the existing palm cluster and shade trees.

City of LA Cesar E. Chavez Connections  
Active Transportation Program | Cycle 1 | May 2014  
**ATTACHMENT 4f | PALM PLAZA AT CHAVEZ AND GRAND BEFORE/AFTER SKETCH**



Description	Quantity	Unit	Unit Cost	Grant Total	Match Total	Total
<b>Signalization</b>						
Reprogram Signals for All-Cross Pedestrian Phase at Chavez/North Spring/New High	1	EA	\$55,000.00	\$ 55,000		\$55,000
<b>Crosswalks</b>						
Resurface and strip with Continental striping (unit cost is for one leg of an intersection)	18	EA	\$3,000.00	\$ 54,000		\$54,000
ADA ramps	20	EA	\$3,500.00	\$ 70,000		\$70,000
<b>Bus stop lighting</b>						
Pendant lights on 12-15' poles	9	EA	\$15,000.00	\$ 135,000		\$135,000
<b>Concrete</b>						
Sawcut/remove (E) curb and gutter and replace	2,000	LF	\$45.00	\$ 90,000		\$90,000
Sawcut/remove (E) sidewalk and replace	15,000	SF	\$15.50	\$ 232,500		\$232,500
<b>Street Trees</b>						
Sawcut/remove concrete for street tree wells: 47 5' x 10' wells	47	EA	\$500.00		\$ 23,500	\$23,500
Plant 24" box trees in tree wells, inc. soil prep.	47	EA	\$750.00		\$ 35,250	\$35,250
Install stabilized DG surface on tree wells	2,500	SF	\$3.50		\$ 8,750	\$8,750
<b>Placita at Chavez and Spring</b>						
<b>Demolition</b>						
Sawcut/remove (E) island curb and gutter	180	LF	\$9.00	\$ 1,620		\$1,620
Sawcut/remove (E) sidewalk curb and gutter	160	LF	\$9.00	\$ 1,440		\$1,440
Sawcut/remove (E) island concrete and roadway asphalt	8,000	SF	\$5.00	\$ 40,000		\$40,000
Remove existing curb drain	1	EA	\$2,500.00	\$ 2,500		\$2,500
<b>Concrete</b>						
Install new curb and gutter	250	LF	\$36.00	\$ 9,000		\$9,000
Install curb opening inlet per APWA #300-2, W=3.5', V=5', include local depression	1	EA	\$30,000.00	\$ 30,000		\$30,000
Raise soil level of former roadway approx. 6"	31	CY	\$60.00	\$ 1,833		\$1,833
Install new concrete paving with enhancements	8,000	SF	\$15.00	\$ 120,000		\$120,000
Special ADA Ramps	2	EA	\$10,000.00	\$ 20,000		\$20,000
<b>Planting</b>						
Plant 36" box trees in 5 x 12 tree wells, inc. soil prep.	6	EA	\$1,500.00		\$ 9,000	\$9,000
Install stabilized DG surface on tree wells	360	SF	\$3.00		\$ 1,080	\$1,080
<b>Signalization and Street Lighting</b>						
Add bike signal	1	EA	\$25,000.00	\$ 25,000		\$25,000
Relocate 2 street lights and replace with historic versions	2	EA	\$18,000.00	\$ 36,000		\$36,000
Replace cobra light/signal mast arm with historic version	1	EA	\$60,000.00	\$ 60,000		\$60,000
<b>Furnishings</b>						
Bus shelter - by City Bus Shelter Program	1	EA	\$35,000.00		\$ 35,000	\$35,000
Benches	3	EA	\$3,000.00		\$ 9,000	\$9,000
<b>Palm Plaza at Chavez and Grand</b>						
<b>Demolition</b>						
Sawcut/remove (E) island curb and gutter	250	LF	\$9.00	\$ 2,250		\$2,250
Sawcut/remove (E) sidewalk curb and gutter	140	LF	\$9.00	\$ 1,260		\$1,260
Sawcut/remove (E) island concrete and roadway asphalt	6,000	SF	\$5.00	\$ 30,000		\$30,000
Remove existing curb drain	1	EA	\$2,000.00	\$ 2,000		\$2,000
<b>Paving and Drainage</b>						
Install new curb and gutter	250	LF	\$36.00	\$ 9,000		\$9,000
Install curb opening inlet per APWA #300-2, W=3.5', V=5', include local depression	1	EA	\$45,000.00	\$ 45,000		\$45,000
Raise soil level of former roadway approx. 6"	22	CY	\$60.00	\$ 1,333		\$1,333
Install new concrete paving with enhancements	3,000	SF	\$17.50	\$ 52,500		\$52,500
ADA ramps	2	EA	\$3,500.00	\$ 7,000		\$7,000
<b>Palm Plaza at Chavez and Grand (cont)</b>						
<b>Planting and Irrigation</b>						
Retain existing water meter						
Remove/replace backflow prevention device w/cage	1	EA	\$5,000.00		\$ 5,000	\$5,000
Install solar controller	1	EA	\$1,000.00		\$ 1,000	\$1,000
Remove/replace laterals and heads as needed	3,100	SF	\$4.00		\$ 12,400	\$12,400

Description	Quantity	Unit	Unit Cost	Grant Total	Match Total	Total
Protect (E) palm cluster in place						\$0
Amend/till soil to 18" in planting area except within 8' of palm trunks	3,100	SF	\$3.00		\$ 9,300	\$9,300
Plant 36" box trees in 5 x 12 tree wells, inc. soil prep.	6	EA	\$2,400.00		\$ 14,400	\$14,400
Plant drought-tolerant grasses, succulents av. 3' o.c. (mixe of 1 and 5 gal.)	397	EA	\$30.00		\$ 11,923	\$11,923
Install stabilized DG surface in planting areas	3,100	SF	\$3.00		\$ 9,300	\$9,300
<b>Signalization, Street Lighting and Utilities</b>						
Maintain existing street lights/signal (3)						\$0
Relocate fire hydrant 20'	1	EA	\$20,000.00	\$ 20,000		\$20,000
<b>Furnishings</b>						\$0
Benches	6	EA	\$3,000.00		\$ 18,000	\$18,000
Bus shelter - City Bus Shelter Program	1	EA	\$35,000.00		\$ 35,000	\$35,000
Construction Staking	1	LS	\$50,000	\$ 50,000		\$50,000
<b>Construction Costs</b>				<b>\$ 1,204,237</b>	<b>\$ 237,903</b>	<b>\$1,442,140</b>
Mobilization / Traffic Control	5	%		\$ 96,339	\$ 19,032	\$ 115,371
Contingency 10% of Construction Costs	10	%		\$ 120,424	\$ 23,790	\$ 144,214
<b>Sub Total Construction, Mobilization/Traffic Control, Contingency Costs</b>				<b>\$ 1,420,999</b>	<b>\$ 280,726</b>	<b>\$ 1,701,725</b>
Construction Management 15% of Total Construction/Mobilization/Contingency Costs	15	%		\$ 213,150	\$ 42,109	\$ 255,259
<b>Total Construction Costs</b>				<b>\$ 1,634,149</b>	<b>\$ 322,834</b>	<b>\$ 1,956,984</b>
Design/Engineering/Bid & Award of Total Construction Costs (STPL Funded)	25	%		\$ 314,000	\$ 79,000	\$ 393,000
<b>Total Project Costs</b>				<b>\$ 1,948,149</b>	<b>\$ 401,834</b>	<b>\$ 2,349,984</b>

## 6 Planning Documents Referenced

The project reflects the former CRA/LA recommendations for the Chinatown Redevelopment Project Area based on two previous planning studies - the *Chinatown Conceptual Master Plan* and the *Design & Streetscape Guidelines for Residential Structures in the Greater Downtown Housing Incentive Area*. The proposed project also helps to implement the "Green Boulevard" concept promoted by former Mayor Villaraigosa's *Million Trees L.A. Initiative* supporting a sustainable environment and enhancing the visual character of our communities.

The Visions for the Corridor as outlined in the *Draft Cesar Chavez Transit-Oriented Corridor Streetscape Plan* include:

- A user-friendly street that is safe, efficient and pleasant that supports a pedestrian and transit oriented urban village.
- A 'green' boulevard with visual appeal and supporting a sustainable environment as well as the Mayor's Million Trees L.A. Initiative.
- A continuous accessible and walkable pedestrian network that showcases and connects features, nodes and landmarks along the Corridor and in the vicinity.
- A promenade with outdoor gathering/dining spaces to support day and night usage.
- A place with unique identity for local residents and visitors.
- A promenade that offers extensive opportunities for a wide range of site-specific public art that visually engages residents and attracts visitors.

The project's active transportation improvements are prioritized in several City of Los Angeles plans, and in plans at the county and regional level by the Los Angeles County Metropolitan Transit Authority (Metro) and Southern California Association of Governments (SCAG), respectively. Moreover, the project helps reduce Greenhouse Gas emissions by reducing the need to drive, as described below.

### General Plan Land Use Element

The Land Use Element is comprised of 35 Community Plans. In the project area, Cesar E. Chavez forms the dividing line between the Central City Community Plan to the south and the Central City North Community Plan to the north. Both community plans prioritize the types of active transportation improvements proposed by the project.

#### Central City Community Plan

##### *Chapter 3: Land Use*

- Open Space and Recreation: "Streets or public rights-of-way improved with planting, paving, lighting, signage, and furnishings act as pedestrian friendly, open space corridors."
- Policy 4-4.1: "Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers and visitors."

##### *Chapter 4: Transportation and Circulation*

- Pedestrian Circulation: "Streets improved with pedestrian-priority plantings, paving, lighting, signage and furnishings can create a memorable pedestrian environment that connects the different neighborhoods that form Central City."
- Policy 11-6.1: "Preserve and enhance Central City's primary pedestrian-oriented streets and sidewalks and create a framework for the provision of additional pedestrian friendly streets and

## 6 Planning Documents Referenced

sidewalks which complement the unique qualities and character of the communities in Central City."

### *Chapter 5: Urban Design*

#### Pedestrian Linkages – Objectives and Policies

- "To provide an extensive, well-formed and well-maintained pedestrian network."
- "To link transit and pedestrian districts of historic Downtown Los Angeles."
- "Streets should provide adequate sidewalk space for pedestrian circulation and for use by adjacent retail businesses."
- "Create an extensive pedestrian network that helps merge the transportation and open space elements of the City."

#### Angels Walk – Little Tokyo

- "Make 2nd Street from Alameda to the west side of Little Tokyo pedestrian-oriented and a link to other portions of the Angels Walk network."
- "Provide for sidewalk widening, enhancement of streetscape and establishment of public open spaces."

#### Central City North Community Plan

##### *Chapter 3: Land Use Policies and Guidelines – Non-Motorized Transportation*

- Goal 13 "A system of safe, efficient and attractive bicycle and pedestrian routes."
- Objective 13-1 "To promote an adequate system of bikeways for commuter, school, and recreational use."
- Policy 13-1.1 "Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas, and employment centers."
- Objective 13-2 "To promote pedestrian oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities."
- Policy 13-2.1 "Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians."

## General Plan Mobility Element

The existing General Plan Transportation Element (adopted 1999) is currently being updated as a Mobility Element. The most recent draft (issued February 2014), promotes the types of pedestrian improvements proposed by this project:

- Policy 1.2 Complete Streets: "Implement a balanced transportation system using a layered network approach to achieving Complete Streets Standards to ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, homeless, and people with disabilities."
- Policy 2.2 Pedestrian Areas: "Establish a variety of Pedestrian Enhanced Destination (PED) areas that are prioritized for pedestrian improvement."
- Policy 3.1 Pedestrians: "Consider walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications."

## General Plan Health and Wellness Element

The proposed new Health and Wellness Element (2014 draft) encourages the active transportation features of this project:

## **6 Planning Documents Referenced**

- Policy 1.2 Healthy building design and construction: “Promote a healthy built environment by designing buildings and sites for healthy living and working conditions, including enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility.”

### **Metro Long Range Transportation Plan**

The Long Range Transportation Plan promotes the development of bicycle facilities and pedestrian improvements and identifies the Call for Projects program, a competitive process that distributes transportation funds to regionally significant projects, as the primary means by which these mobility improvements are implemented. This project was selected through the Call for Projects process in 2007, and is therefore consistent with the Long Range Transportation Plan.

### **SCAG Regional Transportation Plan**

Projects selected through the Call for Projects process are also formally transmitted to SCAG for inclusion in their Regional Transportation Plan, making the project consistent with this plan as well. In addition, the project advances the goals identified in the 2012 RTP's Active Transportation Appendix.

### **Reducing Greenhouse Gas Emissions**

Transportation accounts for the largest amount of total emissions. The most effective way to reduce greenhouse gas (GHG) emissions is by reducing the amount of drivers. The goal of GHG reduction is to cut down on driving by curbing the sprawling, auto-dependent development patterns that characterize Los Angeles' urban areas and instead focusing development in areas where residents can travel by foot, bicycle, or transit.

While transit is available, the “last ¼ mile” issue still exists. That is, transit users still need a comfortable and convenient way to get the last ¼ mile from their transit stop to and from their actual destination. In this case people traveling via transit, or on bike or on foot will be supported through this project via lighting, paving, crossings, and shade. Improving pedestrian conditions along streets that connect to Metro stations and bus stops within the area are essential to promote the rising increase in ridership.

Providing a more pleasant environment, with more amenities for pedestrians and bicyclists, will increase the frequency of transit use, and extend the distance pedestrians will be willing to walk. This is particularly important on a busy corridor such as Cesar E Chavez Blvd., which draws students, workers, residents, and visitors/tourists, and connects a number of cultural destinations. The project's proposed improvements help reduce GHG emissions by creating a neighborhood network of walkable and bikeable connections to nearby transit stops/ stations that literally reach across the region.

## **7 Public Participation Process Documentation**

The *Cesar Chavez Transit-Oriented Streetscape Plan* was presented and discussed at the Chinatown Community Advisory Committee (CAC) to the CRA/LA and at development review community meetings for the Orsini Apartments projects at the western end of the project area. Over 50 people attended each CAC meeting and approximately the same number of people attended each of the development review meetings for the Orsini apartments.

The following City of Los Angeles departments have been involved in the development of the Streetscape Plan for this project on Cesar Chavez titled *Cesar Chavez Transit-Oriented Streetscape Plan*: Council District #1, Department of Transportation (LADOT), Bureaus of Street Services (BSS) and Street Lighting (BSL) and the former Community Redevelopment Agency (CRA/LA). All departments involved have approved the draft streetscape plan.

The council office provides leadership and overall direction for the streetscape project. The LADOT is involved in the review of how the roadway operates such as locations and types of crosswalks, traffic signals and the number and width of vehicular travel lanes. The BSS supervises the design and reviews all the improvements to be made on the public sidewalk such as street trees, parkways, new transit shelters and amenities. The BSL approves the design and installation of all new street lighting including the proposed pedestrian lighting for the project. The former CRA/LA was involved in the overall planning and design of the streetscape improvements as most of the project area is within the Chinatown Redevelopment Area.

In addition to the CRA/LA-led community outreach for the Streetscape Plan, described above, Metro's *LA Union Station and 1<sup>st</sup>/Central Station Linkages Study* included a neighborhood-level assessment of arterial and collector streets, with an emphasis on bicycle and pedestrian mobility. The study is centered on a community-driven process to identify public improvements that can create active transportation connections and pathways between and through downtown neighborhoods. The Cesar E. Chavez Connections project is in line with the Linkages Study goals, and input garnered as part of the Linkages Study community outreach process has informed the proposed project. This outreach included the following meetings:

- Community Council Meeting: Held November 1, 2013 at 1:00 pm at Union Station, included stakeholder outreach to the LA Union Station Master Plan Community Advisory Council, the Regional Connector Community Leadership Council, and a Technical Advisory Committee.
- Community "Visioning Festival": Held November 2, 2013 from 11:00 am – 2:00 pm at El Pueblo de Los Angeles, included engaging activities designed to educate, inform, and gather public input on potential pedestrian and bicycle enhancements. Activities included: Idea stations for community members to identify pedestrian and bicycle improvements, a neighborhood bike tour and survey, educational games, and children's activities.
- Neighborhood Conversations: Held November 12, 2013 at 5:00 pm at the Pico House, included focused discussions with community stakeholder groups in the El Pueblo and Chinatown communities. This meeting provided facilitation in English, Spanish, and Cantonese and had 57 participants.

**Included in this attachment are the following letters of local support:**

- Councilmember Jose Huizar, Council District #14, City of Los Angeles City Council
- Philip Young, President, Chinese American Citizens Alliance
- Munson A. Kwok, PhD, Board Member Chinese American Museum and Chinese Historical Society of Southern California, Treasurer El Pueblo Park Association, Member Advisory Board of China Town Business Improvement District, Past President Chinese American Citizens Alliance
- Martin V. Lee, Asian Americans Advancing Justice, Affordable Housing Commission
- Terry R. Loo, President, Friends of the Chinese American Museum
- Jason Moy-Fujimoto, Director, Chinatown Business Council
- Jeffrey Lee, Corbett, Costell & Cornelius Law Corporation
- Louis B. Adelson, Corbett, Costell & Cornelius Law Corporation
- Alexandre Ian Cornelius, Corbett, Costell & Cornelius Law Corporation
- George Yu, Macco Investment Corporation
- Diane Poon, Former Executive Director, Chinatown Service Center
- Multiple signatories, Pedro Chan's Office, Chinatown Community Supporters



JOSE HUIZAR  
COUNCILMEMBER, 14TH DISTRICT

May 12, 2014

Mr. Malcolm Dougherty, Director  
Caltrans  
P.O. Box 942873  
Sacramento, CA 94273

Dear Mr. Dougherty,

I am writing on behalf of the Active Transportation Program (ATP) application by the City of Los Angeles for the Cesar Chavez Avenue Improvement Project in the eastside Los Angeles neighborhood of Boyle Heights.

The ATP grant funds pedestrian and bicycle-friendly projects throughout the state in order to create more livable neighborhoods. This project will improve the community of Boyle Heights, one of Los Angeles' most challenged communities, by implementing sidewalk and street improvements that will enhance the pedestrian experience and pedestrian safety throughout the project area. The proposed improvements include curb bump outs, sidewalk repair, tree planting, street furniture standardization, and continental crosswalks.

As Los Angeles City Council representative for the Boyle Heights community, I fully support this project and I urge you to consider it for funding.

Sincerely,

José Huizar  
Councilmember, Fourteenth District  
City of Los Angeles





# 羅省同源會

## Chinese American Citizens Alliance

(ORGANIZED MAY 11, 1895)

LOS ANGELES LODGE  
415 BAMBOO LANE, LOS ANGELES, CA 90012  
TELEPHONE: (213) 628-8015

### 2007 OFFICERS

#### President

Philip Young

#### Vice President

Daisy Ma

#### Secretary

Suellen C. Kwok

#### Ass't Secretary

Nancy Yee

#### Treasurer

Cindy Lo

#### Financial Secretary

Alfred Soo-Hoo

#### Auditors

Clara Tom

Lanora Tom

#### Collector

Anna Lew

#### Marshal

Elmo Gambarana

#### Sentinel

Michael D. Yee Ten

#### Grand Representative

Jimmie Joe

#### Past Presidents

Wilbur K. Woo\*\*

Nowland C. Hong\*\*

Irvin R. Lai\*\*

Herbert Wong

Sam Sik Low

William Y.S. Tom

Edward Leon, Jr.

Saykin Foo\*\*

Munson A. Kwok\*

Winston K. Wu

Stanley Yep

Collin Lai

Pedro Chan

Jimmie Joe

\* Current Grand President

\*\* Past Grand President

January 16, 2007

Mr. Roger Snoble

Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

**Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:**

**1) Chinatown Station-L.A. River Pedestrian/Transit Linkages project**

To improve the connections between the Chinatown Gold Line Station and the Chinatown commercial core, as well as the residential neighborhoods and activity centers located to the north of the Station, is vital to the economic interests of property and business owners in the Chinatown area.

**2) Cesar Chavez Transit Corridor (110 Fwy to Alameda) project**

Cesar Chavez Ave serves as front door to many Downtown landmarks & activity centers: Chinatown, Union Station, El Pueblo/Olvera Street, and Grand Avenue (Walt Disney Concert Hall, Music Center, MOCA, etc.). This project will significantly improve the pedestrian environment in this area, including the connections to the Chinatown commercial core.

**3) Downtown L.A. Alternative Green Transit Modes Trial Program**

An opportunity to utilize alternative vehicles in the Chinatown area, especially in conjunction with efforts to increase pedestrian (and economic) activity in the evening. To establish a route that connects Chinatown, El Pueblo/Olvera Street, Union Station and the Chinatown Gold Line Station.

Dear Mr. Snoble:

As members of the Chinatown Community we are pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding of under the 2007 Metro Call for Projects for the 3 projects notes above. It is our understanding that these three projects will provide significant and much needed improvement to our community on many levels. We also understand that the Chinatown Business Improvement District (BID) will be contributing to these efforts in a direct way and we are pleased to see this partnership formed between private and public resources to benefit our community.

We strongly encourage your support for all three projects and we look forward to the award of each of these 3 projects for the benefit of the community.

Sincerely,

CHINESE AMERICAN CITIZENS ALLIANCE

Philip Young  
President

Munson A. Kwok  
5474 West 76<sup>th</sup> Street  
Los Angeles, CA. 90045-3208

January 16, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza Los Angeles, CA 90012-2952

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Dear Mr. Snoble:

As a stakeholder of both the Chinatown Community and El Pueblo I am pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its applications for funding of under the 2007 Metro Call for Projects for the three projects noted above. It is my understanding that these three projects will provide significant and much needed improvement to our community on many levels. I also understand that the Chinatown Business Improvement District (BID) will be contributing to these efforts in a direct way and we are pleased to see this partnership formed between private and public resources to benefit our community.

As you can see, I am familiar with the areas that these projects will benefit. A linkage that will embrace all of our historical districts in the Heart of the City will be exciting.

I strongly encourage your support for all three projects and look forward to the award of each of these projects for the benefit of the community.

Sincerely,

Munson A. Kwok, Ph.D.  
Member, Board of Directors, Chinese American Museum  
Member, Board of Directors, Chinese Historical Society of Southern California  
Treasurer, El Pueblo Park Association  
Member, Advisory Board of Chinatown Business Improvement District  
Past President of Los Angeles Lodge and National President, Chinese American Citizens Alliance  
Community Volunteer

Martin V. Lee  
970 North Broadway, Suite 220  
Los Angeles, CA 90012  
213-996-3902

January 16, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

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An opportunity to utilize alternative vehicles in the Chinatown area, especially in conjunction with efforts to increase pedestrian (and economic) activity in the evening. To establish a route that connects Chinatown, El Pueblo/Olvera Street, Union Station and the Chinatown Gold Line Station.

Dear Mr. Snoble:

As a member of the Chinatown Community, I support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding of under the 2007 Metro Call for Projects for the 3 projects notes above. It is my understanding that these three projects will provide significant and much needed improvement to our community on many levels. I also understand that the Chinatown Business Improvement District (BID) will be contributing to these efforts in a direct way and we are pleased to see this partnership formed between private and public resources to benefit our community.

I strongly encourage your support for all three projects and look forward to the award of each of these 3 projects for the benefit of the community.

Sincerely,

**TERRY R. LOO**  
**781 North Roscoe Street**  
**Brea, CA 92821**  
**213-324-1616**

January 16, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza Los Angeles, CA 90012-2952

**Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:**

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An opportunity to utilize alternative vehicles in the Chinatown area, especially in conjunction with efforts to increase pedestrian (and economic) activity in the evening. To establish a route that connects Chinatown, El Pueblo/Olvera Street, Union Station and the Chinatown Gold Line Station.

Dear Mr. Snoble:

As a member of the Chinatown Community and President of the Board of the Friends of the Chinese American Museum, I am pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding under the 2007 Metro Call for Projects for the 3 projects noted above. It is my understanding that these three projects will provide significant and much needed improvement to our community on many levels. I also understand that the Chinatown Business Improvement District (BID) will be contributing to these efforts in a direct way and I am pleased to see this partnership formed between private and public resources to benefit our community.

I strongly encourage your support for all three projects and we look forward to the award of each of these 3 projects for the benefit of the community.

Sincerely,



Terry R. Loo  
President, Friends of the Chinese American Museum



January 12, 2007

Mr. Roger Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:**

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Dear Mr. Snoble:

As members of the Chinatown Community we are pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding of under the 2007 Metro Call for Projects for the 3 projects notes above. It is our understanding that these three projects will provide significant and much needed improvement to our community on many levels. We also understand that the Chinatown Business Improvement

District (BID) will be contributing to these efforts in a direct way and we are pleased to see this partnership formed between private and public resources to benefit our community.

We strongly encourage your support for all three projects and we look forward to the award of each of these 3 projects for the benefit of the community.

Sincerely,

Jason Moy-Fujimoto  
Director, Chinatown Business Council

Longtime Stakeholder  
Moy & Associates, LLC  
Gold Stream Village  
Moytel Apartments

---

**Moy and Associates, LLC**

742 North Broadway, 2<sup>nd</sup> Floor, Los Angeles, CA 90012

Fax:(213) 250-3789

Email: [moyandassoc@aol.com](mailto:moyandassoc@aol.com)

January 16, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

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An opportunity to utilize alternative vehicles in the Chinatown area, especially in conjunction with efforts to increase pedestrian (and economic) activity in the evening. To establish a route that connects Chinatown, El Pueblo/Olvera Street, Union Station and the Chinatown Gold Line Station.

Dear Mr. Snoble:

As people with a stake in the Chinatown Community, we are pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding under the 2007 Metro Call for Projects for the three projects noted above. It is our understanding that these three projects will provide significant and much needed improvement to the community on many levels. We also understand that the Chinatown Business Improvement District (BID) will be contributing to these efforts in a direct way and we are pleased to see this partnership formed between private and public resources to benefit the community.

We strongly encourage your support for all three projects and we look forward to the award of each of these three projects for the benefit of the community.

Sincerely,



Jeffrey Lee Costell

January 16, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:**

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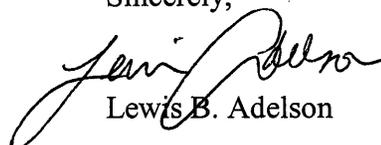
An opportunity to utilize alternative vehicles in the Chinatown area, especially in conjunction with efforts to increase pedestrian (and economic) activity in the evening. To establish a route that connects Chinatown, El Pueblo/Olvera Street, Union Station and the Chinatown Gold Line Station.

Dear Mr. Snoble:

As people with a stake in the Chinatown Community, we are pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding under the 2007 Metro Call for Projects for the three projects noted above. It is our understanding that these three projects will provide significant and much needed improvement to the community on many levels. We also understand that the Chinatown Business Improvement District (BID) will be contributing to these efforts in a direct way and we are pleased to see this partnership formed between private and public resources to benefit the community.

We strongly encourage your support for all three projects and we look forward to the award of each of these three projects for the benefit of the community.

Sincerely,



Lewis B. Adelson

January 16, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:**

**1) Chinatown Station-L.A. River Pedestrian/Transit Linkages project**

To improve the connections between the Chinatown Gold Line Station and the Chinatown commercial core, as well as the residential neighborhoods and activity centers located to the north of the Station, is vital to the economic interests of property and business owners in the Chinatown area.

**2) Cesar Chavez Transit Corridor (110 Fwy to Alameda) project**

Cesar Chavez Ave serves as front door to many Downtown landmarks and activity centers: Chinatown, Union Station, El Pueblo/Olvera Street, and Grand Avenue (Walt Disney Concert Hall, Music Center, MOCA, etc.). This project will significantly improve the pedestrian environment in this area, including the connections to the Chinatown commercial core.

**3) Downtown L.A. Alternative Green Transit Modes Trial Program**

An opportunity to utilize alternative vehicles in the Chinatown area, especially in conjunction with efforts to increase pedestrian (and economic) activity in the evening. To establish a route that connects Chinatown, El Pueblo/Olvera Street, Union Station and the Chinatown Gold Line Station.

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We strongly encourage your support for all three projects and we look forward to the award of each of these three projects for the benefit of the community.

Sincerely



Alexandre Ian Cornelius

**MACCO INVESTMENTS CORPORATION**

THE FAR EAST PLAZA  
727 North Broadway, Suite 208  
Los Angeles, CA 90012

Tel: (213) 625-2288  
Fax: (213) 625-8288

January 15, 2007

Mr. Roger Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:

Dear Mr. Snoble:

The Far East Plaza was constructed in 1977 and is most established retail project Los Angeles Chinatown. We are pleased to support the Community Redevelopment Agency (CRA/LA) in its application for funding of under the 2007 Metro Call for Projects for the three projects noted below.

**1. Chinatown Station-L.A. River Pedestrian/Transit Linkages project**

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An opportunity to utilize alternative vehicles in the Chinatown area, especially in conjunction with efforts to increase pedestrian (and economic) activity in the evening. To establish a route that connects Chinatown, El Pueblo/Olvera Street, Union Station and the Chinatown Gold Line Station.

It is our firm belief that these three projects will provide significant improvement to our community. We understand that the Chinatown Business Improvement District (BID) will be contributing to these efforts in a direct manner and we are pleased to see this partnership formed between private and public resources to benefit our community.

We encourage your support for these three projects for the benefit of Chinatown and the surrounding community. Thank you for your time and consideration.

Sincerely,

MACCO INVESTMENTS CORPORATION

  
George Yu  
Agent for Owner



3452 East Foothill Boulevard, #820  
 Pasadena, California 91107  
 Phone: 800.400.3809  
 Fax: 826.584.6104  
 Web: www.hrfocususa.com

January 16, 2007

Mr. Roger Snoble  
 Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
 One Gateway Plaza Los Angeles, CA 90012-2952

Re: **2007 Metro Call for Projects/Pedestrian Improvements Category:**

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I strongly encourage your support for all three projects and we look forward to the award of each of these 3 projects for the benefit of the community.

Sincerely,

 A handwritten signature in black ink, appearing to read 'Diane Poon', is written over a circular stamp or seal.
 

Diane Poon  
 Former Executive Director  
 Chinatown Service Center

**The desk of Daisy Tena @ Pedro Chan's Office**  
5266 E. Pomona Blvd.  
Los Angeles, CA 90022  
(323) 721-0774 (323) 721-0763fax

**fax** t r a n s m i t t a l

**To:** Ann @ Kim Benjamin's Office  
**Fax:** (310)796-1495

**From:** Daisy Tena

**Date:** 1/16/07

**Re:** Chinatown Community support letters

**Notes:** The following per your request are signature pages. If you should have any questions please contact Pedro Chan at (323)721-0774.

18 Page(s) including cover sheet

**Thank You!**

January 14, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza Los Angeles, CA 90012-2952

Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:  
簽名為爭取輕鐵三百萬元經費-用於建立華埠四通八達行車網

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Sincerely,

WILDE F KWOK

Carrie Wilde F. Kwok

Joseph F. Wong  
[Signature]

[Signature]  
[Signature]

January 14, 2007

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One Gateway Plaza Los Angeles, CA 90012-2952

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Sincerely,

Joanne Der

Gene Sri

Jenny Pan

Phan Thi Hoa

Chin Min Tong

Li

January 14, 2007

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

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Sincerely,

<u>Siao yan Liang</u>	<u>Ke ping di</u>	<u>Yong Xian Li</u>
<u>Jim met Tam</u>	<u>YIT FOON (HOW)</u>	
<u>Yumma Li</u>	<u>Siu Kit Chu</u>	

January 14, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza Los Angeles, CA 90012-2952

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Sincerely,

Angela Law

Dr. Bayung

Yoma Kwong

Shi Wong

Yue Yan Li

Melissa Chen

January 14, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza Los Angeles, CA 90012-2952

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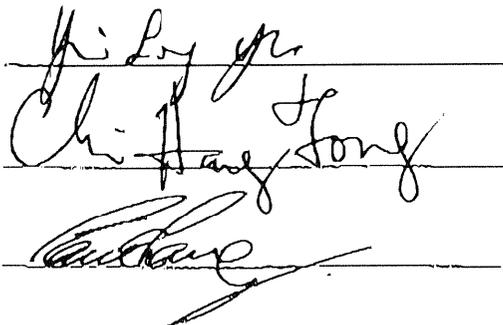
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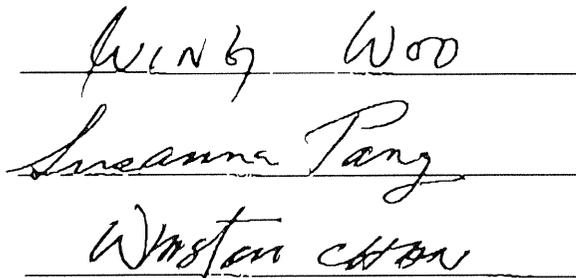
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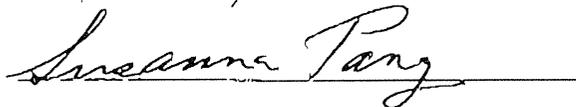
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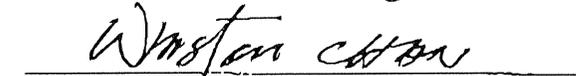
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Sincerely,

  
\_\_\_\_\_  
Chi-Hang Song

  
\_\_\_\_\_  
Winky Woo

  
\_\_\_\_\_  
Susanna Tang

  
\_\_\_\_\_  
Winston Chan

January 14, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza Los Angeles, CA 90012-2952

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Sincerely,

陳許文德

Christopher

陸謙明

[Signature]

Jin

[Signature]

January 14, 2007

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

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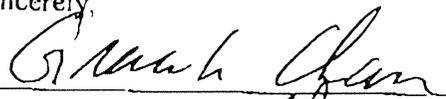
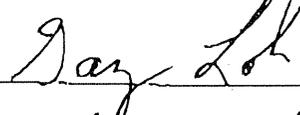
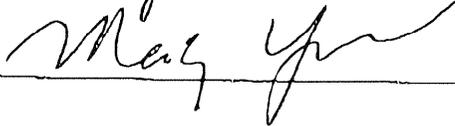
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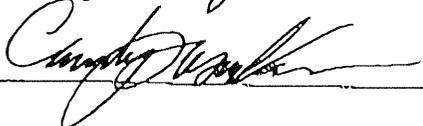
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\_\_\_\_\_

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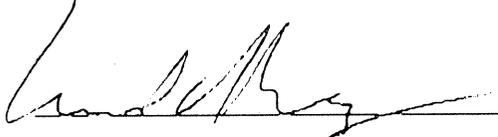
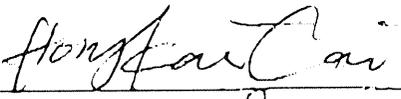
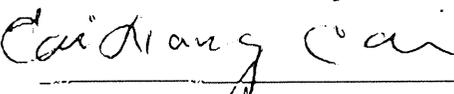
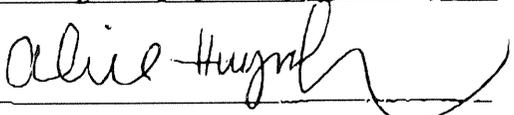
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Sincerely,

Samuel Tsang

HG. Kung

Deng Mei Mei

SHU XU XU

[Signature]

[Signature]



January 14, 2007

Mr. Roger Snoble  
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza Los Angeles, CA 90012-2952

Re: 2007 Metro Call for Projects/Pedestrian Improvements Category:  
簽名為爭取輕鐵三百萬元經費-用於建立華埠四通八達行車網

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Wesley P. Portinega

Connie Wu

Joseph Chan

Frankie Chan

Sandra

D. B. Au

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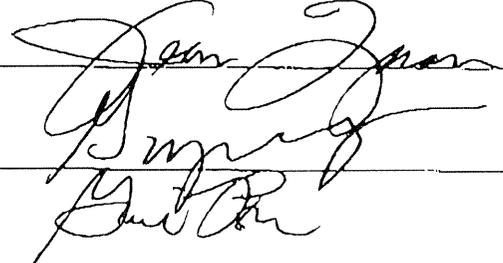
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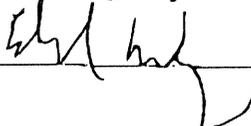
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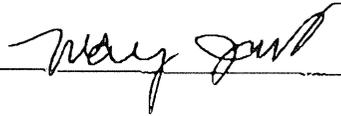
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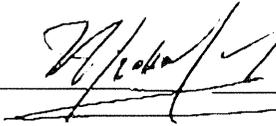
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\_\_\_\_\_  
Katherine Chan  
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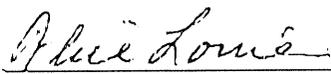
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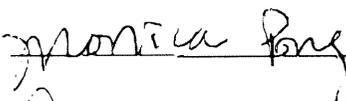
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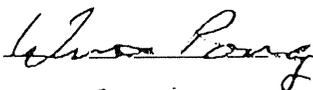
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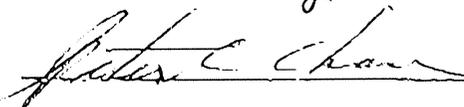
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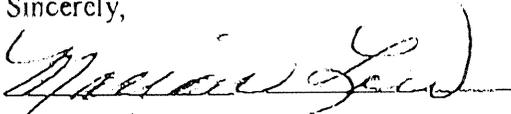
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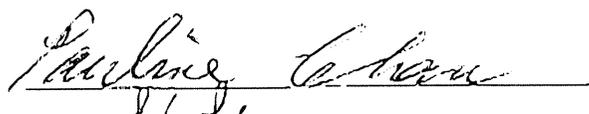
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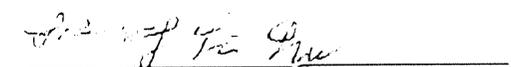
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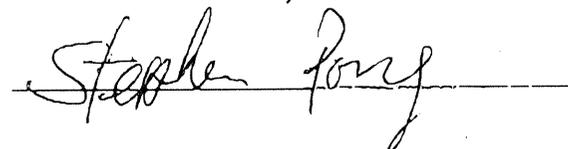
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Pauline Chan  
L114 Yu

  
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Stephen Fong

  
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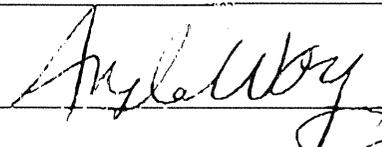
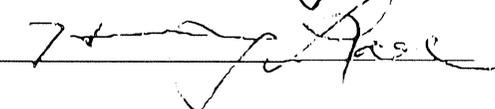
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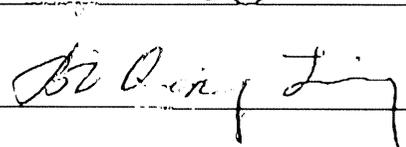
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陳煥培 楊育煥 黃慕瑋  
陳良忠 蔣惠玲 蔣麗慧 徐慧真  
徐慧珠

City of Los Angeles  
 Active Transportation Program | Cycle I | May 2014  
 Cesar E. Chavez Connections  
**Attachment 9a/ Collision History**

**Collisions in Project Area 1/1/2008 - 12/31/2012**

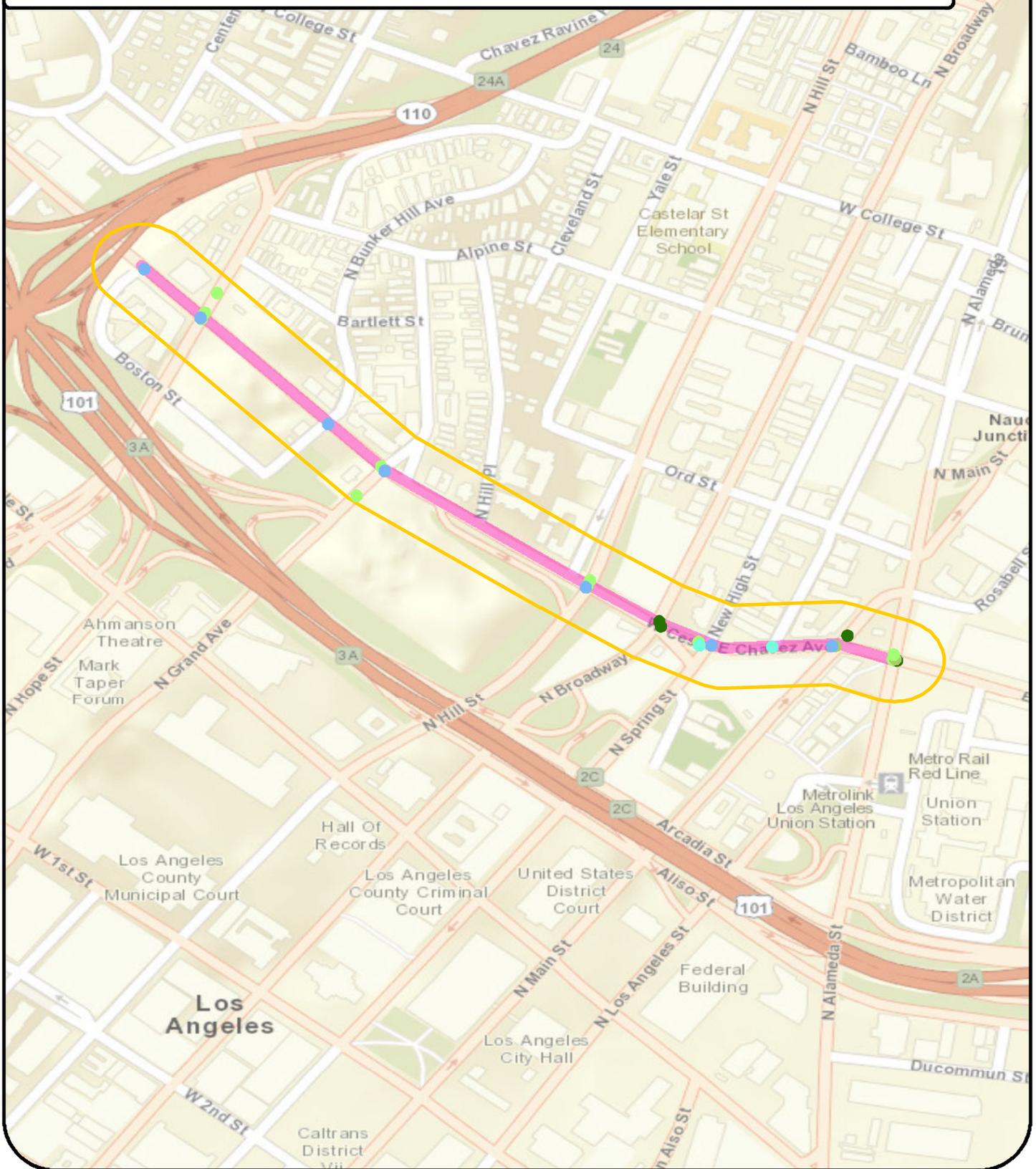
PRIMARYRD	SECONDRD	PEDKILL	PEDINJ	BICKILL	BICINJ	KILLED	INJURED	DATE_
CESAR E CHAVEZ	N BUNKER HILL AV	0	0	0	1	0	1	2011-09-29
CESAR E CHAVEZ	SPRING	0	0	0	1	0	1	2012-06-28
CESAR E CHAVEZ AV	GRAND AV	0	0	0	1	0	1	2010-09-20
CESAR E CHAVEZ AV	NEW HIGH ST	0	0	0	1	0	1	2011-11-22
HILL ST	CESAR E CHAVEZ	0	0	0	1	0	1	2008-03-20
MAIN ST	CESAR CHAVEZ AV	0	0	0	1	0	1	2010-09-13
SPRING ST	CESAR E CHAVEZ AV	0	0	0	1	0	1	2010-03-04
SUNSET BL	BOYLSTON ST	0	0	0	1	0	1	2009-04-13
CESAR E CHAVEZ AV	FIGUEROA ST	0	0	0	2	0	2	2008-09-24
ALAMEDA ST	CESAR E CHAVEZ AV	0	1	0	0	0	1	2011-02-10
ALAMEDA ST	CESAR E CHAVEZ AV	0	1	0	0	0	1	2012-10-12
ALAMEDA ST	CESAR E CHAVEZ AV	0	1	0	0	0	1	2012-07-09
ALAMEDA ST	CESAR E CHAVEZ AV	0	1	0	0	0	1	2010-03-22
BROADWAY	CESAR E CHAVEZ AV	0	1	0	0	0	1	2008-02-01
CESAR E CHAVEZ AV	ALAMEDA AV	0	1	0	0	0	1	2008-05-13
CESAR E CHAVEZ AV	BROADWAY	0	1	0	0	0	1	2008-10-27
CESAR E CHAVEZ AV	BROADWAY AV	0	1	0	0	0	1	2009-09-09
CESAR E CHAVEZ AV	FIGUEROA ST	0	1	0	0	0	1	2009-07-02
CESAR E CHAVEZ AV	GRAND AV	0	1	0	0	0	1	2012-11-21
CESAR E CHAVEZ AV	NORTH MAIN ST	0	1	0	0	0	1	2012-11-08
CESAR E CHAVEZ LN	GRAND AV	0	1	0	0	0	1	2008-02-22
FIGUEROA ST	CESAR CHAVEZ AV	0	1	0	0	0	1	2010-01-27
FIGUEROA ST	CESAR E CHAVEZ	0	1	0	0	0	1	2008-09-24
FIGUEROA ST	CESAR E CHAVEZ AV	0	1	0	0	0	1	2009-07-19
GRAND AV	CESAR E CHAVEZ AV	0	1	0	0	0	1	2010-05-24
HILL ST	CESAR CHAVEZ AV	0	1	0	0	0	1	2011-03-15
HILL ST	CESAR E CHAVEZ	0	1	0	0	0	1	2008-07-21
HILL ST	CESAR E CHAVEZ AV	0	1	0	0	0	1	2009-03-24
MAIN ST	CESAR E CHAVEZ	0	1	0	0	0	1	2008-06-01
	Total	0	20	0	10	0	30	

# 2008-2012 Bike and Pedestrian Crash Data

## City of LA Cesar Chavez Connections

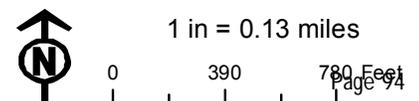
Jurisdiction: LA CITY

Project Number: F1611



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

### Attachment 9b



City of Los Angeles  
 Active Transportation Program | Cycle I | May 2014  
 Cesar E Chavez Connections  
**Attachment 10 Crash Reduction Calculations**

ESTIMATED ANNUAL CRASH REDUCTION BY COUNTERMEASURE TYPE		SIGNALIZED INTERSECTION COUNTERMEASURES						UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				
		Install pedestrian signal heads	Install ped crossing	Install advance stop bar before crosswalk (Bicycle Box)	Install ped 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 ped signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadway)	Install pedestrian crossing (with enhanced safety features)	Install raised pedestrian crossing	Other		
Applicable Countermeasure?		N	N	N	N	N	N	Y	N	Y	N	N	N	N		
CRF		25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	0%		
Fatal Crashes		0	0	0	0	0	0	0	0	0	0	0	0	0		
Injury Crashes		0	0	0	0	0	0	20	0	10	0	0	0	0		
Years of Data		5	5	5	5	5	5	5	5	5	5	5	5	5		
Avg. Annual Total Fatal and Injury Crashes		0	0	0	0	0	0	4	0	2	0	0	0	0		
Annual Crash Reduction		0	0	0	0	0	0	1.4	0	0.7	0	0	0	0		
													<b>TOTAL ANNUAL CRASH REDUCTION</b>			
													<b>2.1</b>			

City of Los Angeles  
 Active Transportation Program | Cycle I | May 2014  
 Cesar E. Chavez Connections  
**Attachment I Ia/ Ped-Bike-Vehicle Counts**

<b>Vehicle Count</b>				
	Chavez/Bway	Chavez/Spring	Chavez/Main	Weighted Avg
7AM-11AM	12003	9200	8854	10273
11AM-3PM	11862	8139	8309	9701
3PM-7PM	13791	9153	11131	11648
12-hr Total	37656	26492	28294	32999
Segment Length	0.25	0.15	0.04	
Source: RTPG Survey 4/17/2014				
<b>Ped-Bike Count</b>				
	Chavez/ Broadway	Chavez/ Spring/ New High	Chavez/ Main	Weighted Avg
Peds (12hr total)	3836	5217	4755	4390
Bikes (12hr total)	347	320	269	331
Length	0.25	0.15	0.04	
Source: RTPG Survey 4/17/2014				

The above is a summary of a count provided by the Rifkin Transportation Planning Group. Full data from this count may be found in Attachment I Ic.

City of Los Angeles  
 Active Transportation Program | Cycle I | May 2014  
 Cesar E Chavez Connections  
**Attachment 11b/ Pedestrian/Bicycle Trip Forecasting**

Population of TAZs within buffer area of project				
From SCAG 2012-2035 RTP-SCS				
Buffer	2008 Population	2020 Population	2035 Population	
0.5 mile	26,297	34,742	37,228	
1 mile	64,117	84,704	91,287	
3 miles	508,835	624,037	682,016	
Potential Pedestrian Trips based on influence area population (0.5 mile)				
2009 NHTS 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 and bike trips				
Estimated Potential Daily Person Trips W/in Influence Area				
	2008	2020	2035	2014
Pedestrian	10,365	13,694	14,674	11914
Bike	4,186	5,530	5,926	4811
			Ped	Bike
Total bike/ped person trips within project area, 2014			11,914	4,811
Total bike/ped person trips within project area, 2035 WITHOUT project			14,674	5,926
New bike/ped person trips due to project (assumed 3% increase)			440	178
Total bike/ped person trips within project area, 2035 WITH project			15,114	6,104
All forecast figures are rounded to the nearest whole number. Figures may not add up perfectly due to rounding.				

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-001

Day: Thursday

City: Los Angeles

Date: 4/17/14

AM													
NS/EW Streets:	Broadway			Broadway			Cesar E Chavez Ave			Cesar E Chavez Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 2	ET 2.5	ER 0.5	WL 1	WT 3	WR 1	TOTAL
7:00 AM	19	37	26	11	110	36	15	103	7	23	223	9	619
7:15 AM	22	58	32	11	125	48	7	95	5	16	244	12	675
7:30 AM	18	50	37	24	125	47	13	113	10	23	250	4	714
7:45 AM	29	72	40	20	127	49	20	140	7	29	307	10	850
8:00 AM	35	73	31	27	130	37	30	144	7	25	237	15	791
8:15 AM	29	65	48	21	150	60	20	165	6	14	273	16	867
8:30 AM	39	55	39	27	149	47	22	172	7	26	295	6	884
8:45 AM	34	52	51	25	108	50	27	177	19	30	278	14	865
9:00 AM	35	75	51	16	105	36	28	141	7	22	283	8	807
9:15 AM	43	62	45	32	101	42	22	143	11	29	204	21	755
9:30 AM	45	59	38	16	119	25	26	129	7	30	263	13	770
9:45 AM	38	69	46	22	107	24	29	122	7	10	245	18	737
10:00 AM	40	59	38	23	82	32	27	102	11	17	237	16	684
10:15 AM	38	82	48	13	80	29	16	125	9	20	202	27	689
10:30 AM	29	75	51	15	68	19	24	109	8	22	204	18	642
10:45 AM	34	88	34	24	69	27	33	109	8	25	183	20	654
<b>TOTAL VOLUMES :</b>	527	1031	655	327	1755	608	359	2089	136	361	3928	227	12003
<b>APPROACH %'s :</b>	23.81%	46.59%	29.60%	12.16%	65.24%	22.60%	13.89%	80.84%	5.26%	7.99%	86.98%	5.03%	
<b>PEAK HR START TIME :</b>	815 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	137	247	189	89	512	193	97	655	39	92	1129	44	3423
<b>PEAK HR FACTOR :</b>	0.890			0.859			0.887			0.967			0.968

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
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2056

Chavez/Bway	
AM	12003
Noon	11862
PM	13791
Total	37656

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-001

Day: Thursday

City: Los Angeles

Date: 4/17/14

NS/EW Streets:	PM												TOTAL
	Broadway			Broadway			Cesar E Chavez Ave			Cesar E Chavez Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 2	ET 2.5	ER 0.5	WL 1	WT 3	WR 1	
3:00 PM	38	121	42	19	81	30	38	152	9	26	193	19	768
3:15 PM	48	146	30	16	58	28	33	176	10	20	178	21	764
3:30 PM	46	164	44	19	68	23	48	198	16	21	175	32	854
3:45 PM	35	157	44	24	84	27	28	195	17	23	176	38	848
4:00 PM	23	162	50	16	71	24	64	196	12	20	203	36	877
4:15 PM	30	195	52	9	84	20	45	200	13	28	172	40	888
4:30 PM	16	166	37	14	79	32	45	201	12	29	206	38	875
4:45 PM	28	188	28	9	54	27	58	223	19	25	190	47	896
5:00 PM	18	182	31	16	85	25	69	215	19	21	220	44	945
5:15 PM	36	188	21	13	96	28	50	231	11	21	233	52	980
5:30 PM	24	158	28	12	95	30	57	236	17	16	232	40	945
5:45 PM	27	185	28	12	93	26	65	199	12	17	207	49	920
6:00 PM	32	212	44	10	56	30	53	197	10	12	195	48	899
6:15 PM	33	196	42	9	61	38	48	155	10	24	204	43	863
6:30 PM	24	189	41	12	67	28	23	159	9	22	172	42	788
6:45 PM	17	152	18	17	64	25	44	131	9	24	154	26	681
<b>TOTAL VOLUMES :</b>	NL 475	NT 2761	NR 580	SL 227	ST 1196	SR 441	EL 768	ET 3064	ER 205	WL 349	WT 3110	WR 615	TOTAL 13791
<b>APPROACH %'s :</b>	12.45%	72.35%	15.20%	12.18%	64.16%	23.66%	19.02%	75.90%	5.08%	8.57%	76.34%	15.10%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	105	713	108	53	369	109	241	881	59	75	892	185	3790
<b>PEAK HR FACTOR :</b>	0.945												0.967

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
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CONTROL : Signalized

8111

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-001

Day: Thursday

City: Los Angeles

Date: 4/17/14

NOON													
NS/EW Streets:	Broadway			Broadway			Cesar E Chavez Ave			Cesar E Chavez Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 2	ET 2.5	ER 0.5	WL 1	WT 3	WR 1	TOTAL
11:00 AM	28	104	46	14	63	17	52	138	8	26	169	24	689
11:15 AM	43	124	54	19	61	23	32	101	18	25	173	36	709
11:30 AM	40	118	40	27	65	19	47	117	11	13	203	27	727
11:45 AM	43	108	57	22	87	26	24	126	15	20	192	29	749
12:00 PM	39	120	46	17	75	23	31	131	11	24	195	31	743
12:15 PM	40	134	51	25	95	23	39	130	12	27	154	21	751
12:30 PM	47	115	47	26	94	26	38	137	11	22	210	33	806
12:45 PM	40	92	42	16	89	30	37	135	12	20	176	22	711
1:00 PM	43	95	43	23	98	17	34	124	18	20	178	22	715
1:15 PM	38	87	42	19	100	18	37	136	11	20	157	24	689
1:30 PM	35	105	41	20	120	18	35	133	11	30	170	22	740
1:45 PM	43	101	44	25	125	43	27	127	16	23	179	24	777
2:00 PM	49	98	39	27	93	33	40	139	6	19	141	26	710
2:15 PM	54	121	49	23	92	23	27	147	14	19	173	31	773
2:30 PM	49	143	45	23	99	27	29	163	7	22	167	32	806
2:45 PM	53	129	53	13	82	27	39	140	17	25	160	29	767
<b>TOTAL VOLUMES :</b>	684	1794	739	339	1438	393	568	2124	198	355	2797	433	11862
<b>APPROACH %'s :</b>	21.26%	55.77%	22.97%	15.62%	66.27%	18.11%	19.65%	73.49%	6.85%	9.90%	78.02%	12.08%	
<b>PEAK HR START TIME :</b>	145 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	195	463	177	98	409	126	123	576	43	83	660	113	3066
<b>PEAK HR FACTOR :</b>	0.881			0.820			0.932			0.947			0.951

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
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CONTROL : Signalized

1598

# ITM Peak Hour Summary

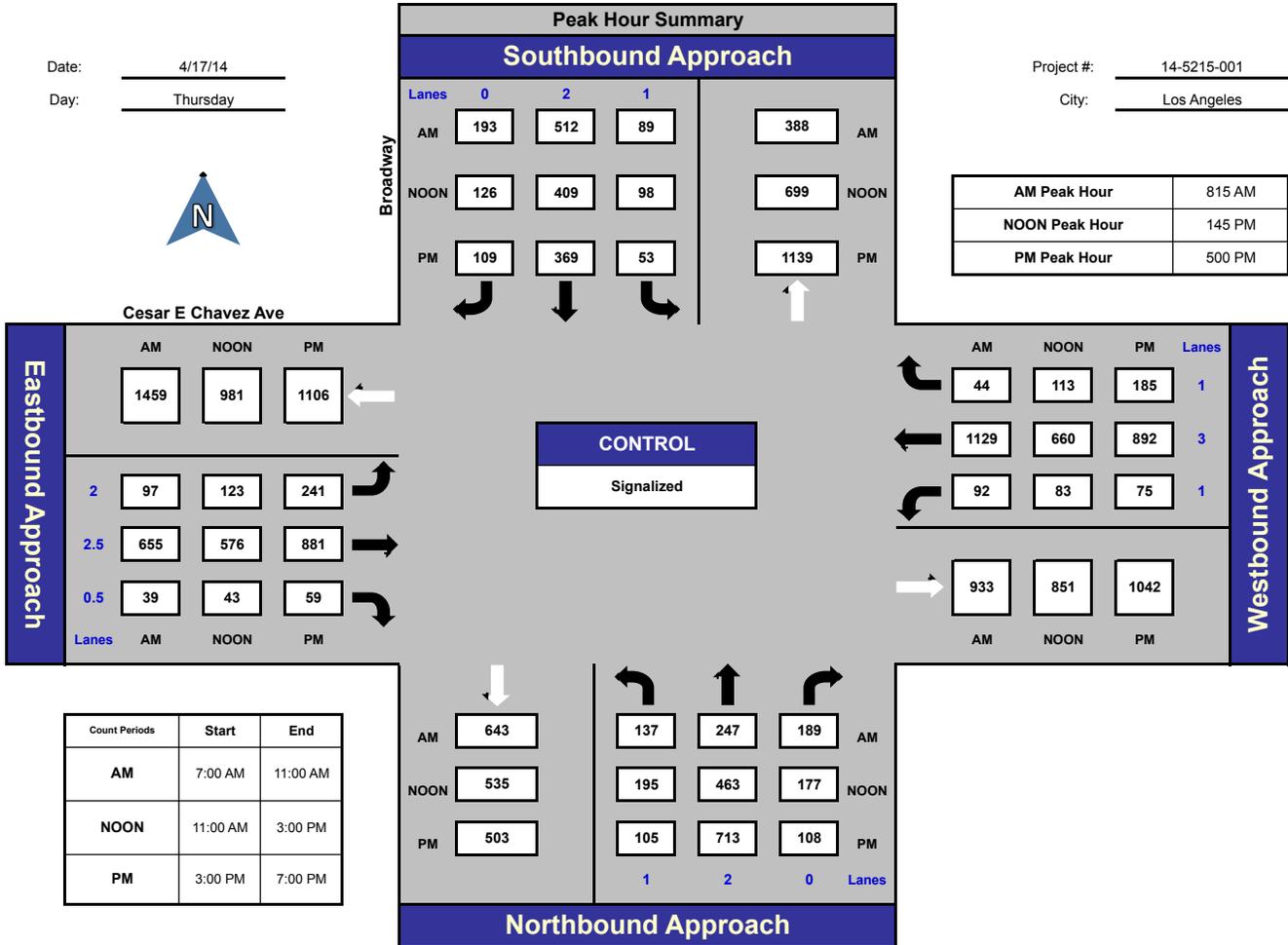


Prepared by:  
National Data & Surveying Services

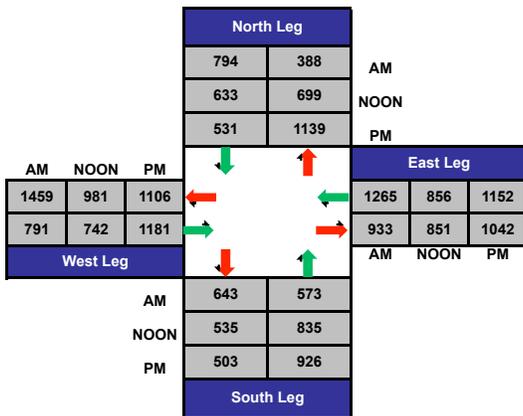
## Broadway and Cesar E Chavez Ave, Los Angeles

Date: 4/17/14  
Day: Thursday

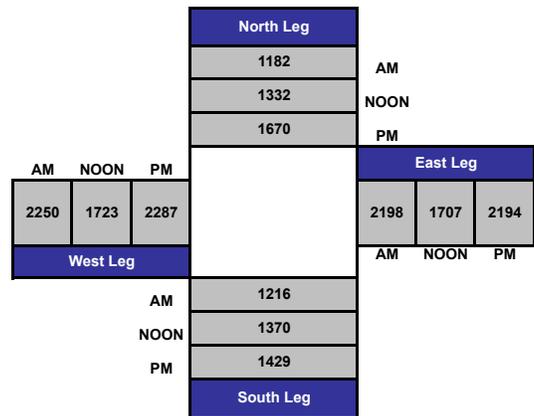
Project #: 14-5215-001  
City: Los Angeles



### Total Ins & Outs



### Total Volume Per Leg



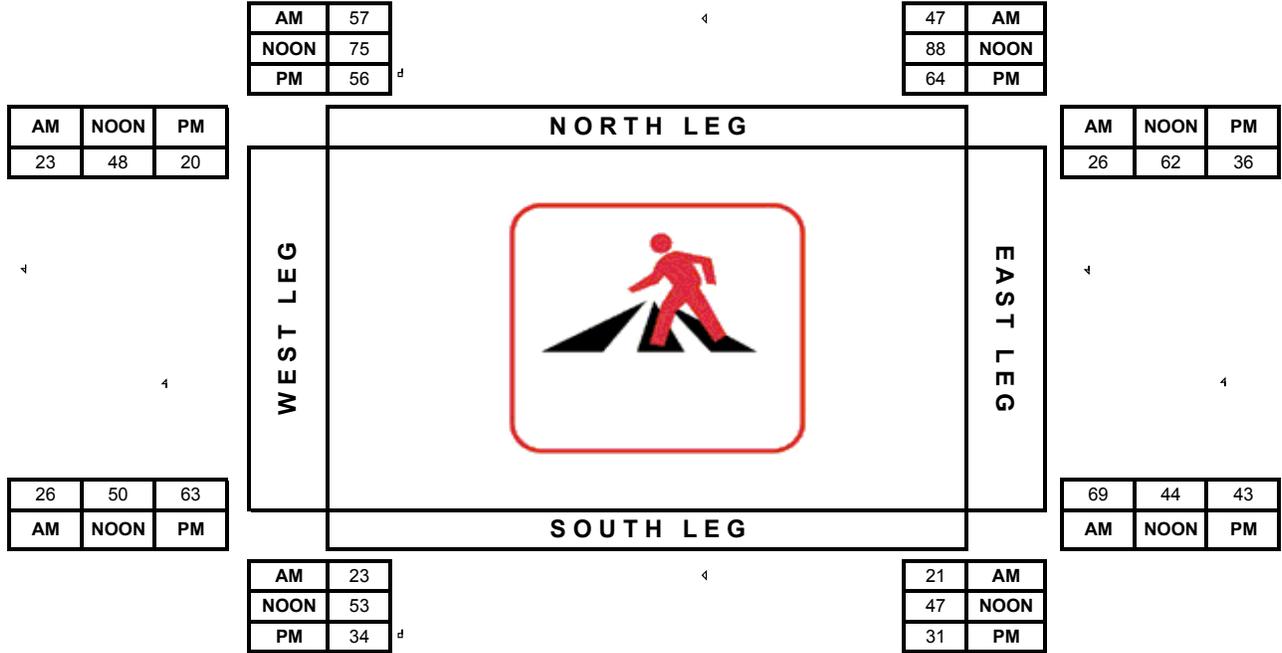
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 14-5215-001  
 N/S Street: Broadway  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

	Start:	End:
AM	7:00	11:00
NOON	11:00	15:00
PM	15:00	19:00



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Bicycle Count Peak Hour

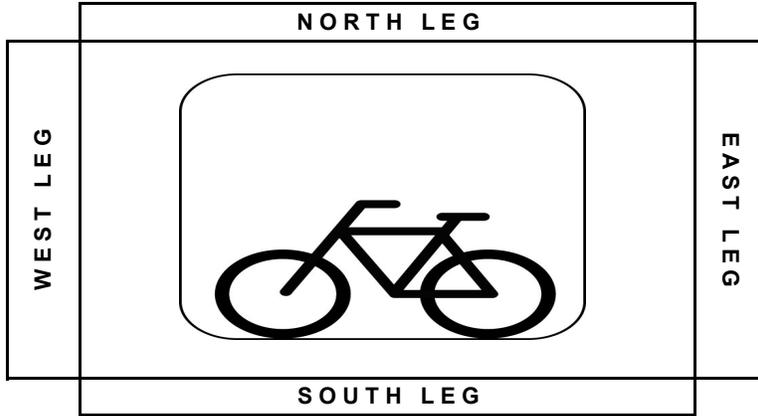
PROJECT#: 14-5215-001  
 N/S Street: Broadway  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

	Start:	End:
AM	7:00	11:00
NOON	11:00	15:00
PM	15:00	19:00

AM	1	7	0
NOON	1	7	0
PM	0	4	2

AM	NOON	PM
2	1	1
12	10	12
0	0	0



AM	NOON	PM
1	2	5
4	9	7
0	0	0

AM	1	2	0
NOON	0	1	0
PM	3	7	1

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5215-001  
 N/S Street: Broadway  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

**A M**

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	12	11	4	6	8	4	5	12
7:15 AM	10	3	5	6	10	9	4	3
7:30 AM	13	15	11	8	21	10	7	14
7:45 AM	7	6	4	5	5	2	2	9
8:00 AM	7	5	6	7	8	5	2	6
8:15 AM	9	2	5	3	8	15	0	4
8:30 AM	10	14	8	3	20	6	4	12
8:45 AM	14	10	4	1	21	3	3	6
9:00 AM	13	3	16	2	5	6	3	7
9:15 AM	19	8	11	4	6	7	8	3
9:30 AM	12	11	6	6	22	1	5	8
9:45 AM	13	13	7	6	22	10	7	3
10:00 AM	15	13	2	1	12	7	5	5
10:15 AM	17	10	8	8	13	8	9	7
10:30 AM	12	20	4	5	14	4	5	5
10:45 AM	15	7	8	6	12	1	5	3
<b>TOTALS</b>	<b>198</b>	<b>151</b>	<b>109</b>	<b>77</b>	<b>207</b>	<b>98</b>	<b>74</b>	<b>107</b>

1021

**NOON**

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	9	21	11	0	13	15	5	4
11:15 AM	31	13	16	7	13	5	14	7
11:30 AM	12	23	11	12	31	19	9	11
11:45 AM	9	21	18	2	17	16	10	13
12:00 PM	31	11	11	11	6	8	14	8
12:15 PM	16	18	21	1	11	18	9	9
12:30 PM	22	15	20	8	9	16	16	16
12:45 PM	11	36	2	24	19	15	14	14
1:00 PM	26	19	10	14	5	13	11	9
1:15 PM	15	13	3	10	15	7	8	10
1:30 PM	25	19	7	9	7	16	7	3
1:45 PM	8	21	9	7	12	7	4	6
2:00 PM	17	15	4	8	5	7	9	3
2:15 PM	11	16	10	13	11	13	9	10
2:30 PM	25	23	11	10	9	8	20	6
2:45 PM	15	11	13	9	13	12	7	6
<b>TOTALS</b>	<b>283</b>	<b>295</b>	<b>177</b>	<b>145</b>	<b>196</b>	<b>195</b>	<b>166</b>	<b>135</b>

1592

**P M**

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	23	8	5	9	6	12	11	7
3:15 PM	9	7	14	11	4	7	8	16
3:30 PM	11	22	6	9	10	6	7	6
3:45 PM	16	13	8	9	12	2	14	9
4:00 PM	10	11	13	11	14	1	17	12
4:15 PM	17	10	9	2	13	10	15	8
4:30 PM	12	18	14	8	7	3	11	5
4:45 PM	16	13	3	3	11	14	6	4
5:00 PM	11	23	8	18	12	9	31	3
5:15 PM	14	11	11	7	5	6	13	6
5:30 PM	10	7	2	4	7	3	12	6
5:45 PM	11	7	8	3	3	1	3	6
6:00 PM	5	4	11	2	11	4	9	7
6:15 PM	7	24	10	9	11	3	7	3
6:30 PM	20	15	13	4	7	5	4	8
6:45 PM	19	13	24	10	20	5	8	2
<b>TOTALS</b>	<b>211</b>	<b>206</b>	<b>159</b>	<b>119</b>	<b>153</b>	<b>91</b>	<b>176</b>	<b>108</b>

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	1	2	0	1	3	0	0	1	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	3	2	0	0	5	0	0	0	0
7:45 AM	0	0	0	1	1	0	1	1	0	0	0	0
8:00 AM	0	0	1	1	1	0	0	3	0	0	1	0
8:15 AM	0	0	0	0	4	1	0	0	0	0	2	0
8:30 AM	1	0	0	4	1	1	0	2	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	3	0	0	0	0
9:00 AM	0	0	1	0	2	2	0	1	0	0	0	1
9:15 AM	0	0	0	0	3	0	0	4	0	0	1	0
9:30 AM	0	0	0	0	2	0	0	1	0	0	2	0
9:45 AM	0	0	0	2	0	0	1	3	0	0	1	0
10:00 AM	0	1	0	0	0	0	1	3	0	0	0	0
10:15 AM	1	0	0	0	3	0	0	2	0	0	2	0
10:30 AM	0	0	0	0	0	1	0	1	0	0	2	0
10:45 AM	0	1	0	0	4	0	1	6	0	0	0	1
<b>TOTALS</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>25</b>	<b>5</b>	<b>5</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
11:00 AM	0	0	0	0	0	0	0	7	0	0	0	1
11:15 AM	0	0	0	1	0	0	0	2	0	0	2	1
11:30 AM	0	1	0	0	0	0	1	1	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	7	0	0	1	1
12:00 PM	0	1	0	0	1	1	1	1	0	0	1	1
12:15 PM	0	0	0	0	3	0	0	0	0	0	3	0
12:30 PM	0	0	0	0	2	0	0	2	0	0	4	0
12:45 PM	0	1	0	0	1	0	0	1	0	0	3	0
1:00 PM	0	0	0	0	0	0	0	2	0	0	0	0
1:15 PM	0	1	0	1	2	0	0	0	0	0	2	0
1:30 PM	1	0	0	0	1	0	0	2	0	0	3	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	1
2:00 PM	0	1	0	2	2	2	2	2	0	0	0	0
2:15 PM	0	0	0	0	2	1	1	2	0	0	0	0
2:30 PM	0	2	0	0	2	0	0	1	0	0	0	0
2:45 PM	0	3	0	2	1	0	0	1	0	0	1	0
<b>TOTALS</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>5</b>

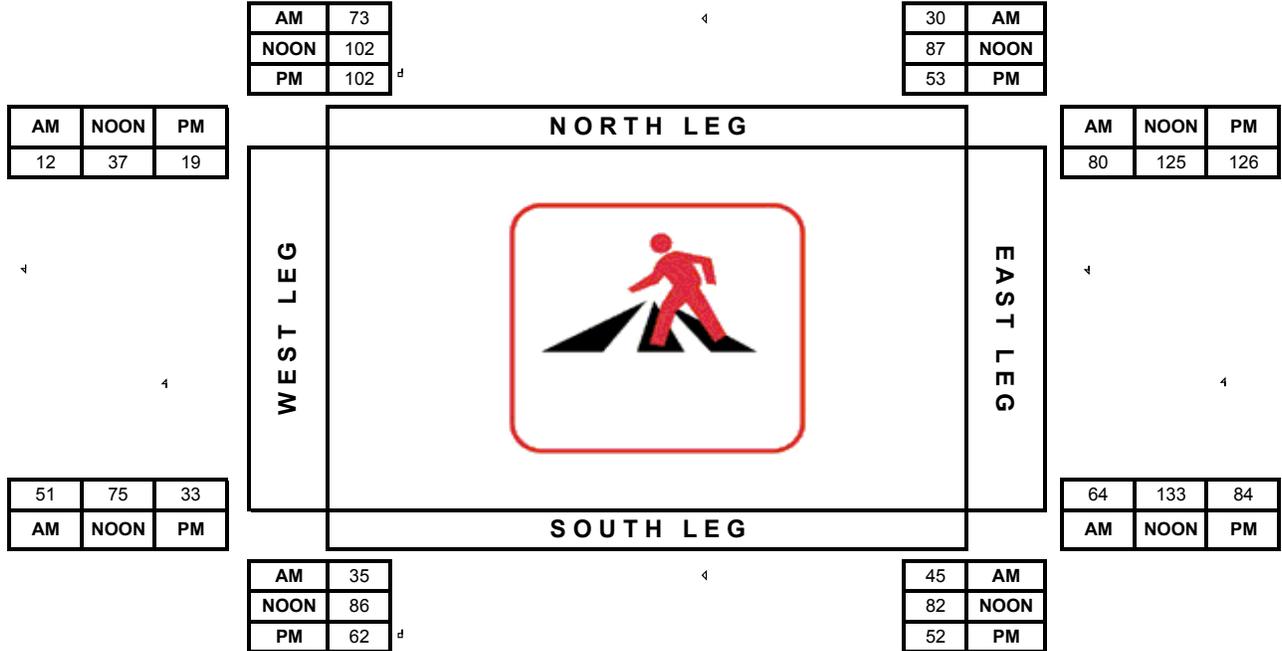
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 14-5215-002  
 N/S Street: Spring St/New High St  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

	Start:	End:
AM	7:00	11:00
NOON	11:00	15:00
PM	15:00	19:00



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

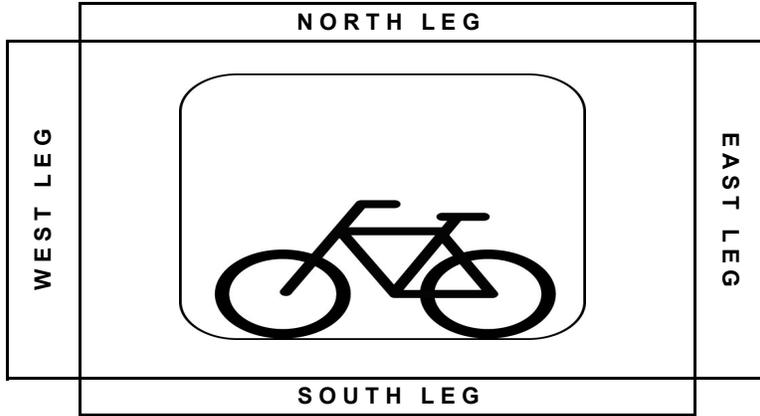
Bicycle Count Peak Hour

PROJECT#: 14-5215-002  
 N/S Street: Spring St/New High St  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

	Start:	End:
AM	7:00	11:00
NOON	11:00	15:00
PM	15:00	19:00

AM	1	14	0
NOON	1	8	0
PM	0	12	0



AM	NOON	PM
0	0	0
5	15	2
6	0	2

AM	NOON	PM
0	0	1
4	3	13
1	1	3

AM	0	4	0
NOON	0	3	0
PM	0	3	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5215-002  
 N/S Street: Spring St/New High St  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

**A M**

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	3	9	3	3	5	4	2
7:15 AM	5	4	3	6	2	8	2	3
7:30 AM	4	5	5	5	8	8	3	10
7:45 AM	8	5	7	6	5	12	3	9
8:00 AM	3	4	12	3	2	7	2	6
8:15 AM	1	12	16	6	12	11	6	8
8:30 AM	11	5	13	3	6	7	4	6
8:45 AM	7	8	7	8	19	11	3	4
9:00 AM	20	5	16	5	7	19	4	7
9:15 AM	9	8	13	4	11	12	8	5
9:30 AM	9	10	13	3	16	17	7	3
9:45 AM	10	7	12	11	8	22	11	4
10:00 AM	20	5	5	5	24	19	7	1
10:15 AM	13	5	16	14	15	22	15	7
10:30 AM	23	5	5	16	9	15	22	2
10:45 AM	17	15	9	10	16	24	7	2
<b>TOTALS</b>	<b>164</b>	<b>106</b>	<b>161</b>	<b>108</b>	<b>163</b>	<b>219</b>	<b>108</b>	<b>79</b>

1108

**NOON**

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	8	15	22	11	22	23	12	6
11:15 AM	19	6	21	18	21	24	19	19
11:30 AM	15	9	31	16	13	24	7	9
11:45 AM	19	12	42	10	19	25	18	6
12:00 PM	37	14	29	17	27	54	15	7
12:15 PM	25	22	25	14	37	16	18	15
12:30 PM	28	29	18	18	31	31	20	6
12:45 PM	12	22	14	33	38	24	22	9
1:00 PM	15	20	31	42	30	20	22	17
1:15 PM	8	17	20	10	16	23	17	14
1:30 PM	14	16	14	15	15	17	9	6
1:45 PM	9	14	16	16	9	20	10	3
2:00 PM	16	27	14	18	26	23	14	5
2:15 PM	17	13	16	15	5	24	12	10
2:30 PM	34	11	26	22	24	25	24	13
2:45 PM	28	4	19	16	15	20	3	2
<b>TOTALS</b>	<b>304</b>	<b>251</b>	<b>358</b>	<b>291</b>	<b>348</b>	<b>393</b>	<b>242</b>	<b>147</b>

2334

**P M**

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	15	18	17	17	30	20	10	4
3:15 PM	16	10	17	8	6	15	7	3
3:30 PM	16	9	15	20	13	25	13	3
3:45 PM	23	11	16	18	33	26	15	4
4:00 PM	14	11	18	4	16	20	3	7
4:15 PM	49	22	13	10	22	55	2	5
4:30 PM	17	8	12	18	13	24	11	3
4:45 PM	18	19	20	9	17	13	12	6
5:00 PM	9	24	10	18	32	16	12	2
5:15 PM	15	10	9	10	23	19	7	1
5:30 PM	26	15	11	3	27	26	7	3
5:45 PM	10	10	12	6	11	29	9	2
6:00 PM	14	12	15	12	17	16	7	2
6:15 PM	12	8	11	7	9	28	7	2
6:30 PM	14	16	3	15	11	22	11	6
6:45 PM	10	19	25	19	9	18	5	5
<b>TOTALS</b>	<b>278</b>	<b>222</b>	<b>224</b>	<b>194</b>	<b>289</b>	<b>372</b>	<b>138</b>	<b>58</b>

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	1	0	0	0	3	2	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	4	0	0	2	0	0	0	0
7:45 AM	0	1	0	0	2	0	0	3	2	0	0	0
8:00 AM	0	0	0	0	2	0	0	2	2	1	1	0
8:15 AM	0	1	0	0	1	1	0	0	0	0	2	0
8:30 AM	0	1	0	0	5	0	0	2	4	0	0	0
8:45 AM	0	2	0	0	6	0	0	1	0	0	1	0
9:00 AM	0	0	0	0	3	0	0	0	0	1	1	1
9:15 AM	0	1	0	0	2	0	0	1	0	0	1	0
9:30 AM	0	1	0	0	4	1	0	0	0	0	2	1
9:45 AM	0	1	0	0	2	0	0	1	2	0	1	0
10:00 AM	0	0	0	0	2	0	0	2	0	0	2	0
10:15 AM	1	0	0	0	1	0	0	0	0	0	1	0
10:30 AM	0	0	0	0	5	0	0	2	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	3	1	0	2	1
<b>TOTALS</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>14</b>	<b>3</b>

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
11:00 AM	0	1	0	0	1	0	0	9	0	1	0	0
11:15 AM	0	0	0	0	3	1	0	2	0	0	1	0
11:30 AM	0	0	0	0	1	0	0	1	0	0	1	0
11:45 AM	0	2	0	0	3	0	0	3	0	0	1	0
12:00 PM	0	3	0	0	1	0	0	2	0	1	2	0
12:15 PM	0	1	0	0	1	0	0	0	1	0	1	0
12:30 PM	0	0	0	1	2	0	0	1	1	0	3	0
12:45 PM	0	1	0	0	0	0	0	0	0	1	3	0
1:00 PM	0	0	0	1	1	0	0	2	1	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
1:30 PM	0	1	0	0	1	1	0	2	0	2	1	0
1:45 PM	0	0	0	0	1	1	0	0	1	1	2	0
2:00 PM	0	0	0	0	1	0	0	1	1	0	1	0
2:15 PM	0	3	0	0	2	0	1	1	0	0	0	0
2:30 PM	0	0	1	0	0	0	0	1	0	0	0	0
2:45 PM	1	0	1	0	1	0	0	1	0	0	3	0
<b>TOTALS</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>5</b>	<b>6</b>	<b>21</b>	<b>2</b>

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	1	0	2	0	0	2	0	0	2	1
3:15 PM	0	0	0	0	1	0	0	1	0	0	2	1
3:30 PM	0	0	0	0	1	1	0	2	0	1	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	1	0
4:00 PM	0	3	0	0	3	0	0	0	0	0	2	1
4:15 PM	0	0	0	0	3	0	0	1	1	3	2	0
4:30 PM	0	0	0	0	4	0	0	1	0	0	7	0
4:45 PM	0	0	0	0	2	0	0	0	1	0	2	0
5:00 PM	0	0	0	0	2	0	1	2	0	0	1	0
5:15 PM	0	1	0	0	1	0	0	2	0	1	1	0
5:30 PM	1	0	0	0	0	0	0	0	0	1	1	0
5:45 PM	0	0	1	0	0	0	0	4	1	0	1	0
6:00 PM	1	2	0	0	0	0	0	3	1	1	3	0
6:15 PM	0	0	0	0	0	0	0	0	0	1	2	0
6:30 PM	0	0	0	0	0	0	0	1	1	2	0	0
6:45 PM	1	0	2	0	1	0	1	4	2	2	2	0
<b>TOTALS</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>3</b>	<b>23</b>	<b>7</b>	<b>12</b>	<b>29</b>	<b>4</b>

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-002

Day: Thursday

City: Los Angeles

Date: 4/17/14

AM

NS/EW Streets:	Spring St/New High St			Spring St/New High St			Cesar E Chavez Ave			Cesar E Chavez Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	0	1	0	0	2	1	2	3	0	
7:00 AM	1	0	9	2	38	5	0	110	29	34	248	2	478
7:15 AM	0	2	7	2	44	10	0	115	24	56	263	3	526
7:30 AM	0	0	7	0	57	4	0	126	46	38	275	2	555
7:45 AM	0	3	6	0	72	15	1	144	53	53	337	9	693
8:00 AM	0	0	6	2	41	6	0	141	63	62	282	9	612
8:15 AM	0	1	7	0	58	13	1	165	66	38	281	6	636
8:30 AM	0	1	6	1	55	10	0	181	62	53	319	8	696
8:45 AM	1	1	5	1	62	18	0	179	69	46	301	9	692
9:00 AM	0	2	6	1	52	13	0	154	59	48	302	8	645
9:15 AM	0	2	9	3	44	14	0	161	54	37	237	6	567
9:30 AM	1	1	7	1	19	15	1	128	50	33	281	11	548
9:45 AM	1	1	5	2	28	11	0	143	50	43	268	12	564
10:00 AM	0	1	4	1	20	12	0	130	33	40	259	5	505
10:15 AM	2	2	6	1	21	9	0	143	41	45	236	14	520
10:30 AM	1	2	6	0	14	10	1	144	27	36	232	11	484
10:45 AM	1	1	5	3	13	7	0	140	28	44	223	14	479
<b>TOTAL VOLUMES :</b>	8	20	101	20	638	172	4	2304	754	706	4344	129	9200
<b>APPROACH %'s :</b>	6.20%	15.50%	78.29%	2.41%	76.87%	20.72%	0.13%	75.24%	24.62%	13.63%	83.88%	2.49%	
<b>PEAK HR START TIME :</b>	815 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	1	5	24	3	227	54	1	679	256	185	1203	31	2669
<b>PEAK HR FACTOR :</b>	0.938												0.959

CONTROL : Signalized

2355

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

	Chavez/Spring
AM	9200
Noon	8139
PM	9153
Total	26492

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-002

Day: Thursday

City: Los Angeles

Date: 4/17/14

		PM														
NS/EW Streets:		Spring St/New High St			Spring St/New High St			Cesar E Chavez Ave			Cesar E Chavez Ave					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS	
		1	1	1	0	1	0	0	2	1	2	3	0		NB	WB
3:00 PM		0	3	4	2	19	13	1	175	26	35	222	5	505		
3:15 PM		1	0	7	5	11	9	1	207	24	41	204	8	518		
3:30 PM		0	1	5	3	15	15	1	229	35	31	220	14	569		
3:45 PM		0	3	11	0	17	4	1	215	40	39	237	13	580		
4:00 PM		1	1	7	0	17	6	0	232	35	38	249	12	598		
4:15 PM		1	3	6	6	17	13	0	222	33	42	232	8	583		
4:30 PM		3	2	8	4	19	17	0	213	31	38	252	12	599		
4:45 PM		2	2	9	4	12	8	0	227	33	27	246	8	578		
5:00 PM		2	2	8	5	20	9	0	219	41	39	281	19	645		
5:15 PM		1	0	8	5	17	11	0	224	35	44	287	18	650		
5:30 PM		1	1	12	0	25	16	0	237	42	31	275	14	654		
5:45 PM		4	4	11	4	13	13	1	208	32	40	252	14	596		
6:00 PM		3	2	6	5	15	7	2	218	26	25	242	24	575		
6:15 PM		2	1	8	3	15	10	0	185	26	23	262	23	558		
6:30 PM		2	1	4	2	13	12	1	185	27	30	225	14	516		
6:45 PM		0	2	4	3	14	5	2	154	16	24	193	12	429		
<b>TOTAL VOLUMES :</b>		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	WB
<b>APPROACH %'s :</b>		23	28	118	51	259	168	10	3350	502	547	3879	218	9153	0	0
		13.61%	16.57%	69.82%	10.67%	54.18%	35.15%	0.26%	86.74%	13.00%	11.78%	83.53%	4.69%			
<b>PEAK HR START TIME :</b>	500 PM															
<b>PEAK HR VOL :</b>		8	7	39	14	75	49	1	888	150	154	1095	65	2545		
<b>PEAK HR FACTOR :</b>		0.711			0.841			0.931			0.941			0.973		

CONTROL : Signalized

8506

Chavez/Spring

AM  
Noon  
PM  
Total

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-002

Day: Thursday

City: Los Angeles

Date: 4/17/14

NOON

NS/EW Streets:	Spring St/New High St			Spring St/New High St			Cesar E Chavez Ave			Cesar E Chavez Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	1	1	11	1	15	11	1	156	40	54	204	9	504
11:15 AM	4	0	7	4	13	14	2	140	33	50	208	4	479
11:30 AM	3	4	9	2	17	9	1	151	33	39	237	12	517
11:45 AM	1	0	8	1	21	7	0	175	32	43	241	12	541
12:00 PM	0	1	11	1	15	15	0	165	25	40	227	20	520
12:15 PM	0	4	4	1	20	14	1	170	34	56	184	15	503
12:30 PM	1	2	7	0	27	24	2	172	41	43	238	16	573
12:45 PM	0	1	6	1	23	11	1	164	23	45	205	13	493
1:00 PM	1	2	7	3	18	12	0	159	34	45	195	10	486
1:15 PM	0	0	5	8	29	10	0	160	34	40	192	10	488
1:30 PM	2	1	5	7	16	12	1	160	37	42	217	18	518
1:45 PM	1	0	10	3	21	15	0	154	36	34	202	4	480
2:00 PM	0	1	6	4	17	12	1	164	37	45	172	13	472
2:15 PM	3	0	9	1	17	17	1	176	37	30	214	15	520
2:30 PM	1	3	6	2	11	18	1	192	46	53	194	16	543
2:45 PM	0	1	7	2	20	10	0	183	22	38	207	12	502
<b>TOTAL VOLUMES :</b>	18	21	118	41	300	211	12	2641	544	697	3337	199	8139
<b>APPROACH %'s :</b>	11.46%	13.38%	75.16%	7.43%	54.35%	38.22%	0.38%	82.61%	17.02%	16.47%	78.83%	4.70%	
<b>PEAK HR START TIME :</b>	1145 AM												
<b>PEAK HR VOL :</b>	2	7	30	3	83	60	3	682	132	182	890	63	2137
<b>PEAK HR FACTOR :</b>	0.813			0.716			0.950			0.955			0.932

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

1952

# ITM Peak Hour Summary

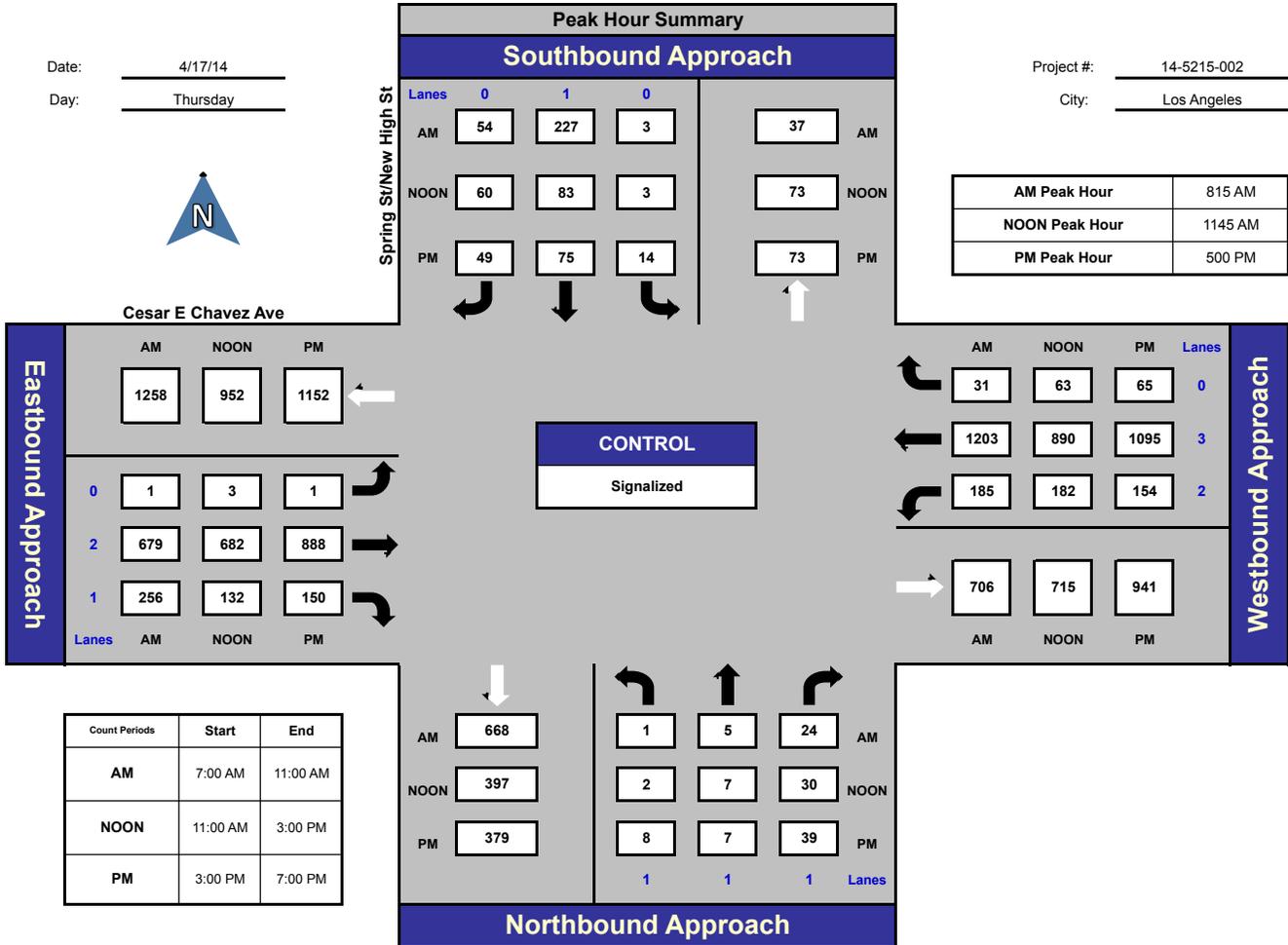


Prepared by:  
National Data & Surveying Services

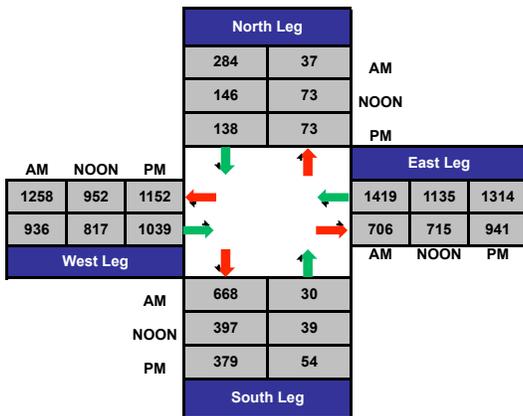
## Spring St/New High St and Cesar E Chavez Ave, Los Angeles

Date: 4/17/14  
Day: Thursday

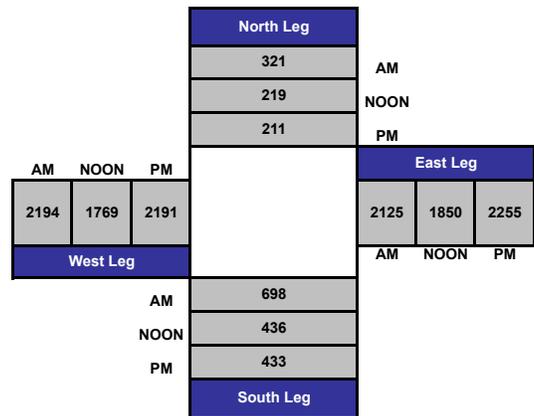
Project #: 14-5215-002  
City: Los Angeles



### Total Ins & Outs



### Total Volume Per Leg



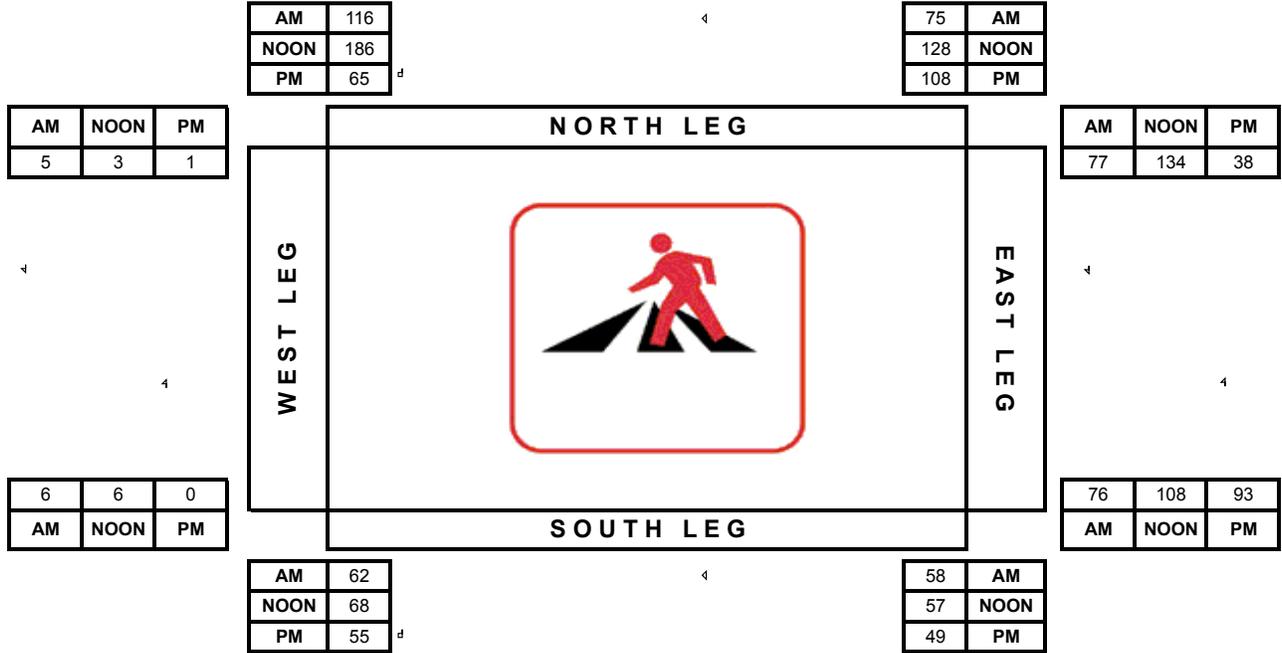
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 14-5215-003  
 N/S Street: Main St  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

	Start:	End:
AM	7:00	11:00
NOON	11:00	15:00
PM	15:00	19:00



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Bicycle Count Peak Hour

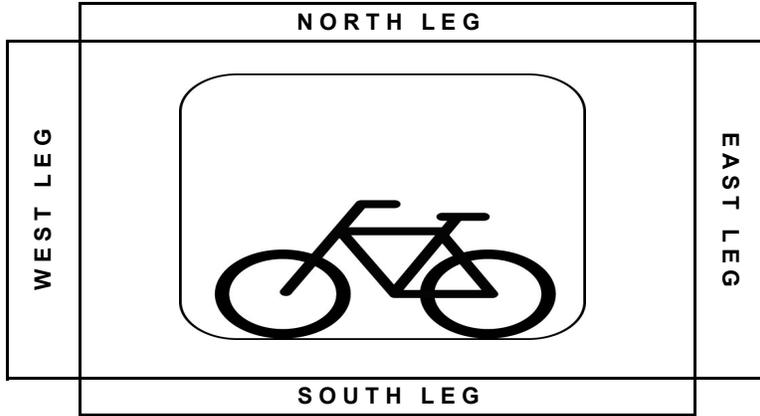
PROJECT#: 14-5215-003  
 N/S Street: Main St  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

	Start:	End:
AM	7:00	11:00
NOON	11:00	15:00
PM	15:00	19:00

AM	2	2	0
NOON	1	1	1
PM	1	0	0

AM	NOON	PM
2	2	0
4	14	7
0	0	1



AM	NOON	PM
0	0	0
4	3	7
2	0	0

AM	2	3	0
NOON	1	4	0
PM	6	12	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5215-003  
 N/S Street: Main St  
 E/W Street: Cesar E Chavez Ave  
 DATE: 4/17/14  
 CITY: Los Angeles

DAY: Thursday

**A M**

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	12	11	6	1	5	10	0	0
7:15 AM	12	4	6	6	1	13	0	0
7:30 AM	7	5	6	3	4	6	0	0
7:45 AM	8	5	7	1	7	1	0	0
8:00 AM	8	4	7	2	1	5	0	0
8:15 AM	5	7	13	2	7	5	0	0
8:30 AM	11	10	8	6	5	12	0	0
8:45 AM	17	8	6	3	5	14	0	0
9:00 AM	8	3	13	2	8	5	0	0
9:15 AM	13	6	9	2	2	5	0	0
9:30 AM	17	7	6	0	7	17	0	0
9:45 AM	10	9	8	1	4	7	0	0
10:00 AM	38	26	15	15	23	30	6	3
10:15 AM	15	8	6	12	11	15	0	0
10:30 AM	40	13	23	19	19	21	0	2
10:45 AM	23	28	18	12	23	11	0	0
<b>TOTALS</b>	<b>244</b>	<b>154</b>	<b>157</b>	<b>87</b>	<b>132</b>	<b>177</b>	<b>6</b>	<b>5</b>

962

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	1	1	0	0	0	0	2	1	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	2	0
7:45 AM	0	1	0	0	0	0	0	3	2	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	1	1	0	2	0	0	0	0	0	0	0
8:30 AM	1	4	0	0	0	0	0	1	0	0	0	0
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0
9:00 AM	2	1	0	0	0	0	1	1	0	1	1	0
9:15 AM	0	0	0	0	1	0	0	2	0	0	1	0
9:30 AM	0	2	0	0	1	1	1	0	0	1	1	0
9:45 AM	0	0	0	0	0	1	0	1	0	0	1	0
10:00 AM	0	1	0	0	0	0	0	1	0	0	0	0
10:15 AM	1	2	0	0	0	1	1	0	0	0	2	0
10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0
10:45 AM	1	0	0	0	1	2	0	0	0	1	0	0
<b>TOTALS</b>	<b>6</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>

**NOON**

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	14	13	12	27	11	8	2	0
11:15 AM	20	22	20	19	33	29	1	0
11:30 AM	23	35	22	19	58	18	0	0
11:45 AM	36	17	29	13	29	24	0	1
12:00 PM	38	26	15	15	23	30	6	3
12:15 PM	44	44	12	6	29	31	0	0
12:30 PM	53	40	21	21	32	44	0	0
12:45 PM	51	18	20	15	24	29	0	0
1:00 PM	35	34	17	9	37	22	0	0
1:15 PM	31	22	19	4	31	45	0	3
1:30 PM	27	31	10	17	25	21	0	1
1:45 PM	13	26	10	17	13	18	2	7
2:00 PM	26	24	10	20	21	18	2	0
2:15 PM	22	35	17	15	28	10	0	0
2:30 PM	31	25	15	12	23	25	0	1
2:45 PM	25	22	11	21	22	20	0	0
<b>TOTALS</b>	<b>489</b>	<b>434</b>	<b>260</b>	<b>250</b>	<b>439</b>	<b>392</b>	<b>13</b>	<b>16</b>

2293

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
11:00 AM	1	1	0	0	1	0	0	9	0	0	1	0
11:15 AM	0	1	0	0	0	0	1	2	0	0	0	0
11:30 AM	0	1	0	0	0	0	1	0	0	0	0	0
11:45 AM	0	1	0	1	0	1	0	3	0	0	2	0
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	0
12:15 PM	1	2	1	0	0	0	0	0	1	1	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0
12:45 PM	2	2	2	0	0	0	0	1	0	0	4	0
1:00 PM	0	1	1	0	0	1	0	0	0	0	0	1
1:15 PM	1	0	0	0	0	0	0	0	0	0	1	0
1:30 PM	2	1	0	0	0	0	0	3	0	0	0	0
1:45 PM	1	3	0	0	0	1	0	1	0	0	2	0
2:00 PM	0	1	1	0	0	0	1	1	0	0	1	0
2:15 PM	0	1	0	0	0	0	0	1	0	0	0	0
2:30 PM	1	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	4	0	0	0	0	0	1	0	0	2	0
<b>TOTALS</b>	<b>9</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>1</b>

**P M**

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	13	25	16	21	20	13	0	0
3:15 PM	16	32	18	12	25	16	0	1
3:30 PM	14	21	7	6	22	6	0	0
3:45 PM	22	30	14	10	26	3	0	0
4:00 PM	28	17	14	5	16	18	0	0
4:15 PM	14	18	24	12	16	7	0	0
4:30 PM	18	21	19	14	17	11	0	0
4:45 PM	24	24	11	12	13	21	0	0
5:00 PM	15	17	6	29	13	8	0	0
5:15 PM	17	20	8	14	15	11	0	0
5:30 PM	13	27	20	12	15	9	5	1
5:45 PM	28	19	6	2	8	12	0	0
6:00 PM	26	25	13	10	16	9	0	0
6:15 PM	17	23	6	6	9	12	5	0
6:30 PM	13	20	7	13	23	7	0	0
6:45 PM	10	25	10	24	11	7	0	0
<b>TOTALS</b>	<b>288</b>	<b>364</b>	<b>199</b>	<b>202</b>	<b>265</b>	<b>170</b>	<b>10</b>	<b>2</b>

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	2	0	1	0	0	0	0	2	0	0	1	0
3:15 PM	2	1	2	0	0	0	0	1	0	0	1	0
3:30 PM	3	1	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	0	0	0	0	0	1	0
4:00 PM	0	3	0	0	0	0	0	0	0	1	1	0
4:15 PM	1	1	0	0	0	1	0	3	0	0	5	0
4:30 PM	1	8	0	0	1	0	0	1	0	0	2	0
4:45 PM	2	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	2	1	0	0	0	1	2	0	0	2	0
5:15 PM	0	1	1	0	0	0	1	5	0	0	1	0
5:30 PM	0	2	0	0	0	0	0	1	0	0	0	0
5:45 PM	1	0	0	0	0	0	1	4	1	0	1	0
6:00 PM	2	6	0	0	0	1	0	2	1	0	1	0
6:15 PM	1	1	1	0	0	0	0	0	0	0	2	0
6:30 PM	1	3	1	0	0	0	0	1	0	0	1	0
6:45 PM	2	2	2	0	0	0	0	4	0	0	3	0
<b>TOTALS</b>	<b>19</b>	<b>31</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>0</b>

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-003

Day: Thursday

City: Los Angeles

Date: 4/17/14

AM														
NS/EW Streets:	Main St			Main St			Cesar E Chavez Ave			Cesar E Chavez Ave				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	1.5	2.5	0	0	0	0	1	2	0	0	3	0		
7:00 AM	18	24	15				4	118			256	3	438	
7:15 AM	15	22	26				8	113			306	7	497	
7:30 AM	16	34	20				14	117			315	8	524	
7:45 AM	19	26	31				14	141			381	4	616	
8:00 AM	18	30	16				7	134			342	5	552	
8:15 AM	22	39	18				14	161			341	8	603	
8:30 AM	19	36	35				21	173			385	5	674	
8:45 AM	27	33	31				13	166			371	3	644	
9:00 AM	18	32	20				8	156			337	7	578	
9:15 AM	21	39	22				13	155			279	5	534	
9:30 AM	28	34	30				6	141			335	2	576	
9:45 AM	23	35	31				12	141			335	2	579	
10:00 AM	22	39	32				8	125			284	4	514	
10:15 AM	31	44	20				8	137			268	7	515	
10:30 AM	20	44	28				12	138			271	4	517	
10:45 AM	42	31	32				10	130			241	7	493	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
<b>APPROACH %'s :</b>	359	542	407	0	0	0	172	2246	0	0	5047	81	8854	
	27.45%	41.44%	31.12%	#DIV/0!	#DIV/0!	#DIV/0!	7.11%	92.89%	0.00%	0.00%	98.42%	1.58%		
<b>PEAK HR START TIME :</b>	8:15 AM													
<b>PEAK HR VOL :</b>	86	140	104	0	0	0	56	656	0	0	1434	23	2499	
<b>PEAK HR FACTOR :</b>	0.907			0.000			0.918			0.934			0.927	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

2169

Chavez/Main  
AM 8854  
Noon 8309  
PM 11131  
Total 28294

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-003

Day: Thursday

City: Los Angeles

Date: 4/17/14

		PM														
NS/EW Streets:		Main St			Main St			Cesar E Chavez Ave			Cesar E Chavez Ave					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS	
		1.5	2.5	0	0	0	0	1	2	0	0	3	0		NB	WB
3:00 PM		45	67	42				16	164				201	5	540	
3:15 PM		40	94	35				19	175				206	7	576	
3:30 PM		50	90	35				19	199				223	4	620	
3:45 PM		63	100	38				15	192				221	6	635	
4:00 PM		71	109	36				13	209				241	7	686	
4:15 PM		68	114	34				25	224				224	4	693	
4:30 PM		82	151	35				12	221				240	6	747	
4:45 PM		96	149	35				18	216				204	3	721	
5:00 PM		117	199	38				12	206				240	5	817	
5:15 PM		156	201	29				15	218				212	5	836	
5:30 PM		118	215	32				12	227				213	2	819	
5:45 PM		106	182	35				17	207				221	4	772	
6:00 PM		123	220	33				16	213				185	4	794	
6:15 PM		94	148	58				18	209				219	2	748	
6:30 PM		64	103	48				17	157				205	6	600	
6:45 PM		46	85	44				12	152				184	4	527	
<b>TOTAL VOLUMES :</b>		1339	2227	607	0	0	0	256	3189	0	0	3439	74	11131		
<b>APPROACH %'s :</b>		32.09%	53.37%	14.55%	#DIV/0!	#DIV/0!	#DIV/0!	7.43%	92.57%	0.00%	0.00%	97.89%	2.11%			
<b>PEAK HR START TIME :</b>		500 PM														
<b>PEAK HR VOL :</b>		497	797	134	0	0	0	56	858	0	0	886	16	3244		
<b>PEAK HR FACTOR :</b>		0.925			0.000			0.956			0.920			0.970		

CONTROL : Signalized

1816

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-5215-003

Day: Thursday

City: Los Angeles

Date: 4/17/14

NOON													
NS/EW Streets:	Main St			Main St			Cesar E Chavez Ave			Cesar E Chavez Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	2.5	0	0	0	0	1	2	0	0	3	0	
11:00 AM	22	36	26				15	146			229	16	490
11:15 AM	32	37	26				15	127			236	7	480
11:30 AM	40	33	23				18	133			234	9	490
11:45 AM	37	48	29				15	145			251	8	533
12:00 PM	40	37	45				16	158			242	6	544
12:15 PM	24	49	32				19	159			230	14	527
12:30 PM	36	66	35				16	146			259	6	564
12:45 PM	38	55	32				14	159			218	8	524
1:00 PM	24	39	35				16	144			224	6	488
1:15 PM	43	44	30				13	161			224	7	522
1:30 PM	44	47	38				15	147			212	6	509
1:45 PM	46	57	41				19	141			205	2	511
2:00 PM	53	60	28				12	162			178	7	500
2:15 PM	56	57	39				7	165			209	8	541
2:30 PM	35	61	34				16	180			226	8	560
2:45 PM	46	55	28				13	171			206	7	526
<b>TOTAL VOLUMES :</b>	616	781	521	0	0	0	239	2444	0	0	3583	125	8309
<b>APPROACH %'s :</b>	32.12%	40.72%	27.16%	#DIV/0!	#DIV/0!	#DIV/0!	8.91%	91.09%	0.00%	0.00%	96.63%	3.37%	
<b>PEAK HR START TIME :</b>	1145 AM												
<b>PEAK HR VOL :</b>	137	200	141	0	0	0	66	608	0	0	982	34	2168
<b>PEAK HR FACTOR :</b>	0.872			0.000			0.947			0.958			0.961

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

1690

# ITM Peak Hour Summary

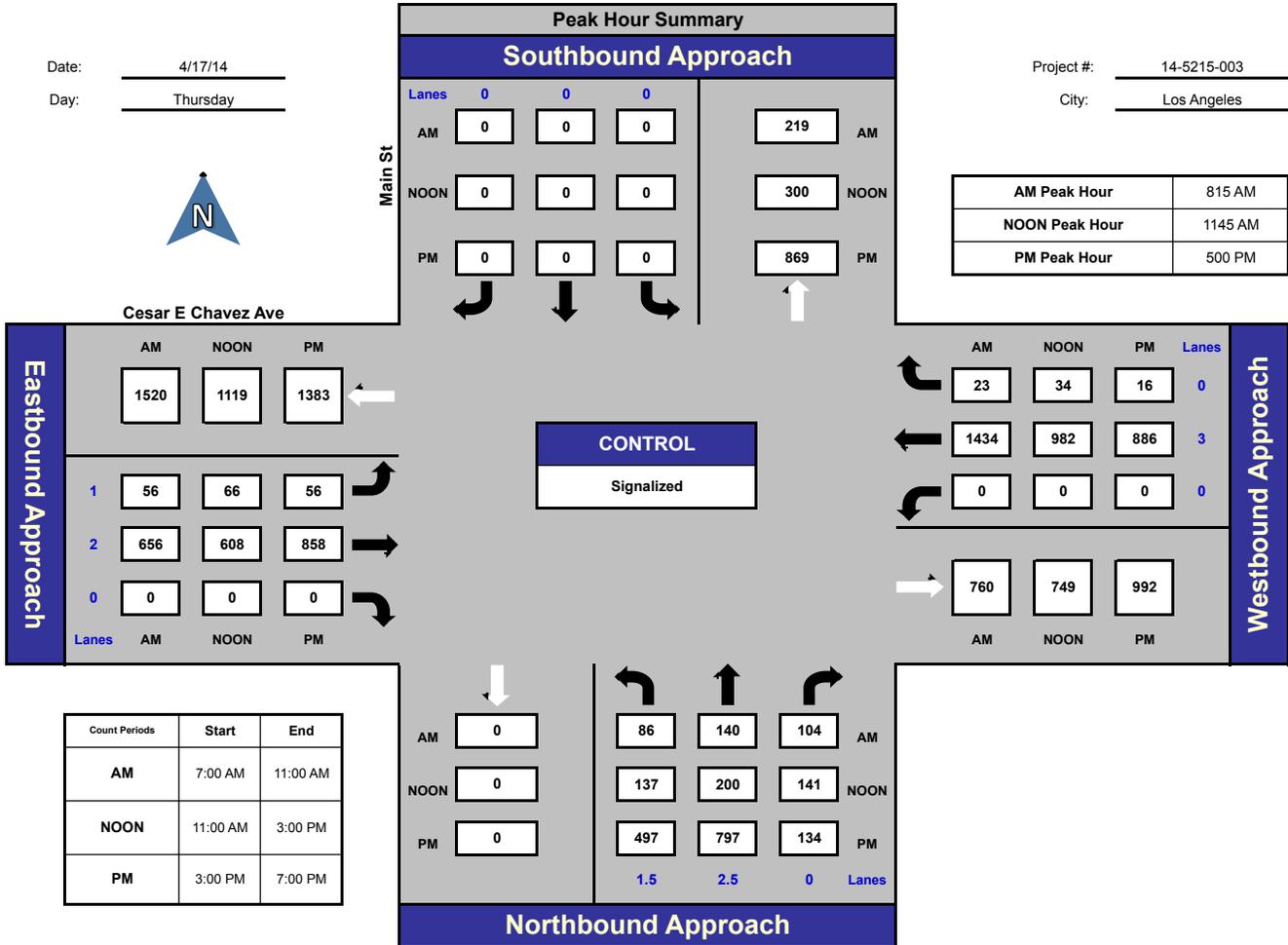


Prepared by:  
National Data & Surveying Services

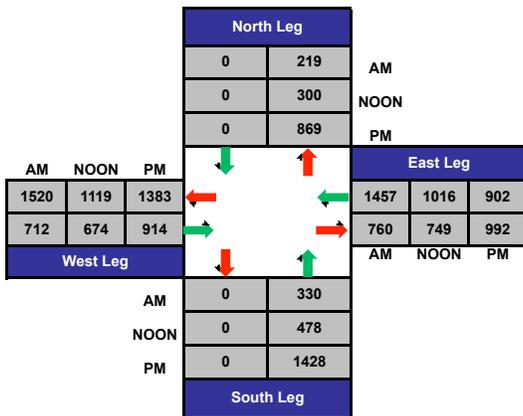
## Main St and Cesar E Chavez Ave, Los Angeles

Date: 4/17/14  
Day: Thursday

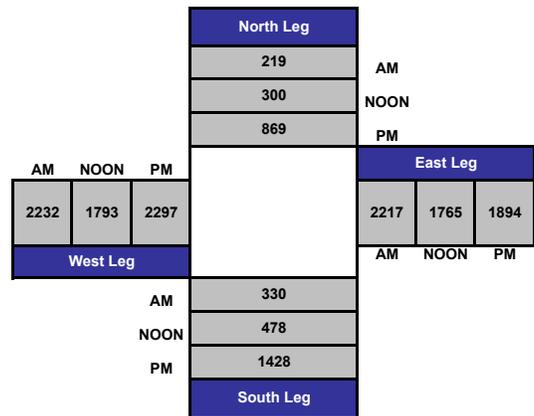
Project #: 14-5215-003  
City: Los Angeles



### Total Ins & Outs



### Total Volume Per Leg



**Metro Rail Chinatown Station Boardings/Alightings by Stop**

<b>Day</b>	<b>Boardings</b>	<b>Alightings</b>
<b>Weekday</b>	1685	1539
<b>Saturday</b>	1208	1640
<b>Sunday</b>	842	783
<b>Average</b>	<b>1497</b>	<b>1446</b>

**Metro Bus Bicycle Boardings by Line**

<b>Line</b>	<b>Bicycle Boardings</b>
<b>2</b>	515
<b>4</b>	1283
<b>33</b>	810
<b>40</b>	1235
<b>45</b>	800
<b>55</b>	389
<b>60</b>	939
<b>70</b>	921
<b>71</b>	37
<b>76</b>	657
<b>78</b>	536
<b>83</b>	158
<b>84</b>	241
<b>96</b>	157
<b>442</b>	5
<b>704</b>	476
<b>728</b>	199
<b>733</b>	617
<b>745</b>	644
<b>770</b>	260
Total	10879

Source: Metro Bike-on-Bus Report March 2014

**Metro Rail Average Weekday Bicycle Boardings**

<b>Station</b>	<b>Boardings</b>
<b>Union Station</b>	519
<b>Chinatown</b>	51

Source: Metro Rail sampling data July 2012-June 2013

City of Los Angeles  
 Active Transportation Program | Cycle I | May 2014  
 Cesar E. Chavez Connections  
**Attachment 12 Transit Ridership Data**

**Metro Bus Boardings/Alightings by Stop**

Source: Metro bus boarding data (January 2014)

LINE	DIR	ALONG	AT	BOARDINGS	ALIGHTINGS	LOAD
40	S	ALAMEDA	CESAR E CHAVEZ	44	4	421
442	S	ALAMEDA	CESAR E CHAVEZ	1	0	11
33	E	CESAR E CHAVEZ	ALAMEDA	1	8	81
70	E	CESAR E CHAVEZ	ALAMEDA	201	29	2070
71	E	CESAR E CHAVEZ	ALAMEDA	45	7	409
78	E	CESAR E CHAVEZ	ALAMEDA	229	24	2288
733	E	CESAR E CHAVEZ	ALAMEDA	9	214	306
40	N	CESAR E CHAVEZ	ALAMEDA	4	66	200
442	N	CESAR E CHAVEZ	ALAMEDA	0	1	7
84	S	CESAR E CHAVEZ	ALAMEDA	209	19	650
704	E	CESAR E CHAVEZ	SPRING	15	318	379
728	E	CESAR E CHAVEZ	SPRING	4	66	122
770	E	CESAR E CHAVEZ	SPRING	300	21	1297
745	N	CESAR E CHAVEZ	SPRING	8	202	324
704	E	CESAR E CHAVEZ	GRAND	45	107	681
83	S	CESAR E CHAVEZ	NEW HIGH	3	68	484
2	E	CESAR E CHAVEZ	GRAND	87	224	1091
4	E	CESAR E CHAVEZ	GRAND	106	255	1785
55	S	CESAR E CHAVEZ	GRAND	53	3	137
60	S	CESAR E CHAVEZ	GRAND	188	7	421
76	E	MAIN	CESAR E CHAVEZ	298	25	1643
45	S	BROADWAY	CESAR E CHAVEZ	82	210	1742
84	S	BROADWAY	CESAR E CHAVEZ	8	117	679
70	E	SPRING	CESAR E CHAVEZ	297	59	1898
71	E	SPRING	CESAR E CHAVEZ	39	16	370
76	E	SPRING	CESAR E CHAVEZ	214	49	1369
78	E	SPRING	CESAR E CHAVEZ	290	43	2083
96	N	SPRING	CESAR E CHAVEZ	44	4	250
2	E	SUNSET	FIGUEROA	54	117	1233
4	E	SUNSET	FIGUEROA	94	138	1934

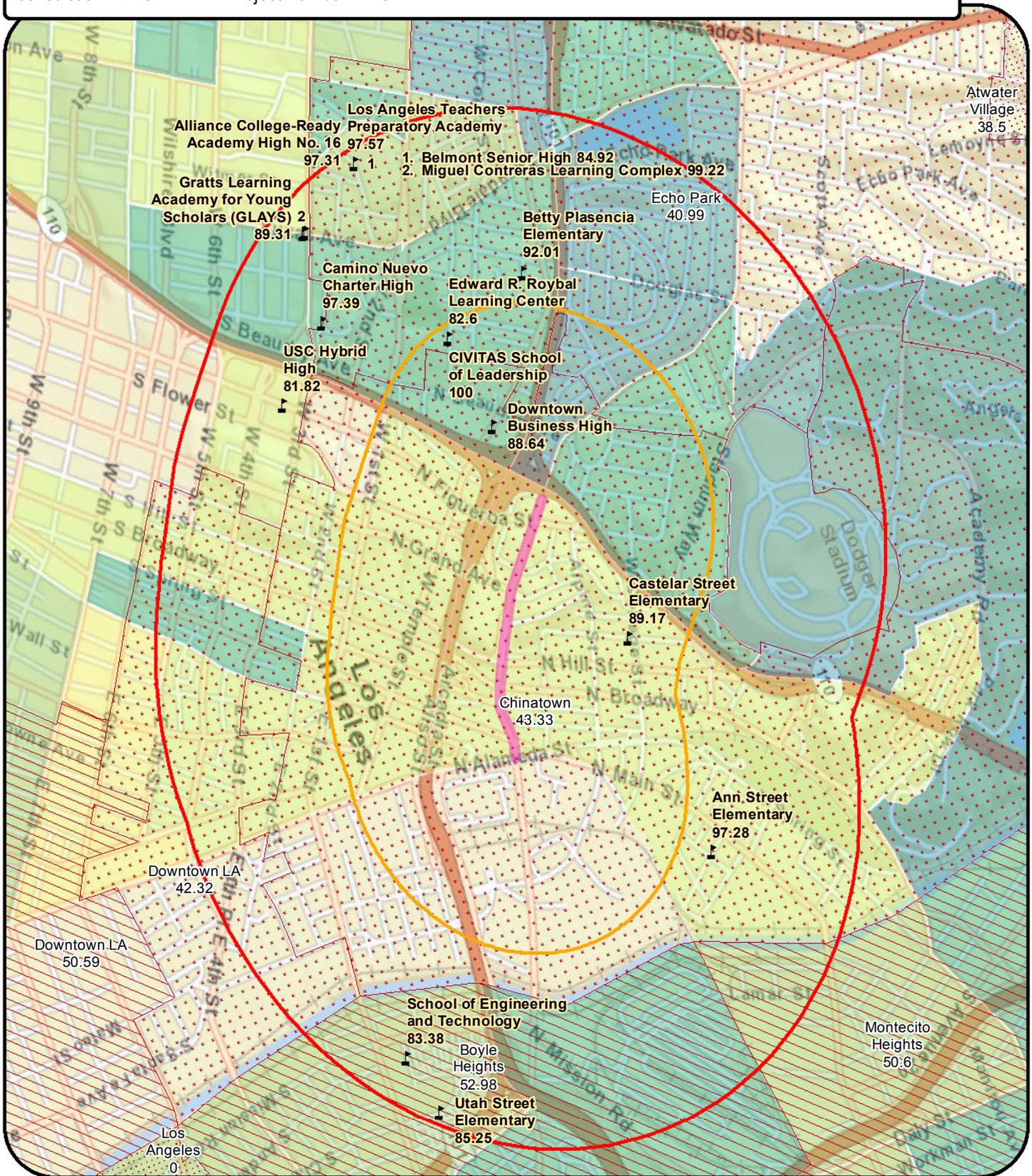
City of Los Angeles  
Active Transportation Program | Cycle I | May 2014  
Cesar E. Chavez Connections  
**Attachment 12 Transit Ridership Data**

LINE	DIR	ALONG	AT	BOARDINGS	ALIGHTINGS	LOAD
704	E	SUNSET	FIGUEROA	59	147	744
84	N	CESAR E CHAVEZ	ALAMEDA	9	86	606
33	W	CESAR E CHAVEZ	ALAMEDA	3	0	89
70	W	CESAR E CHAVEZ	ALAMEDA	21	131	1810
71	W	CESAR E CHAVEZ	ALAMEDA	6	33	441
78	W	CESAR E CHAVEZ	ALAMEDA	24	128	1856
733	W	CESAR E CHAVEZ	ALAMEDA	138	5	575
2	W	CESAR E CHAVEZ	BROADWAY	279	31	1307
704	W	CESAR E CHAVEZ	BROADWAY	281	8	679
45	N	BROADWAY	CESAR E CHAVEZ	183	292	1687
83	N	BROADWAY	CESAR E CHAVEZ	89	10	668
84	N	BROADWAY	CESAR E CHAVEZ	129	12	715
84	N	SPRING	CESAR E CHAVEZ	19	103	522
83	S	SPRING	CESAR E CHAVEZ	21	37	469
96	S	SPRING	CESAR E CHAVEZ	17	46	265
70	W	SPRING	CESAR E CHAVEZ	59	335	1533
71	W	SPRING	CESAR E CHAVEZ	15	43	413
76	W	SPRING	CESAR E CHAVEZ	45	111	1050
78	W	SPRING	CESAR E CHAVEZ	56	270	1642
728	W	SPRING	CESAR E CHAVEZ	120	3	308
770	W	SPRING	CESAR E CHAVEZ	26	254	997
2	W	SUNSET	FIGUEROA	120	70	1373
4	W	SUNSET	FIGUEROA	158	104	1894
704	W	SUNSET	FIGUEROA	122	71	799
2	W	CESAR E CHAVEZ	GRAND	130	115	1322
4	W	CESAR E CHAVEZ	GRAND	189	171	1840
704	W	CESAR E CHAVEZ	GRAND	132	63	748
55	N	FIGUEROA	SUNSET	25	83	0
60	N	FIGUEROA	SUNSET	40	287	0
55	S	FIGUEROA	SUNSET	107	20	88
60	S	FIGUEROA	SUNSET	272	32	240
745	S	CESAR E CHAVEZ	MAIN	76	6	380
84	S	MAIN	PASEO DE LA PLAZA	51	13	454
			<b>TOTAL</b>	<b>5993</b>	<b>5541</b>	

# Disadvantaged Community (Ped)

## City of LA Cesar Chavez Connections

Jurisdiction: LA CITY Project Number: F1611



Project Area	Percent of Students Ages 5 to 17 Eligible for Free or Reduced Meals	CalEnviroScreen (CES) Scores Below 40	Median Household Income < \$10,000
Distance from Project 0.5 Mile		40 - 50	\$10,001 to \$20,000
1 Mile		Higher than 50	\$20,001 to \$30,000
			\$30,001 to \$40,000
			\$40,001 to \$49,120

Attachment 13

1 in = 0.41 miles

Benefits of the project were calculated across several categories based on a 20-year project life. The benefits of the project stem from its potential to divert future trips away from driving and toward bicycling/walking and from its potential to reduce injuries and fatalities due to traffic collisions involving victims who are bicycling and walking.

**Specific inputs used include**

- \*Estimates of current-year (2014) and forecast-year (2035) bicycling/walking person trips, with and without the project, based on population within one-half mile,
- \*Collisions involving pedestrians and bicyclists within the project area,
- \*Average daily traffic (ADT) volumes of the street segments within the project area,
- \*Proposed safety countermeasures included in the project.

**Specific benefits calculated based on this information include:**

- \*Fitness/health benefits of increased bicycling/walking,
- \*Vehicle cost savings for users who switch to bicycling/walking for some trips,
- \*Congestion reduction due to reduced vehicle travel,
- \*Reduced “barrier effect” of high-traffic roadways,
- \*Reduced roadway capital/maintenance costs,
- \*Reduced parking costs,
- \*Energy conservation,
- \*Pollution reduction,
- \*Value of injuries/fatalities avoided due to improved roadway/intersection safety.

Factors used to calculate these benefits were taken from research by the Victoria Transport Policy Institute, and were applied on the basis of either bicycling/walking person miles added or vehicle miles reduced annually as a result of the project. Source: “Evaluating Active Transport Benefits and Costs” by Todd Litman <http://vtpi.org/hmt-tdm.pdf>

City of Los Angeles  
 Active Transportation Program | Cycle I | May 2014  
 Cesar E. Chavez Connections  
**Attachment 14 Benefit/Cost Summary**  
**BENEFIT/COST SUMMARY**

Year	Actual Year	NET PRESENT VALUE						ESTIMATED COSTS FOR PROJECT
		ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION - CYCLING	ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION - CYCLING	ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION - WALKING	ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION - WALKING	Total Benefits		
<b>CONSTRUCTION</b>								
1	2016	\$0	\$0	\$0	\$0	\$0	\$1,623,521	
#VALUE!	0	\$0	\$0	\$0	\$0	\$0	\$0	
#VALUE!	0	\$0	\$0	\$0	\$0	\$0	\$0	
#VALUE!	0	\$0	\$0	\$0	\$0	\$0	\$0	
#VALUE!	0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>OPENING YEAR</b>								
1	2017	\$18,230	\$49,161	\$1,685,203	\$70,231	\$1,822,825	\$580	
2	2018	\$17,716	\$47,515	\$1,637,690	\$67,879	\$1,770,801	\$564	
3	2019	\$17,215	\$45,923	\$1,591,340	\$65,604	\$1,720,081	\$548	
4	2020	\$16,727	\$44,382	\$1,546,132	\$63,403	\$1,670,644	\$532	
5	2021	\$16,250	\$42,893	\$1,502,047	\$61,275	\$1,622,465	\$517	
6	2022	\$15,786	\$41,452	\$1,459,066	\$59,217	\$1,575,521	\$503	
7	2023	\$15,333	\$40,058	\$1,417,170	\$57,226	\$1,529,788	\$488	
8	2024	\$14,891	\$38,711	\$1,376,338	\$55,301	\$1,485,242	\$474	
9	2025	\$14,461	\$37,408	\$1,336,551	\$53,440	\$1,441,860	\$460	
10	2026	\$14,042	\$36,148	\$1,297,788	\$51,639	\$1,399,617	\$447	
11	2027	\$13,634	\$34,929	\$1,260,030	\$49,899	\$1,358,491	\$434	
12	2028	\$13,236	\$33,751	\$1,223,256	\$48,215	\$1,318,459	\$421	
13	2029	\$12,849	\$32,611	\$1,187,447	\$46,588	\$1,279,496	\$409	
14	2030	\$12,472	\$31,510	\$1,152,583	\$45,014	\$1,241,580	\$397	
15	2031	\$12,105	\$30,445	\$1,118,645	\$43,492	\$1,204,687	\$385	
16	2032	\$11,748	\$29,415	\$1,085,612	\$42,021	\$1,168,796	\$374	
17	2033	\$11,400	\$28,419	\$1,053,465	\$40,599	\$1,133,884	\$363	
18	2034	\$11,062	\$27,457	\$1,022,185	\$39,224	\$1,099,928	\$352	
19	2035	\$10,733	\$26,526	\$991,753	\$37,895	\$1,066,907	\$342	
20	2036	\$10,413	\$25,627	\$962,150	\$36,609	\$1,034,799	\$331	
<b>TOTAL</b>		\$280,306	\$724,340	\$25,906,453	\$1,034,772	\$27,945,872	\$1,632,444	
						Request from ATP	\$1,410,000	

<b>B/C RATIO (Total Project Cost)</b>	<b>17.12</b>
<b>B/C RATIO (ATP Request)</b>	<b>19.82</b>