# ACTIVE TRANSPORTATION PROGRAM

## CYCLE 1

## APPLICATION

| | |
|---|---|
| **Project name:** | City of LA Eastside Active Transportation Linkages, Phase II |

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

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# I. GENERAL INFORMATION

| **Project name:** | City of LA Eastside Active Transportation Linkages, Phase II |
|---|---|

(fill out all of the fields below)

| | |
|---|---|
| 1. APPLICANT (Agency name, address and zip code)<br>City of Los Angeles Bureau of Street Services, Engineering Division<br>1149 South Broadway, Los Angeles, CA 90015 | 2. PROJECT FUNDING<br>ATP funds Requested $ 2,237,000.00<br>Matching Funds (If Applicable) $ 1,414,000.00<br>Other Project funds $<br>TOTAL PROJECT COST $ 3,651,000.00 |
| 3. APPLICANT CONTACT (Name, title, e-mail, phone #)<br>Kevin Minne, Transportaiton Engineer, kevin.minne@lacity.org<br>213.847.4276 | |
| 4. APPLICANT CONTACT (Address & zip code)<br>City of Los Angeles Bureau of Street Services, Engineering Division<br>1149 South Broadway, Los Angeles, CA 90015 | 5. PROJECT COUNTY(IES):<br>Los Angeles County |
| 6. CALTRANS DISTRICT #- Click Drop down menu below<br>District 7 | 7. Application # 14 of 26 (in order of agency priority) |

**Area Description:**

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

**Master Agreements (MAs):**

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

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

**Partner Information:**

| | |
|---|---|
| 14. Partner Name*:<br>N/A | 15. Partner Type<br>N/A |
| 16. Contact Information (Name, phone # & e-mail)<br>N/A | 17. Contact Address & zip code<br>N/A |

☐ 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:** | City of LA Eastside Active Transportation Linkages, Phase II |
|---|---|

## 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: Curb Extensions, Ped. Lighting, Transit Shelters, Street Trees, Signal Phasing

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** Boyle Heights Community of the City of Los Angeles – The following streets from East Cesar E. Chavez Avenue (Chavez) on the north to East 4th Street on the south (approx. ½ mile each street): Boyle Avenue, St. Louis Street, State Street and Soto Street linking to/from the Metro Gold Line Stations at 1st/Boyle (Mariachi Plaza) and 1st/Soto, Los Angeles 90033. Total 2 miles of streets (see **Attachments 1, 2a and 2b** for Regional Map, Vicinity Map and Activity Centers Map)

2. **Project Coordinates:** Lat: 34.044865 N Long: 118.213725 W (Decimal degrees)

3. **Project Description**

The Project will provide pedestrian improvements to north-south linkage streets to the 1st Street Metro Gold Line Light Rail stops at Boyle Avenue (Mariachi Plaza) and Soto Street in the heavily transit-dependent disadvantaged community of Boyle Heights just across the Los Angeles River from downtown Los Angeles. Very poor existing conditions on each of the four streets do not support the levels of pedestrian and cycling activity in the community where more than 70% of households have 0-1 vehicles. Typical streets in the project area have: narrow, broken and uplifted sidewalks with very few street trees or pedestrian lighting creating hazardous and unsightly conditions; vulnerable and inaccessible pedestrian crossings where the lack of unmarked crosswalks and long crossing distances unnecessarily expose pedestrians to drivers speeding down wide open roadways with few controlled intersections; poor conditions where cyclists are challenged to ride safely down those same streets and choose instead to ride on the narrow busy broken sidewalks where pedestrians are trying to walk; and transit stops that lack seating, shade by day, and lighting at night.

1st Street serves as the heart of the shopping, dining, cultural and civic center of the Boyle Heights community of Los Angeles. Boyle Avenue and State Street connect many educational, senior living and medical facilities, while St. Louis Street connects Hollenbeck Park with the Hollenbeck Police Station and is nearby to the local library and Breed Street Elementary School. Soto Street connects nearby Roosevelt High School and Hollenbeck Middle School with social service agencies and the vital local shopping district along Chavez to the north as well as serves a transit corridor for 5 bus lines as well as a location for the Gold Line Soto Street station at 1st Street.

The project will provide safe pedestrian crossings with new curb extensions and high visibility crosswalks at three critical intersections – Boyle Avenue & 3rd Street, Boyle Avenue & 1st Street, Soto Street & 4th Street. New signal phasing and high visibility crosswalks at Soto Street & Michigan Avenue. Extensive sidewalk repair, new street trees and bus stop lighting will provide ADA-accessible and safe shaded walking environment for the high volume of pedestrians that currently walk in the project area to get to transit, shop, school, church and other daily activities, as well as encourage more residents to walk. Sidewalk and crossing improvements throughout the project area will encourage more walking 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 by providing this disadvantaged community with safe and accessible active transportation options.

## 4. Project Status

Extensive public outreach has been conducted in the Boyle Heights community over the past 7 years to garner input and priorities from the residents and business and property owners in regards to active transportation improvements that they would like to see in their community. The former Community Redevelopment Agency (CRA/LA), Metro Eastside Access Project, the East Los Angeles Community Corporation, Union de Vicinos, the Green LA Coalition Living Streets Initiative, and many other initiatives have led to the development of the Eastside Active Transportation Linkages, Phase II Project.

The Project was awarded Metro Call for Projects Pedestrian Category funding in 2009, however due to the demise of the CRA/LA in 2012, the project had not proceeded to a funding agreement and is therefore seeking funding under the ATP. The City Council formally adopted taking over the project from the former CRA/LA on May 7, 2014. Since 2009 the community has been engaged in numerous meetings, workshop and events to identify their priorities for improvements including the Metro Eastside Access project which is funding complimentary pedestrian and bicycle improvements on 1st Street, Bailey Street, Mott Street that are currently under construction. The Project is currently in the conceptual 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 the project.

## III. SCREENING CRITERIA

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

This Project intends to enhance pedestrian accessibility on the streets of Boyle Heights, providing pedestrian linkages between the new Gold Line light rail stations on 1st Street to the residential neighborhoods and the commercial services and institutions on 4th Street and Chavez. Boyle Heights is a community that is highly oriented towards walking and public transit for daily transportation. Local residents and workers walk, bike, and take transit in numbers that far exceed other communities in Southern California. Walking, in particular, is one of the defining characteristics of Boyle Heights. Any visitor to Chavez, 1st Street, or Soto Street can testify that these streets are exceedingly well used.

Pedestrian activity, in general, is motivated by both need and choice. Because Boyle Heights is a very low-income community, many households do not have access to an automobile. The vast majority of Boyle Heights' large households have no or only one car. Accordingly, many household trips — to work, to shop, to take kids to school, to do the family laundry — are done on foot or by walking to transit. The community's large population of senior citizens and concentration of medical and senior facilities contribute to Boyle Heights' pedestrian orientation. This is also a youthful community, where nearly one-third of all residents are under 16 years of age. These are factors that explain the community's pedestrian orientation based on need.

The Eastside Active Transportation Linkages Phase II Project will increase daily modal share for walking and transit by making these modes a more attractive *choice* for those who live, work, and visit Boyle Heights. By enhancing the pedestrian environment and addressing existing deterrents to walking and transit use, this project will make walking and transit a more viable option, thus capitalizing on investment in the Gold Line extension in a cost-effective way.

In addition, several Metro-owned and other properties near the new Gold Line Stations are currently planned for dense, mixed-use transit-oriented developments that will add many hundreds of new residential units and thousands of daily trips to the area. As we add population to this already densely built community, it

is essential that we provide the pedestrian infrastructure that allow for walking and transit to replace trips that could otherwise be made in automobiles.

Finally, pedestrian safety is a serious concern in low-income and minority communities such as Boyle Heights, where residents are at a very high risk of involvement in pedestrian fatality crashes. A 2002 study by the *Los Angeles Times* found that fatal accidents within the City of Los Angeles are concentrated in densely populated urban neighborhoods, and that fatal pedestrian accidents are heaviest in communities with large populations of Latinos and African Americans[1]. Research by the Surface Transportation Policy Project demonstrates that pedestrian accidents are a significant public health problem in California, particularly in Los Angeles County[2]. According to the study, pedestrians killed as a percentage of total traffic fatalities is as high as 30% in Los Angeles County, compared to the state rate of 20%, and the majority of victims tend to be in low-income communities. Pedestrian injuries and deaths are correlated to income and other socioeconomic factors such as access to a car, unemployment, and low levels of education. Crash Data is provided in **Attachment 9a.**

**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.[3] The 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system.[4] Finally, this project directly supports Metro's First/Last Mile Strategic Plan (2014).[5]

## IV. NARRATIVE QUESTIONS

### 1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER

[1] Martin, Hugo and Moore, Maloy. "Inequities in Pedestrian Deaths", *Los Angeles Times*. August 19, 2002.
[2] Ohland, Gloria, Ngyuegn, Trihn and Corless, James. "Dangerous by Design: Pedestrian Safety in California". *Surface Transportation Policy Project*. September 2000.
[3] SCAG Regional Transportation Plan – Active Transportation Appendix. 2012. http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf
[4] Metro Long Range Transportation Plan. 2009. http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf
[5] First Last Mile Strategic Plan. 2014. http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

**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.*

Currently pedestrians in the Boyle Heights community are faced with deteriorated sidewalk conditions and poor connectivity to transit, jobs and commerce, yet they walk anyway because most of them have to. This is a highly transit dependent community that conducts their daily lives on the streets of their neighborhoods even with challenging conditions. The improvements proposed are to provide high visibility crosswalks at all critical intersections; to reduce crossing distances with curb extensions; to enhance bus stops with pedestrian lighting and shelters and in some locations, enlarged waiting areas; to provide ADA-accessible curb ramps at all intersections where they are missing; and the planting of shade trees to provide a comfortable walking environment and to provide a traffic calming effect on the streets. The improvements along State Street will encourage more students to walk to 2nd Street Elementary School by providing high visibility crosswalks, new ADA-accessible ramps, bus stop pedestrian lighting and street trees. Students walking to Roosevelt High School from a bus stop or their homes will benefit from curb extensions that will be constructed at 4th Street and Soto Street where the roadway is currently excessively wide and drivers often speed along the wide lanes and make fast turns around corners. All of these factors will aid in encouraging more people to walk more often in their community.

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.*

A number of demographic factors contribute to the project area's very high modal share for walking, biking, and public transportation. The following discussion is based on 2000 United States Census data for ½ mile radius around the intersection of First Street and Cummings Street, an area that generally includes the project area and the surrounding ¼ mile.

**Density:** The project area is densely populated. Although Boyle Heights appears to be a collection of single-family home neighborhoods with active small-scale retail corridors, a closer analysis of the demographic data shows a very different picture. Many lots meant for single-family use contain multiple family units with several generations of families living in each unit. The project area has a census-reported average household size of 3.63, significantly higher than the citywide household size of 2.83 persons. This dense population

located in close proximity to retail and commercial services supports walking and transit use because services are located within walking distance and those services outside of walking distance are accessible by the local bus or the soon-to-open light rail system.

**Pedestrian Orientation:** A high percentage of residents living in or near the Project, walk or use transit as their primary form of transportation. There are over 18,300 bus boardings or alightings daily within ¼ mile of the Project area. The Gold Line Eastside Extension has no Park and Ride stations in the Project area, confirming that most residents walk to access transit. Nearly 34% of all workers over 16 in or near the Project walk, bike, or take public transportation to work, compared to the citywide rate of 10% for Los Angeles commuters.

**Income:** Households in the neighborhoods surrounding the Project are characterized by low income. According to the 2000 Census, the median income for area surrounding the Project is $19,175. In comparison, the median income for the City of Los Angeles is $36,818. 34.8% of the households in the area surrounding the Project live below the poverty level. This data affirms that a high number of residents living near and in the Project live in poverty and in low income households which increases the likelihood that those households are transit-dependent.

**Auto Ownership:** Residents living in or near the Project have a low rate of auto ownership. Well over one in three (38.6%) of households in and near the Project have no vehicle available, and a similar percentage (37.9%) of households have only one available car. In contrast, only 15% of the households in the City of Los Angeles have no vehicle available. This means local residents are likely to walk, bicycle, or use transit as their primary mode of transportation.

**Age:** Many community members living near or in the Project are seniors who do not drive or children who do not yet have their driver's license. Thirty percent of the population in and around the Project is too young to obtain a learners permit or drivers license. Another 7.8% of the population in and around the Project is over age 65. Seniors are less likely to drive their own cars over time. Children who are old enough to travel on their own are dependent on walking or transit. Those children who depend on traveling with a parent are more likely to belong to a family that is transit-dependent given the previously discussed statistics. Thus, based

on age, nearly 38% of the population served by the Project is more likely to use transit, bicycling, or walking as their primary form of transportation.

Data on the number of bicyclists and pedestrians currently using the corridor is available from the 2011 Los Angeles Bicycle and Pedestrian Count conducted by the Los Angeles County Bicycle Coalition. See **Attachment 11a** for a summary of the count data.

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 7,212 total boardings and 7,145 total alightings** in January 2014. The busiest intersection was the corner of Soto and Chavez. A full listing of bus boardings/alightings by stop is provided in **Attachment 12**. The project area's two light rail stations (Soto Station at 1st/Soto and Mariachi Plaza) experienced a combined average of 2,278 daily boardings and 2,196 alightings in FY 2012-13, with approximately two-thirds of the boardings and alightings occurring at the Soto station.

The biannual Metro rider survey found that 82% of bus patrons accessed transit by walking and 2.5% by bicycle, while 62% of rail patrons accessed transit by walking and 4% by bicycle. Considering this and the number of recorded bus and rail boardings, it is estimated that a daily average of 7,564 pedestrian trips and 355 bicycle trips are made in the project area specifically to access transit. A full calculation of these trips is included in **Attachment 11a**.

**Ped-Bike Trip Forecasting:** 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 **17,216 pedestrian trips and 6,953 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 **17,539 daily pedestrian trips and 7,083 bicycle trips** in the project's vicinity by 2020, and **19,356 daily pedestrian trips and 7,817 daily 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% 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 **19,937 pedestrian and 8,051 bicycle trips** by 2035. Full calculations are provided in **Attachment 11b**.

Trip generation estimates were arrived at 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. The 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.

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.*

The project improves walking routes by providing safe pedestrian crossings and improved sidewalk conditions that link active commercial and civic facilities such at Hollenbeck Park, 2nd Street Elementary School, Breed Street Elementary School, Roosevelt High School, White Memorial Hospital, the local library, senior housing and care facilities, shops and restaurants along 1st Street, numerous religious facilities, youth facilities and the Metro Gold Line Light Rail stations at Mariachi Plaza and at 1st and Soto. See Vicinity/Location Map **Attachment 2a** and Activity Centers Map **Attachment 2b**.

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.*

The goals of this project are to provide safe and comfortable access to and from Metro Gold Line light rail stations, buses stops/stations, and nearby destinations for all users — pedestrians, bicyclists, residents and visitors. Enhancements include high visibility continental crosswalks with advance stop bars, new ADA ramps, new curb extensions, new signal phasing, bus stop lighting and shelters, and new street trees. LADOT has recently implemented sharrows along State Street and Boyle Avenue signaling that curb extensions and high visibility crosswalks will inspire traffic calming that make streets a safer walking environment.

There are seven parks, seven schools, a library, a police station, a major medical center/hospital, a variety of senior and youth centers, numerous shops & restaurants, as well as religious institutions within a ½ mile

radius of the project area (see **Attachment 2b**). Pedestrian improvements within the neighborhood will provide greater comfort, confidence and safety to young students and their parents who have the option to walk to school and nearby destinations given the right conditions.

This project will improve the level of pedestrian connectivity within the Boyle Heights community and to existing rail and bus transit facilities in the project area by removing existing barriers that limit the walkability of the north-south streets that connect the main shopping streets and major east-west transit corridors to the homes, shops, schools, parks, places of employment and other activity centers for the people who live, work, shop and play there. Currently, hearty pedestrians traverse the narrow sidewalks with little to no shade; daring walkers run across un-marked un-signalized intersections to avoid being run over; and transit patrons wait in the hot sun for the next bus without a place to sit. The proposed improvements will eliminate many of those barriers to pedestrian connectivity by providing a consistent canopy of street trees along the north-south connecting streets between the school and park-oriented 4th Street and the shopping and dining-oriented 1st Street and Chavez; by reducing the crossing distance at key un-signalized intersections with new curb extensions with high visibility crosswalks; and by providing more transit shelters and pedestrian lighting at major bus stops in the project area. If we truly want to encourage more transit ridership and get more people walking, we must provide the infrastructure to support them in their journey.

**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 goal of this project is to slow traffic and make it safer for pedestrians and bicyclists to cross intersections while increasing a safe, pedestrian environment. The project area is lacking essential, key safety standards without which pedestrians are put at risk. The four north-south streets - Boyle Avenue, State, St. Louis, and Soto Streets - that connect to rail and bus lines on Chavez, 1st and 4th Streets have similar characteristics which cause safety hazards to pedestrians and bicyclists. These streets are wide, with few marked crosswalks, narrow sidewalks, very few street trees, and an inconsistent amount of disabled ramps at street corners. These conditions inspire bad vehicular practices. Vehicles speed and make rolling stops at

intersections where pedestrians have long stretches to cross with neither enough time nor enough pavement markings to guarantee a safe crossing.

Recent data for the 5-year period of 2008-2013 shows that **41** pedestrian crashes (including 3 deaths) and **20** bicycle crashes occurred in the project area. The proposed pedestrian counter measures are critical safety features that must be installed to avoid any additional pedestrian injuries and fatalities in the project area. Installing curb extensions shortens pedestrian crossing time more pedestrian environment. Additional information provided below in 'C'.

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

- *Reduces speed or volume of motor vehicles*

The combination of proposed improvements will aid in slowing down drivers on the north-south streets in the project area. The curb extensions will narrow the 'wide open road' feeling of Boyle Avenue where drivers regularly speed through this residential neighborhood with homes, apartments, senior housing and a major medical center between 1st Street and Chavez. Curb extensions reduce vehicle speed through tighter turning radii and narrowed street widths.[i] Clearly marked crosswalks provide drivers with additional visual cues to remain alert and reduce speed through the area. Lower vehicle speeds can reduce the severity of injuries if crashes occur. 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%; and at 20 MPH the pedestrian fatality rate is only 5%.[ii]

- *Improves sight distance and visibility*

Increasing the number of continental crosswalks at all intersections slows traffic and makes pedestrians more visible when crossing, reducing the likelihood of collisions. The curb extensions will allow drivers to better see pedestrians at unsignalized as well as signalized intersections where they are further out into the intersection and not hidden behind parked vehicles or street furniture. New pedestrian lighting at bus stops will allow drivers to better see pedestrians as well as create a safer environment for pedestrians to wait for the bus or walk along the project area streets.

- *Improves compliance with local traffic laws*

Providing well designed and safer pedestrian crossings at intersections will encourage pedestrians to cross at legal crossings instead of jaywalking at mid-block locations. Drivers will become much more aware of the active pedestrian environment in the project area with the installation of high visibility crosswalks, curb

extensions, extensive street tree planting and pedestrian lighting. Due to the narrower streets, drivers will slow down and comply with posted speed limits.

- *Eliminates behaviors that lead to collisions*

Reducing speeding on the project area streets will reduce collisions and injuries to pedestrians as well as between vehicles. Reducing jaywalking will also reduce mid-block collisions by providing safer crossings at intersections. Clearly marked crosswalks encourages alert behavior for both pedestrians and drivers.

- *Addresses inadequate traffic control devices*

Adjusting signal phasing to provide a long pedestrian phase that lengthens the crossing time at the Soto St & Michigan Ave intersection is critical given the width of the street and the off-set complex design of the intersection. This also will encourage pedestrian usage as a longer cycle allows the complete crossing.

- *Addresses inadequate bicycle facilities, crosswalks or sidewalks*

Repairing sidewalks and installing disabled ramps provides safe, accessible walkways for all pedestrians. The installation of bus stop lights and additional shelters provide a more comfortable, well-lit place to wait. Providing shade from street trees is also important on hot summer days when the sun is scorching. The comfort and safety these features inspire people to walk, bike, and take transit. Increased visibility of pedestrians and tighter turning radii at intersections with curb extensions helps to prevent the number of crosswalk related crashes.[iii].

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.*

**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 58 separate collisions that resulted in a pedestrian or bicyclist fatality or injury. In these incidents, a total of 38 pedestrians and 20 bicyclists were injured, and three pedestrian fatalities occurred. No bicyclist fatalities were reported for this period. A detailed listing of the collisions is provided in **Attachment 9a** with a map of the collisions provided in **Attachment 9b**.

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

| | Fatality | Injured | Total |
|---|---|---|---|
| Pedestrian | 3 | 38 | 41 |
| Bicyclist | 0 | 20 | 20 |
| Total | 3 | 58 | 61 |

The 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 then applied to the number of injury/fatal collisions involving pedestrians and bicyclists for the five-year 2008-2012 period *along only the specific streets where the countermeasures are proposed* (Boyle, State, Saint Louis, Soto). Based on these calculations, the Project's proposed countermeasures would result in an **average annual reduction of 1.84 crashes** — see **Attachment 10**.

It is important to emphasize that the crash reduction analysis attempts to limit its scope to only those collisions, injuries and fatalities that could potentially be affected by the Project's proposed countermeasures; therefore, not all of the injuries/fatalities included in the collision history above are used to calculate the crash reduction potential of the Project. For example, some of the injuries included in the project area collision history occurred on 1st Street. Since 1st Street is a primary focus of the separate, ongoing Eastside Access Project, it is not proposed to receive safety countermeasures as part of Eastside Active Transportation Linkages Phase II. Therefore, collisions occurring on 1st Street are not included in the crash reduction calculations. A summary of the injuries and fatalities actually used in the crash reduction analysis is included as part of **Attachment 9a**.

Furthermore, the number of injuries and fatalities used to calculate the crash reduction potential of a given countermeasure type is limited to the collisions that are a) related to the countermeasure being proposed (i.e. pedestrian or bicycle, in cases where the countermeasure is pedestrian- or bicycle-specific) and b) located along the corridor where the countermeasure is proposed. Only pedestrian collisions located on corridors with proposed extensions, for example, are considered to be eligible to be reduced as a result of the installation of curb extensions. The number of collisions used in the crash reduction analysis for each countermeasure has been adjusted accordingly. A summary of the collisions with the potential to be reduced by each countermeasure is included in **Attachment 10**.

**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.*

Extensive public outreach has been conducted in the Boyle Heights community over the past seven years to garner input and priorities from the residents and business and property owners in regards to active transportation improvements that they would like to see in their community. The former CRA/LA, Metro Eastside Access Project, the East Los Angeles Community Corporation, Union de Vicinos, the Green LA Coalition Living Streets Initiative, and many other initiatives have led to the development of the Eastside Active Transportation Linkages, Phase II Project. A detailed description of the public outreach process is included in **Attachment 7**.

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

The Eastside Active Transportation Linkages, Phase II project is widely supported by local stakeholders and community groups. The project's boosters include Jose Huizar, City Council member for District 14, the Department of City Planning and community groups including East LA Community Corporation (ELACC), Local Initiative Support Corporation (LISC), and Los Angeles Neighborhood Initiative (LANI). See section A, above, for additional information regarding community participation in and support for the project.

The Project was awarded Metro Call for Projects Pedestrian Category funding in 2009, however due to the demise of the CRA/LA in 2012, the project had not proceeded to a funding agreement and is therefore seeking funding under the ATP. Although funding for this particular project is temporarily on hold, the community has continued their engagement through numerous meetings, workshops, and events to identify their priorities for active transportation improvements in the area, including the Metro Eastside Access project, which is funding complimentary pedestrian and bicycle improvements on 1st Street, Bailey Street, Mott Street that are currently under construction. The Project is currently in the conceptual design phase with support from the local community, city departments and elected officials. The community will continue to be engaged in the final development and implementation of the project once funding is re-established.

*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 policies found in the General Plan Land Use Element (Boyle Heights Community Plan), 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 this project as part of the Call for Projects program. As a project that advances the reach of light rail transit, it's also in line with Metro's First/Last Mile Strategic Plan. Finally, at the regional level, projects selected through the Call for Projects are also included in the SCAG RTP. Moreover, this project advances the goals identified in the SCAG RTP's Active Transportation Appendix. The project's improvements also help reduce GHG emissions by creating a network of walkable and bikeable connections to transit, reducing the need to drive. Additional discussion of these planning documents is 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:** Three alternatives were considered in the project conceptual design phase:

**Alternative #1** – Wayfinding Signage on 1st Street and the cross streets of Boyle Avenue, State Street, St. Louis Street and Soto Street with more extensive streetscape improvements on the cross streets. This alternative was not selected at the time because an organization was not identified that could maintain the signs and more extensive landscaping.

**Alternative #2** – Landscaped medians on Boyle Avenue, St. Louis, State and Soto Streets. Although this alternative may slow down drivers on the these streets, this alternative does not bring the same level of direct benefits to pedestrians as do the curb extensions, sidewalk and accessible ramp improvements, shade trees and bus stop lighting.

**Alternative #3** – Bike Lanes on 1st Street and one of the following cross streets — Boyle Avenue, State Street, St. Louis Street or Soto Street, along with streetscape improvements on the cross streets. Other streetscape projects in the area are already implementing or proposing these concepts with the bike lanes already installed on 1st Street and pedestrian safety improvements for St. Louis Street being proposed in another ATP Cycle 1 grant application for a Safe Routes to School Project.

Additionally, the second and third alternatives were not selected because there is not enough roadway width to accommodate either alternative without reducing the number of travel lanes on the street or eliminating on-street parking.

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

Benefits 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.

A summary of the benefit/cost calculations may be found in Attachment 14. Based on the information described above, the overall benefit/cost ratio based on net present value (NPV) costs and benefits of the total project is **10.38**, and the ratio of benefits to funds requested is **17.63**.

| | |
|---|---|
| Total Benefits | $39,443,830 |
| NPV of Total Project Costs | $3,799,896 |
| Request from ATP | $2,237,000 |
| **B/C RATIO (Total Project Cost)** | **10.38** |
| **B/C RATIO (Amount Requested)** | **17.63** |

**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:** This project will improve public health by offering more comfortable and safe facilities for walking and biking to the Gold Line stations in Boyle Heights. Surveys conducted by Metro indicate that roughly 90% of their patrons reach stations on foot or bike and they estimate that improvements around stations to improve the first mile/last mile connections may increase ridership by around 3%.[iv] The proposed project's improved street crossings and sidewalk improvements will improve public health by providing residents safer and more desirable conditions for walking, encouraging increased pedestrian activity in the surrounding community for commuting, utilitarian, and recreational purposes.

**Need**: This project would directly serve a historically disadvantaged community (see Question 6, below), providing safe and reliable active transportation options to a region with higher than average rates of physical

inactivity and obesity. This project is located in the East LA Health District, where 10% of adults do not engage in physical activity and another 35% do not meet the recommended guidelines.[v] This physical inactivity is a leading cause of obesity and type 2 diabetes.[vi] Currently, approximately 37% of adults are overweight and 40% are obese in the health district.[vii] Additionally, 13.5% of children do not participate in physical activity. 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.[viii] In the East LA health district, 26% of adults have high cholesterol and over 20% have been diagnosed with diabetes, a rate that is more than twice the county average.[ix]

**Solution:** The Eastside Active Transportation Linkages project 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, "Communities should consider…building and enhancing infrastructures to support more walking and bicycling, and improving the safety of neighborhoods to facilitate outdoor physical activity."[x] 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."[xi] 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 percentage of the population in a city that bikes or walks to work and the percentage 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.[xii] Finally, researchers have estimated anywhere from $0.18 to $8.00 of financial

benefit to the health care system per mile bicycled or walked.[xiii] Our cost effectiveness analysis uses a very conservative estimate (for fitness only) of $0.20 for biking and $0.50 for walking.[xiv]

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 active transportation. Increased walking as a result of the Eastside Active Transportation Linkages project will result in tangible public health benefits to Boyle Heights and the surrounding communities.

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

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

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

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

- *Median household income for the community benefited by the project:* ***$ 32,314***

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

- *California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:* ***49.49***

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

- *For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:* ***89.05 %***

(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, the community meets the criteria outlined 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.*

The project area is entirely located within a disadvantaged community (see **Attachment 14** Disadvantaged Community Map, as defined in section a., above. 100% of the funding will be targeted to benefit the disadvantaged community 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.

Boyle Heights residents and workers walk, bike, and take transit in numbers that far exceed other communities in Southern California. In 2000, Census data indicated the median income for area surrounding the Project was $19,175, compared to the median income for the City of Los Angeles of $36,818. This Census also indicated 34.8% of the households in the Project area live below the poverty level. It follows that well over one in three (38.6%) of households have no vehicle available, and a similar percentage (37.9%) of households have only one available car. In contrast, only 15% of the households in the City of Los Angeles have no vehicle available.

Nearly 34% of all workers over 16 in or near the Project walk, bike, or take public transportation to work, compared to the citywide rate of 10% for Los Angeles commuters. Many community members are seniors who do not drive or children who cannot drive. 30% of the population in the Project area is too young to obtain a learner's permit or driver's license. Another 7.8% of the population is over age 65. Seniors are less likely to drive their own cars over time. Children who are old enough to travel on their own are dependent on walking or transit. And those children who depend on traveling with a parent are more likely to belong to a family that is transit-dependent given the previously discussed statistics.

Pedestrian safety is of serious concern in low-income and minority communities such as Boyle Heights, where residents are at a very high risk of involvement in pedestrian fatalities. A 2002 study by the *Los Angeles Times* found that fatal accidents within the City of Los Angeles are concentrated in densely populated urban neighborhoods, and that fatal pedestrian accidents are heaviest in communities with large populations of Latinos and African Americans[6]. Research by the Surface Transportation Policy Project demonstrates that pedestrian accidents are a significant public health problem in California, particularly in Los Angeles County[7]. According to the study, pedestrians killed as a percentage of total traffic fatalities is as high as 30% in Los Angeles County, compared to the state rate of 20%, and the majority of victims tend to be in low-income

[6] Martin, Hugo and Moore, Maloy. "Inequities in Pedestrian Deaths", *Los Angeles Times*. August 19, 2002.
[7] Ohland, Gloria, Ngyuegn, Trihn and Corless, James. "Dangerous by Design: Pedestrian Safety in California". *Surface Transportation Policy Project*. September 2000.

communities. Pedestrian injuries and deaths are correlated to income and other socioeconomic factors such as access to a car, unemployment, and low levels of education.

This project proposes to address many of the existing pedestrian issues that make walking a less attractive choice by enhancing pedestrian linkages between the Gold Line light rail stations on 1st Street to the residential neighborhoods, and to the commercial services and institutions on 4th Street and Chavez. A greater level of pedestrian connectivity between the community and public transit facilities will be achieved by removing physical barriers that may prevent people in the community from accessing transit, and installing a set of streetscape elements that support walking and the use of public transit. Existing safety and access deficiencies within the project area include the following:

| |
|---|
| Badly deteriorated sidewalks & missing ADA ramps are barriers to walkers with strollers, canes, or carts. |
| Wide, busy streets with unmarked crosswalks and no pedestrian signals. |
| Un-shaded and under-sized transit shelters that are insufficient to handle the large capacity of riders. |
| Streets with few, if any, shade trees, creating an inhospitable environment for walkers. |
| The project will remedy these barriers to active transportation in the following manner: |
| Providing a consistent canopy of street trees along the north-south connecting streets between the school and park-oriented 4th Street and the shopping and dining-oriented 1st Street and Chavez. |
| Reducing the crossing distance at key, un-signalized intersections with new landscaped curb extensions with enhanced crosswalk paving. |
| Providing transit shelters at major bus stops in the project area. |

The Eastside Light Rail Pedestrian Linkages, Phase II project will increase daily modal share for walking and transit by making these modes a more attractive choice for those who live, work, and visit Boyle Heights.

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 1, 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.

**7. 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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[i] Wisconsin Guide to Pedestrian Best Practices 2012. Online resource. www.dot.wisconsin.gov/projects/state/ped-guide.htm

[ii] Federal Highway Administration (2008) Pedestrian Safety Guide for Transit Agencies. Washington DC. FHWA-SA-07-017. February 2008.

[iii] Corkle, Giese, Marti (2002). Investigating the Effectiveness of Traffic Calming Strategies on Driver Behavior, Traffic Flow and Speed. Minnesota Local Roads Research Board

[iv] 2014. Metro First Last Mile Strategic Plan. Final Version Approved April 2014. http://media.metro.net/projects_studies/sustainability/images/path_design_guidelines_draft_november_2013.pdf

[v] 2011. Los Angeles County Department of Public Health http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.htm

[vi] Center for Disease Control , Physical Inactivity Estimates, by County , http://www.cdc.gov/Features/dsPhysicalInactivity/, Accessed April 24, 2014

[vii] 2011. Los Angeles County Department of Public Health http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.htm

[viii] 2009. Center for Disease Control

[ix] 2011. Los Angeles County Department of Public Health http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.htm

[x] 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", Accessed April 24, 2014

[xi] 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.

[xii] 2014. Bicycling and Walking in the United States: 2014 Benchmarking Report. Alliance for Biking and Walking.

[xiii] 2013. Metro Bicycle Investment Scenario Analysis Model – Methodology Technical Memo. Cambridge Systematics.

[xiv] 2014. Litman, Todd. Evaluating Active Transport Benefits and Costs. Victoria Transport Policy Institute. http://www.vtpi.org/nmt-tdm.pdf

[xiv] 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.

| Project name: | City of LA Eastside Active Transportation Linkages, Phase II |
|---|---|

## V. PROJECT PROGRAMMING REQUEST

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

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

**Notes:**

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

**See attached Project Programming Request form on following pages.**

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

*General Instructions*

| ☒ 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 | kevin.minne@lacity.org |

**Project Title**

Eastside Active Transportation Linkages, Phase II

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

The Project will provide pedestrian and bike safety improvements to north-south linkage streets to the 1st Street Metro Gold Line Light Rail stops in the Boyle Heights Community of the City of Los Angeles – The following streets from East Cesar E. Chavez Avenue on the north to East 4th Street on the south (approx.. ½ mile each street): Boyle Avenue, St. Louis Street, State Street and Soto Street linking to/from the Metro Gold Line Stations at 1st/Boyle (Mariachi Plaza) and 1st/Soto, Los Angeles 90033.

☒ Includes ADA Improvements ☒ Includes Bike/Ped Improvements

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

**Purpose and Need** ☒ See page 2

Very poor and dangerous existing conditions on each of the four streets do not support the levels of pedestrian and cycling activity in the community where more than 70% of households have 0-1 vehicles. Typical streets in project area have: narrow, broken and uplifted sidewalks with very few street trees or pedestrian lighting creating hazardous and unsightly conditions; dangerous and inaccessible pedestrian crossings where the lack of unmarked crosswalks and long crossing distances unneccesarily expose pedestrians to drivers speeding down wide open roadways with few controlled intersections;

**Project Benefits** ☒ See page 2

The Project will provide pedestrian safety improvements to north-south linkage streets to the 1st Street Metro Gold Line Light Rail stops at Boyle Avenue (Mariachi Plaza) and Soto Street in the heavily transit-dependent disadvantaged community of Boyle Heights just across the Los Angeles River from Downtown Los Angeles.

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

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

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/14/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 07 | LA | | | | | |
| **Project Title:** | Eastside Active Transportation Linkages, Phase II | | | | | |

| 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 | | 477 | | | | | | 477 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | 3,174 | | | | | 3,174 | |
| TOTAL | | 477 | 3,174 | | | | | 3,651 | |

| 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 | | 382 | | | | | | 382 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | 1,855 | | | | | 1,855 | |
| TOTAL | | 382 | 1,855 | | | | | 2,237 | |

| 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 | | 95 | | | | | | 95 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | 1,319 | | | | | 1,319 | |
| TOTAL | | 95 | 1,319 | | | | | 1,414 | |

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

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

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/14/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 07 | LA | | | | | |
| **Project Title:** | Eastside Active Transportation Linkages, Phase II | | | | | |

| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
|---|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

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

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

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

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

| **Fund No. 10:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/14/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 07 | LA | | | | | |
| **Project Title:** | Eastside Active Transportation Linkages, Phase II | | | | | |

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

| Project name: | City of LA Eastside Active Transportation Linkages, Phase II |
|---|---|

## 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) | $ 382,000 |
| Right-of-Way Phase | $ 0 |
| Construction Phase-Infrastructure | $ 1,855,000 |
| Construction Phase-Non-infrastructure | $ 0 |
| **Total for ALL Phases** | **$** 2,237,000 |

| **All Non-ATP fund types on this project*** (to the nearest $1000) | **Amount** |
|---|---|
| LACMTA Measure R Funds | $ 1,075,000 |
| City of Los Angeles Prop C | $ 339,000 |
| | $ |
| | $ |
| | $ |
| | $ |

*Must indicate which funds are matching

| | |
|---|---|
| Total Project Cost | $ 3,651,000 |
| Project is Fully Funded | Yes |

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

### ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

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

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

| Project name: | City of LA Eastside Active Transportation Linkages, Phase II |
|---|---|

## VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

| Start Date | End Date | Task/Deliverables |
|---|---|---|
| | | N/A |
| | | |
| | | |
| | |

| Project name: | City of LA Eastside Active Transportation Linkages, Phase II |
|---|---|

## VIII. APPLICATION SIGNATURES

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

Signature: _____ Date: 5/15/14
Name: Kevin Minne Phone: 213.847.4276
Title: Transportation Engineer e-mail: kevin.minne@lacity.org

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

Signature: _____ Date: 5/15/14
Name: For Nazario Sauceda Phone: 213.847.3333
Title: Director, Bureau of Street Services e-mail: nazario.sauceda@lacity.org

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

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

**Person to contact for questions:**

Name: Kevin Minne Phone: 213.847.4276
Title: e-mail: kevin.minne@lacity.org

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

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

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

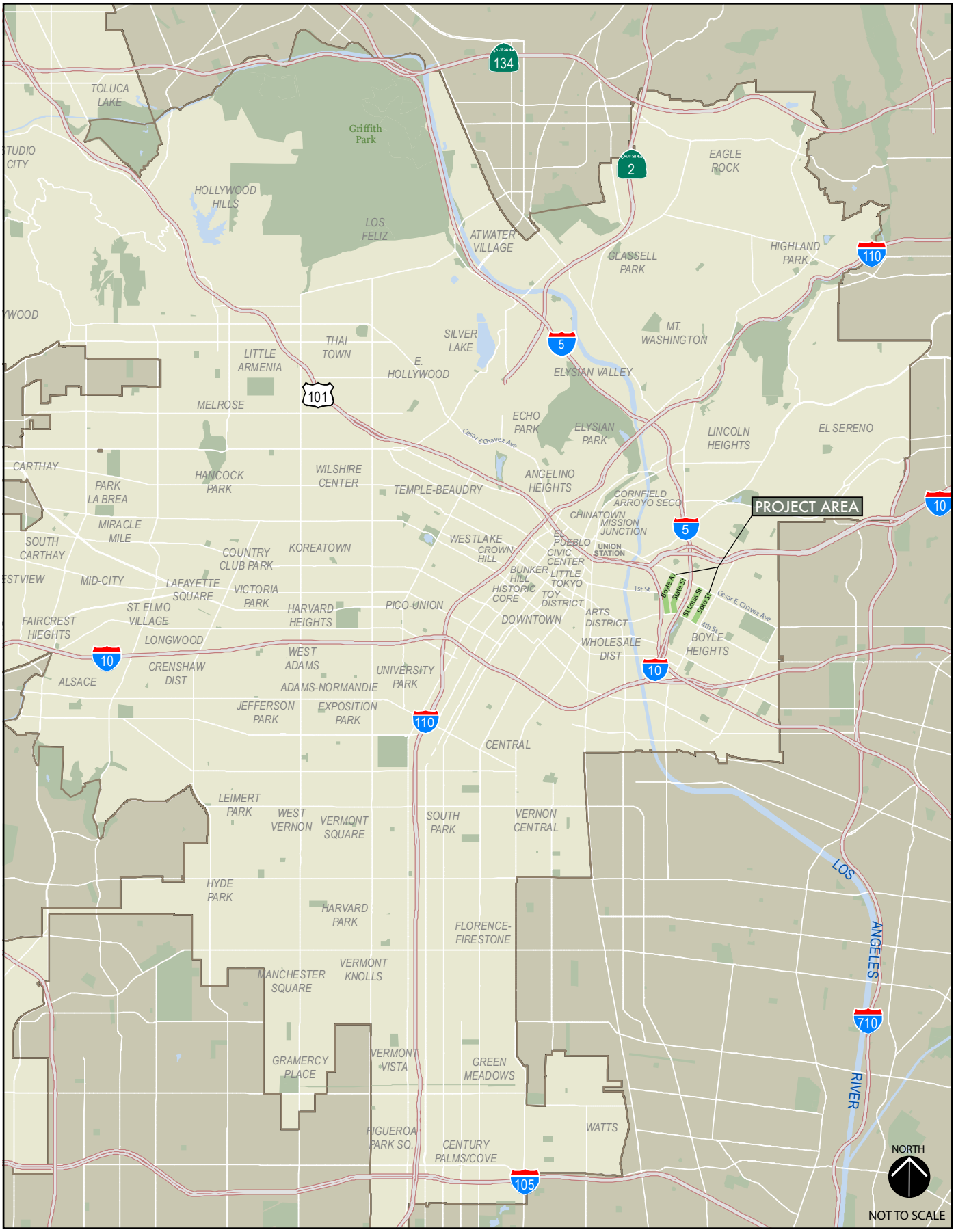
| Project name: City of LA Eastside Active Transportation Linkages, Phase II |
|---|

## 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)

| Attachments | |
|---|---|
| 1 | Regional Map |
| 2a | Vicinity/Location Map with Bikeways |
| 2b | Activity Centers Map |
| 2c | Transit Routes Map |
| 2d | Land Use Map |
| 3 | Photos/Video of Existing Location |
| 4a | Concept Plan |
| 4b | Pedestrian Crossing Diagrammatic Plan |
| 4c | Pedestrian Crossing Before/After Sketch |
| 4d | Pedestrian Crossing Section |
| 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 Ped•Bike Collision Map |
| 10a | Ped•Bike Injuries/Fatalities used in Crash Reduction Analysis |
| 10b | Crash Reduction Calculations |
| 11a | Ped-Bike-Vehicle Counts |
| 11b | Ped-Bike Trip Forecasting |
| 12 | Transit Ridership Counts |
| 13 | Disadvantaged Communities Map |
| 14 | Benefit/Cost Summary |
| 15 | List of Destinations |




City of LA Eastside Active Transportation Linkages, Phase II
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 1 | REGIONAL MAP**

## Vicinity/Location Map

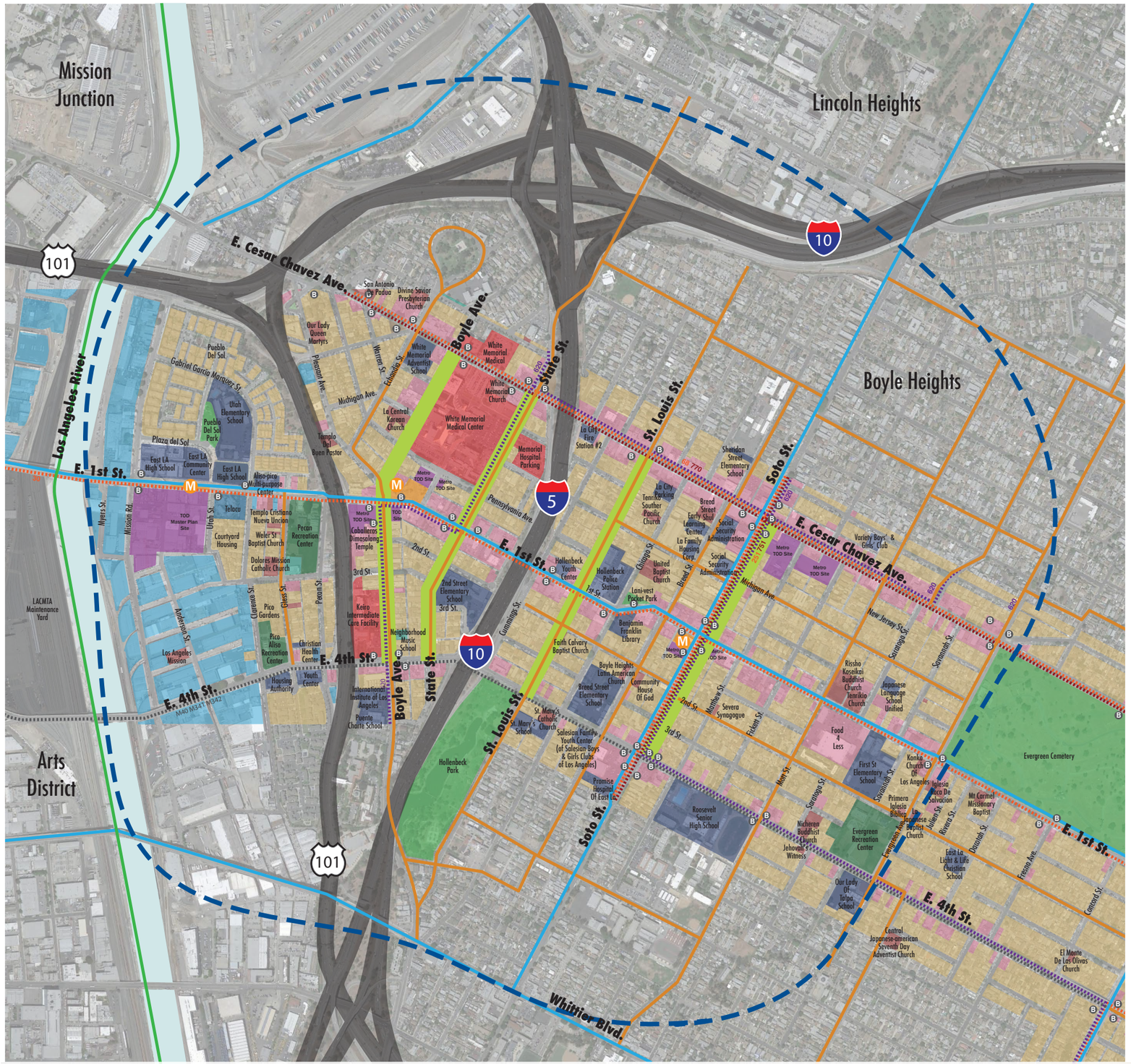
- 1/2 Mile Radius
- 1 Mile Radius
- Project Area
- Metro LRT Station
- Bus Stop
- Freeways
- Metro Local or Limited Line
- Metro Rapid Line
- Metro Shuttle Line
- Municipal Bus Line
- Dash
- Metro Gold Line
- Metro Red Line
- Future Regional Connector (2020)

Draft Mobility Plan Bikeway - Low Stress Network Designations

- Neighborhood Bicycle Network
- Enhanced Bicycle Network
- Green Network

NORTH

City of LA Eastside Active Transportation Linkages, Phase II
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 2a | VICINITY/LOCATION MAP**




## Activity Centers Map

- 1/2 Mile Radius
- Project Area

## Existing Land Use, Redevelopment Areas & Mobility

- Industrial
- Residential
- Commercial
- Public Facility
- Recreation Center
- Park
- Medical Facility
- Place of Worship
- Vacant Lot
- Metro LRT Station
- TOD Site
- Freeways
- Bus Stop
- Metro Local or Limited Line
- Metro Rapid Line
- Metro Shuttle Line
- Municipal Bus Line
- Dash

Draft Mobility Plan Bikeway - Low Stress Network Designations

- Neighborhood Bicycle Network
- Enhanced Bicycle Network
- Green Network

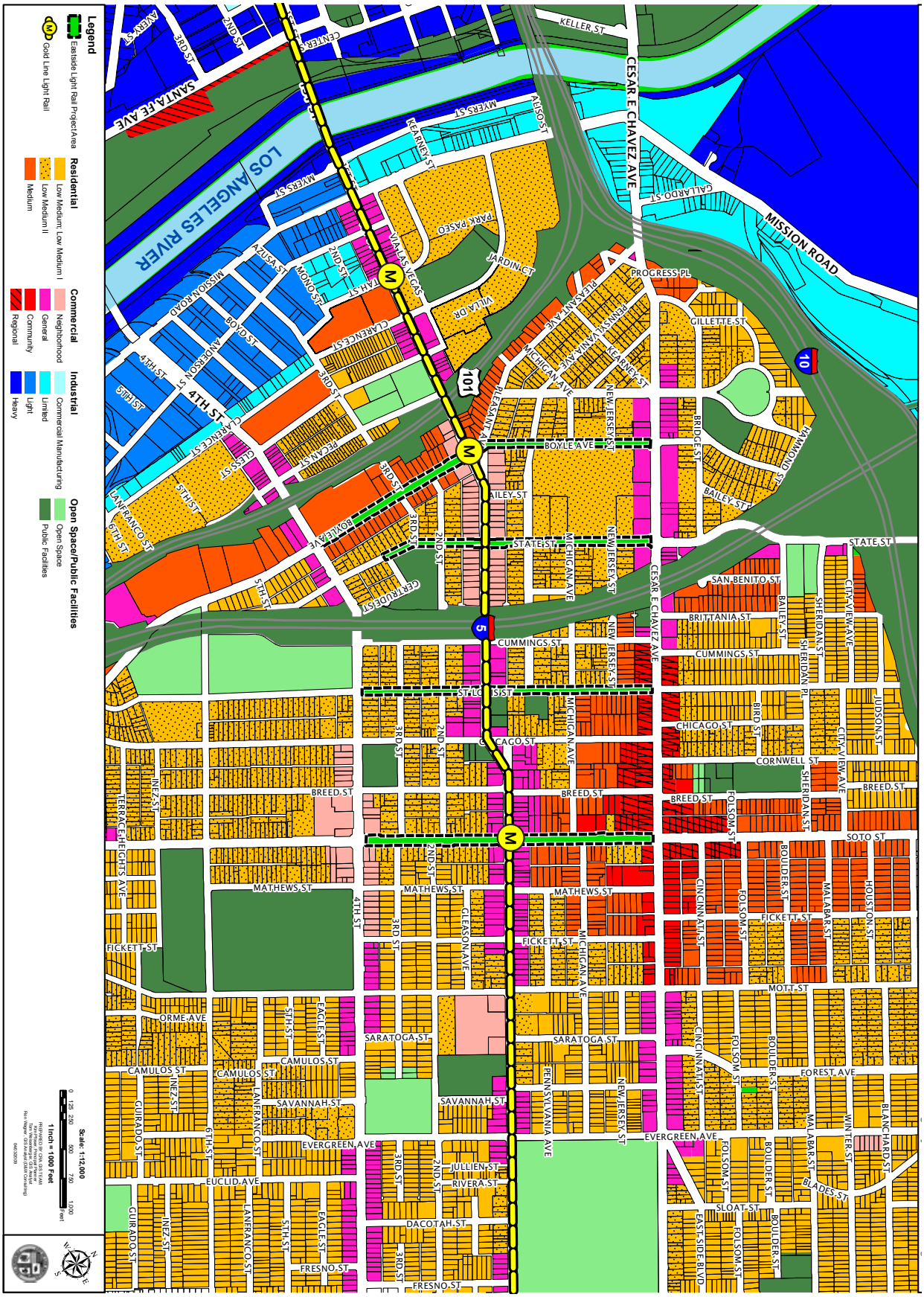
NORTH

0' 200' 400'

City of LA Eastside Active Transportation Linkages, Phase II
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 2b | ACTIVITY CENTERS MAP**

**Legend**

Project Area


Legend
Eastside Light Rail Project Area
Gold Line Light Rail
Residential
Low Medium; Low Medium I
Low Medium II
Medium
Commercial
Neighborhood
General
Community
Regional
Industrial
Commercial Manufacturing
Limited
Light
Heavy
Open Space/Public Facilities
Open Space
Public Facilities
Scale: 1:12,000
1 Inch = 1000 Feet
0 125 250 500 750 1000 Feet
Prepared by:
Kim Rhode, Principal Planner
Ron Wagner, GIS Analyst (GIS/Graphics)
04/30/2014
LOS ANGELES RIVER
SANTA FE AVE
CESAR E CHAVEZ AVE
MISSION ROAD
4TH ST
5TH ST
MISSION ROAD
BOYLE AVE
BAILEY ST
STATE ST
CUMMINGS ST
CHICAGO ST
BREED ST
MATHEWS ST
FICKETT ST
SARATOGA ST
SAVANNAH ST
EVERGREEN AVE
EUCLID AVE
FRESNO ST
DACOTAH ST
RIVERA ST
JULLIEN ST
CAMULOS ST
ORME AVE
MOTT ST
FOREST AVE
SOTO ST
CORNWELL ST
BRITTANIA ST
SAN BENITO ST
SLOAT ST
BLADES ST
EAST SIDE BLVD
MICHIGAN AVE
NEW JERSEY ST
PENNSYLVANIA AVE
FOLSOM ST
BOULDER ST
MALABAR ST
HOUSTON ST
CINCINNATI ST
SHERIDAN ST
CITY VIEW AVE
HUDSON ST
BIRD ST
BRIDGE ST
HAMMOND ST
GILLETTE ST
PROGRESS PL
PLEASANT AVE
KEARNEY ST
KELLER ST
GALLARDO ST
MYERS ST
ABESO ST
JARDIN CT
VILLA DR
PARK PASEO
VIA LAS VEGAS
ASUSA ST
MONO ST
2ND ST
CLARENCE ST
BOYD ST
ANDERSON ST
GLASS ST
PECAN ST
GERTRUDE ST
LANFRANCO ST
6TH ST
INEZ ST
TERRACE HEIGHTS AVE
GUIRADO ST
GLEASON AVE
EAGLE ST
LANFRANCO ST
101
5
10

The project area boasts a large number of public transit users, yet it lacks comfortable, secure pedestrian conditions. A lack of street trees is uncomfortable for pedestrians exposed to the hot sun when temperatures rise up to 100+ degrees during summer and fall months.

There are several parkways (photo 1) and tree wells (photo 2) within the project area that have no street trees. There's a need for a consistant planting of street trees along sidewalks to provided necessary shade throughout the project area.

There is a lack of high visibility, continental crosswalks and a lack of ADA disabled ramps as seen at the State St & New Jersey St intersection.

There are several intersections within the project area that lack crosswalks at each leg of the intersection. For example, there is a lack of high visibility, continental crosswalks at all legs of the intersection adjacent to White Memorial Hospital on State St.

There's a critical lack of high visibility, continental crosswalks at the intersection north of 2nd Street Elementary School.

Some intersections have no crosswalk markings at all. Though there are stops signs at the intersection of Boyle Ave and Pennsylvania Ave drivers tend to make rolling stops because there is a lack of pedestrian crosswalks.

Photos 7 and 8 illustrate a lack of traffic calming at the intersection of Boyle Ave & 3rd St. Boyle Ave is wide and drivers tend to drive fast and pedestrians do not have enough time to cross safely.

Looking at northeast corner of Boyle Ave & 3rd St. The lack of street trees and lack of curb extensions at the wide intersection makes an uncomfortable and precarious condition for pedestrians walking to nearby businesses and/or nearby Metro transit stations.

The southwest corner of Soto St and 4th St has a very wide pedestrian crossing distance and there's a lack of traffic calming. Narrowing the street will provide increased safety for the many pedestrians crossing at this intersection.

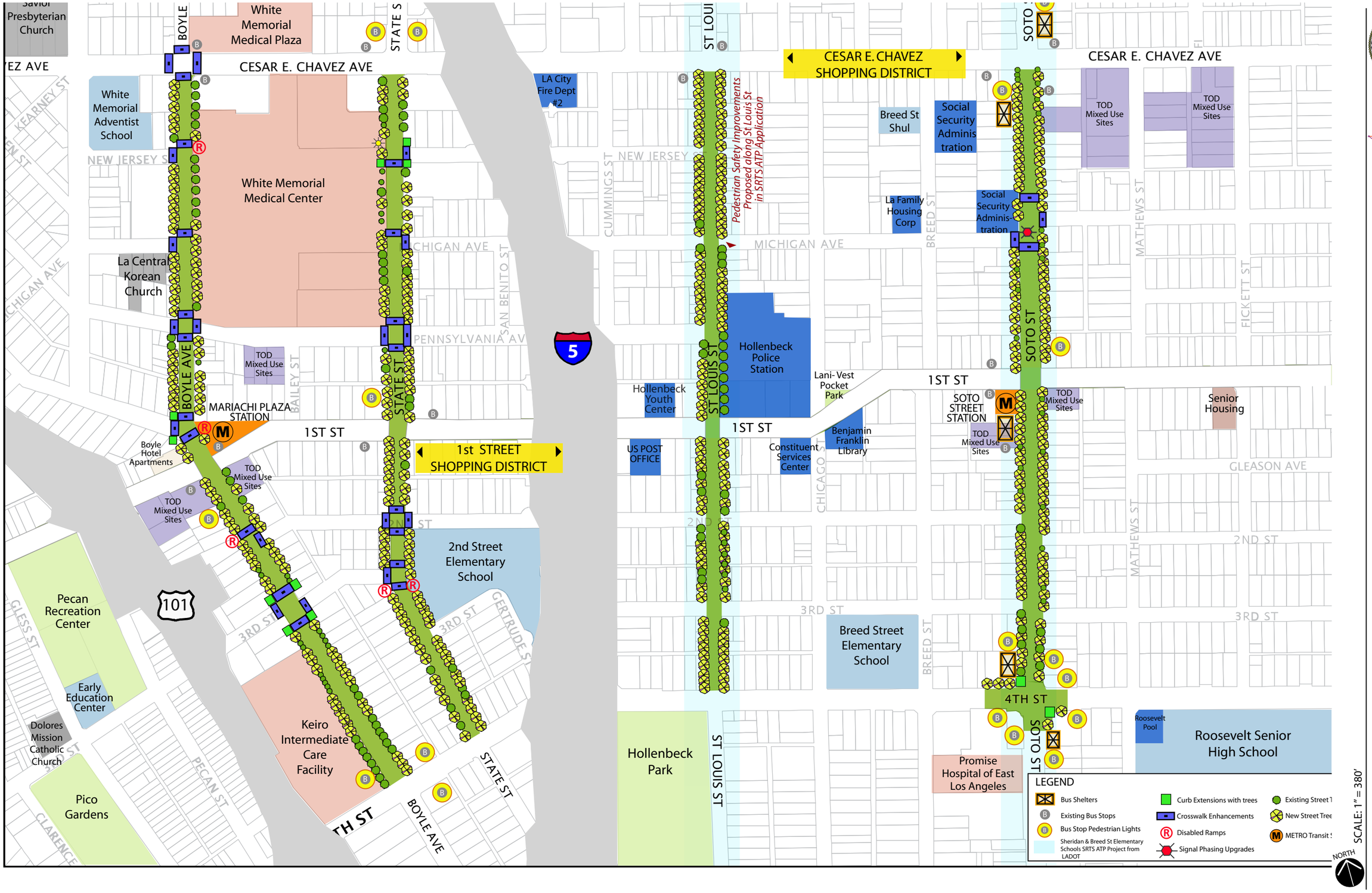
Previous roadway widening on 4th St, just west of Soto St can be transformed into a curb extension to narrow this wide leg of the intersection.

Many bus stops within the project area lack adequate pedestrian lighting. Providing a safe, well-lit environment for transit users walking to and from bus stops is essential for this high transit neighborhood. Above: Bus stop at southwest corner of Soto St & 4th St lacks pedestrian lighting.

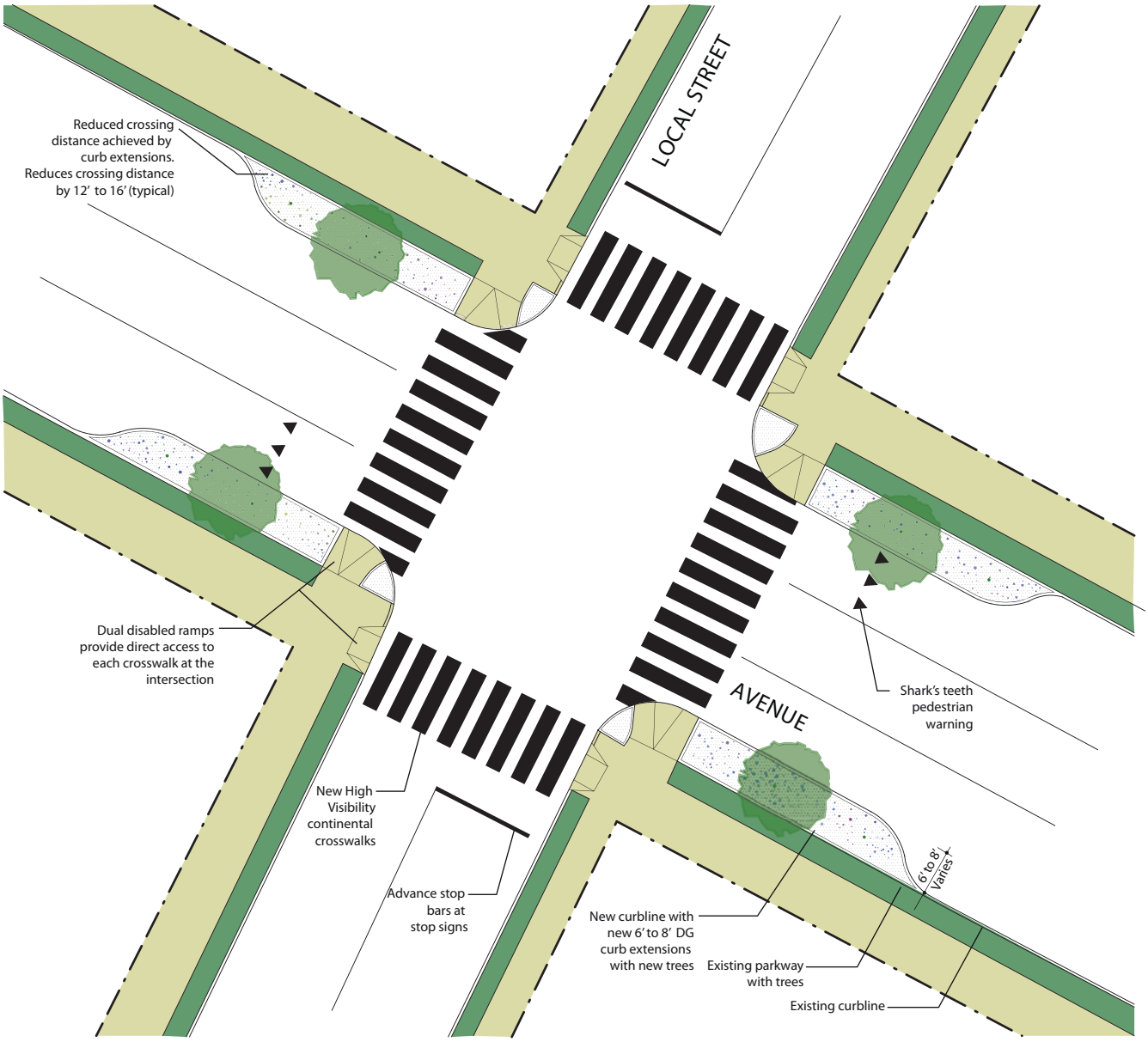
Bus stop at northeast corner of Soto St and 1st St lacks pedestrian lighting.

Bus stop at southeast corner of Soto St and 4th St lacks pedestrian lighting.

There's a lack of adequate bus shelters at bus stops at major intersections throughout the project area. The southwest corner of Soto St and Cesar E. Chavez Ave lacks a bus shelter at this busy bus stop.



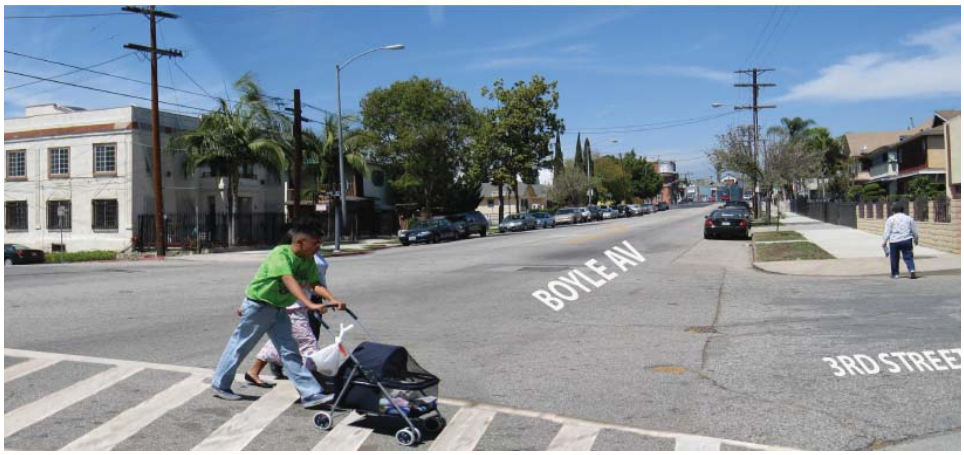

City of LA Eastside Active Transportation Linkages, Phase II
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 4a | CONCEPT PLAN**




PLAN

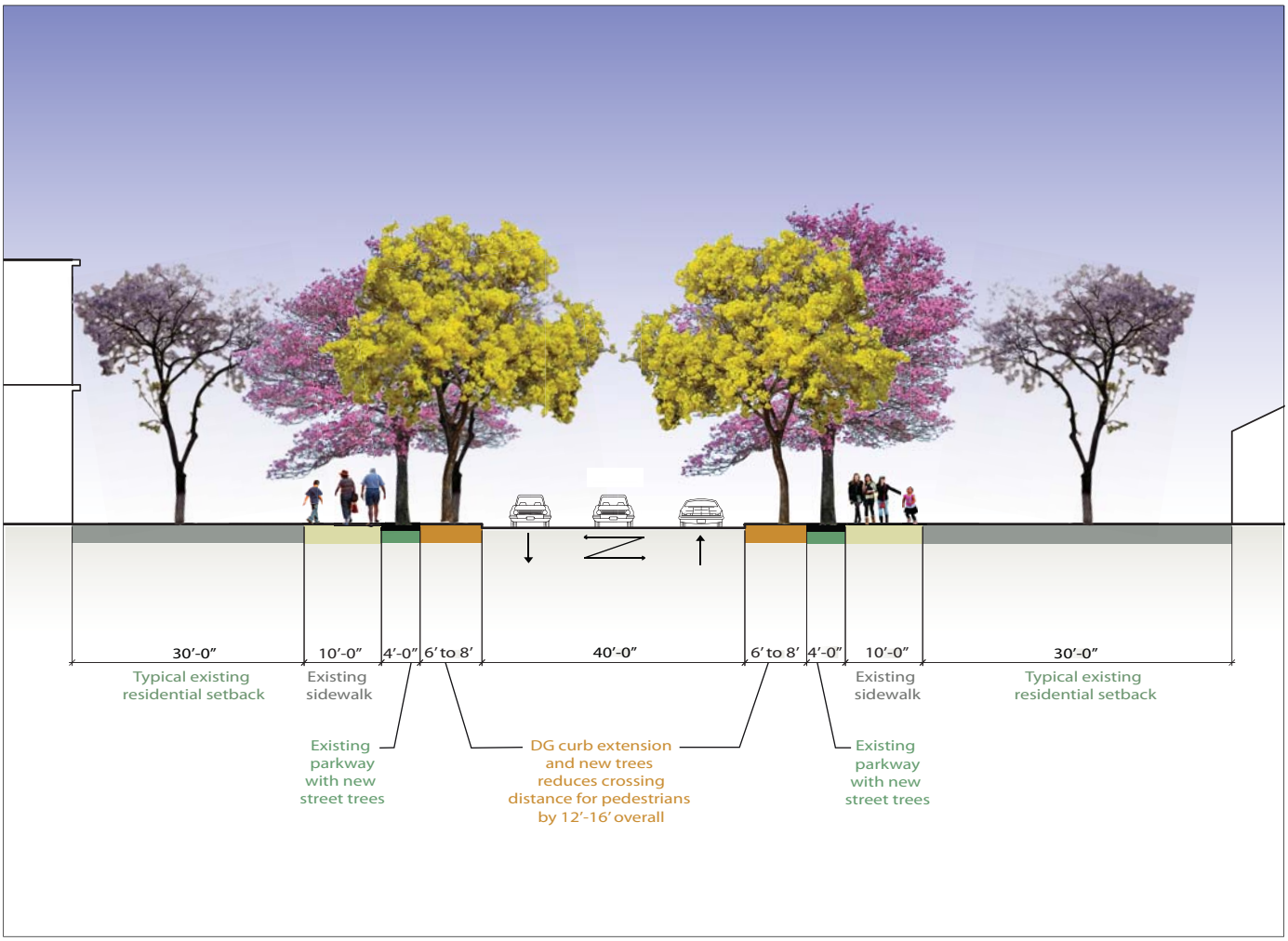
Not to scale

City of LA Eastside Active Transportation Linkages, Phase II
Active Transportation Program | Cycle 1| May 2014
**EXHIBIT 4b | PEDESTRIAN CROSSING DIAGRAMATIC PLAN**




BOYLE AVENUE + 3RD STREET - EXISTING CONDITIONS PHOTO. VIEW LOOKING NORTH ON BOYLE AVENUE TOWARDS METRO GOLD LINE MARIACHI PLAZA STATION.
Wide streets like Boyle Avenue are dangerous for pedestrians to cross because without traffic calming and high visibility crosswalks, drivers tend to speed and often don't see pedestrians.

BOYLE AVENUE + 3RD STREET - VIEW LOOKING NORTH ON BOYLE AVENUE TOWARDS METRO GOLD LINE MARIACHI PLAZA STATION.
New curb extensions with street trees will reduce crossing distance for pedestrians and continental crosswalks with advanced stop bars will create a safer un-signalized pedestrian crossing.




CROSS SECTION OF PROPOSED PEDESTRIAN SAFETY IMPROVEMENTS

# Detailed Engineer's Estimate
## For Construction Items Only

Agency: Bureau of Street Services

Project Name: Eastside Active Transportation Linkages, Phase II

Project Location: Boyle Ave., State St., St. Louis St., & Soto St/Cesar E. Chavez Ave. to 4th Street

Date of Estimate: May 13, 2014

Prepared by: L. Hernandez and D. Murphy

| Item No. | Description | Quantity | Units | Unit Cost | Total | |
|---|---|---|---|---|---|---|
| | **3rd & Boyle Curb Extensions** | | | | | |
| 1 | Asphalt concrete removal | 1500 | SF | $4.40 | $6,600 | |
| 2 | Unclassified excavation | 150 | CY | $100.00 | $15,000 | |
| 3 | Unclassified backfill | 80 | CY | $85.00 | $6,800 | |
| 4 | 3" Conrete removal | 1600 | SF | $3.50 | $5,600 | |
| 5 | 6" Conrete removal | 800 | SF | $6.50 | $5,200 | |
| 6 | 6" crushed miscellaneous base | 500 | SF | $1.75 | $875 | |
| 7 | 3" crushed miscellaneous base | 5500 | SF | $1.00 | $5,500 | |
| 8 | 6" thick asphalt pavement | 1000 | SF | $6.00 | $6,000 | |
| 9 | Integral curb and gutter removal | 340 | LF | $8.00 | $2,720 | |
| 10 | Construct new curb and gutter | 450 | LF | $37.00 | $16,650 | |
| 11 | 3" thick Concrete (sidewalk) | 4500 | SF | $9.00 | $40,500 | |
| 12 | 6" thick Concrete (driveway) | 400 | SF | $11.00 | $4,400 | |
| 13 | Fire hydrant relocation | 1 | EA | $10,000.00 | $10,000 | |
| 14 | Street light (remove and construct) | 2 | EA | $2,000.00 | $4,000 | |
| 15 | Traffic light (remove and construct) | 2 | EA | $2,000.00 | $4,000 | |
| 16 | Street light vault ( remove and construct | 2 | EA | $500.00 | $1,000 | |
| 17 | Traffic light vault ( remove and construct | 2 | EA | $500.00 | $1,000 | |
| 18 | gas relocation | 1 | EA | $1,000.00 | $1,000 | |
| 19 | Access Ramps | 4 | EA | $3,500.00 | $14,000 | |
| 20 | Remove trees (2.5 dia) | 5 | EA | $500.00 | $2,500 | |
| 21 | Plant new trees | 8 | EA | $900.00 | $7,200 | |
| 22 | Adjust manhole to grade | 1 | EA | $1,000.00 | $1,000 | |
| 23 | Water meter relocation | 2 | EA | $600.00 | $1,200 | |
| 24 | Pavement Markings | 1 | LS | $5,000.00 | $5,000 | |
| | Sub Total 3rd & Boyle Curb Extensions | | | | | $167,745 |
| | | | | | | |
| | 4th & Soto Curb Extensions | | | | | |
| 25 | Asphalt concrete removal | 6700 | SF | $4.40 | $29,480 | |
| 26 | Unclassified excavation | 210 | CY | $100.00 | $21,000 | |
| 27 | Unclassified backfill | 170 | CY | $85.00 | $14,450 | |
| 28 | 3" Conrete removal | 3420 | SF | $3.50 | $11,970 | |
| 29 | 6" Conrete removal | 2000 | SF | $6.50 | $13,000 | |
| 30 | 6" crushed miscellaneous base | 5000 | SF | $1.75 | $8,750 | |
| 31 | 3" crushed miscellaneous base | 9370 | SF | $1.00 | $9,370 | |
| 32 | 6" thick asphalt pavement | 1900 | SF | $6.00 | $11,400 | |
| 33 | Integral curb and gutter removal | 600 | LF | $8.00 | $4,800 | |
| 34 | Construct new curb and gutter | 640 | LF | $37.00 | $23,680 | |
| 35 | 3" thick Concrete (sidewalk) | 9070 | SF | $9.00 | $81,630 | |
| 36 | 6" thick Concrete (driveway) | 2200 | SF | $11.00 | $24,200 | |
| 37 | Bench furniture relocation | 2 | EA | $300.00 | $600 | |
| 38 | Bus Shelter relocations | 2 | EA | $1,000.00 | $2,000 | |
| 39 | Power pole relocation | 2 | EA | $20,000.00 | $40,000 | |
| 40 | Catch basin remove and replace | 2 | EA | $20,000.00 | $40,000 | |
| 41 | Fire hydrant relocation | 1 | EA | $10,000.00 | $10,000 | |
| 42 | Street light (remove and construct) | 6 | EA | $2,000.00 | $12,000 | |
| 43 | Traffic light (remove and construct) | 4 | EA | $2,000.00 | $8,000 | |
| 44 | Street light vault ( remove and construct | 6 | EA | $500.00 | $3,000 | |
| 45 | Traffic light vault ( remove and construct | 4 | EA | $500.00 | $2,000 | |
| 46 | Solar light at bus stop | 4 | EA | $15,000.00 | $60,000 | |

# Detailed Engineer's Estimate
## For Construction Items Only

Agency: Bureau of Street Services

Project Name: Eastside Active Transportation Linkages, Phase II

Project Location: Boyle Ave., State St., St. Louis St., & Soto St/Cesar E. Chavez Ave. to 4th Street

Date of Estimate: May 13, 2014

Prepared by: L. Hernandez and D. Murphy

| Item No. | Description | Quantity | Units | Unit Cost | Total | |
|---|---|---|---|---|---|---|
| 47 | Access Ramps | 4 | EA | $3,500.00 | $14,000 | |
| 48 | Remove trees (2.5 dia) | 5 | EA | $500.00 | $2,500 | |
| 49 | Plant new trees | 6 | EA | $900.00 | $5,400 | |
| 50 | Adjust manhole to grade | 1 | EA | $1,000.00 | $1,000 | |
| 51 | Water meter relocation | 3 | EA | $600.00 | $1,800 | |
| 52 | Pavement Markings | 1 | LS | $5,000.00 | $5,000 | |
| | Sub Total 4th & Soto Curb Extensions | | | | | $461,030 |
| | | | | | | |
| | Project Wide Improvements | | | | | |
| 53 | 3" Conrete removal | 28000 | SF | $3.50 | $98,000 | |
| 54 | 6" Conrete removal | 12000 | SF | $6.50 | $78,000 | |
| 55 | 3" thick Concrete (sidewalk) | 28000 | SF | $9.00 | $252,000 | |
| 56 | 6" thick Concrete (driveway) | 12000 | SF | $11.00 | $132,000 | |
| 57 | Pedestrian Lighting at Bus Stops | 36 | EA | $15,000.00 | $540,000 | |
| 58 | Traffic light reprogramming of pedestrian phase | 1 | EA | $20,000.00 | $20,000 | |
| 59 | Access Ramps | 5 | EA | $3,500.00 | $17,500 | |
| 60 | Remove trees (2.5 dia) | 25 | EA | $500.00 | $12,500 | |
| 61 | Sawcut/remove concrete for street tree wells 4'x8' | 218 | EA | $500.00 | $109,000 | |
| 62 | Plant New Street trees | 368 | EA | $900.00 | $331,200 | |
| 63 | Install stabilized DG surface on tree wells (32 sf ea) | 11776 | SF | $3.00 | $35,328 | |
| 64 | New Bus Shelters | 5 | EA | $30,000.00 | $150,000 | |
| 65 | Continental Crosswalk Markings (each leg) | 40 | EA | $2,500.00 | $100,000 | |
| 66 | Pavement Markings | 1 | LS | $5,000.00 | $5,000 | |
| | | | | | | $1,880,528 |
| Construction Costs | | | | | $2,509,303 | $2,509,303 |
| Mobilization/Traffic Control | | 5 | % | | $125,465 | |
| Contingency 10% of Construction Costs | | 10 | % | | $250,930 | |
| Sub Total Construction, Mobilization/Traffic Control, Contingency Costs | | | | | $2,885,698 | |
| Construction Management 10% of Total Construction, Mobilization/Traffic Control, Contingency Costs | | 10 | % | | $288,570 | |
| Total Construction Costs | | | | | $3,174,268 | |
| Design/Engineering/Bid & Award of Total Construction Costs | | 15 | % | | $476,140 | |
| Total Project Costs | | | | | $3,650,409 | |

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 City of Los Angeles General Plan Land Use Element is comprised of 35 community plans. The Eastside Active Transportation Linkages, Phase II project area is located within the Boyle Heights Community Plan.

The Los Angeles Department of City Planning is currently drafting an update of the Boyle Heights Community Plan and the emerging vision statement includes:

- Promoting development near new rail transit system stations in order to help protect stable neighborhoods, transit use and reduced dependence on the car, and promoting safer, more active streets; and
- Enhancing the character of First Street and Cesar Chavez Avenue and other key community streets by reinforcing their cultural character as highly pedestrian-oriented areas that have gathering places.

Key proposed changes to the land use designations and zoning include incentives for mixed-use projects, land use standards that encourage transit use, pedestrian orientation, and desired building forms for Transit Oriented Development near station areas and along transit corridors such as Cesar E. Chavez Avenue, First Street, Soto Street, and around the Mariachi Plaza and Soto Street Gold Line stations.

This project's proposed pedestrian improvements in Boyle Heights are complimentary to the community plan vision in that they will revitalize the commercial character on the street, enhance the connectivity of transit and neighborhood amenities for local residents, and serve to create a nexus between larger regional transit hubs, such as Union Station, through the connectivity of Cesar E. Chavez to the Gold Line on 1st Street.

## General Plan Mobility Element

The existing General Plan Transportation Element (adopted 1999) is currently being updated as a Mobility Element. Included in the most recent draft (issued February 2014) are policies that promote the active transportation 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 pedestrian features of this project:

- 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 2009, and is therefore consistent with the Long Range Transportation Plan. The project also advances the reach of light rail transit, in line with Metro's First/Last Mile Strategic 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 in a district such as Boyle Heights where students, workers, residents, and visitors/tourists seek access to the community's numerous commercial, institutional and 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.

### Adelante Eastside Project Area Committee

The former CRA/LA's Adelante Eastside Project Area Committee (PAC) supports the project. Community participation is one of the primary Project Objectives identified in the Adelante Eastside Redevelopment Plan. The PAC, composed of community residents, owners, and stakeholders, held public meetings with CRA/LA staff on a monthly basis to review and make recommendations on all aspects of CRA/LA's efforts to revitalize the area. The PAC has been integrally involved with the Adelante Eastside work program dating to the initial efforts to establish the Project Area. Accordingly, the PAC assisted in development of the Project Area Objectives that support pedestrian activity, public improvements, and enhancing the linkages between residential and commercial uses, as exemplified by Eastside Active Linkages, Phase II.

### East Los Angeles Community Corporation

In 2006, the East Los Angeles Community Corporation (ELACC)'s Neighbors Building Neighborhoods (NBN) Action Committees met together to decide how best to mitigate gentrification and how to favorably impact the neighborhood for years to come. After research, much discussion, and a vote, NBN members decided to focus their efforts on influencing the City of Los Angeles Planning Department's revision of the Boyle Heights Community Plan. Including the community members' priorities in the community plan would provide a long-term tool and foundation to make Boyle Heights an inclusive, vibrant, and healthy community for current residents, with a particular focus on lower-income residents.

The outreach methodology employed by ELACC included a variety of educational, analytical, and awareness-building events, culminating finally in a NBN Community Plan. Green and walkable pedestrian paths, with more trees, wider sidewalks, pedestrian lighting and new or enhanced pedestrian crossings, were key among the improvements voiced by the community as essential. The improvements proposed by the Eastside Active Linkages, Phase II are informed by this community demand.

### Metro Gold Line Eastside Access Project for Boyle Heights

In September 2010, the Los Angeles County Metropolitan Transportation Authority (Metro) selected the Cityworks Design team to develop an imaginative, sustainable plan to serve and celebrate the Eastside neighborhoods, focused on four Light Rail Transit stations along the Metro Gold Line Eastside Extension. This effort, called the Metro Gold Line Eastside Access Project for Boyle Heights, included the creation of a plan that strengthens the connection between the light rail stations and the surrounding community. The Eastside Access project had an extensive outreach process guided by Arellano Associates that included public open houses, targeted stakeholder briefings and regular meetings with a project-specific Community Advisory Committee (CAC). In addition, several mailings and a project leave-behind brochure were developed to get the word out throughout Boyle Heights during and after the design process. All public meetings had bi-lingual translation available and summary notes recorded input received during the events.

The Eastside Access CAC was formed to provide Metro and the design team direct input on the Metro Gold Line Eastside Access Project that was representative of the Boyle Height's diverse community. Metro and Council District 14 identified community organizations, community leaders and local businesses that had a long history of involvement with the planning of the Metro Gold Line

Eastside and other community planning efforts. Participation was solicited from a diverse and representative set of stakeholder groups such as the Metro Gold Line Eastside Extension Review Advisory Committee (RAC), East L.A. Community Corporation and Boyle Heights Neighborhood Council to name a few. The CAC met a total of five times including twice during the initial Site Analysis and Programming Phase and three times during Schematic Design and Design Development. In addition, members of the CAC suggested that broader input be sought from the community on each project. In response to this request, Metro held two public open houses. Projects identified for priority implementation as a result of this outreach included enhancing pedestrian crossings at key locations based on community input and LADOT analysis, which the Eastside Active Linkages, Phase II will help accomplish.

The following describes the community involvement process undertaken as part of the Metro Eastside Access project, which resulted in the development and prioritization of the scope of the Eastside Active Linkages, Phase II project by the community.

Eastside Access Community Advisory Committee (CAC) Meeting Summaries
The CAC met a total of five times including twice during the initial Site Analysis and Programming Phase. The following is a brief summary of those two meetings:

CAC Meeting #1
Held on December 2, 2010 to kick-off the Eastside Access CAC. The meeting focused on introducing the project team and CAC members to each other and providing a broad overview and access improvement ideas for CAC members to consider. The design team shared the team's initial observations and the CAC participated in an individual exercise of listing access issues that need attention in Boyle Heights. This was followed by a group exercise of sharing everyone's top three concerns and then recording those under major themes to understand the common threads.

CAC Meeting #2
Held on January 10, 2011 to review potential demonstration projects that could possibly be advanced and implemented sooner in the planned schedule instead of completing all the funded projects at once. The projects the CAC gave input on were: Evergreen Cemetery frontage on 1st Street (parkway and bike lane options), the bicycle network, bicycle-friendly street design, potential locations for medians and their design, and initial ideas for 1st and Cummings plaza.

Three more CAC meetings were held during Schematic Design and Design Development that focused on the following topics:

CAC Meeting #3
Held on May 19, 2011 to prioritize a menu of potential projects in order to give Metro and the design team input on what is most important to implement with the available project funding. The meeting included an overview of all the potential projects being considered, the team's recommendations based on what the CAC had voiced in previous meetings and what could give "the biggest bang for the buck," and an interactive exercise (utilizing "Turning Point" software) where members anonymously ranked projects in order of preference and could immediately see the results based on input from the entire group. The outcome of this meeting directly influenced the list of project priorities for implementation.

CAC Meeting #4
Held on August 11, 2011 to review three projects in greater detail during the Design Development Phase. This included the 1st Street Arts & Civic Streetscape, 1st & Cummings Plazas, and Mott Bicycle-Friendly Street. The CAC provided input on lighting, landscaping, street trees, furnishings and community design elements.

CAC Meeting #5
Held on September 22, 2011 to review the remaining four projects in greater detail during Design Development Phase. This included Bailey Garden Street, 1st and Dacotah Parkway, 1st Street at Pico-Aliso station area, 1st Street at Indiana station area, and an update on 1st and Cummings Plaza modifications in response to Caltrans' comments the team heard since the last CAC meeting.

Public Open Houses
Members of the CAC suggested that broader input be sought from the community on each project. In response to this request, Metro held two public open houses on June 22, 2011 (Pico Aliso Recreation Center) and June 25, 2011 (Hollenbeck Community Police Station). Both public meetings had that same format, which included an overview presentation of the Eastside Access Project, and display boards placed at project-specific stations around the room. Attendees circulated through each station, asked questions and provided input, and were encouraged to speak directly with team members and Metro.

Public Outreach Meeting Matrix
The following pages include a record of all outreach meetings held during the Eastside Access Project design phases, effectively from October 2010 through December 2011.

## Public Outreach Meeting Matrix

| MEETING DATE & TIME | STAKEHOLDERS |
|---|---|
| Wed., Oct. 13, 2010<br>11 am | Meeting with Metro Art, DCA and CRA |
| Thurs., Nov. 4, 2010<br>5 - 6 pm | Executive Board, RAC (ERAC) |
| Mon., Nov. 8, 2010<br>4 - 5 pm | Meeting with Councilmember Jose Huizar |
| Tues., Nov. 16, 2010<br>12 - 8 pm | Design Team Bike About |
| Wed., Nov. 17, 2010<br>9:30 am - 8 pm | Design Team Walk About |
| Thurs., Nov. 18, 2010<br>6 - 7 pm | Review Advisory Committee (RAC) |
| Wed., Dec. 1, 2010<br>1:30 pm | East LA Community Corporation (ELACC) |
| Wed., Dec. 2, 2010<br>5:30 - 7:30 pm | Community Advisory Committee #1 |
| Fri., Dec. 3, 2010<br>11:30 am | CD 14 Press Conference |
| Tues., Dec. 7, 2010<br>8 - 8:30 am | Metro meeting with the City of LA Bureau of Engineering #1 |
| Tues., Dec. 7, 2010<br>2pm | Metro meeting with Bureau of Street Lighting (BSL) #1 |
| Wed., Dec. 8, 2010<br>1 pm | LA Conservation Corps Meeting |
| Wed., Dec. 16, 2010<br>10 am - 2 pm | Artist Selection Panel |
| Tues., Jan. 4, 2011<br>9 am - 2 pm | Artist Interviews |
| Thurs., Jan. 6, 2011<br>1:30 - 2 pm | CD-14 Staff Briefing with Paul Habib |
| Mon., Jan. 10, 2011<br>5:30 - 7:30 pm | CAC Meeting #2 |

| MEETING DATE & TIME | STAKEHOLDERS |
|---|---|
| Tues., Jan. 11, 2011<br>3:00 pm | Meeting with Dan Rios and Josh Rohmer from CRA |
| Tues., Jan. 18, 2011<br>10:30 - 11:30 am | Meeting with LA City Fire Department |
| Tues., Feb. 1, 2011<br>1 pm | Meeting with White Memorial Hospital |
| Wed., Feb. 2, 2011<br>3 pm | Meeting with LADOT #1 |
| Wed., March 30, 2011<br>1:30 - 3:30 pm | Meeting with City of LA Bureau of Street Services #2 |
| Thurs., April 7, 2011<br>1 pm | Meeting with LACC #2 |
| Fri., April 8, 2011<br>10 am | Meeting with Caltrans #1 |
| Fri., April 8, 2011 | Meeting with City of LA Bureau of Street Services |
| Wed., April 13, 2011<br>12:30 pm | Meeting with LADOT #2 |
| Fri., May 6, 2011<br>3 - 8 pm | Mariachi Festival |
| Wed., May 11, 2011<br>1:30 - 2:30 pm | Meeting with Councilmember Jose Huizar's Staff |
| Thurs., May 12, 2011<br>11 am - 12 pm | Meeting with LADOT #3 |
| Thurs., May 19, 2011<br>5:00 - 7:30 pm | CAC Meeting #3 |
| Tues., May 31, 2011<br>1 - 4 pm | Interagency Working Group Meeting #2 |
| Wed., June 1, 2011<br>1 - 2:30 pm | Meeting with LACC #3 |
| Mon., June 6, 2011<br>2 -3 pm | City Planning Meeting #1 |

## Public Outreach Meeting Matrix, continued

| MEETING DATE & TIME | STAKEHOLDERS |
|---|---|
| Wed., June 15, 2011<br>10 am | Briefing with Evergreen Cemetery |
| Thurs, June 16, 2011<br>6 pm | RAC Meeting |
| Tues., June 21, 2011<br>9:30 am | DCA/CRA Meeting #2 |
| Wed., June 22, 2011<br>6 - 8 pm | Public Open House #1 |
| Sat., June 25, 2011<br>9:30 - 11:30 am | Public Open House #2 |
| Tues., June 28, 2011<br>9 am | Project Site Walk with BOE and BSS |
| Thurs., July 7, 2011<br>9 am | Meeting with Metro Stops at 1st & Cummings |
| Thurs., July 7, 2011<br>10 am | Discussion Primera Tasca |
| Wed., Aug. 3, 2011<br>8 - 9 am | 1st Street Business Briefing |
| Wed., Aug. 3, 2011<br>2 - 3 pm | Meeting with BSL #2 |
| Thurs., Aug. 4, 2011<br>9:30 - 10:30 am | LADOT Meeting #5 |
| Mon., Aug. 8, 2011<br>6 - 7 pm | Moll Street Resident Briefing |
| Thurs., Aug. 11, 2011<br>5:30 - 7:30 pm | CAC Meeting #4 |
| Mon., Aug. 15, 2011<br>1 pm | Caltrans Meeting #3 |
| Thurs., Aug. 18, 2011<br>1 - 2 pm | Meeting with Councilmember Jose Huizar |
| Tues., Aug. 30, 2011<br>10 - 11:30 am | LADOT Meeting #6 |
| Wed., Sept. 7, 2011<br>9 - 10 am | Briefing #3 with White Memorial Medical Center |

| MEETING DATE & TIME | STAKEHOLDERS |
|---|---|
| Thurs., Sept. 8, 2011<br>10 am | Caltrans Meeting #4 |
| Thurs., Sept. 22, 2011<br>5:30 - 8 pm | CAC Meeting #5 |
| Thurs., Sept. 29, 2011<br>2 pm | Street Lighting Samples Demonstration |
| Thurs., Oct. 6, 2011<br>1:30 pm | City Coordination Meeting #2 |
| Thurs., Oct. 13, 2011<br>2:30 - 3:30 pm | Office of Councilman Huizar Briefing |
| Thurs., Oct. 13, 2011<br>6 - 8 pm | Executive Board, RAC (ERAC) |
| Tues., Oct. 25, 2011<br>10 - 11 am | Caltrans Meeting #5 |

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

- Councilmember Jose Huizar, Council District #14, City of Los Angeles City Council
- Jane Blumenfeld, Principal City Planner, City of Los Angeles Department of City Planning
- Adelante Eastside Project Area Committee (PAC)
- Maria Cabildo, President, East LA Community Corporation (ELACC)
- Van Scott, Interim Director, Local Initiative Support Corporation (LISC)
- Veronica Hahni, Executive Director, Los Angeles Neighborhood Initiative (LANI)

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 Phase II of the Eastside Access Project in the eastside Los Angeles community 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 Boyle Heights and public transit access by implementing sidewalk and street improvements that will enhance pedestrian safety and experience throughout the project area. Proposed Phase II improvements include bus shelters, new street trees, new signalized crosswalks, and crosswalk enhancements on side streets adjacent to First Street. Phase I focused pedestrian improvements on 1st Street, improving access to public transit along this major corridor, and Phase II will extend these improvements into the surrounding area.

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

Sincerely,

José Huizar
Councilmember, Fourteenth District
City of Los Angeles

200 NORTH SPRING STREET, ROOM 465 • LOS ANGELES, CALIFORNIA 90012
PHONE: (213) 473-7014 • FAX: (213) 847-0680
EMAIL: COUNCILMEMBER.HUIZAR@LACITY.ORG

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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PRESIDENT
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MICHAEL K. WOO

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COMMISSION EXECUTIVE ASSISTANT
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# CITY OF LOS ANGELES

CALIFORNIA

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MAYOR

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March 23, 2009

Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: CALL FOR PROJECTS EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGES, PHASE II

I am writing in support of the application submitted by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) to the Metro 2009 Call for Projects. Phase II of the Eastside Light Rail Pedestrian Linkages proposes to enhance and support the Gold Line stations at Mariachi Plaza and Soto by providing improvements in the public right of way that will increase and improve opportunities for pedestrian and bike travel to and from the stations in Boyle Heights. Once completed, the Phase II project will help transform Boyle Heights into a model transit-oriented community, with a network of pedestrian-friendly routes that connect the Gold Line stations to the neighborhood's homes, commercial services, schools, and cultural and recreational amenities.

The Department of City Planning (DCP) is currently working on focused Transit Oriented District Plans at these Gold Line Eastside Extension station areas as well as the Boyle Heights Community Plan Update. These efforts involve the coordination of a number of governmental agencies in an effort to create a destination which is walkable, efficient, and accessible via multiple modes of transportation (primarily light rail, bus, and bicycle). The General Plan Framework Element calls for the promotion of pedestrian activity which includes providing for the development of streetscape improvements and multi-modal circulation within a ½ mile radius of a transit station. To this end, the DCP and the CRA/LA have been actively engaged in crafting policies, regulations, and appropriate zoning tools to accommodate population growth and facilitate the increasing demand for multi-modal mobility.

While the DCP is responsible for developing land use designations and zoning, the implementation of our plans and policies relies in part upon our ability to coordinate with governmental agencies such as the CRA/LA, Metro, and the Department of Transportation. Hence, I strongly support the CRA/LA's application for the Pedestrian Improvement Project. I

believe that this Project in conjunction with the DCP's planning and the CRA/LA's redevelopment efforts will provide for the kind of development that will enhance the investment in transit your agency has made in Boyle Heights. Finally, the results of this project will develop a set of streetscape elements that improve the quality of life for those who live, work, shop, and recreate in Boyle Heights.

I urge your favorable consideration of the Eastside Light Rail Pedestrian Linkages, Phase II project.

Sincerely,

Jane Blumenfeld,
Principal City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 525
Los Angeles, CA 90012

April 14, 2009

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
(Metro)
Attn: Arthur T. Leahy, Chief Executive Officer
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: CALL FOR PROJECTS EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGES, PHASE II

The Project Area Committee (PAC) of the Adelante Eastside Redevelopment Project is the official community group that advises CRA/LA on developments within the Project Area, located in the communities of Boyle Heights and El Sereno in the city of Los Angeles. Our membership is comprised of stakeholders who are publicly elected for three-year terms and drawn from community organizations, businesses and local area owners and residents.

I am pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding under the Metro 2009 Call for Projects for Eastside Light Rail Pedestrian Linkages, Phase II. This Project proposes to enhance opportunities for pedestrian and bike travel in Boyle Heights by providing improvements in the public right of way near the Mariachi Plaza and Soto Gold Line stations. Once completed, the Phase II project will help transform Boyle Heights into a model transit-oriented community, with a network of pedestrian-friendly routes that connect the Gold Line stations to the neighborhood's homes, commercial services, schools, and cultural and recreational amenities.

Successful implementation of this Project will result in a set of streetscape elements that support the emergence of Boyle Heights a walkable community with a diversity of uses. The Project also emphasizes interconnectivity between existing transit facilities and area amenities, and a stronger relationship between land use, transportation, and urban form. Other project results include improving the area's housing supply, enhancing walkability and healthy lifestyles, and reducing traffic congestion and vehicle emissions.

I strongly encourage your support and look forward to the award of the Eastside Light Rail Pedestrian Linkages, Phase II project.

Very truly yours,

Bobbie I. Cerda

Bobbie I. Cerda
Acting Chairperson
Adelante Eastside
Project Area Committee

EAST LA COMMUNITY CORPORATION

530 SOUTH BOYLE AVENUE · LOS ANGELES, CA 90033
TEL (323) 269-4214 · FAX (323) 261-1065 · WWW.ELACC.ORG

April 13, 2009

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
Attn: Arthur T. Leahy, Chief Executive Officer
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: CALL FOR PROJECTS EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGES, PHASE II

To Whom It May Concern:

I am pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding under the Metro 2009 Call for Projects for Eastside Light Rail Pedestrian Linkages, Phase II. This Project proposes to enhance opportunities for pedestrian and bike travel in Boyle Heights by providing improvements in the public right of way near the Mariachi Plaza and Soto Gold Line stations. Once completed, the Phase II project will help transform Boyle Heights into a model transit-oriented community, with a network of pedestrian-friendly routes that connect the Gold Line stations to the neighborhood's homes, commercial services, schools, and cultural and recreational amenities.

Successful implementation of this Project will result in a set of streetscape elements that support the emergence of Boyle Heights a walkable community with a diversity of uses. The Project also emphasizes interconnectivity between existing transit facilities and area amenities, and a stronger relationship between land use, transportation, and urban form. Other project results include improving the area's housing supply, enhancing walkability and healthy lifestyles, and reducing traffic congestion and vehicle emissions.

I strongly encourage your support and look forward to the award of the Eastside Light Rail Pedestrian Linkages, Phase II project.

Sincerely,

Maria Cabildo
President

TRABAJANDO JUNTOS... WORKING TOGETHER

LISC
Los Angeles
*Helping neighbors build communities*

April 13, 2009

Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: CALL FOR PROJECTS EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGES, PHASE II

Dear Mr. Leahy:

I am pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding under the Metro 2009 Call for Projects for Eastside Light Rail Pedestrian Linkages, Phase II.

The Los Angeles Local Initiatives Support Corporation (LA LISC) is an intermediary organization working with local non-profit community development corporations to transform low-income neighborhoods. Boyle Heights is one of LA LISC's three neighborhoods targeted for the Sustainable Communities Initiative which takes a comprehensive approach to improve the physical environment and quality of life for the residents and long term sustainability of the community.

The Eastside Light Rail Pedestrian Linkages, Phase II project proposes to enhance opportunities for pedestrian and bike travel in Boyle Heights by providing improvements in the public right of way near the Mariachi Plaza and Soto Gold Line stations. Once completed, this project will help transform Boyle Heights into a model transit-oriented community, with a network of pedestrian-friendly routes that connect the Gold Line stations to the neighborhood's homes, commercial services, schools, and cultural and recreational amenities.

Successful implementation of this project will result in a set of streetscape elements that support the emergence of Boyle Heights as a walkable community with a diversity of uses. LISC supports the project's interconnectivity between existing transit facilities and area amenities, and a stronger relationship between land use, transportation, and urban form. The project will also lead to improving the area's housing supply, enhancing walkability and healthy lifestyles, and reducing traffic congestion and vehicle emissions.

I strongly encourage your support and look forward to the award of the Eastside Light Rail Pedestrian Linkages, Phase II project.

Very truly yours,

Van Scott
Interim Director

LOCAL INITIATIVES SUPPORT CORPORATION
1055 Wilshire Boulevard, Suite 1600 • Los Angeles, CA 90017-2499 ▪ Phone 213-250-9550 ▪ Fax 213-250-9889
WWW.LISC.ORG/LOS_ANGELES

L·A·N·I
LOS ANGELES NEIGHBORHOOD INITIATIVE

Karen Mack
President
LA Commons

Doane Liu
Vice-President
Triple E Associates

Marian Bell
Treasurer
Bell Development

Allan D. Kotin
Secretary
Allan D. Kotin & Associates

Robert "Bud" Ovrom
Ex Officio Member
Deputy Mayor, City of Los Angeles

Joyce Perkins
LANI Co-founder

Deepak Bahl
University of Southern California
Center for Economic Development

Neal Richman
University of California Los Angeles
School of Public Affairs

Lupita Sanchez
AT&T

Esther Valadez
Residential Communities, Inc.

Veronica Hahni
Executive Director

April 8, 2009

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY (Metro)
Attn: Arthur T. Leahy, Chief Executive Officer
One Gateway Plaza
Los Angeles, CA 90012

**SUBJECT: CALL FOR PROJECTS EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGES, PHASE II**

Dear Mr. Leahy:

I am pleased to support the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in its application for funding under the Metro 2009 Call for Projects for Eastside Light Rail Pedestrian Linkages, Phase II. This Project proposes to enhance opportunities for pedestrian and bike travel in Boyle Heights by providing improvements in the public right of way near the Mariachi Plaza and Soto Gold Line stations. Once completed, the Phase II project will help transform Boyle Heights into a model transit-oriented community, with a network of pedestrian-friendly routes that connect the Gold Line stations to the neighborhood's homes, commercial services, schools, and cultural and recreational amenities.

Successful implementation of this Project will result in a set of streetscape elements that support the emergence of Boyle Heights a walkable community with a diversity of uses. The Project also emphasizes interconnectivity between existing transit facilities and area amenities, and a stronger relationship between land use, transportation, and urban form. Other project results include improving the area's housing supply, enhancing walkability and healthy lifestyles, and reducing traffic congestion and vehicle emissions.

This project is important to Los Angeles Neighborhood Initiative (LANI) as we have a history of revitalization in the Boyle Heights community. Since 1994, LANI has installed over $1 million in improvements in the area, including but not limited to, bus shelters, street trees, decorative crosswalks, and the original LANI Vest Pocket Park located at First Street and Chicago Street. LANI is also currently pursuing funding opportunities for additional investment in Boyle Heights under our Evergreen Park project. This application furthers the goals of the community as described in a comprehensive community-driven conceptual plan that we facilitated for Evergreen.

I strongly encourage your support and look forward to the award of the Eastside Light Rail Pedestrian Linkages, Phase II project.

Sincerely,

Veronica Hahni

Veronica Hahni
Executive Director

900 Wilshire Boulevard
Suite 1128
Los Angeles, CA 90017
Tel: 213.627.1822
Fax: 213.627.1821
www.lani.org

## Injury/Fatal Collisions Involving Pedestrians and Bicyclists within Project Area, 1/1/2008 -

| PRIMARYRD | SECONDRD | PEDKILL | PEDINJ | BICKILL | BICINJ | DATE_ |
|---|---|---|---|---|---|---|
| 1ST ST | CUMMINGS ST | 0 | 0 | 0 | 1 | 2012-12-04 |
| 1ST ST | CUMMINGS ST | 0 | 0 | 0 | 1 | 2012-05-28 |
| 1ST ST | GLESS ST | 0 | 0 | 0 | 1 | 2011-09-20 |
| 4TH ST | BOYLE AV | 0 | 0 | 0 | 1 | 2012-02-09 |
| 4TH ST | SOTO ST | 0 | 0 | 0 | 0 | 2009-08-26 |
| BOYLE AV | 1ST ST | 0 | 0 | 0 | 1 | 2008-07-18 |
| BOYLE AV | CESAR E CHAVEZ AV | 0 | 0 | 0 | 1 | 2012-02-04 |
| CESAR CHAVEZ AV | SAINT LOUIS ST | 0 | 0 | 0 | 1 | 2011-06-06 |
| CESAR E CHAVEZ AV | SOTO ST | 0 | 0 | 0 | 1 | 2010-10-13 |
| CUMMINGS ST | 1ST ST | 0 | 0 | 0 | 1 | 2009-11-26 |
| E 1ST ST | CUMMINGS ST | 0 | 0 | 0 | 1 | 2012-08-19 |
| E ST LOUIS ST | S CESAR CHAVEZ AV | 0 | 0 | 0 | 1 | 2010-07-01 |
| MICHIGAN AV | SAINT LOUIS ST | 0 | 0 | 0 | 1 | 2009-03-17 |
| N CUMMINGS ST | E 1ST ST | 0 | 0 | 0 | 1 | 2012-12-28 |
| S SOTO ST | EAST 4TH ST | 0 | 0 | 0 | 1 | 2012-08-30 |
| SAINT LOUIS ST | PENNSYLVANIA ST | 0 | 0 | 0 | 1 | 2011-07-04 |
| SOTO ST | 1ST ST | 0 | 0 | 0 | 1 | 2009-12-02 |
| SOTO ST | 1ST ST | 0 | 0 | 0 | 1 | 2012-02-21 |
| STATE ST | 1ST ST | 0 | 0 | 0 | 1 | 2008-10-30 |
| STATE ST | CESAR E CHAVEZ AV | 0 | 0 | 0 | 1 | 2012-04-12 |
| 1ST ST | MATHEWS ST | 0 | 1 | 0 | 0 | 2008-05-09 |
| 1ST ST | MATHEWS ST | 0 | 1 | 0 | 0 | 2012-12-15 |
| 1ST ST | MOTT ST | 0 | 1 | 0 | 0 | 2012-10-02 |
| 1ST ST | SAINT LOUIS ST | 0 | 1 | 0 | 0 | 2010-01-20 |
| 1ST ST | SAINT LOUIS ST | 0 | 1 | 0 | 0 | 2011-09-08 |
| 1ST ST | SOTO ST | 0 | 1 | 0 | 0 | 2012-05-02 |
| 1ST ST | STATE ST | 0 | 1 | 0 | 0 | 2012-11-08 |
| 1ST ST | STATE ST | 0 | 1 | 0 | 0 | 2011-04-04 |
| 1ST ST | STATE ST | 0 | 1 | 0 | 0 | 2008-01-07 |
| 2ND ST | SOTO ST | 0 | 1 | 0 | 0 | 2011-04-26 |
| 4TH ST | BOYLE AV | 0 | 1 | 0 | 0 | 2009-07-14 |
| 4TH ST | SOTO ST | 0 | 1 | 0 | 0 | 2009-03-06 |
| BOYLE AV | CESAR E CHAVEZ AV | 0 | 1 | 0 | 0 | 2009-12-14 |
| BOYLE AV | CESAR E CHAVEZ AV | 0 | 1 | 0 | 0 | 2012-06-25 |
| BOYLE AV | NEW JERSEY ST | 0 | 1 | 0 | 1 | 2012-03-22 |
| BOYLE AV | PENNSYLVANIA AV | 0 | 1 | 0 | 0 | 2009-10-22 |
| CESAR CHAVEZ AV | BOYLE AV | 0 | 1 | 0 | 0 | 2011-01-22 |
| CESAR E CHAVEZ | SAINT LOUIS | 0 | 1 | 0 | 0 | 2012-02-10 |
| CESAR E CHAVEZ | SOTO ST | 0 | 1 | 0 | 0 | 2012-09-09 |

**Attachment 9a TIMS Ped-Bike Collision Data**

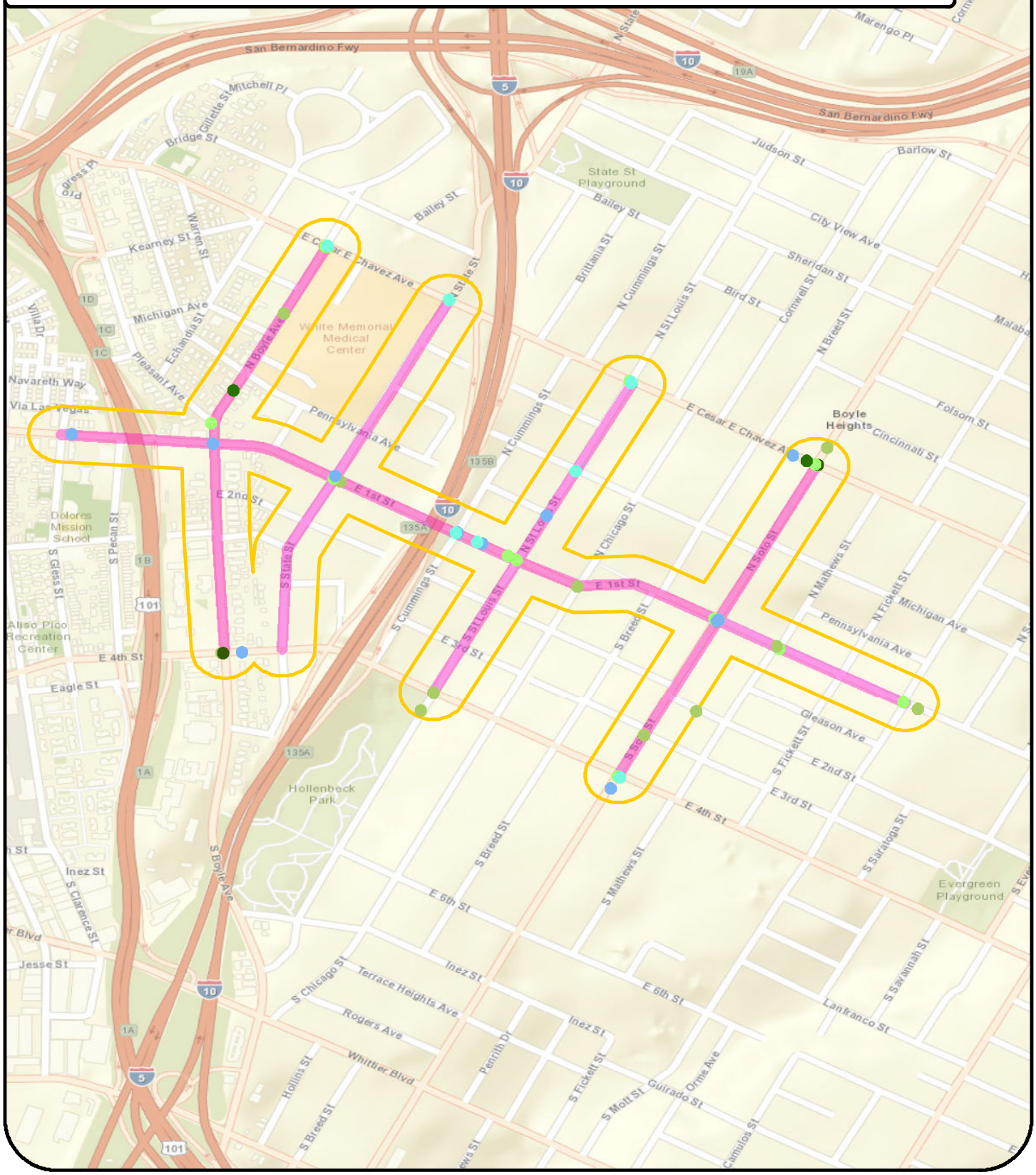
## Injury/Fatal Collisions Involving Pedestrians and Bicyclists within Project Area, 1/1/2008 -

| PRIMARYRD | SECONDRD | PEDKILL | PEDINJ | BICKILL | BICINJ | DATE_ |
|---|---|---|---|---|---|---|
| CESAR E CHAVEZ AV | BOYLE AV | 0 | 1 | 0 | 0 | 2009-12-01 |
| CESAR E CHAVEZ AV | BOYLE ST | 0 | 1 | 0 | 0 | 2008-08-29 |
| CESAR E CHAVEZ AV | SOTO ST | 0 | 1 | 0 | 0 | 2012-06-02 |
| CESAR E CHAVEZ AV | SOTO ST | 0 | 1 | 0 | 0 | 2012-09-05 |
| E 1ST ST | CHICAGO ST | 0 | 1 | 0 | 0 | 2010-12-28 |
| E 1ST ST | N SOTO ST | 0 | 1 | 0 | 0 | 2011-10-21 |
| MOTT ST | 1ST ST | 0 | 1 | 0 | 0 | 2012-11-17 |
| PLEASANT AV | BOYLE AV | 0 | 1 | 0 | 0 | 2010-04-29 |
| SAINT LOUIS ST | 4TH ST | 0 | 1 | 0 | 0 | 2010-12-26 |
| SOTO ST | 1ST ST | 0 | 1 | 0 | 0 | 2010-10-21 |
| SOTO ST | 1ST ST | 0 | 1 | 0 | 0 | 2010-03-06 |
| SOTO ST | CESAR CHAVEZ AV | 0 | 1 | 0 | 0 | 2011-05-20 |
| STATE ST | 1ST ST | 0 | 1 | 0 | 0 | 2012-02-14 |
| 4TH ST | SAINT LOUIS ST | 0 | 2 | 0 | 0 | 2012-03-07 |
| CESAR E CHAVEZ AV | SOTO ST | 0 | 2 | 0 | 0 | 2011-06-17 |
| SOTO ST | 3RD ST | 0 | 2 | 0 | 0 | 2009-10-16 |
| 1ST ST | SOTO ST | 1 | 0 | 0 | 0 | 2010-10-25 |
| 4TH ST | BOYLE AV | 1 | 0 | 0 | 0 | 2010-03-30 |
| SOTO ST | CESAR E CHAVEZ AV | 1 | 0 | 0 | 0 | 2012-11-13 |
| **PRIMARYRD** | **SECONDRD** | **PEDKILL** | **PEDINJ** | **BICKILL** | **BICINJ** | **DATE_** |
| **TOTAL KILLED/INJURED** | | **3** | **38** | **0** | **20** | **--** |
| **TOTAL COLLISIONS** | | **3** | **35** | **0** | **20** | **--** |

# 2008-2012 Bike and Pedestrian Crash Data

***Eastside Active Transportation Linkages, Phase II***

Jurisdiction: LA CITY Project Number: F3651




Project Area

**Distance from Project**

200 Feet

**Bicycle Collisions (by severity)**

- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (by severity)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**ATTACHMENT 9b**

N

1 in = 0.19 miles

0 560 1,120 Feet



Date: 5/8/2014 Document Path: R:\L\LOSX0MTR0002\0600INFO\GS-GIS group\Maps\Bike_Ped_Crashes.mxd

**Attachment 10a Ped-Bike Injuries and Fatalities Used in Crash Reduction**

| Corridor | Ped Killed | Ped Injured | Bicyclist Killed | Bicyclist Injured |
|---|---|---|---|---|
| Boyle | 1 | 7 | 0 | 2 |
| State | 0 | 4 | 0 | 2 |
| St Louis | 0 | 4 | 0 | 2 |
| Soto | 2 | 6 | 0 | 3 |
| Total | 3 | 21 | 0 | 9 |

Source: Transportation Injury Mapping System (TIMS) data 1/1/2008 - 12/31/2012 tims.berkel

City of Los Angeles
Active Transportation Program | Cycle 1 | May 2014
Eastside Active Transportation Linkages Phase II

# Attachment 10b Crash Reduction Calculations

**ATP - LA Metro Grants**

**ESTIMATED ANNUAL CRASH REDUCTION BY COUNTERMEASURE TYPE**

| | SIGNALIZED INTERSECTION COUNTERMEASURES | | | | UNSIGNALIZED INTERSECTION COUNTERMEASURES | | | | ROADWAY COUNTERMEASURES | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Install pedestrian countdown signal heads | Install Pedestrian crossing | Install advance stop bar before crosswalk (Bicycle Box) | Install pedestrian overpass/ underpass | Install raised medians/ refuge islands | Install pedestrian crossing (new signs and markings only) | Install pedestrian crossing (with enhanced safety features/ curb extensions) | Install pedestrian signal | Install bike lanes | Install sidewalk/ pathway (to avoid walking along roadway) | Install pedestrian crossing (with enhanced safety features) | Install raised pedestrian crossing | Other | |
| Applicable | N | Y | Y | N | N | Y | Y | N | N | N | N | N | N | |
| CRF | 25% | 25% | 15% | 75% | 45% | 25% | 35% | 55% | 35% | 80% | 30% | 35% | 0% | |
| Fatal Crashes | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Injury Crashes | 0 | 6 | 13 | 0 | 0 | 7 | 7 | 0 | 0 | 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 | 1.6 | 3.2 | 0 | 0 | 1.6 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | | | | | | | | | | | TOTAL ANNUAL CRASH REDUCTION |
| Annual Crash Reduction | 0 | 0.4 | 0.48 | 0 | 0 | 0.4 | 0.56 | 0 | 0 | 0 | 0 | 0 | 0 | 1.84 |

City of Los Angeles
Active Transportation Program | Cycle 1 | May 2014
Eastside Active Transportation Linkages Phase II

**Attachment 11a Ped-Bike Counts**

| | | | | | |
|---|---|---|---|---|---|
| *Two types of counts are presented here: a direct count conducted by the Los Angeles County Bicycle Coalition (LACBC) in 2011 and an estimate based on transit boardings in the immediate vicinity of the project. Since the geographic extent of transit boarding data is wider than that of the LACBC counts, the transit-based estimate is considered to give a fuller picture of bicycling and walking in the project area.* | | | | | |
| | | | | | |
| | | | | | |
| **2011 Pedestrian/Bicycle Count Totals** | | | | | |
| | **1st/ Soto** | **Chavez/ Soto** | **Total** | | |
| Weekday 7-9 AM Peds | 779 | 1,357 | 2,136 | | |
| Weekday 4-6 PM Peds | 1,023 | 1,933 | 2,956 | | |
| Weekend 11 AM - 1 PM Peds | 333 | 2,225 | 2,558 | | |
| Weekday 7 AM - 9 AM Bikes | 69 | 69 | 138 | | |
| Weekday 4 PM - 6 PM Bikes | 125 | 110 | 235 | | |
| Weekend 11 AM - 1 PM Bikes | 83 | 124 | 207 | | |
| *Source: Los Angeles County Bicycle Coalition 2011 Bicycle & Pedesrtrian Count* | | | | | |
| | | | | | |
| | | | | | |
| **Existing Ped/Bike Trips - Estimate based on Metro Rail/Metro bus boardings** | | | | | |
| | | | | | |
| Metro Rail Average Weekday Boardings (FY 2012-13) | | | | 2662 | |
| Average Weekday Metro Bus Boardings (January 2014) | | | | 7212 | |
| | | | Total | **9874** | |
| *According to a recent Metro survey of their riders, 82% of Metro Bus riders accessed the first bus or train of their trip by walking and 2.5% by bicycling. Of Metro Rail riders, 62% accessed the first bus or train of their trip by walking and 4 percent by bicycling.* | | | | | |
| | | | | Ped | Bike |
| Number of Bike/Ped users Accessing Metro Rail in 2014 (62% ped/4% bike) | | | | 1650 | 67 |
| Number of Bike/Ped users Accessing Metro Bus in 2014 (82% ped/2.5% bike) | | | | 5914 | 288 |
| Total number of Bike/Ped users Accessing Metro Rail/Bus in 2014 | | | | **7564** | **355** |

City of Los Angeles
Active Transportation Program | Cycle 1 | May 2014
Eastside Active Transportation Linkages Phase II

**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 | 42,873 | 44,496 | 49,108 | | |
| 1 mile | 90,612 | 94,335 | 103,363 | | |
| 3 miles | 411,956 | 493,013 | 540,324 | | |
| | | | | | |
| 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 | 16,899 | 17,539 | 19,356 | 17,216 | |
| Bike | 6,825 | 7,083 | 7,817 | 6,953 | |
| | | | | | |
| | | | | Ped | Bike |
| Total bike/ped person trips within project area, 2014 | | | | 17,216 | 6,953 |
| Total bike/ped person trips within project area, 2035 WITHOUT project | | | | 19,356 | 7,817 |
| New bike/ped person trips due to project (assumed 3% increase) | | | | 581 | 235 |
| Total bike/ped person trips within project area, 2035 WITH project | | | | 19,937 | 8,051 |
| | | | | | |
| All forecast figures are rounded to the nearest whole number. Figures may not add up perfectly due to rounding. | | | | | |

### Metro Rail Boardings and Alightings by Stop, FY 2012-13

| | Station | Boardings | Alightings |
|---|---|---|---|
| **Weekday** | Soto | 1777 | 1692 |
| | Mariachi Plaza | 885 | 854 |
| **Saturday** | Soto | 1066 | 970 |
| | Mariachi Plaza | 460 | 461 |
| **Sunday** | Soto | 713 | 786 |
| | Mariachi Plaza | 394 | 422 |
| **Daily Average** | **Soto** | **1524** | **1460** |
| | **Mariachi Plaza** | **754** | **736** |

Source: Metro rail sampling data July 2012-June 2013

### Metro Rail Average Weekday Bicycle Boardings

| | Soto Station | Mariachi Plaza Station |
|---|---|---|
| **North** | **31** | **21** |
| South | 21 | 9 |
| **Total** | **52** | **30** |

Source: Metro rail sampling data July 2012-June 2013

### Bicycle-on-Bus Boardings by Line

March 2014

| Line | Bicycle Boardings |
|---|---|
| 30 | 584 |
| 68 | No data available |
| 251 | 797 |
| 252 | 6 |
| 605 | 134 |
| 620 | 5 |
| 751 | 240 |
| 770 | 260 |
| **Total** | **2026** |

Source: Metro bike boarding transaction data

## Eastside Linkages Boardings and Alightings by Stop

Source: Metro bus ridership data January 2014

| LINE | DIR | ALONG | AT | BOARDINGS | ALIGHTINGS | LOAD |
|---|---|---|---|---|---|---|
| 30 | E | 1ST | BOYLE | 12 | 56 | 409 |
| 30 | E | 1ST | STATE | 17 | 31 | 395 |
| 30 | E | 1ST | CUMMINGS | 6 | 29 | 373 |
| 30 | E | 1ST | CHICAGO | 10 | 45 | 337 |
| 30 | E | 1ST | SOTO | 44 | 100 | 281 |
| 30 | E | 1ST | MOTT | 16 | 76 | 221 |
| 30 | W | 1ST | MOTT | 65 | 14 | 262 |
| 30 | W | 1ST | SOTO | 118 | 39 | 340 |
| 30 | W | 1ST | CHICAGO | 47 | 9 | 379 |
| 30 | W | 1ST | CUMMINGS | 28 | 12 | 395 |
| 30 | W | 1ST | STATE | 27 | 22 | 400 |
| 30 | W | 1ST | BOYLE | 68 | 20 | 448 |
| 84 | N | CESAR E CHAVEZ | MOTT | 50 | 95 | 1140 |
| 84 | N | CESAR E CHAVEZ | SOTO | 266 | 370 | 1036 |
| 84 | N | CESAR E CHAVEZ | SAINT LOUIS | 139 | 84 | 1091 |
| 84 | N | CESAR E CHAVEZ | STATE | 35 | 61 | 1064 |
| 84 | N | CESAR E CHAVEZ | BOYLE | 130 | 141 | 1053 |
| 84 | S | CESAR E CHAVEZ | BOYLE | 167 | 104 | 1156 |
| 84 | S | CESAR E CHAVEZ | STATE | 38 | 39 | 1155 |
| 84 | S | CESAR E CHAVEZ | SAINT LOUIS | 75 | 137 | 1091 |
| 84 | S | CESAR E CHAVEZ | SOTO | 419 | 281 | 1232 |
| 84 | S | CESAR E CHAVEZ | MOTT | 82 | 72 | 1243 |
| 251 | N | SOTO | 4TH | 121 | 173 | 1591 |
| 251 | N | SOTO | 1ST | 124 | 249 | 1467 |
| 251 | N | SOTO | CESAR E CHAVEZ | 191 | 444 | 1214 |
| 251 | S | SOTO | CESAR E CHAVEZ | 489 | 203 | 1665 |
| 251 | S | SOTO | 1ST | 309 | 174 | 1802 |
| 251 | S | SOTO | 4TH | 185 | 127 | 1862 |
| 252 | N | SOTO | 4TH | 110 | 55 | 672 |
| 252 | N | SOTO | 1ST | 91 | 86 | 678 |
| 252 | N | SOTO | CESAR E CHAVEZ | 181 | 188 | 671 |
| 252 | S | SOTO | CESAR E CHAVEZ | 129 | 136 | 477 |
| 252 | S | SOTO | 1ST | 77 | 88 | 466 |
| 252 | S | SOTO | 4TH | 35 | 77 | 424 |
| 605 | N | 4TH | MOTT | 27 | 45 | 449 |
| 605 | N | 4TH | SOTO | 64 | 80 | 433 |
| 605 | N | SOTO | 1ST | 89 | 80 | 442 |
| 605 | N | SOTO | CESAR E CHAVEZ | 111 | 187 | 365 |
| 605 | S | SOTO | CESAR E CHAVEZ | 237 | 110 | 556 |

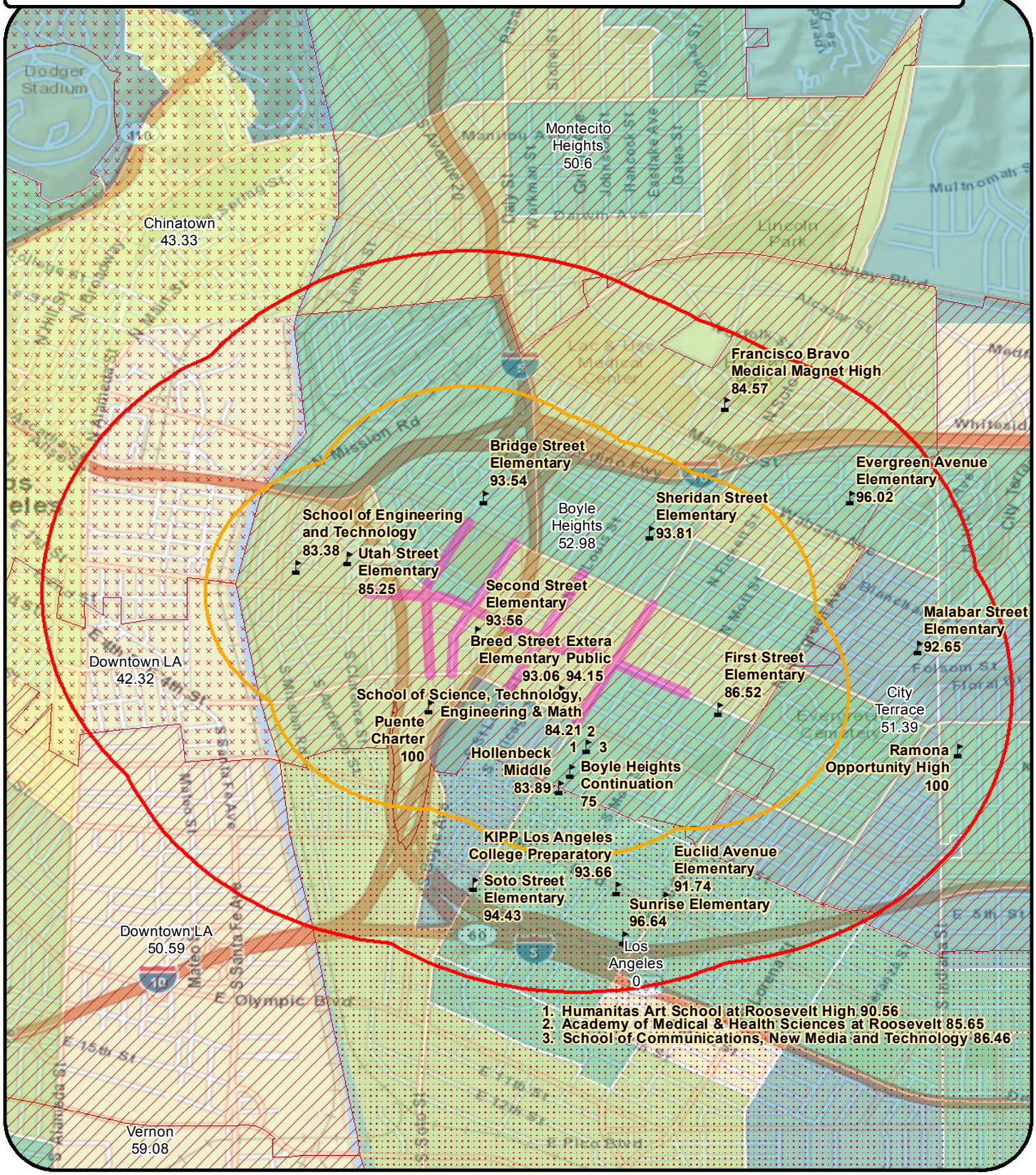
**Attachment 12 Transit Ridership Counts**

| LINE | DIR | ALONG | AT | BOARDINGS | ALIGHTINGS | LOAD |
|---|---|---|---|---|---|---|
| 605 | S | SOTO | 1ST | 126 | 103 | 579 |
| 605 | S | 4TH | SOTO | 91 | 111 | 559 |
| 605 | S | 4TH | MOTT | 46 | 48 | 557 |
| 620 | CC | STATE | CESAR E CHAVEZ | 0 | 0 | 21 |
| 620 | CC | STATE | 1ST | 5 | 2 | 23 |
| 620 | CC | BOYLE | 1ST | 4 | 1 | 26 |
| 620 | CC | SOTO | 4TH | 6 | 9 | 35 |
| 620 | CC | 4TH | MOTT | 1 | 1 | 35 |
| 620 | CC | 1ST | MOTT | 6 | 3 | 40 |
| 620 | CC | CESAR E CHAVEZ | MOTT | 3 | 2 | 48 |
| 620 | CC | CESAR E CHAVEZ | SOTO | 9 | 22 | 35 |
| 620 | CC | CESAR E CHAVEZ | SAINT LOUIS | 3 | 8 | 30 |
| 620 | CC | STATE | CESAR E CHAVEZ | 68 | 81 | 17 |
| 751 | N | SOTO | 4TH | 69 | 153 | 1231 |
| 751 | N | SOTO | 1ST | 88 | 190 | 1128 |
| 751 | N | SOTO | CESAR E CHAVEZ | 115 | 414 | 829 |
| 751 | S | SOTO | CESAR E CHAVEZ | 436 | 157 | 1158 |
| 751 | S | SOTO | 1ST | 255 | 76 | 1338 |
| 751 | S | SOTO | 4TH | 152 | 93 | 1397 |
| 770 | E | CESAR E CHAVEZ | BOYLE | 226 | 218 | 1700 |
| 770 | E | CESAR E CHAVEZ | SOTO | 465 | 432 | 1733 |
| 770 | W | CESAR E CHAVEZ | SOTO | 401 | 446 | 1587 |
| 770 | W | CESAR E CHAVEZ | BOYLE | 208 | 236 | 1560 |
| | | | **TOTAL** | **7212** | **7145** | |

# Disadvantaged Community (Ped)

***Eastside Active Transportation Linkages, Phase II***

Jurisdiction: LA CITY  Project Number: F3651




Project Area

**Distance from Project**

0.5 Mile

1 Mile

Percent of Students Ages 5 to 17 Eligible for Free or Reduced Meals

**CalEnviroScreen (CES) Scores**

Below 40

40 - 50

Higher than 50

**Median Household Income**

< $10,000

$10,001 to $20,000

$20,001 to $30,000

$30,001 to $40,000

$40,001 to $49,120

Attachment 13

1 in = 0.51 miles

0 1,000 2,000 Feet

City of Los Angeles Eastside Active Transportation Linkages, Phase II



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**Attachment 14 Benefit/Cost Summary**

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/nmt-tdm.pdf

City of Los Angeles

Active Transportation Program | Cycle I | May 2014

Eastside Active Transportation Linkages Phase II

**Attachment 14 Benefit/Cost Summary**

**BENEFIT/COST SUMMARY**

| | | NET PRESENT VALUE | | | |
|---|---|---|---|---|---|
| **Year** | **Actual Year** | **ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION** | **ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION** | **Total Benefits** | **ESTIMATED COSTS FOR PROJECT** |
| **CONSTRUCTION** | | | | | |
| 1 | 2016 | $0 | $0 | | $3,375,555 |
| 2 | 0 | $0 | $0 | | $0 |
| 3 | 0 | $0 | $0 | | $0 |
| 4 | 0 | $0 | $0 | | $0 |
| 5 | 0 | $0 | $0 | | $0 |
| **OPENING YEAR** | | | | | |
| 1 | 2017 | $1,777,675 | $852,964 | $2,630,639 | $28,655 |
| 2 | 2018 | $1,719,243 | $828,968 | $2,548,211 | $27,713 |
| 3 | 2019 | $1,662,677 | $805,555 | $2,468,232 | $26,801 |
| 4 | 2020 | $1,607,918 | $782,717 | $2,390,635 | $25,918 |
| 5 | 2021 | $1,554,912 | $760,444 | $2,315,356 | $25,064 |
| 6 | 2022 | $1,503,605 | $738,726 | $2,242,332 | $24,237 |
| 7 | 2023 | $1,453,945 | $717,554 | $2,171,499 | $23,437 |
| 8 | 2024 | $1,405,880 | $696,918 | $2,102,799 | $22,662 |
| 9 | 2025 | $1,359,362 | $676,808 | $2,036,170 | $21,912 |
| 10 | 2026 | $1,314,342 | $657,214 | $1,971,556 | $21,186 |
| 11 | 2027 | $1,270,775 | $638,126 | $1,908,901 | $20,484 |
| 12 | 2028 | $1,228,614 | $619,534 | $1,848,148 | $19,804 |
| 13 | 2029 | $1,187,817 | $601,428 | $1,789,245 | $19,147 |
| 14 | 2030 | $1,148,341 | $583,799 | $1,732,139 | $18,510 |
| 15 | 2031 | $1,110,144 | $566,636 | $1,676,780 | $17,895 |
| 16 | 2032 | $1,073,186 | $549,929 | $1,623,116 | $17,299 |
| 17 | 2033 | $1,037,430 | $533,670 | $1,571,099 | $16,723 |
| 18 | 2034 | $1,002,836 | $517,847 | $1,520,683 | $16,165 |
| 19 | 2035 | $969,369 | $502,453 | $1,471,821 | $15,626 |
| 20 | 2036 | $936,992 | $487,476 | $1,424,468 | $15,104 |

| | | | | |
|---|---|---|---|---|
| **TOTAL** | $26,325,063 | $13,118,768 | $39,443,830 | $3,799,896 |
| | | | Request from ATP | $2,237,000 |
| | | | **B/C RATIO (Total Project Cost)** | **10.38** |
| | | | **B/C RATIO (Amount Requested)** | **17.63** |

**Attachment 15 List of Destinations**

**Destinations:** Destinations within a ¼ radius of the project are streets include:

**Medical Facilities**
Cesar Chavez Commercial Corridor
White Memorial Medical Center
Proyecto Pastoral Early Childhood Center
Pacific Alliance Medical Clinic
First Community Medical Clinic
East Los Angeles Convalescent Hospital

**Parks/Recreation Centers**
Hollenbeck Park
Pecan Park
LANI Park
Pueblo del Sol Park
Prospect Park
State Street Rec. Center
Evergreen Cemetery Walking Track

**Metro Gold Line Stations**
Mariachi Plaza Gold Line Station
Soto Street Gold Line Plaza

**Civic/Cultural Facilities**
Constituent Service Center
Benjamin Franklin Library
Social Security Building
Plaza Community Services
Boyle Heights Youth Technology Center
LAPD Hollenbeck Station

**Religious Institutions**
Breed Street Shul
Calvary Baptist
Dolores Mission

**Senior Facilities**
Keiro Retirement Home
LA Family Senior Housing
Evergreen Recreational Center and Boyle Heights Senior Center
Telacu Pico Aliso Senior Apartments

**Schools/Youth Centers**
Second St. Elementary

**Attachment 15 List of Destinations**

Utah Street Elementary
Sheridan Street Elementary School
Bridge Elementary School
Roosevelt High School
Mendez Learning Center High School
Aliso Pico Preschool
Puente Learning Center
Salesian Youth Center
Hollenbeck Youth Center
Variety Boys and Girls Club

**Job Centers**
Mission Industrial District

**Shopping Districts**
1st Street
Cesar E. Chavez Avenue