ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

Project name:	Hollywood Western Pedestrian Improvements - City of Los Angeles

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

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I. GENERAL INFORMATION

Project name: Hollywood Western Pedestrian Improvements - City of Los Angeles

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Los Angeles	2. PROJECT FUNDING ATP funds Requested $ 2,288,000.00 Matching Funds (If Applicable) $ 1,226,000.00 Other Project funds $ 409,000.00 TOTAL PROJECT COST $ 3,923,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Carlos Rios, Acting Senior Transportation Engineer Carlos.Rios@lacity.org (213) 972-4963	
4. APPLICANT CONTACT (Address & zip code) 100 S. Main Street, 9th Floor Los Angeles, CA 90012	5. PROJECT COUNTY(IES): Los Angeles County
6. CALTRANS DISTRICT #- Click Drop down menu below District 7	7. Application # 12 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*: NA	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

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

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

Project Type: (Select only one)

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

Project name: Hollywood Western Pedestrian Improvements - City of Los Angeles

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

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

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

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

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

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

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

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

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

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

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

II. PROJECT INFORMATION

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

1. Project Location

Hollywood Boulevard between Gower St. and Western Avenue in the City of Los Angeles (approximately .75 mile, see map), plus approximately 360 feet on Western Avenue from Hollywood Boulevard to Carlton Way. There are two Red Line subway stations in the project area. See Vicinity Map in the Attachment 1.

2. Project Coordinates Latitude **N 34.102170** (Decimal degrees) Longitude **W118.315692** (Decimal degrees)

3. Project Description

The proposed project will upgrade and repair inadequate and deteriorated sidewalks, address handicapped accessibility deficiencies, and create safer pedestrian crosswalks by installing crosswalks enhancements and curb extensions in critical locations within the impoverished neighborhood surrounding Hollywood Boulevard and Western Avenue project area. Benches, street trees, and pedestrian lighting will further enhance the walkability of the area, to promote walking and access to transit in this disadvantaged community.

This project will support the Active Transportation Program goals of increasing the proportion of walking trips, the safety of non-motorized users, and the mobility of non-motorized users. The project will also enhance public health by providing greater opportunity for active transportation and reduce greenhouse gas emissions, while providing program benefits to a disadvantaged community.

4. Project Status

There are conceptual plans for this project in the Hollywood Western Streetscape Master Plan (See Attachment 16). The project is entirely within the existing right-of-way. Per the Code of Federal Regulations Title 40: Protection of Environment, §1508.4 Categorical Exclusions, and Title 23: Highways, Part 771-Environmental Impact and Related Procedures, §771.117 FHWA Categorical Exclusions, the proposed project is a Class II action which is Categorically Excluded. Per California Code of Regulations, Title 14 Natural Resources, Division 6 Resources

Agency, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act, Article 19 Categorical Exemptions, the proposed project is categorically exempt.

The applicant agency will prepare preliminary plans and documentation of the National Environmental Policy Act Categorical Exclusion and California Environmental Quality Act Categorical Exemption and submit them to CalTrans upon notification of grant award. Design is anticipated to begin in July 2015, with construction starting in December 2016.

III. SCREENING CRITERIA

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

This section of Hollywood Boulevard has not received the investment needed to provide a safe and accessible pedestrian environment that has been given to other sections of this famous street. The improvements in this project are needed to encourage more people to walk to local destinations, two busy subway stops and numerous bus stops and to reduce pedestrian and bicycle accidents. The benefits of this project are impressive compared to the cost.

Currently, most of the sidewalks in the project area are in only fair condition with some deteriorated areas and many areas with uplifted sidewalks caused by tree roots. As part of this project, all deteriorated sidewalks will be replaced, and curb ramps will be installed where needed and other significant pedestrian improvements installed. See photographs of existing, substandard conditions in the Attachment 1.

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

IV. NARRATIVE QUESTIONS

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

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

The project's improvements are needed to improve safety for pedestrians and support walking and enhance access to transit through efficient multi-modal connections. Hollywood Boulevard is a very active corridor with world-famous and local destinations. The area is served by many bus routes and two subway stations. The project will support the ATP goals of encouraging walking and bicycling by making those activities safer and more attractive. The project is needed to correct many of the existing deficiencies, and will include recalibrating pedestrian crossing signals, improving street markings, installing new pedestrian crossing signals, and enhancing crosswalks to improve pedestrian visibility during day and evening hours. Improvements to sidewalks, ramps and crossing areas will make it physically safer and more comfortable to walk in this disadvantaged community. Pedestrian lighting will discourage crime, and increase pedestrian visibility to drivers.

Grant Elementary School, and the Magnolia Science Academy which is co-located with Grant, sits one block south of Hollywood Boulevard, no more than 500 feet away from many of the enhancements proposed in this funding request. The school has over 600 students and ranks 19th on the City of Los Angeles' Safe Routes to School

[i] SCAG Regional Transportation Plan – Active Transportation Appendix. 2012. http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf
[ii] Metro Long Range Transportation Plan. 2009. http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf
[iii] First Last Mile Strategic Plan. 2014. http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

Strategic Plan[iv]. In March, 2014 the General Manager of the Los Angeles Department of Transportation reported to the City Council that, for these schools, "the school-age population suffers the highest number of pedestrian collisions and collision rates." The ranking of schools was based on the number of pedestrian and bike related collisions, students living within ¼ mile from school, students eligible for Free-Reduced Price Meals, and schools lacking prior state/federal Safe Routes to School funding. According to that report, about 33% of school-aged children in Los Angeles County walk or bike to school, one of the highest percentages in California. In the City of Los Angeles, school-aged children account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrians.

For each school a set of recommended walking routes was developed. For Grant Elementary School, routes to and from school cross Hollywood Boulevard at the intersections of St. Andrew's Pl., where curb extensions and high visibility continental crosswalks will be installed, and Wilton Pl., which will be improved with continental crosswalks and other accessibility improvements by this project. This will reduce the crossing distance and risk to pedestrians crossing Hollywood Boulevard, making it safer. See Pedestrian Routes for Grant Elementary School map in Attachment 2.

Schools within one-half mile of the project include: Helen Bernstein High School, a public school with 1,475 students; Le Conte Middle School, a public school with 900-1,200 students; and, Immaculate Heart High School, a private school with about 700 students.

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

The project area includes many schools, houses of worship and entertainment venues (The Palladium, Pantages Theater, and Music Box Theater), hotels, restaurants and bars. There is activity in this corridor practically around

[iv] http://clkrep.lacity.org/onlinedocs/2014/14-0348_rpt_dot_03-20-14.pdf and http://clkrep.lacity.org/onlinedocs/2014/14-0348_rpt_tran_4-14-14.PDF

the clock. The theaters alone attract over a million visitors a year. Many of the residents are transit dependent (see below); transit services are well-used. Attachment 3 identifies bicycle and pedestrian facilities in the vicinity of the project, transit routes and rail lines, as well as points of interest and potential generators and destinations for pedestrians within one-half and one-mile of the project area.

According to the US Census, American Community Survey 67% of workers in the project area commute by car, with 17% taking transit and fewer walking (5.5%) or biking (1.2%). The proposed improvement will increase the percentages commuting without a car, especially as over 20% if the households do not have access to a car and 50% have access to only one car.

At present, the project area has an estimated 5,740 daily person trips; the pedestrian shed (within one-half mile of this project) has potential pedestrian demand for almost 14,000 person trips per day, expected to grow to just over 16,000 by 2035. Safety, accessibility, and aesthetic improvements proposed by this project will go a long way towards capturing a greater percentage of the latent pedestrian demand in this project area. Even assuming a minimal 1-2% growth in pedestrian users arising from proposed safety, accessibility, and aesthetic enhancements, pedestrian travel could be expected to grow to 6,474 person trips per year by 2035 (see Attachment 13, Pedestrian Forecasting).

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 area includes Red Line subway stations at Hollywood/Vine and Hollywood/Western. The two stations alone accounted for about 2.9 million weekday boardings and 2.9 million alightings last year for a total of over 5.7 million movements. The total for all days in 2013 was over 7 million boardings or alightings. There are also over 50 Metro bus stops plus some DASH bus stops on Hollywood Boulevard and Western Avenue. Bus/rail frequency ranges from every 5 minutes to every 30 minutes depending of route and time of day. There are some routes for

limited services as well as local service. Access to all of the stations and bus stops will be improved by this project, encouraging people to take transit. See table below for recent bus ridership details from Metro.

Bus Route	Peak Headway (minutes)	Weekday Riders	Bikes ON/OFF
2 Sunset	10	19,461	518/956
175 Hollywood Silverlake	15	806	3/7
180 Hollywood	15-30	11,583	449/868
206 Normandie	8	14,522	262/519
207 Western	8-10	20,276	845/1,636
210 Crenshaw	15	15,917	575/1,104
212 La Brea	10	15,278	357/712
217 Vermont	15	8,425	179/332
222 Hollywood to Sun Valley	25-30	1,283	51/96
757 Metro Rapid Western	8-10	14,779	128/262
780 Metro Rapid Pasadena – West Los Angeles	10	10,610	236/424

The City of Los Angeles has a policy of encouraging transit use by making the passage from the trip origin to the point where people board their transit vehicle and from where they leave there transit vehicle to their destination as safe and attractive as possible. This is sometimes referred to as the First Mile / Last Mile issue, which can increase transit ridership by 3%.[v] By improving pedestrian ways along Hollywood Boulevard, this project will help people walk or take transit in the area. With a more welcoming pedestrian environment to complement the transit service, visitors who do drive can park once and circulate throughout the area by walking or riding transit. Theaters within ¼ mile of the project area attract over 1 million visitors per year, and they are just a small part of what brings people to the area.

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

This project will address mobility concerns by improving existing sidewalks, eliminating trip hazards, and providing accessible curb cuts. It will improve connectivity by reducing a significant barrier to crossing busy Hollywood Boulevard, making crosswalks safer and more attractive to would-be pedestrians. Aesthetic improvements and

[v] http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

amenities including benches and street trees will make area more inviting to elderly pedestrians and disabled users, while encouraging locals and visitors to walk instead of drive. Nearby bicycle facilities in place or planned include:

- Class III bike facility along Vine Street (within ½ mile), Call II bike facilities along Fountain Ave, Franklin Ave, Selma Ave and Wilcox Ave (within 1 mile)
- Hollywood Boulevard and Vine Street are planned to be a priority 2 bikeway in the long term

Please refer to Attachment 3 for the location of bicycle and pedestrian facilities in the vicinity of the project. Many of the proposed improvements, especially the curb extensions and continental crosswalk treatments, enhance pedestrian crossings at existing intersections by reducing crossing distance, improving driver awareness of pedestrians, calming traffic and, therefore, removing or reducing a barrier to crossing Hollywood Boulevard.

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.

This project proposes to install crosswalk improvements, curb extensions, security lighting, and accessibility improvements to improve pedestrian safety, with particular attention to school walk routes in the vicinity. Students walking to and from school are a significant percentage of current pedestrians in the area, due to the schools close proximity to the project. In March of 2014, the Los Angeles Department of Transportation (LADOT) submitted a report to the City Council's Transportation Committee about its development of a Citywide Safe Routes to School Strategic Plan. According to that report, about 33% of school-aged children in Los Angeles County walk or bike to school, one of the highest percentages in California. In the City of Los Angeles school-aged children account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrians.

In the period of 2008 to 2012, a total of 34 pedestrian injury accidents and 1 fatality occurred within the project boundaries. To determine the potential for reducing injuries or fatalities, crash reduction factors (CRF) were

developed for each corridor utilizing the methodology as outlined in the *"Local Roadway Safety Manual for California Local Road Owner's",* and detailed in Attachment 14. Looking at highest potential benefit to be achieved by a single countermeasure, installing pedestrian crossing with enhanced safety features and curb extensions alone has the potential to reduce overall crash by a rate of approximately 35% per year in the vicinity of the improvement, which equates to a potential reduction of over two pedestrian -related crashes every year.

Crosswalk improvements and curb extensions improve pedestrian safety by creating a traffic calming effect, improving driver awareness, and reducing pedestrian crossing distances. Curb ramps and widened sidewalks improve access for people using wheelchairs and strollers, as well as pedestrians with mobility impairments. Providing wider sidewalks and improved crosswalks on these high-volume corridors is important to this neighborhood due to the proximity to schools and transit stops, which experience higher pedestrian use.

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

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

Improvements to the pedestrian amenities reduce safety hazards associated with the condition of the current facilities. Curb extensions at intersection corners have the potential to reduce conflicts with vehicles by decreasing the crossing distance for pedestrians and increasing visibility.[vi] These corner treatments reduce vehicle speed through tighter turning radii and narrowed street widths, helping to reduce the likelihood and severity of conflicts with crossing pedestrians.[vii] Lower vehicle speeds can reduce the severity of injuries if crashes occur. When hit by a vehicle traveling at 40 miles per hour, a pedestrian has an 85% chance of being killed; at 30 miles per hour, the likelihood decreases to 45%; and at 20 miles per hour the pedestrian fatality rate is only 5%.[viii] The presence of highly-visible crosswalks alerts drivers to pedestrian zones and encourages safer driving behavior. Speeds are

[vi] Federal Highway Administration, PedSafe, 2013
[vii] Federal Highway Administration (2008) Pedestrian Safety Guide for Transit Agencies. Washington DC. FHWA-SA-07-017. February 2008.
[viii] Los Angeles County Department of Public Health , 2011. http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.htm

reduced as vehicles enter such pedestrian zones. Improved pedestrian and transit facilities encourage residents and visitors to walk or ride transit instead of driving through the corridor, reducing vehicular volume on the network. Installation of additional trees has also been shown to reduce vehicle speeds as it provides a sense of a narrower corridor.

- **Improves sight distance and visibility**

By improving crosswalks, a distinct separated travel facility is created that provides a visual cue for motorists to expect pedestrians, and provides a clear lane of travel for the pedestrians to use. New illumination and streetscape improvements would enhance visibility and improve pedestrian comfort and security.

- **Improves compliance with local traffic laws**

Installation of crosswalks will allow drivers to see pedestrians easier and provide a defined area for crossing. Curb extensions will also provide a refuge for pedestrians while they await crossing. The enhanced security lighting will extend this visibility into the evening hours. The continental crosswalks proposed here will provide for increased yielding to pedestrian crossing movements. In addition, curb extensions are shown to produce more yielding at pedestrian crossings as they require tighter turning radii and slower speeds.

- **Eliminates behaviors that lead to collisions**

As with the speed reduction, this project will also encourage safer crossing behaviors, reducing the likelihood of jaywalking and midblock crossings. The extra lighting will provide better opportunities for drivers to remain alert as they traverse this section of roadway. Curb extensions allow for shorter crossing lengths and increased visibility. Volume and speed reduction have the potential to decrease the likelihood and severity of collisions between motorists and other roadway users.

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

The curb extensions will improve pedestrian safety by reducing street crossing distance and improving sight distance. The curb extensions will provide a more prominent and visible placement of pedestrians to motorists.

Curb extensions also have been demonstrated to provide a visual cue to motorists that the roadway is narrowed, thereby motorists slow down. The current corridor features substandard sections of sidewalk and transit stop amenities. Sidewalk repairs, curb extensions, and decreased crossing distances, as well as such amenities as benches and street trees, address the inadequate bicycle, pedestrian, and transit facilities through the corridor. Increased visibility of pedestrians and tighter turning radii at intersections with curb extensions helps to prevent the number of crosswalk related crashes.

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.

Crash data reported between the years of 2008 – 2012 within 200-feet of the corridor was extracted from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). During this time there were reported one pedestrian fatality and 33 pedestrian injury crashes and 21 bicycle injury crashes. The non-fatal pedestrian crashes included five with severe injuries, 12 with visible injuries and 16 with a complaint of pain. The bicycle crashes included one with severe injuries, 14 with visible injuries and 6 with a complaint of pain. A map of the crash locations can be found in Attachment 4. Attachment 1 includes photographs of the existing conditions detailing sidewalk damage, trees that are interfering with the sidewalk, and the poor condition of many marked crossings.

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

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

The particular elements of this project are based on the work conducted to produce the Hollywood/Western Streetscape Master Plan that was completed in 2010. The process that produced that plan included extensive outreach to stakeholders. There were publically-noticed meetings monthly from January through June 2010. A list is in the Appendix. Survey questionnaires asking about the need for specific improvements/enhancements were

distributed and the answers tallied as part of the plan development process. Many local residents participated and indicated which project features would help them the most.

The Hollywood Entertainment Business Improvement District encompass the portion of Hollywood Boulevard between Gower and the 101 freeway and will be involved in maintaining the project improvements.[ix]

See Appendix for list of groups and organizations attending Master Plan meetings and a list of meetings.

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

The City received letters of support for the Streetscape Master Plan from two City Council Offices, three Neighborhood Councils and local organizations (See Attachment 9). The letters attest to the fact that there is a need for improvements in the project area and the set of improvements proposed in this application are desired by the local residents. As described in Question 3A above, the project is a result of a process that included extensive outreach and a local participation process. The City Council office for this area considers this project a high priority and is contributing a considerable amount of its own funds to the project.

C. Is the project cost over $1 Million? 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? Yes.

The guiding document for this project is the Hollywood/Western Streetscape Master Plan, completed in September 2010 (see Attachment 16). The plan was created through an iterative process between the City of Los Angeles, community organizations and individuals in the community. Some features of the plan include:

- Crosswalks to be constructed at all controlled intersections as the first priority. Second priority is to place the upgraded crosswalks at all side street crossings as well. The crosswalk materials contrast with both the asphalt roadway paving.

[ix] http://www.hollywoodbid.org/Local/Files/71_New%20Boundary%20Map.pdf

- Curb extensions proposed areas for Hollywood Blvd. at Gramercy Pl, and St. Andrews Pl. on both sides of the street.
- At bus stops, bus safety lighting is proposed at all locations that do not currently have it.
- Approximately 90 new trees will be planted to provide shade.

That document describes the public participation process and includes the conceptual plans for the project area. Additional information regarding community design for this neighborhood is available in the Hollywood Community Plan.[x]

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.

Pedestrian improvement projects around rail stations differ from other types of pedestrian and streetscape improvement projects. The station sites are chosen during the planning process, which includes consideration of other paths for the rail lines as well as alternate station locations. The planning and subsequent environmental clearance processes are lengthy and include extensive outreach and opportunities for public participation.

Once the station sites are selected and the rail line plans and environmental documents are adopted, the alternatives for streetscape improvements are limited. If improvements are needed then which stations need them the most are part of the analysis, along with the distance from the station to be covered by the project. With Metro limiting its improvements to 300 feet from the station, extending the area to be improved to one-quarter mile was an easy choice. For this project, the concept community plan mentioned above was considered as alternative 1. The Hollywood/Western Streetscape Master Plan that includes the features proposed in this application is alternative 2, and a no-build was alternative 3.

[x] http://cityplanning.lacity.org/cpu/hollywood/text/HwdCpTxt_June2012%20REFERENCE.pdf.

Enhancing the areas around rail stations provides benefits for the entire transit system and adjacent neighborhoods by making more places easily accessible to those who can't or choose not to drive.

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

ATP funds invested in this project will generate $11.41 in benefits for every dollar spent. The ratio of benefits to total project cost is 9.47 to 1. A cost-benefit calculator was created for the ATP grant applications. Using the available data on project type, existing and forecasted demand, project length, pedestrian and bike crash history, and project costs, the Benefit-Cost ratio provides a monetization of congestion reduction and increased health and safety s compared to the capital and operating costs. The ratio includes the estimated benefits from health active transportation, reduction in vehicle trips and greenhouse gas emission, and potential crash reductions divided by the project cost/program funds requested. Attachment 12 includes a report on the methodology used in the benefit-cost calculations, as well as the results both for the ATP requested funds, and the total project costs.

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

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

Project: The proposed project's improved street crossings, lighting, and sidewalk improvements will improve public health by providing residents safer and more desirable conditions for walking, 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), providing safe and reliable active transportation options to a region with unacceptable rates of physical inactivity and obesity. According the Los Angeles County Department of Public Health, in the Hollywood-Wilshire health district, 13 percent of adults do not engage in physical activity and an additional 22 percent do not meet recommended levels. Additionally, over 10 percent of children do not participate in physical activity, and physical inactivity is a leading

cause of obesity and type 2 diabetes. Currently, approximately 30 percent of adults are overweight and 20 percent are obese.[xi] 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.[xii] In the Hollywood-Wilshire health district, almost one quarter of the population has high cholesterol and almost 7 percent have been diagnosed with diabetes.

Solution: The Hollywood and Western Pedestrian Improvements will serve as a valuable neighborhood centerpiece in the fight to reduce the prevalence of obesity and the associated risks to human health in the project area. Active transportation infrastructure has been nationally recognized as a contributor to obesity reduction. The Surgeon General's Vision for a Healthy and Fit Nation, states that "Communities should consider…..building and enhancing infrastructures to support more walking and bicycling, and improving the safety of neighborhoods to facilitate outdoor physical activity. 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 there is 1) "strong evidence that links walkability factors involving transportation infrastructure and land use with more active transportation and less driving", and that 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." The benefit of active transportation was shown in both physical and mental health gains. Additionally, the recently published 2014 Benchmarking Report from the Alliance for Biking and Walking shows a positive nationwide correlation between the percent of the population in a city that bikes or walks to work and the percent of the population that meets the recommended levels of physical activity, and negative correlations between biking and walking to work and levels of

[xi] Los Angeles County Department of Public Health, 2011. http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.html
[xii] 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

obesity, diabetes, and high blood pressure.[xiii] Finally, researchers have estimated anywhere from $0.18 to $8.00 of financial benefit to the health care system per mile bicycled or walked. 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 walking. Increased walking as a result of the Hollywood and Western Pedestrian Improvements will result in tangible public health benefits to the Hollywood and Central Los Angeles communities.

Health data provided by LA County Health Department shows a high prevalence of health issues in the project area. With approximately 30 percent of adults overweight and 20 percent obese, this project will provide a safe and enjoyable space to walk and bike, thereby increasing the rates of physical activity and aiding in the reduction of obesity.[xv] In fact, a 5% increase in neighborhood walkability is associated with 32.1% more minutes devoted to physically active travel and about one-quarter point lower BMI (0.228).

How we get around influences how much physical activity we are likely to get. Access to public transit can have major health benefits -- one in three transit riders gets their daily recommended level of physical activity just by walking to and from bus stops or rail stations. The type of transportation that dominates our streets drives the amount of pollution to which we are exposed. Please reference Attachment 6, a map of the California Communities Environmental Health Screening Tool (CES) scores.

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

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

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

[xiii] Benchmark Report for the Alliance for Biking & Walking, 2014. http://www.bikewalkalliance.org/download-the-2014-benchmarking-report
[xiv] 2014. Litman, Todd. Evaluating Active Transport Benefits and Costs. Victoria Transport Policy Institute. http://www.vtpi.org/nmt-tdm.pdf

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

- **Median household income for the community benefited by the project:**

Median household income, for census tracts located in whole or in part within the project area, ranges from $21,119 to $41,012. The statewide median household income is $61,400. Because all of the census tracts located in whole or in part within the project area have median household incomes less than 80% of the statewide average, 100% of the service area should be considered disadvantaged under this criterion.

- **California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:** N/A
- **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:** Grant Elementary School 89%, Le Conte Middle School 91%, Apex Academy 87%

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

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 can be categorized as disadvantaged based on two of the criteria used above. 100%, of the project funding will benefit that community. The fact that visitors and tourists will also enjoy benefits does not diminish the significant improvements this project will make in the daily lives of the people who live near it. See maps in Attachment 7 for more information on Free or Reduce Lunch percentages within the project area, and Attachment 5 for Median Household Income.

People in disadvantaged communities have a greater risk for obesity and other serious health problems. Many of these conditions can be positively affected by being more active physically. By having a safer and more comfortable walking environment, people in the project area will be encouraged to be more active, walk more within their community and have an easier time getting to and from local bus stops. Being more active will produce health benefits to the disadvantaged community using the pedestrian enhancements funded by this grant.

Also see the answer to Question 5.

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

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

Project Description	Detailed Estimate	Project Schedule
Project Map	Preliminary Plan	

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

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

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

Virginia Clark, Region Deputy, Region 1, virginia.clark@ccc.ca.gov, 916-341-3147,

1719 24th St, Sacramento, CA 95816

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. Yes.

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

Bo Savage, Division Director of Conservation Programs, Los Angeles Conservation Corps,

bsavage@lacorps.org, p:213-362-9000 ext. 238

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

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

Irrigation, bicycle racks, benches, trash receptacles, plant containers, paint street light poles.

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

Concrete demo, new concrete sidewalks, access ramps, concrete landscaped bulb outs, irrigation, bicycle racks, benches, trash receptacles, plant containers.

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

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

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

Project name:	Hollywood Western Pedestrian Improvements - City of Los Angeles

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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/12/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
07						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA	0	0	0	City of Los Angeles	
				MPO	**Element**
				SCAG	

Project Manager/Contact	Phone	E-mail Address
Carlos Rios	213-972-4963	carlos.rios@lacity.org

Project Title

Hollywood Western Pedestrian Improvements

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

The project area is located in Hollywood and encompasses pedestrian improvements on approximately .75 mi. of Hollywood Blvd. from Gower St. to Western Ave. as well as approximately 360 ft. section of Western Ave. from Hollywood Blvd. to Carlton Way. The project will improve the safety, appearance, and walkability on Hollywood Blvd. and Western Ave., by upgrading street furniture, sidewalks, landscaping, and pedestrian amenities.

☑ 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	Contractor

Purpose and Need ☐ See page 2

The Hollywood / Western Streetscape Public Improvements Project is needed for various reasons including: encouraging more transit, pedestrian and bicycle use along the corridor, beautifying the corridor to help better knit the corridor into the surrounding community, creating a walkable pedestrian friendly streetscape, complimenting future development in the area, creating a feeling of safety, encouraging more commercial/retail activity, and establishing stronger transitions/connections between Hollywood & East Hollywood.

Project Benefits ☐ See page 2

This project benefits the area in various ways including: increases the quality of the pedestrian environment with new amenities between the transit stops along Hollywood Blvd., creates safer and more accessible crossing points, creates more green space, better connects the corridor to existing and new planned activity centers, and improves linkages between public transit and pedestrian mobility.

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

Project Milestone			Proposed
Project Study Report Approved			**N/A**
Begin Environmental (PA&ED) Phase			01/01/15
Circulate Draft Environmental Document	**Document Type**		N/A
Draft Project Report			N/A
End Environmental Phase (PA&ED Milestone)			06/01/15
Begin Design (PS&E) Phase			07/01/15
End Design Phase (Ready to List for Advertisement Milestone)			04/01/16
Begin Right of Way Phase			01/01/16
End Right of Way Phase (Right of Way Certification Milestone)			04/01/16
Begin Construction Phase (Contract Award Milestone)			12/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			06/01/17
Begin Closeout Phase			07/01/17
End Closeout Phase (Closeout Report)			12/01/17

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: 5/12/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Hollywood Western Pedestrian Improvements					

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		778						778	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,145					3,145	
TOTAL		778	3,145					3,923	

Fund No. 1:	STIP/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)									ATP
PS&E		322						322	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,966					1,966	
TOTAL		322	1,966					2,288	

Fund No. 2:	LOCAL FUNDS (PROP C)								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		156						156	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			629					629	
TOTAL		156	629					785	

Fund No. 3:	LOCAL FUNDS (CD 13) - Participating								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		300						300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			141					141	
TOTAL		300	141					441	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/12/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Hollywood Western Pedestrian Improvements					

Fund No. 4:	**LOCAL FUNDS (CD 13) - Non-Participating**								**Program Code**
	Proposed Funding ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									City of Los Angeles
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			409					409	
TOTAL			409					409	

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

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

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/12/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Hollywood Western Pedestrian Improvements					

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

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

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

Project name:	Hollywood Western Pedestrian Improvements - City of Los Angeles

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)	$	322,000
Right-of-Way Phase	$	
Construction Phase-Infrastructure	$	1,966,000
Construction Phase-Non-infrastructure	$	
Total for ALL Phases	**$**	2,288,000

All Non-ATP fund types on this project* (to the nearest $1000)		**Amount**
City of Los Angeles Local Funds (Prop C)*	$	785,000
City of Los Angeles Local Funds (Council District 13)*	$	441,000
City of Los Angeles Local Funds (Council District 13)	$	409,000
	$	
	$	
	$	

*Must indicate which funds are matching

Total Project Cost	$	3,923,000
Project is Fully Funded		No

ATP Work Specific Funding Breakdown (to the nearest $1000)		**Amount**
Request for funding a Plan	$	0
Request for Safe Routes to Schools Infrastructure work	$	0
Request for Safe Routes to Schools Non-Infrastructure work	$	0
Request for other Non-Infrastructure work (non-SRTS)	$	0
Request for Recreational Trails work	$	0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	11/01/2014	01/01/2015
Right-of-Way		
Construction	06/01/2016	07/01/2016

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: Hollywood Western Pedestrian Improvements - City of Los Angeles

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name:	Hollywood Western Pedestrian Improvements - City of Los Angeles

VIII. APPLICATION SIGNATURES

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

Signature: _____ Date: 5/15/14
Name: Carlos Rios Phone: (213) 972-4963
Title: Acting Senior Transportation Engineer e-mail: Carlos.Rios@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: Jon K. Mukri Phone: (213) 972-8470
Title: General Manager, LADOT e-mail: jonkirk.mukri@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: Carlos Rios Phone: (213) 972-4963
Title: Acting Senior Transportation Engineer e-mail: Carlos.Rios@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:
Hollywood Western Pedestrian Improvements - City of Los Angeles

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

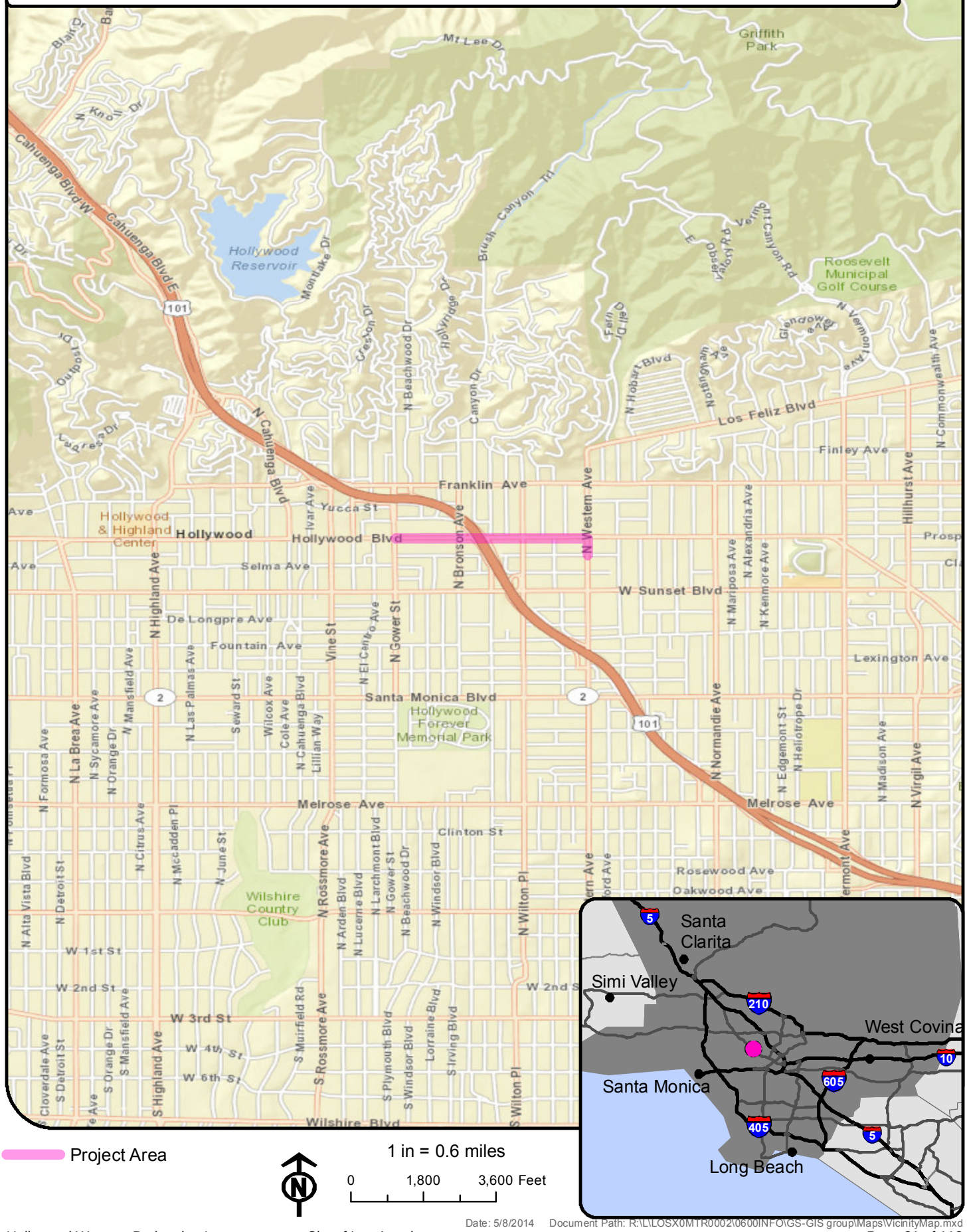
- [x] Vicinity/Location Map- **REQUIRED for all IF Projects** Attachment 1
  - [x] North Arrow
  - [x] Label street names and highway route numbers
  - [x] Scale
- [x] Photos and/or Video of Existing Location- **REQUIRED for all IF Projects** Attachment 1
  - [x] Minimum of one labeled color photo of the existing project location
  - [x] Minimum photo size 3 x 5 inches
  - [ ] Optional video and/or time-lapse
- [x] Preliminary Plans- **REQUIRED for Construction phase only** Attachment 16
  - [ ] 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
- [x] Detailed Engineer's Estimate- **REQUIRED for Construction phase only** Attachment 10
  - [x] Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - [x] Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - [x] Must identify all items that ATP will be funding
  - [x] Contingency is limited to 10% of funds being requested
  - [x] 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))
- [x] 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.
- [x] Documentation of the public participation process (required) Attachment 11
- [ ] Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- [x] Additional documentation, letters of support, etc (optional)

Attachment 1
Vicinity Map and Photos of Existing Conditions

Vicinity Map

Hollywood / Western Pedestrian Improvements - City of Los Angeles

Jurisdiction: LA CITY

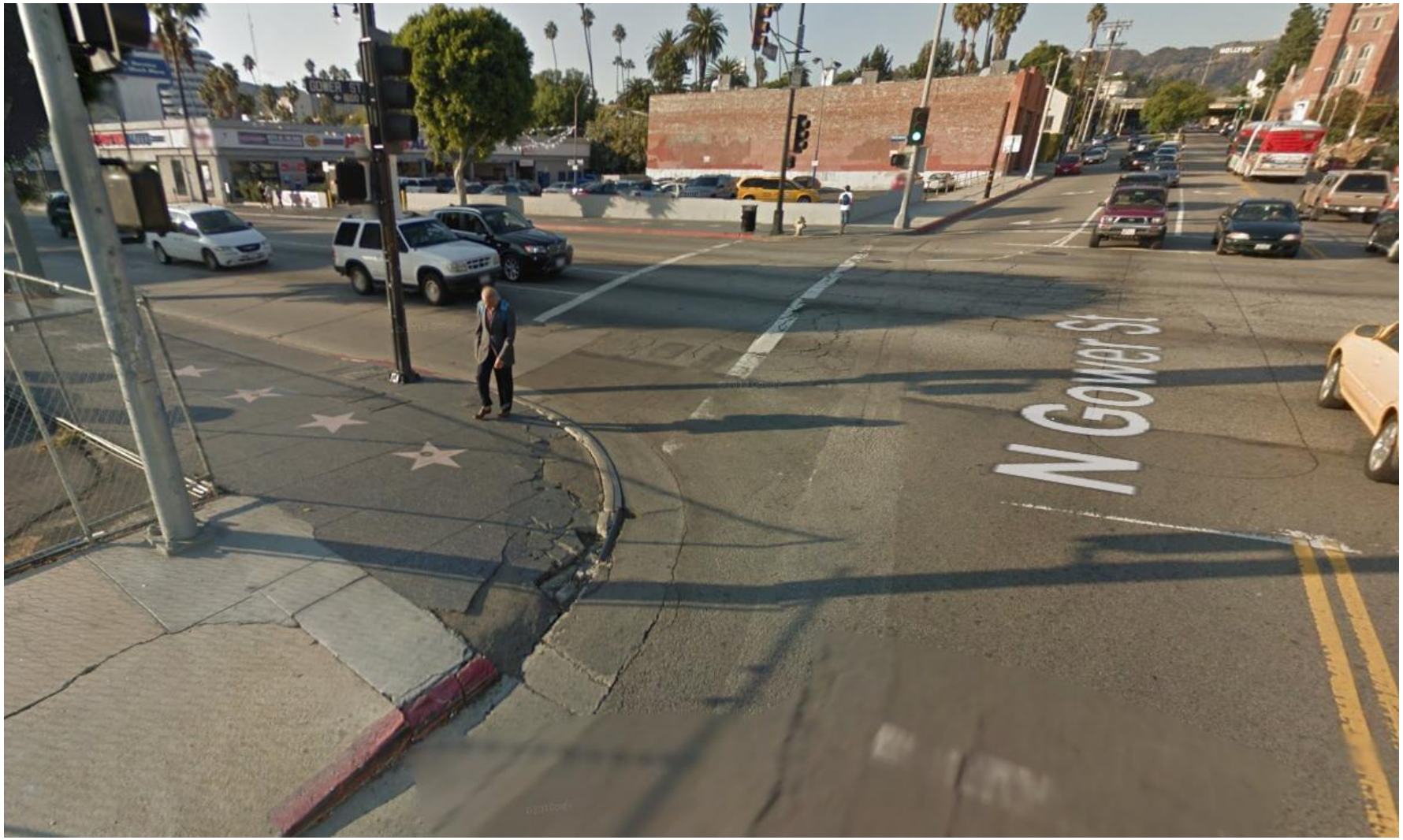


Project Area

1 in = 0.6 miles

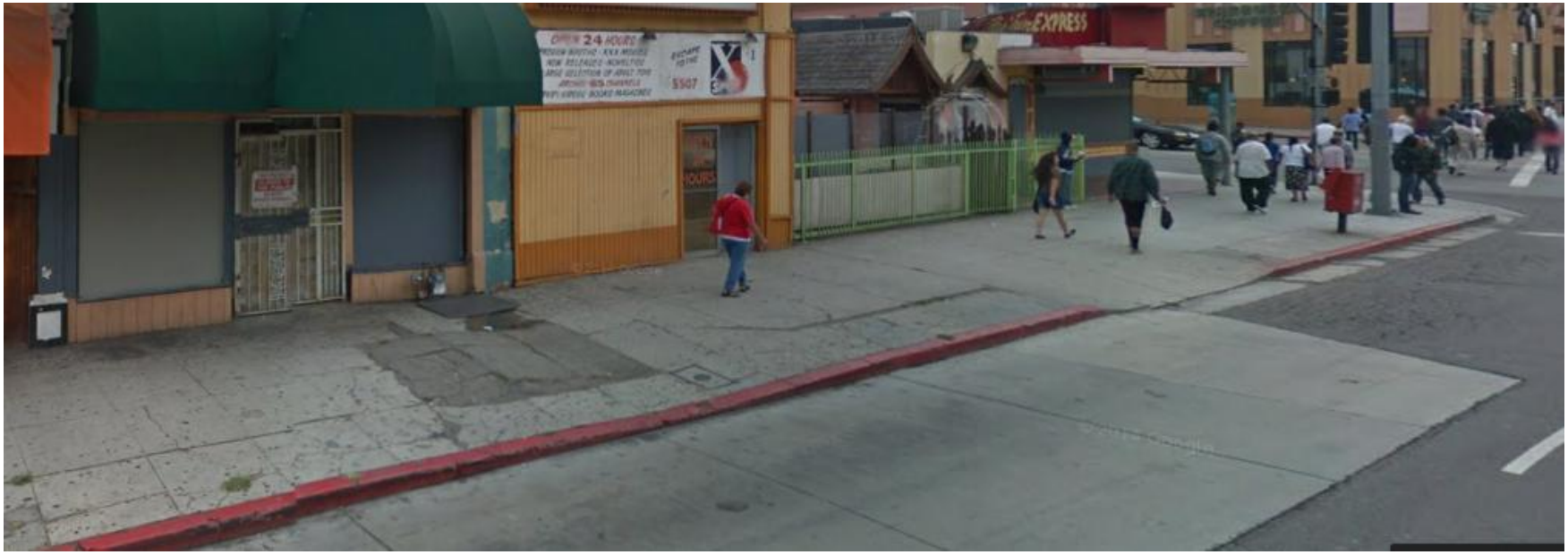
0 1,800 3,600 Feet

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



Hollywood / Gower SW corner

northside Hollywood east of Gower



northside Hollywood west of Western

northside Hollywood west of Garfield Pl

Hollywood midblock bet Gower and Bronson

Hollywood at Gramercy

Hollywood at St Andrews Pl

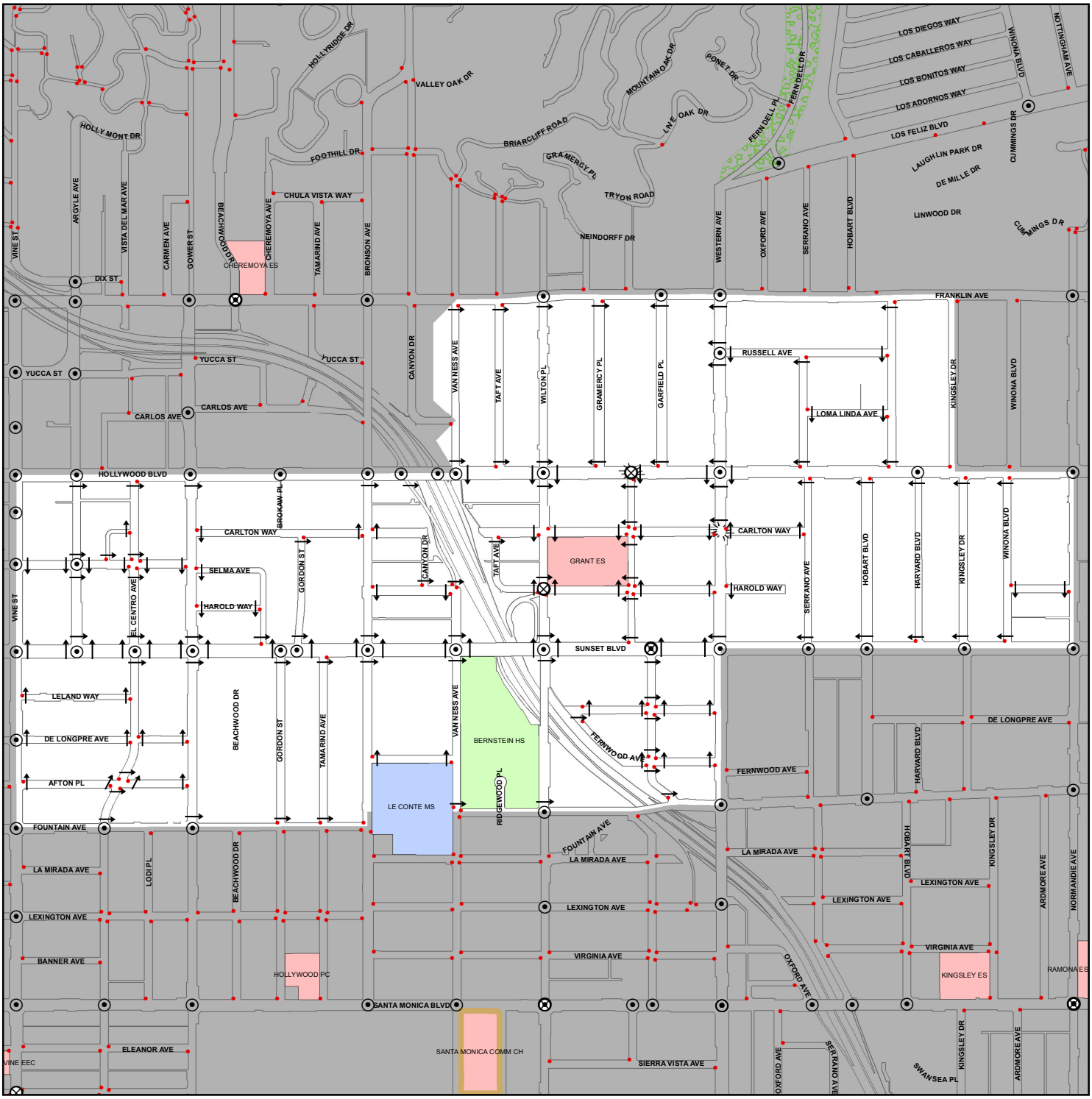
eastside of Western south of Hollywood

Attachment 2
Pedestrian Routes for Grant Elementary School

CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

PEDESTRIAN ROUTES FOR GRANT ELEMENTARY SCHOOL

June 2013



Legend

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

N W E S

0 400 800
Feet

Parents:

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

Estimados Padres:

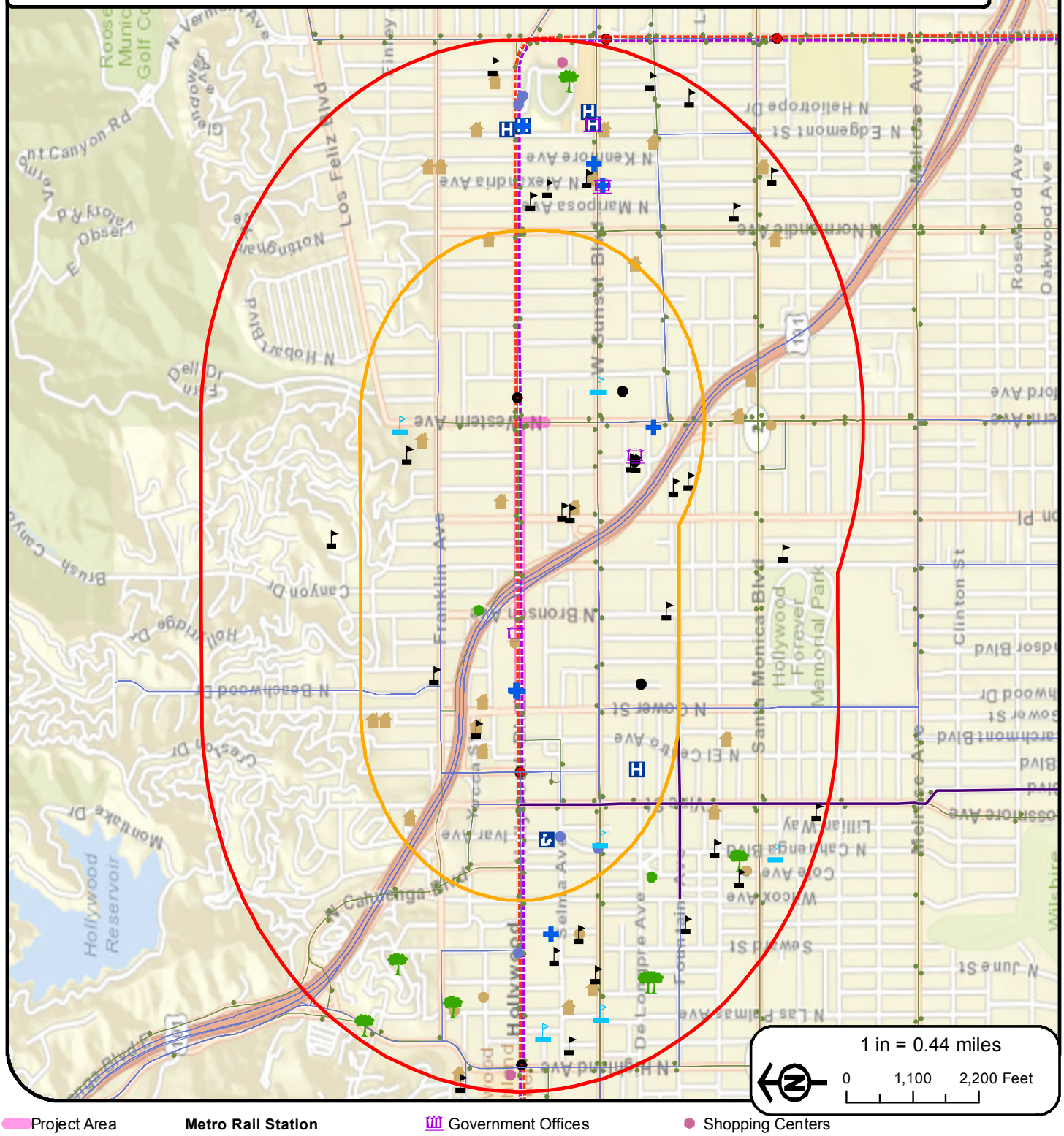
Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, selecione la ruta mas segura de su casa a la Escuela y marquelo con un lapis o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que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

Attachment 3
Bicycle/Pedestrian Infrastructure and Points of Interest

Bike/Ped Infrastructure Map

Hollywood / Western Pedestrian Improvements - City of Los Angeles

Jurisdiction: LA CITY



Project Area

Distance from Project
- 0.5 Mile
- 1 Mile

Existing Bikeways
- Bike Route

Metro Transit
- Bus Stop
- Bus Route

Metro Rail Station
- Red/Purple Rail Line Station

Metro Rail Lines
- Red/Purple Lines

Local Transit
- Bus Routes

Activity Centers
- Churches
- Schools
- Colleges and Universities
- Government Offices
- Health Clinics
- Hospitals and Medical Centers
- Libraries
- Parks and Gardens
- Farmers Markets
- Fire Stations
- Pools
- Recreation Centers/Programs
- Shopping Centers
- Tourist/Entertainment

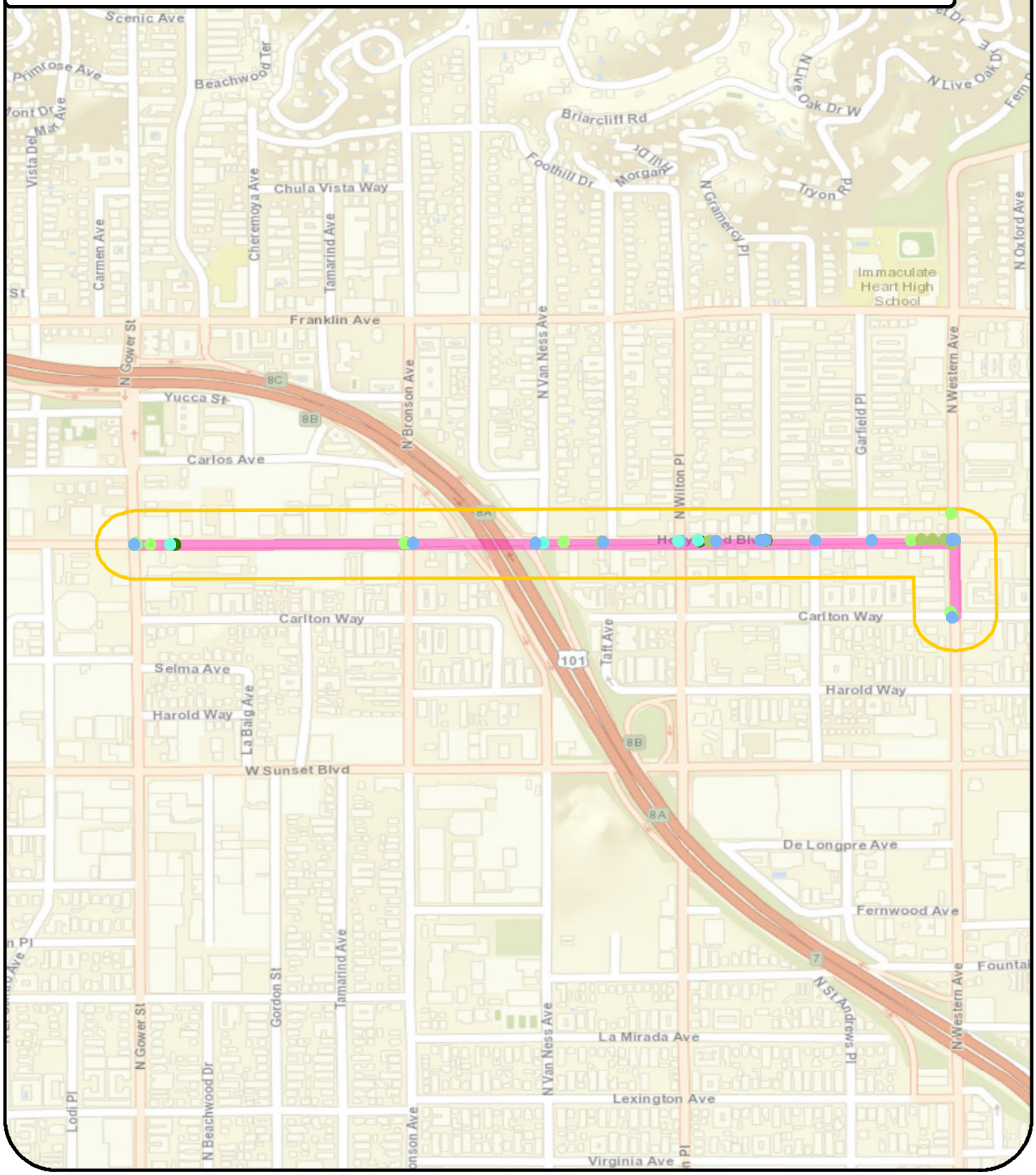
Date: 5/8/2014 Document Path: R:\L\LOSX0MTR0002\0600INFO\GS-GIS group\Maps\Bike_Ped_Infrastructure.mxd

Attachment 4
Map of Bicycle and Pedestrian Crashes

2008-2012 Bike and Pedestrian Crash Data

Hollywood / Western Pedestrian Improvements - City of Los Angeles

Jurisdiction: LA CITY



Project Area

Distance from Project

200 Feet

Bicycle Collisions (by severity)

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

Pedestrian Collisions (by severity)

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

N

1 in = 0.15 miles

0 470 940 Feet

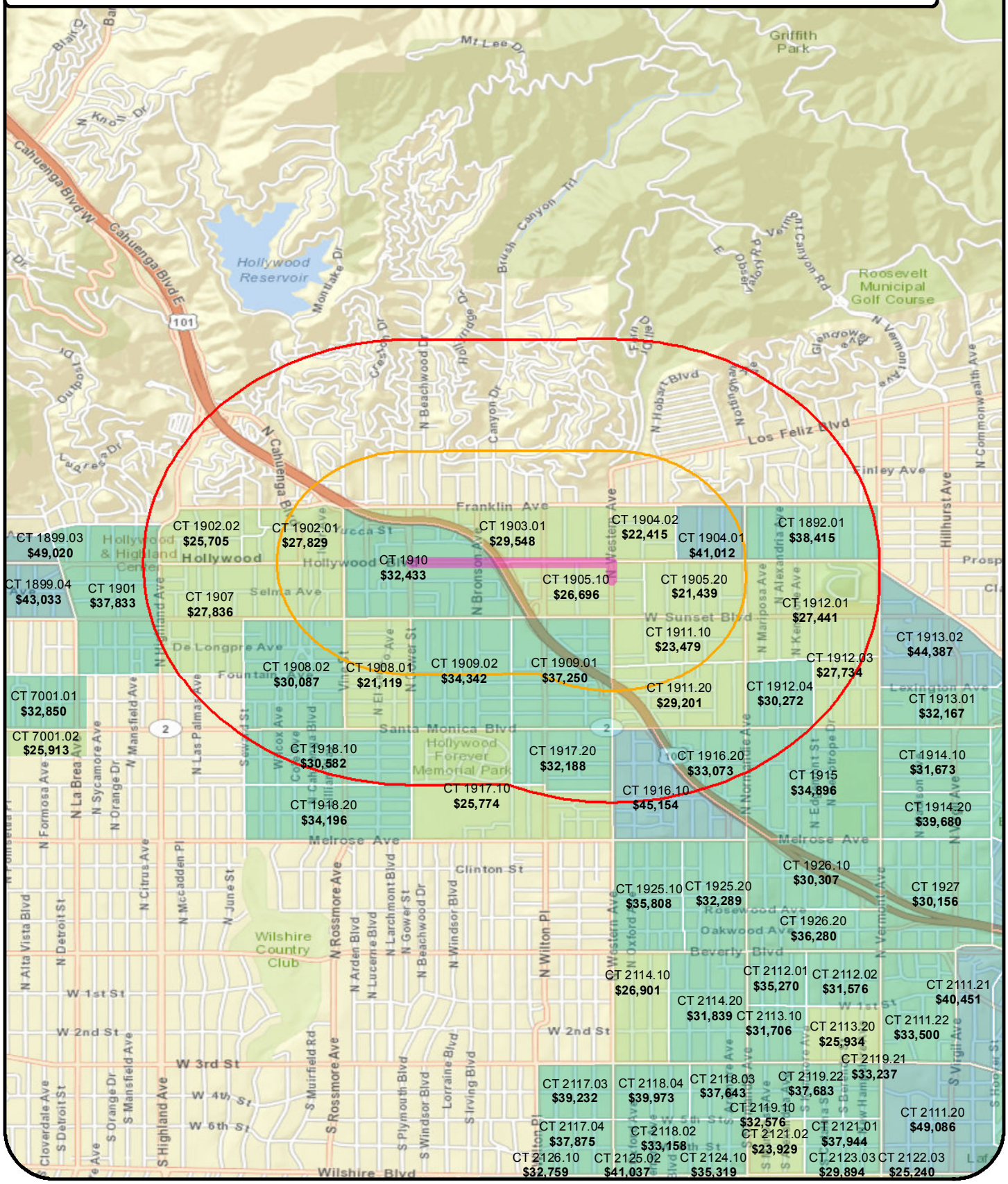
Date: 5/8/2014 Document Path: R:\L\LOSX0MTR0002\0600INFO\GS-GIS group\Maps\Bike_Ped_Crashes.mxd

Attachment 5
Median Household Income Map

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

Hollywood / Western Pedestrian Improvements - City of Los Angeles

Jurisdiction: LA CITY



Project Area

Distance from Project

- 0.5 Mile
- 1 Mile

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

1 in = 0.6 miles

0 1,800 3,600 Feet

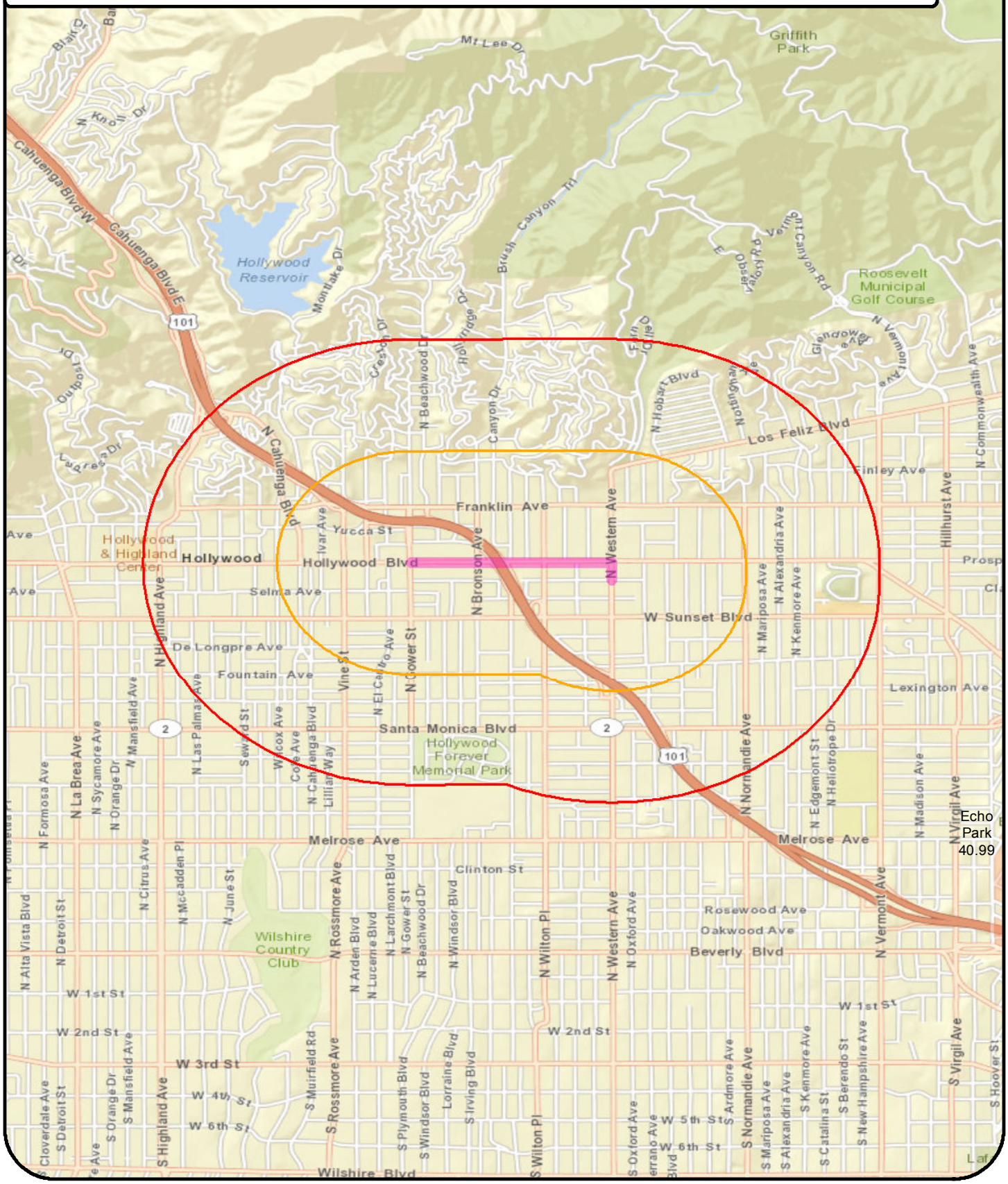
US Census ACS 2012 Data Date: 5/8/2014 Document Path: R:\L\LOSX0MTR0002\0600INFO\GS-GIS group\Maps\MedianHouseholdIncome.mxd

Attachment 6
Map of CES Scores

CalEnviroScreen (CES) Scores Map

Hollywood / Western Pedestrian Improvements - City of Los Angeles

Jurisdiction: LA CITY



Project Area

Distance from Project

0.5 Mile

1 Mile

CalEnviroScreen (CES) Scores

40 - 50

1 in = 0.6 miles

0 1,800 3,600 Feet

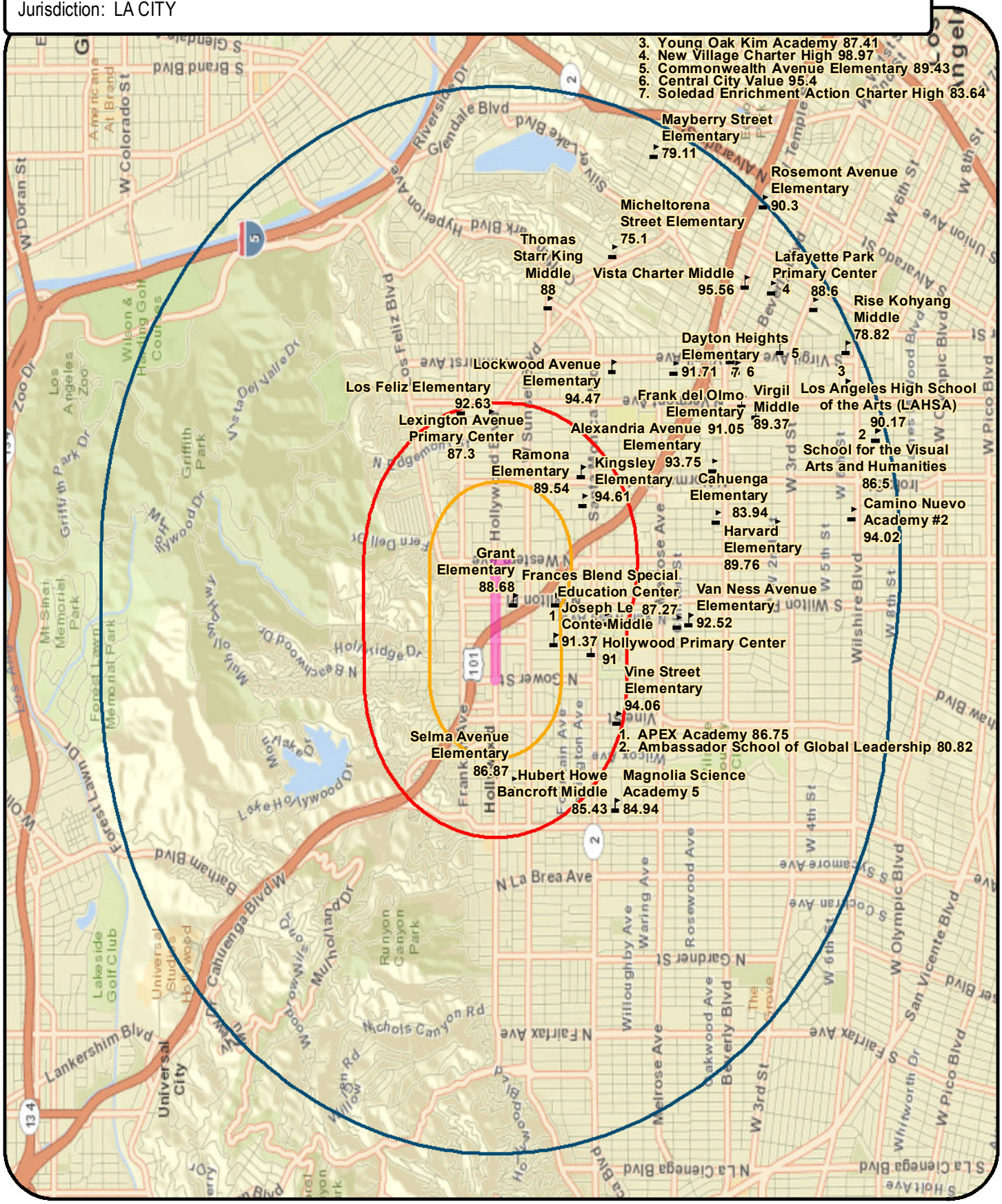
Date: 5/8/2014 Document Path: R:\L\LOSX0MTR0002\0600INFO\GS-GIS group\Maps\CESMap.mxd

Attachment 7
Map of Free and Reduced Lunch Schools

Free Lunch Schools Map (2012)

Hollywood / Western Pedestrian Improvements - City of Los Angeles

Jurisdiction: LA CITY

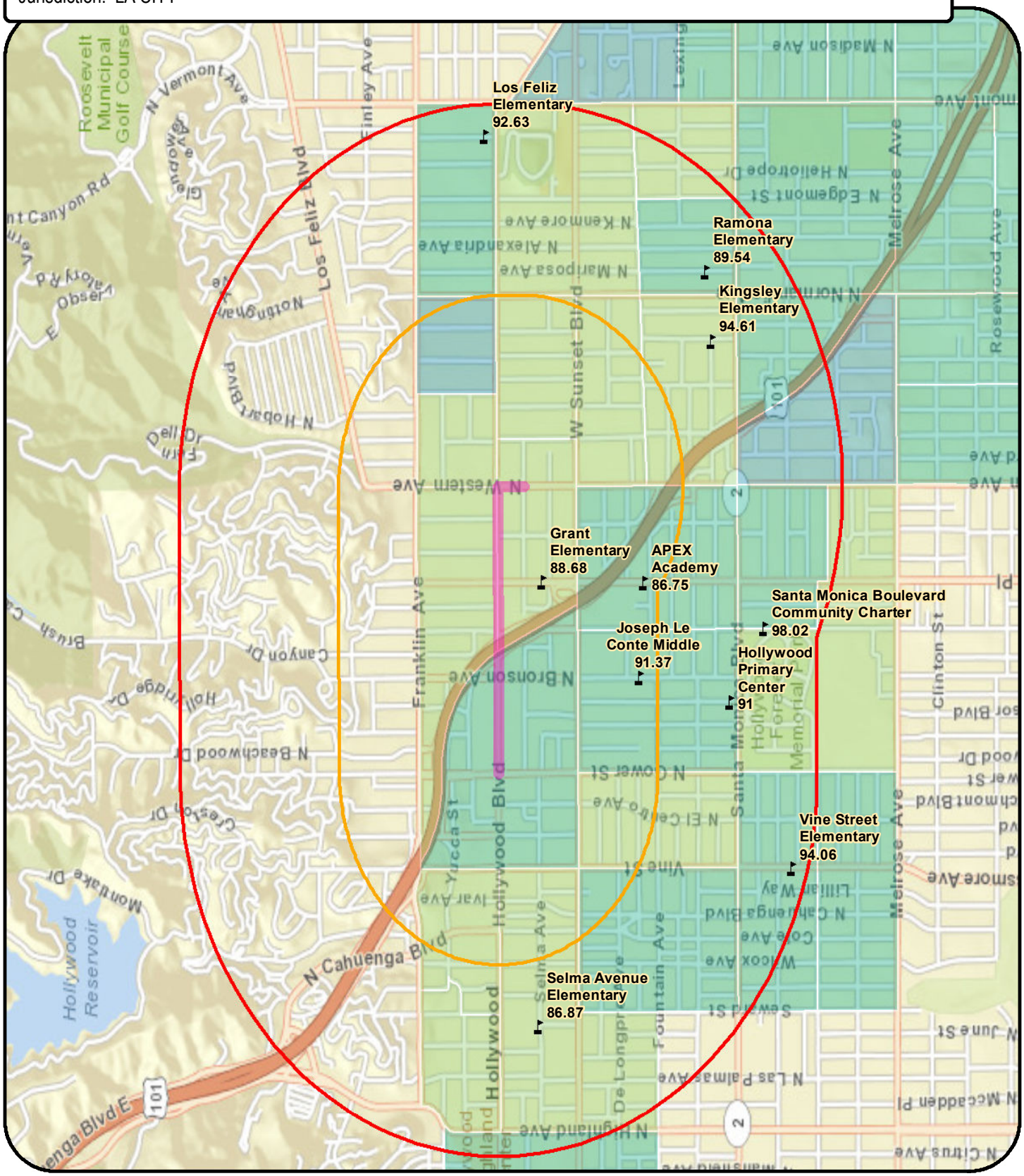


Attachment 8
Disadvantaged Communities

Disadvantaged Community (Ped)

Hollywood / Western Pedestrian Improvements - City of Los Angeles

Jurisdiction: LA CITY



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

1 in = 0.43 miles

0 840 1,680 Feet

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

Attachment 9
Letters of Support

ERIC GARCETTI
COUNCILMEMBER
PRESIDENT, LOS ANGELES CITY COUNCIL

December 17, 2010

Ms. Neelura Bell
Project Manager
CRA/ LA – Hollywood Office
6255 W. Sunset Boulevard, #2206
Los Angeles, CA 90026

Re: Proposed Hollywood/ Western Streetscape Public Improvements

Dear Ms. Bell,

Thank you for working with my office to create the Hollywood/ Western Avenue Streetscape Master Plan. Implementing Public Improvements in this often over-looked area of Hollywood has always been a goal of mine.

Pedestrian-friendly corridors that encourage alternative modes of travel in the Thirteenth Council District are critical. These improvements will calm traffic, encourage walking and greatly improve the look and feel of the neighborhood. New pedestrian amenities include bus benches, trash receptacles and stamped pedestrian cross-walks. The project also includes landscaping, widened sidewalks, pedestrian scale lighting, and ADA access ramps.

If you have any questions please feel free to contact my Director for Special Projects/ Senior Advisor, Mitch O'Farrell at (323) 957-4500 or via email at Mitch.OFarrell@lacity.org

Sincerely,

ERIC GARCETTI
President, Los Angeles City Council
Councilmember, Thirteenth District

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

CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT

ROOM 480, CITY HALL
LOS ANGELES, CA 90012
(213) 485-3337
FAX (213) 624-7810

December 23, 2010

Ms. Neelura Bell
Project Manager
CRA/LA – Hollywood Office
6255 Sunset Boulevard, #2206
Los Angeles, CA 90028

Dear Ms. Bell,

As Councilmember for the 4th District, I am pleased to support the proposed Hollywood/Western Streetscape Public Improvements Project.

This worthy project will create a pedestrian-friendly corridor that will encourage people to take advantage of the many modes of public transit in this busy section of Hollywood.

Special attention to bus routing and pedestrian access to all services is needed during any development at this node. Western Avenue buses need turn around and layover areas at the northwest corner intersection and pedestrian access to the Metro Red Line can be improved by developing a secondary Metro station entry at that corner, allowing pedestrians to cross below the street to enter and leave the Metro station. Any plans must ensure that transit opportunities are maximized at this important intersection.

The proposed public improvements will reduce automobile congestion, increase transit usage and encourage people to get out of their cars and walk. The new sidewalks, landscaping, bicycle racks, bus benches, safer crossing points, trash cans and traffic calming measures will bring new life to this neighborhood.

I fully support this work and look forward to seeing these improvements in place.

Sincerely,

TOM LABONGE
Councilmember, 4th District

STEVEN D. WHIDDON

December 23, 2010

Ms. Neelura Bell
Project Manager
CRA/ LA – Hollywood Office
6255 W. Sunset Boulevard, #2206
Los Angeles, CA 90026

Re: Proposed Hollywood/ Western Streetscape Public Improvements

Dear Ms. Bell,

Implementing Public Improvements in the eastern portion of Hollywood is a priority for the residents, businesses and property owners of the Hollywood/Western corridor. Therefore, I am pleased to support the proposed Hollywood/ Western Streetscape Improvement Project that our community helped create. I work and live in the project area and was honored to be an active participant in the creation of this much needed streetscape plan.

Pedestrian-friendly corridors that encourage alternative modes of travel along Western Avenue and Hollywood Boulevard are important. These improvements will calm traffic, encourage walking, and greatly improve the look and feel of the neighborhood. New pedestrian amenities include bus benches, trash receptacles and stamped pedestrian cross-walks. The project also includes landscaping, widened sidewalks, pedestrian scale lighting, and ADA access ramps.

We are fortunate to have the guidance and experience that Mitch O'Farrell of CD 13, has delivered in creating a plan that we are very proud of. We hope you will help the council office and our neighborhood by supporting the Hollywood / Western Streetscape plan.

Again, I support this project because it will bring badly needed improvements to this area of Hollywood.

Sincerely,

Steven Whiddon
Chair, Hollywood Studio District Neighborhood Council

HOLLYWOOD ARTS COUNCIL

1978-2010
Celebrating 32 Years of Service

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Marty Shelton
Ron Stein
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Stella Stevens
Paul Strabala
Julia Li Wu

John O. Adams
Ex-Officio

P. O. Box 931056
Hollywood, CA 90093

Phone: (323)462-2355
FAX: (323)465-9240

Making A Difference in Our Community Through the Arts
Promoting, Nurturing and Supporting the Arts of Hollywood

December 28, 2010

Ms. Neelura Bell, Project Manager
CRA/LA – Hollywood Office
6255 Sunset Boulevard, #2206
Los Angeles, CA 90028

RE: Proposed Hollywood/Western Streetscape
Public Improvements

Dear Neelura:

The Hollywood Arts Council is happy to support the proposed Hollywood/Western Streetscape Public Improvements Project that will create a pedestrian-friendly corridor. We are hopeful that these proposed public improvements will reduce automobile congestion, increase transit usage and encourage walking and transit uses as an alternative to driving.

The proposed improvements inclusion of new pedestrians amenities such as bus benches, trash cans, safer crossing points at selected locations, landscaping, new sidewalks, ADA access ramp pavers, and bicycle racks will benefit the Hollywood/East Hollywood communities.

Of particular mention were the series of stakeholder meetings that were held at convenient times and locations to insure maximum community involvement. I attended one of those meetings on behalf of the Hollywood Arts Council.

We heartily support CRA/LA's application for funding of this very worthwhile project.

Sincerely,

Nyla Arslanian
President

ADVISORY COMMITTEE

Oscar P. Arslanian
Producing Director

Randall Baumberger
Paramount Pictures

Assemblymember Kevin DeLeon
State of California

Judy Doherty
Eastman Kodak

J. Michael Dolan
Music Connection Magazine

Michael Dubelko
Producer

Christine Essel
CRA/LA

Councilmember Eric Garcetti
City of Los Angeles

Joni Gordon
Newspace

David Green
Nederlander Organization

Leron Gubler
Hollywood Chamber of Commerce

Councilmember Tom LaBonge
City of Los Angeles

Art Laboe
Original Sound Records

Joan McCarthy
Walt Disney Company

Kate Linder
Actress

George Pennacchio
ABC7 TV

Maureen Schultz
Capitol EMI

Stacey Levine
Live Nation/ Hollywood Palladium

Mayor Antonio Villaraigosa
City of Los Angeles

Supervisor Zev Yaroslavsky
Los Angeles County

WWW.HOLLYWOODARTSCOUNCIL.ORG

CIM

December 29, 2010

Ms. Neelura Bell
Project Manager
CRA/LA – Hollywood Office
6255 Sunset Boulevard, #2206
Los Angeles, CA 90028

RE: Proposed Hollywood/Western Streetscape Public Improvements

Dear Ms. Bell:

Hollywood/Western the prime transit oriented district poised to benefit from the next market cycle of infill development and neighborhood revitalization. We are pleased to support the proposed Hollywood/Western Streetscape Public Improvements Project that will create a pedestrian-friendly district that will encourage multi-modal travel. Because of the many project ready development sites adjacent to the proposed improvements, this investment can shape and will leverage multiples in private investment.

The proposed public improvements will also reduce automobile congestion, increase transit usage and encourage walking and transit uses as an alternative to driving. The proposed improvements will also bridge the gap through traffic calming measure with new pedestrians amenities such as bus benches, trash cans, safer crossing points at selected locations, landscaping, new sidewalks, ADA access ramp pavers, and bicycle racks that will benefit the Hollywood/East Hollywood communities.

CIM Group has been actively engaged in land assembly and community meetings in the immediate area since 2005.

Thank you for taking the initiative to respond to the MTA's Call for Projects and to have envisioned this opportunity for years in advance.

Sincerely,

John Given

Principal, Investments and Development

CIM GROUP 6922 HOLLYWOOD BOULEVARD LOS ANGELES, CALIFORNIA 90028-6117, PH 323.860.4900 FX 323.860.4901 CIMGROUP.COM

Meta Housing Corporation

December 30, 2010

Ms. Neelura Bell
Project Manager
CRA/LA – Hollywood Office
6255 Sunset Boulevard, #2206
Los Angeles, CA 90028

RE: Proposed Hollywood/Western Streetscape Public Improvements

Dear Ms. Bell:

We are pleased to support the proposed Hollywood/Western Streetscape Public Improvements Project that will create a pedestrian-friendly corridor that will encourage multi modal travel. The proposed public improvements will reduce automobile congestion, increase transit usage and encourage walking and transit uses as an alternative to driving. The proposed improvements will also bridge the gap through traffic calming measure with new pedestrians amenities such as bus benches, trash cans, safer crossing points at selected locations, landscaping, new sidewalks, ADA access ramp pavers, and bicycle racks that will benefit the Hollywood/East Hollywood communities.

We support the proposed streetscape improvements provided that the scope of the improvements does not encompass the proposed WOONERF improvements, elements of which would materially undermining viability of the commercial space at Meta's 5555 Hollywood development. Specifically, Meta's opposes limiting vehicular traffic on Garfield Place to north-bound traffic.

Sincerely

Tim Soule
Project Manager
Meta Housing Corporation

1640 S. Sepulveda Boulevard, Suite 425, Los Angeles, California 90025
Tel: 310-575-3543 Fax: 310-575-3563
E-mail: www.metahousing.com

CITY OF LOS ANGELES
CALIFORNIA

EAST HOLLYWOOD NEIGHBORHOOD COUNCIL

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Eric Moore, Vice President
Alex Holsheimer, Treasurer
Julia Griswold, Recording Secretary
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Shahan Suzmeyan, Sam Kbushyan
Brian Curran

ANTONIO R. VILLARAIGOSA
MAYOR

EAST HOLLYWOOD NEIGHBORHOOD COUNCIL

POSTAL MAIL
P.O Box 292359
Los Angeles California 90029

TELEPHONE
TBD

WEBSITE
www.easthollywood.net

January 1, 2011

Ms. Neelura Bell
Project Manager
CRA/ LA – Hollywood Office
6255 W. Sunset Boulevard, #2206
Los Angeles, CA 90026

Re: Proposed Hollywood/ Western Streetscape Public Improvements

Dear Ms. Bell,

Implementing Public Improvements in the eastern portion of Hollywood is a priority for the East Hollywood Neighborhood Council. At the publicly-held meeting of the East Hollywood Neighborhood Council Governing Board, on December 20, 2010, the Neighborhood Council voted unanimously to support the proposed Hollywood/ Western Streetscape Improvement Project that our community helped create.

Pedestrian-friendly corridors that encourage alternative modes of travel along Western Avenue and Hollywood Boulevard are important to our constituents. These improvements will calm traffic, encourage walking, and greatly improve the look and feel of the neighborhood. New pedestrian amenities include bus benches, trash receptacles and stamped pedestrian cross-walks. The project also includes landscaping, widened sidewalks, pedestrian scale lighting, and ADA access ramps.

Again, we support this project because it will bring badly needed improvements in this area of Hollywood.

Sincerely,

David Bell
President, East Hollywood Neighborhood Council

GREATER GRIFFITH PARK NEIGHBORHOOD COUNCIL
"Your Neighborhood. Your Voice. Your Council"

PO Box 27003
Los Angeles, CA 90027-0003
www.ggpnc.org

CERTIFIED COUNCIL #36

December 23, 2010

Ms. Neelura Bell
Project Manager
CRA/LA – Hollywood Office
6255 Sunset Boulevard, #2206
Los Angeles, CA 90028

RE: Application for Proposed Hollywood/Western Streetscape Public Improvements

Dear Ms. Bell:

We are pleased to support the CRA/LA's Project application for the proposed Hollywood/Western Streetscape Public Improvements Project. The proposed public improvements will encourage walking and transit uses as alternatives to driving thus reducing automobile congestion. This is an issue of concern to our neighborhood council and the stakeholders we serve. While the GGPNC's area of jurisdiction is the eastern boundary of the proposed project ending at Hollywood Blvd., the Western Avenue corridor is one of our community's three major North/South access routes directly connecting to Los Feliz Boulevard, our area's prime East/West artery.

We endorse CRA/LA's Project application for the proposed improvements, which will also bridge the gap through traffic calming measures and provide new pedestrians amenities such as bus benches, trash cans, safer crossing points at selected locations, landscaping, new sidewalks, ADA access ramp pavers, and bicycle racks that will benefit the Hollywood/East Hollywood/Los Feliz communities.

Encouragement of public involvement in initiatives such as this is important and two of our committee chairs (Neighborhood Improvement and Culture and Events) participated in the process. We were pleased that the proposed improvements were fully vetted through a comprehensive series of community meetings that provided maximum input from community stakeholders.

Sincerely,

Ron Ostrow
President, GGPNC
cc: Jessica Kornberg, Secretary
GGPNC Governing Board

USC
UNIVERSITY OF SOUTHERN CALIFORNIA

Local Government Relations

January 25, 2011

Mr. Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los, Angeles, California 90012

RE: MTA 2011 Call for Projects
Exposition Line Stations Streetscape Project-West

Dear Mr. Leahy:

The University of Southern California is pleased to support the City of Los Angeles' 2011 MTA Call for Projects application for the Exposition Line Stations Streetscape Project. With the Metro Exposition Line scheduled to open later this year, we must work together to ensure that this major investment meets the expectations of the public. However, we fear that the enhancements surrounding the stations will be underwhelming.

Past community meetings for the project have included visual presentations and renderings depicting a lush landscaped parkway along Exposition Boulevard. Thus, residents, businesses and key stakeholders along the line envision a transit parkway similar to the Metro Orange Line in the Valley and the Pasadena Gold Line. However, the reality is that the Metro Construction Authority has limited resources and will only be providing pedestrian enhancements in a 300-foot radius around the stations. This level of funding is insufficient and will fail to meet community expectations.

If approved, this application will fund landscape, lighting and other pedestrian improvements within a ¼ mile radius of the right-of-way between the Crenshaw Boulevard station and the La Cienega station. The enhancements proposed in this application will leverage the investment along the Metro Exposition Line and other recent public investments along the line.

This project promises to further economic revitalization efforts in South Los Angeles and improve the quality of life for those living close to the line. But most importantly it will assist with fulfilling community expectations for a landscaped parkway along Exposition Boulevard. We encourage the MTA to support this worthwhile project.

Sincerely,

David Galaviz
Executive Director
Local Government Relations

University of
Southern California
840 Childs Way
Suite 400
Los Angeles,
California 90089-2542
Tel: 213 740 7400
Fax: 213 740 7466

cc: The Honorable Antonio R. Villaraigosa, Mayor
The Honorable Bernard C. Parks, Councilmember 8th District
The Honorable Herb J. Wesson, Jr., Councilmember 10th District
The Honorable Mark Ridley-Thomas, Supervisor 2nd District

HERB J. WESSON, JR.

COUNCILMEMBER, 10TH DISTRICT

January 26, 2011

Metropolitan Transit Authority
Mr. Arthur T. Leahy
Chief Executive Officer
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: 2011 Call for Projects – City Proposals - Support for EXPO Line – Transit/Pedestrian Linkage – West Project

Dear Mr. Leahy:

As Los Angeles Councilmember for 10th Council District, I offer my support of the EXPO Line – Transit/Pedestrian Linkage – West Project which is been submitted for funding by the City of Los Angeles' Bureau of Street Services under the Los Angeles Metropolitan Transportation Authority (Metro) 2011 Call for Projects.

This project will greatly improve safety for pedestrians and encourage transit use, walking, and bik ing for the residents, businesses, student s, employees, and visitors within several neighborhoods located in my district as well as throughout the Los Angeles Region as they go to and from homes, jobs, schools, shopping, recreational, cultural, and entertainment facilities or simply run an errand.

I respectfully urge your serious consideration for funding of this project.

Sincerely,

HERB J. WESSON, JR.
Councilmember, Tenth District

HW:AW:jt3

January 18, 2007

Roger Snoble
Chief Executive Officer
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012

RE: MTA 2007 Call for Projects
Exposition Line Stations Streetscape Project

Dear Mr. Snoble:

We are a collective group of stakeholders appointed by the Exposition Construction Authority Board and have worked for many months with the Authority and the design/build contractor to ensure that the new Expo Rail Line is well designed.

We are in support of the application from the City of Los Angeles, Bureau of Street Services, for the Metro Transit Authority's 2007 Call for Projects. The Expo project budget contains only limited funding for improvements around station areas and additional funding is needed to provide pedestrian linkages around the Expo Line stations. Funding from the MTA's 2007 Call for Projects will help connect the neighboring communities and existing transit systems to the new Expo Rail project.

The improvements proposed in this application will serve a community that relies heavily on the transit system and pedestrian accessibility. We support the City of Los Angeles' application and hope that you share our vision to create a successful transit development in our community.

Sincerely,

Kathy King, Expo Urban Design Committee Member
Alan Levine, Expo Urban Design Committee Member
Michael Jones, Expo Urban Design Committee Member
Renee Gunter, Expo Urban Design Committee Member
Joyce Perkins, Expo Urban Design Committee Member
Bing Cherrie, Expo Urban Design Committee Member
Philip Hart, Expo Urban Design Committee Member
Mary Van Loo, Expo Urban Design Committee Member
Dolan Daggett, Expo Urban Design Committee Member
Martha Saucedo, Expo Urban Design Committee Member
Jessica Cusick, Expo Urban Design Committee Member
Father Mike Gutierrez, Expo Urban Design Committee Member
Kevin Scott, Expo Urban Design Committee Member

FIGUEROA CORRIDOR

January 19, 2007

Roger Snoble
Chief Executive Officer
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 9001 2

Re: MTA 2007 Call for Projects Exposition Line Stations Streetscape Project

Dear Mr. Snoble:

On behalf of the Figueroa Corridor Partnership, I am writing in support of the application from the City of Los Angeles for the Exposition Line Streetscape Project. As you are aware the Metro Exposition Line runs straight through the Figueroa BID. Residents, businesses and key stakeholders along the line envision a transit parkway similar to the Metro Orange Line in the Valley and the Pasadena Gold Line. However, the reality is that the Metro Construction Authority has limited resources and will only be providing pedestrian enhancements in a 300-foot radius around the stations. This level of funding is insufficient and will fail to meet community expectations.

With the approval of this application landscaping, lighting and other pedestrian improvements that connect the eight Metro Exposition stations stretching from Trade Tech to La Cienega will be funded. The enhancements proposed in this application will leverage the investment along the Metro Exposition Line and other recent public investments along the line.

The Figueroa Partnership urges you to support this application and worthwhile project.

Sincerely,

Darryl Holter, Chair

3982 South Figueroa Street, Suite 207, Los Angeles, CA 90037 • Tel: 213.746.9577 • Fax: 213.746.7876 • www.figueroacorridor.org

The Figueroa Corridor Partnership is responsible for the daily management and promotion of the Figueroa/Flower/Vermont corridor linking downtown Los Angeles to Exposition Park. The Partnership is commited to its' development as a safe, clean economically vibrant and aesthetically pleasing environment in which to conduct business, continue an education, visit a museum, attend a sporting event, worship or reside.

Los Angeles City Council

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Southern California Association of Governments

BERNARD C. PARKS
Councilmember, Eighth District

CONTACT INFORMATION:

City Hall Office
200 North Spring Street
Room 460
Los Angeles, CA 90012-4873
(213) 473-7008
(213) 485-7683 fax
TDD: (213) 473-6991

Constituent Service Center
8475 S. Vermont Ave.
Los Angeles, CA 90044-3424
(213) 485-7616
(213) 485-8156 fax
TDD: (323) 789-2758

Crenshaw Office
3847 S. Crenshaw Blvd.
Los Angeles, CA 90008
(323) 293-9467
(323) 293-3696 fax

January 24, 2011

Mr. Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro Call for Projects Application for the Expo Line - Transit/Pedestrian Linkage West

Dear Mr. Leahy:

Pursuant to Metro's 2011 Call for Projects, I am writing in support of the application from the City of Los Angeles for the Expo Line - Transit/Pedestrian Linkage West. As you are aware the Metro Exposition Line will open to the public in the near future. Community meetings for the project have included visual presentations and renderings depicting a lush landscaped parkway along Exposition Blvd.

If approved, this application will fund landscape, lighting and other pedestrian improvements that connect the three Metro Exposition stations stretching from Crenshaw Blvd. to Fairfax/La Cienega Blvd. The enhancements proposed in this application will leverage the investment along the Metro Exposition Line and other recent public investments along the line. This project promises to further economic revitalization efforts in South Los Angeles and improve the quality of life for those living close to the line. But most importantly it will assist with fulfilling community expectations for a landscaped parkway along Exposition Blvd.

I encourage you to join me in supporting this worthwhile project. Please direct your staff to contact Dennis Rodriguez, my Economic Development Deputy, at (213) 473-7008 or via e-mail at dennis.rodriguez@lacity.org if there are any questions.

Respectfully,

Bernard C. Parks

BERNARD C. PARKS
Councilmember

BCP: dfr

e-mail: councilmember.parks@lacity.org
website: www.bernardparks.com

Attachment 10
Budget Estimate

Hollywood Western Budget Estimate

Item		Description	Quantity	Unit	Unit Cost	Cost
I.		**General Move-On Costs**				
	1	General conditions/Mobilization	1	LS	$12,000	$12,000
	2	Traffic Control	1	LS	$12,000	$12,000
		Section I. Sub-Total				$24,000
Item		**Description**	**Quantity**	**Unit**	**Unit Cost**	**Cost**
II.		**Demolition/Removals**				
	3	Tree Removal	11	EA	$1,000	$11,000
	4	Remove asphalt concrete (8" thick)	3,818	SF	$5	$19,090
	5	Root Pruning	11	EA	$450	$4,950
	6	Clearing and Grubbing	176	SF	$2	$352
	7	Concrete removal (4" thick) - for sidewalks	55,933	SF	$4	$223,732
	8	Concrete curb removal	999	EA	$8	$7,992
	9	Utility Pole / Fire Hydrant Relocation (approximate)	7	SF	$10,000	$70,000
		Section II. Sub-Total				$337,116
III.		**Hardscape Construction**				
	10	Imported soil (placed and compacted)	5,264	CY	$55	$289,520
	11	4" thick scored concrete - to replace bad older concrete	19,641	SF	$15	$294,615
	12	Integral concrete curb and gutter , a=2' ; b=6" - sidewalk	832	LF	$45	$37,440
	13	New ADA access ramp colored concrete	975	SF	$19	$18,525
	14	New sidewalk colored concrete	36,292	SF	$15	$544,380
	15	Signals modification, per intersection	3	EA	$85,000	$255,000
	16	DOT white high visibilty crosswalks	18	EA	$2,500	$45,000
	17	New asphaltic concrete slurry seal - road	363,200	SF	$0.25	$90,800
		Section III. Sub-Total				$1,575,280
IV.		**Tree (BSS)**				
	18	New street tree, 36" or 24" box size with root barrier, staking	72	EA	$900	$64,800
	19	New Phoenix	15	EA	$1,250	$18,750
	20	New tree well, decomposed granite mulch	87	EA	$180	$15,660
		Section IV. Sub-Total				$99,210
VIII.		**Landscape, Irrigation, Street Furniture**				
	21	Landscape planting - parkways, curbs	4,560	SF	$8	$36,480
	22	Containers with plantings	15	EA	$800	$12,000
	23	Hanging flower baskets (attached to light poles)	10	EA	$350	$3,500
	24	Irrigation system (parkways and curb extension)	4,560	SF	$6	$27,360
	25	Street light poles (paint existing light poles)	55	EA	$400	$22,000
	26	New bicycle racks	15	EA	$300	$4,500
	27	Bicycle racks (existing refurbished)	14	EA	$150	$2,100
	28	Benches	7	EA	$1,200	$8,400
	29	Trash receptacles	7	EA	$600	$4,200
	30	Bus Safety Lighting, solar fixtures @ bus stops	24	EA	$12,000	$288,000
		(max. 3 pedestrian lights per bus stop)				
		Section VIII. Sub-Total				$408,540
IX.		**Art Components**				$40,000
		Construction Items total				$2,484,146
		10% Contigency				$248,415
		Construction Management (15%)				$409,884
		Total Construction Cost (TCC)				**$3,142,445**
		PE				
		Design Fees (18% of Construction)				$595,365
		ROW Cert				
		- Utility Impact Analysis				$10,000
		NEPA (Prelim Env. Ass. Form)				$3,000
		BID & Award Costs				$15,000
		DOT Admin PM (5% of Construction)				$157,122
		Total Design Budget				**$780,487**
		Total Project Cost (TPC)				**$3,922,932**

Attachment 11
Community Meetings

Meetings Held for the Hollywood Western Streetscape Master Plan

January 28, 2010 – Kick-off Meeting
February 25, 2010 – Workshop 1
March 25, 2010 – Workshop 2: Western Avenue between Santa Monica and Hollywood Boulevard.
April 13, 2010 – Workshop 3: Hollywood Boulevard and Western Avenue.
April 22, 2010 – Workshop 4: Hollywood Boulevard between Gower and Western and Western Avenue between Hollywood Boulevard and Franklin.
May 27, 2010 Workshop 5: Western Avenue between Santa Monica and Hollywood Boulevard
June 24, 2010 Draft Plan Presentation and Public Comment

Community meeting participants for the Hollywood Western Master Plan

Active Participants	Address	Contact
Los Angeles Community Redevelopment Agency CRA/LA	1200 West 7th St., Los Angeles, CA 90017	Neelura Bell nbell@cra.lacity.org Phone: (323) 960-2663
Office of Councilmember Eric Garcetti	5500 Hollywood Blvd. 4th Floor Los Angeles, CA 90028	Angela Motta, Mitch O'Farrell councilmember.garcetti@lacity.org Phone: (323) 957-4500
Office of Councilmember Tom LaBonge	200 N. Spring Street Room 480 Los Angeles, CA 90012	Mary Rodriguez, Carolyn Ramsay councilmember.labonge@lacity.org Phone: (213) 485-3337
Hollywood Studio District Neighborhood Council	5500 Hollywood Blvd Suite 406 Los Angeles, CA 90028	Ed Hunt, Fala Colenn, Juri Ripinsky, Chris Shabel, Steve Whiddon Phone: (323) 461-0773
East Hollywood Neighborhood Council	P.O. Box 292359 Los Angeles, CA 90029	ehnc@easthollywood.net Phone: (323) 717-6112
Greater Griffith Park Neighborhood Council	PO Box 27003 Los Angeles CA 90027	David Uebersax ggpnc@ggpnc.org Phone: (213) 973-9758
Hollywood Arts Council	P.O. Box 931056 Hollywood, CA 90093	Nyla Arslanian Phone: (323) 462-2355
Los Feliz Improvement Association	P.O Box 29395 Los Angeles, CA 90029	Dennis Chew web@lfia.org Phone: (323) 660-1914
Covenant House	1325 N. Western Ave. Hollywood, CA 90027	Craig Cox Phone: (323) 461-3131
Hollywood Heritage	P.O. Box 2586 Hollywood, CA 90078	Brian Curran membership@hollywoodheritage.org (323) 874-4005
Garfield Neighborhood Watch	1718 Garfield Pl. Los Angeles, CA 90028	Cindy Duhaime garfieldwatch@hotmail.com Phone: (323)957-9733
Assistance League of Southern California	1367 N. Saint Andrews Pl. Los Angeles, CA 90028	Judy Kloner, Jesus Salazar, Susan Brown Campell, Barbara Linski (323) 469-1970
Armenian- American Chamber of Commerce, Little Armenia Chapter	25 East Broadway Glendale, CA 91206	Edgar Makhshikyan Phone: (818) 247-0196
Oaks Home Owners Association	P.O. Box 29155 Los Angeles, CA 90029	Rainer Standke boardmembers@oakshome.org
Hollywood Property Owners Alliance	1680 Vine St. Suite 414 Hollywood, CA 90028	Sarah MacPherson sarah@hollywoodbid.org Phone: (323) 463-6767

Attachment 11: Community Meetings

Organization	Role	Contact
Hollywood Property Owners Alliance	Maintain the public improvements along the boundaries of Gower to USA 101 freeway after construction is completed.	Sarah MacPherson (323) 463-6767
Office of Council District 13 President Eric Garcetti	Approve CRA/LA action item to award construction contract to selected contractor.	Mitch O'Farrell (323) 957-4500
Office of Council District 4 Tom LaBonge	Approve CRA/LA action item to award construction contract to selected contractor.	Carolyn Ramsay (213) 485-3337
Community Redevelopment Agency of the City of Los Angeles	Implement all the public improvements procedures to commence the Environmental, Design, Construction Documents, Process Permit approvals, BID advertise, selection of construction contractor, Issue Notice to Proceed on construction, file Notice of Completion and close out project.	Christine Essel - CEO Mayra Rivera (323) 960-2667
City of Los Angeles, Bureau of Street Services	Coordination and review local bus stops and related improvements to vendors hired to install and maintain all equipment related to Local and Rapid transit stops including Bus Shelters, Kiosks, and other City Amenity Components.	Lance Oishi Audrey Netsausang (213) 847-0901
Los Angeles Department of Transportation	Coordinate on phasing and signalization of Pedestrian Signals	Bernard Tumbucon Carlos Rios (213) 927-4967
Los Angeles Metropolitan Transportation Authority	Coordination and installation of new benches, bus shelters, Kiosks, Public Art and all equipment or improvements related to Local and Rapid Transit stops.	Tham Nguyen (213) 922-2606

Attachment 12
Cost Effectiveness Methodology and Results

Benefit-Cost Methodology

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

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

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

The calculator inputs are:

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

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

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

1. Evaluating Active Transport Benefits and Costs

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

This report describes the impacts of policies and projects that improve active transportation conditions to increase active mode use. The report discusses the factors that affect the benefits and costs of active transportation and describing methods for quantifying/monetizing them. The report includes examples of performance indicators to evaluate the quality of walking and biking conditions, encouragement strategies, active planning resources, benefit and cost categories, monetization methods, user benefits, and more evaluation methods.

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

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

Benefits

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

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

	Improved Active Travel Conditions	Increased Active Transport Activity	Reduced Automobile Travel	More Compact Communities
Potential Benefits	• Improved user convenience and comfort • Improved accessibility for non-drivers, which supports equity objectives • Option value • Supports related industries (e.g., retail and tourism) • Increased security	• User enjoyment • Improved public fitness and health • Increased community cohesion (positive interactions among neighbors due to more people walking on local streets) which tends to increase local security	• Reduced traffic congestion • Road and parking facility cost savings • Consumer savings • Reduced chauffeuring burdens • Increased traffic safety • Energy conservation • Pollution reductions • Economic development	• Improved accessibility, particularly for non-drivers • Transport cost savings • Reduced sprawl costs • Openspace preservation • More livable communities • Higher property values • Improved security
Potential Costs	• Facility costs • Lower traffic speeds	• Equipment costs (shoes, bikes, etc.) • Increased crash risk	• Slower travel	• Increases in some development costs

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

User Benefits

"Improving active mode conditions (better sidewalks, crosswalks, paths, bike parking, traffic speed reductions, etc.) directly benefits *existing users* (people who would walk or bicycle even without improvements) and *new users* (people who increase walking or cycling in response to improvements)." The user benefits of improving active mode conditions, including a number of studies that find increased property values, can be evaluated based on avoided costs, contingent valuation (user surveys), and hedonic pricing.

Option Value

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

Equity benefits

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

Physical Fitness and Health

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

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

Costs

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

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

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

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

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

Acronym: NMT = Non-Motorized Transportation

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

Evaluation Matrix

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

Table 15 **Active Transportation Evaluation Framework**

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

Acronym: NMT = Non-Motorized Transportation

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

Quantifying Project Benefits and Costs

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

Active Transportation – Benefits and Costs

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

Active Transportation – Benefits and Costs

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

* The "Transport Diversity Value" chapter of *Transportation Cost and Benefit Analysis* (Litman 2009) estimates that improvements in affordable alternative modes can be valued at 7¢ per passenger-mile, although this value can vary significantly depending on conditions and assumptions.

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

2. Local Roadway Safety Manual for California Local Road Owners

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

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

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

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

Countermeasures to Improve Bicycle and Pedestrian Safety

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

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

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

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

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

[2] http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html

Safety Index Calculation Method

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

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

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

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

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

2) *Benefit (Life) = Benefit (annual) x Years of service life*

3) Benefit/Cost Ratio (each countermeasure): $$Benefit\ \ Cost\ Ratio_{(CM)} = \frac{Benefit\ (Life)_{(CM)}}{Total\ \Pr oject\ Cost_{(CM)}}$$

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

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

3. Economic Analysis Primer

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

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

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

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

4. Guidelines for Analysis of Investments in Bicycle Facilities

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

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

What is the geographic scale or type of facility?

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

Who benefits from the facility?

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

[3] http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html

Which benefits apply to the facility?

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

What units and methods are used?

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

5. Costs for Bicycle and Pedestrian Infrastructure Improvements

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

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

PROJECT DESCRIPTION

Please note that only yellow cells should be modified

Name of Project	Pedestrian Improvements - Total Project Cost
Project Location	5632- Hollywood
Type of Project	Walking — *Enter Walking (for Sidewalks or Multi-Use Path) or Cycling*
Current Year	2014

TRAVEL CHARACTERISTICS

	No Build	Build			Annual Person Miles No Build	Annual Person Miles Build	Increased Person Miles	Reduced Vehicle Miles
Existing Demand (Daily Person Trips)	5740	5830	*Year*	2012	1,571,325	1,595,963	24,638	73,913
Forecast Demand (Daily Person Trips)	6474	6570	*Year*	2035	1,772,258	1,798,538	26,280	78,840
Length (miles)	0.75					IPM:RVM ratio	1	3

PED CRASH HISTORY

Crash Severity	Number of B/P Crashes
Fatal Crashes	1
Injury Crashes (Total)	33
Injury Type A (severe)	5
Injury Type B (moderate)	12
Injury C (minor)	16
Property Damage Only (PDO)	
Total	34
Crash Analysis Period (Minimum 5 years)	5

Can be left blank if unknown

Existing Year Vehicular ADT	
ADT	28,000
Year	2012

Forcast Year Vehicular ADT	
ADT	29,500
Year	2035

Crash Countermeasures (Safety Improvements)		Project Includes?
pedestrian countdown signal heads	*Signalized Intersection*	Y
pedestrian crossing	*Signalized Intersection*	Y
advance stop bar before crosswalk (bicycle box)	*Signalized Intersection*	Y
pedestrian overpass/ underpass	*Signalized Intersection*	N
raised medians/ refuge islands	*Unsignalized Intersection*	N
pedestrian crossing (new signs and markings only)	*Unsignalized Intersection*	Y
pedestrian crossing (enhanced safety features/ curb extensions)	*Unsignalized Intersection*	Y
pedestrian signal	*Unsignalized Intersection*	N
bike lanes	*Roadway*	N
sidewalk/ pathway (to avoid walking along roadway)	*Roadway*	N
pedestrian crossing (with enhanced safety features)	*Roadway*	Y
raised pedestrian crossing	*Roadway*	N

PROJECT COSTS

Capital Investment	$2,288,000.00	*Estimated Year Construction Begins*	2016	*Discount Rate Used to calculate Net Present Value*	4.0%
Annual Operations/ Maintenance Costs	$0.00	*Estimated Opening Year*	2017		

ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION

				Increased Active Travel Activity		Reduced Automobile Travel								
Year	Actual Year	Increased Person Miles (IPM)	Reduced Vehicle Miles (RVM)	Fitness and health – walking	Fitness and health – cycling	Vehicle cost savings	Congestion reduction	Reduced barrier effect	Roadway cost savings	Parking cost savings	Energy conservation	Pollution reductions	Combined Benefits	Net Present Value
				0.500	0.200	0.225	0.060	0.010	0.042	0.360	0.030	0.044		
				IPM		RVM	RVM	RVM	RVM	RVM	RVM	RVM		
CONSTRUCTION														
1	2016													
2	0													
3	0													
4	0													
5	0													
OPENING YEAR														
1	2017	24,990	74,970	$12,495	$0	$16,868	$4,498	$750	$3,149	$26,989	$2,249	$3,299	$70,297	$62,494
2	2018	25,062	75,185	$12,531	$0	$16,917	$4,511	$752	$3,158	$27,067	$2,256	$3,308	$70,498	$60,262
3	2019	25,133	75,399	$12,567	$0	$16,965	$4,524	$754	$3,167	$27,144	$2,262	$3,318	$70,700	$58,110
4	2020	25,205	75,614	$12,602	$0	$17,013	$4,537	$756	$3,176	$27,221	$2,268	$3,327	$70,901	$56,034
5	2021	25,276	75,829	$12,638	$0	$17,062	$4,550	$758	$3,185	$27,298	$2,275	$3,336	$71,102	$54,032
6	2022	25,348	76,044	$12,674	$0	$17,110	$4,563	$760	$3,194	$27,376	$2,281	$3,346	$71,304	$52,101
7	2023	25,419	76,258	$12,710	$0	$17,158	$4,576	$763	$3,203	$27,453	$2,288	$3,355	$71,505	$50,238
8	2024	25,491	76,473	$12,746	$0	$17,206	$4,588	$765	$3,212	$27,530	$2,294	$3,365	$71,706	$48,442
9	2025	25,563	76,688	$12,781	$0	$17,255	$4,601	$767	$3,221	$27,608	$2,301	$3,374	$71,908	$46,710
10	2026	25,634	76,903	$12,817	$0	$17,303	$4,614	$769	$3,230	$27,685	$2,307	$3,384	$72,109	$45,039
11	2027	25,706	77,117	$12,853	$0	$17,351	$4,627	$771	$3,239	$27,762	$2,314	$3,393	$72,310	$43,428
12	2028	25,777	77,332	$12,889	$0	$17,400	$4,640	$773	$3,248	$27,840	$2,320	$3,403	$72,512	$41,874
13	2029	25,849	77,547	$12,924	$0	$17,448	$4,653	$775	$3,257	$27,917	$2,326	$3,412	$72,713	$40,375
14	2030	25,921	77,762	$12,960	$0	$17,496	$4,666	$778	$3,266	$27,994	$2,333	$3,422	$72,914	$38,930
15	2031	25,992	77,976	$12,996	$0	$17,545	$4,679	$780	$3,275	$28,071	$2,339	$3,431	$73,116	$37,536
16	2032	26,064	78,191	$13,032	$0	$17,593	$4,691	$782	$3,284	$28,149	$2,346	$3,440	$73,317	$36,191
17	2033	26,135	78,406	$13,068	$0	$17,641	$4,704	$784	$3,293	$28,226	$2,352	$3,450	$73,518	$34,895
18	2034	26,207	78,621	$13,103	$0	$17,690	$4,717	$786	$3,302	$28,303	$2,359	$3,459	$73,720	$33,645
19	2035	26,278	78,835	$13,139	$0	$17,738	$4,730	$788	$3,311	$28,381	$2,365	$3,469	$73,921	$32,439
20	2036	26,350	79,050	$13,175	$0	$17,786	$4,743	$791	$3,320	$28,458	$2,372	$3,478	$74,123	$31,276

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

Discount Rate 4.0%

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION

			SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES					
Year	Actual Year	ADT	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	Maximum Benefit from Single Counter-measure	Net Present Value
			25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%		
			Y	Y	Y	N	N	Y	Y	N	N	N	Y	N		
CONSTRUCTION																
1	2016															
2	0															
3	0															
4	0															
5	0															
OPENING YEAR																
1	2017	28,330	$337,765	$337,765	$202,659	$0	$0	$337,765	$472,871	$0	$0	$0	$405,318	$0	$472,871	$420,381
2	2018	28,395	$338,543	$338,543	$203,126	$0	$0	$338,543	$473,960	$0	$0	$0	$406,252	$0	$473,960	$405,143
3	2019	28,461	$339,321	$339,321	$203,593	$0	$0	$339,321	$475,050	$0	$0	$0	$407,185	$0	$475,050	$390,456
4	2020	28,526	$340,099	$340,099	$204,060	$0	$0	$340,099	$476,139	$0	$0	$0	$408,119	$0	$476,139	$376,300
5	2021	28,591	$340,877	$340,877	$204,526	$0	$0	$340,877	$477,228	$0	$0	$0	$409,053	$0	$477,228	$362,654
6	2022	28,656	$341,656	$341,656	$204,993	$0	$0	$341,656	$478,318	$0	$0	$0	$409,987	$0	$478,318	$349,502
7	2023	28,722	$342,434	$342,434	$205,460	$0	$0	$342,434	$479,407	$0	$0	$0	$410,920	$0	$479,407	$336,825
8	2024	28,787	$343,212	$343,212	$205,927	$0	$0	$343,212	$480,496	$0	$0	$0	$411,854	$0	$480,496	$324,606
9	2025	28,852	$343,990	$343,990	$206,394	$0	$0	$343,990	$481,586	$0	$0	$0	$412,788	$0	$481,586	$312,829
10	2026	28,917	$344,768	$344,768	$206,861	$0	$0	$344,768	$482,675	$0	$0	$0	$413,721	$0	$482,675	$301,477
11	2027	28,983	$345,546	$345,546	$207,328	$0	$0	$345,546	$483,764	$0	$0	$0	$414,655	$0	$483,764	$290,536
12	2028	29,048	$346,324	$346,324	$207,794	$0	$0	$346,324	$484,854	$0	$0	$0	$415,589	$0	$484,854	$279,991
13	2029	29,113	$347,102	$347,102	$208,261	$0	$0	$347,102	$485,943	$0	$0	$0	$416,523	$0	$485,943	$269,827
14	2030	29,178	$347,880	$347,880	$208,728	$0	$0	$347,880	$487,032	$0	$0	$0	$417,456	$0	$487,032	$260,031
15	2031	29,244	$348,658	$348,658	$209,195	$0	$0	$348,658	$488,122	$0	$0	$0	$418,390	$0	$488,122	$250,589
16	2032	29,309	$349,437	$349,437	$209,662	$0	$0	$349,437	$489,211	$0	$0	$0	$419,324	$0	$489,211	$241,488
17	2033	29,374	$350,215	$350,215	$210,129	$0	$0	$350,215	$490,300	$0	$0	$0	$420,258	$0	$490,300	$232,717
18	2034	29,439	$350,993	$350,993	$210,596	$0	$0	$350,993	$491,390	$0	$0	$0	$421,191	$0	$491,390	$224,264
19	2035	29,505	$351,771	$351,771	$211,062	$0	$0	$351,771	$492,479	$0	$0	$0	$422,125	$0	$492,479	$216,116
20	2036	29,570	$352,549	$352,549	$211,529	$0	$0	$352,549	$493,568	$0	$0	$0	$423,059	$0	$493,568	$208,264

	Fatal	Injury	Injury A	Injury B	Injury C	PDO	Total	Years
Frequency	1		5	12	16	0	34	5
Cost/Crash	$4,008,900	$80,000	$216,000	$79,000	$44,900	$7,400		
Annual Cost	$801,780		$216,000	$189,600	$143,680	$0	$1,351,060	

Discount Rate 4.0%

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

ESTIMATED COSTS FOR PROJECT

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs 0.080 IPM	Combined Costs	Net Present Value
CONSTRUCTION						
1	2016		$2,288,000		$2,288,000	$2,115,385
2	0		$0		$0	$0
3	0		$0		$0	$0
4	0		$0		$0	$0
5	0		$0		$0	$0
OPENING YEAR						
1	2017	24,990	$0	$1,999	$1,999	$1,777
2	2018	25,062	$0	$2,005	$2,005	$1,714
3	2019	25,133	$0	$2,011	$2,011	$1,653
4	2020	25,205	$0	$2,016	$2,016	$1,594
5	2021	25,276	$0	$2,022	$2,022	$1,537
6	2022	25,348	$0	$2,028	$2,028	$1,482
7	2023	25,419	$0	$2,034	$2,034	$1,429
8	2024	25,491	$0	$2,039	$2,039	$1,378
9	2025	25,563	$0	$2,045	$2,045	$1,328
10	2026	25,634	$0	$2,051	$2,051	$1,281
11	2027	25,706	$0	$2,056	$2,056	$1,235
12	2028	25,777	$0	$2,062	$2,062	$1,191
13	2029	25,849	$0	$2,068	$2,068	$1,148
14	2030	25,921	$0	$2,074	$2,074	$1,107
15	2031	25,992	$0	$2,079	$2,079	$1,067
16	2032	26,064	$0	$2,085	$2,085	$1,029
17	2033	26,135	$0	$2,091	$2,091	$992
18	2034	26,207	$0	$2,097	$2,097	$957
19	2035	26,278	$0	$2,102	$2,102	$923
20	2036	26,350	$0	$2,108	$2,108	$889

Discount Rate 4.0%

BENEFIT/COST SUMMARY

		NET PRESENT VALUE		
Year	Actual Year	ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION	ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION	ESTIMATED COSTS FOR PROJECT
CONSTRUCTION				
1	2016	$0	$0	$2,115,385
2	0	$0	$0	$0
3	0	$0	$0	$0
4	0	$0	$0	$0
5	0	$0	$0	$0
OPENING YEAR				
1	2017	$62,494	$420,381	$1,777
2	2018	$60,262	$405,143	$1,714
3	2019	$58,110	$390,456	$1,653
4	2020	$56,034	$376,300	$1,594
5	2021	$54,032	$362,654	$1,537
6	2022	$52,101	$349,502	$1,482
7	2023	$50,238	$336,825	$1,429
8	2024	$48,442	$324,606	$1,378
9	2025	$46,710	$312,829	$1,328
10	2026	$45,039	$301,477	$1,281
11	2027	$43,428	$290,536	$1,235
12	2028	$41,874	$279,991	$1,191
13	2029	$40,375	$269,827	$1,148
14	2030	$38,930	$260,031	$1,107
15	2031	$37,536	$250,589	$1,067
16	2032	$36,191	$241,488	$1,029
17	2033	$34,895	$232,717	$992
18	2034	$33,645	$224,264	$957
19	2035	$32,439	$216,116	$923
20	2036	$31,276	$208,264	$889
TOTAL		$904,051	$6,053,997	$2,141,095

B/C RATIO	**3.25**

Active Tranportation – Benefits and Costs

Impact Category	Urban Peak	Urban Off-Peak	Rural	Overall Average	Comments
BENEFITS					
Improved Active Travel Conditions - Table 16 Improving Walking and Cycling Conditions (Per Person Mile)					
User benefits	$0.250	$0.250	$0.250	$0.250	The greater the improvement, the greater this value.
Option value	$0.035	$0.035	$0.035	$0.035	Half of diversity value*.
Equity objectives	$0.035	$0.035	$0.035	$0.035	Half of diversity value*. Higher if a project significantly benefits disadvantaged people.
Increased Active Travel Activity - Table 17 Improving Walking and Cycling Conditions (Per Person Mile)					
Fitness and health – walking	$0.500	$0.500	$0.500	$0.500	Benefits are larger if pedestrian facilities attract at-risk users.
Fitness and health – cycling	$0.200	$0.200	$0.200	$0.200	Benefits are larger if cycling facilities attract at-risk users.
Reduced Automobile Travel - Table 18 Typical Values – Reduced Motor Vehicle Travel (Per Reduced Vehicle Mile)					
Vehicle cost savings	$0.250	$0.225	$0.200	$0.225	This reflects vehicle operating cost savings. Larger savings result if some households can reduce vehicle ownership costs.
Avoided chauffeuring driver's time	$0.700	$0.600	$0.500	$0.580	Based on $9.00 per hour driver's time value.
Congestion reduction	$0.200	$0.050	$0.010	$0.060	
Reduced barrier effect	$0.010	$0.010	$0.010	$0.010	
Roadway cost savings	$0.050	$0.050	$0.030	$0.042	
Parking cost savings	$0.600	$0.400	$0.200	$0.360	Parking costs are particularly high for commuting and lower for errands which require less parking per trip.
Energy conservation	$0.030	$0.030	$0.030	$0.030	
Pollution reductions	$0.100	$0.050	$0.010	$0.044	
Land Use Impacts - Table 19 More Walkable and Bikeable Community (Measure Unknown)					
Reduced pavement	$0.010	$0.005	$0.001	$0.002	Specific studies should be used when possible.
Increased accessibility	$0.080	$0.060	$0.030	$0.051	Specific studies should be used when possible.
COSTS					
Active Transport Costs - Table 20 Typical Values – Walking and Cycling Costs (Per Person Mile)					
Facilities and programs					Highly variable.
Vehicle traffic impacts					Highly variable.
Equipment	$0.080	$0.070	$0.060		Depends on assumption, such as whether food consumption is a benefit or cost.
Travel time					Highly variable depending on conditions and user preferences.
Accident risk					

* The "Transport Diversity Value" chapter of *Transportation Cost and Benefit Analysis* (Litman 2009) estimates that improvements in affordable alternative modes can be

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

Countermeasures to Improve Bicycle and Pedestrian Safety

	Project Type	Countermeasure	Opportunity to Implement using a Systematic Approach	General Values for Agency's Internal Use		Values for Caltrans Statewide Programs		
				Primary Crash Types	Range of Crash Reduction Factors	Crash Type	CRF	Service Life
INTERSECTION COUNTERMEASURES								
SIGNALIZED								
S19	Ped and Bike	Install pedestrian countdown signal heads	Very High	Pedestrian, Bicycle	25%	P & B	25	20
S20	Ped and Bike	Install Pedestrian crossing (S.I.)	High	Pedestrian, Bicycle	25%	P & B	25	20
S21	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	Very High	Pedestrian, Bicycle	35%	P & B	15	10
S22	Ped and Bike	Install pedestrian overpass/underpass	Low	Pedestrian, Bicycle	5-100%	P & B	75	20
NON-SIGNALIZED								
NS16	Ped and Bike	Install raised medians/refuge islands (NS.I)	Medium	Pedestrian, Bicycle	30-56%	P & B	45	20
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	High	Pedestrian, Bicycle	0.25	P & B	25	10
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features/curb extensions)	Medium	Pedestrian, Bicycle	37%	P & B	35	20
NS19	Ped and Bike	Install pedestrian signal	Low	Pedestrian, Bicycle	15-69%	P & B	55	20
ROADWAY COUNTERMEASURES								
R36	Ped and Bike	Install bike lanes	High	Pedestrian, Bicycle	0-53%	P & B	35	20
R37	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	Medium	Pedestrian, Bicycle	65-89%	P & B	80	20
R38	Ped and Bike	Install pedestrian crossing (with enhanced safety features)	Medium	Pedestrian, Bicycle	8-56%	P & B	30	10
R 39	Ped and Bike	Install raised pedestrian crossing	Medium	Pedestrian, Bicycle	30-46%	P & B	35	10

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

PROJECT DESCRIPTION

Please note that only yellow cells should be modified

Name of Project	Pedestrian Improvements - Total Project Cost
Project Location	5632- Hollywood
Type of Project	Walking — *Enter Walking (for Sidewalks or Multi-Use Path) or Cycling*
Current Year	2014

TRAVEL CHARACTERISTICS

	No Build	Build			Annual Person Miles No Build	Annual Person Miles Build	Increased Person Miles	Reduced Vehicle Miles
Existing Demand (Daily Person Trips)	5740	5830	*Year*	2012	1,571,325	1,595,963	24,638	73,913
Forecast Demand (Daily Person Trips)	6474	6570	*Year*	2035	1,772,258	1,798,538	26,280	78,840
Length (miles)	0.75					IPM:RVM ratio	1	3

PED CRASH HISTORY

Crash Severity	Number of B/P Crashes
Fatal Crashes	1
Injury Crashes (Total)	33
Injury Type A (severe)	5
Injury Type B (moderate)	12
Injury C (minor)	16
Property Damage Only (PDO)	
Total	34
Crash Analysis Period (Minimum 5 years)	5

Can be left blank if unknown

Existing Year Vehicular ADT	
ADT	28,000
Year	2012
Forcast Year Vehicular ADT	
ADT	29,500
Year	2035

Crash Countermeasures (Safety Improvements)		Project Includes?
pedestrian countdown signal heads	*Signalized Intersection*	Y
pedestrian crossing	*Signalized Intersection*	Y
advance stop bar before crosswalk (bicycle box)	*Signalized Intersection*	Y
pedestrian overpass/ underpass	*Signalized Intersection*	N
raised medians/ refuge islands	*Unsignalized Intersection*	N
pedestrian crossing (new signs and markings only)	*Unsignalized Intersection*	Y
pedestrian crossing (enhanced safety features/ curb extensions)	*Unsignalized Intersection*	Y
pedestrian signal	*Unsignalized Intersection*	N
bike lanes	*Roadway*	N
sidewalk/ pathway (to avoid walking along roadway)	*Roadway*	N
pedestrian crossing (with enhanced safety features)	*Roadway*	Y
raised pedestrian crossing	*Roadway*	N

PROJECT COSTS

Capital Investment	$3,923,000.00	*Estimated Year Construction Begins*	2016	*Discount Rate Used to calculate Net Present Value*	4.0%
Annual Operations/ Maintenance Costs	$0.00	*Estimated Opening Year*	2017		

ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION

				Increased Active Travel Activity		Reduced Automobile Travel								
Year	Actual Year	Increased Person Miles (IPM)	Reduced Vehicle Miles (RVM)	Fitness and health – walking	Fitness and health – cycling	Vehicle cost savings	Congestion reduction	Reduced barrier effect	Roadway cost savings	Parking cost savings	Energy conservation	Pollution reductions	Combined Benefits	Net Present Value
				0.500	0.200	0.225	0.060	0.010	0.042	0.360	0.030	0.044		
				IPM		RVM	RVM	RVM	RVM	RVM	RVM	RVM		
CONSTRUCTION														
1	2016													
2	0													
3	0													
4	0													
5	0													
OPENING YEAR														
1	2017	24,990	74,970	$12,495	$0	$16,868	$4,498	$750	$3,149	$26,989	$2,249	$3,299	$70,297	$62,494
2	2018	25,062	75,185	$12,531	$0	$16,917	$4,511	$752	$3,158	$27,067	$2,256	$3,308	$70,498	$60,262
3	2019	25,133	75,399	$12,567	$0	$16,965	$4,524	$754	$3,167	$27,144	$2,262	$3,318	$70,700	$58,110
4	2020	25,205	75,614	$12,602	$0	$17,013	$4,537	$756	$3,176	$27,221	$2,268	$3,327	$70,901	$56,034
5	2021	25,276	75,829	$12,638	$0	$17,062	$4,550	$758	$3,185	$27,298	$2,275	$3,336	$71,102	$54,032
6	2022	25,348	76,044	$12,674	$0	$17,110	$4,563	$760	$3,194	$27,376	$2,281	$3,346	$71,304	$52,101
7	2023	25,419	76,258	$12,710	$0	$17,158	$4,576	$763	$3,203	$27,453	$2,288	$3,355	$71,505	$50,238
8	2024	25,491	76,473	$12,746	$0	$17,206	$4,588	$765	$3,212	$27,530	$2,294	$3,365	$71,706	$48,442
9	2025	25,563	76,688	$12,781	$0	$17,255	$4,601	$767	$3,221	$27,608	$2,301	$3,374	$71,908	$46,710
10	2026	25,634	76,903	$12,817	$0	$17,303	$4,614	$769	$3,230	$27,685	$2,307	$3,384	$72,109	$45,039
11	2027	25,706	77,117	$12,853	$0	$17,351	$4,627	$771	$3,239	$27,762	$2,314	$3,393	$72,310	$43,428
12	2028	25,777	77,332	$12,889	$0	$17,400	$4,640	$773	$3,248	$27,840	$2,320	$3,403	$72,512	$41,874
13	2029	25,849	77,547	$12,924	$0	$17,448	$4,653	$775	$3,257	$27,917	$2,326	$3,412	$72,713	$40,375
14	2030	25,921	77,762	$12,960	$0	$17,496	$4,666	$778	$3,266	$27,994	$2,333	$3,422	$72,914	$38,930
15	2031	25,992	77,976	$12,996	$0	$17,545	$4,679	$780	$3,275	$28,071	$2,339	$3,431	$73,116	$37,536
16	2032	26,064	78,191	$13,032	$0	$17,593	$4,691	$782	$3,284	$28,149	$2,346	$3,440	$73,317	$36,191
17	2033	26,135	78,406	$13,068	$0	$17,641	$4,704	$784	$3,293	$28,226	$2,352	$3,450	$73,518	$34,895
18	2034	26,207	78,621	$13,103	$0	$17,690	$4,717	$786	$3,302	$28,303	$2,359	$3,459	$73,720	$33,645
19	2035	26,278	78,835	$13,139	$0	$17,738	$4,730	$788	$3,311	$28,381	$2,365	$3,469	$73,921	$32,439
20	2036	26,350	79,050	$13,175	$0	$17,786	$4,743	$791	$3,320	$28,458	$2,372	$3,478	$74,123	$31,276

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

Discount Rate 4.0%

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

Attachment 12: Cost Effectiveness Methodology and Results

ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION

			SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES					
Year	Actual Year	ADT	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	Maximum Benefit from Single Counter-measure	Net Present Value
			25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%		
			Y	Y	Y	N	N	Y	Y	N	N	N	Y	N		
CONSTRUCTION																
1	2016															
2	0															
3	0															
4	0															
5	0															
OPENING YEAR																
1	2017	28,330	$337,765	$337,765	$202,659	$0	$0	$337,765	$472,871	$0	$0	$0	$405,318	$0	$472,871	$420,381
2	2018	28,395	$338,543	$338,543	$203,126	$0	$0	$338,543	$473,960	$0	$0	$0	$406,252	$0	$473,960	$405,143
3	2019	28,461	$339,321	$339,321	$203,593	$0	$0	$339,321	$475,050	$0	$0	$0	$407,185	$0	$475,050	$390,456
4	2020	28,526	$340,099	$340,099	$204,060	$0	$0	$340,099	$476,139	$0	$0	$0	$408,119	$0	$476,139	$376,300
5	2021	28,591	$340,877	$340,877	$204,526	$0	$0	$340,877	$477,228	$0	$0	$0	$409,053	$0	$477,228	$362,654
6	2022	28,656	$341,656	$341,656	$204,993	$0	$0	$341,656	$478,318	$0	$0	$0	$409,987	$0	$478,318	$349,502
7	2023	28,722	$342,434	$342,434	$205,460	$0	$0	$342,434	$479,407	$0	$0	$0	$410,920	$0	$479,407	$336,825
8	2024	28,787	$343,212	$343,212	$205,927	$0	$0	$343,212	$480,496	$0	$0	$0	$411,854	$0	$480,496	$324,606
9	2025	28,852	$343,990	$343,990	$206,394	$0	$0	$343,990	$481,586	$0	$0	$0	$412,788	$0	$481,586	$312,829
10	2026	28,917	$344,768	$344,768	$206,861	$0	$0	$344,768	$482,675	$0	$0	$0	$413,721	$0	$482,675	$301,477
11	2027	28,983	$345,546	$345,546	$207,328	$0	$0	$345,546	$483,764	$0	$0	$0	$414,655	$0	$483,764	$290,536
12	2028	29,048	$346,324	$346,324	$207,794	$0	$0	$346,324	$484,854	$0	$0	$0	$415,589	$0	$484,854	$279,991
13	2029	29,113	$347,102	$347,102	$208,261	$0	$0	$347,102	$485,943	$0	$0	$0	$416,523	$0	$485,943	$269,827
14	2030	29,178	$347,880	$347,880	$208,728	$0	$0	$347,880	$487,032	$0	$0	$0	$417,456	$0	$487,032	$260,031
15	2031	29,244	$348,658	$348,658	$209,195	$0	$0	$348,658	$488,122	$0	$0	$0	$418,390	$0	$488,122	$250,589
16	2032	29,309	$349,437	$349,437	$209,662	$0	$0	$349,437	$489,211	$0	$0	$0	$419,324	$0	$489,211	$241,488
17	2033	29,374	$350,215	$350,215	$210,129	$0	$0	$350,215	$490,300	$0	$0	$0	$420,258	$0	$490,300	$232,717
18	2034	29,439	$350,993	$350,993	$210,596	$0	$0	$350,993	$491,390	$0	$0	$0	$421,191	$0	$491,390	$224,264
19	2035	29,505	$351,771	$351,771	$211,062	$0	$0	$351,771	$492,479	$0	$0	$0	$422,125	$0	$492,479	$216,116
20	2036	29,570	$352,549	$352,549	$211,529	$0	$0	$352,549	$493,568	$0	$0	$0	$423,059	$0	$493,568	$208,264

	Fatal	Injury	Injury A	Injury B	Injury C	PDO	Total	Years
Frequency	1		5	12	16	0	34	5
Cost/Crash	$4,008,900	$80,000	$216,000	$79,000	$44,900	$7,400		
Annual Cost	$801,780		$216,000	$189,600	$143,680	$0	$1,351,060	

Discount Rate 4.0%

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

ESTIMATED COSTS FOR PROJECT

Year	Actual Year	Increased Person Miles (IPM)	Construction & OM Costs	User Costs 0.080 IPM	Combined Costs	Net Present Value
CONSTRUCTION						
1	2016		$3,923,000		$3,923,000	$3,627,034
2	0		$0		$0	$0
3	0		$0		$0	$0
4	0		$0		$0	$0
5	0		$0		$0	$0
OPENING YEAR						
1	2017	24,990	$0	$1,999	$1,999	$1,777
2	2018	25,062	$0	$2,005	$2,005	$1,714
3	2019	25,133	$0	$2,011	$2,011	$1,653
4	2020	25,205	$0	$2,016	$2,016	$1,594
5	2021	25,276	$0	$2,022	$2,022	$1,537
6	2022	25,348	$0	$2,028	$2,028	$1,482
7	2023	25,419	$0	$2,034	$2,034	$1,429
8	2024	25,491	$0	$2,039	$2,039	$1,378
9	2025	25,563	$0	$2,045	$2,045	$1,328
10	2026	25,634	$0	$2,051	$2,051	$1,281
11	2027	25,706	$0	$2,056	$2,056	$1,235
12	2028	25,777	$0	$2,062	$2,062	$1,191
13	2029	25,849	$0	$2,068	$2,068	$1,148
14	2030	25,921	$0	$2,074	$2,074	$1,107
15	2031	25,992	$0	$2,079	$2,079	$1,067
16	2032	26,064	$0	$2,085	$2,085	$1,029
17	2033	26,135	$0	$2,091	$2,091	$992
18	2034	26,207	$0	$2,097	$2,097	$957
19	2035	26,278	$0	$2,102	$2,102	$923
20	2036	26,350	$0	$2,108	$2,108	$889

Discount Rate 4.0%

BENEFIT/COST SUMMARY

		NET PRESENT VALUE		
Year	Actual Year	ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION	ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION	ESTIMATED COSTS FOR PROJECT
CONSTRUCTION				
1	2016	$0	$0	$3,627,034
2	0	$0	$0	$0
3	0	$0	$0	$0
4	0	$0	$0	$0
5	0	$0	$0	$0
OPENING YEAR				
1	2017	$62,494	$420,381	$1,777
2	2018	$60,262	$405,143	$1,714
3	2019	$58,110	$390,456	$1,653
4	2020	$56,034	$376,300	$1,594
5	2021	$54,032	$362,654	$1,537
6	2022	$52,101	$349,502	$1,482
7	2023	$50,238	$336,825	$1,429
8	2024	$48,442	$324,606	$1,378
9	2025	$46,710	$312,829	$1,328
10	2026	$45,039	$301,477	$1,281
11	2027	$43,428	$290,536	$1,235
12	2028	$41,874	$279,991	$1,191
13	2029	$40,375	$269,827	$1,148
14	2030	$38,930	$260,031	$1,107
15	2031	$37,536	$250,589	$1,067
16	2032	$36,191	$241,488	$1,029
17	2033	$34,895	$232,717	$992
18	2034	$33,645	$224,264	$957
19	2035	$32,439	$216,116	$923
20	2036	$31,276	$208,264	$889
TOTAL		$904,051	$6,053,997	$3,652,745

B/C RATIO	**1.90**

Active Tranportation – Benefits and Costs

Impact Category	Urban Peak	Urban Off-Peak	Rural	Overall Average	Comments
BENEFITS					
Improved Active Travel Conditions - Table 16 Improving Walking and Cycling Conditions (Per Person Mile)					
User benefits	$0.250	$0.250	$0.250	$0.250	The greater the improvement, the greater this value.
Option value	$0.035	$0.035	$0.035	$0.035	Half of diversity value*.
Equity objectives	$0.035	$0.035	$0.035	$0.035	Half of diversity value*. Higher if a project significantly benefits disadvantaged people.
Increased Active Travel Activity - Table 17 Improving Walking and Cycling Conditions (Per Person Mile)					
Fitness and health – walking	$0.500	$0.500	$0.500	$0.500	Benefits are larger if pedestrian facilities attract at-risk users.
Fitness and health – cycling	$0.200	$0.200	$0.200	$0.200	Benefits are larger if cycling facilities attract at-risk users.
Reduced Automobile Travel - Table 18 Typical Values – Reduced Motor Vehicle Travel (Per Reduced Vehicle Mile)					
Vehicle cost savings	$0.250	$0.225	$0.200	$0.225	This reflects vehicle operating cost savings. Larger savings result if some households can reduce vehicle ownership costs.
Avoided chauffeuring driver's time	$0.700	$0.600	$0.500	$0.580	Based on $9.00 per hour driver's time value.
Congestion reduction	$0.200	$0.050	$0.010	$0.060	
Reduced barrier effect	$0.010	$0.010	$0.010	$0.010	
Roadway cost savings	$0.050	$0.050	$0.030	$0.042	
Parking cost savings	$0.600	$0.400	$0.200	$0.360	Parking costs are particularly high for commuting and lower for errands which require less parking per trip.
Energy conservation	$0.030	$0.030	$0.030	$0.030	
Pollution reductions	$0.100	$0.050	$0.010	$0.044	
Land Use Impacts - Table 19 More Walkable and Bikeable Community (Measure Unknown)					
Reduced pavement	$0.010	$0.005	$0.001	$0.002	Specific studies should be used when possible.
Increased accessibility	$0.080	$0.060	$0.030	$0.051	Specific studies should be used when possible.
COSTS					
Active Transport Costs - Table 20 Typical Values – Walking and Cycling Costs (Per Person Mile)					
Facilities and programs					Highly variable.
Vehicle traffic impacts					Highly variable.
Equipment	$0.080	$0.070	$0.060		Depends on assumption, such as whether food consumption is a benefit or cost.
Travel time					Highly variable depending on conditions and user preferences.
Accident risk					

* The "Transport Diversity Value" chapter of *Transportation Cost and Benefit Analysis* (Litman 2009) estimates that improvements in affordable alternative modes can be

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

Countermeasures to Improve Bicycle and Pedestrian Safety

	Project Type	Countermeasure	Opportunity to Implement using a Systematic Approach	General Values for Agency's Internal Use		Values for Caltrans Statewide Programs		
				Primary Crash Types	Range of Crash Reduction Factors	Crash Type	CRF	Service Life
INTERSECTION COUNTERMEASURES								
SIGNALIZED								
S19	Ped and Bike	Install pedestrian countdown signal heads	Very High	Pedestrian, Bicycle	25%	P & B	25	20
S20	Ped and Bike	Install Pedestrian crossing (S.I.)	High	Pedestrian, Bicycle	25%	P & B	25	20
S21	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	Very High	Pedestrian, Bicycle	35%	P & B	15	10
S22	Ped and Bike	Install pedestrian overpass/underpass	Low	Pedestrian, Bicycle	5-100%	P & B	75	20
NON-SIGNALIZED								
NS16	Ped and Bike	Install raised medians/refuge islands (NS.I)	Medium	Pedestrian, Bicycle	30-56%	P & B	45	20
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	High	Pedestrian, Bicycle	0.25	P & B	25	10
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features/curb extensions)	Medium	Pedestrian, Bicycle	37%	P & B	35	20
NS19	Ped and Bike	Install pedestrian signal	Low	Pedestrian, Bicycle	15-69%	P & B	55	20
ROADWAY COUNTERMEASURES								
R36	Ped and Bike	Install bike lanes	High	Pedestrian, Bicycle	0-53%	P & B	35	20
R37	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	Medium	Pedestrian, Bicycle	65-89%	P & B	80	20
R38	Ped and Bike	Install pedestrian crossing (with enhanced safety features)	Medium	Pedestrian, Bicycle	8-56%	P & B	30	10
R 39	Ped and Bike	Install raised pedestrian crossing	Medium	Pedestrian, Bicycle	30-46%	P & B	35	10

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

Attachment 13
Forecasting

F5632

Commute Mode Share

Source: US Census, American Community Survey 5 Year 2008 - 2012, table B08301 (ModeShare_byProject.xlsx)

Row Labels	Sum of PublicTran (3 mi)	Sum of Bicycle (3 mi)	Sum of Walk (.5 mi)
F5632	16.20%	1.10%	7.50%

Estimated Total Mode Share

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

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

	Est. total bike mode share (%)	Est. total ped. mode share (%)
F5632	1.95	16.50

Population, Households, Employment

From TAZLandUsebyProject.xlsx

Buffer	Sum of POP2008	Sum of Hholds08	Sum of Emp08	Sum of Pop2020	Sum of HHLD2020	Sum of EMP2020	Sum of pop2035	Sum of Hhld2035	Sum of EMp2035
0.5 mile	35,283	16,452	17,324	36,793	17,913	18,097	40,706	20,458	18,938
1 mile	90,980	40,309	53,731	94,299	43,656	56,020	104,099	49,728	58,656
3 miles	421,831	185,761	196,404	445,144	203,161	205,144	488,782	229,404	214,779

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 trips, 3 miles for bike trips

Estimated Potential Daily Trips W/in Influence Area by Mode

	2008	2020	2035
Pedestrian (0.5 Mile)	13,907	14,502	16,045
Bike (3 Mile)	67,147	70,858	77,804

Existing (2012) ADT from SCAG model output

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

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

Link Volume	Link Distance (mi)	AAWT	
9235	0.25	26599	Hollywood Blvd
12724	0.06	41080	Hollywood Blvd
12359	0.05	36935	Hollywood Blvd
10826	0.08	34065	Hollywood Blvd
10827	0.06	34067	Hollywood Blvd
11170	0.25	30567	Hollywood Blvd
Weighted Average	10,664		
Estimated 2012 ADT	**32,000**	31,000	Hollywood Blvd
7808	0.08	24975	Carlton Way
Weighted Average	7,808		
Estimated 2012 ADT	**23,500**	25,000	Carlton Way
	Peak 4 Hour	**AWT**	
Study Area Average	**28,000**	**28,000**	
Person Trips	30,800	*Assume 1.1 persons per vehicle*	

Future (2035) ADT from SCAG model output

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

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

Link Volume	Link Distance (mi)	AAWT	
2880	*0.25*	*3745*	*Hollywood Blvd*
12294	0.06	40098	Hollywood Blvd
12148	0.05	37103	Hollywood Blvd
11706	0.08	36227	Hollywood Blvd
11705	0.06	36223	Hollywood Blvd
11227	0.25	31224	Hollywood Blvd
Weighted Average	11,581		
Estimated 2012 ADT	**34,500**	34,500	Hollywood Blvd
8026	0.08	25479	Carlton Way
Weighted Average	8,026		
Estimated 2012 ADT	**24,000**	25,500	Carlton Way
	Peak 4 Hour	**AWT**	
Study Area Average	**29,500**	**30,000**	
Person Trips	32,450	*Assume 1.1 persons per vehicle*	

SUMMARY TABLE

Existing Year Vehicular ADT	
ADT	28,000
Year	2012

Forcast Year Vehicular ADT	
ADT	29,500
Year	2035

Existing Demand (Daily Person Trips)		YEAR	
No Build	5,740	2012	Existing person trips * Estimated total ped mode share
Build	5,830	2012	Increase of **1-2%** due to safety improvements
Forecast Demand (Daily Person Trips)		**YEAR**	
No Build	6,474	2035	Future person trips * Estimated total ped mode share
Build	6,570	2035	Increase of **1-2%** due to safety improvements

Attachment 14
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 Countermeasure?	Y	Y	Y	N	N	Y	Y	N	N	N	Y	N	N
CRF	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	0%
Fatal Crashes	1	1	1	1	1	1	1	1	1	1	1	1	1
Injury Crashes	33	33	33	33	33	33	33	33	33	33	33	33	33
Years of Data	5	5	5	5	5	5	5	5	5	5	5	5	5
Avg. Annual Total Fatal and Injury Crashes	6.8	6.8	6.8	0	0	6.8	6.8	0	0	0	6.8	0	0
Annual Crash Reduction	**1.7**	**1.7**	**1.02**	**0**	**0**	**1.7**	**2.38**	**0**	**0**	**0**	**2.04**	**0**	**0**

Countermeasures to Improve Bicycle and Pedestrian Safety

	Project Type	Countermeasure	Opportunity to Implement using a Systematic Approach	General Values for Agency's Internal Use		Values for Caltrans Statewide Programs		
				Primary Crash Types	Range of Crash Reduction Factors	Crash Type	CRF	Service Life
INTERSECTION COUNTERMEASURES								
SIGNALIZED								
S19	Ped and Bike	Install pedestrian countdown signal heads	Very High	Pedestrian, Bicycle	25%	P & B	25	20
S20	Ped and Bike	Install Pedestrian crossing (S.I.)	High	Pedestrian, Bicycle	25%	P & B	25	20
S21	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	Very High	Pedestrian, Bicycle	35%	P & B	15	10
S22	Ped and Bike	Install pedestrian overpass/underpass	Low	Pedestrian, Bicycle	5-100%	P & B	75	20
NON-SIGNALIZED								
NS16	Ped and Bike	Install raised medians/refuge islands (NS.I)	Medium	Pedestrian, Bicycle	30-56%	P & B	45	20
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	High	Pedestrian, Bicycle	0.25	P & B	25	10
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features/curb extensions)	Medium	Pedestrian, Bicycle	37%	P & B	35	20
NS19	Ped and Bike	Install pedestrian signal	Low	Pedestrian, Bicycle	15-69%	P & B	55	20
ROADWAY COUNTERMEASURES								
R36	Ped and Bike	Install bike lanes	High	Pedestrian, Bicycle	0-53%	P & B	35	20
R37	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	Medium	Pedestrian, Bicycle	65-89%	P & B	80	20
R38	Ped and Bike	Install pedestrian crossing (with enhanced safety features)	Medium	Pedestrian, Bicycle	8-56%	P & B	30	10
R 39	Ped and Bike	Install raised pedestrian crossing	Medium	Pedestrian, Bicycle	30-46%	P & B	35	10

Source: "Local Roadway Safety, Version 1.1, April 2013" by Caltrans http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf

Attachment 15
CCC and CALCC Coordination

From: postpost@aol.com
To: Lisa Key
Cc: postpost@aol.com
Subject: Fwd: Please Review: ATP App Coordination - Hollywood/Western
Date: Sunday, May 11, 2014 10:04:39 PM

Patti Post
Patti Post & Associates
310 230-4400

-----Original Message-----
From: Lupe Sandoval <lupe.sandoval@lacity.org>
To: Carlos Rios <carlos.rios@lacity.org>; postpost <postpost@aol.com>
Sent: Thu, Apr 24, 2014 10:32 am
Subject: Fwd: Please Review: ATP App Coordination - Hollywood/Western

FYI -

---------- Forwarded message ----------
From: **Cynthia Vitale** <Cynthia@csgcalifornia.com>
Date: Thu, Apr 24, 2014 at 9:51 AM
Subject: RE: Please Review: ATP App Coordination - Hollywood/Western
To: "Lupe Sandoval (lupe.sandoval@lacity.org)" <lupe.sandoval@lacity.org>
Cc: Dan Knapp <DKnapp@lacorps.org>, "bsavage@lacorps.org" <bsavage@lacorps.org>

Hi Lupe,

The LA Conservation Corps (LACC) would like to participate on this project. Dan Knapp, copied here and contact information below, will contact you regarding what elements of the project LACC can partner on. Please let me know if you have any questions.

Best,
Cynthia

Dan Knapp
Deputy Director
LA Conservation Corps
605 W. Olympic Blvd., Suite 450
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---------- Forwarded message ----------
From: **Lupe Sandoval** <lupe.sandoval@lacity.org>
Date: Fri, Apr 18, 2014 at 1:48 PM
Subject: ATP App Coordination - Hollywood/Western
To: calocalcorps@gmail.com
Cc: Carlos Rios <carlos.rios@lacity.org>, Joseph Keung <joseph.keung@lacity.org>, Evelinda Pena <evelinda.pena@lacity.org>, Austin Kano <Austin.Kano@lacity.org>

Ms. Cynthia Vitale,

My name is Lupe Sandoval I work for the City of Los Angeles, Department of Transportation.
I'm currently working on an Active Transportation Program (ATP) application - a federally grant funded project with a total cost of $3,922,932.

The project area is located in Hollywood and encompasses pedestrian improvements on approximately .75 mi. of Hollywood Blvd. from Gower St. to Western Ave. as well as approximately 360 ft. section of Western Ave. from Hollywood Blvd. to Carlton Way.

The project will improve the safety, appearance, and walkability on Hollywood Blvd. and Western Ave., by upgrading street furniture, sidewalks, bump out landscaping, bus stop pedestrian lighting, and pedestrian amenities.

Please review attached (Project info/schedule, Detailed Estimate, & Project Map) and Preliminary Plans.

Can you please email back if you will or will not be able to partner with us on this project.

If you have any questions please feel free to email me.

Thank you so much.

Lupe Sandoval
LADOT
(213) 928-9628

Attachment 16
Hollywood Western Streetscape Master Plan

HOLLYWOOD / WESTERN STREETSCAPE MASTER PLAN

HOLLYWOOD BOULEVARD from Gower Street to Western Avenue | WESTERN AVENUE from Santa Monica Boulevard to Franklin Avenue

September 7, 2010

Prepared for

Council District 4
Tom LaBonge, Council Member

Council District 13
Eric Garcetti, Council Member

By

Kathryn Cerra Associates
Landscape Architects

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INTRODUCTION

Project Area Maps

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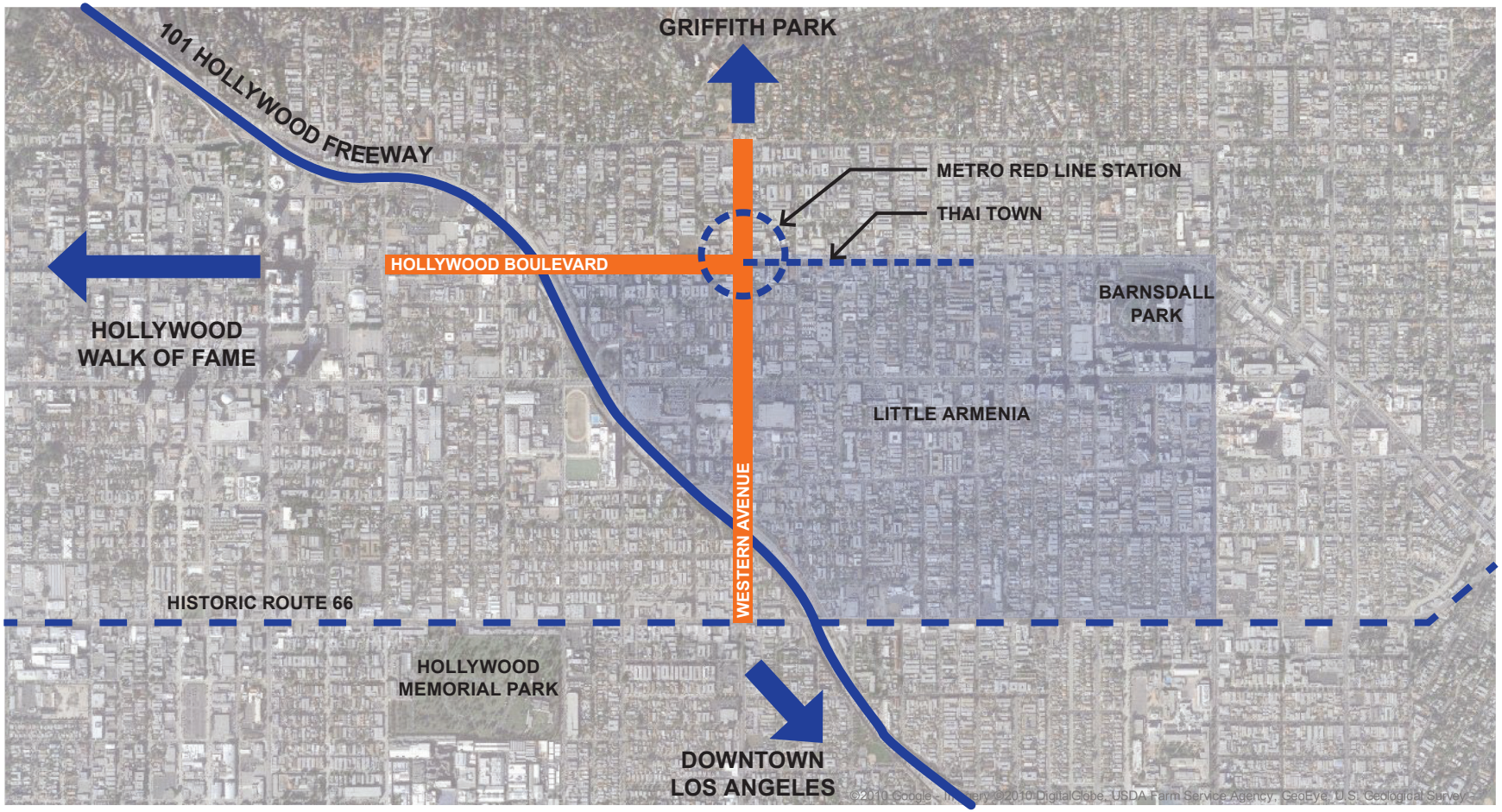
Scope of Work

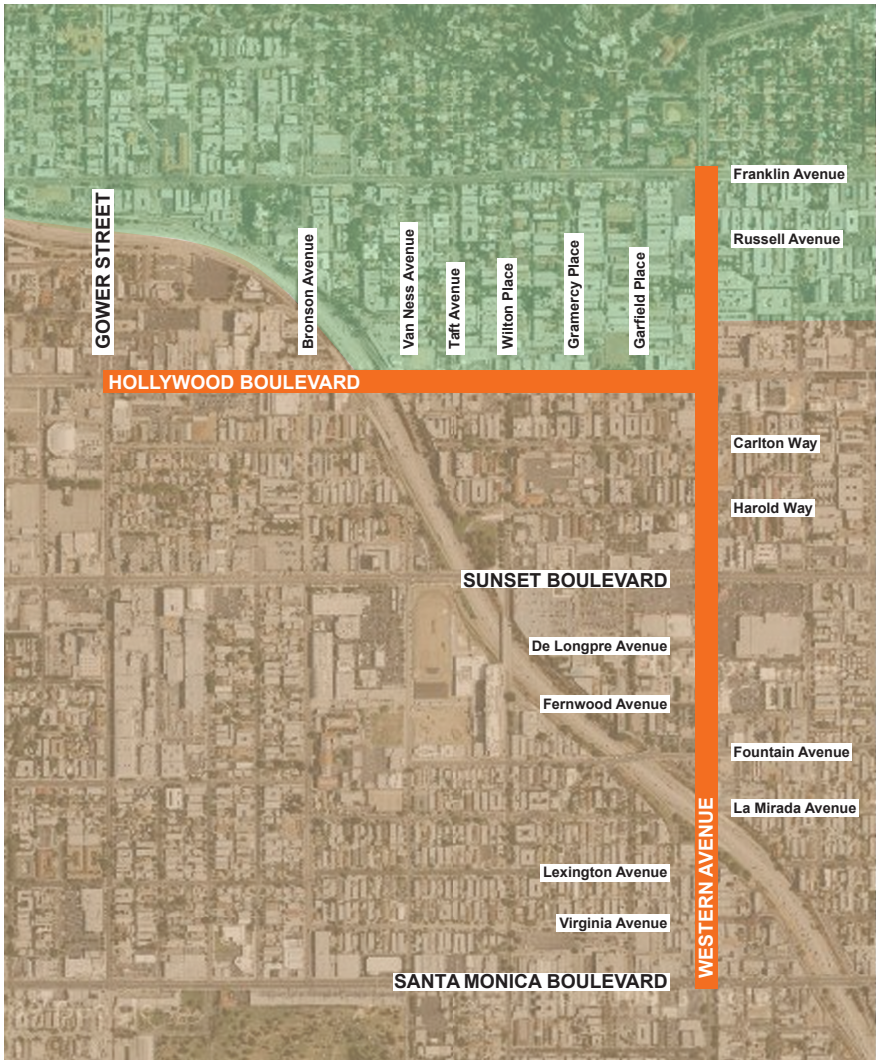


Street Map

Scope of Work

Council District 4

Council District 13



Background and Existing Conditions

The project area, Hollywood Boulevard between Gower and Western, and Western Avenue between Santa Monica and Franklin, exists within the boundaries of two Council Districts, 4 and 13, and it touches the boundaries of four Neighborhood Councils: Hollywood United, Greater Griffith Park, Hollywood Studio District, and East Hollywood. Two official ethnic districts, Little Armenia and Thai Town, meet at the heart of the project, Hollywood and Western. Although the area has some notable and historic buildings, constituents agree that the area has been neglected and the pedestrian right-of-way is consequently deteriorated. The Gower Avenue edge provides a sharp contrast in sidewalk conditions because it is at Gower that the Walk of Fame reaches its eastern stopping point and with it the infrastructure investment and continuing maintenance also ceases. Although the project area has a downtrodden look and feel, it is set within a very actively developing zone and some of the many planning efforts for areas of Hollywood that are underway or nearly completed include the following:

- Community Redevelopment Agency (CRA), projects to enhance the public right-of-way through Thai Town's portion of Hollywood Boulevard, Serrano to Edgemont
- CRA, streetscape enhancement project for Santa Monica Boulevard at Western Avenue
- CRA's 2010 Historic Resources Survey of buildings near the project area
- City Planning Department's Hollywood Community Plan Draft Street Standards, October 2009
- Significant properties are slated for redevelopment or are available for redevelopment, including but not limited to the southeast block at Sunset and Western where a Target is currently proposed
- The vacant lot on the northwest corner of Hollywood and Garfield
- The northwest corner of Hollywood and Western
- The proposed Hollywood Central Park, a plan to "green" the 101 freeway by creating a park over the freeway as it passes through Hollywood, if constructed, will profoundly improve quality of life in the Hollywood-Western corridor
- Community-generated proposals are also being put forward, including to create woonerfs (a street where pedestrians and cyclists have legal priority over motorists) at Garfield and Gramercy between Hollywood Boulevard and Franklin Avenue

The current economic climate has slowed some of these proposed developments and the entire Hollywood Boulevard, Gower to Western and Western Avenue, Santa Monica to Franklin, project area is not precisely and fully addressed by current planning documents. Therefore, Councilmembers Eric Garcetti and Tom LaBonge hired landscape architects Kathryn Cerra Associates to study the project area and work with constituents in a series of meetings to identify and prioritize improvement opportunities. These Master Plans and Guidelines are the result of those publicly noticed meetings, held monthly January through June 2010. Many people participated in some or all of these meetings, see sign-in sheets in the Appendix. Throughout the process the work was reviewed with City staff members to ensure that proposed improvements were approvable in concept. Final construction documents will be required for most of the proposed work and such plans will be reviewed by City staff again.