# ACTIVE TRANSPORTATION PROGRAM

## CYCLE 1

## APPLICATION

| | |
|---|---|
| **Project name:** | City of LA Little Tokyo Pedestrian Safety Project |

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

| # | Title | Page # |
|---|---|---|
| **I** | **General Information** | **1** |
| **II** | **Project Information** | **3** |
| 1 | Project Location | |
| 2 | Project Coordinates | |
| 3 | Project Description | |
| 4 | Project Status | |
| **III** | **Screening Criteria** | **4** |
| 1 | Demonstrated Need of the Applicant | |
| 2 | Consistency with Regional Transportation Plan | |
| **IV** | **Narrative Questions** | **6** |
| 1 | Potential to Increase Walking & Biking | |
| 2 | Potential for Reducing Fatalities & Injuries | |
| 3 | Public Participation & Planning | |
| 4 | Cost Effectiveness | |
| 5 | Improved Public Health | |
| 6 | Benefit to Disadvantaged Communities | |
| 7 | Use of CCC or Certified Conservation Corps | |
| 8 | Applicant's Performance on Past Grants | |
| **V** | **PPR** | **23** |
| **VI** | **Additional Information** | **28** |
| **VII** | **Non-Infrastructure Schedule Information** | **29** |
| **VIII** | **Application Signatures** | **30** |
| **IX** | **Additional Application Attachments** | **31** |
| **Attachments** | | |
| 1 | Regional Map | **33** |
| 2a | Vicinity/Location Aerial | **34** |
| 2b | Activity Centers Map | **35** |
| 2c | Transit Routes Map | **36** |
| 2d | Existing & Designated Bikeways Map | **37** |
| 2e | Land Use Map | **38** |
| 3 | Photos/Video of Existing Location | **39** |
| 4a | Concept Plan | **45** |
| 4b-1 | Little Tokyo/Arts District Gateway Before/After Sketch | **46** |
| 4b-2 | Little Tokyo/Arts District Gateway Plan | **47** |
| 4c | San Pedro bet 2nd/3rd St Mid-Block Crossing Before/After Sketch | **48** |
| 5 | Detailed Engineer's Estimate | **49** |
| 6 | Planning Documents Referenced | **51** |
| 7 | Public Participation Process Documentation | **53** |
| 8 | Letters of Support | **56** |
| 9a | TIMS Ped•Bike Collision Data | **89** |
| 9b | TIMS Ped•Bike Collision Map | **90** |
| 10a | Ped-Bike Collisions used in Crash Reduction Analysis | **91** |
| 10b | Crash Reduction Calculations | **92** |
| 11a | Ped-Bike-Vehicle Counts | **93** |
| 11b | Ped-Bike Trip Forecasting | **94** |
| 11c | Ped-Bike-Vehicle Counts Detail | **95** |
| 12 | Transit Ridership Counts | **113** |
| 13 | Disadvantaged Community Map | **115** |
| 14 | Benefit/Cost Summary | **116** |

# I. GENERAL INFORMATION

| **Project name:** | City of LA Little Tokyo Pedestrian Safety Project |
|---|---|

(fill out all of the fields below)

| | |
|---|---|
| 1. APPLICANT (Agency name, address and zip code)<br>City of Los Angeles Department of Transporation<br>100 South Main Street, 10th Floor, Los Angeles, CA 90012 | 2. PROJECT FUNDING<br>ATP funds Requested $ 3,316,000.00<br>Matching Funds (If Applicable) $ 1,123,000.00<br>Other Project funds $<br>TOTAL PROJECT COST $ 4,439,000.00 |
| 3. APPLICANT CONTACT (Name, title, e-mail, phone #)<br>Carlos Rios, carlos.rios@lacity.org<br>213.972.4963 | |
| 4. APPLICANT CONTACT (Address & zip code)<br>City of Los Angeles Department of Transportation<br>100 South Main Street, 9th Floor, Los Angeles, CA 90012 | 5. PROJECT COUNTY(IES):<br>Los Angeles County |
| 6. CALTRANS DISTRICT #- Click Drop down menu below<br>District 7 | 7. Application # 19 of 26 (in order of agency priority) |

**Area Description:**

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

**Master Agreements (MAs):**

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

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

**Partner Information:**

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

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

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

**Project Type:** (Select only one)

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

| **Project name:** | City of LA Little Tokyo Pedestrian Safety Project |
|---|---|

## 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: Pedestrain Plaza, Pedestrian Lighting, Transit Shelters, Street Trees, Bike Racks

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

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

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

If SRTS is selected, provide the following information

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

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

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

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

## II. PROJECT INFORMATION

1. **Project Location** Little Tokyo in downtown Los Angeles — Project Area includes approximately 3 miles of public streets from Temple Street on the north, Main Street on the west, 3rd Street on the south and Alameda Street on the east as shown in the Regional, Vicinity and other maps in **Attachments 1, 2a & 2b.**

2. **Project Coordinates:** Lat: 34.049316 N Long: 118.241681 W (Decimal degrees)

3. **Project Description**

The project area, located east of the Los Angeles Civic Center, south of Union Station and Chinatown, west of the Arts District and north of Skid Row, serves as the heart of the Japanese-American community in the Los Angeles (see **Attachments 2a & 2b** for Vicinity/Location & Activity Centers maps). Although the area is considered walkable, the large block size (over 650' and in one case almost a ¼ mile makes it difficult to safely connect between shops, restaurants, museums, theatres, community centers, libraries, recreational facilities, residences and workplaces that are located along busy, fast moving, roadways (see **Attachment 2b)**. Pedestrians often jaywalk mid-block between destinations. While most long blocks in Civic Center and Little Tokyo area have safe signalized mid-block crossings, several do not. While roadways in Little Tokyo are well lit at night, bus stops and pedestrian-only streets are dark and feel dangerous to residents, employees and visitors. Large trees in small tree wells have uplifted sidewalks, creating unfavorable pedestrian conditions. Lack of street trees in other areas creates un-shaded pedestrian paths that are hot and glary on bright sunny days. At 2nd and Alameda Streets, an existing slip lane creates hazardous conditions for pedestrians and cyclists as drivers speed through the intersection, often not looking for pedestrians crossing the street.

Proposed improvements will enhance pedestrian safety with two new signalized mid-block pedestrian crossings (Los Angeles Street between 2nd & 3rd Streets and San Pedro Street between 2nd & 3rd Streets); one new full signal at the T-intersection of 3rd & Omar Streets; a slip lane closure at 2nd & Alameda Streets to create a pedestrian plaza; new paving on the pedestrian-only portion of Central Avenue between 1st and Temple Streets; new pedestrian lighting at all existing bus stops where none exist and on key pedestrian walkways; infill street trees; sidewalk repairs; and seating, especially the many seniors living in the area.

4. **Project Status**

The project was originally awarded Los Angeles County Metropolitan Transportation Authority (Metro) Call for Projects Pedestrian category funding in 2009. Due to the demise of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in 2012, the project has not proceeded to a funding agreement and, therefore, is seeking funding under ATP. The City of Los Angeles City Council approved taking over the project from the former CRA/LA in May 2014. Since 2009 the community has engaged in numerous additional meetings, workshops and events to identify their priorities for improvements including the Metro Regional Connector Transit and Union Station Linkages Projects, and Sustainable Little Tokyo Project.

The Regional Connector Transit Project (RCTP) will replace the existing at-grade Arts District/Little Tokyo Gold Line Light Rail Station at the northeast corner of 1st & Alameda Streets with an underground station at 1st Street & Central Avenue that will serve as a connector for multiple light rail lines in Los Angeles County. The RCTP will provide a portion of the match funding for the ATP grant application for the construction of pedestrian safety improvements for the station and the surrounding community. The proposed improvements as a part of this ATP grant application will be in place when the station opens in 2020, having been completed by 2016. CEQA clearance has been provided by the RCTP allowing for immediate development of construction documents when the ATP funding is made available for the project. No right-of-way needs to be acquired for this project.

## III. SCREENING CRITERIA

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

Although Little Tokyo in downtown Los Angeles is considered a walkable area and has good access to the rail and bus transit system for the region, it has accessibility limitations and safety issues that restrict the mobility of thousands of pedestrians in the district. The district serves as the heart of the Japanese American Community in Los Angeles with numerous historic, cultural, religious, social and commercial facilities; is adjacent to the Los Angeles Civic Center, the largest governmental center in the United States outside of Washington DC with over 100,000 employees; has over 25,000 residents within a ½ mile radius; has an increasing number of residential units, including the new AVA Apartments with over 280 units under

construction on Los Angeles Street; and is accessible to numerous bus lines that serve the region. The Little Tokyo/Arts District Metro Gold Line Light Rail stop is located in the district at 1st & Alameda and brings over 3,500 riders a day to the area. That light rail station will be replaced by the Regional Connector underground station at 1st Street & Central Avenue about a block from the current at grade station. See Activities Center Map in **Attachment 2b** for a map/list of the numerous destinations in and adjacent to the project area.

Despite the active pedestrian environment in the area, drivers often speed down the unrestricted wide streets which are located along long blocks without adequate safe pedestrian crossings. Pedestrians often take their lives in their hands jaywalking on long (600+ feet) blocks rather than walking to the intersection when a shop or destination is just across the road (see attached photos in **Attachment 3** and before/after sketches in **Attachment 4b-1**). Inadequate lighting, seating and/or shelters at bus stops in the area detract from the safety and mobility of transit riders. The economically disadvantaged community in Little Tokyo is further disadvantaged by the poor sidewalk conditions, lack of street trees and poor crosswalk conditions that don't support the levels of pedestrian activity in this dynamic commercial-cultural-civic-residential area.

The increasing popularity of Little Tokyo/Arts District as a residential community reinforces the need to ensure pedestrian safety and comfort. Residents walk every day of the week, completing errands and other routine activities. New housing and mixed-use projects, like the Ava Apartments on Los Angeles Street between 2nd & 3rd Streets, call attention to the need for pedestrian connectivity. The developer of the AVA Apartments was required to build a paseo between the apartment structures to connect to the mid-block locations where two of the proposed new pedestrian crossings in this grant application are to be located (see **Attachment 4a-c** Concept Plan and Existing Location photos in **Attachment 3**). The mid-block pedestrian crossing on Los Angeles Street will also serve the future Budokan Recreation Center that will be built on the west side of Los Angeles Street between 2nd & 3rd Streets, which hundreds of youth, seniors and families will visit every day for physical activity and social events.

**2. Consistency with Regional Transportation Plan (100 words or less)**

*Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.*

This project supports regional transportation goals of SCAG & Metro. The 2012 SCAG Regional Transportation Plan has the following goals: 1) Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2)

Develop an Active Transportation-Friendly Environment throughout the SCAG Region, and 3) Increase Active Transportation Usage in the SCAG Region.[1] The 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system.[2] Finally, this project directly supports Metro's First/Last Mile Strategic Plan (2014).[3]

## IV. NARRATIVE QUESTIONS

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

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

This project promotes intermodal integration by addressing physical conditions that prevent people from walking and biking to/ from transit facilities and using them on a regular basis. Greater intermodal integration can be achieved in Little Tokyo by improving pedestrian routes between modes, pedestrian crossing conditions, pedestrian and bus stop lighting, street furniture, shade, and sidewalk paving. There are currently many public transit modes, including light rail transit, traditional bus lines, and DASH (local shuttle service), in the project area, serving residents and employees in Little Tokyo and connecting them to schools, jobs and community facilities in the Arts District to the east and to jobs, community facilities, and other destinations to the west in downtown Los Angeles (see **Attachment 2c** Transit Routes Map). Proposed repairs and improvements will enhance access to these transit routes and to the activity centers, employment centers and destinations they serve. Improvements will facilitate connections on non-vehicular pedestrian streets, including the Little Tokyo spine and ES Onizuka Street, that cut through large blocks and reduce walking distances.

The net result of this project will be to provide safe and comfortable access to and from Metro light rail stations, buses stops, and nearby destinations for pedestrians, bicyclists, residents and visitors. A safe, walkable and bikeable environment supports a culture of multi-modal transportation. Improving pedestrian conditions along the routes to and from public transit and key neighborhood destinations will help build this culture.

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[1] SCAG Regional Transportation Plan – Active Transportation Appendix. 2012. http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf

[2] Metro Long Range Transportation Plan. 2009. http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf

[3] First Last Mile Strategic Plan. 2014. http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

*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.*

As mentioned above, the project area is a very dense and active community with numerous destinations (see **Attachment 2b** Activity Centers Map), over 150,000 employees, over 25,000 residents, numerous religious and cultural institutions, the largest civic center outside of Washington DC, the 1st Street and Japanese Village Plaza shopping areas, the Arts District residential and industrial district, the future Budokan Recreation Center, Weller Court and Kyoto Grand Hotel and numerous restaurants and shops.

**Current ped/bike activity level:** Pedestrian and bicycle counts (Attachment 11a) were conducted for a 12-hour period (7:00am – 7:00pm) at three locations in the project area. Since the purpose of the count was to establish warrants for midblock crosswalks, only the number of pedestrian and bicycle users crossing at a midblock location was recorded (see summary table below). The total volumes observed at the three locations over this period were 907 pedestrians and 67 bicyclists. If this 12-hour period is assumed to represent 75% of the overall daily volume, then a daily average of 5,839 pedestrians and 440 bicyclists can be said to be using these three blocks. However, as these counts do not include any of the east-west streets in the Little Tokyo area and miss most of the busiest crossings, they do not represent a comprehensive picture of pedestrian and bicycle trips or users in this district.

| Location | Peds Total | Bikes Total |
|---|---|---|
| Judge John Aiso St betw 1st and Temple | 454 | 11 |
| San Pedro between 2nd and 3rd | 303 | 44 |
| Los Angeles St betw 2nd and 3rd | 150 | 12 |
| All locations total | 907 | 67 |

Additional data on the number of bicyclists and pedestrians currently using the corridor is available from the 2011 Los Angeles Bicycle and Pedestrian Count conducted by the Los Angeles County Bicycle Coalition. Data are available for the one intersection within the project area, 1st & Alameda Streets. A total of 1,438 pedestrians and 231 bicyclists were observed passing through this intersection during three two-hour periods timed to coincide with the weekday morning, weekday afternoon and weekend midday peaks. This works out to an **average of 240 pedestrians and 39 bicyclists per hour** during the peak. Data collection was performed using the "intersection count" methodology, with tallies taken in 15-minute intervals.

**2011 Bicycle and Pedestrian Count Totals for 2-hour Periods: 1st/Alameda Streets**

| | Pedestrians | Bicycles |
|---|---|---|
| **Weekday AM** | 434 | 85 |
| **Weekday PM** | 658 | 92 |
| **Weekend** | 346 | 54 |

Source: Los Angeles County Bicycle Coalition 2011 Bicycle and Pedestrian Count Report

**Transit Ridership:** The project area is served by several Metro bus lines, as well as by municipal bus service and the Metro Rail Gold Line. In the future, it will be served by the Regional Connector, with a key station at 1st Street and Central Avenue, which is projected to increase pedestrian activity in the area.

The Project area is also located near Union Station, the primary transit hub both for downtown and the greater Los Angeles region. Union Station serves approximately 60,000 patrons a day, according to Metro, and is served by three Metro Rail lines, six lines of the Metrolink commuter rail system, Amtrak, long-distance buses, numerous Metro and municipal bus lines, and private shuttles.

Metro transit data for the Project Area show substantial existing pedestrian demand: Metro bus stops in the project area experienced a **daily average of 559 total boardings and 716 total alightings** in January 2014 (see **Attachment 11for a** full listing of bus boardings/alightings by stop); the Little Tokyo/Arts District station Metro Rail Gold Line station at the northeast corner of Alameda & 1st Streets, on the eastern edge of the Project Area experienced a daily average of 1,941 boardings and 1,665 in FY 2012-13.

Because many transit patrons complete the first and last mile of their trips by bicycle, bicycle boardings on transit can serve as an indicator of overall bicycle demand in the area. It is clear that a significant number of transit users access the initial transit leg of their trips on bicycles: on bus lines serving the Project Area, Metro bus operators tallied 1,824 bicycle boardings in March 2014, an average of 59 per day. At the Little Tokyo/Arts District Metro Rail Gold Line station, there were, on average, 111 daily bicycle boardings during FY 2012-13.

**Future walking and biking trips:** Based on the population within walking distance of the project and known national mode share data, it is estimated that there are currently **10,209 pedestrian trips and 4,123 bicycle trips** in the project's vicinity. If the project is not built, the current mode share of walking and bicycling does not change, and population continues to grow consistent with regional projections, it is

estimated that the potential exists for up to **10,778 daily pedestrian trips and 4,353 daily bicycle trips** in the project's vicinity by 2020, and **11,486 pedestrian and 4,639 bicycle trips** by 2035.

Although no explicit data exists on trip generation or mode shift due to a comprehensive streetscape and pedestrian safety program, an assumption of a 3% increase in pedestrian and bicycle trips is reasonable. Accordingly, based on the projected (2035) population of the area around the project and known national mode choice data, it is estimated that the project could result in a daily average of **11,830 pedestrian and 4,778 bicycle trips** by 2035. Full calculations are provided in **Attachment 11b**.

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

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

The project improves walking routes by providing safe pedestrian crossings and improved sidewalks that link active commercial and civic facilities like the future Budokan Recreation Center with residential development, transit facilities including the existing Metro Gold Line/future Regional Connector rail station and numerous bus lines, the largest governmental center outside of Washington DC and industrial/loft community of the Arts District (see **Attachment 2b** Activity Centers Map). No right-of-way acquisition is required for this project.

*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.*

Existing conditions, such as lack of pedestrian and bus stop lighting, sidewalk disrepair, long blocks without mid-block crossings, lack of pedestrian lighting and little shade act as deterrents to active modes of travel because they create unpleasant conditions for pedestrians who are waiting for public transit and connecting in

the district. By addressing and removing and/or improving these conditions, an increase in walking and public transit use can be achieved. Similar successful improvements have already been implemented within adjacent areas of Little Tokyo, on 2nd, San Pedro and 3rd Streets, and Central Avenue, where pedestrian activity is vital day and night. The existing barriers limit access and connectivity and limit mobility options for people who work, visit and live in Little Tokyo. Currently pedestrians are required to go hundreds of feet out of their way just to cross the street to connect to the many uses and destinations in the community.

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

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

The goal of this project is to slow traffic and make it safer for pedestrians and bicyclists to cross intersections while increasing a safe, pedestrian environment. The project area is lacking some essential safety standards without which pedestrians and bicyclists are put at risk. Though the area is considered walkable, the long blocks (over 650') in the area make it very difficult to safely connect between shops, restaurants, museums, theatres, community centers, libraries, recreational facilities, residences and workplaces that are located along busy, fast moving, wide roadways. Pedestrians are often observed jaywalking mid-block between their destinations. Most other long blocks within the Civic Center and Little Tokyo area already have safe signalized mid-block crossings; however, many locations do not have midblock crosswalks. While the roadways in Little Tokyo are well lit at nighttime, bus stops and pedestrian-only streets are dark and feel dangerous to residents, employees and visitors. Mature trees in small tree wells have uplifted sidewalks and tree grates that create unfavorable and inaccessible pedestrian rights-of-way. Lack of street trees in other areas creates un-shaded pedestrian paths that are hot and glary on bright sunny days.

The proposed pedestrian countermeasures are critical safety features that must be installed to avoid any additional pedestrian injuries and fatalities in the project area. Existing safety and access deficiencies and countermeasures within the project area are as follows (see **Attachment 4a** for the Concept Plan):

- **Mid-block crossings** with deteriorated striping and no pedestrian signals will be retrofitted with continental crosswalks and pedestrian signals; additional mid block crossings with high visibility continental crosswalks, stop bars, and ped signals will be added. Safety improvements include two new signalized mid-block pedestrian crossings at Los Angeles Street between 2nd & 3rd Streets and San Pedro Street between 2nd & 3rd Streets. See **Attachment 4c** for a Before/After Sketch of one of the new mid-block crossings.
- **Safe street crossings:** Street crossings within the area, facilitating pedestrian movement from the

| |
|---|
| Gold Line light rail station at 1st & Alameda and bus stops located within the district that connect to employment centers to the west and the housing within the project area, will be enhanced by high visibility continental crosswalks, that make the environment safer for pedestrians, as well as pedestrian signals mid block. Project safety improvements include one new full signal at the T-intersection of 3rd & Omar Streets. |
| • **Slip lane closure:** At 2nd & Alameda Streets, an existing slip lane creates hazardous conditions for pedestrians and cyclists where drivers speed through the intersection often not even seeing pedestrians crossing the street. Improvements include a slip lane closure at 2nd & Alameda Streets to create a gateway island at the entrance to the district from the east. See **Attachments 4b and 4c** for the Concept Plan and Before/After Sketches of the Little Tokyo/Arts District Gateway. |
| • **Illuminate pedestrian rights-of-way:** The pedestrian environment suffers from a lack of pedestrian-oriented lighting. People feel safer in a public environment if they feel that they can see and be seen. Light levels also will be improved, and safety and the perception of safety enhanced by adding pedestrian lights where none exist on pedestrian walkways on city streets. |
| • **Security/Pedestrian lighting at bus stops:** Install lighting at all existing bus stops to provide increased security within the project area at high pedestrian activity areas. |
| • **Sidewalk repair:** Replacing damaged sidewalk and improving the sidewalk surface throughout project area will improve safety and reduce the risk of pedestrian injury. |
| • **New street furniture:** Install benches throughout project area to provide a comfortable stopping point for all pedestrians, especially the many seniors living in the area. |
| • **New street trees:** Providing shade from street trees is important on hot summer days when the sun is scorching. The comfort and safety these features provide inspire people to walk, bike, and take transit. |

The project will reduce the incidence of pedestrian fatalities and injuries by upgrading key pedestrian crossings within the project area and by adding others. The project will improve sight distance and visibility of pedestrians by adding continental markings and advance stop bars to existing and new crossings. The continental markings will increase the visibility of crosswalks and crossing pedestrians, while the advance stop bars will improve the sight lines to the crosswalk in the event that a driver is approaching in a lane adjacent to one in the same direction in which a driver has stopped to allow a pedestrian to cross.

The project will improve compliance with local traffic laws by introducing more conspicuous continental crosswalk markings, which are perceived sooner by drivers, leading to more frequent yielding to pedestrians.

The project will help eliminate behaviors that lead to collisions by providing more opportunities to cross mid-block and at currently un-signalized intersections. The addition of pedestrian crossing signals at these locations will more closely follow the desires of people seeking to get from one side of a busy roadway to the other. It is anticipated that individuals who would otherwise dart across the street excessively close to oncoming vehicles will instead wait for the signal to bring cross traffic to a stop.

Additionally, the project will help eliminate collision-causing behavior by closing the slip lane for right turns from East 2nd Street onto Alameda Street. The realignment of the 2nd/Alameda intersection to accommodate

only 90-degree turns will discourage shallow, sweeping, high-speed vehicle turns from 2nd onto Alameda, increasing the probability of drivers yielding to crossing pedestrians.

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

- *Reduces speed or volume of motor vehicles*

Two new mid-block pedestrian signals and one full signal will help to control travel speeds on all major north-south streets in the project area. Street trees will also slow speeds: research has shown that a 5-20% reduction in crashes could be attributed to features such as street trees.[i] A Texas Transportation Institute study using simulations demonstrated a 3-15% reduction in speed when street trees were introduced.[ii]

- *Improves sight distance and visibility*

New pedestrian lighting will improve visibility of pedestrians to all drivers and, in particular, to bus drivers and provide transit riders a safe place to wait for the bus.

- *Improves compliance with local traffic laws*

New pedestrian signals will provide the opportunity for pedestrians to legally cross the street mid-block without jaywalking. Closure of the slip lane at 2nd & Alameda will require drivers to stop at a traffic signal versus a stop sign that they often ignore, creating hazards for pedestrians. The mid-block pedestrian crossings will also slow traffic down causing motorists to be in greater compliance with the local road speed limits.

- *Eliminates behaviors that lead to collisions*

Creates a complete street that draws awareness to drivers that the streets of Little Tokyo serve all users and that they need to slow down in this district. Also the project eliminates the need for pedestrians to dart across the street mid-block, exposing themselves to potential collisions. The slip lane closure eliminates the blind condition that drivers often experience when they can't see pedestrians and cyclists crossing their paths.

- *Addresses inadequate traffic control devices*

Two new mid-block pedestrian signals and one full signal will add new traffic control on long blocks where pedestrians need to cross the street away from intersections. Closure of the slip lane will add traffic signal control in place of a stop sign for drivers at 2nd & Alameda.

- *Addresses inadequate bicycle facilities, crosswalks or sidewalks*

Two new mid-block pedestrian signals and one full signal with new high visibility crosswalks; sidewalk repair at uplifted pavement, broken tree well covers; planting of new street trees to create canopy over the

street to narrow the field of view for drivers and create shade for pedestrians; and closure of the slip lane will create a gateway to Little Tokyo and create a pedestrian plaza.

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

**Collision History:** The collision history for the project area was compiled using data from the UC Berkeley Transportation Injury Mapping System (TIMS) database. These data are based on collision reports prepared by California law enforcement agencies and reported through the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). According to TIMS data, for the five-year period beginning 1/1/2008 and ending 12/31/2012, the project area experienced a total of 43 separate collisions that resulted in at least one pedestrian or bicyclist injury. In these incidents, a total of 28 pedestrians and 17 bicyclists were injured; no fatalities occurred. See **Attachment 9** for detailed data from TIMS.

The most common type of violation identified as the cause of the collision was driver failure to yield to a pedestrian, with 16 separate crashes (37% of the total). Another common violation was a pedestrian crossing outside of a marked crosswalk, with 4 collisions reported (9% of the total).

**Crash Reduction Potential**: Countermeasures selected for the project were assigned estimated crash reduction factors (CRFs) based on the *Local Roadway Safety Manual*, *Version 1.1*, published by Caltrans. These CRFs were applied to the number of injury/fatal collisions involving pedestrians and bicyclists for the five-year 2008-2012 period at the locations where new treatments are proposed. Based on these calculations, the proposed countermeasures would result in an **average annual reduction of 1.81 crashes**. A worksheet showing the crash reduction calculations is included in **Attachment 10b** and a table containing a complete listing of all crashes are included in the **Attachment 9a** and mapped in **Attachment 9b**.

The crash reduction analysis attempts to limit its scope to only those collisions, injuries and fatalities that could potentially be affected by the project's proposed countermeasures; therefore, not all of the injuries/fatalities included in the collision history above are used to calculate the crash reduction potential of the Project. The number of injuries and fatalities used to calculate the crash reduction potential of a given countermeasure type is limited to the collisions that are a) related to the countermeasure being proposed (i.e. pedestrian or bicycle, in cases where the countermeasure is pedestrian- or bicycle-specific) and b) located

along the street where the countermeasure is proposed. Only pedestrian collisions located on corridors with proposed curb extensions, for example, are considered to be eligible to be reduced as a result of the installation of curb extensions. The number of collisions used in the crash reduction analysis for each countermeasure has been adjusted accordingly. A summary of the collisions with the potential to be reduced by each type of countermeasure is included in **Attachment 10a**.

**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 Little Tokyo community was extensively involved in the development of the project. The project scope is a direct result of regular monthly meetings of the Little Tokyo Community Advisory Committee, extensive field surveys, community focus groups and both presentation-style and open house format outreach meetings with the community, which were conducted by the former CRA/LA in preparation for the 2009 Metro Call for Projects. As a result, CRA/LA developed an accurate understanding the transit and pedestrian needs and desires of the community, and identified the improvements needed. In addition to the community outreach conducted as part of the 2009 Call for Projects, by the very nature of their involvement with the neighborhood since the establishment of the Little Tokyo Redevelopment Project area in 1970, CRA/LA already had strong relationships with the key community and cultural organizations in Little Tokyo, and interfaced with them on an ongoing basis. Following the dissolution of CRA/LA in 2012, the land-use goals of the Project area, including pedestrian improvements such as those proposed by this project, are now carried out by the Successor Agency and other City departments and Metro. In addition, Metro's LA Union Station and 1st/Central Station Linkages Study has recently engaged the surrounding downtown communities, including Little Tokyo, in a community-based process to develop pedestrian and bicycle linkages to both stations. The recommendations from this process have reinforced the ideas and concepts that have been developed over the past 10 years are included in the proposed improvements of this grant application. (See **Attachment 7**.)

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

This project builds on and extends pedestrian improvements already implemented in Little Tokyo by City of Los Angeles Department of Transportation, Bureau of Street Services, Bureau of Engineering and Metro.

The project boundaries, and scope and aesthetics of improvements, are based on the concepts included in the Little Tokyo Planning & Design Guidelines, prepared by the Little Tokyo Planning and Design Guidelines Joint Task Force in November of 2005, approved by the Mayor's Little Tokyo Community Development Advisory Committee in November of 2005, and approved by the CRA/LA Board in April of 2006. These design guidelines are the product of a year long public process with over fourteen public meetings guided by a community task force including representatives of the Japanese American National Museum, The Rafu Shimpo, the Little Tokyo Service Center, the Little Tokyo Business Association, the Little Tokyo Business Improvement District, residents, and staff of CRA/LA. Elements of this project draw on the cultural influences of the district, and incorporate the already recognizable Little Tokyo Business Improvement District logo.

As the project proceeds through design and construction phases, liaison with adjacent property owners will occur, taking its cue from the long-standing CRA/LA interface within the district. The Little Tokyo Business Improvement District will maintain these project improvements, in the same way that current pedestrian improvements in the District are being maintained. See **Attachment 8** for letter from community stakeholders supportive of the project.

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

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

The project's active transportation improvements are prioritized in several City of Los Angeles plans, including the General Plan Land Use Element (Central City Community Plan), Mobility Element, and Health and Wellness Element. The project is prioritized at the county level in the Metro Long Range Transportation Plan, which identified this project as part of the Call for Projects program. As a project that advances the reach of light rail transit, it's also in line with Metro's First/Last Mile Strategic Plan. Finally, at the regional level, projects selected through the Call for Projects are also included in the SCAG RTP. Moreover, this project advances the goals identified in the SCAG RTP's Active Transportation Appendix. The project's improvements also help reduce GHG emissions by creating a network of walkable and bikeable connections to transit, reducing the need to drive. See **Attachment 6** for additional documentation of these planning documents.

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

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

**Alternatives Considered**

**Road/Lane Narrowing:** Little Tokyo is adjacent to downtown LA Civic Center, the second largest Civic Center in the US, with more than100,000 employees. The volume of traffic that travels through Little Tokyo makes a road/lane narrowing countermeasure inappropriate, so relative costs were not explored.

**Raised Median:** Adding a raised median inn the roadway does not qualify as a pedestrian or bicycle safety countermeasure in this project area. A raised median would not reduce the speed or volume of motor vehicles, improve sight distance or visibility, improve compliance with local traffic laws with regard to pedestrian crossing behavior, eliminate behaviors that lead to collisions, address inadequate traffic control devices; nor does it address inadequate bicycle facilities, crosswalks or sidewalks. Because of its inapplicability, relative costs were not developed.

**Pedestrian Crossing Islands:** Due to budget constraints this effective countermeasure is not a viable option for the project area.

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

Benefits of the project were calculated across several categories based on a 20-year project life. Benefits of the project stem from its potential to divert future trips away from driving and toward bicycle/walking and from its potential to reduce injuries and fatalities due to traffic collisions involving victims who are bicycling and walking. Specific benefits falling into these two categories have been identified and calculated for the project. A summary of the benefit/cost calculations may be found in Attachment 14.

The overall benefit/cost ratio based on net present value (NPV) costs and benefits of the total project is **3.42**, and the ratio of benefits to funds requested is **4.58**.

| | |
|---|---|
| Total Benefits | $15,170,886 |
| NPV of Total Project Cost | $4,439,750 |
| Amount Requested | $3,316,000 |
| **Benefit/Cost Ratio (Total Cost)** | **3.42** |
| **Benefit/Cost Ratio (Amount Requested)** | **4.58** |

**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 enhanced street crossings and sidewalk improvements will improve public health by providing residents safer and more desirable conditions for walking, encouraging increased pedestrian activity in the surrounding community for commuting, utilitarian, and recreational purposes.

**Need**: This project will provide 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 Central Los Angeles Health District, 10% of adults do not engage in physical activity and another 28% do not meet the recommended guidelines.[iii] This physical inactivity is a leading cause of obesity and type 2 diabetes.[iv] Currently, approximately 34% of adults are overweight and 19% are obese in the health district.[v] 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.[vi] In the Central LA health district, almost 6% of children suffer from asthma and 11.4% of children do not participate in physical activity.[vii]

**Solution:** The Little Tokyo 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, "Communities should consider…building and enhancing infrastructures to support more walking and bicycling, and improving the safety of neighborhoods to facilitate outdoor physical activity."[viii] While we have long known that exercise can address the high prevalence of obesity, recent research has established an even stronger relationship between transportation choices and public health. Chapter 16 of *TCRP Report 95* reviewed 34 national research studies and concluded 1) there is "strong evidence that links walkability factors involving transportation infrastructure and land use with more active transportation and less driving", and 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."[ix] The benefit of active transportation was shown in both physical and

mental health gains. Additionally, the recently published 2014 Benchmarking Report from the Alliance for Biking and Walking shows a positive nationwide correlation between the percent of the population in a city that bikes or walks to work and the percent of the population that meets the recommended levels of physical activity, and negative correlations between biking and walking to work and levels of obesity, diabetes, and high blood pressure.[x] Finally, researchers have estimated anywhere from $0.18 to $8.00 of financial benefit to the health care system per mile bicycled or walked.[xi] Our cost effectiveness analysis uses a very conservative estimate (for fitness only) of $0.20 for biking and $0.50 for walking.[xii]

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

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

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

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

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

- *Median household income for the community benefited by the project:* ***$ 17,200***

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

- *California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:* ***48.43***

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

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

**N/A there are no schools within ½ mile radius.**

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

**N/A, project meets criteria in section a., above.**

**Additional Disadvantaged Communities Information:** US Census Data from 2000 confirms that the surrounding community can be characterized as an ethnically diverse, low-income community. Median family income is $17,434; median household income is just over $10,000, and 56.8% of individuals in this Census Tract fall below the poverty level. Whites comprise 17.5% of the population in this project area, while Black or African American individuals make up 33.4%, Asians 29.7%, and Hispanics 24.2%.

Per US Census data from 2000 for Tract 2062, covering this project area, 49.5% of workers over the age of 16 walk to work, 24.1% use public transportation, 2% carpool, and only 22% drive alone. These numbers are significantly higher than the City of Los Angeles, where only 10% of workers over the age of 16 use public transit to get to work, and only 4% of workers walk to work. The high percentages of public transit use and walking within the community indicate a high level of support for walking and transit use.

Research on pedestrian safety has shown that low-income communities with high percentages of Latino and/or African-American residents are at a high risk of being involved in a pedestrian fatality. For example, a *Los Angeles Times* Study conducted in 2002 found that fatal accidents within the City of Los Angeles are concentrated in densely populated urban neighborhoods, and that fatal pedestrian accidents are heaviest in communities with large African-American and Latino populations. According to the study, Latinos and African-Americans make up 55% of LA County's population, but represent 59% of the victims of fatal pedestrian accidents and 70% of the victims of fatal hit and run accident. African-Americans and Latinos typically have less access to a car, and, therefore, are more likely to walk, which increases their risk of being hit by a car.

Research by the Surface Transportation Policy Project has revealed that pedestrian accidents are a significant public health problem in California, particularly in Los Angeles County. According to the study, pedestrians killed as a percentage of total traffic fatalities is as high as 30% in Los Angeles County, and the majority of victims tend to be from low-income populations.

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.*

100% of the project area falls geographically within a disadvantaged community (see **Attachment 13**), as defined in section A., above. The project will benefit this disadvantaged community: since disadvantaged community members have lower vehicle ownership and walk, bike and take public transportation, proposed pedestrian improvements will improve safety and better serve their daily needs to shop, go to school or work, visit their place of worship or a public facility or conduct other activities. Visitors to the area who depend on public transportation will benefit from these same improvements, as more walkable and accessible streets will allow them to safely move about the district to conduct their activities. People who arrive by vehicle will also benefit once they exit their vehicles and become pedestrians.

A greater level of pedestrian connectivity between the community and public transit facilities will be achieved by removing physical barriers that may prevent people in the community from accessing transit, and installing streetscape elements that support walking and the use of public transit. Existing safety and access deficiencies within the project area include the following:

| |
|---|
| • A narrow, poorly lit, sidewalk on the west side of Alameda opposite the Gold Line Eastside Extension station, which is punctuated by curb cuts and driveway accesses. This will be addressed with replacement sidewalk paving and the addition of pedestrian lights. |
| • Lack of lighting on the south side of 1st Street, just west of Alameda, which will be addressed by adding pedestrian lighting. |
| • Low light levels on Temple west of Alameda, given the mature tree canopy there. This will be addressed by replacing the street lighting with the lower globe style street lights found throughout this district, and adding pedestrian lighting. |
| • Bus shelters still in need of security/pedestrian lighting within the project area, which will be corrected. |
| • Mid-block crossings with deteriorated striping and no pedestrian signals, will be retrofitted with enhanced paving and pedestrian signals, and additional mid-block crossings with special paving and pedestrian signals will be added. |

The project will remedy these barriers to active transportation in the following manner:

| |
|---|
| • **Lack of visibility after hours:** The pedestrian environment suffers from a lack of pedestrian-oriented lighting. People feel safer in a public environment if they feel that they can see and be seen. Light levels will also be improved, and safety and the perception of safety enhanced by adding lantern elements, seating and replacing district signage at entries to the Little Tokyo Spine. |
| • **Street crossings:** Street crossings within this project area, facilitating pedestrian movement from the Gold Line station at 1st & Alameda, as well as the bus stops located within the district, and to and from the employment centers to the west and the housing within the project area, will be enhanced by better markings, such as new crosswalks, that make the environment safer for pedestrians, as well as pedestrian signals at mid block crossings. |
| • **Sidewalk replacement**: Replacing damaged sidewalk and improving the sidewalk surface on the west side of Alameda will improve safety and reduce the risk of pedestrian injury. |
| • **Tree well enhancements:** Using decomposed granite in tree wells is a superior way to maintain street trees given the fact that this approach allows light and air to tree roots thus encouraging their growth, while ensuring maximum moisture levels are absorbed into the ground surrounding the trees and ensuring that sidewalks remain intact and level as trees grow. Enhancements to existing tree wells will improve pedestrian safety by ensuring the long-term durability of the sidewalk and a level public right-of-way. |

The project provides disadvantaged community residents with improved daily access to active transportation by addressing the physical conditions that prevent people from walking to and from transit facilities and using them on a regular basis. A higher level of mobility can be achieved in Little Tokyo by improving pedestrian routes between different modes, through lighting, additional street furniture, shade and enhanced paving. As previously discussed, and depicted in **Attachment 2c** there is currently a variety of public transit modes, including LRT, traditional bus lines, and DASH routes. What is needed is more

comfortable walking paths through this District which will invite pedestrians to circulate. The project will address that need by providing lighting, paving, shade and additional street crossings.

This project encourages use of alternative travel modes to the automobile by improving and enhancing the public spaces in which people access transit. Some existing conditions in Little Tokyo, such as lack of pedestrian and bus stop lighting, and some areas of sidewalk disrepair, act as deterrents to alternative modes of travel because they create unfavorable and unpleasant conditions for pedestrians who are waiting for public transit. By addressing and removing these barriers, an increase in walking and public transit use by disadvantaged community members can be achieved.

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

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

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

Virginia Clark, CCC Region Deputy, Region 1, Virginia.clark@ccc.ca.gov, 916.341.3147; April 16, 2014

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

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

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

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

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

CCC has not yet responded to our numerous inquiries.

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

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

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

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

The City of Los Angeles has been the successful recipient of millions of dollars in ATP -type grants over the past several years. We have received and successfully managed and delivered State and Federal Safe Routes to School grants, Highway Safety Improvement Program (HSIP) grants, and federal/state grants programmed by 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.

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[i] Mok, Landphair, and Naderi (2003). Comparison of Safety Performance of Urban Streets Before and After Landscape Improvements. 2nd Urban Street Symposium (Anaheim, California) — July 28-30, 2003.
[ii] Mok, Landphair, and Naderi (2003). Comparison of Safety Performance of Urban Streets Before and After Landscape Improvements. 2nd Urban Street Symposium (Anaheim, California) — July 28-30, 2003.
[iii] 2011. Los Angeles County Department of Public Health http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.htm
[iv] Center for Disease Control , Physical Inactivity Estimates, by County , http://www.cdc.gov/Features/dsPhysicalInactivity/, Accessed April 24, 2014
[v] 2011. Los Angeles County Department of Public Health http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.htm
[vi] 2009. Center for Disease Control
[vii] 2011. Los Angeles County Department of Public Health http://publichealth.lacounty.gov/ha/LACHSDataTopics2011.htm
[viii] 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
[ix] 2012. Transit Cooperative Research Program (TCRP) Report 95 - Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 16, Pedestrian and Bicycle Facilities. Transportation Research Board.
[x] 2014. Bicycling and Walking in the United States: 2014 Benchmarking Report. Alliance for Biking and Walking.
[xi] 2013. Metro Bicycle Investment Scenario Analysis Model – Methodology Technical Memo. Cambridge Systematics.
[xii] 2014. Litman, Todd. Evaluating Active Transport Benefits and Costs. Victoria Transport Policy Institute. http://www.vtpi.org/nmt-tdm.pdf

| Project name: | City of LA Little Tokyo Pedestrian Safety Project |
|---|---|

## V. PROJECT PROGRAMMING REQUEST

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

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

**Notes:**

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

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

*General Instructions*

| ☒ New Project | | | | | Date: | 5/13/14 |
|---|---|---|---|---|---|---|
| **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**

Little Tokyo Pedestrian Safety Project

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

The project area is located in the Little Tokyo District of Downtown Los Angeles. The project boundaries are Temple Street on the north, Main Street on the west, 3rd Street on the south and Alameda Street on the east. The proposed improvements include installation of two mid-block and one full traffic signals, a slip lane closure, bus stop security lighting, landscaping, street furniture, ADA curb ramp and sidewalk improvements and continental crosswalks.

☒ 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

This project will improve the safety, appearance, and walkability in Little Tokyo, particularly at high-volume pedestrian crossing locations and sidewalks, areas surrounding the future Metro Gold Line Station, and entirely within existing City right-of-way. This project will promote and encouraging more transit, pedestrian and bicycle use in the area by creating a walkable pedestrian friendly streetscape, creating a feeling of safe environment, thus encouraging more commercial/retail activity, and establishing stronger transitions/connections within the area.

**Project Benefits** ☐ See page 2

This project benefits the residents, business community and Little Tokyo visitors by improving the pedestrian and bicyclist environment, by installing new amenities on sidewalks, between the transit stops, creating safer and more accessible crossing points, and by creating more green space; thus improving connection between the street users and the existing and future planned activity centers.

☒ 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:** 5/13/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 07 | LA | | | | | |

**Project Title:** Little Tokyo Pedestrian Safety Project

**Proposed Total Project Cost ($1,000s)**

| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | 888 | | | | | | 888 |
| R/W SUP (CT) | | | | | | | | |
| CON SUP (CT) | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | 3,551 | | | | | 3,551 |
| TOTAL | | 888 | 3,551 | | | | | 4,439 |

**Notes**

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | 663 | | | | | | 663 |
| R/W SUP (CT) | | | | | | | | |
| CON SUP (CT) | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | 2,653 | | | | | 2,653 |
| TOTAL | | 663 | 2,653 | | | | | 3,316 |

**Funding Agency**

ATP

**Fund No. 2:** LOCAL FUNDS (City's Proposition C + Metro's Measure R)

**Program Code**

**Proposed Funding ($1,000s)**

| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | 225 | | | | | | 225 |
| R/W SUP (CT) | | | | | | | | |
| CON SUP (CT) | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | 673 | | | | | 673 |
| TOTAL | | 225 | 673 | | | | | 898 |

**Funding Agency**

City of Los Angeles & Metro

**Fund No. 3:** LOCAL FUNDS (Non-participating City Proposition C)

**Program Code**

**Proposed Funding ($1,000s)**

| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W SUP (CT) | | | | | | | | |
| CON SUP (CT) | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | 225 | | | | | 225 |
| TOTAL | | | 225 | | | | | 225 |

**Funding Agency**

City of Los Angeles

**Fund No. 4:**

**Program Code**

**Proposed Funding ($1,000s)**

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

**Funding Agency**

**Fund No. 5:**

**Program Code**

**Proposed Funding ($1,000s)**

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/13/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 07 | LA | | | | | |
| **Project Title:** | Little Tokyo Pedestrian Safety Project | | | | | |

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

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

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

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

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

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/13/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 07 | LA | | | | | |
| **Project Title:** | Little Tokyo Pedestrian Safety Project | | | | | |

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

| Project name: | City of LA Little Tokyo Pedestrian Safety Project |
|---|---|

## 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) | $ 663,000 |
| Right-of-Way Phase | $ 0 |
| Construction Phase-Infrastructure | $ 2,653,000 |
| Construction Phase-Non-infrastructure | $ 0 |
| **Total for ALL Phases** | **$** 3,316,000 |

| **All Non-ATP fund types on this project*** (to the nearest $1000) | **Amount** |
|---|---|
| Measure R | $ 869,000 |
| City of LA Prop C Non-Participating | $ 225,000 |
| City of LA Prop C | $ 29,000 |
| | $ |
| | $ |
| | $ |

*Must indicate which funds are matching

| | |
|---|---|
| Total Project Cost | $ 4,439,000 |
| Project is Fully Funded | Yes |

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

### ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

| | **Proposed Allocation Date** | **Proposed Authorization (E-76) Date** |
|---|---|---|
| PA&ED or E&P | | |
| PS&E | 12/01/2014 | 01/01/2015 |
| Right-of-Way | | |
| Construction | 06/30/2016 | 12/15/2016 |

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

| Project name: | City of LA Little Tokyo Pedestrian Safety Project |
|---|---|

## VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

| Start Date | End Date | Task/Deliverables |
|---|---|---|
| | | |
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| Project name: | City of LA Little Tokyo Pedestrian Safety Project |
|---|---|

## 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 Kirk Mukri Phone: 213.972.8480
Title: General Manager, Dept. of Transportation e-mail: jon.k.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: City of LA Little Tokyo Pedestrian Safety Project |
|---|

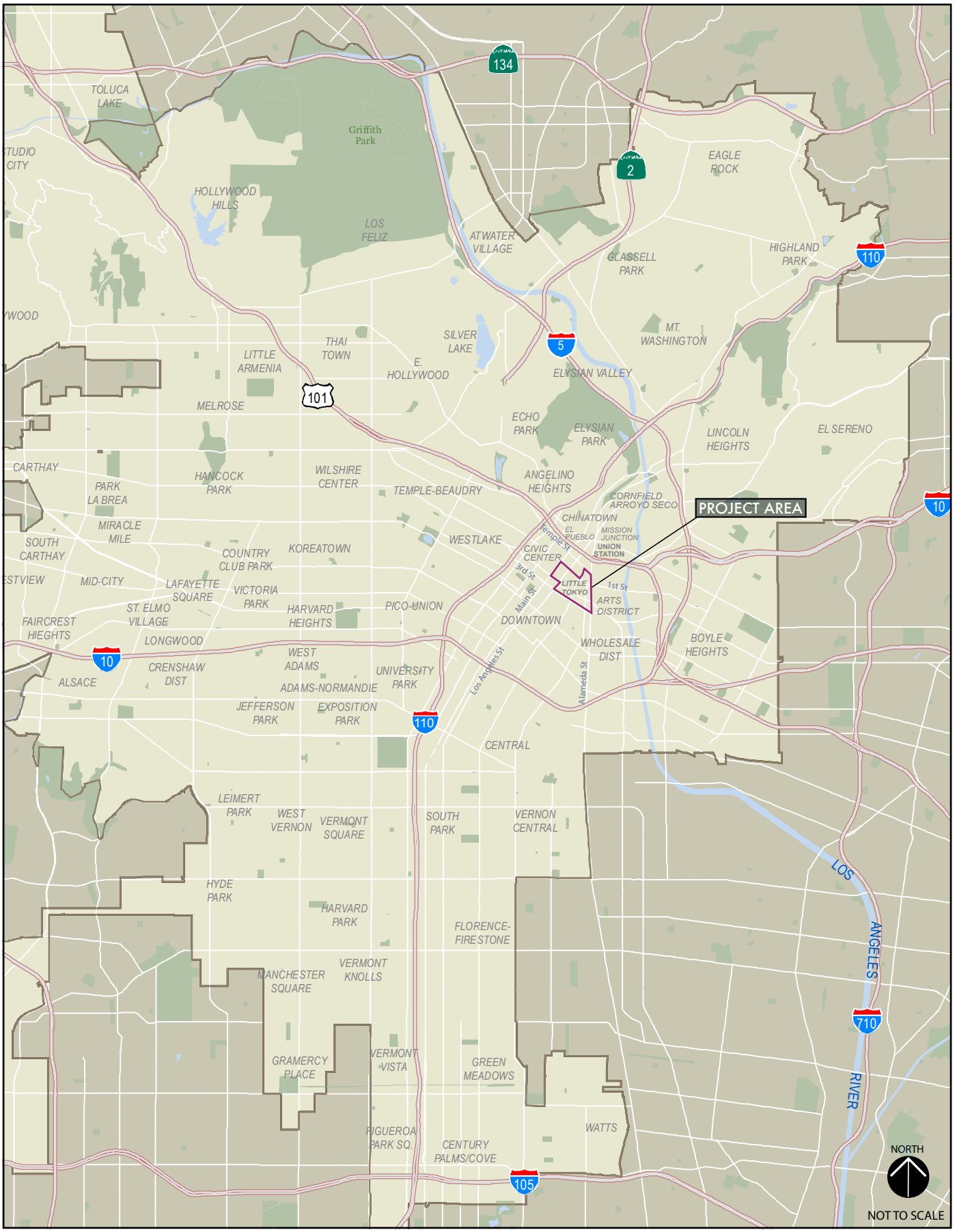
## VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

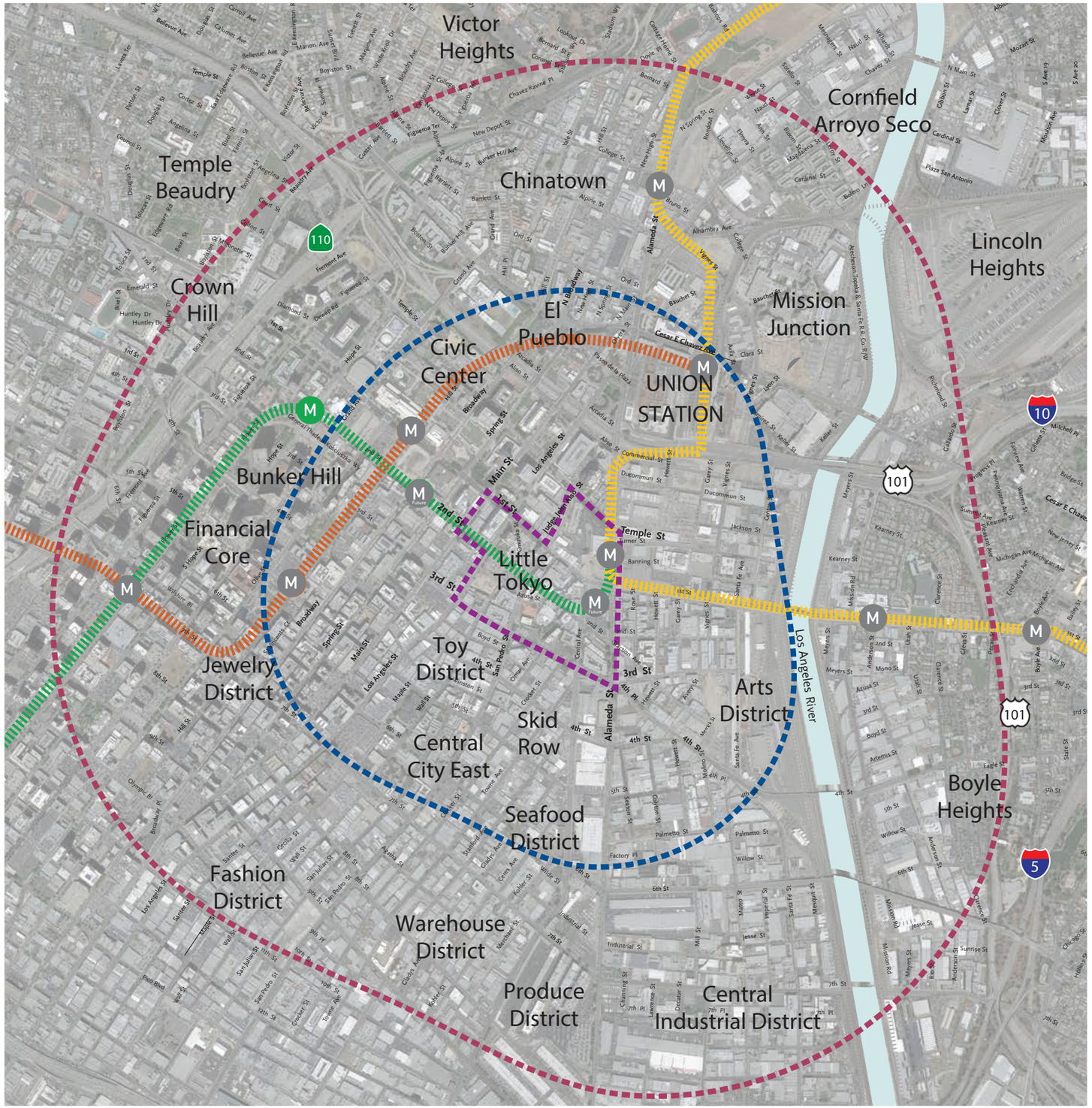
- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum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

## Attachments

| | |
|---|---|
| 1 | Regional Map |
| 2a | Vicinity/Location Aerial |
| 2b | Activity Centers Map |
| 2c | Transit Routes Map |
| 2d | Existing & Designated Bikeways Map |
| 2e | Land Use Map |
| 3 | Photos/Video of Existing Location |
| 4a | Concept Plan |
| 4b-1 | Little Tokyo/Arts District Gateway Before/After Sketch |
| 4b-2 | Little Tokyo/Arts District Gateway Plan |
| 4c | San Pedro bet 2nd/3rd St Mid-Block Crossing Before/After Sketch |
| 5 | Detailed Engineer's Estimate |
| 6 | Planning Documents Referenced |
| 7 | Public Participation Process Documentation |
| 8 | Letters of Support |
| 9a | TIMS Ped•Bike Collision Data |
| 9b | TIMS Ped•Bike Collision Map |
| 10a | Ped-Bike Collisions used in Crash Reduction Analysis |
| 10b | Crash Reduction Calculations |
| 11a | Ped-Bike-Vehicle Counts |
| 11b | Ped-Bike Trip Forecasting |
| 11c | Ped-Bike-Vehicle Counts Detail |
| 12 | Transit Ridership Counts |
| 13 | Disadvantaged Community Map |
| 14 | Benefit/Cost Summary |




City of LA Little Tokyo Pedestrian Safety Project
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 1 | REGIONAL MAP**



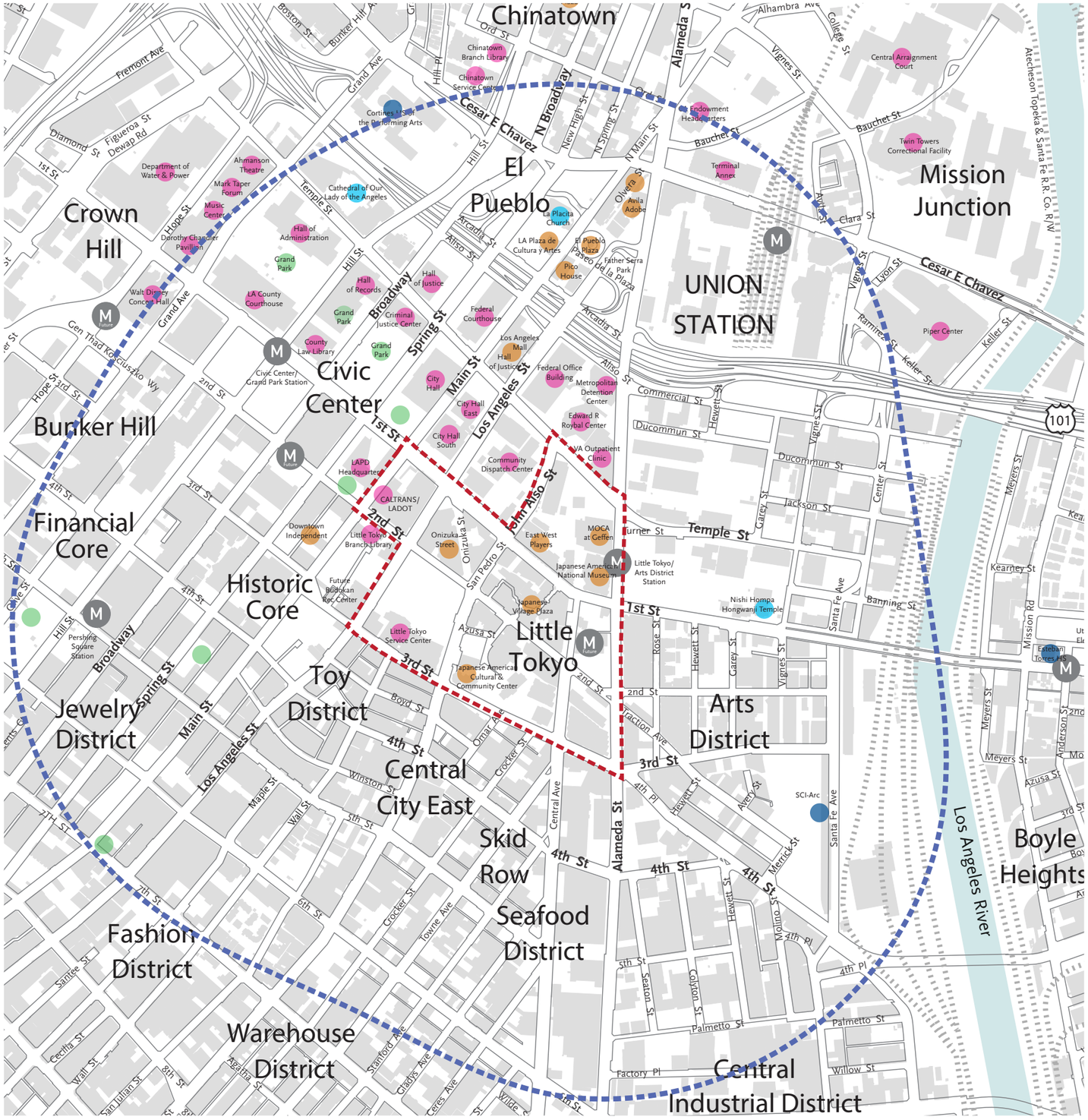

**Legend**

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

NORTH

400 1200

City of LA Little Tokyo Pedestrian Safety Project
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 2a | VICINITY/LOCATION MAP**




## Legend

- Project Area
- 1/ 2 mile Pedestrian Radius

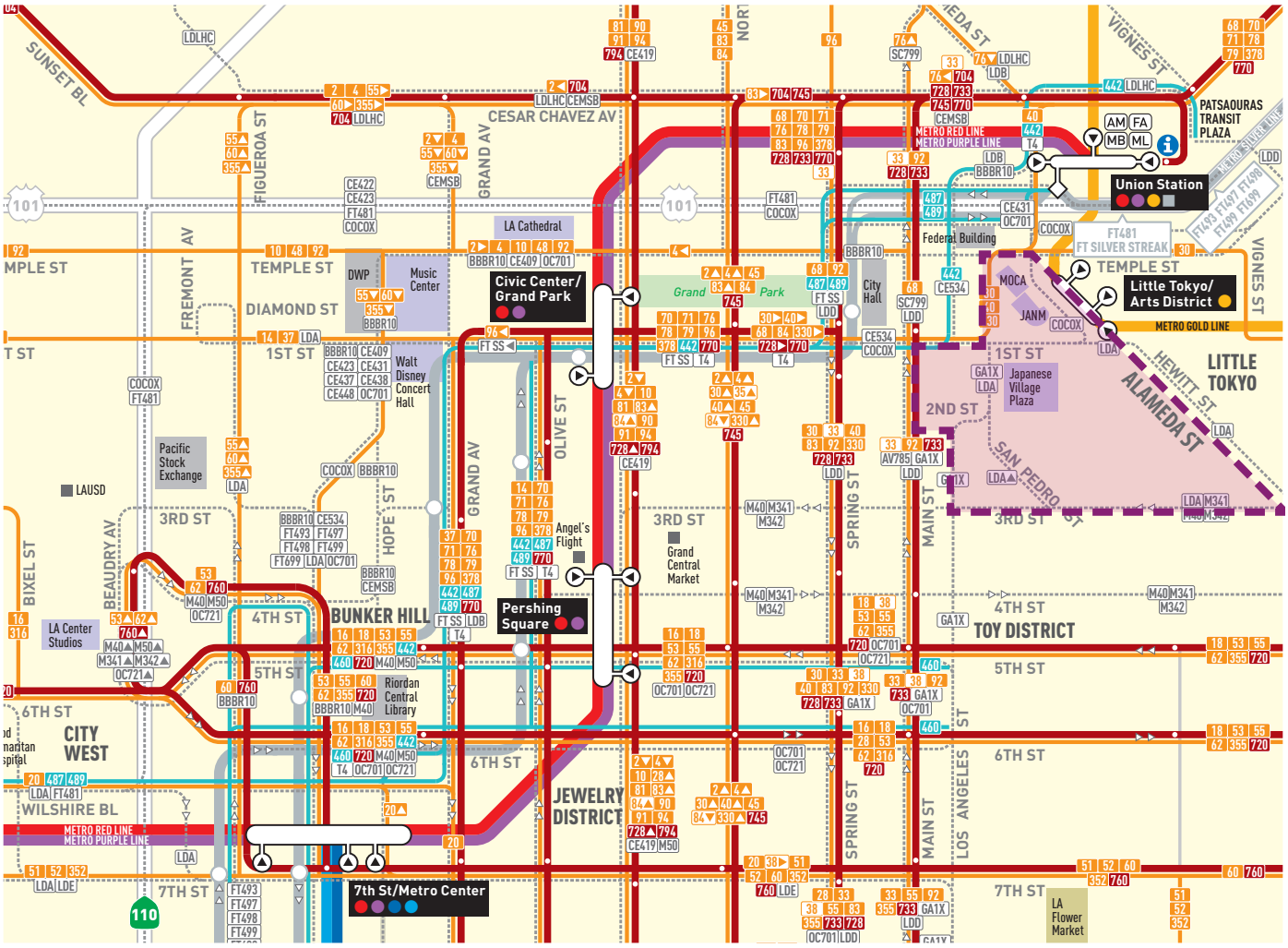
**Destination Types**

- Civic/Institutional Destinations
- Cultural Destinations
- Religious Destinations
- Schools
- Parks

NORTH

0 ft 400 800 1200

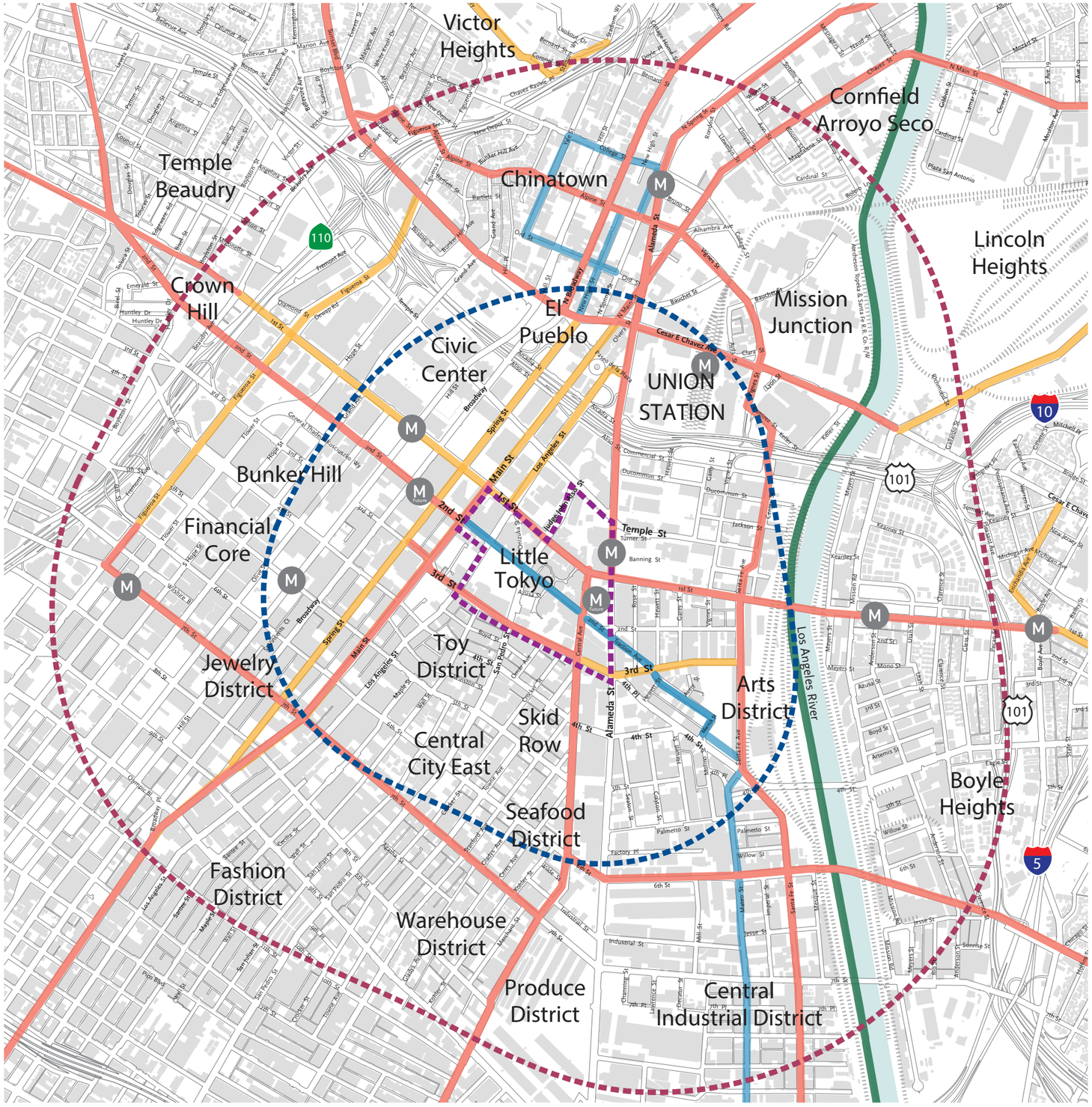
City of LA Little Tokyo Pedestrian Safety Project
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 2b | ACTIVITY CENTERS MAP**




**Legend**

Project area

NORTH



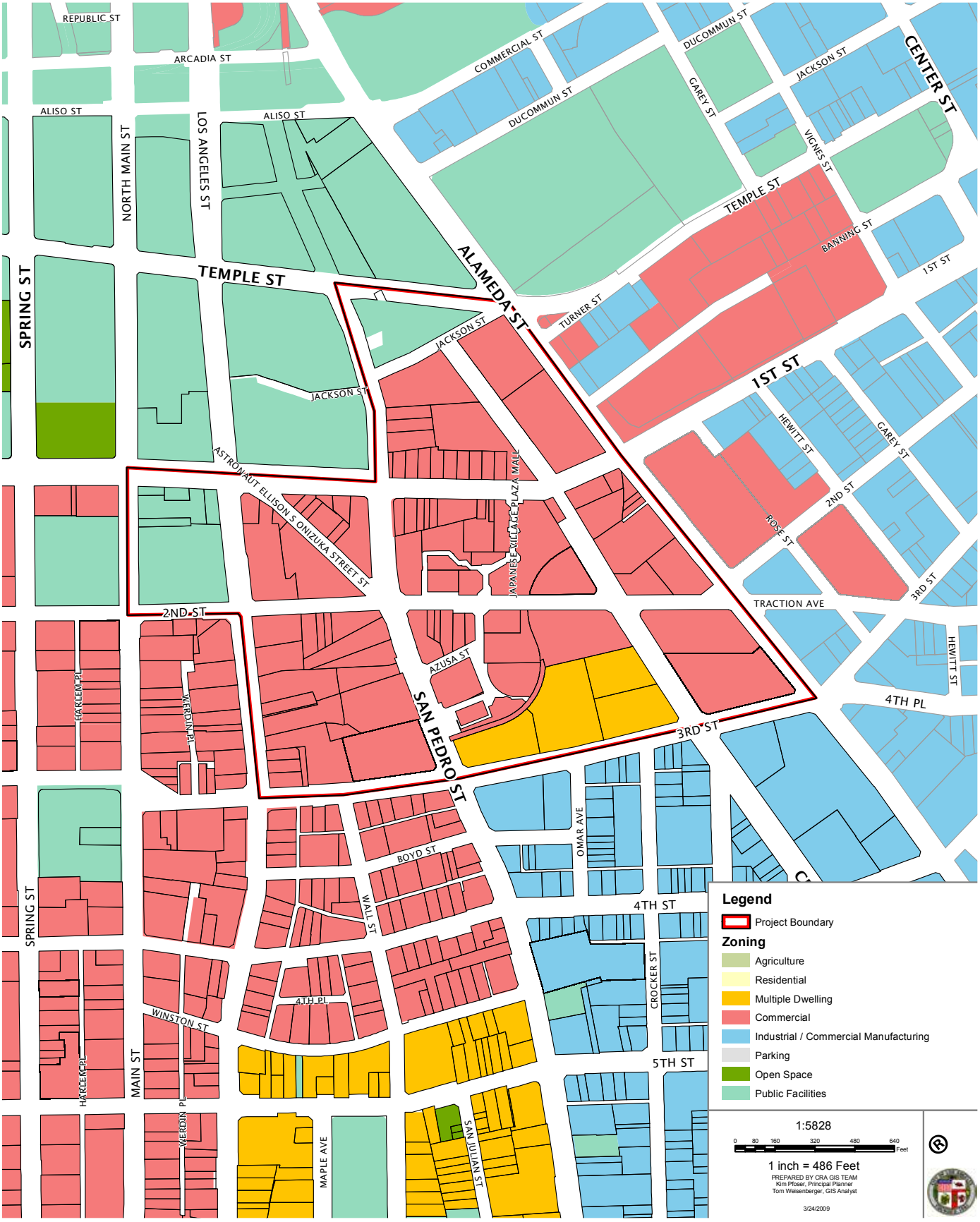

## Legend

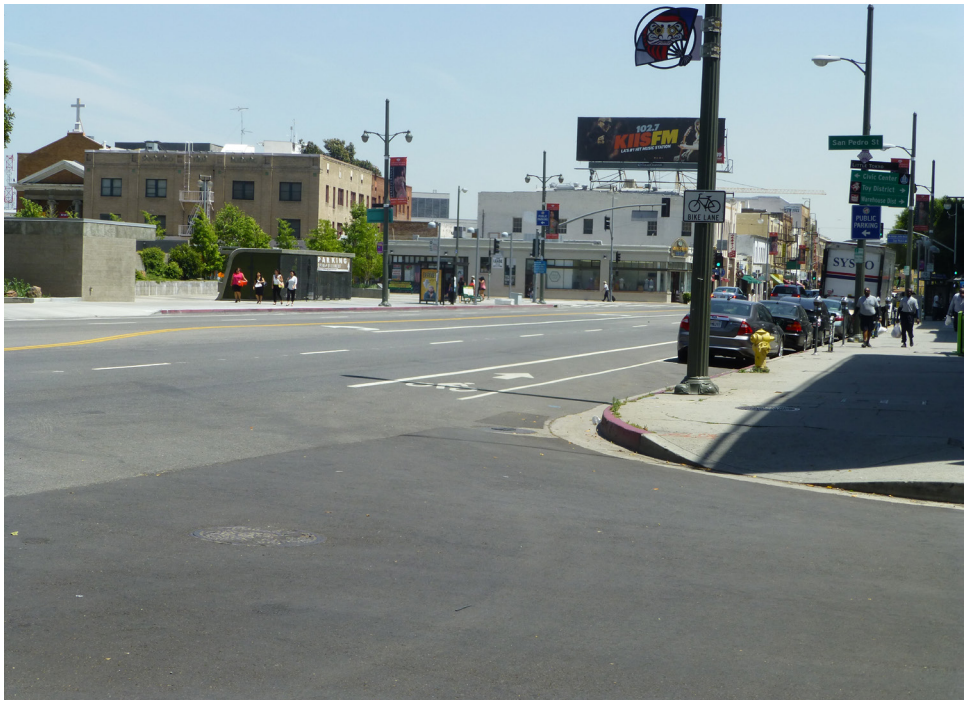
- Project Area
- 1/2 Mile Pedestrian Radius
- 1 Mile Radius
- Existing Bike Lanes
- Proposed Bike Lanes
- Proposed Los Angeles River Bikeway
- Existing or Proposed Sharrow
- Metro Station (Existing & Future)

NORTH

400 1200

City of LA Little Tokyo Pedestrian Safety Project
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 2d | EXISTING & DESIGNATED BIKEWAYS MAP**


REPUBLIC ST
ARCADIA ST
ALISO ST
ALISO ST
NORTH MAIN ST
LOS ANGELES ST
SPRING ST
TEMPLE ST
TEMPLE ST
ALAMEDA ST
COMMERCIAL ST
DUCOMMUN ST
DUCOMMUN ST
GAREY ST
JACKSON ST
CENTER ST
VIGNES ST
BANNING ST
1ST ST
TURNER ST
JACKSON ST
JACKSON ST
1ST ST
HEWITT ST
GAREY ST
2ND ST
ROSE ST
3RD ST
TRACTION AVE
ASTRONAUT ELLISON S ONIZUKA STREET ST
JAPANESE VILLAGE PLAZA MALL
2ND ST
AZUSA ST
SAN PEDRO ST
3RD ST
4TH PL
HEWITT ST
HARCEM PL
WERDIN PL
BOYD ST
OMAR AVE
WALL ST
4TH ST
SPRING ST
CROCKER ST
4TH PL
WINSTON ST
5TH ST
MAIN ST
HARCEM PL
WERDIN PL
MAPLE AVE
SAN JULIAN ST
Legend
Project Boundary
Zoning
Agriculture
Residential
Multiple Dwelling
Commercial
Industrial / Commercial Manufacturing
Parking
Open Space
Public Facilities
1:5828
0 80 160 320 480 640 Feet
1 inch = 486 Feet
PREPARED BY CRA GIS TEAM
Kim Ploser, Principal Planner
Tom Weisenberger, GIS Analyst
3/24/2009




1

Looking east on the south side of 1st Street at Astronaut Onizuka Way. Lack of crosswalk markings at side streets in Little Tokyo makes it very difficult for drivers to recognize pedestrian paths of travel across roadways.

2

Looking west on the south side of 1st Street at Astronaut Onizuka Way. Shows the same condition as above photo from the other direction. You can see how close Little Tokyo is to City Hall and the largest governmental center outside of Washington DC.

**3**

Poor sidewalk conditions along many of the streets in Little Tokyo make pedestrian travel challenging, especially for disabled persons.

**4**

More poor sidewalk conditions along many of the streets in Little Tokyo make pedestrian travel challenging, especially for disabled persons.

**5**

Looking north on Judge John Aiso Street north of 1st Street has narrow sidewalks, no street trees, no benches and no lighting at the transit stop.

**6**

Looking at the northeast corner of 1st Street and Judge John Aiso Street. This bus stop has pedestrian lighting and a shelter, however the street is lacking street trees and other pedestrian amenities.

7

Lack of street trees throughout Little Tokyo makes for an unpleasant pedestrian experience on hot days and everyday along wide roadways.

8

Lack of street trees along San Pedro Street south of 1st Street

**9**

Lack of street trees along San Pedro Street south of 1st Street

**10**

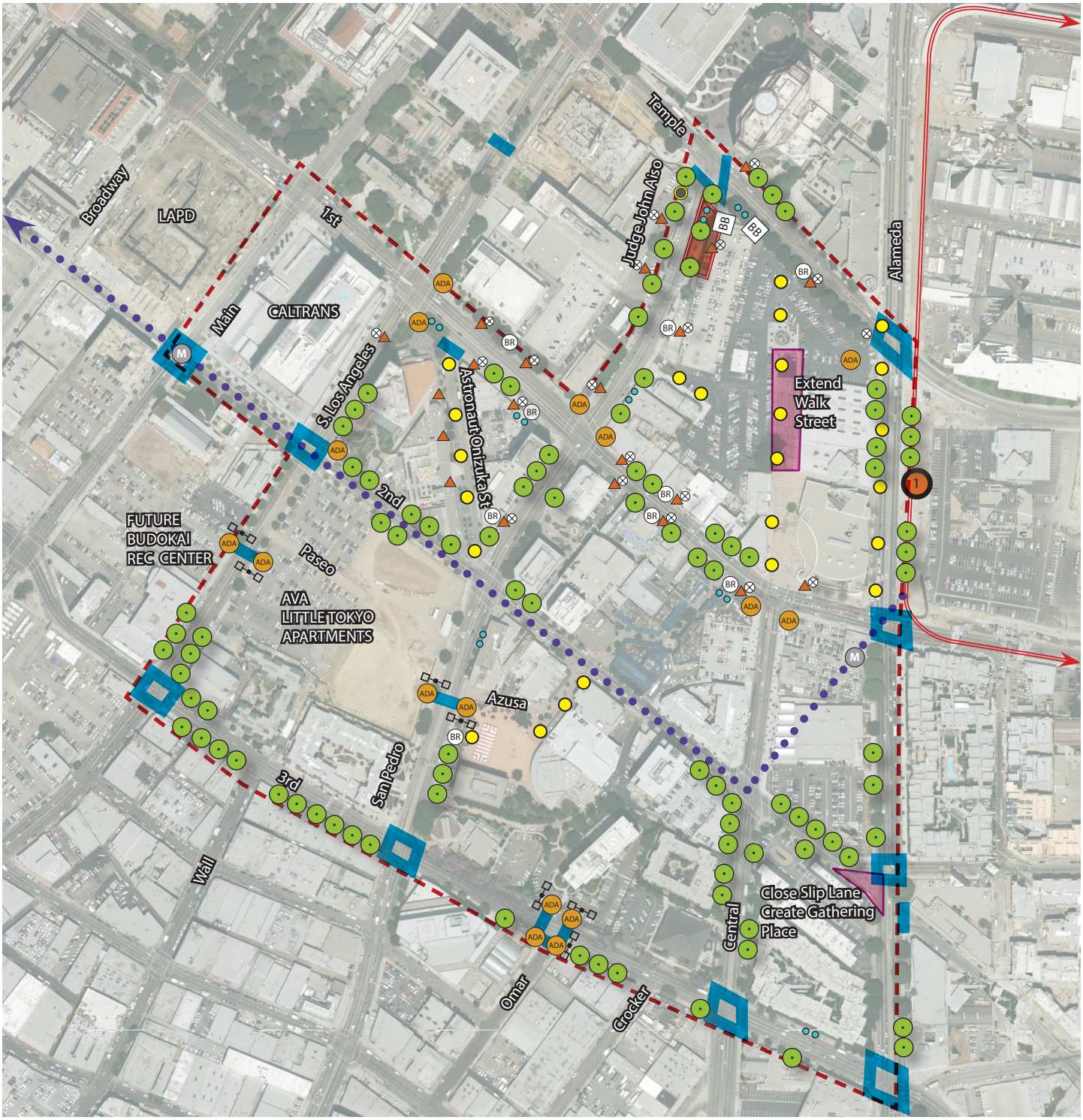
Lack of pedestrian lighting on Astronaut Onizuka Way south of 1st Street

**11**

Lack of bus stop lighting on Temple Street east of Judge John Aiso Street.

**12**

Looking north on the west side of 2nd Street and Alameda Street at slip lane that creates dangerous conditions for pedestrians, where drivers are often in the crosswalk blocking their path of travel. No ADA-accesible ramps are provided on either end of the island making the intersection nearly impassible by disable persons who must travel in the roadway to cross the street. This location is one of the key improvement area in the proposed project.



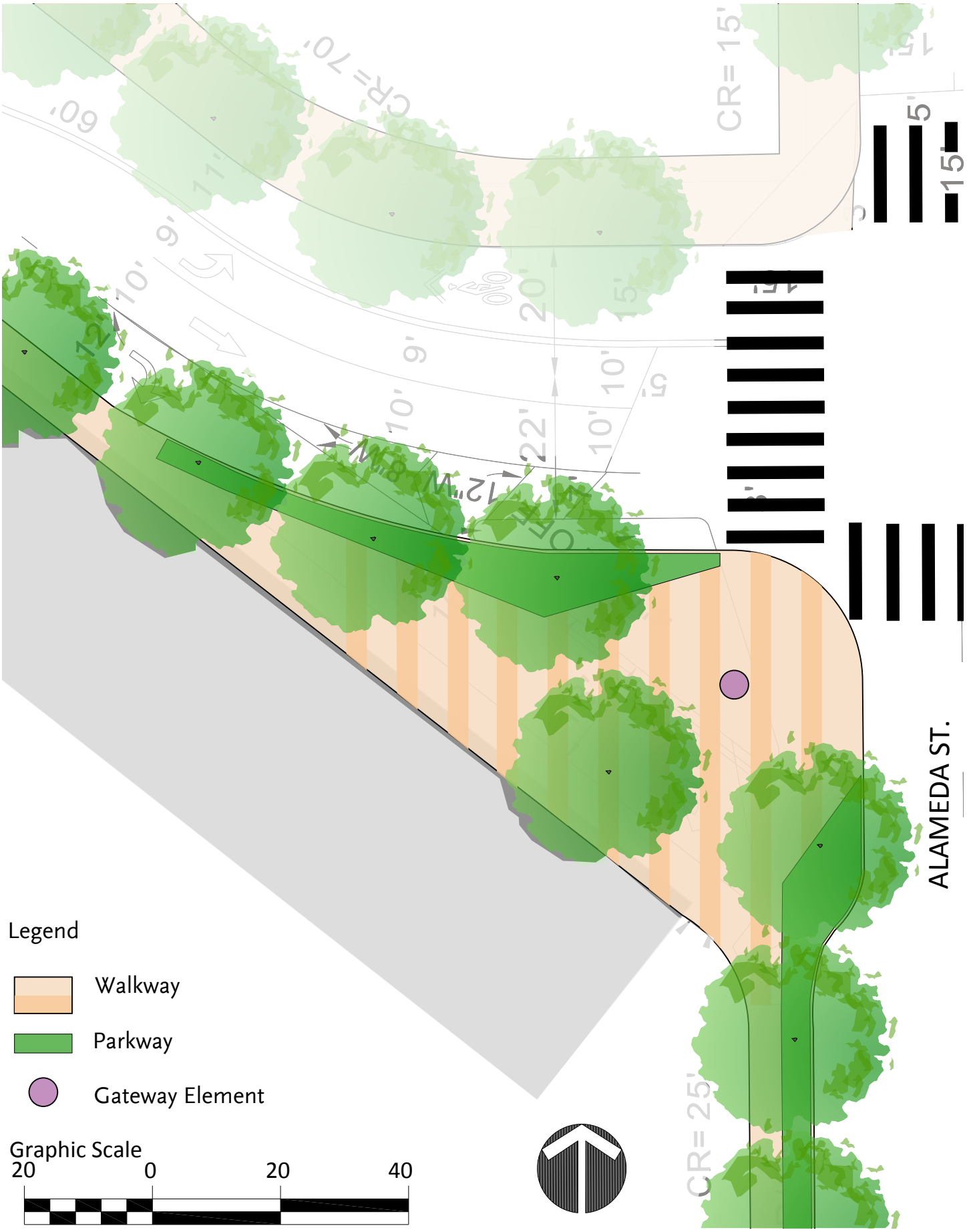

**LEGEND**

- ARTS DISTRICT/LITTLE TOKYO GOLDLINE STOP
- FUTURE REGIONAL CONNECTOR
- GOLDLINE EXTENSION
- LITTLE TOKYO PROJECT AREA
- PROPOSED NEW CROSSWALK SIGNAL
- PROPOSED CROSSWALKS IMPROVEMENTS-CONTINENTAL MARKINGS
- ADA/CURB RAMP IMPROVEMENTS
- BB PROPOSED BUS SHELTER
- PROPOSED PEDESTRIAN LIGHTS
- NEW BUS STOP LIGHTING - ALL STOPS
- BR PROPOSED BICYCLE RACKS
- PROPOSED STREET TREE - CONFIRM LOCATIONS FOR PLANTING
- PROPOSED BENCHES
- PROPOSED TRASH RECEPTACLES
- PROPOSED PEDESTRIAN GATHERING PLACES

0 100 200 400 N

City of LA Little Tokyo Pedestrian Safety Project
Active Transportation Program | Cycle 1 | May 2014
**ATTACHMENT 4a | Concept Plan**

**Proposed pedestrian improvements on the southwest corner of 2nd St. and Alameda St. include closing the slip lane, enhanced paving, street trees, and a gateway public art element.**


ALAMEDA ST.
CR= 15'
CR= 70'
CR= 25'
60'
90'
12"W x 8"W
Legend
Walkway
Parkway
Gateway Element
Graphic Scale
20
0
20
40

**Proposed improvements include mid-block signals, pedestrian lighting and walk street wayfinding.**

| Description | Quantity | Unit | Unit Cost | Project Total | Match & Over Match | Non-Participating | Grant Request |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| **Mid-Block Pedestrian Crossings** | | | | | | | |
| Signals on poles with mast arms - 2 per crossing | 2 | EA | $125,000.00 | $ 250,000 | $ 46,062 | | $ 203,938 |
| ADA ramps | 4 | EA | $3,500.00 | $ 14,000 | $ 2,579 | | $ 11,421 |
| Continental crosswalk striping (each leg of intersection) | 2 | EA | $2,500.00 | $ 5,000 | $ 921 | | $ 4,079 |
| | | | | | $ - | | $ - |
| **Other Signalization** | | | | | $ - | | $ - |
| Signal at 3rd St. and Omar St. adj. to Senior Housing - 3 poles w/ mast arms (T-inter | 1 | EA | $170,000.00 | $ 170,000 | $ 31,322 | | $ 138,678 |
| ADA ramps | 2 | EA | $3,500.00 | $ 7,000 | $ 1,290 | | $ 5,710 |
| Continental crosswalk striping (each leg of intersection) | 3 | EA | $2,500.00 | $ 7,500 | $ 1,382 | | $ 6,118 |
| | | | | | $ - | | $ - |
| **High Visibility Crosswalks** | | | | | $ - | | $ - |
| Continental Crosswalks (each leg of intersection) | 42 | EA | $2,500.00 | $ 105,000 | $ 19,346 | | $ 85,654 |
| | | | | | $ - | | $ - |
| **Lighting** | | | | | $ - | | $ - |
| 2 or 3 pendant lights on 12-15' poles at 6 bus stops | 15 | EA | $15,000.00 | $ 225,000 | $ 41,456 | | $ 183,544 |
| Pendant lights on walk streets - 60' o.c. | | | | | $ - | | $ - |
| Astronaut E S Onizuka St | 10 | EA | $15,000.00 | $ 150,000 | $ 27,637 | | $ 122,363 |
| Azusa St. | 6 | EA | $15,000.00 | $ 90,000 | $ 16,582 | | $ 73,418 |
| Central Ave. north of 1st St. | 9 | EA | $15,000.00 | $ 135,000 | $ 24,873 | | $ 110,127 |
| Alameda St. 1st - Temple at museums | 6 | EA | $15,000.00 | $ 90,000 | $ 16,582 | | $ 73,418 |
| | | | | | $ - | | $ - |
| **Street Trees** | | | | | $ - | | $ - |
| Removal of sidewalk, 24" of soil, and stump for new tree wells including sawcuts (average well is 4' x 10') | 96 | EA | $500.00 | $ 48,000 | | $ 48,000 | |
| Plant 24" box shade trees | 96 | EA | $700.00 | $ 67,200 | | $ 67,200 | |
| | | | | | $ - | | $ - |
| **Furnishings** | | | | | $ - | | $ - |
| 8' long durable metal benches (e.g., Landscape Forms) bolted to concrete paving | 24 | EA | $2,000.00 | $ 48,000 | $ 8,844 | | $ 39,156 |
| Durable metal trash receptacles | 24 | EA | $1,200.00 | $ 28,800 | $ 5,306 | | $ 23,494 |
| Bike racks - 2/block face | 40 | EA | $600.00 | $ 24,000 | $ 4,422 | | $ 19,578 |
| Bus shelters - City Bus Shelter Program | | | $30,000.00 | $ - | $ - | | $ - |
| | | | | | $ - | | $ - |
| **Little Tokyo/Arts District Gateway** | | | | | $ - | | $ - |
| **Demolition** | | | | | $ - | | $ - |
| Sawcut/remove (E) island curb and gutter | 150 | LF | $9.00 | $ 1,350 | $ 249 | | $ 1,101 |
| Sawcut/remove (E) sidewalk curb and gutter | 125 | LF | $9.00 | $ 1,125 | $ 207 | | $ 918 |
| Sawcut/remove (E) island & sidewalk concrete and roadway asphalt | 4,000 | SF | $5.00 | $ 20,000 | $ 3,685 | | $ 16,315 |
| **Paving and drainage** | | | | | $ - | | $ - |
| Install curb and gutter | 200 | LF | $36.00 | $ 7,200 | $ 1,327 | | $ 5,873 |
| Install base material to raise former roadway elevation approx. 6" | 17 | CY | $60.00 | $ 1,000 | $ 184 | | $ 816 |
| Install 3 surface inlets on new sidewalk | 3 | EA | $6,000.00 | $ 18,000 | $ 3,316 | | $ 14,684 |
| Install drain to curb outlet, including curb outlet | 100 | LF | $200.00 | $ 20,000 | $ 3,685 | | $ 16,315 |
| Install concrete with enhancements - 4" no rebar | 3,600 | SF | $15.00 | $ 54,000 | $ 9,949 | | $ 44,051 |
| Install ADA ramps | 2 | EA | $3,500.00 | $ 7,000 | $ 1,290 | | $ 5,710 |
| Install asphalt along gutter | 400 | SF | $7.00 | $ 2,800 | $ 516 | | $ 2,284 |
| **Planting and irrigation** | | | | | $ - | | $ - |
| Install irrigation connection (water meter, backflow, solar controller) | 1 | EA | $12,000.00 | $ 12,000 | $ 2,211 | | $ 9,789 |
| Install flood bubblers in parkways | 1,000 | SF | $6.00 | $ 6,000 | $ 1,105 | | $ 4,895 |
| Plant drought tolerant grasses/shrubs | 289 | EA | $15.00 | $ 4,335 | $ 799 | | $ 3,536 |
| Plant 36" box trees in parkways | 10 | EA | $2,400.00 | $ 24,000 | $ 4,422 | | $ 19,578 |
| **Signalization and Street Lighting** | | | | | $ - | | $ - |
| Relocate existing cobra light/signal mast arm | 1 | EA | $60,000.00 | $ 60,000 | | $ 60,000 | |
| **Gateway Element** | 1 | LS | $50,000.00 | $ 50,000 | | $ 50,000 | |
| | | | | | $ - | | $ - |
| **Central Avenue Walk Street to Japanese Veterans' Memorial** | | | | | $ - | | $ - |
| Demolish asphalt paving | 22,000 | SF | $5.00 | $ 110,000 | $ 20,267 | | $ 89,733 |
| Paving to extend walk street at JANM | 22,000 | SF | $30.00 | $ 660,000 | $ 121,604 | | $ 538,396 |
| | | | | | $ - | | $ - |
| **Alameda Street 1st St. - Temple St.** | | | | | $ - | | $ - |
| Pedestrian lighting - alternate with street lights | 10 | EA | $15,000.00 | $ 150,000 | $ 27,637 | | $ 122,363 |
| | | | | | | | |
| **Construction Costs** | | | | **$ 2,673,310** | **$ 451,059** | **$ 225,200** | **$ 1,997,051** |

| Description | Quantity | Unit | | Unit Cost | Project Total | Match & Over Match | Non-Participating | Grant Request |
|---|---|---|---|---|---|---|---|---|
| Mobilization + Traffic Control (2% + 3% of Construction Costs) | 5 | % | | | $ 133,666 | $ 33,813 | | $ 99,853 |
| Contingency - 10% of Construction Costs + Mobilization | 10 | % | | | $ 280,698 | $ 71,007 | | $ 209,690 |
| **Sub Total Construction, Mobilization, Traffic Control & Contingency Costs** | | | | | **$ 3,087,673** | **$ 555,879** | **$ 225,200** | **$ 2,306,594** |
| Construction Management - 15% of Total Construction/Mobilization/Contingency Costs | 15% | % | | | $ 463,151 | $ 117,162 | | $ 345,989 |
| **Total Construction Costs** | | | | | **$ 3,550,824** | **$ 673,041** | **$ 225,200** | **$ 2,652,583** |
| Design/Engineering/Bid & Award - 25% of Total Construction Cost | 25 | % | | | $ 887,706 | $ 224,560 | | $ 663,146 |
| **Total Project Costs** | | | | | **$ 4,438,530** | **$ 897,601** | **$ 225,200** | **$ 3,315,729** |

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

## General Plan Land Use Element

The *Central City Community Plan*, which is part of the Los Angeles General Plan Land Use Element, includes the following policies that support the proposed pedestrian improvements in Little Tokyo:

*Chapter 3: Land Use*

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

*Chapter 4: Transportation and Circulation*

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

*Chapter 5: Urban Design*

Pedestrian Linkages – Objectives and Policies

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

Angels Walk – Little Tokyo

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

## General Plan Mobility Element

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

- Policy 1.2 Complete Streets: Implement a balanced transportation system using a layered network approach to achieving Complete Streets Standards to ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, homeless, and people with disabilities.

- Policy 2.2 Pedestrian Areas: Establish a variety of Pedestrian Enhanced Destination (PED) areas that are prioritized for pedestrian improvement.
- Policy 3.1 Pedestrians: Consider walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications.

### General Plan Health and Wellness Element

The proposed new Health and Wellness Element (2014 draft) supports the pedestrian improvements proposed by this project:

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

### Metro Long Range Transportation Plan

The Long Range Transportation Plan promotes the development of bicycle facilities and pedestrian improvements and identifies the Call for Projects program, a competitive process that distributes transportation funds to regionally significant projects, as the primary means by which these mobility improvements are implemented. This project was selected through the Call for Projects process in 2009, and is therefore consistent with the Long Range Transportation Plan. The project also advances the reach of light rail transit, in line with Metro's First/Last Mile Strategic Plan.

### SCAG Regional Transportation Plan

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

### Reducing Greenhouse Gas Emissions

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

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

Providing a more pleasant environment, with more amenities for pedestrians and bicyclists, will increase the frequency of transit use, and extend the distance pedestrians will be willing to walk. This is particularly important in a special district such as Little Tokyo that draws workers, residents, and visitors/tourists, plus boasts a huge number of cultural destinations. The project's proposed improvements help reduce GHG emissions by creating a neighborhood network of walkable and bikeable connections to nearby transit stops/ stations that literally reach across the region.

**7 Public Participation Process Documentation**

The following is a summary of the public participation process that lead to the development of the Concept Plan for this project:

In addition to the CRA/LA-led outreach described in Narrative Question 3, the scope of the proposed project was also informed by the *Metro LA Union Station and 1st/Central Station Linkages Study*, which commenced in Summer 2013. The Linkages Study is tasked with improving connections in downtown Los Angeles by enhancing pedestrian and bicycle travel options through and between communities. The downtown community of Little Tokyo was included in the Linkages Study and provided insight for improvements included in the Little Tokyo Pedestrian Safety Project.

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

- Community Council Meeting: Held November 1, 2013 at 1:00 pm at Union Station, included stakeholder outreach to the LA Union Station Master Plan Community Advisory Council, the Regional Connector Community Leadership Council, and a Technical Advisory Committee.
- Community "Visioning Festival": Held November 2, 2013 from 11:00 am – 2:00 pm at El Pueblo de Los Angeles, included engaging activities designed to educate, inform, and gather public input on potential pedestrian and bicycle enhancements. Activities included: Idea stations for community members to identify pedestrian and bicycle improvements, Neighborhood bike tour and survey, educational games, and children's activities.
- Neighborhood Conversations: Held November 14, 2013 at 4:30 pm at the Japanese-American Cultural and Community Center, included focused discussions with community stakeholder groups in the Little Tokyo Community. This meeting provided facilitation in English, Spanish, and Japanese, and had 29 participants.

The following community groups, elected officials, advocacy groups, and underserved communities were involved in the project development:

Little Tokyo Service Center (LTSC)
Since 1979, the Little Tokyo Service Center, a Community Development Corporation (LTSC CDC), has been an important resource for the residents of a diverse community. It is a nonprofit charitable organization serving Asian and Pacific Islanders throughout Los Angeles County who are in need, especially those facing language or cultural gaps, financial need, or physical disabilities. Currently, LTSC CDC sponsors over a dozen different community and social service programs, with over 100 paid staff persons and hundreds of volunteers to provide competent and compassionate services in at least seven different languages as well as Spanish and English. It is also the sponsor of several major community development projects in the Los Angeles area. The group has completed over 300 apartments, over 100,000 square feet of community space (such as childcare centers), and has developed over $100 million in community-serving nonprofit real estate projects. LTSC organizers play an important role in

liaising with City Hall and public agencies and advocating for physical improvements to the public infrastructure in Little Tokyo, including such things as repairing sidewalks.

Japanese-American National Museum (JANM)
The Japanese American National Museum is the largest museum in the United States dedicated to sharing the experience of Americans of Japanese ancestry. It is one of the premier cultural destinations in Little Tokyo, and indeed in downtown Los Angeles.

Japanese-American Cultural and Community Center (JACCC)
Founded in 1971, the Japanese American Cultural and Community Center is one of the largest ethnic arts and cultural centers of its kind in the United States. The mission of the JACCC is to present, perpetuate, transmit and promote Japanese and Japanese American arts and culture to diverse audiences, and to provide a center to enhance community programs. The Japanese American Cultural and Community Center is the preeminent presenter of Japanese and Japanese American, and Asian American performing and visual arts nationally. The JACCC also provides office space to a wide variety of nonprofit cultural, educational and community-based organizations in Los Angeles. The JACCC has its roots in the early 1970's redevelopment of Little Tokyo, when a citizens advisory committee determined that one of its first priorities was to build a cultural and community center. With the support of CRA/LA and other lead funders, the JACCC's Center Building was opened in 1980. This was followed shortly thereafter by the opening of the Japan America Theatre and JACCC Plaza, respectively, in 1983. Located in Little Tokyo, the historic heart of the Japanese American community, the JACCC was the dream of visionary Issei and Nisei (first and second-generation) Japanese American pioneers to create a permanent center for the community where arts and culture come alive and can flourish for future generations.

Little Tokyo Community Council (LTCC)
The LTCC works to ensure that Little Tokyo is a viable center for the Japanese American community and the Los Angeles Downtown community. The Council of the LTCC works to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community. CRA/LA is a member of the Council and attends each of its monthly meetings.

Little Tokyo Business Association (LTBA)
The merchants, businesses and professional people who comprise the Little Tokyo Business Association are dedicated to maintaining a vibrant and vital community. The LTBA works in cooperation with other local and statewide organizations to promote Little Tokyo and share its rich and multi-faceted culture. The Little Tokyo Business Improvement District was established by a Los Angeles City Council ordinance in July 2003 and is one of approximately 30 BIDs throughout the city. Managed by the Little Tokyo Business Association Board of Directors, the Little Tokyo BID supplements City services by providing a professional security patrol, street maintenance, and marketing programs. Funds are derived from business license assessments as well as from government sources. The BID will play an important role in maintaining improvements included in this project.

Japanese Chamber of Commerce of Southern California
The mission of the Japanese Chamber of Commerce of Southern California is to provide opportunities and services for business development, promote the welfare of the local Japanese American

community, help preserve its cultural heritage and foster mutual understanding and good will between the United States and Japan through various events and programming.

CRA/LA's Little Tokyo Community Advisory Committee (LTCAC)
The City Council District 9 Office designates the Little Tokyo Redevelopment Community Advisory Committee (CAC) members. The members are community representatives of various stakeholder groups, which include property owners, businesses, homeowners, residential tenants and community-based organizations. The Little Tokyo CAC conducted monthly meetings to consult and advise CRA/LA on redevelopment activities affecting their community.

The following public agencies were involved in the project development:

City of Los Angeles Community Redevelopment Agency (CRA/LA)
The principal thrust of the Little Tokyo Redevelopment Project administered by the CRA/LA is to reconstruct and preserve a mixed use, full service community that will continue to serve as the cultural, religious, social and commercial center of the Japanese American community in Southern California. In 2005, CRA/LA facilitated the development and adoption of the Little Tokyo Community Planning and Design Guidelines, which will be a significant resource in developing the design for this project.

City of Los Angeles Department of City Planning
The Department of City Planning is presently updating its community plan for the Central City Community Planning Area and recently adopted the Downtown Design Guide, encouraging Downtown Los Angeles to develop as a more sustainable community, with an emphasis on walkability, and the making of great streets, districts and neighborhoods. The update of the community plan, together with implementation of the City's new Downtown Design Guide, will be important steps toward supporting the ongoing enhancement of Little Tokyo, with an emphasis on improvements in the pedestrian realm.

City of Los Angeles Department of Transportation
The Department of Transportation is currently completing the implementation of a streetscape improvement project in the Little Tokyo area, south of the project area included in this submission, using funds received in the 2001 Metro Call for Projects. That project includes crosswalk stamping, sidewalk improvements, pedestrian lighting, bus stop security lighting, street furniture and landscaping.

Included in this attachment are the following letters of support:

- Councilmember Jose Huizar, Council District #14, City of Los Angeles City Council
- Carol Lui, California State Senator, Twenty-First District
- Gilbert A. Cedillo, California State Senator, Twenty-Second District
- John A. Pérez, California State Assemblymember, Forty-Sixth District
- Mike Eng, State Assemblymember, Forty-Ninth District
- Gloria Molina, Los Angeles County Supervisor, First District
- Jan Perry, Los Angeles City Councilmember, Ninth District
- Chris Aihara, Executive Director, Japanese American Cultural & Community Center
- Miyoko Oshima, Chief Operating Officer & Chief Financial Officer, Japanese American National Museum
- Toshio (Terry) Handa, Japanese Chamber of Commerce of Southern California
- Frances Hashimoto, Chairperson, Little Tokyo Business Association (LTBA)
- Frances Hashimoto, Chairperson, Little Tokyo Community Advisory Committee (LTCAC)
- Chris Aihara, Chair, Little Tokyo Community Council
- Y. Bill Watanabe, Executive Director, Little Tokyo Service Center (LTSC) Community Development Corporation
- John A. Perez, Speaker Emeritus of the Assembly
- Arthur T. Leahy, Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority

JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

May 12, 2014

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

Dear Mr. Dougherty,

I am writing on behalf of the Active Transportation Program (ATP) application by the City of Los Angeles for the Little Tokyo Pedestrian Safety Project in Downtown Los Angeles.

The ATP grant funds pedestrian and bicycle-friendly projects throughout the state in order to create more livable neighborhoods. This project will improve Downtown Los Angeles by implementing sidewalk and street improvements that will enhance the pedestrian experience and pedestrian safety throughout the project area. The proposed improvements include continental crosswalks, new signalized crosswalks, ADA ramps, sidewalk repair, new street trees, bike racks, and new trash cans. This project will improve safety and quality of life for the growing Downtown LA residential and business community, and further contribute to the revitalization of the Downtown area.

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

Sincerely,

José Huizar
Councilmember, Fourteenth District
City of Los Angeles

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# California State Senate

SENATOR
CAROL LIU
TWENTY-FIRST SENATE DISTRICT

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

March 27, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

As the California State Senator, whose senatorial district includes Chinatown, a designated ***Preserve America Neighborhood***, I wish to express my full support for the projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our communities using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

The projects I am supporting are:

***Historic/Cultural Neighborhood Transit Kiosk Network*** - This project will deploy 25 interactive, touchscreen digital display kiosks at high multi-modal transit access hubs and community cultural venues within each of L.A.'s five Asian Pacific Islander neighborhoods and at El Pueblo to deliver information on using public transit to travel to historic, cultural, recreational, civic venues and events. The interactive multilingual-capable kiosks will enable visitors to access detailed information about the different API communities using touch screen interfaces, simple navigation, and focused content. Customized maps printed from the kiosk will enable travelers, residents, commuters to seek out interesting, yet often overlooked API community attractions, as well as nearby restaurants, hotel accommodations, churches, event information, transit links, and other essential information.

Each kiosk will be linked to the Web site and constantly updated with the latest information about API community events, such as fairs, arts and cultural festivities, and children's activities. The kiosks will also offer details about other City historic cultural and entertainment locations. The availability of destination-specific transit travel information will encourage the 23 million annual visitors to Los Angeles to use public transportation during their stay, which averages 3.5 days and will allow visitors staying in private households and residents to use public transportation more easily for leisure, evening and weekend purposes. Enticing some portion of the 23 million annual visitors to Los Angeles that often rent cars during their stays to explore Los Angeles on transit will reduce congestion in activity centers.

***Chinatown/El Pueblo/C Chavez/Main Green Corridor Improvmts***- Implementation of Chinatown/El Pueblo/Cesar Chavez-Green Corridor Improvements (Updated elements of the Cesar

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Chavez Transit Corridor Improvements draft approved by CD1, LADOT, BSS, BSL and CRA) along Cesar Chavez and Main Street (110 Fwy to Main to Alameda & Ord). Project includes final design and construction of 3 sustainable landscaped median parkways along Cesar Chavez, sidewalk widening and new parkways with street trees and bioswale infiltration along Main, and enhanced stamped crosswalks at Main/Alameda intersection to complete walkable and safer access to 3 previously 2007 CFR bus stop gardens and 4 proposed Multimodal Eco Park Transfer Hubs along Cesar Chavez at NW Figueroa corner; NE Grand corner; and SW Spring corner, and SW Main corner at Alameda. This highly congested corridor has an unfriendly pedestrian environment with minimal amenities for transit riders, visitors, residents, and bicyclists. By consolidating bus stops and creating transit/eco parks on this congested corridor, this project will provides safe and spacious commuter transit hubs, improve walkability, bicycling, and transit use, and enrich the visitor's experience to the region.

***Chinatown/El Pueblo/C Chavez Multimodal Eco Transfer Parks*** - Project includes final design and construction of Multimodal Eco Park Transfer Hubs. These Sustainable Green Place Making Nodes will involve bus stop consolidations along the congested Cesar Chavez transit corridor and realignments at NE corner of Cesar Chavez/Grand and SW corner of Cesar Chavez/Spring. The 4 Multimodal Eco Park Transfer Hubs will be located along Cesar Chavez at NW Figueroa corner; NE Grand corner; and SW Spring corner, and SW Main corner at Alameda. The four Multimodal Eco Park Transit Hubs will have sustainable features, bus stop gardens with enhanced shelters; bike racks/shelter stations; and trek stop cafes. The project will also include the installation of enhanced bus shelters at the 3 bus stop gardens previously funded in the 2007 CFR.

***Downtown Angel Walk Stanchion Content Upgrade*** - Angel Walk LA was initiated in 1996 in order to encourage the use of public transit and walking in Downtown LA. A website is operational that integrates the City's history with way-finding between transit stations. To date 57 stanchions have been installed, but are somewhat out of date due to changes in Downtown development. The stanchions are supported by a website designed and operated by the Angels Walk LA public corporation at www.angelswalkla.org Information is currently only available in a pdf format. Funding for this project will upgrade the contents on selected Angel Walk LA stanchions in Downtown LA Upgrade will include new pedestrian maps, WiFi router and solar hardware to power the router.

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***Arts District/Little Tokyo Goldine Station Linkage*** - The Project seeks to establish and enhance pedestrian linkages between the new Arts District/Little Tokyo GoldLine Station at 1st and Alameda Streets, and the regional employment and visitor centers in the Civic Center (located to the west), as well as important cultural, commercial, institutional and residential uses within the adjacent Little Tokyo community (located to the southwest). Pedestrian enhancements include sidewalk/pathway paving; pedestrian lighting; street trees and other landscaping; wayfinding signage; gateway or entry elements; street furniture; crosswalk paving; and bike lockers/parking. Affected roadways include Temple, First, and Third Streets (east-west roadways), and Alameda, Judge John Aiso, and Los Angeles Streets, as well as the Little Tokyo "spine" which extends through the heart of Little Tokyo from the new GoldLine Station to regionally important but remote and isolated community centers along Los Angeles Street. Mid-block crossings on San Pedro, Los Angeles and Third Streets are also anticipated, along with traffic calming elements on Third Street.

***Figueroa Corridor/ Los Angeles Convention Center Bike Station:*** an attended, full service, high capacity bike station at Gil Lindsay Plaza at the Los Angeles Convention Center, with improvements to the roadway and intersections along Figueroa and Flower Streets from 7th Street to Martin Luther King Jr. Blvd. to improve quality and safety of the ride to it downtown designation, would provide safe, secure bicycle parking and storage, shared use bike rentals, changing areas and showers, easy access to public transit, wayfinding and multi modal navigation tools including maps, cycling and walking information for tourists and programs promoting cycling, safety, transit connections and downtown destinations.

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

Sincerely,

Carol Liu

State Senator, 21st District

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**CALIFORNIA LEGISLATURE**

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

March 25, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012
RE: Support for Funding of CRA/LA 2009 Call for Projects Applications

Dear Ms. Mr. Leahy:

As the California State Senator, whose senatorial district includes the historic cultural neighborhoods of El Pueblo (Old Chinatown), Downtown Los Angeles, Historic Filipinotown, Koreatown, and Little Tokyo, three of which have been designated Preserve America Neighborhoods, I wish to express my full support for the projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

The projects I am supporting are:

Historic/Cultural Neighborhood Transit Kiosk Network - This project will deploy 25 interactive, touchscreen digital display kiosks at high multi-modal transit access hubs and community cultural venues within each of L.A.'s five Asian Pacific Islander neighborhoods and at El Pueblo to deliver information on using public transit to travel to historic, cultural, recreational, civic venues and events. The interactive multilingual-capable kiosks will enable visitors to access detailed information about the different API communities using touch screen interfaces, simple navigation, and focused content. Customized maps printed from the kiosk will enable travelers, residents, commuters to seek out interesting, yet often overlooked API community attractions, as well as nearby restaurants, hotel accommodations, churches, event information, transit links, and other essential information.

Each kiosk will be linked to the Web site and constantly updated with the latest information about API community events, such as fairs, arts and cultural festivities, and children's activities. The kiosks will also offer details about other City historic cultural and entertainment locations. The availability of destination-specific transit travel information will encourage the 23 million annual visitors to Los Angeles to use public transportation during their stay, which averages 3.5 days and will allow visitors staying in private households and residents to use public transportation more easily for leisure, evening and weekend purposes. Enticing some portion of the 23 million annual visitors to Los

Angeles that often rent cars during their stays to explore Los Angeles on transit will reduce congestion in activity centers.

Chinatown/El Pueblo/C Chavez/Main Green Corridor Improvmts- Implementation of Chinatown/El Pueblo/Cesar Chavez-Green Corridor Improvements (Updated elements of the Cesar Chavez Transit Corridor Improvements draft approved by CD1, LADOT, BSS, BSL and CRA) along Cesar Chavez and Main Street (110 Fwy to Main to Alameda & Ord). Project includes final design and construction of 3 sustainable landscaped median parkways along Cesar Chavez, sidewalk widening and new parkways with street trees and bioswale infiltration along Main, and enhanced stamped crosswalks at Main/Alameda intersection to complete walkable and safer access to 3 previously 2007 CFR bus stop gardens and 4 proposed Multimodal Eco Park Transfer Hubs along Cesar Chavez at NW Figueroa corner; NE Grand corner; and SW Spring corner, and SW Main corner at Alameda. This highly congested corridor has an unfriendly pedestrian environment with minimal amenities for transit riders, visitors, residents, and bicyclists. By consolidating bus stops and creating transit/eco parks on this congested corridor, this project will provides safe and spacious commuter transit hubs, improve walkability, bicycling, and transit use, and enrich the visitor's experience to the region.

Chinatown/El Pueblo/C Chavez Multimodal Eco Transfer Parks - Project includes final design and construction of Multimodal Eco Park Transfer Hubs. These Sustainable Green Place Making Nodes will involve bus stop consolidations along the congested Cesar Chavez transit corridor and realignments at NE corner of Cesar Chavez/Grand and SW corner of Cesar Chavez/Spring. The 4 Multimodal Eco Park Transfer Hubs will be located along Cesar Chavez at NW Figueroa corner; NE Grand corner; and SW Spring corner, and SW Main corner at Alameda. The four Multimodal Eco Park Transit Hubs will have sustainable features, bus stop gardens with enhanced shelters; bike racks/shelter stations; and trek stop cafes. The project will also include the installation of enhanced bus shelters at the 3 bus stop gardens previously funded in the 2007 CFR.

Downtown Angel Walk Stanchion Content Upgrade - Angel Walk LA was initiated in 1996 in order to encourage the use of public transit and walking in Downtown LA. A website is operational that integrates the City's history with way-finding between transit stations. To date 57 stanchions have been installed, but are somewhat out of date due to changes in Downtown development. The stanchions are supported by a website designed and operated by the Angels Walk LA public corporation at www.angelswalkla.org Information is currently only available in a pdf format. Funding for this project will upgrade the contents on selected Angel Walk LA stanchions in Downtown LA Upgrade will include new pedestrian maps, WiFi router and solar hardware to power the router.

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Figueroa Corridor/ Los Angeles Convention Center Bike Station: an attended, full service, high capacity bike station at Gil Lindsay Plaza at the Los Angeles Convention Center, with improvements

to the roadway and intersections along Figueroa and Flower Streets from 7th Street to Martin Luther King Jr. Blvd. to improve quality and safety of the ride to it downtown designation, would provide safe, secure bicycle parking and storage, shared use bike rentals, changing areas and showers, easy access to public transit, wayfinding and multi modal navigation tools including maps, cycling and walking information for tourists and programs promoting cycling, safety, transit connections and downtown destinations.

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

Sincerely,

Gilbert Cedillo
State Senator, 22nd District

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# Assembly
# California Legislature

**COMMITTEES:**
- APPROPRIATIONS
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- WATER, PARKS AND WILDLIFE

John A. Pérez
Assemblymember, Forty-Six District
Chair, Democratic Caucus

March 27, 200

Art Leahy
CEO
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

I support for the projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (MTA) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our communities using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases in several neighborhoods in, or adjacent to, the 46th Assembly District.

Los Angeles fortunate to be the home to five unique Asian Pacific Islander Neighborhoods, three of which (Chinatown, Little Tokyo, and Thai Town) have been designated ***Preserve America Neighborhoods***. Two of these culturally rich neighborhoods are located in 46th Assembly District that I represent, the other, Chinatown, lies just outside the Assembly District's boundaries, but is adjacent and easily accessible to many of the residents of the 46th. In addition, El Pueblo, which is the heart of Latin American culture in Los Angeles County, is also located in the 46th Assembly District.

The projects I am supporting are:

***Historic/Cultural Neighborhood Transit Kiosk Network*** - This project will deploy 25 interactive digital display kiosks at high access transit hubs and community cultural venues within each of five aforementioned Asian Pacific Islander neighborhoods and at El Pueblo to deliver information on using public transit to travel to historic, cultural, recreational, civic venues and events. The interactive multilingual-capable kiosks will enable visitors to access detailed information about the different API communities using touch screen interfaces, simple navigation, and focused content. Customized maps printed from the kiosk will enable travelers, residents, commuters to seek out interesting, yet often overlooked API community

attractions, as well as nearby restaurants, hotel accommodations, churches, event information, transit links, and other essential information.

Each kiosk will be linked to the Web site and constantly updated with the latest information about API community events, such as fairs, arts and cultural festivities, and children's activities. The kiosks will also offer details about other City historic cultural and entertainment locations. The availability of destination-specific transit travel information will encourage the 23 million annual visitors to Los Angeles to use public transportation during their stay, which averages 3.5 days and will allow visitors staying in private households and residents to use public transportation more easily for leisure, evening and weekend purposes. Enticing some portion of the 23 million annual visitors to Los Angeles that often rent cars during their stays to explore Los Angeles on transit will reduce congestion in activity centers.

***Chinatown/El Pueblo/C Chavez/Main Green Corridor Improvements***- Implementation of Chinatown/El Pueblo/Cesar Chavez-Green Corridor Improvements (Updated elements of the Cesar Chavez Transit Corridor Improvements draft approved by CD1, LADOT, BSS, BSL and CRA) along Cesar Chavez and Main Street (110 Fwy to Main to Alameda & Ord). Project includes final design and construction of 3 sustainable landscaped median parkways along Cesar Chavez, sidewalk widening and new parkways with street trees and bioswale infiltration along Main, and enhanced stamped crosswalks at Main/Alameda intersection to complete walkable and safer access to 3 previously 2007 CFR bus stop gardens and 4 proposed Multimodal Eco Park Transfer Hubs along Cesar Chavez at NW Figueroa corner; NE Grand corner; and SW Spring corner, and SW Main corner at Alameda. This highly congested corridor has an unfriendly pedestrian environment with minimal amenities for transit riders, visitors, residents, and bicyclists. By consolidating bus stops and creating transit/eco parks on this congested corridor, this project will provides safe and spacious commuter transit hubs, improve walkability, bicycling, and transit use, and enrich the visitor's experience to the region.

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Angel Walk LA stanchions in Downtown LA Upgrade will include new pedestrian maps, WiFi router and solar hardware to power the router.

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***Figueroa Corridor/ Los Angeles Convention Center Bike Station:*** an attended, full service, high capacity bike station at Gil Lindsay Plaza at the Los Angeles Convention Center, with improvements to the roadway and intersections along Figueroa and Flower Streets from 7th Street to Martin Luther King Jr. Blvd. to improve quality and safety of the ride to it downtown designation, would provide safe, secure bicycle parking and storage, shared use bike rentals, changing areas and showers, easy access to public transit and multi modal navigation tools including maps, cycling and walking information for tourists and programs promoting cycling, safety, transit connections and downtown destinations.

Again, I strongly support these grant projects for funding in the Los Angeles Metropolitan Transportation Authority's 2009 Call for Projects.

Sincerely,

John A. Pérez
Assemblymember
46th Assembly District

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ASSEMBLYMEMBER, FORTY-NINTH DISTRICT

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SELECT COMMITTEE ON PROCUREMENT

March 26, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

I wish to express my full support for the projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about these densely populated and congested historic cultural neighborhoods using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

The projects I am supporting are:

***Historic/Cultural Neighborhood Transit Kiosk Network*** - This project will deploy 25 interactive, touchscreen digital display kiosks at high multi-modal transit access hubs and community cultural venues within each of L.A.'s five Asian Pacific Islander neighborhoods and at El Pueblo to deliver information on using public transit to travel to historic, cultural, recreational, civic venues and events. The interactive multilingual-capable kiosks will enable visitors to access detailed information about the different API communities using touch screen interfaces, simple navigation, and focused content. Customized maps printed from the kiosk will enable travelers, residents, commuters to seek out interesting, yet often overlooked API community attractions, as well as nearby restaurants, hotel accommodations, churches, event information, transit links, and other essential information.

Each kiosk will be linked to the Web site and constantly updated with the latest information about API community events, such as fairs, arts and cultural festivities, and children's activities. The kiosks will also offer details about other City historic cultural and entertainment locations. The availability of destination-specific transit travel information will encourage the 23 million annual visitors to Los Angeles to use public transportation during their stay, which averages 3.5 days and will allow visitors staying in private households and residents to use public transportation more easily for leisure, evening and weekend purposes. Enticing some portion of the 23 million annual visitors to Los Angeles that often rent cars during their stays to explore Los Angeles on transit will reduce congestion in activity centers.



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MIKE ENG
ASSEMBLYMEMBER, FORTY-NINTH DISTRICT

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***Chinatown/El Pueblo/C Chavez/Main Green Corridor Improvements***- Implementation of Chinatown/El Pueblo/Cesar Chavez-Green Corridor Improvements (Updated elements of the Cesar Chavez Transit Corridor Improvements draft approved by CD1, LADOT, BSS, BSL and CRA) along Cesar Chavez and Main Street (110 Fwy to Main to Alameda & Ord). Project includes final design and construction of 3 sustainable landscaped median parkways along Cesar Chavez, sidewalk widening and new parkways with street trees and bioswale infiltration along Main, and enhanced stamped crosswalks at Main/Alameda intersection to complete walkable and safer access to 3 previously 2007 CFR bus stop gardens and 4 proposed Multimodal Eco Park Transfer Hubs along Cesar Chavez at NW Figueroa corner; NE Grand corner; and SW Spring corner, and SW Main corner at Alameda. This highly congested corridor has an unfriendly pedestrian environment with minimal amenities for transit riders, visitors, residents, and bicyclists. By consolidating bus stops and creating transit/eco parks on this congested corridor, this project will provides safe and spacious commuter transit hubs, improve walkability, bicycling, and transit use, and enrich the visitor's experience to the region.

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***Arts District/Little Tokyo GoldLine Station Linkage*** - The Project seeks to establish and enhance pedestrian linkages between the new Arts District/Little Tokyo GoldLine Station at 1st and Alameda Streets, and the regional employment and visitor centers in the Civic Center (located to the west), as well as important cultural, commercial, institutional and residential uses within the adjacent Little Tokyo community (located to the southwest). Pedestrian enhancements include sidewalk/pathway paving; pedestrian lighting; street trees and other landscaping; wayfinding signage; gateway or entry elements; street furniture; crosswalk paving; and bike lockers/parking. Affected roadways include Temple, First, and Third Streets (east-west roadways), and Alameda, Judge John Aliso, and Los Angeles Streets, as well as the Little Tokyo "spine" which extends through the heart of Little Tokyo from the new GoldLine Station to regionally important but remote and isolated community centers along Los Angeles Street. Mid-



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MIKE ENG
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***Figueroa Corridor/ Los Angeles Convention Center Bike Station:*** an attended, full service, high capacity bike station at Gil Lindsay Plaza at the Los Angeles Convention Center, with improvements to the roadway and intersections along Figueroa and Flower Streets from 7th Street to Martin Luther King Jr. Blvd. to improve quality and safety of the ride to it downtown designation, would provide safe, secure bicycle parking and storage, shared use bike rentals, changing areas and showers, easy access to public transit, wayfinding and multi modal navigation tools including maps, cycling and walking information for tourists and programs promoting cycling, safety, transit connections and downtown destinations.

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

Sincerely,

MIKE ENG
Assemblymember, 49th Assembly District



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BOARD OF SUPERVISORS
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GLORIA MOLINA
SUPERVISOR, FIRST DISTRICT

April 6, 2009

Mr. Art Leahy
Chief Executive Officer
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Dear Mr. Leahy:

I am pleased to express my full support for the projects that the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (MTA) in response to the MTA 2009 Call for Projects.

The proposed projects include the Historic/Cultural Neighborhood Transit Kiosk Network; the Chinatown/El Pueblo/Cesar Chavez/Main Green Corridor Improvements; the Chinatown/El Pueblo/Cesar Chavez Multimodal Eco Transfer Parks; the Downtown Angel Walk Stanchion Content; the Arts District/Little Tokyo Gold Line Station Linkage; and the Figueroa Corridor/ Los Angeles Convention Center Bike Station.

My Supervisory District includes the historic cultural neighborhoods of Chinatown, El Pueblo, Downtown Los Angeles, Historic Filipinotown, and Little Tokyo—two of which were designated ***Preserve America Neighborhoods***. The CRA/LA projects will allow residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycles, thus reducing traffic congestion, improving mobility, and reducing green house gases.

Thank you for your thoughtful consideration.

Sincerely,

GLORIA MOLINA
Supervisor, First District

GM/ne/sm

JAN PERRY
COUNCILWOMAN
NINTH DISTRICT
ASSISTANT PRESIDENT PRO TEMPORE

# City Council
of the
# City of Los Angeles
City Hall

ENERGY AND THE ENVIRONMENT
CHAIR

ARTS, PARKS, HEALTH & AGING
VICE-CHAIR

HOUSING, COMMUNITY & ECONOMIC DEVELOPMENT
MEMBER

March 20, 2009

Art Leahy, Chief Executive Officer
Metro
One Gateway Plaza
Los Angeles, California 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

As the City of Los Angeles Councilmember who represents many of the neighborhoods that comprise Downtown Los Angeles, including Little Tokyo, a designated ***Preserve America Neighborhood***, I wish to express my full support for the projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding to the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about the Downtown community using transit, walking, and/or riding a bicycle, thus reducing traffic congestion, improving mobility, and reducing green house gases.

The projects that I am supporting are:

***Historic/Cultural Neighborhood Transit Kiosk Network*** - This project will deploy 25 interactive, touchscreen digital display kiosks at high multi-modal transit access hubs and community cultural venues within each of Los Angeles's five Asian Pacific Islander (API) neighborhoods and at El Pueblo to deliver information on using public transit to travel to historic, cultural, recreational, civic venues and events. The interactive multilingual-capable kiosks will enable visitors to access detailed information about the different API communities using touch screen interfaces, simple navigation, and focused content. Customized maps printed from the kiosk will enable travelers, residents, commuters to seek out interesting, yet often overlooked API community attractions, as well as nearby restaurants, hotel accommodations, churches, event information, transit links, and other essential information.

Each kiosk will be linked to the ***Preserve America Neighborhood*** Web site and will be constantly updated with the latest information about API community events, such as fairs, arts and cultural festivities, and children's activities. The kiosks will also offer details about other City historic, cultural and entertainment locations. The availability of destination-specific transit travel information will encourage the 23 million annual visitors to Los Angeles to use public transportation during their stay, which averages 3.5 days, and will allow visitors staying in private households and residents to use public transportation more easily for leisure, evening and

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weekend purposes. Enticing some portion of the 23 million annual visitors to Los Angeles, who often rent cars during their stays, to explore Los Angeles on transit will reduce congestion in activity centers.

***Arts District/Little Tokyo Gold Line Station Linkage*** - The Project seeks to establish and enhance pedestrian linkages between the new Arts District/Little Tokyo Gold Line Station at First and Alameda streets, and the regional employment and visitor centers in the Civic Center (located to the west), as well as important cultural, commercial, institutional and residential uses within the adjacent Little Tokyo community (located to the southwest). Pedestrian enhancements include sidewalk/pathway paving; pedestrian lighting; street trees and other landscaping; wayfinding signage; gateway or entry elements; street furniture; crosswalk paving; and bike lockers/parking. Affected roadways include Temple, First, and Third streets (east-west roadways), and Alameda, Judge John Aiso, and Los Angeles streets, as well as the Little Tokyo "spine" which extends through the heart of Little Tokyo from the new Gold Line Station to regionally important but remote and isolated community centers along Los Angeles Street. Mid-block crossings on San Pedro, Los Angeles and Third streets are also anticipated, along with traffic calming elements on Third Street.

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

Sincerely,

JAN PERRY,
Councilmember, Ninth District

JP/gf

日本文化会館
JACCC

April 3, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

Our organization, the Japanese American Cultural and Community Center, wishes to express our support for three projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

The projects we are supporting are:

***Historic/Cultural Neighborhood Transit Kiosk Network*** - This project will deploy 25 interactive, touchscreen digital display kiosks at high multi-modal transit access hubs and community cultural venues within each of L.A.'s five Asian Pacific Islander neighborhoods and at El Pueblo to deliver information on using public transit to travel to historic, cultural, recreational, civic venues and events. The interactive multilingual-capable kiosks will enable visitors to access detailed information about the different API communities using touch screen interfaces, simple navigation, and focused content. Customized maps printed from the kiosk will enable travelers, residents, commuters to seek out interesting, yet often overlooked API community attractions, as well as nearby restaurants, hotel accommodations, churches, event information, transit links, and other essential information.

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Japanese American Cultural & Community Center · 244 South San Pedro Street, Suite 505 · Los Angeles, California 90012-3832 · (213) 628-2725 · FAX (213) 617-8576

entry elements; street furniture; crosswalk paving; and bike lockers/parking. Affected roadways include Temple, First, and Third Streets (east-west roadways), and Alameda, Judge John Aiso, and Los Angeles Streets, as well as the Little Tokyo "spine" which extends through the heart of Little Tokyo from the new GoldLine Station to regionally important but remote and isolated community centers along Los Angeles Street. Mid-block crossings on San Pedro, Los Angeles and Third Streets are also anticipated, along with traffic calming elements on Third Street.

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Please convey our support for these projects so that they are given serious consideration for funding in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,

Chris Aihara
Executive Director
Japanese American Cultural & Community Center

JAPANESE AMERICAN
NATIONAL MUSEUM

369 East First Street
Los Angeles, CA 90012
Telephone: 213.625.0414
Facsimile: 213.625.1770
Web site: www.janm.org

April 7, 2009

Mr. Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012

RE: Support for Funding of CRA/LA 2009 Call for Projects Applications

Dear Mr. Leahy:

The Japanese American National Museum wishes to express our support for three projects that the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

The projects we are supporting are:

***Historic/Cultural Neighborhood Transit Kiosk Network*** - This project will deploy 25 interactive, touch screen digital display kiosks at high multi-modal transit access hubs and community cultural venues within each of L.A.'s five Asian Pacific Islander neighborhoods and at El Pueblo to deliver information on using public transit to travel to historic, cultural, recreational, civic venues and events. The interactive multilingual-capable kiosks will enable visitors to access detailed information about the different API communities using touch screen interfaces, simple navigation, and focused content. Customized maps printed from the kiosk will enable travelers, residents, commuters to seek out interesting, yet often overlooked API community attractions, as well as nearby restaurants, hotel accommodations, churches, event information, transit links, and other essential information.

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Please convey our support for these projects so that they are given serious consideration for funding in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,

Miyoko Oshima
Chief Operating Officer & Chief Financial Officer

JCC

JAPANESE CHAMBER OF COMMERCE OF SOUTHERN CALIFORNIA

244 SOUTH SAN PEDRO STREET, #504 • LOS ANGELES, CALIFORNIA 90012-3888 • (213) 626-3067, FAX (213) 626-3070

April 6, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

Our organization, (Japanese Chamber of Commerce of Southern California), wishes to express our support for three projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

The projects we are supporting are:

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Please convey our support for these projects so that they are given serious consideration for funding in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,

Toshio (Terry) Handa
JAPANESE CHAMBER OF COMMERCE OF
SOUTHERN CALIFORNIA

Little Tokyo
Business Association

April 2, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012
**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

Our organization, Little Tokyo Business Association (LTBA), wishes to express our support for three projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

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244 S. San Pedro Street, Suite 303 • Los Angeles, CA 90012 • TEL (213) 620-0570 • FAX (213) 625-0903

***Arts District/Little Tokyo Goldine Station Linkage*** - The Project seeks to establish and enhance pedestrian linkages between the new Arts District/Little Tokyo GoldLine Station at 1st and Alameda Streets, and the regional employment and visitor centers in the Civic Center (located to the west), as well as important cultural, commercial, institutional and residential uses within the adjacent Little Tokyo community (located to the southwest). Pedestrian enhancements include sidewalk/pathway paving; pedestrian lighting; street trees and other landscaping; wayfinding signage; gateway or entry elements; street furniture; crosswalk paving; and bike lockers/parking. Affected roadways include Temple, First, and Third Streets (east-west roadways), and Alameda, Judge John Aiso, and Los Angeles Streets, as well as the Little Tokyo "spine" which extends through the heart of Little Tokyo from the new GoldLine Station to regionally important but remote and isolated community centers along Los Angeles Street. Mid-block crossings on San Pedro, Los Angeles and Third Streets are also anticipated, along with traffic calming elements on Third Street.

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Please convey our support for these projects so that they are given serious consideration for funding in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,

Frances Hashimoto

Frances Hashimoto, Chairperson
Little Tokyo Business Association (LTBA)

# LITTLE TOKYO

Little Tokyo Community Advisory Committee
354 South Spring Street, Los Angeles, CA 90013

April 2, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012
**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

Our organization, Little Tokyo Community Advisory Committee (LTCAC), wishes to express our support for three projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

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Please convey our support for these projects so that they are given serious consideration for funding in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,

Frances Hashimoto, Chairperson
Little Tokyo Community Advisory Committee (LTCAC)

**Little Tokyo Community Council**
369 East First Street
Los Angeles, California 90012
213 **625.0414** ext **5720**
Fax 213 **625.1770**
http://ltcc.janet.org

*"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."*

April 6, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

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Sincerely,

Chris Aihara
Chair'
Little Tokyo Community Council

Little Tokyo Service Center
a Community Development Corporation

Helping People,
Building Community

March 31, 2009

Art Leahy, CEO
Metro
One Gateway Plaza
Los Angeles, CA 90012

**RE: Support for Funding of CRA/LA 2009 Call for Projects Applications**

Dear Mr. Leahy:

Our organization, The Little Tokyo Service Center (LTSC), wishes to express our support for twp projects that the Community Redevelopment Agency of the City of Los Angeles (CRA\LA) is submitting for funding under the Los Angeles Metropolitan Transportation Authority (Metro) in response to its 2009 Call for Projects. These projects will make it easier for residents, commuters, and visitors to move about our community using transit, walking, and/or on bicycle thus reducing traffic congestion, improving mobility, and reducing green house gases.

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231 East Third Street, Suite G106 • Los Angeles, California 90013 • 213.473.3030 • fax 213.473.3031 • WWW.LTSC.ORG

entry elements; street furniture; crosswalk paving; and bike lockers/parking. Affected roadways include Temple, First, and Third Streets (east-west roadways), and Alameda, Judge John Aiso, and Los Angeles Streets, as well as the Little Tokyo "spine" which extends through the heart of Little Tokyo from the new GoldLine Station to regionally important but remote and isolated community centers along Los Angeles Street. Mid-block crossings on San Pedro, Los Angeles and Third Streets are also anticipated, along with traffic calming elements on Third Street.

Please convey our support for these projects so that they are given serious consideration for funding in the Los Angeles Metropolitan Transportation Authority's (Metro) 2009 Call for Projects.

Sincerely,

Y. Bill Watanabe
Executive Director
LTSC Community Development Corporation

# JOHN A. PÉREZ
SPEAKER EMERITUS

May 16, 2014

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

Dear Mr. Dougherty,

I am writing in support of the Active Transportation Program application from the City of Los Angeles for the following projects: 6th Street Viaduct Project, Little Tokyo Pedestrian Safety Project, Breed Street Elementary and Sheridan Elementary Safe Routes to School Project, Main Street Pedestrian Improvements Project, Cesar Chavez Avenue Improvement Project, and the Eastside Access Project. I hope you will give their proposals serious consideration and your approval.

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

I urge your support of the City of Los Angeles' request. If you should have any questions, please contact my District Director Miguel Santiago at (213) 620-4646.

Sincerely,

**JOHN A. PÉREZ**
Speaker Emeritus of the Assembly

CAPITOL OFFICE: STATE CAPITOL, ROOM 319 · SACRAMENTO, CA 95814 · PHONE (916) 319-2053 · FAX (916) 319-2153
DISTRICT OFFICE: 320 WEST 4TH STREET, ROOM 1050 · LOS ANGELES, CA 90013 · PHONE (213) 620-4646 · FAX (213) 620-6319
WEB: ASMDC.ORG/SPEAKEREMERITUS • E-MAIL: SPEAKEREMERITUS.PEREZ@ASSEMBLY.CA.GOV

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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

Metro

May 12, 2014

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

**RE: Letter of Support for Little Tokyo Pedestrian Safety Project Active Transportation Program (ATP) Application**

Dear Director Dougherty:

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

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

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the City of Los Angeles' efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Little Tokyo Pedestrian Safety Project for the ATP grant.

Sincerely,

Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

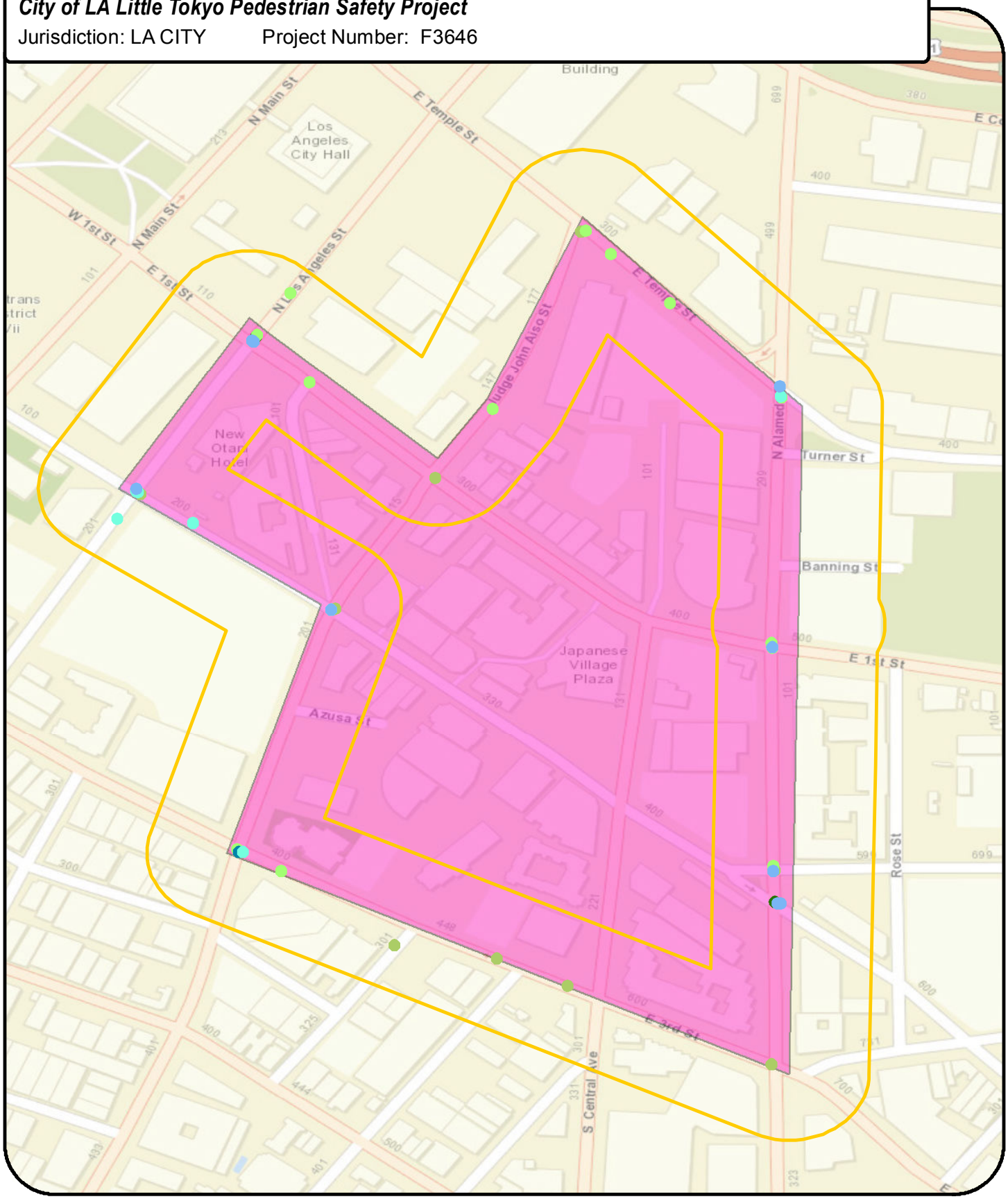
City of Los Angeles
Active Transportation Program | Cycle I | May 2014
Little Tokyo Pedestrian Safety Project
**Attachment 9a TIMS Ped/Bike Collision Data 1/1/2008 - 12/31/2012**
**Source: Transportation Injury Mapping System tims.berkeley.edu**

| PRIMARYRD | SECONDRD | PEDKILL | PEDINJ | BICKILL | BICINJ | DATE_ |
|---|---|---|---|---|---|---|
| 2ND ST | LOS ANGELES ST | 0 | 0 | 0 | 1 | 2012-03-08 |
| 2ND ST | LOS ANGELES ST | 0 | 0 | 0 | 1 | 2010-07-29 |
| 2ND ST | LOS ANGELES ST | 0 | 0 | 0 | 1 | 2012-10-08 |
| 2ND ST | SAN PEDRO ST | 0 | 0 | 0 | 1 | 2008-06-20 |
| ALAMEDA ST | 2ND ST | 0 | 0 | 0 | 1 | 2011-11-09 |
| ALAMEDA ST | TEMPLE ST | 0 | 0 | 0 | 1 | 2011-05-05 |
| LOS ANGELES ST | 2ND ST | 0 | 0 | 0 | 1 | 2012-11-09 |
| TEMPLE ST | ALAMEDA ST | 0 | 0 | 0 | 1 | 2008-09-10 |
| TRACTION AV | ALAMEDA ST | 0 | 0 | 0 | 1 | 2012-02-22 |
| TRACTION AV | ALAMEDA ST | 0 | 0 | 0 | 1 | 2011-11-08 |
| 2ND ST | SAN PEDRO ST | 0 | 0 | 0 | 1 | 2010-09-03 |
| ALAMEDA ST | 1ST ST | 0 | 0 | 0 | 1 | 2010-03-21 |
| LOS ANGELES ST | 1ST ST | 0 | 0 | 0 | 1 | 2009-05-30 |
| LOS ANGELES ST | 1ST ST | 0 | 0 | 0 | 1 | 2008-11-02 |
| LOS ANGELES ST | 2ND ST | 0 | 0 | 0 | 1 | 2010-09-30 |
| SAN PEDRO | 3RD ST | 0 | 0 | 0 | 1 | 2010-10-09 |
| SAN PEDRO ST | 3RD ST | 0 | 0 | 0 | 1 | 2012-08-13 |
| 2ND ST | LOS ANGELES ST | 0 | 1 | 0 | 0 | 2010-05-05 |
| 3RD ST | CROCKER ST | 0 | 1 | 0 | 0 | 2012-07-20 |
| 3RD ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2009-07-25 |
| 3RD ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2012-01-21 |
| ALAMEDA ST | 1ST ST | 0 | 1 | 0 | 0 | 2010-09-30 |
| ALAMEDA ST | 1ST ST | 0 | 1 | 0 | 0 | 2010-12-22 |
| EAST 3RD ST | S ALAMEDA ST | 0 | 1 | 0 | 0 | 2012-01-25 |
| EAST 3RD ST | S CENTRAL AVE | 0 | 1 | 0 | 0 | 2011-03-11 |
| JUDGE JOHN AISO ST | 1ST ST | 0 | 1 | 0 | 0 | 2009-09-08 |
| LOS ANGELES ST | 1ST ST | 0 | 1 | 0 | 0 | 2009-05-10 |
| LOS ANGELES ST | 1ST ST | 0 | 1 | 0 | 0 | 2008-07-10 |
| OMAR AV | EAST 3RD ST | 0 | 1 | 0 | 0 | 2011-06-17 |
| ONIZUKA ST | 1ST ST | 0 | 1 | 0 | 0 | 2009-01-05 |
| TEMPLE | JUDGE JOHN AISO ST | 0 | 1 | 0 | 0 | 2009-12-14 |
| TEMPLE ST | JUDGE JOHN AISO ST | 0 | 1 | 0 | 0 | 2009-11-13 |
| TRACTION AV | ALAMEDA ST | 0 | 1 | 0 | 0 | 2009-03-19 |
| 1ST ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2010-02-22 |
| 3RD ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2010-10-22 |
| EAST 2ND ST | LOS ANGELES ST | 0 | 1 | 0 | 0 | 2010-01-08 |
| JUDGE JOHN AISO ST | TEMPLE ST | 0 | 1 | 0 | 0 | 2008-06-25 |
| S ALAMEDA ST | EAST 2ND ST | 0 | 1 | 0 | 0 | 2011-06-11 |
| SAN PEDRO ST | 2ND ST | 0 | 1 | 0 | 0 | 2012-03-07 |
| TEMPLE ST | ALAMEDA ST | 0 | 1 | 0 | 0 | 2011-05-21 |
| TEMPLE ST | JUDGE JOHN AISO ST | 0 | 1 | 0 | 0 | 2012-03-13 |
| ALAMEDA | 2ND ST | 0 | 2 | 0 | 0 | 2008-12-29 |
| LOS ANGELES ST | 1ST ST | 0 | 2 | 0 | 0 | 2009-01-11 |
| **Totals** | | **0** | **28** | **0** | **17** | |

# 2008-2012 Bike and Pedestrian Crash Data

***City of LA Little Tokyo Pedestrian Safety Project***

Jurisdiction: LA CITY Project Number: F3646




Project Area

**Distance from Project**

200 Feet

**Bicycle Collisions (by severity)**

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

**Pedestrian Collisions (by severity)**

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

Attachment 9b

1 in = 0.076 miles

0 230 460 Feet

City of Los Angeles Little Tokyo Pedestrian Safety Project

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

**Attachment 10a Ped/Bike Collisions Used in Crash Reduction Analysis 1/1/2008 - 12/31/2012**

| Project_ID | PRIMARYRD | SECONDRD | PEDKILL | PEDINJ | BICKILL | BICINJ | DATE_ | COUNTERMEASURES |
|---|---|---|---|---|---|---|---|---|
| **PEDESTRIAN** | | | | | | | | |
| F3646 | 1ST ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2010-02-22 | Advance stop bar |
| F3646 | 3RD ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2010-10-22 | Pedestrian signal |
| F3646 | EAST 2ND ST | LOS ANGELES ST | 0 | 1 | 0 | 0 | 2010-01-08 | |
| F3646 | JUDGE JOHN AISO ST | TEMPLE ST | 0 | 1 | 0 | 0 | 2008-06-25 | Advance stop bar |
| F3646 | S ALAMEDA ST | EAST 2ND ST | 0 | 1 | 0 | 0 | 2011-06-11 | |
| F3646 | SAN PEDRO ST | 2ND ST | 0 | 1 | 0 | 0 | 2012-03-07 | Advance stop bar; pedestrian signal |
| F3646 | TEMPLE ST | ALAMEDA ST | 0 | 1 | 0 | 0 | 2011-05-21 | |
| F3646 | TEMPLE ST | JUDGE JOHN AISO ST | 0 | 1 | 0 | 0 | 2012-03-13 | |
| F3646 | ALAMEDA ST | 1ST ST | 0 | 1 | 0 | 0 | 2010-09-30 | |
| F3646 | ALAMEDA | 2ND ST | 0 | 2 | 0 | 0 | 2008-12-29 | |
| F3646 | TRACTION AV | ALAMEDA ST | 0 | 1 | 0 | 0 | 2009-03-19 | |
| F3646 | EAST 3RD ST | S ALAMEDA ST | 0 | 1 | 0 | 0 | 2012-01-25 | |
| F3646 | 3RD ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2012-01-21 | Traffic signal |
| F3646 | 2ND ST | LOS ANGELES ST | 0 | 1 | 0 | 0 | 2010-05-05 | Signal phasing |
| F3646 | ALAMEDA ST | 1ST ST | 0 | 1 | 0 | 0 | 2010-12-22 | Signal phasing |
| F3646 | LOS ANGELES ST | 1ST ST | 0 | 2 | 0 | 0 | 2009-01-11 | Advance stop bar; pedestrian signal; signal phasing |
| F3646 | 3RD ST | CROCKER ST | 0 | 1 | 0 | 0 | 2012-07-20 | Traffic signal |
| F3646 | OMAR AV | EAST 3RD ST | 0 | 1 | 0 | 0 | 2011-06-17 | Advance stop bar; traffic signal |
| F3646 | ONIZUKA ST | 1ST ST | 0 | 1 | 0 | 0 | 2009-01-05 | Signal phasing |
| F3646 | EAST 3RD ST | S CENTRAL AVE | 0 | 1 | 0 | 0 | 2011-03-11 | Traffic signal |
| F3646 | TEMPLE | JUDGE JOHN AISO ST | 0 | 1 | 0 | 0 | 2009-12-14 | Advance stop bar; signal phasing |
| F3646 | 3RD ST | SAN PEDRO ST | 0 | 1 | 0 | 0 | 2009-07-25 | Traffic signal |
| F3646 | LOS ANGELES ST | 1ST ST | 0 | 1 | 0 | 0 | 2008-07-10 | Advance stop bar; signal phasing; pedestrian signal |
| F3646 | JUDGE JOHN AISO ST | 1ST ST | 0 | 1 | 0 | 0 | 2009-09-08 | Advance stop bar; signal phasing |
| F3646 | TEMPLE ST | JUDGE JOHN AISO ST | 0 | 1 | 0 | 0 | 2009-11-13 | Advance stop bar; signal phasing |
| **TOTAL** | | | **0** | **16** | **0** | **0** | | |
| | | | | | | | | |
| **BICYCLIST** | | | | | | | | |
| F3646 | 2ND ST | SAN PEDRO ST | 0 | 0 | 0 | 1 | 2010-09-03 | Signal phasing |
| F3646 | ALAMEDA ST | 1ST ST | 0 | 0 | 0 | 1 | 2010-03-21 | Signal phasing |
| F3646 | LOS ANGELES ST | 1ST ST | 0 | 0 | 0 | 1 | 2009-05-30 | Signal phasing |
| F3646 | LOS ANGELES ST | 1ST ST | 0 | 0 | 0 | 1 | 2008-11-02 | Signal phasing |
| F3646 | LOS ANGELES ST | 2ND ST | 0 | 0 | 0 | 1 | 2010-09-30 | Signal phasing |
| F3646 | SAN PEDRO | 3RD ST | 0 | 0 | 0 | 1 | 2010-10-09 | Signal phasing |
| F3646 | SAN PEDRO ST | 3RD ST | 0 | 0 | 0 | 1 | 2012-08-13 | Signal phasing |
| F3646 | 2ND ST | SAN PEDRO ST | 0 | 0 | 0 | 1 | 2008-06-20 | Signal phasing |
| F3646 | TEMPLE ST | ALAMEDA ST | 0 | 0 | 0 | 1 | 2008-09-10 | Signal phasing |
| F3646 | 2ND ST | LOS ANGELES ST | 0 | 0 | 0 | 1 | 2010-07-29 | Signal phasing |
| F3646 | ALAMEDA ST | 2ND ST | 0 | 0 | 0 | 1 | 2011-11-09 | Signal phasing |
| F3646 | 2ND ST | LOS ANGELES ST | 0 | 0 | 0 | 1 | 2012-10-08 | Signal phasing |
| F3646 | TRACTION AV | ALAMEDA ST | 0 | 0 | 0 | 1 | 2011-11-08 | Signal phasing |
| F3646 | TRACTION AV | ALAMEDA ST | 0 | 0 | 0 | 1 | 2012-02-22 | Signal phasing |
| F3646 | ALAMEDA ST | TEMPLE ST | 0 | 0 | 0 | 1 | 2011-05-05 | Signal phasing |
| F3646 | LOS ANGELES ST | 2ND ST | 0 | 0 | 0 | 1 | 2012-11-09 | Signal phasing |
| F3646 | 2ND ST | LOS ANGELES ST | 0 | 0 | 0 | 1 | 2012-03-08 | Signal phasing |
| **TOTAL** | | | **0** | **0** | **0** | **14** | | |

## 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) | pedestrian crossing (with enhanced safety features/ curb | 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 | Install traffic signal | Signal phasing/ timing | Intersection Lighting | |
| **Applicable Countermeasure?** | N | N | Y | N | N | N | N | Y | N | N | N | N | Y | Y | N | |
| **CRF** | 25% | 25% | 15% | 75% | 45% | 25% | 35% | 55% | 35% | 80% | 30% | 35% | 25% | 15% | 40% | |
| **Fatal Crashes** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Injury Crashes** | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 23 | 0 | |
| **Years of Data** | 0 | 0 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | |
| **Avg. Annual Total Fatal and Injury Crashes** | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 1 | 4.6 | 0 | |
| | | | | | | | | | | | | | | | | **ANNUAL CRASH REDUCTION** |
| **Annual Crash Reduction** | **0** | **0** | **0.21** | **0** | **0** | **0** | **0** | **0.66** | **0** | **0** | **0** | **0** | **0.25** | **0.69** | **0** | **1.81** |

City of Los Angeles
Active Transportation Program | Cycle I | May 2014
Little Tokyo Pedestrian Safety Project
**Attachment 11a/ Ped-Bike-Vehicle Counts**

**Vehicle/Ped/Bike Count Summary**

| **Vehicle Count (24 hrs)** | Location | | | | |
|---|---|---|---|---|---|
| | Judge John Aiso St betw 1st & Temple | Main St betw 1st & 2nd | San Pedro St betw 2nd & 3rd | Los Angeles St betw 2nd & 3rd | All locations |
| Vehicles 12AM-12PM | 3300 | no data | 5539 | 4596 | 13435 |
| Vehicles 12PM-12AM | 5322 | no data | 9559 | 7924 | 22805 |
| **Total 24hr Count** | **8622** | **no data** | **15098** | **15098** | **38818** |
| | | | | | |
| **Ped-Bike Count (12 hrs)** | Location | | | | |
| | Judge John Aiso St betw 1st & Temple | Main St betw 1st & 2nd | San Pedro St betw 2nd & 3rd | Los Angeles St betw 2nd & 3rd | All locations |
| Peds 7AM-11AM | 157 | 25 | 68 | 40 | 290 |
| Peds 11AM-3PM | 139 | 30 | 135 | 49 | 353 |
| Peds 3PM-7PM | 158 | 14 | 100 | 61 | 333 |
| **Peds Total (7AM-7PM)** | **454** | **69** | **303** | **150** | **976** |
| Bikes 7AM-11AM | 3 | 0 | 16 | 7 | 26 |
| Bikes 11AM-3PM | 4 | 2 | 20 | 5 | 31 |
| Bikes 3PM-7PM | 4 | 2 | 8 | 0 | 14 |
| **Bikes Total (7AM-7PM)** | **11** | **4** | **44** | **12** | **71** |

The above is a summary of a traffic count provided by the Rifkin Transportation Planning Group. Full data from the count are reproduced in Attachment 11c.

City of Los Angeles
Active Transportation Program | Cycle 1 | May 2014
Little Tokyo Pedestrian Safety Project

**Attachment 11b/ Pedestrian/Bicycle Trip Forecasting**

| | | | | | |
|---|---|---|---|---|---|
| Population of TAZs within buffer area of project | | | | | |
| From SCAG 2012-2035 RTP-SCS | | | | | |
| Buffer | 2008 Popula | 2020 Popula | 2035 Population | | |
| 0.5 mile | 24,533 | 27,344 | 29,140 | | |
| 1 mile | 58,907 | 74,592 | 79,964 | | |
| 3 miles | 492,254 | 610,249 | 666,519 | | |
| | | | | | |
| Potential Pedestrian Trips based on influence area population (0.5 mile) | | | | | |
| 2009 NHTS Percent of Person Trips by Mode | | | | | |
| Walk | 10.4 | | | | |
| Bike (Other) | 4.2 | | | | |
| Transit | 1.9 | | | | |
| | | | | | |
| Daily trips per person | 3.79 | | | | |
| | | | | | |
| Assume influence area of 0.5 mile for pedestrian and bike trips | | | | | |
| | | | | | |
| Estimated Potential Daily Person Trips W/in Influence Area | | | | | |
| | 2008 | 2020 | 2035 | 2014 | |
| Pedestrian | 9,670 | 10,778 | 11,486 | 10209 | |
| Bike | 3,905 | 4,353 | 4,639 | 4123 | |
| | | | | | |
| | | | | Ped | Bike |
| Total bike/ped person trips within project area, 2014 | | | | 10,209 | 4,123 |
| Total bike/ped person trips within project area, 2035 WITHOUT project | | | | 11,486 | 4,639 |
| New bike/ped person trips due to project (assumed 3% increase) | | | | 345 | 139 |
| Total bike/ped person trips within project area, 2035 WITH project | | | | 11,830 | 4,778 |
| | | | | | |
| All forecast figures are rounded to the nearest whole number. Figures may not add up perfectly due to rounding. | | | | | |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

### Pedestrian Count Peak Hour

| | |
|---|---|
| PROJECT#: | 14-5216-001 |
| N/S Street: | Judge John Aiso St |
| E/W Street: | Btwn Temple St & 1st St |
| DATE: | 4/17/14 |
| CITY: | Los Angeles |

DAY: Thursday

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

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | AM | 8 | | 9 | AM | |
| | | | NOON | 13 | | 5 | NOON | |
| | | | PM | 7 | | 6 | PM | |
| AM | NOON | PM | | NORTH LEG | | | | AM | NOON | PM |
| 0 | 0 | 0 | | | | | | 0 | 0 | 0 |
| | | | WEST LEG | | EAST LEG | | | |
| 0 | 0 | 0 | | | | | | 0 | 0 | 0 |
| AM | NOON | PM | | SOUTH LEG | | | | AM | NOON | PM |
| | | | AM | 25 | | 9 | AM | |
| | | | NOON | 16 | | 10 | NOON | |
| | | | PM | 13 | | 27 | PM | |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

## Bicycle Count Peak Hour

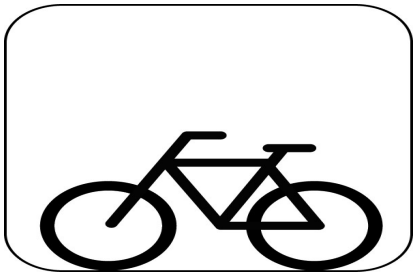
| | Start: | End: |
|---|---|---|
| AM | 7:00 | 11:00 |
| NOON | 11:00 | 15:00 |
| PM | 15:00 | 19:00 |

PROJECT#: 14-5216-001
N/S Street: Judge John Aiso St
E/W Street: Btwn Temple St & 1st St
DATE: 4/17/14
CITY: Los Angeles

DAY: Thursday

| | | | |
|---|---|---|---|
| AM | 0 | 0 | 1 |
| NOON | 0 | 0 | 1 |
| PM | 0 | 0 | 2 |

NORTH LEG



WEST LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

EAST LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

SOUTH LEG

| | | | |
|---|---|---|---|
| AM | 0 | 0 | 0 |
| NOON | 1 | 1 | 0 |
| PM | 0 | 0 | 0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 14-5216-001
N/S Street: Judge John Aiso St
E/W Street: Btwn Temple St & 1st St
DATE: 4/17/14 DAY: Thursday
CITY: Los Angeles

**A M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 1 | 0 | 1 | 1 |
| 7:15 AM | 5 | 7 | 5 | 3 |
| 7:30 AM | 0 | 1 | 12 | 2 |
| 7:45 AM | 1 | 1 | 5 | 2 |
| 8:00 AM | 2 | 0 | 3 | 2 |
| 8:15 AM | 2 | 1 | 7 | 3 |
| 8:30 AM | 0 | 8 | 8 | 1 |
| 8:45 AM | 2 | 4 | 1 | 2 |
| 9:00 AM | 0 | 1 | 1 | 4 |
| 9:15 AM | 3 | 0 | 1 | 4 |
| 9:30 AM | 2 | 1 | 3 | 7 |
| 9:45 AM | 0 | 3 | 2 | 3 |
| 10:00 AM | 2 | 1 | 4 | 3 |
| 10:15 AM | 0 | 1 | 1 | 4 |
| 10:30 AM | 1 | 2 | 3 | 2 |
| 10:45 AM | 0 | 1 | 0 | 4 |
| **TOTALS** | **21** | **32** | **57** | **47** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **0** | **1** | **1** |

**N O O N**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 0 | 1 | 7 | 3 |
| 11:15 AM | 2 | 1 | 2 | 1 |
| 11:30 AM | 0 | 2 | 0 | 1 |
| 11:45 AM | 1 | 0 | 1 | 0 |
| 12:00 PM | 2 | 1 | 4 | 4 |
| 12:15 PM | 1 | 0 | 4 | 3 |
| 12:30 PM | 2 | 1 | 1 | 4 |
| 12:45 PM | 3 | 4 | 2 | 2 |
| 1:00 PM | 3 | 3 | 0 | 1 |
| 1:15 PM | 4 | 3 | 3 | 2 |
| 1:30 PM | 2 | 2 | 4 | 1 |
| 1:45 PM | 1 | 2 | 5 | 2 |
| 2:00 PM | 2 | 0 | 4 | 3 |
| 2:15 PM | 8 | 1 | 3 | 4 |
| 2:30 PM | 3 | 2 | 0 | 1 |
| 2:45 PM | 3 | 1 | 3 | 3 |
| **TOTALS** | **37** | **24** | **43** | **35** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 1 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 |
| 2:45 PM | 1 | 1 | 0 | 1 |
| **TOTALS** | **1** | **2** | **0** | **1** |

**P M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 6 | 7 | 1 | 6 |
| 3:15 PM | 2 | 3 | 4 | 5 |
| 3:30 PM | 0 | 2 | 2 | 1 |
| 3:45 PM | 4 | 1 | 2 | 7 |
| 4:00 PM | 1 | 0 | 5 | 14 |
| 4:15 PM | 1 | 0 | 6 | 3 |
| 4:30 PM | 3 | 0 | 0 | 2 |
| 4:45 PM | 1 | 1 | 1 | 5 |
| 5:00 PM | 0 | 1 | 3 | 2 |
| 5:15 PM | 0 | 0 | 2 | 1 |
| 5:30 PM | 0 | 2 | 2 | 0 |
| 5:45 PM | 0 | 4 | 2 | 2 |
| 6:00 PM | 0 | 10 | 3 | 0 |
| 6:15 PM | 0 | 4 | 0 | 3 |
| 6:30 PM | 0 | 0 | 0 | 0 |
| 6:45 PM | 18 | 0 | 2 | 1 |
| **TOTALS** | **36** | **35** | **35** | **52** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 1 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 |
| 4:00 PM | 1 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **1** | **0** | **2** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

### Pedestrian Count Peak Hour

| | |
|---|---|
| PROJECT#: | 14-5216-002 |
| N/S Street: | Main St |
| E/W Street: | Btwn 1st St & 2nd St |
| DATE: | 4/17/14 |
| CITY: | Los Angeles |

DAY: Thursday

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

| | |
|---|---|
| AM | 5 |
| NOON | 8 |
| PM | 4 |

| | |
|---|---|
| 8 | AM |
| 6 | NOON |
| 5 | PM |

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |

NORTH LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |

WEST LEG

EAST LEG

| 0 | 0 | 0 |
|---|---|---|
| AM | NOON | PM |

SOUTH LEG

| 0 | 0 | 0 |
|---|---|---|
| AM | NOON | PM |

| | |
|---|---|
| AM | 0 |
| NOON | 0 |
| PM | 0 |

| | |
|---|---|
| 0 | AM |
| 0 | NOON |
| 0 | PM |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

## Bicycle Count Peak Hour

| | |
|---|---|
| PROJECT#: | 14-5216-002 |
| N/S Street: | Main St |
| E/W Street: | Btwn 1st St & 2nd St |
| DATE: | 4/17/14 |
| CITY: | Los Angeles |

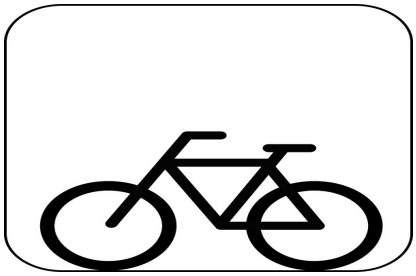
DAY: Thursday

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

| | | | |
|---|---|---|---|
| AM | 0 | 0 | 0 |
| NOON | 0 | 0 | 0 |
| PM | 0 | 0 | 0 |

NORTH LEG

WEST LEG



EAST LEG

SOUTH LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

| | | | |
|---|---|---|---|
| AM | 0 | 0 | 0 |
| NOON | 0 | 1 | 0 |
| PM | 2 | 0 | 0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 14-5216-002
N/S Street: Main St
E/W Street: Btwn 1st St & 2nd St
DATE: 4/17/14 DAY: Thursday
CITY: Los Angeles

**A M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 0 | 0 | | |
| 7:15 AM | 1 | 1 | | |
| 7:30 AM | 1 | 0 | | |
| 7:45 AM | 0 | 1 | | |
| 8:00 AM | 4 | 4 | | |
| 8:15 AM | 0 | 3 | | |
| 8:30 AM | 1 | 0 | | |
| 8:45 AM | 0 | 1 | | |
| 9:00 AM | 0 | 1 | | |
| 9:15 AM | 1 | 0 | | |
| 9:30 AM | 0 | 1 | | |
| 9:45 AM | 1 | 0 | | |
| 10:00 AM | 0 | 1 | | |
| 10:15 AM | 0 | 1 | | |
| 10:30 AM | 0 | 1 | | |
| 10:45 AM | 0 | 1 | | |
| **TOTALS** | **9** | **16** | **0** | **0** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 0 | 0 | | |
| 7:15 AM | 0 | 0 | | |
| 7:30 AM | 0 | 0 | | |
| 7:45 AM | 0 | 0 | | |
| 8:00 AM | 0 | 0 | | |
| 8:15 AM | 0 | 0 | | |
| 8:30 AM | 0 | 0 | | |
| 8:45 AM | 0 | 0 | | |
| 9:00 AM | 0 | 0 | | |
| 9:15 AM | 0 | 0 | | |
| 9:30 AM | 0 | 0 | | |
| 9:45 AM | 0 | 0 | | |
| 10:00 AM | 0 | 0 | | |
| 10:15 AM | 0 | 0 | | |
| 10:30 AM | 0 | 0 | | |
| 10:45 AM | 0 | 0 | | |
| **TOTALS** | **0** | **0** | **0** | **0** |

**N O O N**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 0 | 1 | | |
| 11:15 AM | 0 | 1 | | |
| 11:30 AM | 1 | 0 | | |
| 11:45 AM | 0 | 1 | | |
| 12:00 PM | 0 | 1 | | |
| 12:15 PM | 0 | 1 | | |
| 12:30 PM | 1 | 0 | | |
| 12:45 PM | 2 | 4 | | |
| 1:00 PM | 1 | 0 | | |
| 1:15 PM | 0 | 0 | | |
| 1:30 PM | 1 | 0 | | |
| 1:45 PM | 0 | 1 | | |
| 2:00 PM | 6 | 3 | | |
| 2:15 PM | 1 | 1 | | |
| 2:30 PM | 1 | 1 | | |
| 2:45 PM | 0 | 1 | | |
| **TOTALS** | **14** | **16** | **0** | **0** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 0 | 0 | | |
| 11:15 AM | 0 | 0 | | |
| 11:30 AM | 0 | 0 | | |
| 11:45 AM | 0 | 0 | | |
| 12:00 PM | 0 | 0 | | |
| 12:15 PM | 0 | 0 | | |
| 12:30 PM | 0 | 0 | | |
| 12:45 PM | 0 | 0 | | |
| 1:00 PM | 0 | 0 | | |
| 1:15 PM | 1 | 0 | | |
| 1:30 PM | 0 | 0 | | |
| 1:45 PM | 0 | 0 | | |
| 2:00 PM | 0 | 0 | | |
| 2:15 PM | 0 | 1 | | |
| 2:30 PM | 0 | 0 | | |
| 2:45 PM | 0 | 0 | | |
| **TOTALS** | **1** | **1** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 1 | 0 | | |
| 3:15 PM | 0 | 0 | | |
| 3:30 PM | 0 | 1 | | |
| 3:45 PM | 0 | 1 | | |
| 4:00 PM | 0 | 0 | | |
| 4:15 PM | 1 | 0 | | |
| 4:30 PM | 2 | 0 | | |
| 4:45 PM | 0 | 5 | | |
| 5:00 PM | 1 | 0 | | |
| 5:15 PM | 1 | 0 | | |
| 5:30 PM | 1 | 0 | | |
| 5:45 PM | 0 | 0 | | |
| 6:00 PM | 0 | 0 | | |
| 6:15 PM | 0 | 0 | | |
| 6:30 PM | 0 | 0 | | |
| 6:45 PM | 0 | 0 | | |
| **TOTALS** | **7** | **7** | **0** | **0** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 0 | 0 | | |
| 3:15 PM | 1 | 0 | | |
| 3:30 PM | 0 | 0 | | |
| 3:45 PM | 0 | 0 | | |
| 4:00 PM | 1 | 0 | | |
| 4:15 PM | 0 | 0 | | |
| 4:30 PM | 0 | 0 | | |
| 4:45 PM | 0 | 0 | | |
| 5:00 PM | 0 | 0 | | |
| 5:15 PM | 0 | 0 | | |
| 5:30 PM | 0 | 0 | | |
| 5:45 PM | 0 | 0 | | |
| 6:00 PM | 0 | 0 | | |
| 6:15 PM | 0 | 0 | | |
| 6:30 PM | 0 | 0 | | |
| 6:45 PM | 0 | 0 | | |
| **TOTALS** | **2** | **0** | **0** | **0** |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

## Pedestrian Count Peak Hour

| | |
|---|---|
| PROJECT#: | 14-5216-003 |
| N/S Street: | San Pedro St |
| E/W Street: | Btwn 2nd St & 3rd St |
| DATE: | 4/17/14 |
| CITY: | Los Angeles |

DAY: Thursday

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

| | |
|---|---|
| AM | 4 |
| NOON | 3 |
| PM | 1 |

| | |
|---|---|
| 1 | AM |
| 2 | NOON |
| 1 | PM |

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |

NORTH LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |

WEST LEG

EAST LEG

| 0 | 0 | 0 |
|---|---|---|
| AM | NOON | PM |

SOUTH LEG

| 0 | 0 | 0 |
|---|---|---|
| AM | NOON | PM |

| | |
|---|---|
| AM | 5 |
| NOON | 23 |
| PM | 14 |

| | |
|---|---|
| 11 | AM |
| 18 | NOON |
| 13 | PM |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

## Bicycle Count Peak Hour

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

PROJECT#: 14-5216-003
N/S Street: San Pedro St
E/W Street: Btwn 2nd St & 3rd St
DATE: 4/17/14
CITY: Los Angeles

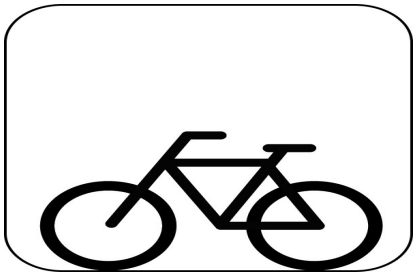
DAY: Thursday

| | | | |
|---|---|---|---|
| AM | 0 | 0 | 2 |
| NOON | 0 | 0 | 1 |
| PM | 0 | 0 | 2 |

NORTH LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

WEST LEG



EAST LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

SOUTH LEG

| | | | |
|---|---|---|---|
| AM | 3 | 3 | 1 |
| NOON | 4 | 1 | 2 |
| PM | 2 | 0 | 1 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 14-5216-003
N/S Street: San Pedro St
E/W Street: Btwn 2nd St & 3rd St
DATE: 4/17/14 DAY: Thursday
CITY: Los Angeles

**A M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 1 | 0 | 1 | 1 |
| 7:15 AM | 0 | 1 | 2 | 2 |
| 7:30 AM | 2 | 0 | 0 | 1 |
| 7:45 AM | 2 | 1 | 4 | 1 |
| 8:00 AM | 0 | 1 | 1 | 0 |
| 8:15 AM | 1 | 1 | 1 | 2 |
| 8:30 AM | 2 | 0 | 2 | 2 |
| 8:45 AM | 0 | 0 | 1 | 4 |
| 9:00 AM | 1 | 0 | 1 | 3 |
| 9:15 AM | 1 | 0 | 2 | 0 |
| 9:30 AM | 0 | 0 | 1 | 0 |
| 9:45 AM | 1 | 0 | 1 | 0 |
| 10:00 AM | 1 | 0 | 2 | 1 |
| 10:15 AM | 1 | 2 | 0 | 3 |
| 10:30 AM | 1 | 0 | 3 | 1 |
| 10:45 AM | 0 | 1 | 2 | 2 |
| **TOTALS** | **14** | **7** | **24** | **23** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 1 | 0 | 1 |
| 7:30 AM | 3 | 2 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 0 |
| 8:45 AM | 1 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 |
| 9:30 AM | 1 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 1 |
| 10:00 AM | 1 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 1 | 0 | 0 |
| **TOTALS** | **7** | **4** | **1** | **4** |

**N O O N**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 0 | 1 | 4 | 2 |
| 11:15 AM | 0 | 1 | 6 | 3 |
| 11:30 AM | 0 | 0 | 1 | 6 |
| 11:45 AM | 0 | 0 | 1 | 0 |
| 12:00 PM | 1 | 1 | 4 | 3 |
| 12:15 PM | 1 | 0 | 5 | 0 |
| 12:30 PM | 1 | 0 | 4 | 3 |
| 12:45 PM | 0 | 0 | 3 | 5 |
| 1:00 PM | 0 | 0 | 4 | 4 |
| 1:15 PM | 1 | 0 | 12 | 2 |
| 1:30 PM | 0 | 1 | 4 | 5 |
| 1:45 PM | 0 | 0 | 3 | 9 |
| 2:00 PM | 2 | 1 | 4 | 2 |
| 2:15 PM | 0 | 0 | 1 | 3 |
| 2:30 PM | 1 | 0 | 3 | 10 |
| 2:45 PM | 1 | 0 | 3 | 3 |
| **TOTALS** | **8** | **5** | **62** | **60** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 2 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 1 | 0 |
| 11:30 AM | 0 | 0 | 0 | 2 |
| 11:45 AM | 1 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 |
| 12:15 PM | 1 | 0 | 1 | 0 |
| 12:30 PM | 1 | 0 | 0 | 0 |
| 12:45 PM | 1 | 0 | 0 | 0 |
| 1:00 PM | 1 | 0 | 0 | 0 |
| 1:15 PM | 2 | 0 | 0 | 0 |
| 1:30 PM | 0 | 1 | 1 | 1 |
| 1:45 PM | 1 | 0 | 1 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 |
| 2:15 PM | 1 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 1 |
| **TOTALS** | **11** | **1** | **4** | **4** |

**P M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 0 | 0 | 9 | 1 |
| 3:15 PM | 1 | 0 | 1 | 1 |
| 3:30 PM | 0 | 1 | 8 | 3 |
| 3:45 PM | 1 | 0 | 2 | 0 |
| 4:00 PM | 0 | 2 | 1 | 2 |
| 4:15 PM | 1 | 0 | 1 | 1 |
| 4:30 PM | 0 | 1 | 0 | 6 |
| 4:45 PM | 2 | 0 | 3 | 3 |
| 5:00 PM | 0 | 1 | 2 | 2 |
| 5:15 PM | 0 | 1 | 4 | 2 |
| 5:30 PM | 0 | 0 | 2 | 3 |
| 5:45 PM | 1 | 0 | 3 | 4 |
| 6:00 PM | 0 | 0 | 5 | 4 |
| 6:15 PM | 0 | 0 | 2 | 1 |
| 6:30 PM | 0 | 0 | 4 | 3 |
| 6:45 PM | 0 | 0 | 1 | 4 |
| **TOTALS** | **6** | **6** | **48** | **40** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 0 | 1 | 0 |
| 5:15 PM | 1 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 1 |
| 6:00 PM | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 1 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 |
| 6:45 PM | 1 | 0 | 0 | 0 |
| **TOTALS** | **3** | **1** | **2** | **2** |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

## Pedestrian Count Peak Hour

| | |
|---|---|
| PROJECT#: | 14-5216-004 |
| N/S Street: | Los Angeles St |
| E/W Street: | Btwn 2nd St & 3rd St |
| DATE: | 4/17/14 |
| CITY: | Los Angeles |

DAY: Thursday

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

| | |
|---|---|
| AM | 5 |
| NOON | 6 |
| PM | 3 |

| | |
|---|---|
| 11 | AM |
| 14 | NOON |
| 28 | PM |

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |

NORTH LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |

WEST LEG

EAST LEG

| 0 | 0 | 0 |
|---|---|---|
| AM | NOON | PM |

SOUTH LEG

| 0 | 0 | 0 |
|---|---|---|
| AM | NOON | PM |

| | |
|---|---|
| AM | 0 |
| NOON | 0 |
| PM | 0 |

| | |
|---|---|
| 0 | AM |
| 0 | NOON |
| 0 | PM |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

## Bicycle Count Peak Hour

| | |
|---|---|
| PROJECT#: | 14-5216-004 |
| N/S Street: | Los Angeles St |
| E/W Street: | Btwn 2nd St & 3rd St |
| DATE: | 4/17/14 |
| CITY: | Los Angeles |

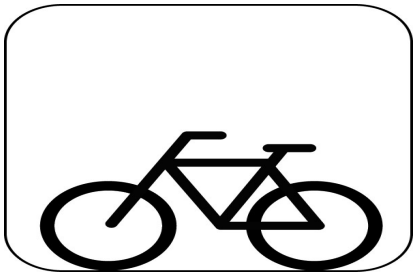
DAY: Thursday

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

| | | | |
|---|---|---|---|
| AM | 0 | 0 | 0 |
| NOON | 0 | 0 | 0 |
| PM | 0 | 0 | 0 |

NORTH LEG

WEST LEG



EAST LEG

SOUTH LEG

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

| AM | NOON | PM |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

| | | | |
|---|---|---|---|
| AM | 3 | 1 | 0 |
| NOON | 0 | 3 | 0 |
| PM | 0 | 0 | 0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 14-5216-004
N/S Street: Los Angeles St
E/W Street: Btwn 2nd St & 3rd St
DATE: 4/17/14 DAY: Thursday
CITY: Los Angeles

**A M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 4 | 1 | | |
| 7:15 AM | 1 | 1 | | |
| 7:30 AM | 0 | 2 | | |
| 7:45 AM | 2 | 1 | | |
| 8:00 AM | 1 | 0 | | |
| 8:15 AM | 0 | 1 | | |
| 8:30 AM | 0 | 1 | | |
| 8:45 AM | 0 | 3 | | |
| 9:00 AM | 0 | 1 | | |
| 9:15 AM | 1 | 2 | | |
| 9:30 AM | 0 | 2 | | |
| 9:45 AM | 1 | 2 | | |
| 10:00 AM | 3 | 5 | | |
| 10:15 AM | 0 | 1 | | |
| 10:30 AM | 2 | 1 | | |
| 10:45 AM | 1 | 0 | | |
| **TOTALS** | **16** | **24** | **0** | **0** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 7:00 AM | 0 | 0 | | |
| 7:15 AM | 0 | 1 | | |
| 7:30 AM | 0 | 0 | | |
| 7:45 AM | 0 | 0 | | |
| 8:00 AM | 0 | 0 | | |
| 8:15 AM | 1 | 0 | | |
| 8:30 AM | 1 | 0 | | |
| 8:45 AM | 1 | 0 | | |
| 9:00 AM | 0 | 1 | | |
| 9:15 AM | 0 | 0 | | |
| 9:30 AM | 0 | 0 | | |
| 9:45 AM | 0 | 0 | | |
| 10:00 AM | 0 | 0 | | |
| 10:15 AM | 0 | 0 | | |
| 10:30 AM | 1 | 0 | | |
| 10:45 AM | 1 | 0 | | |
| **TOTALS** | **5** | **2** | **0** | **0** |

**N O O N**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 1 | 0 | | |
| 11:15 AM | 0 | 1 | | |
| 11:30 AM | 0 | 0 | | |
| 11:45 AM | 2 | 0 | | |
| 12:00 PM | 1 | 1 | | |
| 12:15 PM | 4 | 3 | | |
| 12:30 PM | 2 | 2 | | |
| 12:45 PM | 1 | 1 | | |
| 1:00 PM | 1 | 2 | | |
| 1:15 PM | 3 | 6 | | |
| 1:30 PM | 1 | 5 | | |
| 1:45 PM | 0 | 0 | | |
| 2:00 PM | 0 | 1 | | |
| 2:15 PM | 0 | 2 | | |
| 2:30 PM | 0 | 0 | | |
| 2:45 PM | 7 | 2 | | |
| **TOTALS** | **23** | **26** | **0** | **0** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 11:00 AM | 0 | 0 | | |
| 11:15 AM | 0 | 0 | | |
| 11:30 AM | 1 | 0 | | |
| 11:45 AM | 0 | 0 | | |
| 12:00 PM | 0 | 0 | | |
| 12:15 PM | 0 | 0 | | |
| 12:30 PM | 0 | 1 | | |
| 12:45 PM | 0 | 0 | | |
| 1:00 PM | 0 | 0 | | |
| 1:15 PM | 0 | 0 | | |
| 1:30 PM | 0 | 0 | | |
| 1:45 PM | 0 | 1 | | |
| 2:00 PM | 0 | 1 | | |
| 2:15 PM | 0 | 0 | | |
| 2:30 PM | 0 | 1 | | |
| 2:45 PM | 0 | 0 | | |
| **TOTALS** | **1** | **4** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 0 | 1 | | |
| 3:15 PM | 0 | 2 | | |
| 3:30 PM | 0 | 17 | | |
| 3:45 PM | 0 | 3 | | |
| 4:00 PM | 2 | 7 | | |
| 4:15 PM | 1 | 1 | | |
| 4:30 PM | 0 | 2 | | |
| 4:45 PM | 0 | 6 | | |
| 5:00 PM | 1 | 3 | | |
| 5:15 PM | 1 | 0 | | |
| 5:30 PM | 0 | 2 | | |
| 5:45 PM | 0 | 6 | | |
| 6:00 PM | 0 | 3 | | |
| 6:15 PM | 0 | 0 | | |
| 6:30 PM | 0 | 3 | | |
| 6:45 PM | 0 | 0 | | |
| **TOTALS** | **5** | **56** | **0** | **0** |

*BIKES*

| TIME | MIDBLOCK | | CROSSWALK | |
|---|---|---|---|---|
| | EB | WB | EB | WB |
| 3:00 PM | 0 | 0 | | |
| 3:15 PM | 0 | 0 | | |
| 3:30 PM | 0 | 0 | | |
| 3:45 PM | 0 | 0 | | |
| 4:00 PM | 0 | 0 | | |
| 4:15 PM | 0 | 0 | | |
| 4:30 PM | 0 | 0 | | |
| 4:45 PM | 0 | 0 | | |
| 5:00 PM | 0 | 0 | | |
| 5:15 PM | 0 | 0 | | |
| 5:30 PM | 0 | 0 | | |
| 5:45 PM | 0 | 0 | | |
| 6:00 PM | 0 | 0 | | |
| 6:15 PM | 0 | 0 | | |
| 6:30 PM | 0 | 0 | | |
| 6:45 PM | 0 | 0 | | |
| **TOTALS** | **0** | **0** | **0** | **0** |

Prepared by NDS/ATD

# VOLUME

Judge John Aiso St between Temple St & First St

**Day:** Thursday
**Date:** 4/17/14

**City:** Los Angeles
**Project #:** CA14_5217_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 4,911 | 3,711 | 0 | 0 | 8,622 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 18 | | 5 | | | | | | 23 | | 12:00 | 113 | | 62 | | | | | | 175 | |
| 00:15 | 6 | | 1 | | | | | | 7 | | 12:15 | 95 | | 67 | | | | | | 162 | |
| 00:30 | 13 | | 8 | | | | | | 21 | | 12:30 | 101 | | 69 | | | | | | 170 | |
| 00:45 | 0 | 37 | 4 | 18 | | | | | 4 | 55 | 12:45 | 105 | 414 | 52 | 250 | | | | | 157 | 664 |
| 01:00 | 6 | | 3 | | | | | | 9 | | 13:00 | 84 | | 70 | | | | | | 154 | |
| 01:15 | 5 | | 1 | | | | | | 6 | | 13:15 | 83 | | 52 | | | | | | 135 | |
| 01:30 | 5 | | 2 | | | | | | 7 | | 13:30 | 97 | | 57 | | | | | | 154 | |
| 01:45 | 2 | 18 | 6 | 12 | | | | | 8 | 30 | 13:45 | 65 | 329 | 64 | 243 | | | | | 129 | 572 |
| 02:00 | 6 | | 1 | | | | | | 7 | | 14:00 | 107 | | 57 | | | | | | 164 | |
| 02:15 | 2 | | 4 | | | | | | 6 | | 14:15 | 90 | | 64 | | | | | | 154 | |
| 02:30 | 3 | | 3 | | | | | | 6 | | 14:30 | 96 | | 64 | | | | | | 160 | |
| 02:45 | 2 | 13 | 3 | 11 | | | | | 5 | 24 | 14:45 | 75 | 368 | 44 | 229 | | | | | 119 | 597 |
| 03:00 | 4 | | 2 | | | | | | 6 | | 15:00 | 97 | | 57 | | | | | | 154 | |
| 03:15 | 2 | | 0 | | | | | | 2 | | 15:15 | 91 | | 48 | | | | | | 139 | |
| 03:30 | 1 | | 3 | | | | | | 4 | | 15:30 | 89 | | 34 | | | | | | 123 | |
| 03:45 | 2 | 9 | 2 | 7 | | | | | 4 | 16 | 15:45 | 77 | 354 | 46 | 185 | | | | | 123 | 539 |
| 04:00 | 2 | | 6 | | | | | | 8 | | 16:00 | 85 | | 43 | | | | | | 128 | |
| 04:15 | 1 | | 6 | | | | | | 7 | | 16:15 | 106 | | 36 | | | | | | 142 | |
| 04:30 | 3 | | 8 | | | | | | 11 | | 16:30 | 97 | | 39 | | | | | | 136 | |
| 04:45 | 7 | 13 | 17 | 37 | | | | | 24 | 50 | 16:45 | 108 | 396 | 40 | 158 | | | | | 148 | 554 |
| 05:00 | 5 | | 12 | | | | | | 17 | | 17:00 | 104 | | 44 | | | | | | 148 | |
| 05:15 | 11 | | 12 | | | | | | 23 | | 17:15 | 137 | | 39 | | | | | | 176 | |
| 05:30 | 8 | | 40 | | | | | | 48 | | 17:30 | 156 | | 43 | | | | | | 199 | |
| 05:45 | 16 | 40 | 33 | 97 | | | | | 49 | 137 | 17:45 | 156 | 553 | 38 | 164 | | | | | 194 | 717 |
| 06:00 | 21 | | 33 | | | | | | 54 | | 18:00 | 149 | | 39 | | | | | | 188 | |
| 06:15 | 21 | | 44 | | | | | | 65 | | 18:15 | 144 | | 38 | | | | | | 182 | |
| 06:30 | 27 | | 41 | | | | | | 68 | | 18:30 | 116 | | 47 | | | | | | 163 | |
| 06:45 | 46 | 115 | 46 | 164 | | | | | 92 | 279 | 18:45 | 101 | 510 | 30 | 154 | | | | | 131 | 664 |
| 07:00 | 50 | | 61 | | | | | | 111 | | 19:00 | 77 | | 37 | | | | | | 114 | |
| 07:15 | 32 | | 54 | | | | | | 86 | | 19:15 | 55 | | 25 | | | | | | 80 | |
| 07:30 | 44 | | 68 | | | | | | 112 | | 19:30 | 44 | | 23 | | | | | | 67 | |
| 07:45 | 48 | 174 | 83 | 266 | | | | | 131 | 440 | 19:45 | 36 | 212 | 21 | 106 | | | | | 57 | 318 |
| 08:00 | 46 | | 77 | | | | | | 123 | | 20:00 | 48 | | 25 | | | | | | 73 | |
| 08:15 | 40 | | 69 | | | | | | 109 | | 20:15 | 46 | | 17 | | | | | | 63 | |
| 08:30 | 53 | | 88 | | | | | | 141 | | 20:30 | 33 | | 21 | | | | | | 54 | |
| 08:45 | 43 | 182 | 71 | 305 | | | | | 114 | 487 | 20:45 | 30 | 157 | 23 | 86 | | | | | 53 | 243 |
| 09:00 | 52 | | 93 | | | | | | 145 | | 21:00 | 33 | | 13 | | | | | | 46 | |
| 09:15 | 45 | | 108 | | | | | | 153 | | 21:15 | 31 | | 18 | | | | | | 49 | |
| 09:30 | 50 | | 107 | | | | | | 157 | | 21:30 | 25 | | 14 | | | | | | 39 | |
| 09:45 | 54 | 201 | 102 | 410 | | | | | 156 | 611 | 21:45 | 36 | 125 | 10 | 55 | | | | | 46 | 180 |
| 10:00 | 47 | | 88 | | | | | | 135 | | 22:00 | 49 | | 18 | | | | | | 67 | |
| 10:15 | 49 | | 95 | | | | | | 144 | | 22:15 | 27 | | 9 | | | | | | 36 | |
| 10:30 | 67 | | 85 | | | | | | 152 | | 22:30 | 26 | | 7 | | | | | | 33 | |
| 10:45 | 47 | 210 | 96 | 364 | | | | | 143 | 574 | 22:45 | 26 | 128 | 13 | 47 | | | | | 39 | 175 |
| 11:00 | 68 | | 80 | | | | | | 148 | | 23:00 | 18 | | 11 | | | | | | 29 | |
| 11:15 | 66 | | 98 | | | | | | 164 | | 23:15 | 22 | | 6 | | | | | | 28 | |
| 11:30 | 74 | | 68 | | | | | | 142 | | 23:30 | 12 | | 14 | | | | | | 26 | |
| 11:45 | 80 | 288 | 63 | 309 | | | | | 143 | 597 | 23:45 | 13 | 65 | 3 | 34 | | | | | 16 | 99 |
| **TOTALS** | | 1300 | | 2000 | | | | | | **3300** | **TOTALS** | | 3611 | | 1711 | | | | | | **5322** |
| **SPLIT %** | | 39.4% | | 60.6% | | | | | | **38.3%** | **SPLIT %** | | 67.9% | | 32.1% | | | | | | **61.7%** |

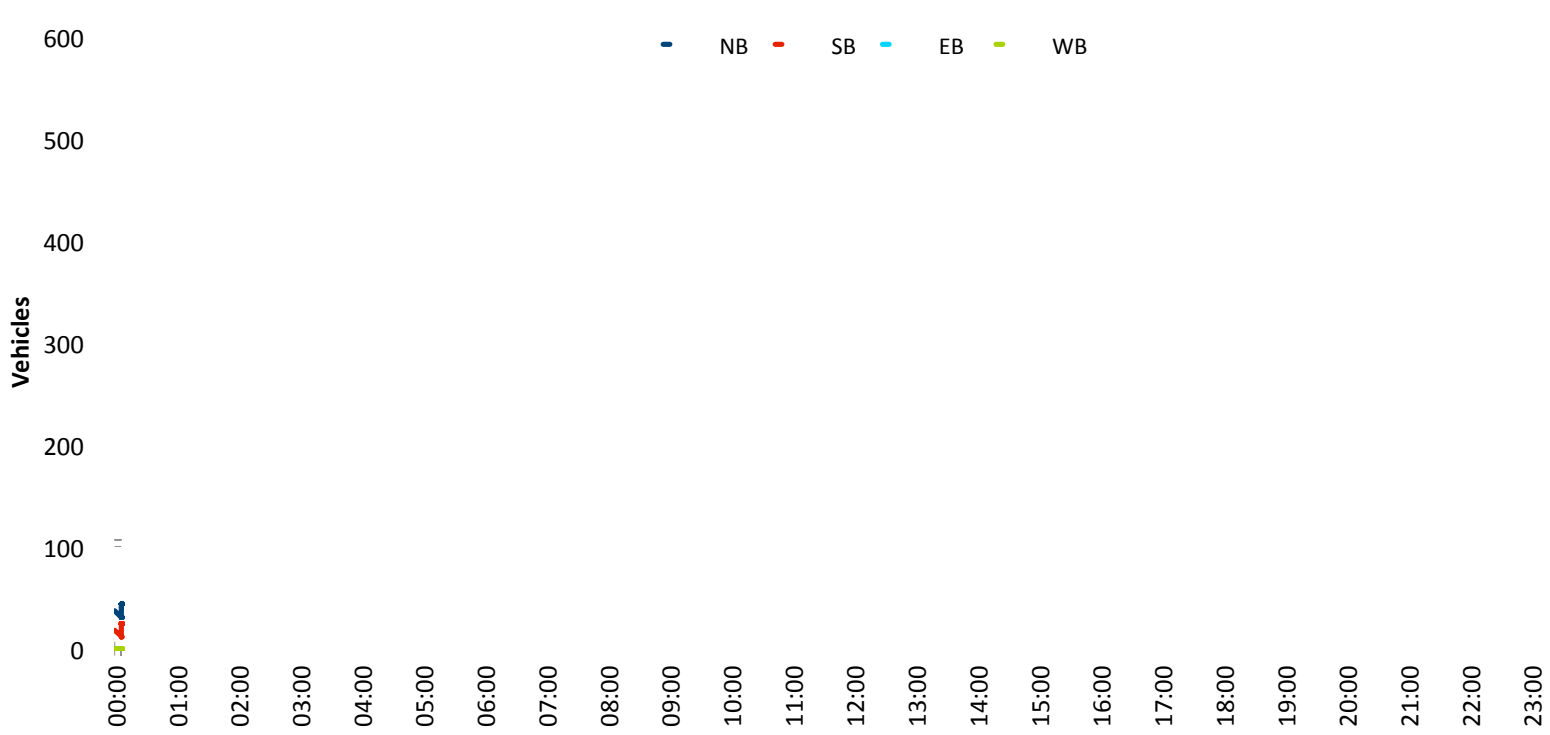
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 4,911 | 3,711 | 0 | 0 | 8,622 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 11:45 | 09:00 | | | **11:45** | **PM Peak Hour** | 17:30 | 12:15 | | | **17:30** |
| **AM Pk Volume** | 389 | 410 | | | **650** | **PM Pk Volume** | 605 | 258 | | | **763** |
| **Pk Hr Factor** | 0.861 | 0.949 | | | **0.929** | **Pk Hr Factor** | 0.970 | 0.921 | | | **0.959** |
| **7 - 9 Volume** | 356 | 571 | 0 | 0 | **927** | **4 - 6 Volume** | 949 | 322 | 0 | 0 | **1271** |
| **7 - 9 Peak Hour** | 07:45 | 07:45 | | | **07:45** | **4 - 6 Peak Hour** | 17:00 | 16:45 | | | **17:00** |
| **7 - 9 Pk Volume** | 187 | 317 | 0 | 0 | **504** | **4 - 6 Pk Volume** | 553 | 166 | 0 | 0 | **717** |
| **Pk Hr Factor** | 0.882 | 0.901 | 0.000 | 0.000 | **0.894** | **Pk Hr Factor** | 0.886 | 0.943 | 0.000 | 0.000 | **0.901** |

**Prepared by NDS/ATD**

**Project #:** CA14_5217_001 **City:** Los Angeles

**Location:** St **Date:** 4/17/14



Prepared by NDS/ATD

# VOLUME

San Pedro St between 2nd St & 3rd St

**Day:** Thursday
**Date:** 4/17/14

**City:** Los Angeles
**Project #:** CA14_5217_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,466 | 7,632 | 0 | 0 | 15,098 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 20 | | 18 | | | | | | 38 | | 12:00 | 101 | | 124 | | | | | | 225 | |
| 00:15 | 12 | | 21 | | | | | | 33 | | 12:15 | 105 | | 128 | | | | | | 233 | |
| 00:30 | 22 | | 26 | | | | | | 48 | | 12:30 | 130 | | 157 | | | | | | 287 | |
| 00:45 | 9 | 63 | 9 | 74 | | | | | 18 | 137 | 12:45 | 101 | 437 | 134 | 543 | | | | | 235 | 980 |
| 01:00 | 8 | | 13 | | | | | | 21 | | 13:00 | 108 | | 141 | | | | | | 249 | |
| 01:15 | 7 | | 19 | | | | | | 26 | | 13:15 | 129 | | 125 | | | | | | 254 | |
| 01:30 | 7 | | 12 | | | | | | 19 | | 13:30 | 109 | | 113 | | | | | | 222 | |
| 01:45 | 6 | 28 | 10 | 54 | | | | | 16 | 82 | 13:45 | 122 | 468 | 128 | 507 | | | | | 250 | 975 |
| 02:00 | 12 | | 9 | | | | | | 21 | | 14:00 | 119 | | 127 | | | | | | 246 | |
| 02:15 | 4 | | 5 | | | | | | 9 | | 14:15 | 108 | | 131 | | | | | | 239 | |
| 02:30 | 6 | | 5 | | | | | | 11 | | 14:30 | 125 | | 126 | | | | | | 251 | |
| 02:45 | 12 | 34 | 9 | 28 | | | | | 21 | 62 | 14:45 | 148 | 500 | 118 | 502 | | | | | 266 | 1002 |
| 03:00 | 3 | | 4 | | | | | | 7 | | 15:00 | 126 | | 120 | | | | | | 246 | |
| 03:15 | 5 | | 4 | | | | | | 9 | | 15:15 | 119 | | 119 | | | | | | 238 | |
| 03:30 | 4 | | 9 | | | | | | 13 | | 15:30 | 119 | | 133 | | | | | | 252 | |
| 03:45 | 5 | 17 | 9 | 26 | | | | | 14 | 43 | 15:45 | 128 | 492 | 109 | 481 | | | | | 237 | 973 |
| 04:00 | 5 | | 10 | | | | | | 15 | | 16:00 | 143 | | 125 | | | | | | 268 | |
| 04:15 | 7 | | 10 | | | | | | 17 | | 16:15 | 172 | | 112 | | | | | | 284 | |
| 04:30 | 3 | | 9 | | | | | | 12 | | 16:30 | 185 | | 111 | | | | | | 296 | |
| 04:45 | 8 | 23 | 14 | 43 | | | | | 22 | 66 | 16:45 | 197 | 697 | 110 | 458 | | | | | 307 | 1155 |
| 05:00 | 4 | | 19 | | | | | | 23 | | 17:00 | 225 | | 110 | | | | | | 335 | |
| 05:15 | 9 | | 25 | | | | | | 34 | | 17:15 | 271 | | 97 | | | | | | 368 | |
| 05:30 | 13 | | 31 | | | | | | 44 | | 17:30 | 276 | | 98 | | | | | | 374 | |
| 05:45 | 26 | 52 | 51 | 126 | | | | | 77 | 178 | 17:45 | 295 | 1067 | 81 | 386 | | | | | 376 | 1453 |
| 06:00 | 26 | | 31 | | | | | | 57 | | 18:00 | 269 | | 96 | | | | | | 365 | |
| 06:15 | 54 | | 60 | | | | | | 114 | | 18:15 | 265 | | 63 | | | | | | 328 | |
| 06:30 | 43 | | 62 | | | | | | 105 | | 18:30 | 209 | | 69 | | | | | | 278 | |
| 06:45 | 80 | 203 | 77 | 230 | | | | | 157 | 433 | 18:45 | 173 | 916 | 56 | 284 | | | | | 229 | 1200 |
| 07:00 | 70 | | 105 | | | | | | 175 | | 19:00 | 117 | | 57 | | | | | | 174 | |
| 07:15 | 61 | | 104 | | | | | | 165 | | 19:15 | 97 | | 63 | | | | | | 160 | |
| 07:30 | 63 | | 126 | | | | | | 189 | | 19:30 | 63 | | 76 | | | | | | 139 | |
| 07:45 | 60 | 254 | 128 | 463 | | | | | 188 | 717 | 19:45 | 61 | 338 | 53 | 249 | | | | | 114 | 587 |
| 08:00 | 58 | | 152 | | | | | | 210 | | 20:00 | 64 | | 51 | | | | | | 115 | |
| 08:15 | 77 | | 145 | | | | | | 222 | | 20:15 | 53 | | 44 | | | | | | 97 | |
| 08:30 | 71 | | 160 | | | | | | 231 | | 20:30 | 39 | | 47 | | | | | | 86 | |
| 08:45 | 76 | 282 | 164 | 621 | | | | | 240 | 903 | 20:45 | 50 | 206 | 38 | 180 | | | | | 88 | 386 |
| 09:00 | 79 | | 174 | | | | | | 253 | | 21:00 | 45 | | 53 | | | | | | 98 | |
| 09:15 | 71 | | 156 | | | | | | 227 | | 21:15 | 48 | | 31 | | | | | | 79 | |
| 09:30 | 60 | | 172 | | | | | | 232 | | 21:30 | 40 | | 48 | | | | | | 88 | |
| 09:45 | 71 | 281 | 177 | 679 | | | | | 248 | 960 | 21:45 | 59 | 192 | 30 | 162 | | | | | 89 | 354 |
| 10:00 | 39 | | 150 | | | | | | 189 | | 22:00 | 38 | | 42 | | | | | | 80 | |
| 10:15 | 74 | | 186 | | | | | | 260 | | 22:15 | 33 | | 22 | | | | | | 55 | |
| 10:30 | 94 | | 165 | | | | | | 259 | | 22:30 | 34 | | 59 | | | | | | 93 | |
| 10:45 | 81 | 288 | 142 | 643 | | | | | 223 | 931 | 22:45 | 31 | 136 | 36 | 159 | | | | | 67 | 295 |
| 11:00 | 90 | | 153 | | | | | | 243 | | 23:00 | 20 | | 41 | | | | | | 61 | |
| 11:15 | 112 | | 160 | | | | | | 272 | | 23:15 | 16 | | 28 | | | | | | 44 | |
| 11:30 | 84 | | 145 | | | | | | 229 | | 23:30 | 18 | | 30 | | | | | | 48 | |
| 11:45 | 132 | 418 | 151 | 609 | | | | | 283 | 1027 | 23:45 | 20 | 74 | 26 | 125 | | | | | 46 | 199 |
| TOTALS | | 1943 | | 3596 | | | | | | 5539 | TOTALS | | 5523 | | 4036 | | | | | | 9559 |
| SPLIT % | | 35.1% | | 64.9% | | | | | | 36.7% | SPLIT % | | 57.8% | | 42.2% | | | | | | 63.3% |

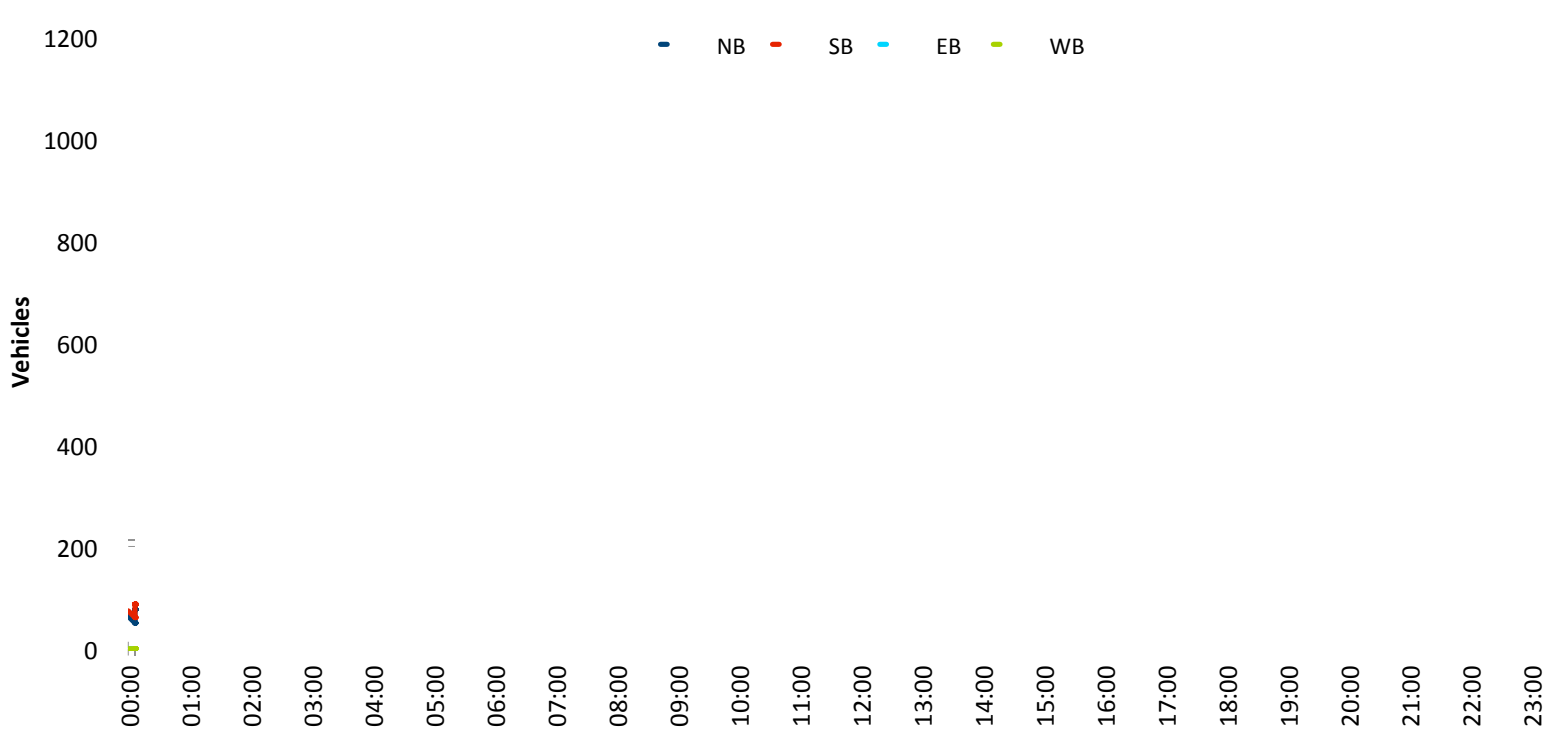
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,466 | 7,632 | 0 | 0 | 15,098 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:45 | 09:30 | | | 11:45 | PM Peak Hour | 17:15 | 12:15 | | | 17:15 |
| AM Pk Volume | 468 | 685 | | | 1028 | PM Pk Volume | 1111 | 560 | | | 1483 |
| Pk Hr Factor | 0.886 | 0.921 | | | 0.895 | Pk Hr Factor | 0.942 | 0.892 | | | 0.986 |
| 7 - 9 Volume | 536 | 1084 | 0 | 0 | 1620 | 4 - 6 Volume | 1764 | 844 | 0 | 0 | 2608 |
| 7 - 9 Peak Hour | 08:00 | 08:00 | | | 08:00 | 4 - 6 Peak Hour | 17:00 | 16:00 | | | 17:00 |
| 7 - 9 Pk Volume | 282 | 621 | 0 | 0 | 903 | 4 - 6 Pk Volume | 1067 | 458 | 0 | 0 | 1453 |
| Pk Hr Factor | 0.916 | 0.947 | 0.000 | 0.000 | 0.941 | Pk Hr Factor | 0.904 | 0.916 | 0.000 | 0.000 | 0.966 |

**Prepared by NDS/ATD**

**Project #:** CA14_5217_003 **City:** Los Angeles

**Location:** San Pedro St between 2nd St & 3rd St **Date:** 4/17/14



Prepared by NDS/ATD

# VOLUME

Los Angeles St between 2nd St & 3rd St

**Day:** Thursday
**Date:** 4/17/14

**City:** Los Angeles
**Project #:** CA14_5217_004

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 6,626 | 5,894 | 0 | 0 | 12,520 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 16 | | 14 | | | | | | 30 | | 12:00 | 121 | | 106 | | | | | | 227 | |
| 00:15 | 4 | | 4 | | | | | | 8 | | 12:15 | 134 | | 94 | | | | | | 228 | |
| 00:30 | 5 | | 12 | | | | | | 17 | | 12:30 | 132 | | 120 | | | | | | 252 | |
| 00:45 | 3 | 28 | 7 | 37 | | | | | 10 | 65 | 12:45 | 100 | 487 | 115 | 435 | | | | | 215 | 922 |
| 01:00 | 8 | | 12 | | | | | | 20 | | 13:00 | 96 | | 120 | | | | | | 216 | |
| 01:15 | 7 | | 7 | | | | | | 14 | | 13:15 | 97 | | 110 | | | | | | 207 | |
| 01:30 | 4 | | 12 | | | | | | 16 | | 13:30 | 123 | | 99 | | | | | | 222 | |
| 01:45 | 6 | 25 | 7 | 38 | | | | | 13 | 63 | 13:45 | 105 | 421 | 102 | 431 | | | | | 207 | 852 |
| 02:00 | 5 | | 4 | | | | | | 9 | | 14:00 | 108 | | 102 | | | | | | 210 | |
| 02:15 | 2 | | 6 | | | | | | 8 | | 14:15 | 111 | | 110 | | | | | | 221 | |
| 02:30 | 5 | | 6 | | | | | | 11 | | 14:30 | 106 | | 84 | | | | | | 190 | |
| 02:45 | 2 | 14 | 4 | 20 | | | | | 6 | 34 | 14:45 | 94 | 419 | 96 | 392 | | | | | 190 | 811 |
| 03:00 | 1 | | 7 | | | | | | 8 | | 15:00 | 104 | | 92 | | | | | | 196 | |
| 03:15 | 4 | | 2 | | | | | | 6 | | 15:15 | 103 | | 78 | | | | | | 181 | |
| 03:30 | 1 | | 3 | | | | | | 4 | | 15:30 | 115 | | 91 | | | | | | 206 | |
| 03:45 | 3 | 9 | 8 | 20 | | | | | 11 | 29 | 15:45 | 110 | 432 | 69 | 330 | | | | | 179 | 762 |
| 04:00 | 1 | | 5 | | | | | | 6 | | 16:00 | 108 | | 80 | | | | | | 188 | |
| 04:15 | 2 | | 5 | | | | | | 7 | | 16:15 | 116 | | 99 | | | | | | 215 | |
| 04:30 | 2 | | 6 | | | | | | 8 | | 16:30 | 131 | | 97 | | | | | | 228 | |
| 04:45 | 8 | 13 | 13 | 29 | | | | | 21 | 42 | 16:45 | 126 | 481 | 80 | 356 | | | | | 206 | 837 |
| 05:00 | 9 | | 11 | | | | | | 20 | | 17:00 | 163 | | 90 | | | | | | 253 | |
| 05:15 | 8 | | 11 | | | | | | 19 | | 17:15 | 180 | | 76 | | | | | | 256 | |
| 05:30 | 11 | | 24 | | | | | | 35 | | 17:30 | 214 | | 70 | | | | | | 284 | |
| 05:45 | 17 | 45 | 16 | 62 | | | | | 33 | 107 | 17:45 | 243 | 800 | 95 | 331 | | | | | 338 | 1131 |
| 06:00 | 30 | | 21 | | | | | | 51 | | 18:00 | 198 | | 68 | | | | | | 266 | |
| 06:15 | 30 | | 25 | | | | | | 55 | | 18:15 | 202 | | 77 | | | | | | 279 | |
| 06:30 | 41 | | 39 | | | | | | 80 | | 18:30 | 144 | | 56 | | | | | | 200 | |
| 06:45 | 73 | 174 | 58 | 143 | | | | | 131 | 317 | 18:45 | 117 | 661 | 48 | 249 | | | | | 165 | 910 |
| 07:00 | 79 | | 84 | | | | | | 163 | | 19:00 | 105 | | 40 | | | | | | 145 | |
| 07:15 | 58 | | 75 | | | | | | 133 | | 19:15 | 108 | | 72 | | | | | | 180 | |
| 07:30 | 87 | | 101 | | | | | | 188 | | 19:30 | 76 | | 58 | | | | | | 134 | |
| 07:45 | 80 | 304 | 147 | 407 | | | | | 227 | 711 | 19:45 | 46 | 335 | 43 | 213 | | | | | 89 | 548 |
| 08:00 | 100 | | 112 | | | | | | 212 | | 20:00 | 82 | | 49 | | | | | | 131 | |
| 08:15 | 84 | | 111 | | | | | | 195 | | 20:15 | 70 | | 55 | | | | | | 125 | |
| 08:30 | 99 | | 119 | | | | | | 218 | | 20:30 | 43 | | 37 | | | | | | 80 | |
| 08:45 | 85 | 368 | 109 | 451 | | | | | 194 | 819 | 20:45 | 45 | 240 | 44 | 185 | | | | | 89 | 425 |
| 09:00 | 68 | | 115 | | | | | | 183 | | 21:00 | 39 | | 25 | | | | | | 64 | |
| 09:15 | 75 | | 126 | | | | | | 201 | | 21:15 | 37 | | 45 | | | | | | 82 | |
| 09:30 | 79 | | 111 | | | | | | 190 | | 21:30 | 35 | | 29 | | | | | | 64 | |
| 09:45 | 77 | 299 | 115 | 467 | | | | | 192 | 766 | 21:45 | 29 | 140 | 40 | 139 | | | | | 69 | 279 |
| 10:00 | 89 | | 126 | | | | | | 215 | | 22:00 | 55 | | 57 | | | | | | 112 | |
| 10:15 | 71 | | 142 | | | | | | 213 | | 22:15 | 28 | | 42 | | | | | | 70 | |
| 10:30 | 89 | | 106 | | | | | | 195 | | 22:30 | 37 | | 20 | | | | | | 57 | |
| 10:45 | 85 | 334 | 110 | 484 | | | | | 195 | 818 | 22:45 | 20 | 140 | 25 | 144 | | | | | 45 | 284 |
| 11:00 | 92 | | 117 | | | | | | 209 | | 23:00 | 18 | | 24 | | | | | | 42 | |
| 11:15 | 96 | | 115 | | | | | | 211 | | 23:15 | 25 | | 20 | | | | | | 45 | |
| 11:30 | 91 | | 118 | | | | | | 209 | | 23:30 | 18 | | 20 | | | | | | 38 | |
| 11:45 | 96 | 375 | 100 | 450 | | | | | 196 | 825 | 23:45 | 21 | 82 | 17 | 81 | | | | | 38 | 163 |
| TOTALS | | 1988 | | 2608 | | | | | | 4596 | TOTALS | | 4638 | | 3286 | | | | | | 7924 |
| SPLIT % | | 43.3% | | 56.7% | | | | | | 36.7% | SPLIT % | | 58.5% | | 41.5% | | | | | | 63.3% |

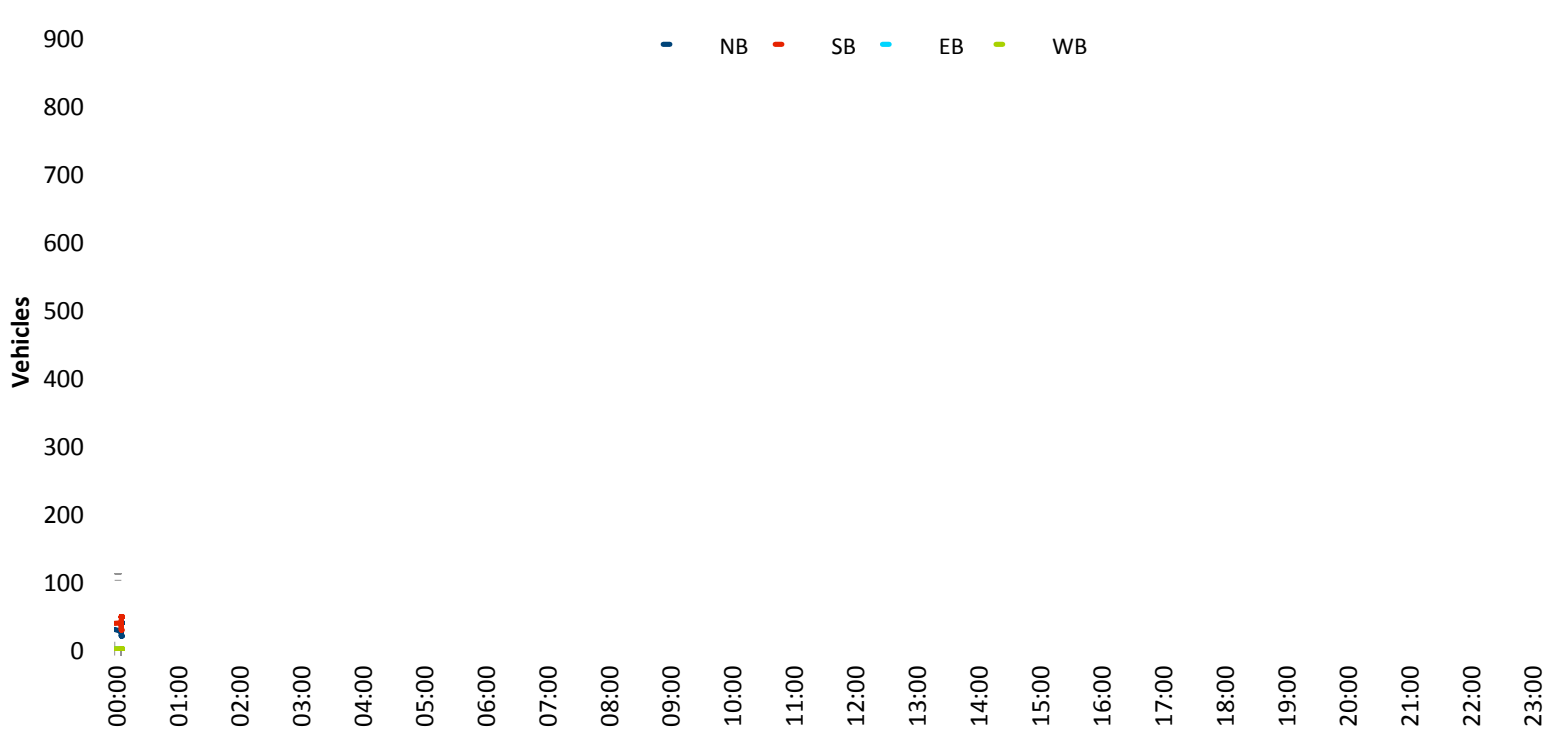
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 6,626 | 5,894 | 0 | 0 | 12,520 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:45 | 09:30 | | | 11:45 | PM Peak Hour | 17:30 | 12:30 | | | 17:30 |
| AM Pk Volume | 483 | 494 | | | 903 | PM Pk Volume | 857 | 465 | | | 1167 |
| Pk Hr Factor | 0.901 | 0.870 | | | 0.896 | Pk Hr Factor | 0.882 | 0.969 | | | 0.863 |
| 7 - 9 Volume | 672 | 858 | 0 | 0 | 1530 | 4 - 6 Volume | 1281 | 687 | 0 | 0 | 1968 |
| 7 - 9 Peak Hour | 08:00 | 07:45 | | | 07:45 | 4 - 6 Peak Hour | 17:00 | 16:15 | | | 17:00 |
| 7 - 9 Pk Volume | 368 | 489 | 0 | 0 | 852 | 4 - 6 Pk Volume | 800 | 366 | 0 | 0 | 1131 |
| Pk Hr Factor | 0.920 | 0.832 | 0.000 | 0.000 | 0.938 | Pk Hr Factor | 0.823 | 0.924 | 0.000 | 0.000 | 0.837 |

**Prepared by NDS/ATD**

**Project #:** CA14_5217_004 **City:** Los Angeles

**Location:** Los Angeles St between 2nd St & 3rd St **Date:** 4/17/14



## 12 Transit Ridership Data

### Little Tokyo/Arts District Station Boardings/Alightings

| Day | Boardings | Alightings |
|---|---|---|
| **Weekday** | 2286 | 1947 |
| **Saturday** | 1163 | 1125 |
| **Sunday** | 990 | 793 |
| **Daily Average** | 1941 | 1665 |

**Source: Metro Rail sampling data FY 2012-13**

### Average Daily Metro Bus Bicycle Boardings

| Line | Boardings |
|---|---|
| **30** | 584 |
| **40** | 1235 |
| **442** | 5 |
| **Total** | 1824 |

**Source: Metro bike-on-bus report March 2014**

### Little Tokyo/Arts District Station Average Weekday Bicycle Boardings

| Direction | Bicycle Boardings |
|---|---|
| **NB** | 63 |
| **SB** | 48 |
| **Total** | 111 |

**Source: Metro Rail sampling data FY 2012-13**

### Metro Bus Boardings by Stop

**Source: Metro bus boarding data (January 2014)**

| LINE | DIR | ALONG | AT | BOARDINGS | ALIGHTINGS | LOAD |
|---|---|---|---|---|---|---|
| 30 | E | JUDGE JOHN AISO | 1ST | 16 | 128 | 893 |
| 30 | E | JUDGE JOHN AISO | TEMPLE | 8 | 56 | 845 |
| 30 | E | TEMPLE | ALAMEDA | 79 | 345 | 579 |
| 30 | W | TEMPLE | ALAMEDA | 147 | 12 | 719 |
| 30 | W | JUDGE JOHN AISO | TEMPLE | 42 | 7 | 754 |
| 30 | W | 1ST | JUDGE JOHN AISO | 122 | 19 | 857 |
| 30 | W | 1ST | LOS ANGELES | 32 | 16 | 873 |
| 40 | N | JUDGE JOHN AISO | 1ST | 6 | 48 | 559 |
| 40 | N | JUDGE JOHN AISO | TEMPLE | 4 | 50 | 513 |
| 40 | S | JUDGE JOHN AISO | TEMPLE | 40 | 7 | 640 |
| 40 | S | 1ST | JUDGE JOHN AISO | 47 | 15 | 672 |

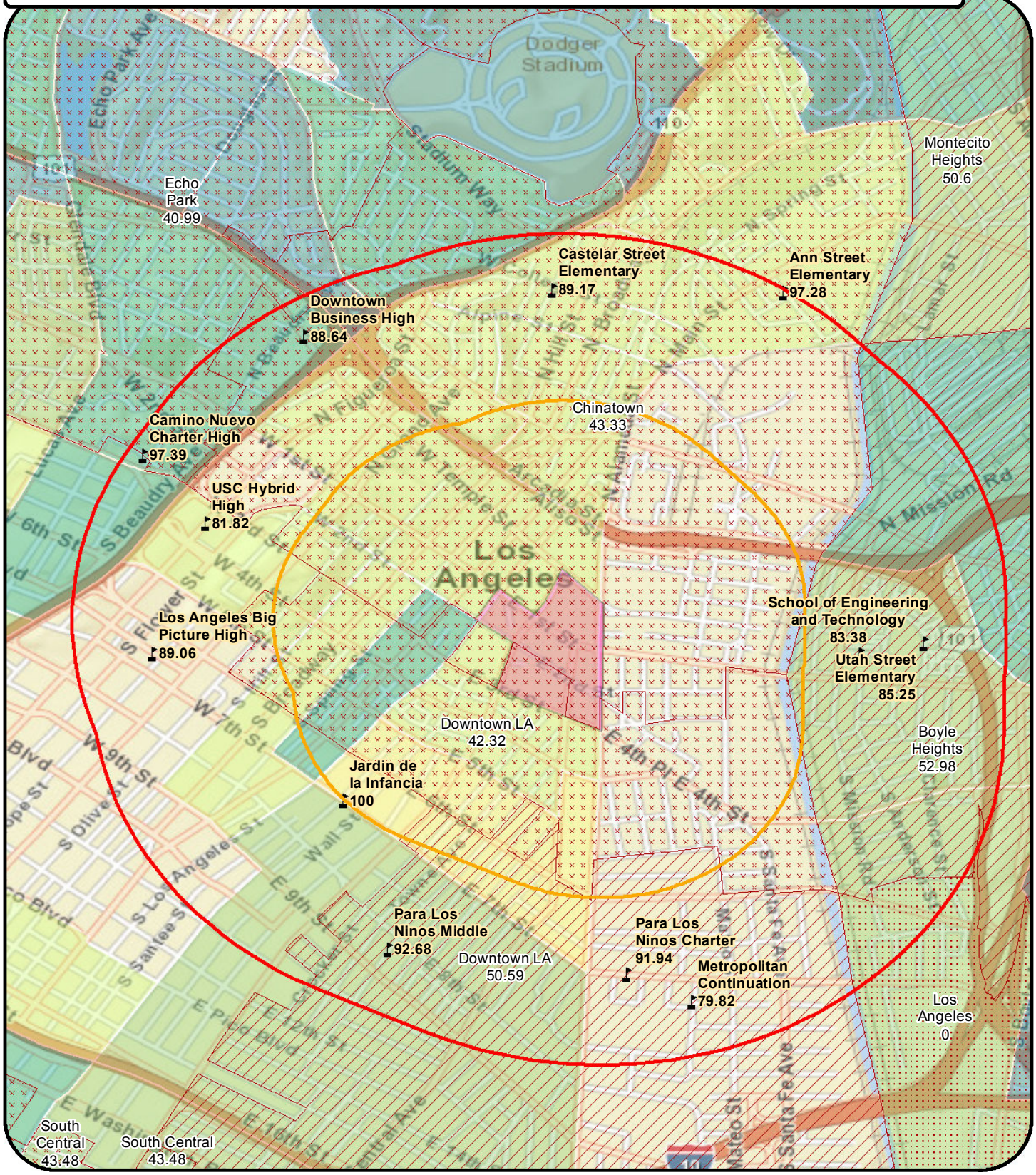
## 12 Transit Ridership Data

| LINE | DIR | ALONG | AT | BOARDINGS | ALIGHTINGS | LOAD |
|---|---|---|---|---|---|---|
| 442 | N | LOS ANGELES | 1ST | 0 | 3 | 22 |
| 442 | N | LOS ANGELES | TEMPLE | 0 | 10 | 13 |
| 442 | S | LOS ANGELES | TEMPLE | 9 | 0 | 23 |
| 442 | S | LOS ANGELES | 1ST | 7 | 0 | 29 |
| | | | **TOTAL** | **559** | **716** | |

# Disadvantaged Community (Ped)

***City of LA Little Tokyo Pedestrian Safety Project***

Jurisdiction: LA CITY  Project Number: F3646




Project Area

**Distance from Project**

0.5 Mile

1 Mile

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

**CalEnviroScreen (CES) Scores**

Below 40

40 - 50

Higher than 50

**Median Household Income**

< $10,000

$10,001 to $20,000

$20,001 to $30,000

$30,001 to $40,000

$40,001 to $49,120

Attachment 13

1 in = 0.41 miles

0 810 1,620 Feet

City of Los Angeles Little Tokyo Pedestrian Safety Project

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

**Attachment 14 Benefit/Cost Summary**

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

**Specific inputs used include**

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

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

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

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

City of Los Angeles
Active Transportation Program | Cycle 1 | May 2014
Little Tokyo Pedestrian Safety Project

**Attachment 14 Benefit/Cost Summary**

**BENEFIT/COST SUMMARY**

| | | NET PRESENT VALUE | | | |
|---|---|---|---|---|---|
| **Year** | **Actual Year** | **ESTIMATED BENEFITS FROM ACTIVE TRANSPORTATION** | **ESTIMATED BENEFITS FROM POTENTIAL CRASH REDUCTION** | **Total Benefits** | **ESTIMATED COSTS FOR PROJECT** |
| **CONSTRUCTION** | | | | | |
| 1 | 2016 | $0 | $0 | | $4,104,105 |
| 2 | 0 | $0 | $0 | | $0 |
| 3 | 0 | $0 | $0 | | $0 |
| 4 | 0 | $0 | $0 | | $0 |
| 5 | 0 | $0 | $0 | | $0 |
| **OPENING YEAR** | | | | | |
| 1 | 2017 | $796,738 | $219,049 | $1,015,787 | $22,659 |
| 2 | 2018 | $770,578 | $212,884 | $983,462 | $21,915 |
| 3 | 2019 | $745,252 | $206,870 | $952,122 | $21,195 |
| 4 | 2020 | $720,734 | $201,003 | $921,737 | $20,497 |
| 5 | 2021 | $697,000 | $195,282 | $892,281 | $19,822 |
| 6 | 2022 | $674,025 | $189,703 | $863,728 | $19,169 |
| 7 | 2023 | $651,786 | $184,265 | $836,051 | $18,536 |
| 8 | 2024 | $630,261 | $178,964 | $809,225 | $17,924 |
| 9 | 2025 | $609,428 | $173,798 | $783,226 | $17,332 |
| 10 | 2026 | $589,264 | $168,766 | $758,030 | $16,758 |
| 11 | 2027 | $569,751 | $163,863 | $733,613 | $16,203 |
| 12 | 2028 | $550,866 | $159,087 | $709,954 | $15,666 |
| 13 | 2029 | $532,592 | $154,437 | $687,029 | $15,147 |
| 14 | 2030 | $514,908 | $149,909 | $664,817 | $14,644 |
| 15 | 2031 | $497,797 | $145,501 | $643,298 | $14,157 |
| 16 | 2032 | $481,240 | $141,210 | $622,450 | $13,686 |
| 17 | 2033 | $465,221 | $137,034 | $602,254 | $13,231 |
| 18 | 2034 | $449,722 | $132,970 | $582,692 | $12,790 |
| 19 | 2035 | $434,727 | $129,016 | $563,743 | $12,363 |
| 20 | 2036 | $420,220 | $125,170 | $545,389 | $11,951 |
| **TOTAL** | | $11,802,108 | $3,368,779 | $15,170,886 | $4,439,750 |
| | | | | Request from ATP | $3,316,000 |
| | | | | **B/C RATIO (Total Project Cost)** | **3.42** |
| | | | | **B/C RATIO (Amount Requested)** | **4.58** |