



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

07-City of Los Angeles-08

Auto populated

Total ATP Funds Requested:

\$ 5,000

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

City of Los Angeles

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1149 S. BROADWAY

LOS ANGELES

CA

90015

IMPLEMENTING AGENCY'S CONTACT PERSON:

JOHN KOO, PE, SE

CONTACT PERSON'S TITLE:

PROJECT MANAGER

CONTACT PERSON'S PHONE NUMBER:

213-485-4750

CONTACT PERSON'S EMAIL ADDRESS :

JOHN.KOO@LACITY.ORG



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

N/A

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

N/A

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CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

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MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

Implementing Agency's State Caltrans MA number

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Boyle Heights Pedestrian Linkages

Application Number: out of Applications

PROJECT DESCRIPTION: (Max of 250 Characters)

Pedestrian infrastructure improvements including new sidewalk, sidewalk repairs, and installation of pedestrian lighting, continental crosswalks, and curb ramps to improve connectivity within community and to 6th Street Viaduct Replacement Project.
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PROJECT LOCATION: (Max of 250 Characters)

Clarence Street and Anderson Street north of the new Sixth Street Viaduct to E 6th Street, Boyle Heights, Los Angeles



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.037344 /long. 118.222806

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>1,346</u>	Bicyclists	<u>127</u>
One Year Projection:	Pedestrians	<u>1,346</u>	Bicyclists	<u>127</u>
Five Year Projection:	Pedestrians	<u>1,346</u>	Bicyclists	<u>127</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project _____ % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 100.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “*” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	7/16/07		
* CEQA Environmental Clearance:	12/21/11		
* NEPA Environmental Clearance:	12/21/11		
CTC - PS&E Allocation:			6/2016
CTC - Right of Way Allocation:			6/2016
* Right of Way Clearance & Permits:			3/2017
Final/Stamped PS&E package:			3/2017
* CTC - Construction Allocation:			6/2017
* Construction Complete:			6/2018
* Submittal of “Final Report”			6/2018

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$0	
ATP funds for PS&E:	\$893	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$4,107	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$5,000	

Local funds leveraging or matching the ATP funds: \$0

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: 421,817

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: 426,817

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 07-City of Los Angeles-08

Implementing Agency’s Name: City of Los Angeles

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The City of Los Angeles BOE and DOT recently established an ATP program with the long-term goal of applying for ATP funding and implementing ATP projects. ATP funding is needed for the Boyle Heights Pedestrian Linkages (BHPL) Project for pedestrian infrastructure improvements in association with the 6th Street Viaduct Replacement Project (Viaduct Project).

The Boyle Heights community will benefit from the project through ATP funding by gaining safe and improved pedestrian access from to the 6th Street Viaduct Park and pedestrian trails, especially for users of the Aliso Pico Recreation Center, Pecan Recreation Center, and Boyle Heights Technology Youth Center. This project will directly benefit the adjacent low-income and senior housing community near 4th Street and Clarence. Pedestrian infrastructure improvements are presented in Attachment E and will include:

- New sidewalks along East 6th Street from Anderson to Clarence, along Clarence Street from Inez to the Viaduct, and along an access road to be constructed as part of the Viaduct Project
- Sidewalk repairs along Clarence Street and Anderson Street from East 6th to the Viaduct, and along Jesse Street from Anderson to Clarence
- New ADA compliant curb ramps and high-visibility crosswalks in multiple locations
- Pedestrian-activated traffic signal at 4th and Clarence
- Pedestrian level lighting along Clarence Street
- Removal of abandoned railroad tracks located near the midpoint of East 6th Street between Anderson Street and Clarence Street

The overall Viaduct Project cost is \$427M of which the City has already programmed \$422M. Unfunded ATP-eligible improvements are \$5,000,000. No elements of the BHPL Project are related to any environmental mitigation requirements.

2. Consistency with Regional Plan.

The BHPL Project, in association with the Viaduct Project, is consistent with the Southern California Association of Governments Regional Transportation Plan 2012-2035 (RTP) and Metro's Long Range Transportation Plan. It is a key element of the overall 6th Street Viaduct Program and which was selected through Metro's "Call for Projects" process in 2009 and is therefore consistent with the RTP.



These plans emphasize mobility elements including bicycle and pedestrian accessibility. The Viaduct Project Relevant portions of the RTP are presented in Attachment I-SC.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #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 the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The BHPL Project, in association with the 6th Street Viaduct Project, will increase pedestrian use within the Boyle Heights community by improving mobility, access, and safety for non-motorized users. It will extend new trails and provide direct pedestrian connectivity to the new Viaduct. Future users of the new Viaduct Park include members of the adjacent communities and beyond by pedestrians and cyclists attracted to the 6th Street Viaduct and its amenities.

Users of the BHPL Project will come from communities served by the new Viaduct Project. The Viaduct is located within a densely populated area of approximately 95,678 residents and approximately 82,593 employees projected to generate a total of 13,000 daily trips across the viaduct (see Attachment I-1 for the EIR discussion of community characteristics). Existing Community centers, employment centers, and other destinations near the Boyle Heights Pedestrian Linkages project include:

- Boyle Heights Technology Center
- Puente Learning Center
- International Institute of Los Angeles
- Aliso Pico Recreation Center
- Boyle Heights City Hall
- Hollenbeck Park
- Pecan Park
- Boyle Heights WorkSource Center
- Mariachi Plaza and Gold Line Destination
- White Memorial Medical Center
- County USC Hospital

Other downtown Community centers, employment centers, and other destinations connected to the project by the viaduct include:

- LA City Hall
- Little Tokyo
- Historic Broadway Corridor
- Grand Park



- Pershing Square
- Japanese American National Museum
- MOCA
- Dorothy Chandler Pavilion
- US Courthouse

During the environmental documentation phase (2007) traffic analysis was performed that evaluated the number of likely current users of the viaduct. The analysis was updated in 2014 (see Attachments I-1 and I-6). Based on the analysis 12,600 daily trips are expected across the viaduct, including 1,346 pedestrian and 127 cycling trips. The average daily trip length is calculated to equal 2.5 miles with 25% of the trips measuring 1.8 miles in distance and completed by pedestrians.

These data are also based in part on analysis prepared by the Los Angeles County Bicycle Coalition (LABC) in their “2011 Los Angeles Bicycle and Pedestrian Count Report”. That report studied various intersections, including three within one mile of the viaduct. The LACBC study found growing numbers of pedestrian and cyclist traffic near the Viaduct, despite the lack of adequate infrastructure.

It is projected that with the construction of the BHPL Project, in association with the new Viaduct Project, the project area will experience additional growth in the number of pedestrian users crossing, traveling, and coming to the viaduct for recreation and use of new amenities at the Viaduct Park. The goal of the Viaduct Project is to provide continuous access to activity centers within and around the project area. Therefore, the goal of the BHPL Project is to connect the surrounding community to these new facilities and pathways.

Future daily pedestrian and bicycle use was estimated to be similar to existing use for the purpose of the environmental documentation phase of the project. Within a 5 year timeframe after its completion, the project is estimated to serve 1,346 daily active transportation trips and 127 daily bicycle trips, as shown in Table 1.

TABLE 1
Estimation of Active Transportation Users

Intersection	Pedestrians	Bicyclists
Existing Counts	1,346	127
One-Year Counts	1,346	127
Five-Year Counts	1,346	127

Source: HNTB, 2014 (See Attachment I-6)

Because these estimates are based on the traffic volumes using the viaduct, new markets between neighborhoods below the viaduct that are not currently able to use the Bridge but will



be able to use the improved pedestrian and bicycle facilities on the viaduct to reach downtown LA or Boyle Heights are not reflected in the estimate. The estimates are also likely to understate bicycle and pedestrian travel demand for the following reasons:

- Census data suggests that the project area has a higher non-motorized mode share for work trips (14.0 percent) than the City-wide average (11.6 percent).
- The project vicinity will be located in an area that has been rezoned as the River Overlay Zone. Future property development will be mixed uses, and is likely to include new residential development.
- The Eastside Access Improvements project has been approved and funded by TIGER IV funding. This project comprises multi-modal capital improvements to enhance accessibility, mobility and safety of non-motorized travel and support first-last mile connections. It will include capital investments to support deployment of a Regional Bike Share Program and will also facilitate linkages to nearby Union Station and the integration of bike and pedestrian access to Metro rail and bus. See Attachment I-1.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

The BHPL Project, in association with the Viaduct Project, will connect the Boyle Heights community directly to the Viaduct Park by improving mobility, access, and safety for non-motorized users. It will incentivize pedestrian travel within the ½ mile walkshed around the project by providing illuminated sidewalks, increasing pedestrian visibility and safety, adding safe street crossings, and widening and renovating sidewalks. It will also encourage connections between Boyle Heights and three (3) other distinct communities along the viaduct including the Industrial Flats, the Arts District, and Downtown Los Angeles (see the Vicinity Map in Attachment D).

Boyle Heights is a high-density, low-income residential area including one public housing development (Pico Gardens and Las Casitas), six recreational centers, ten schools, seven parks, and a wealth of cultural destinations such as the Mariachi Plaza, a historic gathering place for Mariachi groups for hire and the home of the Annual Santa Cecilia Festival. Santa Cecilia is the dubbed saint of musicians and reflective of the culture and art of Boyle Heights. Most recently this historic site was transformed into a Metro station along the Gold Line Transit Corridor.



Boyle Heights is also a tourist attraction for its folklore, restaurants, art, music, locally made artisan crafts, and culture.

Viaduct Park. The Viaduct Park is envisioned as a destination for people from the surrounding communities to gather to and participate in amenities there, including active recreational amenities such as basketball courts, a multi-use lawn, playgrounds, splash pads, and soccer fields. The viaduct amenities and proposed future event programming are targeted to attract multi-modal transportation users from the surrounding community, comprised mainly of senior citizens and youth pedestrians and bicyclists.

Industrial Flats and Arts District. The Industrial Flats is home to retailers, outfitters, manufacturers, and distributors. It is an emerging market of local clothing, furniture, and specialty item designers. Within the Arts District community live/work spaces, warehouses, restaurants, art galleries, and artisan shops are the staple. Combined, Industrial Flats and Arts District provide employment for approximately 5,322 persons (U.S. Census).

Downtown Los Angeles. The Downtown area links bicyclist commuting from the east side of the viaduct and through the Industrial Flats and the Arts District to a network of bicycle routes as adopted through the City of Los Angeles' 2010 Bicycle Plan. The widening of the existing access tunnel to create the River Gateway will provide a continuous access point for bicyclists and pedestrians when traveling throughout the ground level and reach the east or west bicycle ramps.

- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The City of Los Angeles is currently underway with the \$427 million 6th Street Viaduct, which will construct new sidewalks, bike lanes, concrete ADA ramps at intersections, and a new park with various recreational amenities. The BPHL Project is a fundamental element of this project by connecting the Pico Gardens residents (public housing community) to the viaduct through pedestrian improvements thereby contributing to the overall success of the new viaduct and transportation corridor.

The BPHL Project, in association with the Viaduct Project, represents one of the City's highest priorities to provide safe pedestrian access to attract the public to the Viaduct Park. Because the Viaduct Project is a top priority for the City, the unfunded BHPL Project is therefore also a top priority. It is consistent with various public planning and regional plans, including those listed below and in Table 2. It also has community and public support. Various letters of support are presented in Attachment J. Phillip Washington, Metro Chief Executive Officer (CEO), describes the Boyle Heights Pedestrian Linkages Project as being consistent with the goals and priorities of the agency, RTP, and Long Range Transportation Plan (see Attachment J-1B). Furthermore, the BPHL project has the potential to multiply the benefits gained by a



previous ATP project approved during Cycle 1 that is also connected directly with the 6th Street Viaduct.

TABLE 2

Boyle Heights Pedestrian Links Transportation Planning Context

Plan	Source
2012 Los Angeles County Bike Plan	http://dpw.lacounty.gov/pdd/bike/masterplan.cfm
Los Angeles River Revitalization Master Plan	http://www.lariver.org/Projects/MasterPlan/index.htm
Central City Community Plan Boyle Heights Community Plan	http://cityplanning.lacity.org/ http://planning.lacity.org/complan/pdf/bhtcptxt.pdf
2010 Los Angeles Bicycle Plan	http://cityplanning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/TOC_BicyclePlan.htm
Metro Long Range Transportation Plan Mobility Plan 2035	http://www.metro.net/projects/reports/ http://planning.lacity.org/Cwd/GnlPln/MobilityElement/Text/MobilityPlan_2035.pdf
Plan for a Healthy Los Angeles	http://healthyplan.la/wordpress/wp-content/uploads/2014/11/PlanforHealthyLA_Web-11.pdf



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #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 plan/program influence area or project location’s history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The Boyle Heights Pedestrian Improvements Project will serve the disadvantaged community at 4th Street and the 101 freeway by providing new connections to the Viaduct Park and enhancing connectivity within the neighborhood for youth, seniors, and families who walk to access school, work, church, and their home. Currently, there is little pedestrian use of this corridor (Clarence Street) because of its industrial nature and poor pedestrian facilities.

UC Berkley SafeTREC Transportation Injury Mapping System was used to collect collision data specific to the project area. Data was only available through 2013 therefore the data was reviewed for a period of 5 years, from 2009 through 2013. Only pedestrian related collisions data were queried. Four pedestrian collisions were identified within the project’s area of influence of 0.5 miles since 2009, as shown in Table 3 below. The pedestrian area of influence and collision locations are shown in Attachment I-2. Collision “A” occurred within the project area, at Clarence Street and East 6th Street where ATP funding will be used to place continental crosswalks for increased visibility.

The accident reduction benefits of the Boyle Heights Pedestrian Linkages Project will accrue primarily to disadvantaged and minority populations in the heavily Latino Boyle Heights neighborhood, and far outweigh the potential costs to drivers of reductions in travel speeds associated with traffic calming measures, or street closures.

TABLE 3
Collision History within Area of Influence (2009-2013)

Date	Location	Nearest Intersection	Injured	Fatalities	Severity	Map Identifier
01/29/2009	6 th St	6 th St and Clarence St	2	0	3 – Visible Injury	A
3/31/2009	Boyle Ave	Boyle Ave and 4 th St	1	0	3 – Visible Injury	B
3/29/2009	Saint Louise St	Saint Louis St and Hollenbeck Dr	1	0	4 – Complaint of Pain	C
2/11/2009	State St	State St and 2 nd St	1	0	4 – Complaint of Pain	D

See Attachment I-2.



Furthermore, past reports show Boyle Heights is an unsafe area for pedestrians. The 2015 Plan for a Healthy Los Angeles presents the collision statistics for 2001 to 2010. The average annual rate of motor vehicle collisions with pedestrians per 10,000 residents in Boyle Heights is from 5.50 to 7.85. With the area's population close to 100,000, this amounts to approximately 55 to 78 pedestrian collisions per year. This figure is shown in Attachment I-2.

In 2009, Proyecto Pastoral, a Boyle Heights non-profit organization, teamed up with the University of California Los Angeles' Center for Occupational and Environmental Health to assess the pedestrian conditions in the Boyle Heights area using the Pedestrian Environmental Quality Index. This report is included in Attachment I-2. The evaluation determined 4th Street between the 101 freeway and Clarence Street to be in dire need of immediate improvement. The intersection of 4th Street and Clarence Street was identified as an "environment not suitable for pedestrians" and recognized as the number two priority for the community. The BPHL Project will remedy this location by installing a signalized intersection.

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

The City evaluated a range of traffic calming strategies to address pedestrian safety. The design incorporates widened sidewalks, mid-block pedestrian crossings, curb ramps, and a signalized pedestrian crossing at 4th and Clarence. Also, structural hazards will be removed such as the existing rail tracks in 6th street. These improvements will significantly improve the pedestrian safety. Additional details are provided below.

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.

The Boyle Heights Pedestrian Linkages project will close Clarence Streets from through traffic under the 6th Street Viaduct, thereby reducing traffic volumes.

- Improves sight distance and visibility between motorized and non-motorized users.

Sixteen continental crosswalks will be installed in locations where they are currently absent. Continental crosswalks and pedestrian lighting will allow safe street crossing and will improve pedestrian visibility to vehicles to prevent collisions similar to Collision "A" shown in Table 4 and the collision map in Attachment I-2. A signalized intersection will also be installed at 4th Street and Clarence Street which was identified as being one of the highest community priorities by Proyecto Pastoral.

- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.

Potential conflicts will be reduced by installing new sidewalk along Clarence Street and East 6th Street.



- Improves compliance with local traffic laws for both motorized and non-motorized users.

Installation of crosswalks, both signalized and non-signalized, will provide the opportunity for pedestrians to legally and safely cross the streets without jaywalking or fear of a vehicle collision.

- Addresses inadequate traffic control devices.

Traffic control devices will be improved through the installation of a signalized intersection at the intersection of 4th Street and Clarence Street, a connecting intersection for park and housing.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

The installation of the signalized intersection at 4th Street and Clarence Street and the continental crosswalks will improve the behaviors of pedestrians by allowing them a safe place to cross the street without fear of vehicle collision.

- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The City studied the local traffic conditions during the environmental documentation for the 6th Street Viaduct project. The existing pedestrian facilities in the area are inadequate and deemed unsafe by the community because there are several unprotected crosswalks and sidewalks are deteriorated and unsafe. As part of the BPHL Project, during stakeholder meetings, the design evolved to include a street closure at Clarence Street. Mission Street and Anderson Street were kept open to through traffic. To help reduce traffic hazards and to facilitate traffic, the Viaduct project will also construct a new frontage road between Anderson Street and Clarence Street on the north side of the viaduct. While the road construction will be paid for with Viaduct project funds, sidewalks are incorporated into the ATP proposal.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The public participation for the Boyle Heights Pedestrian Linkages project has been a continuation of the stakeholder engagement process implemented as part of the 6th Street Viaduct. The engagement process is described in detail in the Viaduct Project EIR (see Attachment I-3). As part of the planning and design process technical advisory committee (TAC) meetings and design aesthetic advisory committee meetings (DAAC) have been held since July, 2007 (see Attachment I-3 for attendees and example meeting notes). The list of public and private stakeholders, and governmental entities includes:

- Local businesses
- School parents
- Property owners
- Community leaders
- Native American organizations
- Railroad agencies
- Utility agencies
- United States Army Corps of Engineers
- United States Environmental Protection Agency
- Advisory Council of Historic Preservation
- United States Department of Housing and Urban Development, Los Angeles Field Office
- United States Department of Commerce
- United States Department of Homeland Security Federal Emergency Management Agency
- United States Department of Energy
- Federal Railroad Administration, Office of Railroad Development
- City of Los Angeles Department of Parks and Recreation
- City of Los Angeles Bureau of Engineering Real Estate Group
- Los Angeles County Metropolitan Transportation Authority
- Southern California Regional Rail Authority, Metrolink
- United States Federal Highway Administration
- United States Army Corps of Engineers
- Caltrans



- Los Angeles County Metropolitan Transportation Authority (Metro)
- City of Los Angeles, Council District 14
- City of Los Angeles, Bureau of Engineering
- City of Los Angeles, Department of Transportation

Letters of support for the pedestrian improvement project were provided by the following local stakeholders and are presented in Attachment J, and several community stakeholders have been engaged in the 6th Street Viaduct planning process since the beginning:

- LA Metro
- Boyle Heights Youth Source Center
- City of Los Angeles Housing Authority
- Proyecto Pastoral at Delores Mission
- Congressman Xavier Becerra, 34th Congressional District
- State Senator Kevin De Leon, 24th Senate District
- City Councilman Jose Huizar, Council District 14

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Public participation and meetings have been held for the BPHL Project as part of the 6th Street Viaduct outreach efforts (see Attachment I-3). Stakeholder engagement has been an important aspect of this project since 2006. Public involvement, agency coordination, and Native American tribal coordination were carried out during the project development process by various means, including:

- Formal scoping meetings,
- Participating agency coordination meetings,
- Community Advisory Committee (CAC) meetings,
- Potentially affected property owner meetings,
- Political representative meetings, notification letters,
- Design Aesthetic Advisory Committee (DAAC) meetings
- Electronic newsletter announcements, and the
- Creation and maintenance of a project website: <http://6stbrp.nationbuilder.com/>
- Creation and maintenance of a project Facebook page: <https://www.facebook.com/pages/6th-Street-Viaduct-Replacement-Project/396497850399803?fref=ts>.

Outreach will continue as the project moves forward.



- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project’s overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

Table 5-2 of the of the EIR/EIS presents the comments and questions received during the public hearings and on the Draft EIR/EIS, see Attachment I-3. As a result of the feedback from Council District 14, the City BSS, BOS, and Metro during the design aesthetics advisory committee (DAAC) meetings, the Viaduct Project was modified to add ATP improvements, including: introduction of dedicated bike lanes/pedestrian paths on the new Bridge, new stairways on two of the new arches to allow access to areas below the viaduct, and other ATP improvements below the viaduct.

Community-wide priorities were identified and addressed during community outreach meetings. For example, Proyecto Pastoral and other community groups emphasized the need to incorporate pedestrian level lighting and new sidewalks. These changes will improve the overall effectiveness of the BPHL to meet ATP goals.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

Public involvement will continue as the project moves forward. Community meetings will continue as the City prepares to demolish the viaduct in which feedback will be gathered for the implementation of the Project. In addition, a community advisory group will be created to get further community feedback about the Viaduct Park and its amenities and the community’s access to such amenities.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

The targeted users for the BHPL project are youth, seniors, and families. The Plan for a Healthy Los Angeles was developed by the Los Angeles Department of City Planning in 2015 as a health and wellness element of the General Plan. This plan presents the following health statistics for targeted users in the Boyle Heights area, also shown in Attachment I-4.

- Percentage of Childhood Obesity by Community Plan Area (2010): Greater than 27.9%
- Rate of Diabetes Mortality per 100,000 Residents by City Council District (2004-2008): 18.39 to 24.74
- Rate of Coronary Heart Disease Mortality per 100,000 Residents by City Council District: 143.82 to 173.71
- Respiratory Disease Mortality Rate per 100,000 Residents by Community Plan Area (2009): 45.62 to 51.41
- 2010 Asthma Emergency Department Visits 17 and Under (age-adjusted rate, per 10,000 people): 87.00 to 109.50

Information specific to the disadvantaged community is presented from the CalEnviroScreen 2.0 tool. Census Tract No. 6037206050 (Los Angeles County Census Tract No. 2060.50) received a rating of 77.8 which is the tenth highest rating of the 7,973 tracts evaluated in the State of California. The rating scores the project area among the top 5% most polluted communities of the state.

The proximity to East LA freeways (Interstate 5 freeway and the 101 Hollywood freeway), railroad tracks, commercial and industrial facilities within walking distance (and literally in some residents' back yard), and lack of green space are top contributors of the environmental degradation found in Boyle Heights. Proximity to these transportation facilities place the tract within the top 3% for traffic density and exposure to diesel particulate matter. Exhaust from vehicles can contain toxic chemicals including nitrogen oxides, carbon monoxide, and benzene. Adverse effects of exposure to these chemicals include heart and lung disease, cancer, and increased mortality. Exposure to diesel particulate matter has adverse health effects including irritation to the eyes, throat and nose, cardiovascular and pulmonary disease, and lung cancer. These factors contribute to a pollution burden score within the top 0.3% of the entire state.



B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

When fully implemented, the BHPL Project will provide safer pedestrian sidewalks, with pedestrian lighting and direct access to the 6th Street Viaduct and Park. These improvements will encourage an increase in physical activity during day and evening hours, which has been linked to decreased rates of obesity, heart disease, high blood pressure, and other medical problems. These are all target goals for improved public health benefits of the ATP program.

The overall 6th Street Viaduct Program will contribute to an improved quality of life by 1) providing access and opportunities for physical activity and recreational facilities; 2) encouraging walking to the Park but also exercise within the Park; and 3) combatting obesity and other ailments caused by inactivity. Connecting the Boyle Heights neighborhood to the amenities at the Viaduct Park and beyond are key to this project and key to improving public health. Improving pedestrian facilities will also help to reduce emissions by making walking an available alternative to motorized transportation.

The Boyle Heights Pedestrian Linkages Project is consistent with the following objectives of the Plan for a Healthy Los Angeles through improvement of pedestrian facilities and connection to the new viaduct:

- Decrease the average annual rate of motor vehicle collisions with pedestrians
- Reduce the coronary heart disease (CHD) mortality rate
- Reduce the diabetes mortality rate
- Reduce the prevalence of childhood obesity
- Decrease the respiratory disease mortality rate
- Decrease the rate of asthma-related emergency department (ED) visits among children
- Increase the number of neighborhood and community parks
- Increase access to parks
- Increase the miles of the Los Angeles River that are revitalized for natural open space and physical activity, particularly in low-income areas



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

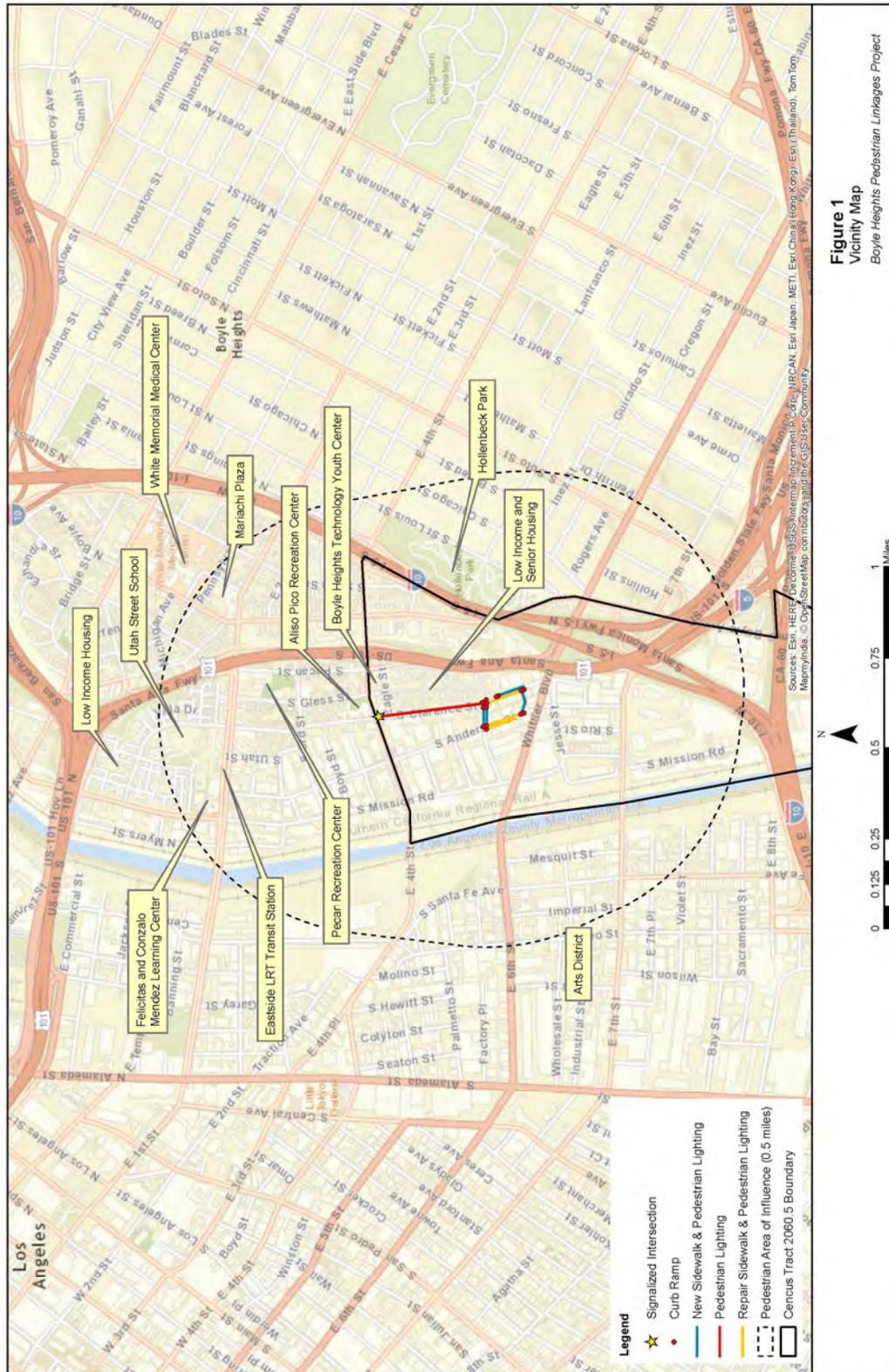
Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:
\$20,333

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

The project is located within Census Tract No. 2060.50 as shown in Figure 1 - Vicinity Map of Attachment D. Income and population data were obtained from the United States Census Bureau 2009-2013 American Community Survey 5-year Estimates, see Attachment I-5. The median household income of Census Tract No. 2060.50 is \$20,333 and the population is 2,670.

The median household income for the State of California is \$61,094. Using the national poverty standard where 80% of the median household income is considered poverty level, the poverty threshold for California is \$48,875. Therefore, this project is located in a disadvantaged community.





Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: 77.8

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

The project is located within Census Tract No. 2060.50. The CalEnviroScreen 2.0 tool show this tract to have a CalEnviroScreen Score of 77.8 and a population of 2,146. This score is within the 96-100 percentile range, or the top 5-percent. Therefore, this project is determined to be in a disadvantaged community. The CalEnviroScreen output is shown in Attachment I-5.

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: 94%

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

The project area is within the LAUSD boundary. The LAUSD does not collect data related to student eligibility for a free or reduced lunch program by census tract or zip code but per school. On average the schools located in the project area served a free or reduced meal to 94% of its students via Provision 2 standards.

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

Within Census Tract 2060.50, the senior citizen population is 29.2%, with a median household income of \$21,188.

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.

The Boyle Heights Pedestrian Project is completely within a disadvantaged community. This project will directly benefit the adjacent low-income and senior housing community near 4th Street and Clarence. Therefore, 100-percent of the funding will be expended in the disadvantaged community.



C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The new BHPL Project, in association with the Viaduct Park, will be a destination for Angelenos throughout the City due to its unique design and amenities and this project will ensure that low income residents whose backyard is the Viaduct have full, safe, and easy access to the new viaduct's amenities. Connections would be made to activity centers within the LA River Overlay Zone, and to the LA River Greenway Program. Along with the residential neighborhoods adjacent the project site, other varied land uses exist and serve these populations, including commercial, industrial, residential, transportation, public space/recreation, and open space. Together, the ATP improvements will facilitate a synergistic effect to enhance connectivity and pride within the community and increase use of the industrial, commercial, and recreational centers nearby.

The existing neighborhood has few sidewalks in good condition. Without these neighbors are discouraged from venturing out on foot for exercise, commute, or to enjoy the recreational facilities available. Old and decaying sidewalks inspire no pride in the community. By providing a connection to the 6th Street Viaduct, the disadvantaged residents of Boyle Heights will have access to:

- The new state of the art Viaduct and Park which will include a soccer field, rubberized walking paths, bike trails, exercise equipment, and other amenities that promote health and well-being
- Safe, visible, illuminated, pedestrian-friendly sidewalks
- Access to Bikeways and pathways through the Arts Plaza, Viaduct Park, and the River Gateway that are consistent with the LA River Revitalization Master Plan to provide safe public access, urban and green spaces will provide an alternative way crossing from east to west at the ground level
- Safe integration of bike and pedestrian lanes into shared user, four-legged intersections
- A new point of interest for locals and tourists to visit by public transportation, bicycles, and by foot adding to the economic vitality of a disadvantaged area



Part B: Narrative Questions

Detailed Instructions for: **Question #6**

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

To access the new iconic 6th Street Bridge as a community resource, pedestrian linkage on the east side requires improvements. Alternatives considered during initial screening included extra sidewalk improvements on Anderson Street, signalized intersections, pedestrian lighting, widened sidewalks, and bike lane improvements. Costs of additional improvements were compared against the direct benefit to pedestrians. When feasible, improvements to existing facilities that fit within the existing right of way are the most cost effective. Sidewalk renovations will require less demolition, utility relocations, and cost. Final project selection included the most valuable design elements, with highest cost-benefit ratio. Therefore, this project represents the most cost effective alternative.

Alternative low-cost safety measures were considered based on Metro’s Complete Streets policy and established “State of the Practice” design concepts and approached adopted by the City and State of California. For Cycle 2, specific ATP elements that were selected for this project include improvements that link the viaduct to 4th street, e.g. sidewalk renovation, new sidewalk construction, a signalized intersection, new continental crossings, and pedestrian lighting.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

A cost benefit analysis was prepared for the 6th Street Viaduct in 2014, see Attachment I-6. Input values include the existing average daily traffic counts with pedestrian and cyclist estimates. Data is based on the traffic study performed during the environmental documentation phase. There is no available data refined to the level of one-year and five-year expected trips, therefore the future values are the same as the existing values. Detailed information is presented in Attachments I-1 and I-6. Costs are based on the cost estimate presented in Attachment G.

Based on these inputs, the minimum benefit-cost ratio is 0.59. This value is underestimated because the increase in pedestrian demand for the new recreational amenities could only be indirectly evaluated at this time. However, an increase in daily pedestrian traffic of only 23% will result in a benefit to cost ratio of greater than 1.0, using this B/C tool.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)**

The 6th Street Viaduct Project is a \$426.8M program overall, including the BHPL project with other ATP and non-ATP elements (see below). Through FY 14/15, the City programmed \$419.265M (approximately 98%) of non-ATP funds, and \$2.552M of ATP funds awarded during Cycle 1, totaling \$421.817M. The environmental documentation phase is complete and design is underway. The approved Federal Transportation Improvement Program (FTIP) cost schedule is presented in Attachment B.

- Highway Bridge Program (HBP): \$383.804M
- Local Bridge Seismic Retrofit: \$29.396M
- City Funds: \$6.065M
- Cycle 1 ATP Funds: \$2.552M
- Total Project: \$426.817M



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)

✓ No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

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

California Conservation Corps representative:

Name: Wei Hsieh
 Email: atp@ccc.ca.gov
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch
 Email: inquiry@atpcommunitycorps.org
 Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

✓ Neither corps can participate in the project (0 points)

A copy of the communication with the Local Corps is presented in Attachment I-8.

Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. *Applicant:*** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

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.

- B. *Caltrans response only:***

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

Application Signature Page Attachment A
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Attachment B
Required for all applications

Engineer’s Checklist Attachment C
Required for Infrastructure Projects

Project Location Map Attachment D
Required for all applications

Project Map/Plans showing existing and proposed conditions Attachment E
Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)

Photos of Existing Conditions Attachment F
Required for all applications

Project Estimate Attachment G
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) Attachment H
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information Attachment I
Required for all applications
Label attachments separately with “H-#” based on the # of the Narrative Question

Letters of Support Attachment J
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments Attachment K
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.



Attachment A – Application Signature Page



Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: <u>Kenneth R Redd</u>	Date: <u>5/29/15</u>
Name: <u>Kenneth R Redd</u>	Phone: <u>213-485-4906</u>
Title: <u>Deputy City Engineer</u>	e-mail: <u>Ken.redd@lacity.org</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

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: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

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>



Attachment B – Project Programming Request (ATP-PPR)

Date: 5/29/2015

Project Information:					
Project Title: Boyle Heights Pedestrian Linkages					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E	40,136	500		893				41,529
R/W	104,574	18,269						122,843
CON		256,285	2,052	1	4,107			262,445
TOTAL	144,710	275,054	2,052	894	4,107			426,817

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CALTRANS
PS&E				893				893	Notes:
R/W									
CON					4,107			4,107	
TOTAL				893	4,107			5,000	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Date: 5/29/2015

Project Information:					
Project Title: Boyle Heights Pedestrian Linkages					
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:
 DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	ATP - Active Transportation Program - MPO								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CALTRANS
PS&E		500						500	Notes:
R/W									
CON			2,052					2,052	
TOTAL		500	2,052					2,552	

Fund No. 3:	CITY - CITY FUNDS								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CITY OF LOS ANGELES
PS&E	6,065							6,065	Notes:
R/W									
CON		26,195	-6,478	-6,478	-4,111		-9,128		
TOTAL	6,065	26,195	-6,478	-6,478	-4,111		-9,128	6,065	

Fund No. 4:	CITY - CITY FUNDS AC (ADVANCED CONSTRUCTION)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CITY OF LOS ANGELES
PS&E									Notes:
R/W	5,969	12,300			-18,269				
CON		202,190	-50,000	-50,000	-31,731		-70,459		
TOTAL	5,969	214,490	-50,000	-50,000	-50,000		-70,459		

Fund No. 5:	HBRR-L - BRIDGE LOCAL								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City and Co. of Los Angeles
PS&E	34,071							34,071	Notes:
R/W	98,605	5,969			18,269			122,843	
CON		24,700	50,000	50,000	31,731		70,459	226,890	
TOTAL	132,676	30,669	50,000	50,000	50,000		70,459	383,804	

Fund No. 6:	LOCAL BRIDGE SEISMIC RETROFIT								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON		3,200	6,478	6,479	4,111		9,128	29,396	
TOTAL		3,200	6,478	6,479	4,111		9,128	29,396	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

**Los Angeles Metropolitan Transportation Authority
2015 Federal Transportation Improvement Program (\$000)**

TIP ID **LA0G104** Implementing Agency **Los Angeles A, City of**

Project Description: Bridge No. 53C1880,530595, SIXTH STREET, OVER LA RIVER, E SANTA ANA FREEWAY. REPLACE SEISMICALLY/STRUCTURALLY DEFICIENT SIXTH STREET VIADUCT WITH NEW VIADUCT. NO LANES BEING ADDED. TOLL CREDITS USED IN LIEU OF PROP 1B SEISMIC BOND FUNDS.

SCAG RTP Project #: REG0701
Study: N/A Is Model: NO Model #:
PM: John Koo - (213) 485-4750
Email: John.Koo@lacity.org
LS: N LS GROUP#:
Conformity Category: EXEMPT - 93.126

System :Local Hwy Route : Postmile: Distance: Phase: Engineering/Plans, Specifications and Estimates (PS&E) Completion Date 12/31/2022
Lane # Extd: Lane # Prop: Imprv Desc: Air Basin: SCAB Envir Doc: FINAL ENVIRONMENTAL IMPACT REPORT - 12
Toll Rate: Toll Colc Loc: Toll Method: Hov acs eg loc: Uza: Los Angeles-Long Beach-Santa Ana Sub-Area: Central Area Team Sub-Region: Central Area
CTIPS ID: 20920008645 EA #: PPNO:
Program Code: NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD) Stop Loc:

	PHASE	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	PROG TOTAL
PE										
RW										
CON										
SUBTOTAL										
ATP - Active Transportation Program - MPO	PE		\$500	\$0						\$500
	RW		\$0	\$0						\$0
	CON		\$0	\$2,052						\$2,052
	SUBTOTAL		\$500	\$2,052						\$2,552
CITY - City Funds	PE	\$6,065	\$0	\$0	\$0	\$0			\$0	\$6,065
	RW	\$0	\$0	\$0	\$0	\$0			\$0	\$0
	CON	\$0	\$26,195	\$(6,478)	\$(6,478)	\$(4,111)		\$(9,128)		\$0
	SUBTOTAL	\$6,065	\$26,195	\$(6,478)	\$(6,478)	\$(4,111)		\$(9,128)		\$6,065
CITY - City Funds AC (Advanced Construction)	PE	\$0	\$0	\$0	\$0	\$0			\$0	\$0
	RW	\$5,969	\$12,300	\$0	\$0	\$(18,269)		\$0		\$0
	CON	\$0	\$202,190	\$(50,000)	\$(50,000)	\$(31,731)		\$(70,459)		\$0
	SUBTOTAL	\$5,969	\$214,490	\$(50,000)	\$(50,000)	\$(50,000)		\$(70,459)		\$0
HBRR-L - Bridge- Local	PE	\$34,071	\$0	\$0	\$0	\$0			\$0	\$34,071
	RW	\$98,605	\$5,969	\$0	\$0	\$18,269		\$0		\$122,843
	CON	\$0	\$24,700	\$50,000	\$50,000	\$31,731		\$70,459		\$226,890
	SUBTOTAL	\$132,676	\$30,669	\$50,000	\$50,000	\$50,000		\$70,459		\$383,804
Local Bridge Seismic Retrofit Account	PE		\$0	\$0	\$0	\$0			\$0	\$0
	RW		\$0	\$0	\$0	\$0			\$0	\$0
	CON		\$3,200	\$6,478	\$6,479	\$4,111		\$9,128		\$29,396
	SUBTOTAL		\$3,200	\$6,478	\$6,479	\$4,111		\$9,128		\$29,396
TOTAL		\$144,710	\$275,054	\$2,052	\$1	\$0			\$0	\$421,817
TOTAL PE:		\$40,636								
TOTAL RW:					\$122,843					
TOTAL CON:									\$258,338	



Attachment C – Engineer’s Checklist

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: JK
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: JK
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: JK

(Include cross-section for each controlling configuration that varies significantly from the typical)

 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** Engineer's Initials: JK
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: JK

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: JK

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: JK

N/A

- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: JK

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): KOO, JOHN

Title: SENIOR ENGINEER

Engineer License Number C47487

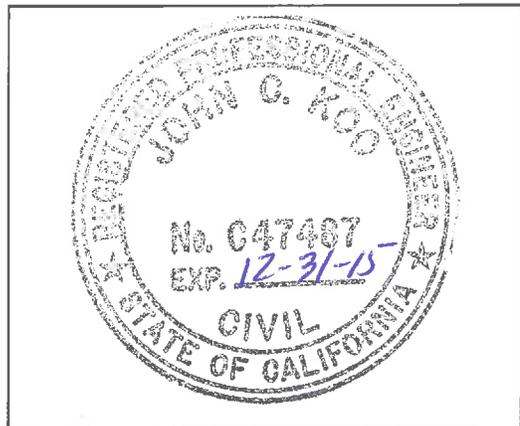
Signature: [Handwritten Signature]

Date: 5-30-15

Email: JOHN.KOO@LACITY.ORG

Phone: 213 675-8822

Engineer's Stamp:





Attachment D – Project Location Map

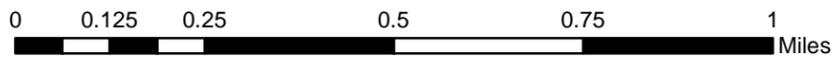
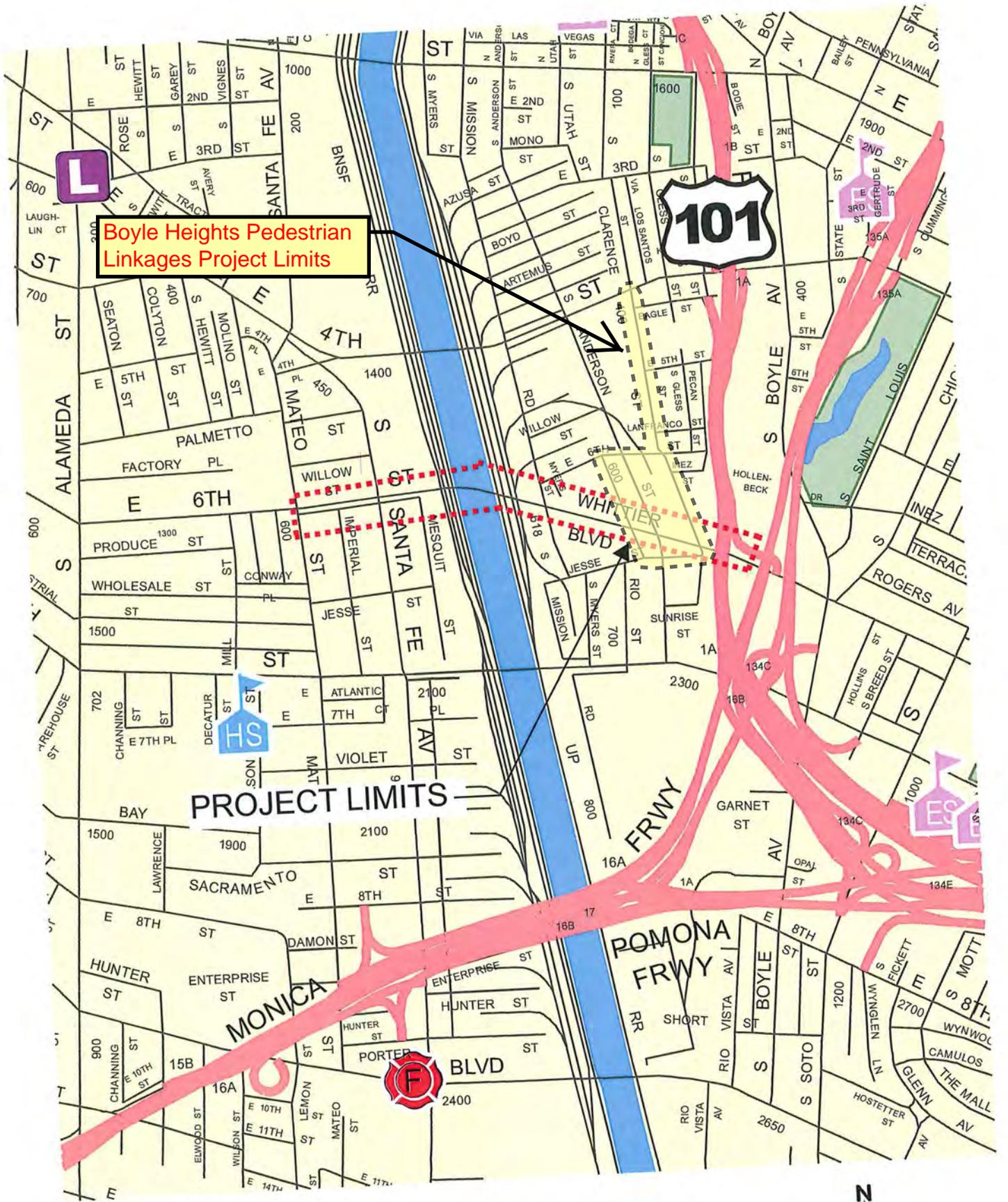


Figure 1
Vicinity Map
Boyle Heights Pedestrian Linkages Project

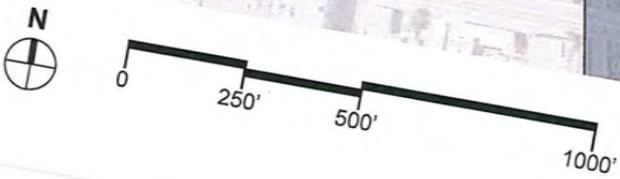
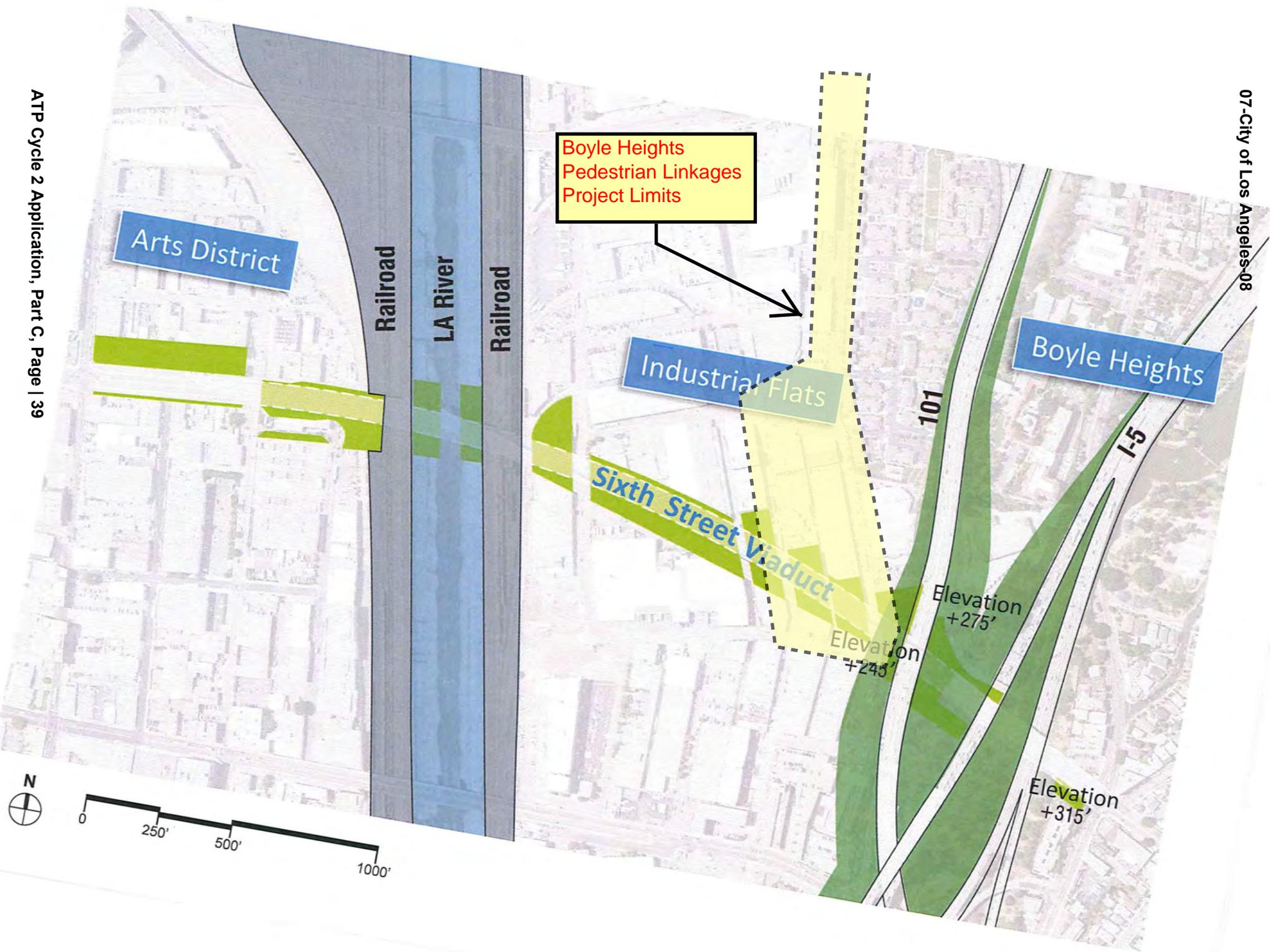


VICINITY MAP



Project Location





LEGEND

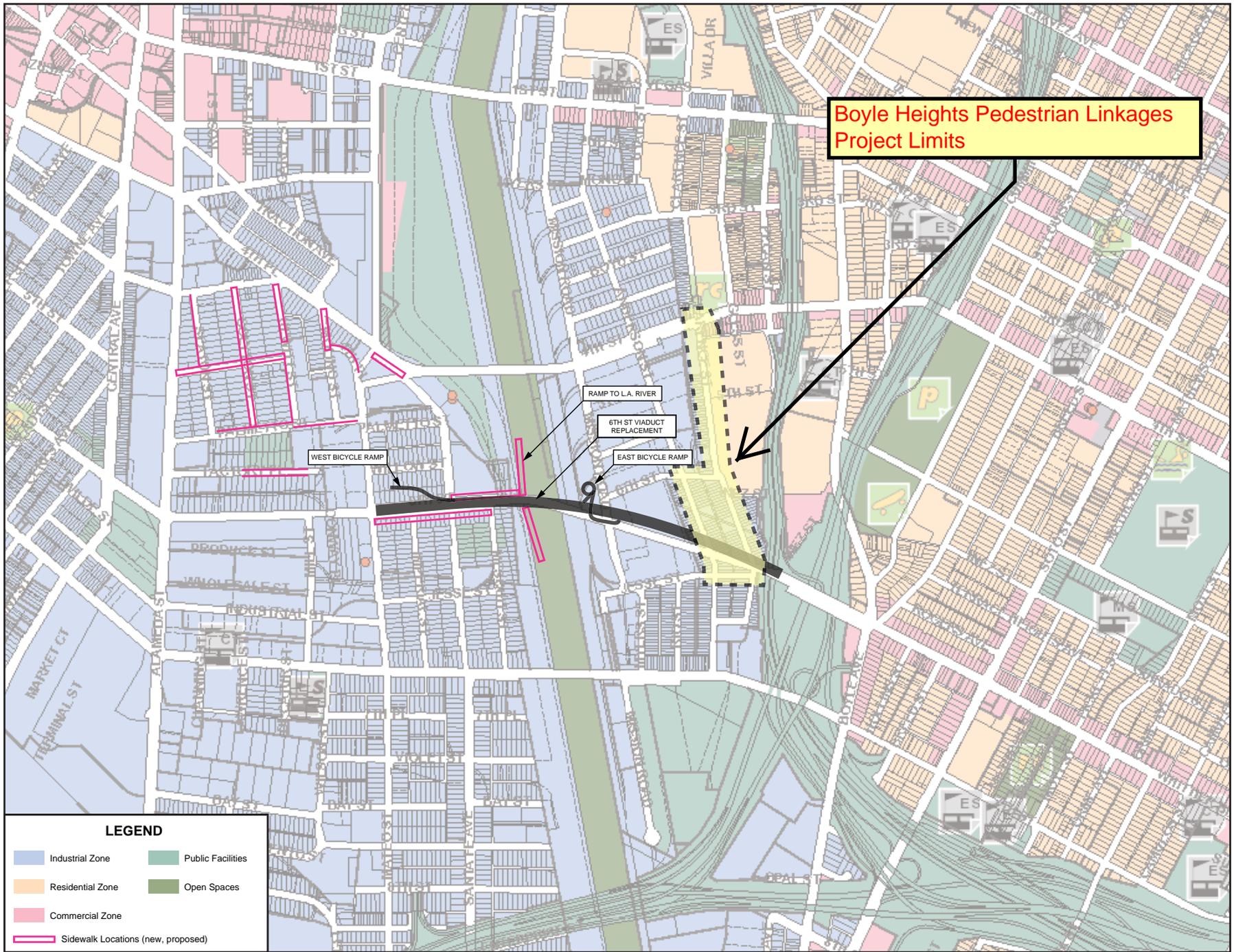
- Residential Single Family
- Industrial
- Residential Multiple Family
- Open Space
- Commercial
- Public Facilities

Boyle Heights
Pedestrian
Linkages Project
Limits



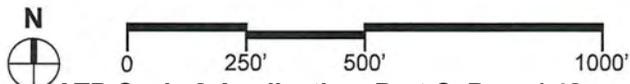
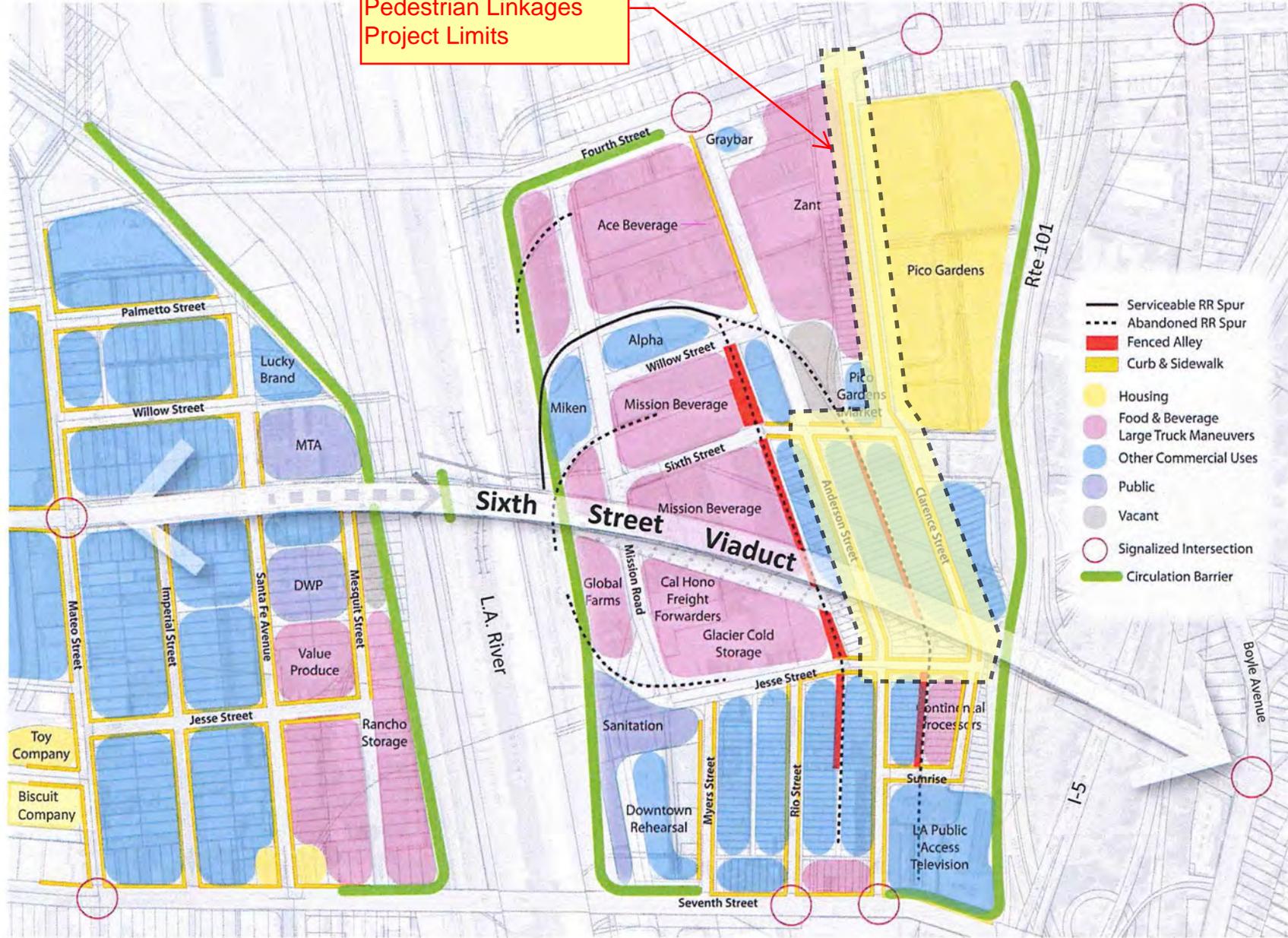
**GENERALIZED LAND USE
BOYLE HEIGHTS**



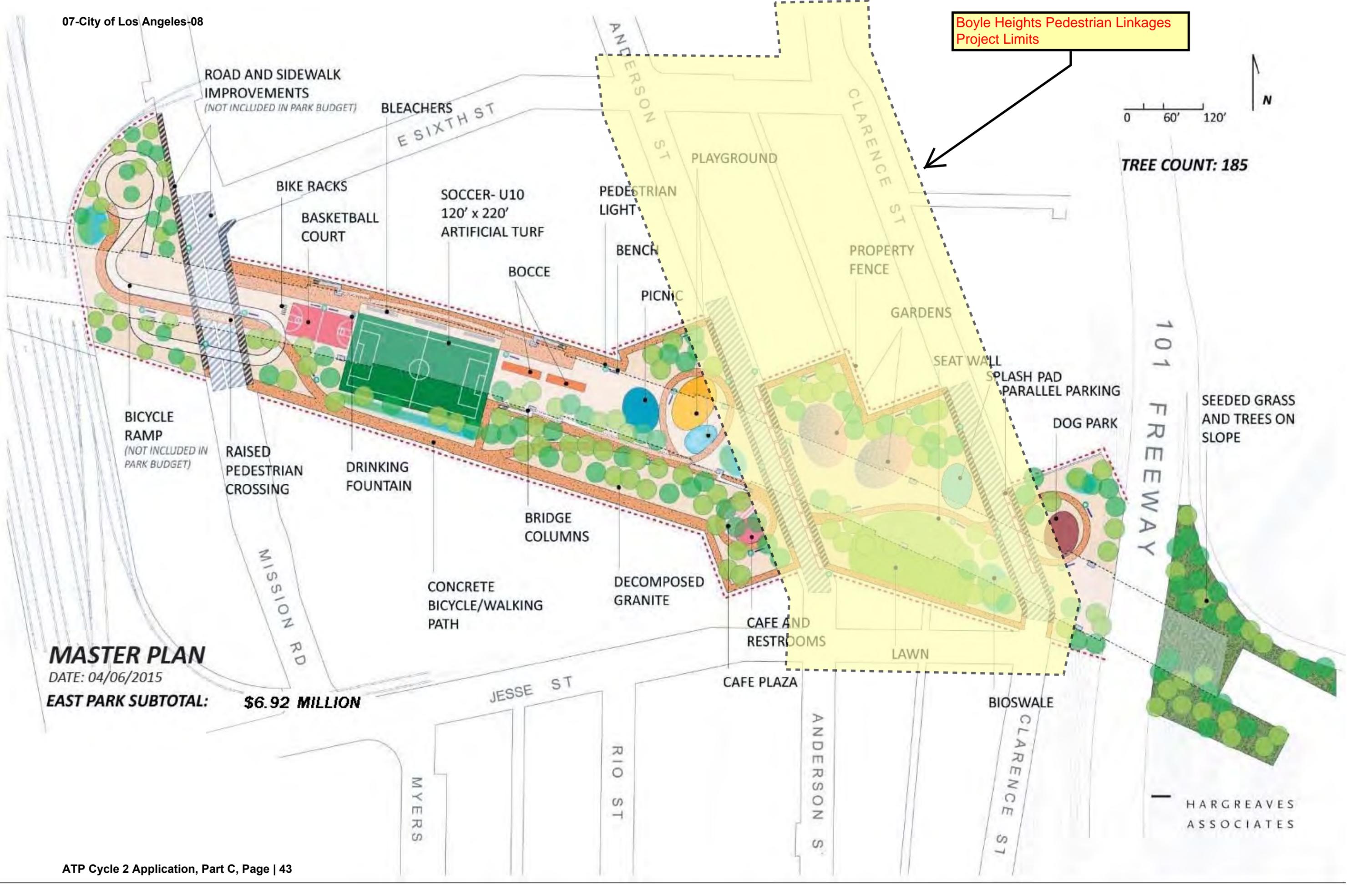


COMPLETE SITE CONTEXT

Boyle Heights
Pedestrian Linkages
Project Limits



Boyle Heights Pedestrian Linkages
Project Limits



MASTER PLAN

DATE: 04/06/2015

EAST PARK SUBTOTAL: \$6.92 MILLION

HARGREAVES
ASSOCIATES



Attachment E – Project Map/Plans Showing Existing and Proposed Conditions



Attachment F – Photos of Existing Conditions

Attachment F – Photos

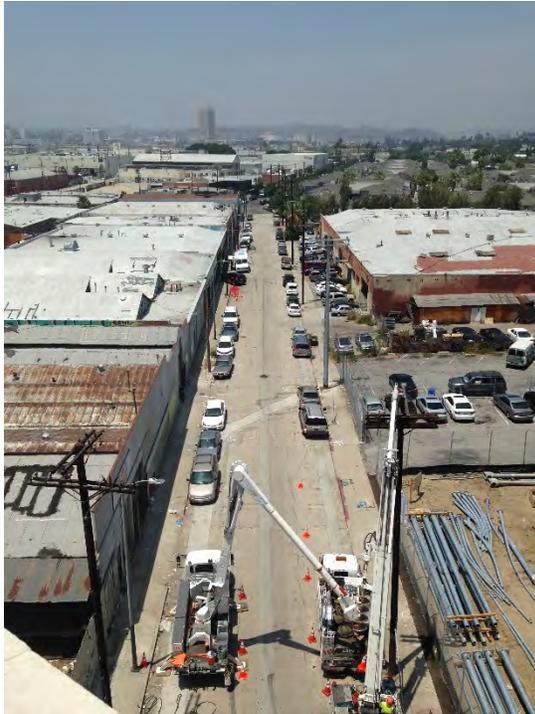


Figure F-1
Clarence Street, North of the Existing Viaduct

Existing industrial and commercial development with aging sidewalks, narrowed by overhead utilities. Low income-residential development (Pico Gardens, dark rooftops) can be seen near upper right side.

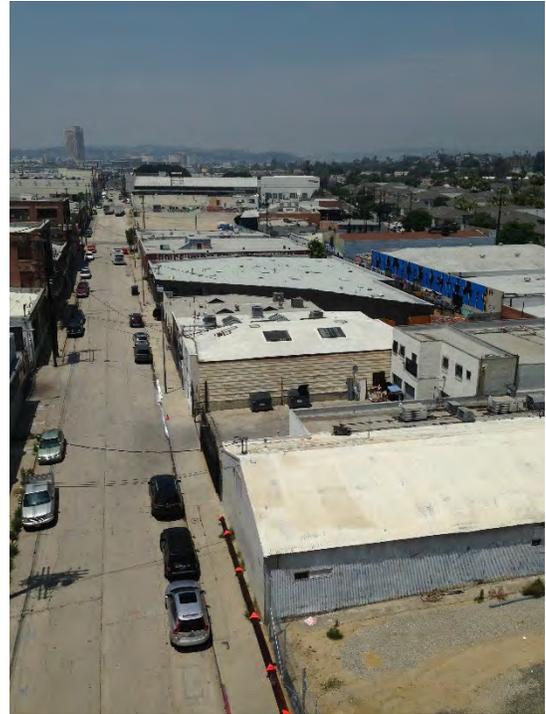


Figure F-2
Anderson Street, North of the Existing Viaduct

Similar industrial and commercial development. Vacant parcel in foreground will become part of new viaduct Park.



Figure F-3
Clarence Street at 4th Street, Viewed North

An uncontrolled intersection with no crosswalks, a truck speeds through making safe crossings almost impossible.



Figure F-4
4th Street at Clarence Street, Viewed North

Lack of safe crosswalks inhibits use of nearby recreation centers, e.g. the Aliso Pico Recreation Center shown on the right, requiring residents to walk an additional 500 ft. for safe crossing.

Attachment F – Photos



Figure F-5

Clarence Street at 6th Street, Viewed North

The Pico Gardens (low-income development) is shown in the foreground. The project will widen and renovate existing sidewalks.



Figure F-6a

6th Street at Clarence Street, South Sidewalk, Viewed West

South sidewalk is aging and narrow. North sidewalk is discontinuous. Lack of maintenance degrades aesthetics and discourages pedestrian use. The project will reconstruct sidewalks on the south side, and provide new sidewalks on the north side. Improvements will include uniform slopes and eliminate grade breaks to improve user comfort. .

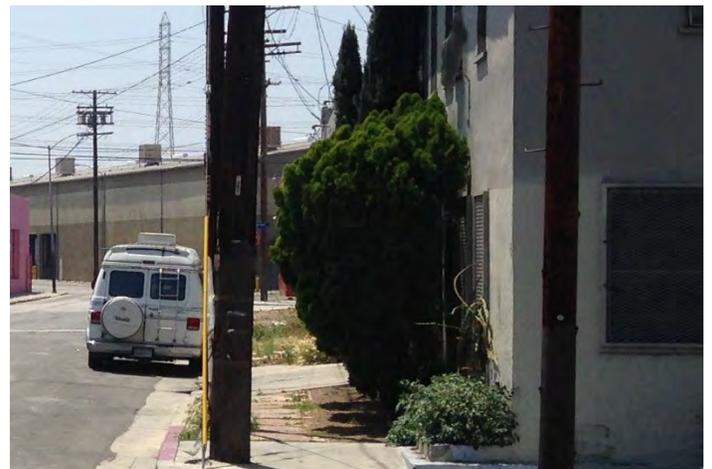


Figure F-6b

6th Street at Clarence Street, North Sidewalk, Viewed West



Attachment F – Photos



Figure F-7
6th Street at Anderson Street

The project will construct new ADA ramps and continental crosswalks at this intersection to provide safe street crossing. Sidewalk renovation is required for the south sidewalk.



Figure F-8
6th Street at Anderson Street, View to Northeast

This project will provide new sidewalks along the north side of the street, to provide continuous connection along Anderson Street and 6th Street from the Viaduct to Clarence Street.



Figure F-9
Jesse Street at Clarence Street, Viewed West

The project will provide safe crossing conditions with new continental crosswalks, ramps, and renovated sidewalks.



Figure F-10
Jesse Street North Sidewalk at Clarence Street, Viewed West
Sidewalks are aging, cracked, and unmaintained. They must be renovated to encourage nearby community to use the amenities provided at the new Viaduct Park.

Attachment F – Photos



Figure F-11a

Primary Path to Viaduct Park

Clarence Street View South toward Viaduct, Daylight

Pedestrian conditions during evening hours contrast starkly with daylight hours. Available street light is limited and not focused on pedestrian paths. A primary objective for the Boyle Heights Pedestrian Linkages Project is to increase pedestrian safety. Here, visibility during evening hours will be improved with pedestrian level lighting. Together with the iconic Viaduct Park's illuminated structure, lighted fields, playgrounds, and planned events, the BHPL Project will provide an attractive path for the local community to use the Viaduct.



Figure F-11b

Primary Path to Viaduct Park

Clarence Street View South toward Viaduct, Evening

These images demonstrate the unsafe conditions along Clarence Street. Available street light is limited and not focused on pedestrian paths. The BHPL Project will provide an attractive path for the local community to use the Viaduct.

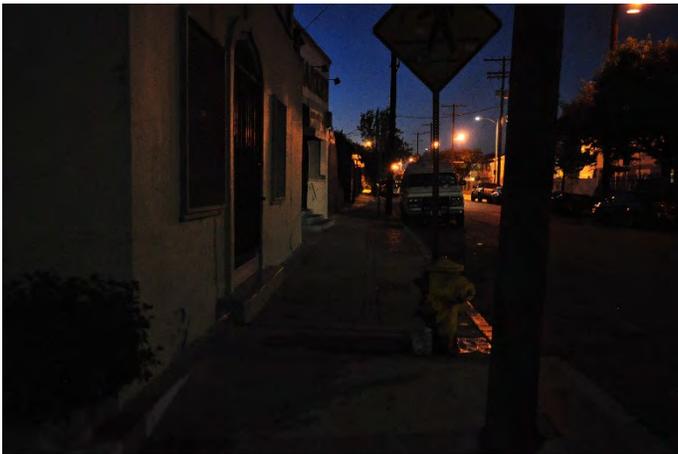


Figure F-11c

Primary Path to Viaduct Park

Clarence Street View North, Evening

These images demonstrate the unsafe conditions along Clarence Street. Available street light is limited and not focused on pedestrian paths. The BHPL Project will provide an attractive path for the local community to use the Viaduct.



Figure F-11d

Primary Path to Viaduct Park

Clarence Street View South toward Viaduct, Evening

Attachment F – Photos



Figure F-12a

**Secondary Path to Viaduct Park
6th Street View West from Clarence, Daylight**

Similar conditions exist along the secondary path to the Viaduct Park. Daylight conditions on 6th Street are very different during evening hours. A single street light is all that exists to illuminate the block between Clarence and Anderson, virtually precluding safe passage during evening hours. The BHPL Project will provide new and renovated sidewalks with pedestrian level lighting to ensure safe access.



Figure F-12b

**Secondary Path to Viaduct Park
6th Street View West from Clarence, Evening**

Similar conditions exist along the secondary path to the Viaduct Park. Daylight conditions on 6th Street are very different during evening hours. A single street light is all that exists to illuminate the block between Clarence and Anderson, virtually precluding safe passage during evening hours. The BHPL Project will provide new and renovated sidewalks with pedestrian level lighting to ensure safe access.



Figure F-13a

**Secondary Path to Viaduct Park
Anderson Street View North From Viaduct, Evening**

Similar conditions exist along Anderson Street between the Viaduct and 6th Street. Existing street lights provide limited illumination for sidewalks. The BHPL Project will provide renovated sidewalks with pedestrian level lighting to ensure safe access.

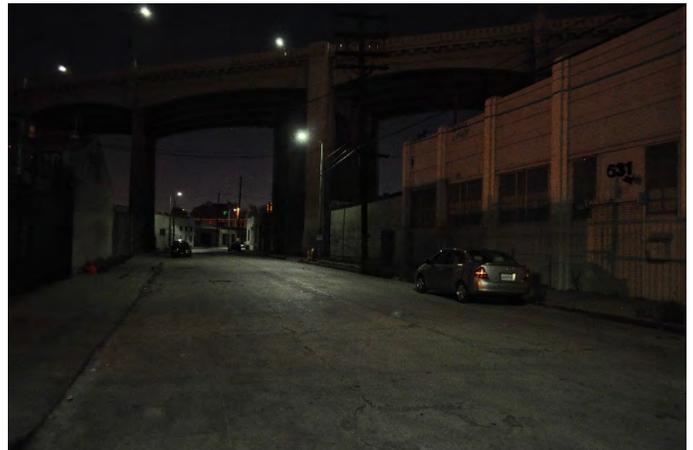


Figure F-13b

**Secondary Path to Viaduct Park
Anderson Street View South Toward Viaduct, Evening**

Similar conditions exist along Anderson Street between the Viaduct and 6th Street. Existing street lights provide limited illumination for sidewalks. The BHPL Project will provide renovated sidewalks with pedestrian level lighting to ensure safe access.



Attachment G – Project Estimate

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Los Angeles		
Application ID:	07-City of Los Angeles-8	Prepared by:	Henderson/Heise
Project Description:	Pedestrian improvements including lighting, new sidewalk, sidewalk repair, curb ramps, continental crosswalks, signalized intersection, and railroad track removal		
Project Location:	Clarence Street from 4th St to East 6th St and Anderson St from East 6th St to 6th Street, Boyle Heights, Los Angeles		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Install Sidewalk	16,800	SF	\$18	\$302,400	100%	\$302,400						
2	Sidewalk Repair	19,200	SF	\$10	\$192,000	100%	\$192,000						
3	Allowance to adjust sidewalk boxes	10%	%	\$494,400	\$49,440	100%	\$49,440						
4	Remove Curb and Gutter	1,200	LF	\$25	\$30,000	100%	\$30,000						
5	Place Curb and Gutter	2,350	LF	\$50	\$117,500	100%	\$117,500						
6	ADA Curb Ramps	26	EA	\$8,500	\$221,000	100%	\$221,000						
7	Remove AC Pavement	2,400	SF	\$5	\$12,000	100%	\$12,000						
8	Place AC Pavement (non-ATP)	-	SF	\$14									
9	Allowance to Adjust Covers	20%	%	\$12,000	\$2,400	100%	\$2,400						
10	Allowance for Pavement Markings	10%	%	\$12,000	\$1,200	100%	\$1,200						
11	Continental Crosswalks	16	EA	\$3,000	\$48,000	100%	\$48,000						
12	Signalized Intersection	1	LS	\$800,000	\$800,000	100%	\$800,000						
13	Pedestrian Lighting	1	EA	\$500,000	\$500,000	100%	\$500,000						
14	Remove Railroad Tracks	1	LS	\$250,000	\$250,000	100%	\$250,000						
15	Sidewalk Utilities Relocation	1	LS	\$450,000	\$450,000	100%	\$450,000						
16	Street Signage (non ATP)	-	LS	\$100,000									
17	Drainage Improvements (non ATP)	-	LS	\$650,000									
18	Street Lighting (non ATP)	-	LS	\$500,000									
Subtotal of Construction Items:					\$2,975,940		\$2,975,940						
Construction Item Contingencies (% of Construction Items):				20.00%	\$595,188								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$3,571,128								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$	-	
Plans, Specifications and Estimates (PS&E):	\$	892,782	
Total PE:	\$	892,782	25% 25% Max
Right of Way (RW)			
Right of Way Engineering:	\$	-	
Acquisitions and Utilities:			
Total RW:	\$	-	
Construction (CON)			
Construction Engineering (CE):	\$	535,669	15% 15% Max
Total Construction Items & Contingencies:	\$	3,571,128	
Total CON:	\$	4,106,797	
Total Project Cost Estimate:	\$	4,999,579	



Attachment H – Non-Infrastructure Work Plan (Not Applicable)



Attachment I – Narrative Questions Backup Information



Attachment I-SC

PROJECT LIST



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments
DRAFT DECEMBER 2011

FTIP Projects					
County	System	FTIP ID	Route	Description	Project Cost (\$1,000's)
LOS ANGELES	LOCAL HIGHWAY	LA0F010	0	BRIDGE NO. 53C0327 AND 53C0328, THE OLD ROAD, OVER SANTA CLARA RIVER AND OVER SPTCO(ABND)FROM 550 SOUTH OF SKYVIEW LANE TO RYE CANYON ROAD.REPLACE 4 LANE APPROACHES AND BRIDGES WITH 6 LANE APPROACHES AND BRIDGES.	\$47,991
LOS ANGELES	LOCAL HIGHWAY	LA0G451	0	BRIDGE NO. 53C0876, HIGUERA ST, OVER BALLONA CR. BETWEEN EASTHAM DRIVE AND JEFFERSON BLVD. REPLACE 3 LANE BRIDGE WITH A NEW 4 LANE BRIDGE.	\$7,594
LOS ANGELES	LOCAL HIGHWAY	LA0G104	0	BRIDGE NO. 53C1880,530595, SIXTH STREET, OVER LA RIVER, E SANTA ANA FREEWAY. REPLACE SEISMICALLY/STRUCTURALLY DEFICIENT SIXTH STREET VIADUCT WITH NEW VIADUCT. NO LANES BEING ADDED. TOLL CREDITS USED FOR R/W IN LIEU OF PROP 1B SEISMIC BOND FUNDS.	\$709,672
LOS ANGELES	LOCAL HIGHWAY	LA0D171	0	BROADWAY IMPROVEMENTS FROM ALBERTONI TO 168TH ST. CONSTRUCT RAISED CONCRETE MEDIANS WITH LANDSCAPE AND HARDSCAPE, ADD CURB & GUTTER AND SIDEWALK. RECONSTRUCT EXSTING PAVEMNT.	\$1,540
LOS ANGELES	LOCAL HIGHWAY	LA0D170	0	BROADWAY IMPROVEMENTS FROM GRIFFITH ST TO ALBERTONI. CONSTRUCT RAISED CONCRETE MEDIANS WITH LANDSCAPE AND HARDSCAPE, ADD CURB & GUTTER AND SIDEWALK. RECONSTRUCT EXSTING PAVEMNT.	\$1,980
LOS ANGELES	LOCAL HIGHWAY	LA0D169	0	BROADWAY IMPROVEMENTS FROM MAIN ST TO GRIFFITH ST. CONSTRUCTION OF MISSING CURB & GUTTER AND RECONSTRUCTION OF EXISTING PAVEMENT AND UNDERGROUNDING THE OVERHEAD POWER LINES.	\$1,203
LOS ANGELES	LOCAL HIGHWAY	LA0D167	0	BROADWAY IMPRVMENTS FRM 168TH ST. TO NORTH CITY LIMIT (ALONDRA BLVD). CONSTRUCT RAISED CONCRETE MEDIANS W/ LANDSCAPE & HARDSCAPE, ADD CURB & GUTTER & SIDEWLK ,RECNRSTRUCT EXSTNG PAVEMNT.	\$1,070
LOS ANGELES	LOCAL HIGHWAY	LA0G383	0	BROCKWAY BUS CONNECTOR. CONNECT BROCKWAY STREET TO EL MONTE TRANSIT STATION (BUS ACCESS ONLY). RIGHT OF WAY IS ROUGHLY THE WEST 1/3 OF FORMER GUNDERSON SITE (PARCEL 8578-019-008), LOCATED ON NORTHWEST CORNER OF SANTA ANITA AVENUE AND BROCKWAY STREET.	\$4,550
LOS ANGELES	LOCAL HIGHWAY	LAE1816	0	BURBANK BLVD & HAYVENHURST AVE INTERSECTION IMPROVEMENTS - REDUCE WIDTH OF MEDIAN ISLANDS ON BURBANK BLVD TO INSTALL ADDITIONAL LEFT TURN LANE FROM W/B BURBANK TO S/B HAYVENHURST, AND EXCLUSIVE RIGHT TURN LANE FROM E/B BURBANK TO S/B HAYVENHURST; MODIFY TRAFFIC SIGNAL & STREET LIGHTING.	\$1,081
LOS ANGELES	LOCAL HIGHWAY	LAE1181	0	BURBANK BLVD & WOODLEY AVE INTERSECTION IMPROVEMENTS. REDUCE WIDTH OF MADIAN ISLAND ON BURBANK BLVD TO CONSTRUCT ADDITIONAL LEFT TURN LANE FROM E/B BURBANK BLVD TO N/B WOODLEY AVE; MODIFY TRAFFIC SIGNAL AND STREET LIGHTING. PROP C FUNDING RECEIVED THROUGH CFP 2009 (F3169).	\$495
LOS ANGELES	LOCAL HIGHWAY	LA0C8046	0	BURBANK BLVD WIDENING-LANKERSHIM BLVD TO CLEON AVE. FROM VARYING ROADWAY WIDTH TO FULL MAJOR HIGHWAY STANDARDS. FROM 1 LN TO 2 LNS IN EACH DIRECTION. PPNO 3097.	\$15,417
LOS ANGELES	LOCAL HIGHWAY	LAF3317	0	BUS SIGNAL PRIORITY IN CULVER CITY. DESIGN, DEVELOP & INSTALL WIRELESS BUS SIGNAL PRIORITY SYSTEM ON CULVER CITY BUS FLEET AND AT INTERSECTIONS TO INCREASE OPERATION EFFICIENCY & TRAVEL TIME SAVINGS. THE PROJECT INCLUDES INTERSECTIONS WITH TRANSIT SERVICE WITHIN THE BOUNDARY OF THE CITY OF CULVER CITY.	\$2,751
LOS ANGELES	LOCAL HIGHWAY	LAE3793	0	CALIFORNIA AVE WIDENING: FROM WILLOW AVE AND SPRING ST WIDEN CALIFORNIA AVE TO SECONDARY MODIFIED HIGHWAY STREET STANDARDS (NON-CAPACITY).	\$1,200
LOS ANGELES	LOCAL HIGHWAY	LA0G616	0	CALIFORNIA STATE POLYTECHNIC UNIVERSITY ROADWAYS TO TRANSIT CENTER, CALIFORNIA; STREET IMPROVEMENTS ROADWAY REHABILITATION - SOUTH CAMPUS DRIVE, MULTIPLE PHASES.	\$2,519
LOS ANGELES	LOCAL HIGHWAY	LA9711031	0	CASTAIC CUTOFF FROM LAKE HUGHES RD TO SAN FRANCISQUITO CANYON RD CONSTRUCT NEW ROAD 4 12-FOOT LANES AND 10-FOOT SHOULDERS	\$7,600
LOS ANGELES	LOCAL HIGHWAY	LA996328	0	CCTV CAMERA INSTALLATION	\$602



Attachment I-1

6th Street Viaduct Seismic Improvement Project

LOS ANGELES COUNTY, CALIFORNIA
DISTRICT 7 – Bridge Nos. 53C-1880 and 53-0595
EA 251200
Federal Project Number 5006 (342)
SCH#2007081005

Final Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation

VOLUME I – MAIN TEXT

Prepared by

**State of California Department of Transportation (NEPA Lead Agency)
and
City of Los Angeles (CEQA Lead Agency)**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.



October 2011

Street to the north and south, respectively, and Soto Street and Central Avenue to the east and west, respectively.

3.3.2.2 Community Characteristics

There are two neighborhoods within the project area – the Downtown Arts District on the western side of the proposed project and the community of Boyle Heights on the eastern side – with both exhibiting strong community cohesion and a strong sense of historical connection to the development of the City.

The Downtown Arts District

The Downtown Arts District, which is located within the South Industrial Area, is roughly bound by 1st Street and 7th Street, the Los Angeles River, and Alameda Street. The district has its roots in the mid 1970s, and it has the oldest and largest contiguous neighborhood of Artists-in-Residence (AIR) lofts in southern California. Several AIR loft buildings are in the area, including the Factory Place Lofts at 1308 Factory Place just northwest of the project site, Lofts 726 at 726 S. Santa Fe Avenue, and 2121 Lofts at 2121 E. 7th Place located south of the project site. All of the AIR lofts in the area were once industrial buildings that have been converted into live/work spaces through the Adaptive Reuse Ordinance of 1999. The largest concentration of AIR lofts is located in the northern portion of the district between 1st Street and 4th Street; however, there has been a recent surge of AIR projects in the southern portion of the district near the proposed project, as is evident by the five proposed adaptive-reuse projects currently in various stages of development.²⁷ Many of the AIR loft buildings offer residents amenities that foster community cohesion, including open galleries and rooftop spaces. The Arts District Business Improvement District (BID) plays a prominent role in encouraging and promoting community cohesion by organizing monthly art walks, weekly neighborhood walks, and a neighborhood watch program.

On April 27, 2002, the Downtown Los Angeles Neighborhood Council (DLANC) was certified as an approved City Neighborhood Council. Its mission is to unite the diverse communities of Downtown Los Angeles and to provide an innovative forum for all community stakeholders to contribute to a healthy, vibrant, and inclusive downtown. The DLANC is composed of three groups, including residents (i.e., renters and owners), business owners, and others (e.g., social service groups, artists, and laborers). It is served by 27 internal board members, and general board meetings are held monthly. The DLANC is very involved in issues that affect the downtown area.

²⁷ Downtown Center Business Improvement District Web site (accessed November 2007).

The Boyle Heights Community

The Boyle Heights community is located east of the Los Angeles River. Boyle Heights was developed as one of the first residential suburbs in Los Angeles when the railroads were constructed along the Los Angeles River. It was initially settled by European immigrants and later by Mexican laborers employed by the railroads and related industrial sector. Some of the first City public housing projects were constructed in Boyle Heights, and much of the existing housing stock is in poor condition.²⁸ The community was segmented into four smaller areas and one larger area by the construction of four major freeways between 1940 and 1960. In addition, the Los Angeles River divides Boyle Heights from the downtown area. The bridges over the Los Angeles River, including the 6th Street Viaduct, have long served as a means of connecting Boyle Heights residents to downtown. Today, Boyle Heights is a predominantly Hispanic community.

Strong community cohesion in Boyle Heights is exemplified by the active citizen-participatory Boyle Heights Neighborhood Council (BHNC), which is divided into four quadrants – Quadrants 1, 2, 3, and 4 – covering the northeast, northwest, southeast, and southwest areas of Boyle Heights, respectively. Each quadrant has its own citizen members who meet monthly to discuss issues, proposed projects, and events in their respective communities. The 6th Street Viaduct lies within BHNC Quadrant 4, which is the largest quadrant. The sense of community cohesion in Boyle Heights is strengthened by the history shared by successive generations of residents living in the community where they were raised.

In addition to being an important link between the Boyle Heights Community and Downtown Los Angeles, many Boyle Heights residents view the viaduct as a community landmark and an iconic emblem of the City of Los Angeles as a whole. The 6th Street Viaduct used to be the venue for *Festival de la Gente*, which is an annual festival celebrating the traditional Latino holiday *Día de los Muertos*, the Day of the Dead. The festival, which is a major community event celebrating Latino culture, first started in 1999. In recent years, the festival has been sponsored by the Los Angeles City Council member of the 14th Council District in conjunction with the Speaker of the California Assembly, and Los Angeles City Mayor, with additional support by private corporate sponsors. The festival is the nation's largest *Día de los Muertos* celebration and features local Hispanic artists and entertainers, and various food and crafts booths. It is held annually during the last week of October, one or two days before the Day of the Dead. In 2006, more than 70,000 people attended the celebration.

²⁸ City of Los Angeles, 1998. Boyle Heights Community Plan. November.

3.3.2.3 Socioeconomic Characteristics

Socioeconomic and demographic data for the study area were drawn from the year 2000 census, supplemented by a business survey conducted for the proposed project (note that at the time this Final EIR/EIS was prepared, 2010 census data were not available). The three census tracts under study cover the proposed project site, its immediate surrounding area, and the area in the vicinity that could be potentially affected by traffic detour routes during proposed project construction, consisting of tracts 2060.40, 2060.50, and 2046 (Figure 3.3-1).

Population Demographics

Year 2000 U.S. Census data from the three study census tracts were used to characterize population demographic characteristics of the proposed project area. The population of these census tracts is approximately 10,000 residents, which is approximately 0.3 percent of the population of the City of Los Angeles (Table 3.3-1). The percentages of working age (19 to 64) population within the study census tracts range from a low of 54 percent (Tract 2046) to a high of 66 percent (Tract 2060.50), which is similar to both the City and County of Los Angeles.

Table 3.3-2 presents the racial composition of the population in the study census tracts and the larger region. The study census tracts contain a higher percentage of Hispanic or Latino population (ranging from 61 to 97 percent) compared to the City and County of Los Angeles, which have approximately 45 percent Hispanic or Latino population. The percentage of white population within the census tracts under study is much lower than the City and County of Los Angeles. Based on this statistic, the study area is considered a predominantly minority community compared to the larger population within the County of Los Angeles.

Socioeconomic Demographics

According to Year 2000 U.S. Census data, 2,954 households are located within the study census tracts (see Table 3.3-3). The average household sizes in the three study census tracts (i.e., 2060.40, 2060.50, and 2046) of 2.8, 2.6, and 3.9 persons are essentially in the same range as the City and County of Los Angeles with 2.8 and 3.0 persons, respectively. The average family size in Tracts 2060.40 and 2060.50 of 3.8 persons and Tract 2046 of 4.2 persons is slightly higher than that of the City and County of Los Angeles at 3.6 persons.

As shown in Table 3.3-3, median annual household incomes within the three study census tracts range from \$22,000 to \$29,000. These numbers are much lower than the City and County of Los Angeles incomes of \$36,000 and \$42,000, respectively. The median annual family incomes for the study census tracts follow the same pattern as the household annual incomes.

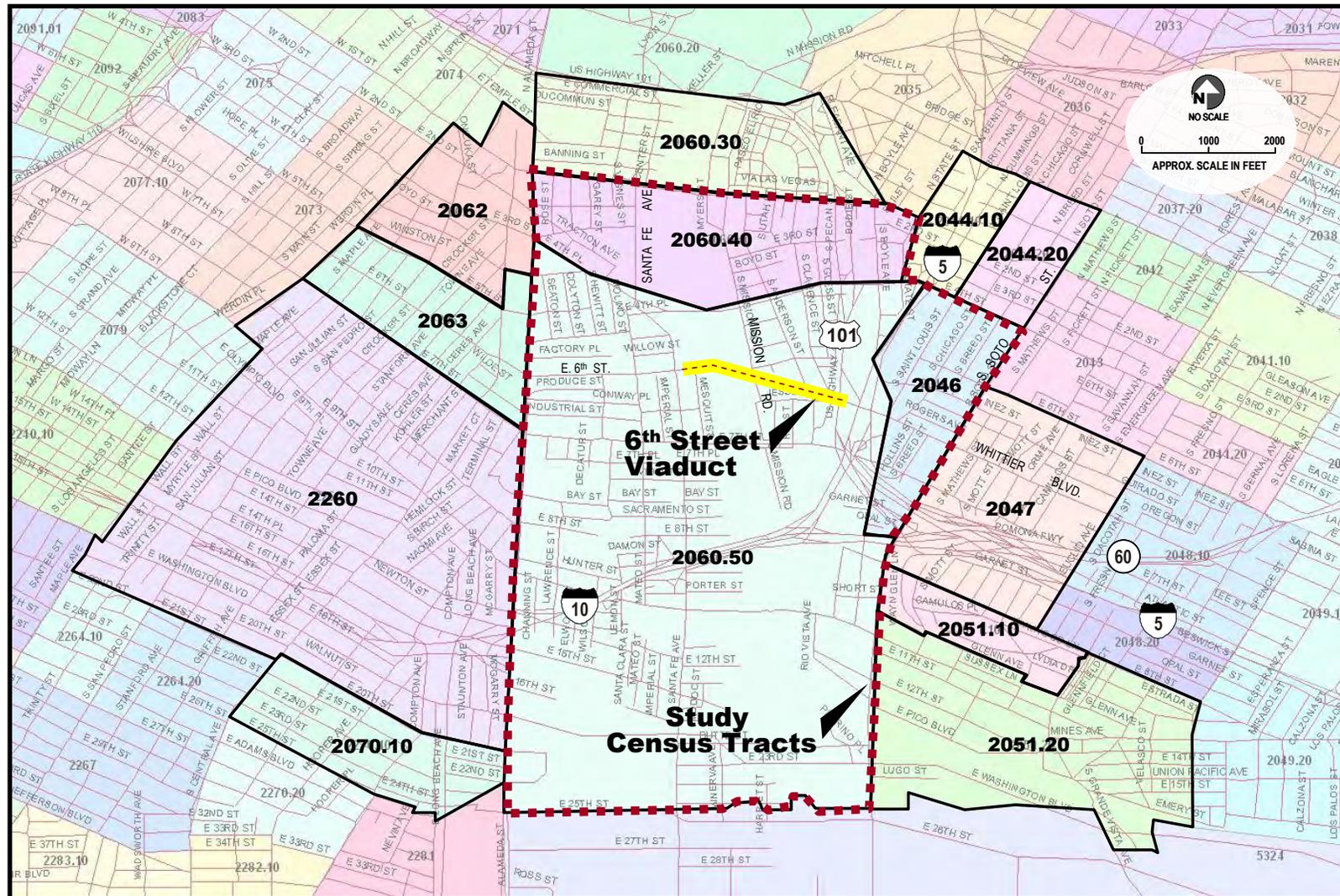


Figure 3.3-1 Census Tracts in the Vicinity of the 6th Street Viaduct Seismic Improvement Project

**Table 3.3-1
Study Census Tract Population Demographics**

Demographic	Tract 2060.40		Tract 2060.50		Tract 2046		City of Los Angeles		County of Los Angeles	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Population	3,391		2,552		4,083		3,694,834		9,519,338	
Population 19 or younger	1,050	31	588	23	1,494	37	1,087,223	29	2,936,713	31
Population 19 to 64	1,897	56	1,681	66	2,206	54	2,250,501	61	5,655,655	59
Population 65+	444	13	283	11	383	9	357,110	10	926,970	10

Source: U.S. Census, 2000.

**Table 3.3-2
Racial Composition of Population in the Study Census Tracts**

Demographic	Tract 2060.40		Tract 2060.50		Tract 2046		City of Los Angeles		County of Los Angeles	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Population	3,445		2,488		4,083		3,694,820		9,519,338	
White	267	8	527	21	53	1	1,099,188	30	2,959,614	31
Black or African American	120	3	242	10	10	0	401,986	11	901,472	9
American Indian and Alaska Native	13	0	3	0	5	0	8,897	0	25,609	0
Asian	441	13	170	7	40	1	364,850	10	1,124,569	12
Native Hawaiian and Other Pacific Islander	4	0	1	0	0	0	4,484	0	23,265	0
Some other race	4	0	2	0	5	0	9,065	0	19,935	0
Two or more races	32	1	29	1	18	0	87,277	2	222,661	2
Hispanic or Latino	2,564	74	1,514	61	3,952	97	1,719,073	47	4,242,213	45

Source: U.S. Census, 2000.

07-City of Los Angeles-08

Chapter 3 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

**Table 3.3-3
Study Area Socioeconomic Characteristics**

Demographic	Tract 2060.40		Tract 2060.50		Tract 2046		City of Los Angeles		County of Los Angeles	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Population	3,445		2,488		4,083		3,694,820		9,519,338	
In Labor Force over 16	1,451	42	1,176	47	1,277	31	1,690,316	46	4,312,264	45
Per Capita Income	\$10,662		\$15,941		\$8,343		\$20,671		\$20,683	
Individual Earnings below Poverty Level	1,144	33	853	34	1,511	37	801,050	22	1,674,599	18
Total Families	622		336		865		807,039		2,154,311	
Average Family Size	3.8		3.8		4.2		3.6		3.6	
Median Family Income	\$27,750		\$27,083		\$22,182		\$39,942		\$46,452	
Families below Poverty Level	202	32	111	33	284	33	147,516	18	311,226	14
Total Households	1,124		801		1,029		1,276,609		3,136,279	
Average Household Size	2.81		2.57		3.91		2.83		2.98	
Median Household Income	\$22,143		\$29,145		\$21,875		\$36,687		\$42,189	

Source: U.S. Census, 2000.

Individual earnings in 1999 below the poverty level, which is defined as a minimum income level below which a person is officially considered to lack adequate subsistence and to be living in poverty, within the study census tracts were reported to be 33 to 37 percent, which is higher than that of the City of Los Angeles (22 percent) and the County of Los Angeles (18 percent).

Family incomes below the poverty level within the study census tracts are reported at 32 percent (Tract 2060.40) and 33 percent (Tracts 2060.50, and 2046), which is higher than that of the City of Los Angeles (18 percent) and the County of Los Angeles (14 percent).

The U.S. Department of Health and Human Services (HHS) establishes the poverty threshold on an annual basis. A family is considered “low-income” if its income is at or below the HHS poverty guidelines. The Year 1999 poverty threshold for an average family size of four was \$16,700 (note that 1999 is used to be consistent with the 2000 census data). Based on the HHS thresholds for poverty, the study area is not at the poverty level; however, considering the “needs-based” poverty threshold developed by the Los Angeles Alliance for a New Economy (LAANE), the working poor (i.e., a working poor family must have at least one member who reported income from work in the last year) in Los Angeles County is defined as individuals with a total family income below 200 percent of the federal poverty level.²⁹ The “need-based” poverty threshold was determined based on two criteria: the income levels at which families are still eligible for government anti-poverty programs, and the actual cost of living in Los Angeles County. Based on this study, the poverty threshold of the working population in Los Angeles County was \$33,300 for a family of four in 1998. The study pointed out that during the 1990s, the number of poor families rose from 36 percent to 43 percent of the population in Los Angeles County, and accounted for 4.1 million residents according to the needs-based poverty threshold. Since the median annual household incomes within the three study census tracts range from \$22,000 to \$29,000, the study area population is considered low-income based on the “need-based” poverty threshold for Los Angeles County.

Unemployment Rate

Based on Year 2000 U.S. Census data, 12 percent of the population in the labor force within the study census tracts was unemployed at the time of the survey, which is higher than the City and County of Los Angeles unemployment of 8 to 9 percent (Table 3.3-4). Data in Table 3.3-4 also reveal that the workforce in the study census tracts use public transportation, walk, or bike to work at higher percentages than those in the City and County of Los Angeles as a whole.

²⁹ Moore, Paul, et al., 2000. *The Other Los Angeles: The Working Poor in the City of the 21st Century*. Los Angeles for A New Economy. August.

**Table 3.3-4
Study Area Employment Data, Location of Work, and Means of Transportation to Work**

Demographic	Tract 2060.40		Tract 2060.50		Tract 2046		City of Los Angeles		County of Los Angeles	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Population in the Labor Force	1,451		1,176		1,277		1,690,316		4,312,264	
Employed	1,296	89	1,038	88	1,110	87	1,532,074	91	3,953,415	92
Unemployed	155	11	138	12	167	13	156,578	9	354,347	8
Location of Work:										
Work in Place of Residence	709	55	592	57	610	55	943,489	62	1,382,500	35
Worked outside Place of Residence	571	44	407	39	431	39	551,406	36	2,402,195	61
Means of Transportation to Work:										
Car, Truck, or Van	889	69	649	63	710	64	1,203,143	79	3,296,964	83
Public Transportation	203	16	197	19	253	23	152,435	10	254,091	6
Walking, Bike, Motorcycle, Other Means	110	8	78	8	67	40	77,622	5	173,052	4
Worked at Home	78	6	75	7	11	1	61,695	4	134,643	3

Source: U.S. Census, 2000.

**Table 3.3-5
Labor Force Data in Los Angeles County as of November 2010**

Area Name	Labor Force	Employment	Unemployment	
			Number	Rate (%)
County of Los Angeles	4,910,000	4,271,900	638,100	13.0
City of Los Angeles	1,927,500	1,651,600	275,900	14.3
East Los Angeles Census Designated Place (unincorporated East Los Angeles)	51,200	41,900	9,300	18.1

Source: California Employment Development Department, 2010.

**Table 3.3-6
Study Census Tract Housing Demographics**

Housing Demographic	Tract 2060.40		Tract 2060.50		Tract 2046		City of Los Angeles		County of Los Angeles	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total	1,071		791		1,027		1,275,412		3,133,774	
Owner occupied	91	8	40	5	228	22	491,882	39	1,499,744	48
Renter occupied	980	92	751	95	799	78	783,530	61	1,634,030	52

Source: U.S. Census, 2000.

The unemployment rates reported by the California Employment Development Department (November 2010) show lower unemployment rates for the population in the labor workforce for the County and City of Los Angeles at 13.0 and 14.3 percent than the East Los Angeles area, respectively (Table 3.3-5). Although the data were not reported by census tract, the unemployment rate of 18.1 percent reported for East Los Angeles is higher than the city and county numbers.

Housing Demographics

Based on Year 2000 U.S. Census housing characteristic data, 2,090 houses were located in the three study census tracts, which is approximately 0.16 percent of the number of houses reported for the City of Los Angeles (see Table 3.3-6). Most of the housing within the study census tracts was renter occupied (ranging from 78 percent in Tract 2046 to 95 percent in Tract 2060.50), which is much higher than the City and County of Los Angeles at 61 and 52 percent, respectively. Note that the housing characteristic data clearly show a higher percentage of owner-occupied housing in the area east of the Los Angeles River than on the west side; however, the recent survey conducted by the Los Angeles Downtown Center Business Improvement District shows that more housing units in downtown Los Angeles were owned in 2006 (30.2 percent) than in 2004 (18.6 percent).³⁰ According to this report, the increase in owner-occupied housing may be the result of the inclusion of newly developed condominium properties that recently opened; however, this number represents the entire downtown area and may not be a representative number for the project study area.

3.3.3 Environmental Consequences

3.3.3.1 Construction Impacts

Impacts on community character and cohesion are addressed by how proposed projects are likely to affect the people, institutions, neighborhoods, service delivery organizations, and overall social and economic systems surrounding a proposed undertaking.

The proposed project would involve a prolonged period of construction for both the retrofit and replacement alternatives. Area residents would endure greater impacts resulting from construction activities as compared to the surrounding population; however, once construction is complete, traffic circulation would soon return to normal.

Alternative 1 – No Action

The No Action Alternative would result in no impacts to community character and cohesion as long as the viaduct remains in service. In the event the viaduct is determined to be unserviceable, the City would seek emergency funding sources to replace it. If this were to occur, it is estimated

³⁰ The Los Angeles Downtown Center Business Improvement District, 2007. *The Downtown Los Angeles Market Report & 2006 Demographic Survey of New Downtown Residents*. February.

6th Street Viaduct Seismic Improvement Project

LOS ANGELES COUNTY, CALIFORNIA
DISTRICT 7 – Bridge Nos. 53C-1880 and 53-0595
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Final Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation

VOLUME I – MAIN TEXT

Prepared by

State of California Department of Transportation (NEPA Lead Agency)
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October 2011

3.7 Traffic and Transportation/Pedestrian and Bicycle Facilities

This section addresses potential impacts to vehicular traffic and circulation associated with implementation of each of the proposed project alternatives. The traffic and circulation impact analysis is based on the results of a traffic study conducted for the project.³⁸

3.7.1 Regulatory Setting

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). Special needs of the elderly and disabled must also be considered in all federal-aid projects that include pedestrian facilities. When pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR part 27) implementing Section 504 of the Rehabilitation Act (29 U.S.C. 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

3.7.2 Affected Environment

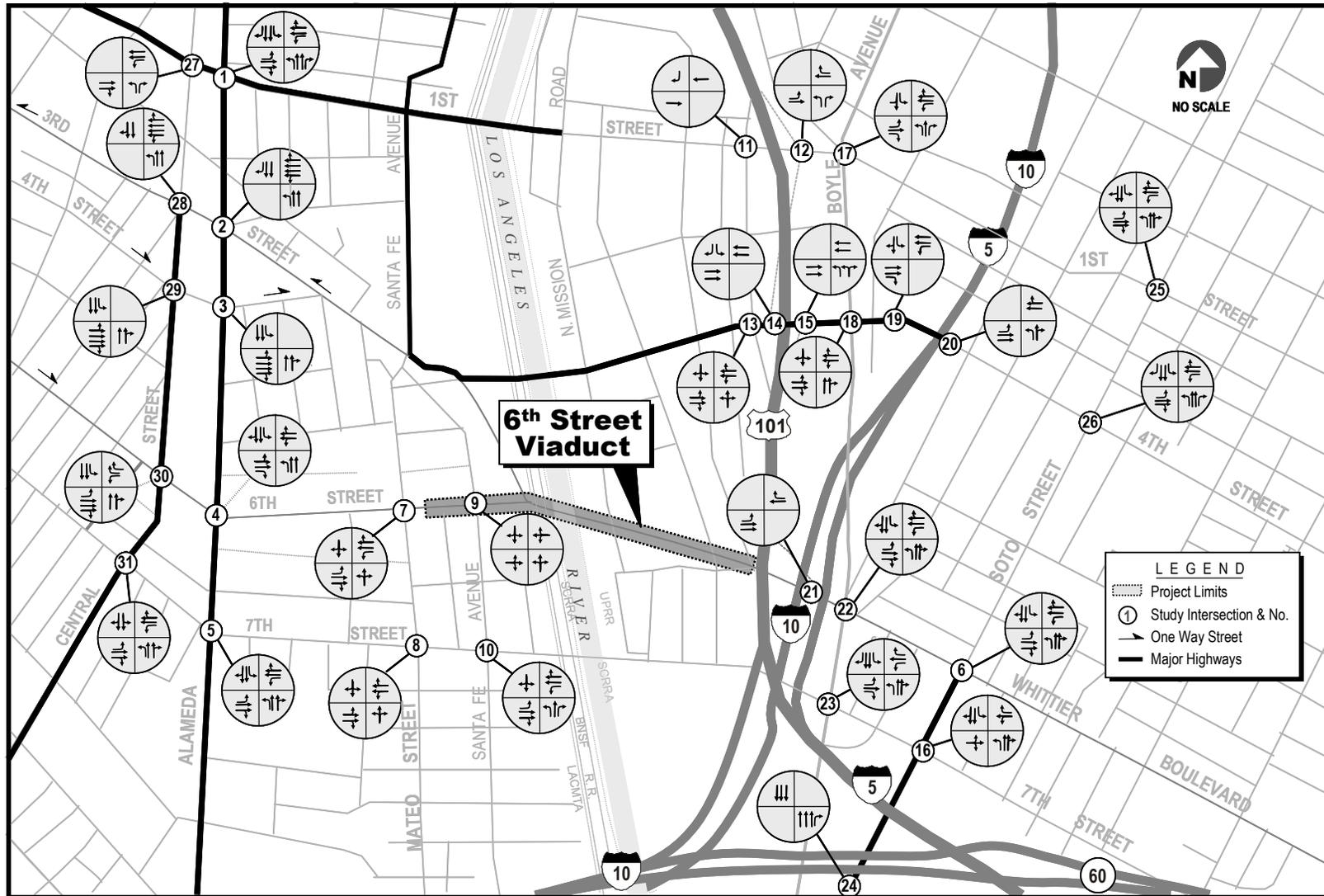
3.7.2.1 Study Area Definition

The 6th Street Viaduct provides a major link between downtown Los Angeles and various communities on the east side of the Los Angeles River. In the project vicinity, 6th Street/Whittier Boulevard is directly connected to four major north-south streets – Central Avenue and Alameda Street located to the west of the viaduct and Boyle Avenue and Soto Street located to the east. Sixth Street is connected to US 101 through a northbound (NB) on-ramp immediately east of the project limit. The area surrounding the project area is fully developed with residential, commercial, and industrial buildings. Figure 3.7-1 shows the project area and surrounding roadway and intersection system.

3.7.2.2 Existing Roadway System

Classifications and descriptions of the existing roadways within the study area, as defined by the LADOT, are summarized below.

³⁸ Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project. October 2008 and 6th Street Viaduct Seismic Improvement Project 2008 Traffic Analysis Report Validation Findings Technical Memorandum. February 2011.



Source: Modified from Traffic Analysis Report, (ACT Consultant, 2007)

Figure 3.7-1 Traffic Study Intersections and Existing Lane Configurations

East-West Streets

1st Street – First Street is the northern boundary of the project study area. It is designated as a Major Highway west of the Los Angeles River and a Secondary Highway east of the river. It has two lanes in each direction, except at certain sections between Mission Road and US 101 that were striped to one lane in each direction due to ongoing construction activities, and left-turn pockets at most signalized intersections. The posted speed on 1st Street is 25 mph. The 1st Street Viaduct spans over the Union Pacific Railroad (UPRR), the Los Angeles River, and the Burlington Northern Santa Fe (BNSF) Railway facilities. The 1st Street Viaduct and Street Widening Project is currently under construction in combination with the Gold Line Eastside Extension light rail transit line. Sections of the street were restriped to one lane in each direction, and intersection approach lanes were also reduced during construction. The 1st Street construction work will be completed by 2010.

4th Street – Within the project study area, 4th Street is designated as a Major Highway between I-5 and Santa Fe Avenue. It is a Secondary Highway west of Santa Fe Avenue and east of I-5. Fourth Street has two lanes in each direction and a median lane allowing left turns during off-peak hours. The median lane operates as a reversible lane during peak periods. It provides an additional westbound (WB) through lane during the morning peak period and is reversed in the eastbound (EB) direction during the afternoon peak period. Fourth Street becomes a WB one-way street west of the intersection with 3rd Street. The posted speed on 4th Street is 35 mph. Within the project study area, 4th Street carries more traffic than all three other east-west streets combined. The 4th Street Viaduct spans over the MTA and UPRR tracks, the Los Angeles River, and the MTA and BNSF tracks.

6th Street – Sixth Street is designated as a Secondary Highway within the project study area. It becomes Whittier Boulevard east of I-5. Sixth Street has two lanes in each direction and left-turn pockets at most signalized intersections. The posted speed on 6th Street is 35 mph. The 6th Street Viaduct spans over Santa Fe Avenue, the MTA and UPRR tracks, the Los Angeles River, the MTA and BNSF tracks, and US 101.

7th Street – Seventh Street is the southern boundary of the project study area. It is a Secondary Highway within the project study area. It has two lanes in each direction and left-turn pockets at most signalized intersections. The posted speed on 7th Street is 35 mph. The 7th Street Viaduct spans over the MTA and UPRR tracks, the Los Angeles River, and the MTA and BNSF tracks.

North-South Streets

Central Avenue – Central Avenue is the western boundary of the project study area. It is designated as a Major Highway, except for the segment north of 3rd Street, which becomes a

Secondary Highway. It has two lanes in each direction and left-turn pockets at most signalized intersections. The posted speed on Central Avenue is 35 mph. It is connected to the four east-west streets within the study area with signalized intersections.

Alameda Street – Alameda Street is designated as a Major Highway with two lanes in each direction and left-turn pockets at most signalized intersections. The posted speed on Alameda Street is 35 mph. It intersects with the four east-west streets within the study area with signalized intersections.

Mateo Street – Mateo Street is designated as a Secondary Highway with one lane in each direction. It is connected to 6th Street and 7th Street with signalized intersections and terminates at Santa Fe Avenue before crossing under the 4th Street Viaduct. Mateo Street is the first intersection with the 6th Street Viaduct west of the Los Angeles River. The posted speed on Mateo Street is 30 mph. It serves the warehouses and businesses in the area.

Santa Fe Avenue – Santa Fe Avenue is designated as a Secondary Highway south of 4th Street and becomes a Major Highway north of 4th Street. It has two lanes in each direction. It traverses under the viaducts of 1st Street, 4th Street, and 6th Street, and it connects with 7th Street via a signalized intersection. This street provides access to warehouses and light industrial land uses in the area. The posted speed on Santa Fe Avenue is 30 mph.

Boyle Avenue – Boyle Avenue is designated as a Secondary Highway with one lane in each direction and a central left-turn lane. It is connected to the four east-west streets within the study area with signalized intersections. The posted speed is 35 mph.

Soto Street – Soto Street is the eastern boundary of the project study area. It is designated as a Major Highway south of 6th Street (Whittier Boulevard) and a Secondary Highway north of Whittier Boulevard. It has two lanes in each direction and left-turn pockets at most signalized intersections. It intersects with the four east-west streets within the study area via signalized intersections. The posted speed on Soto Street is 35 mph.

Traffic Study Intersections

The traffic study analyzed 31 intersections, including several freeway on- and off-ramps. Intersection locations and control types are listed in Table 3.7-1.

**Table 3.7-1
Studied Intersections**

No.	Intersection	Control Type
1	1 st Street and Alameda Street	Signal
2	3 rd Street and Alameda Street	Signal
3	4 th Street and Alameda Street	Signal
4	6 th Street and Alameda Street	Signal
5	7 th Street and Alameda Street	Signal
6	Whittier Boulevard and Soto Street	Signal
7	6 th Street and Mateo Street	Signal
8	7 th Street and Mateo Street	Signal
9	6 th Street (Frontage Road) and Santa Fe Avenue	Signal
10	7 th Street and Santa Fe Avenue	Signal
11	1 st Street and US 101 SB Off-Ramps	Stop Sign
12	1 st Street and US 101 NB On-/Off-Ramps	Signal
13	4 th Street - Pecan Street/US 101 SB On-Ramp	Stop Sign
14	4 th Street and US 101 SB Off-Ramp	Stop Sign
15	4 th Street and US 101 NB Off-Ramp	Signal
16	7 th Street and Soto Street	Signal
17	1 st Street and Boyle Avenue	Signal
18	4 th Street and Boyle Avenue	Signal
19	4 th Street and I-5 SB On-/Off-Ramps/Gertrude Street	Stop Sign
20	4 th Street and I-5 NB On-/Off-Ramps/Cummings Street	Signal
21	Whittier Boulevard and US 101 NB On-Ramp	Stop Sign
22	Whittier Boulevard and Boyle Avenue	Signal
23	7 th Street and Boyle Avenue	Signal
24	SR 60 EB On-Ramp and Soto Street	No Control
25	1 st Street and Soto Street	Signal
26	4 th Street and Soto Street	Signal
27	1 st Street and Central Avenue	Signal
28	3 rd Street and Central Avenue	Signal
29	4 th Street and Central Avenue	Signal
30	6 th Street and Central Avenue	Signal
31	7 th Street and Central Avenue	Signal
Notes: NB = Northbound SB = Southbound EB = Eastbound		

Source: Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project, 2008.

3.7.2.3 Existing Traffic Volumes

Existing (2007) traffic volumes were defined based on traffic counts conducted in December 2006 and May 2007. Daily traffic volumes and vehicle classification counts were conducted on selected streets. Average Daily Traffic (ADT) for all roadway segments within the project study area in terms of annual average value (AADT) is summarized in Table 3.7-2. The AADT for segments without daily traffic counts was estimated using the base year (2000) volumes provided by the Southern California Association of Governments (SCAG). The SCAG volumes were projected to 2007 volumes using a compound growth rate of 1 percent per year.

**Table 3.7-2
Existing Average Daily Traffic Volumes and Vehicle Classifications**

Street	Segment and Intersection #	AADT	Truck AADT	% Truck	AM Peak Hour – Truck				PM Peak Hour – Truck			
					EB		WB		EB		WB	
					Med Truck	Heavy Truck	Med Truck	Heavy Truck	Med Truck	Heavy Truck	Med Truck	Heavy Truck
6 th Street	Soto (6) to Boyle (22)	14,900	894	6	13	8	43	29	38	26	15	10
	Boyle (22) to US 101 NB on-ramp (21)	13,260	796	6	8	5	47	31	33	22	15	10
	US 101 NB on-ramp (21) to Mateo (7)	13,220	793	6	10	7	45	30	35	23	13	9
	Mateo (7) to Alameda (4)	12,290	737	6	12	8	36	24	33	22	11	7
	Alameda (4) to Central (30)	12,340	740	6	15	10	35	23	31	20	14	9
1 st Street	Soto (25) to Boyle (17)	10,880	544	5	8	5	20	13	20	13	13	9
	Boyle (17) to US 101 NB on-/off-ramps (12)	10,420	521	5	9	6	19	13	19	13	12	8
	US 101 NB on-/off-ramps (12) to SB on-/off-ramps (11)	12,470	624	5	9	6	40	27	19	13	18	12
	US 101 SB on-/off-ramps (11) to Alameda (1)	12,690	635	5	30	20	41	27	20	13	18	12
	Alameda (1) to Central (27)	21,420	1,071	5	13	9	29	20	32	21	33	22
4 th Street	Soto (26) to I-5 NB on-/off-ramps/ Cummings (20)	27,520	1,376	5	14	10	59	39	32	22	50	34
	I-5 NB on-/off-ramps/ Cummings (20) to SB on-/off-ramps (19)	21,050	1,053	5	18	12	37	25	50	33	13	9
	I-5 SB on-/off-ramps (19) to Boyle (18)	17,780	889	5	15	10	44	29	45	30	8	6
	Boyle (18) to US 101 NB off-ramp (15)	17,470	874	5	11	8	48	32	39	26	14	9
	US 101 NB off-ramp (15) to SB off-ramp (14)	17,840	892	5	10	7	77	52	31	21	22	15
	US 101 SB off-ramp (14) to Pecan/US 101 SB on-ramp (13)	17,680	884	5	8	5	75	50	30	20	23	15
4 th Street	Pecan/US 101 SB on-ramp (13) to Alameda (2)	23,850	1,193	5	12	8	72	48	52	34	20	13

**Table 3.7-2
Existing Average Daily Traffic Volumes and Vehicle Classifications**

Street	Segment and Intersection #	AADT	Truck AADT	% Truck	AM Peak Hour – Truck				PM Peak Hour – Truck			
					EB		WB		EB		WB	
					Med Truck	Heavy Truck	Med Truck	Heavy Truck	Med Truck	Heavy Truck	Med Truck	Heavy Truck
	Alameda to Central, EB: (29) to (3), WB: (2) to (28)	25,770	1,289	5	11	8	71	47	50	33	27	18
7 th Street	Soto (16) to Boyle (23)	12,170	730	6	9	6	26	18	14	9	30	20
	Boyle (23) to Santa Fe (10)	11,280	677	6	16	11	22	15	31	21	10	6
	Santa Fe (10) to Mateo (8)	13,460	808	6	14	9	33	22	34	23	14	9
	Mateo (8) to Alameda (5)	13,470	808	6	19	13	32	22	31	21	18	12
	Alameda (5) to Central (31)	12,730	764	6	16	11	33	22	27	18	18	12
Central Avenue	1 st Street (27) to 3 rd Street (28)	6,530	392	6	11	7	12	8	14	10	9	6
	3 rd Street (28) to 4 th Street (29)	9,010	541	6	12	8	15	10	20	13	12	8
	4 th Street (29) to 6 th Street (30)	12,890	773	6	30	20	16	11	35	23	12	8
	6 th Street (30) to 7 th Street (31)	12,440	746	6	17	12	31	21	23	15	22	15
Alameda Street	1 st Street (1) to 3 rd Street (2)	19,340	967	5	27	18	27	18	30	20	28	19
	3 rd Street (2) to 4 th Street (3)	19,730	987	5	26	17	27	18	33	22	26	17
	4 th Street (3) to 6 th Street (4)	20,210	1,011	5	26	17	29	20	31	21	29	20
	6 th Street (4) to 7 th Street (5)	21,370	1,069	5	27	18	34	23	33	22	31	21
Mateo Street	6 th Street (7) to 7 th Street (8)	2,730	300	11	11	7	11	8	9	6	9	6
Santa Fe Avenue	6 th Street/Frontage Road (9) to 7 th Street (10)	6,170	679	11	26	17	13	9	23	15	18	12
Boyle Avenue	1 st Street (17) to 4 th Street (18)	9,190	368	4	11	8	11	7	12	8	10	7
	4 th Street (18) to 6 th Street (22)	12,770	511	4	14	9	10	6	20	13	11	7
	6 th Street (22) to 7 th Street (23)	14,190	568	4	13	8	15	10	20	13	14	10
Soto Street	1 st Street (25) to 4 th Street (26)	27,280	1,364	5	32	21	29	19	55	37	27	18
	4 th Street (26) to 6 th Street/Whittier (6)	29,740	1,487	5	20	13	47	31	32	21	57	38
	6 th Street/Whittier (6) to 7 th Street (16)	15,960	798	5	23	15	24	16	29	19	19	13
	7 th Street (16) to SR 60 EB on-ramp (24)	23,150	1,158	5	41	27	24	16	50	33	20	13

Notes: AADT = Annual Average Daily Traffic; NB = Northbound; SB: Southbound; EB = Eastbound

Source: Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project, 2008.

Analysis of a 3-mile stretch of residential areas along 6th Street and Whittier Boulevard in the vicinity of the viaduct bounded by 4th Street and 7th Street, using trip generation codes published by the Institution of Transportation Engineers, determined that local trips utilizing the 6th Street Viaduct total approximately 11,500 vehicles per day (out of the daily average of 13,260); these are predominantly passenger cars. Based on this information, it appears that the 6th Street Viaduct serves the local population more than regional commuters.

3.7.2.4 Existing Intersection Levels of Service

The efficiency of traffic operations on a transportation facility is measured in terms of Level of Service (LOS). Street intersections, as the critical location of surface transportation systems, are normally selected to describe traffic performance. LOS is a measure of average operating conditions at intersections during an hour. It is based on turn movement traffic volumes from each street approach (V), traffic handling capacity of each street approach per traffic control at each street approach (C), and the volume-to-capacity (V/C) ratio determined by dividing the volume of the traffic handled by the intersection during the hour by the total capacity (i.e., the maximum traffic volume that the intersection is capable of handling during an hour). LOS ranges from A to F, with A representing excellent (free-flow) conditions and F representing congestion. Intersections with a vehicular volume at or near its capacity experience greater congestion and longer vehicle delays than intersections with a smaller vehicular volume to available capacity. Table 3.7-3 describes the LOS concept and the operating conditions expected under each LOS for signalized intersections.

**Table 3.7-3
Intersection Level of Service (LOS) Definitions**

LOS	Interpretation	Volume/Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000-0.6000
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized, and traffic queues start to form.	0.601-0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted	0.701-0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with peak traffic periods.	0.801-0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	0.901-1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.000

Source: Highway Capacity Manual, Special Report 209. Transportation Research Board, Washington, D.C. 1997.

Level of service (LOS) was calculated for the study intersections using the CalcaDB Model, which is a spreadsheet developed by LADOT using the CMA Circular 212 method. Capacity per lane was set at 1,500 vehicles at signalized intersections and 1,200 vehicles at non-signalized intersections. The LADOT allows a reduction of 0.100 in vehicles per capacity (V/C) for

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intersections connected to the LADOT Automated Traffic Surveillance and Control (ATSAC) System. All of the signalized intersections studied are part of the ATSAC system; therefore, they were subject to the 0.100 V/C reduction for each CMA run.

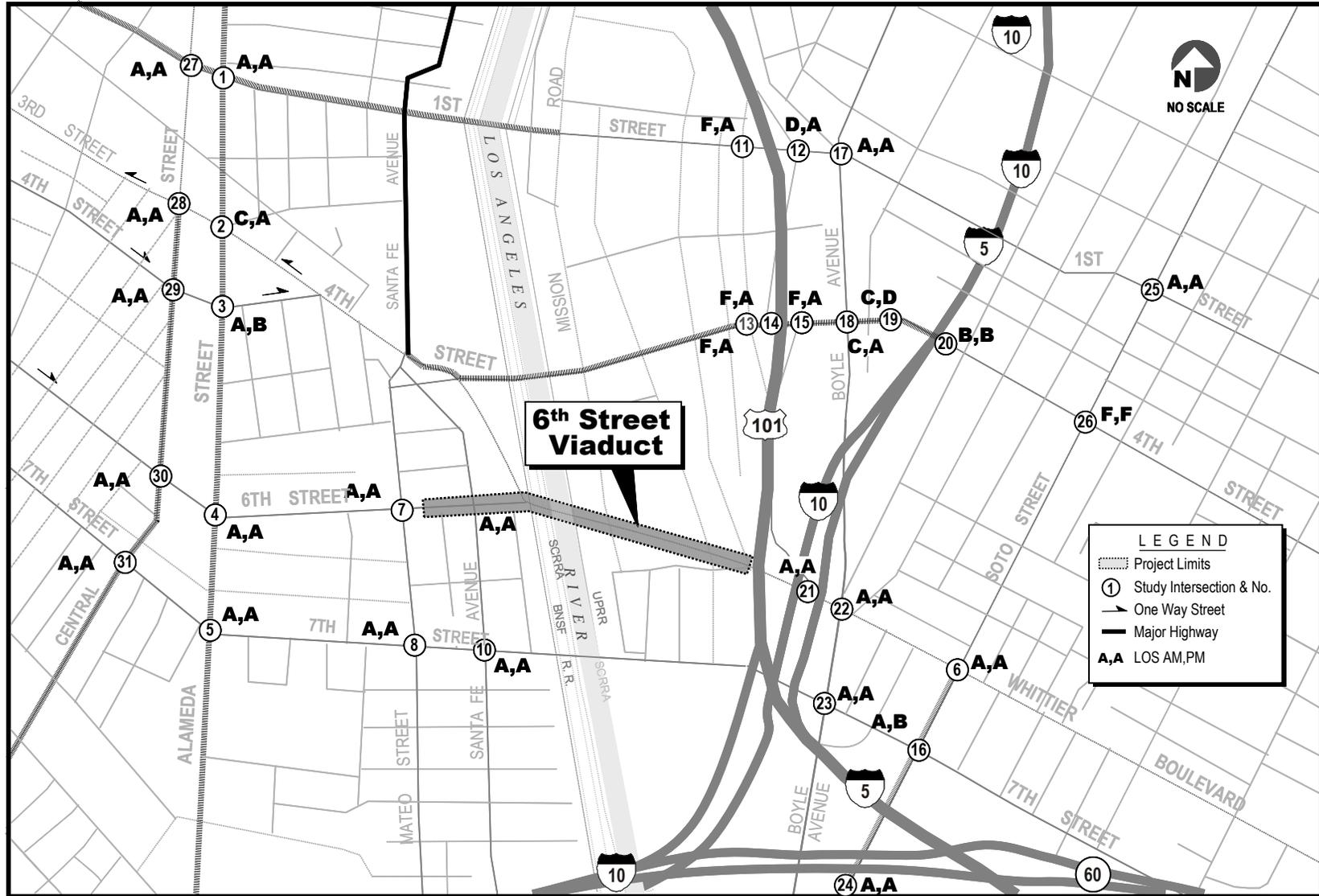
Existing LOS determined by the CMA method are summarized in Table 3.7-4. Existing peak-hour LOS are shown in Figure 3.7-2.

**Table 3.7-4
Existing Levels of Service at Study Intersections**

No.	Intersection	AM		PM	
		LOS	V/C	LOS	V/C
1	1 st Street and Alameda Street	A	0.537	A	0.529
2	3 rd Street and Alameda Street	C	0.706	A	0.411
3	4 th Street and Alameda Street	A	0.290	B	0.652
4	6 th Street and Alameda Street	A	0.528	A	0.513
5	7 th Street and Alameda Street	A	0.566	A	0.578
6	Whittier Boulevard and Soto Street	A	0.549	A	0.572
7	6 th Street and Mateo Street	A	0.319	A	0.288
8	7 th Street and Mateo Street	A	0.248	A	0.296
9	6 th Street (Frontage Road) and Santa Fe Avenue	A	0.141	A	0.102
10	7 th Street and Santa Fe Avenue	A	0.403	A	0.476
11	1 st Street and US 101 SB Off-Ramps	F	1.133	A	0.547
12	1 st Street and US 101 NB On-/Off-Ramps	D	0.815	A	0.388
13	4 th Street - Pecan Street/US 101 SB On-Ramp	F	1.037	A	0.541
14	4 th Street and US 101 SB Off-Ramp	F	1.047	A	0.451
15	4 th Street and US 101 NB Off-Ramp	F	0.109	A	0.422
16	7 th Street and Soto Street	A	0.557	B	0.670
17	1 st Street and Boyle Avenue	A	0.361	A	0.537
18	4 th Street and Boyle Avenue	C	0.718	A	0.595
19	4 th Street and I-5 SB On-/Off-Ramps/Gertrude Street	C	0.731	D	0.870
20	4 th Street and I-5 NB On-/Off-Ramps/Cummings Street	B	0.670	B	0.647
21	Whittier Boulevard and US 101 NB On-Ramp	A	0.534	A	0.281
22	Whittier Boulevard and Boyle Avenue	A	0.551	A	0.487
23	7 th Street and Boyle Avenue	A	0.339	A	0.334
24	SR 60 EB On-Ramp and Soto Street	A	0.218	A	0.286
25	1 st Street and Soto Street	A	0.408	A	0.485
26	4 th Street and Soto Street	F	0.102	F	0.142
27	1 st Street and Central Avenue	A	0.258	A	0.445
28	3 rd Street and Central Avenue	A	0.380	A	0.162
29	4 th Street and Central Avenue	A	0.082	A	0.391
30	6 th Street and Central Avenue	A	0.337	A	0.395
31	7 th Street and Central Avenue	A	0.443	A	0.353

Notes: NB = Northbound; SB: Southbound; EB = Eastbound

Source: Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project, 2008.



Source: Modified from Traffic Analysis Report, (ACT Consultant, 2007)

Figure 3.7-2 Existing Level of Service (2007)

It should be noted that except for several intersections along 4th Street, most of the intersections within the project study area are concurrently operating at LOS A or B during the morning and afternoon peak hours. Existing LOS F condition, defined by LADOT as FAILURE, occurs at the following locations:

- 1st Street/US 101 Southbound (SB) Off-Ramp, AM peak hour
- 4th Street/Pecan Street, AM peak hour
- 4th Street/US 101 SB Off-Ramp, AM peak hour
- 4th Street/US 101 NB Off-Ramp, AM peak hour
- 4th Street/Soto Street, AM and PM peak hours

3.7.2.5 Future Year (2038) Traffic Forecast

The traffic study predicted traffic volume and LOS for the year 2038 to cover the 20-year design life. Since the project would not increase traffic volume capacity, year 2038 traffic volume under the No Action and build alternatives would be the same.

Future year traffic volumes were derived from traffic model outputs provided by SCAG. The SCAG model covered all of the Major and Secondary Highways in the traffic study area for this proposed project. Maps in Geographic Information System (GIS) format and databases for 2000 (base year) and 2030 were provided by SCAG. The databases include directional volumes for ADT volumes, morning peak period, and afternoon peak period for each link (street segment) within the study area.

Year 2030 traffic volumes were originally projected to Future Year 2035 using growth rates derived from Year 2000 and 2030 data. These growth rates are link specific and range from 0.1 to 1.4 percent; the higher growth rates were generally observed on directions with relatively low Year 2000 volumes. The peak period data provided by SCAG included volumes for 3 consecutive hours in the AM peak period and 4 hours during the PM peak period. For the purpose of intersection capacity analysis, the peak-period volumes were converted to peak-hour volumes by using the factor of 0.38 for the AM peak period and 0.28 for the PM peak period; these factors were provided by SCAG.

Because of funding delays and anticipated ROW acquisition issues, the construction year has been pushed back from the original estimate of 2011-2014 in the Draft EIR/EIS to 2014-2017, with a new opening year of 2018 rather than 2014. As a result, new Future Year 2038 traffic volumes were projected for analysis purposes instead of Year 2035, as previously analyzed. An updated traffic study was prepared to validate the original 2008 Traffic Analysis,³⁹ Comparison

³⁹ 6th Street Viaduct Seismic Improvement Project 2008 Traffic Analysis Report Validation Findings Technical Memorandum. February 2011.

of 2009-2010 traffic volumes recorded by LADOT and 2011 field count data with the 2008 Traffic Study Report counts shows an overall decrease in traffic volumes within the traffic study area of 16 percent, which is consistent with other parts of the City of Los Angeles during the same period; therefore, the traffic validation study concluded that there would be no significant changes to the projected traffic volumes for Year 2038 from Year 2035, and the results of the 2008 Traffic Analysis Report are still applicable.

Figure 3.7-3 shows the projected 2038 ADT and AM and PM peak-hour volumes, respectively, and the estimated LOS at intersections. The peak-hour turning movements at intersections were derived from the directional peak-hour volumes using the existing turning movement patterns. It was assumed that vehicle classification would remain the same as the existing condition shown in Table 3.7-2.

3.7.2.6 Transit, Truck, Parking, and Pedestrian Conditions

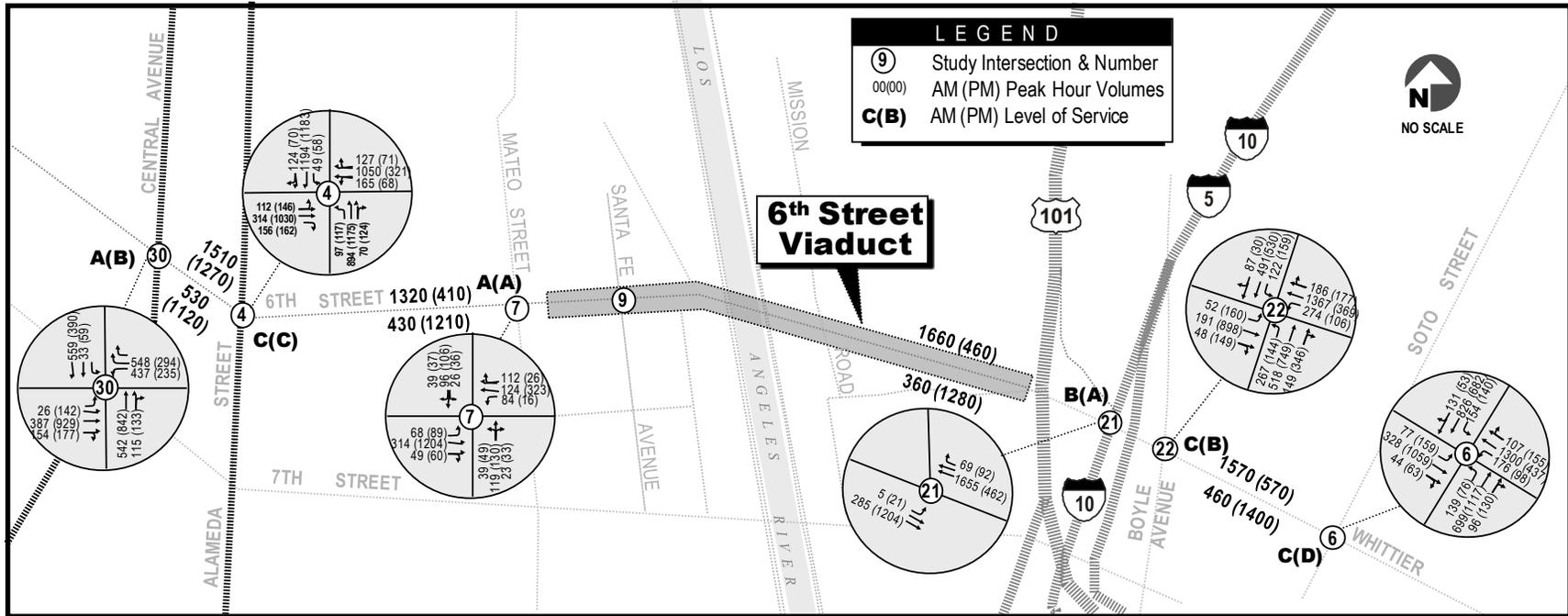
Existing Transit Service – The MTA operates two bus routes on the 6th Street Viaduct: Route 18 and Route 720. Neither line has stops on the viaduct. Westbound buses stop at the southwest corner of Whittier Boulevard and Mott Street, and EB buses stop at the northwest corner of 6th Street and Alameda Street. Route 720 is a Metro Rapid Service that runs between the communities of Commerce and Santa Monica via Whittier Boulevard, 6th Street, and Wilshire Boulevard; there are no local stops along the 6th Street Viaduct.

Existing Truck Conditions – Table 3.7-2 documents truck percentages at various intersections along 6th Street within the study area. Based on the data shown in Table 3.7-2, truck use on the 6th Street Viaduct is on an average of 6 percent, with the higher number of trucks traveling WB during the AM peak hours and EB during the PM peak hours.

Existing Parking Conditions – Parking is not permitted on the 6th Street Viaduct. Curb parking is available under the 6th Street Viaduct on the cross streets of Santa Fe Avenue, Mission Road, Anderson Street, and Clarence Street. The City of Los Angeles Street Maintenance Facility is located beneath the 6th Street Viaduct between Imperial Street and Santa Fe Avenue. Empty spaces underneath the viaduct on both sides of the river are also used by nearby businesses for parking. Privately owned parking spaces are available at most businesses and residences located to the northeast. Existing parking enforcement on the 6th Street Viaduct and near the viaduct is shown in Figure 3.7-4 and summarized in Table 3.7-5.

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Source: Modified from Traffic Analysis Report, (ACT Consultant, 2007)

Figure 3.7-3 2038 Traffic Volumes and Level of Service

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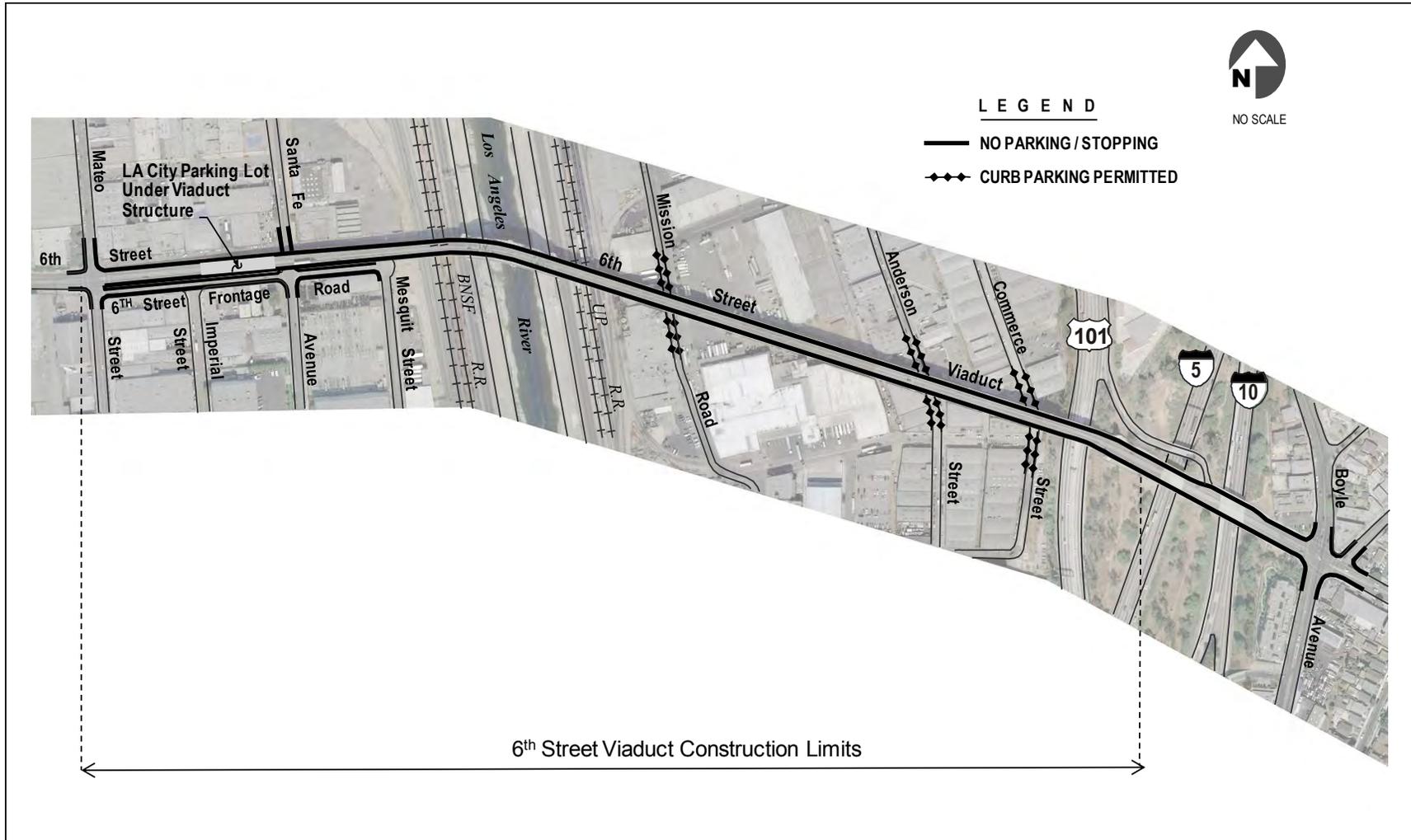


Figure 3.7-4 Parking within 6th Street Viaduct Construction Limits

**Table 3.7-5
Existing Parking Enforcement in the Project Area**

Location	Parking Enforcement
6 th Street Viaduct between Mateo Street and Boyle Avenue	No stopping any time
6 th Street (Frontage Roads) between Mateo Street and Mesquit Street	No parking any time
Santa Fe Avenue underneath 6 th Street Viaduct	No parking any time
Mission Road underneath 6 th Street Viaduct	Curb parking permitted
Anderson Street underneath 6 th Street Viaduct	Curb parking permitted
Clarence Street underneath 6 th Street Viaduct	Curb parking permitted
Space underneath 6 th Street Viaduct between Imperial and Santa Fe Avenue	City of Los Angeles, Street Maintenance Parking Lot

Source: Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project, 2008.

Existing Pedestrian Facilities – A 5-ft-wide raised walkway exists on each side of the 6th Street Viaduct. Based on several observations, pedestrian traffic on the 6th Street Viaduct is low to moderate. The segment of 6th Street between Boyle Avenue and Mateo Street is elevated without cross street access for a distance of approximately 4,300 ft. The distance is discouraging to normal pedestrian activities. Another reason for the low pedestrian volume is that there is no major pedestrian destination at the east and west ends of the segment. Occasional pedestrians on the viaduct are not likely to be regular commuters.

The construction area below the 6th Street Viaduct is adjacent to industrial buildings. No commercial stores or food services are located within the vicinity of the viaduct. Pedestrian traffic consists mainly of workers traveling to the industrial buildings. Existing pedestrian volumes are not significant because the area is not currently served directly by buses, and the workers mainly commute by passenger cars.

Bicycle Facility – The City of Los Angeles Bicycle Plan⁴⁰ does not currently designate 6th Street in the proposed project area as a bikeway. Bicyclists now use sidewalks or traffic lanes on the viaduct. There is no designated bikeway along any local street network within the vicinity of the 6th Street Viaduct on either side of the Los Angeles River.

3.7.3 Environmental Consequences

3.7.3.1 Construction Impacts

Alternative 1 – No Action

There would be no impacts to traffic circulation, pedestrian walkways, parking, and transit service within the project area as long as the viaduct remains in service. If the viaduct was determined to be unserviceable, the City would have to seek funding to replace it in order to maintain this transportation link between the Boyle Heights community and the Downtown area.

⁴⁰ City of Los Angeles General Plan Transportation Element, 1999.

The viaduct would have to be closed during the period of construction. Traffic conditions and effects during the viaduct closure would be the same as closing the viaduct for construction under Alternative 3 – Replacement (described below), but could take longer (up to 7 years).

Alternative 2 – Retrofit

Traffic and Circulation

Implementation of Alternative 2 would not require full closure of the viaduct or adjacent streets; however, temporary lane closures on the viaduct would be likely to occur, and adjacent streets could experience episodes of increased congestion as a result of construction. Moreover, access to businesses situated adjacent to the viaduct could be restricted. Any such effects would be highly localized and temporary during the construction period.

Parking

Implementation of Alternative 2 would result in obstruction of parking spaces within the area under the viaduct and its immediate vicinity on a temporary basis. Although the impact would occur only during the construction period, businesses who are dependent on the use of these parking spaces could find it difficult to operate during the 2.5-year construction period. Loss of parking spaces underneath the viaduct and its adjacent area would constitute an adverse impact to nearby businesses; however, it should be noted that the parking spaces under the viaduct are either used without authorization or under revocable permits issued by the City of Los Angeles. The permits are subject to revocation at any time at the pleasure of the City. The City would choose not to renew the permit if construction of the Retrofit Alternative is undertaken.

Pedestrian Traffic

Occasional temporary traffic lane and sidewalk closures may be required on the viaduct and in areas beneath and adjacent to the viaduct during the retrofit construction to permit safe operation of equipment and transport of materials. These activities would cause some disruption to pedestrian traffic; however, no substantial impacts are anticipated with the provision of detour pedestrian walkways.

Bicycle Facility

During project construction, bicyclists may not be allowed to use the viaduct from time to time for safety reasons. They would have to use the 4th Street or 7th Street viaducts to travel from one side of the river to the other.

Public Transit

Occasional temporary lane closures would likely be required during the retrofit construction. Bus users may experience some 10- to 15-minute rush-hour travel delays along the 6th Street Viaduct as a result of the lane closures. The impacts are not considered substantial.

Alternative 3 – Replacement

The level of construction impacts on traffic and circulation would be the same for any bridge concept; however, compared to other alignments, Alignment 3C would cause greater localized traffic disruption and access restrictions to businesses located adjacent to the viaduct footprint.

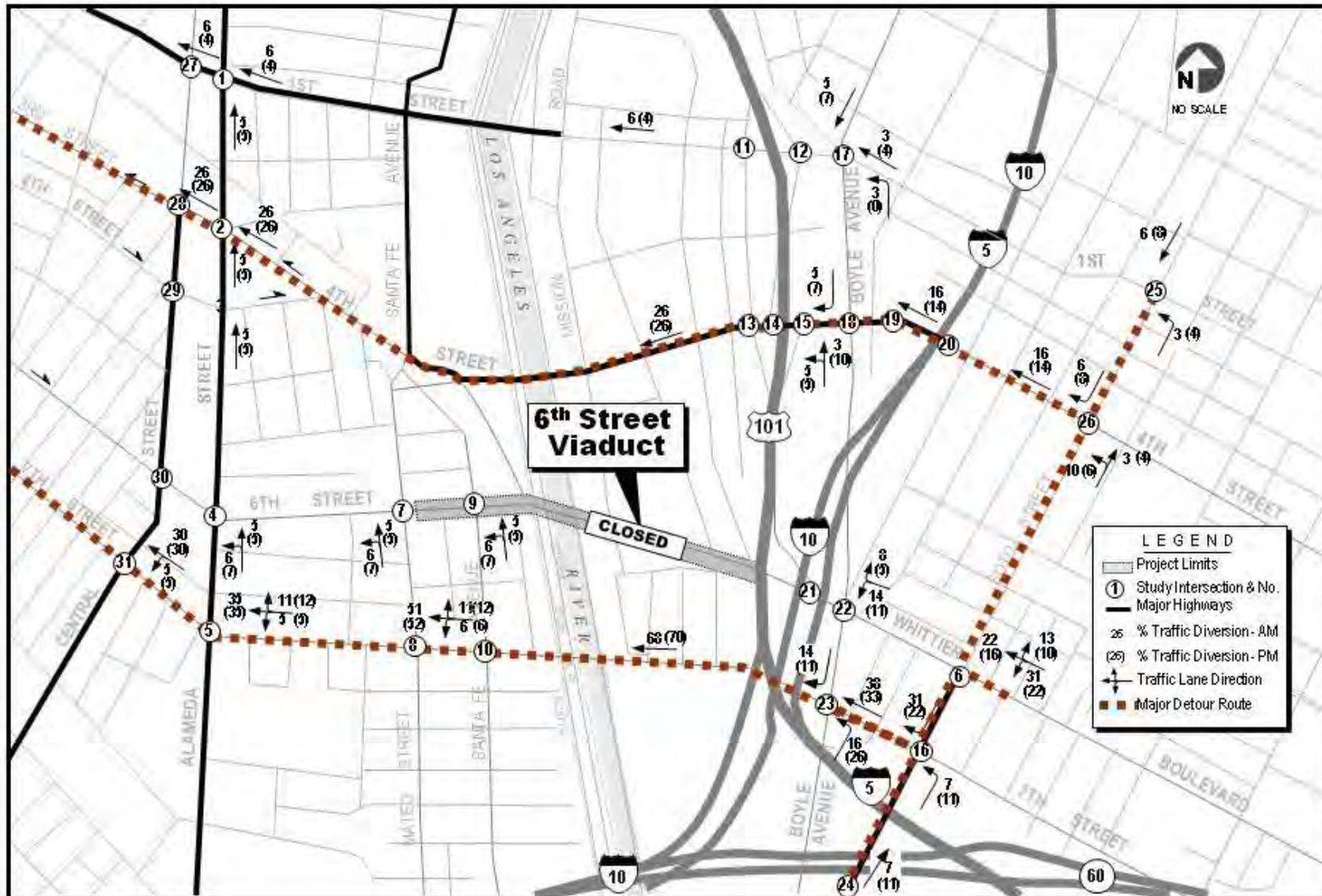
Traffic Detour and Delay

Construction of any alignment would require full closure of the 6th Street Viaduct for up to 4 years (2014-2017). Traffic detours would occur along the street network east and west of the river due to the closure of the viaduct (see Figures 3.7-5 and 3.7-6). Traffic heading west to east to cross the Los Angeles River via the 6th Street Viaduct would be diverted at Central Avenue and Alameda Street to cross the river via the 4th Street Viaduct or 7th Street Viaduct. Traffic heading east to west to cross the Los Angeles River via the 6th Street Viaduct would be diverted at Soto Street to cross the river via the 4th Street Viaduct or 7th Street Viaduct. In addition, the 6th Street frontage roads on both sides of the viaduct would need to be vacated if any alignment under Alternative 3 is constructed, causing obstruction to the operations of adjacent businesses that are not subject to relocation but depend on the frontage roadways for access. Furthermore, greater access restriction would occur to businesses located adjacent to the viaduct footprint on the east side of the river with the Alignment 3C. The Alignment 3C is designed to minimize ROW impacts to buildings on the east side of the river, leaving almost no room between the viaduct and the front-row buildings for construction activities. Selection of other alignments would require certain buildings adjacent to the north side of the viaduct to be removed, providing more room for construction.

A traffic study was conducted to determine the level of impacts during the anticipated 4 years of construction with the viaduct closed.⁴¹ Year 2014 was previously used for analysis to represent the 4-year construction period when the viaduct would be closed. Year 2014 traffic volumes were used based on a 2011-2014 construction period assumed at the time the Draft EIR/EIS was circulated. Since that time, the projected 4-year construction period has been pushed back to 2014-2017 due to funding delays and anticipated ROW acquisition issues; therefore, year 2018 is now used for the analysis as the new opening year. As indicated earlier, a traffic validation study has been conducted and confirmed that the results of the 2008 Traffic Study Report are still valid.⁴² In assessing the traffic impacts of the with and without proposed project scenarios, the level of significance under CEQA is determined by comparing the increase in V/C value in accordance with the LADOT intersection criteria as follows:

⁴¹ Traffic Analysis Report 6th Street Viaduct Seismic Improvement Project. October 2008.

⁴² 6th Street Viaduct Seismic Improvement Project 2008 Traffic Analysis Report Validation Findings Technical Memorandum. February 2011.

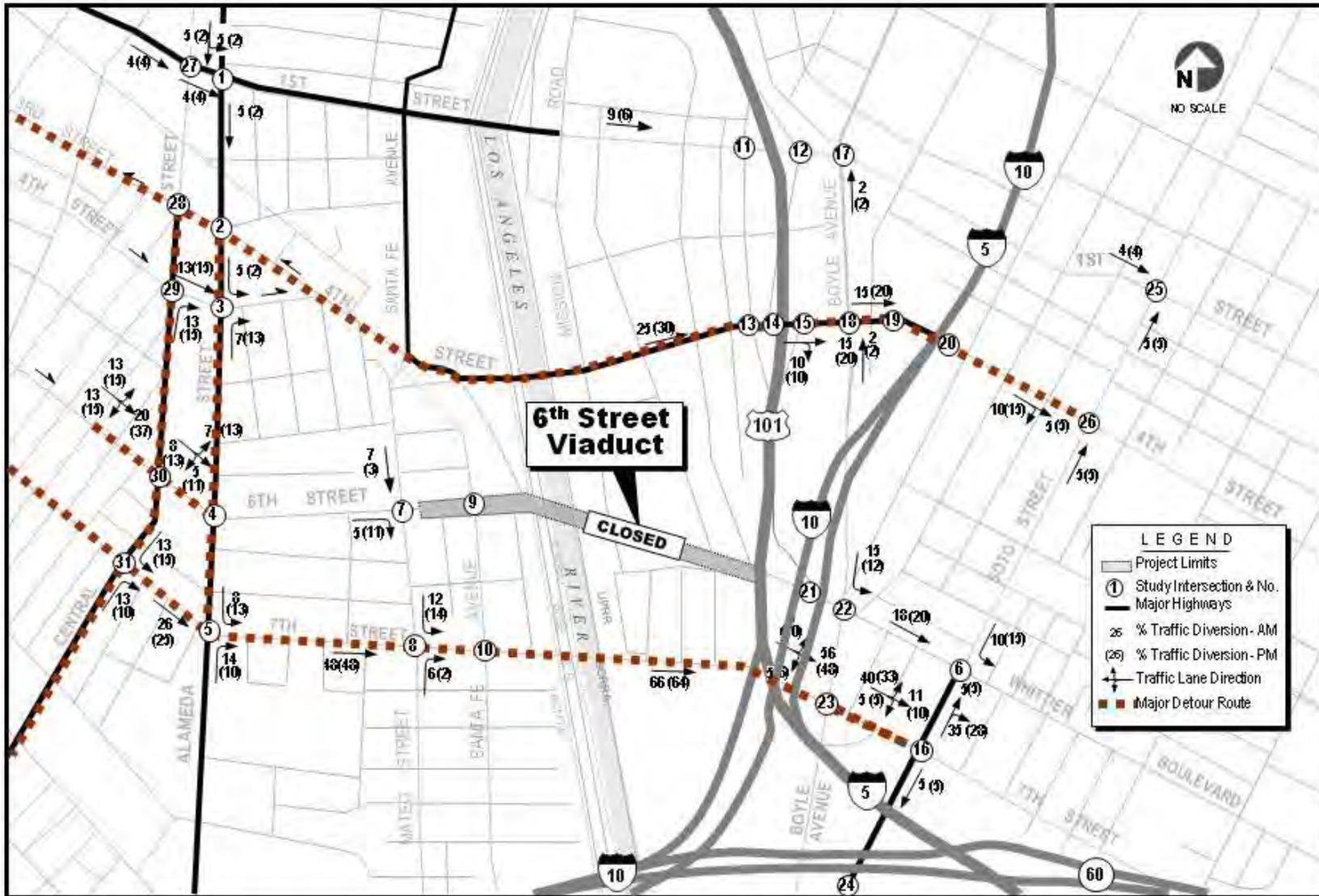


Source: Modified from Traffic Analysis Report (ACT Consultant 2007)

Figure 3.7-5 Traffic Diversion Distribution – AM / PM Peak Hour (From East to West of LA River)

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Source: Modified from Traffic Analysis Report (ACT Consultant 2007)

Figure 3.7-6 Traffic Diversion Distribution – AM / PM Peak Hour (From West to East of LA River)

Intersection V/C Ratio with Projected Traffic	Significant Increase in V/C Ratio
0.000-0.700 (LOS A or B)	<0.060
0.701-0.800 (LOS C)	<0.040
0.801-0.900 (LOS D)	<0.020
0.901 or greater (LOS E or F)	<0.010

Table 3.7-6 shows the LOS at various study intersections in 2018 based on the traffic operational analysis with and without the detour required for closure of the 6th Street Viaduct. According to Table 3.7-6, the LOS at 13 intersections would be adversely impacted in either the AM or PM peak hour by the detoured traffic (as summarized in Table 3.7-7). The locations of the impacted intersections are denoted in Figure 3.7-7.

Parking

During demolition and construction activities, several roadways adjacent to the viaduct would be occasionally or continuously blocked, which would result in the loss of existing on-street parking. Based on the preliminary investigation, the following parking areas could be eliminated during the construction period:

- City of Los Angeles, Street Maintenance Parking Lot – 30 parking spaces
- Vacant spaces underneath the viaduct on both sides of the river, which are used by local businesses to park automobiles and trucks. These areas are not designated as public parking lots.
- Mission Road On-Street Parking – 8 spaces
- Anderson Street On-Street Parking – 8 spaces
- Clarence Street On-Street Parking – 8 spaces

Since the City Maintenance Facility would be relocated with this alternative, there would be no impact from the loss of parking for this facility. The temporary loss of public parking spaces would create some inconvenience to residents, business owners, and visitors in the area from having to park on adjacent streets and walking to destinations. The TMP would be developed to facilitate continuous roadway and pedestrian access to businesses and private parking lots within the project limits.

**Table 3.7-6
Summary of Level of Service and Significant Impact Parameters**

Intersection	Construction Year (2018) without Project (Viaduct Open)				Construction Year (2018) with Project (Viaduct Closed)				Significant Impact (CEQA)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Differential V/C	Yes/No	Differential V/C	Yes/No
1 st Street/Alameda (1)	0.604	B	0.638	B	0.609	B	0.653	B	0.005	No	0.015	No
3 rd Street/Alameda (2)	0.653	B	0.431	A	0.706	C	0.440	A	0.053	Yes	0.009	No
4 th Street/Alameda (3)	0.294	A	0.629	B	0.304	A	0.679	B	0.010	No	0.050	No
6 th Street/Alameda (4)	0.580	A	0.569	A	0.391	A	0.446	A	-0.189	No	-0.124	No
7 th Street/Alameda (5)	0.619	B	0.630	B	0.748	C	0.796	C	0.129	Yes	0.166	Yes
Whittier Boulevard/South Soto Street (6)	0.613	B	0.635	B	0.660	B	0.706	C	0.048	No	0.071	Yes
6 th Street/Mateo Street (7)	0.351	A	0.316	A	0.046	A	0.032	A	-0.304	No	-0.284	No
7 th Street/Mateo Street (8)	0.284	A	0.303	A	0.512	A	0.470	A	0.229	No	0.167	No
6 th Street/Santa Fe (9)	0.159	A	0.117	A	0.159	A	0.117	A	0.000	No	0.000	No
7 th Street/Santa Fe (10)	0.444	A	0.582	A	0.685	B	0.816	D	0.241	No	0.235	Yes
1 st Street/US 101 SB Off-Ramps (11)	0.672	B	0.302	A	0.706	C	0.328	A	0.034	No	0.026	No
1 st Street/US 101 NB On-/Off-Ramps (12)	0.760	C	0.289	A	0.787	C	0.294	A	0.027	No	0.005	No
4 th Street – Pecan Street/US 101 SB On-Ramp (13)	0.801	D	0.412	A	0.898	D	0.499	A	0.097	Yes	0.087	No
4 th Street/US 101 SB Off-Ramp (14)	0.787	C	0.366	A	0.885	D	0.421	A	0.097	Yes	0.055	No
4 th Street/US 101 NB Off-Ramp (15)	1.059	F	0.399	A	1.137	F	0.469	A	0.078	Yes	0.070	No
7 th Street/South Soto Street (16)	0.605	B	0.725	C	0.712	C	0.826	D	0.107	Yes	0.101	Yes
1 st Street/Boyle Avenue (17)	0.402	A	0.605	B	0.437	A	0.640	B	0.035	No	0.035	No
4 th Street/Boyle Avenue (18)	0.804	D	0.669	B	0.899	D	0.771	C	0.095	Yes	0.102	Yes
4 th Street and I-5 SB On-/Off-Ramps/ Gertrude Street (19)	0.719	C	1.040	F	0.809	D	1.127	F	0.090	Yes	0.087	Yes
4 th Street and I-5 NB On-/Off-Ramps/ Cummings Street (20)	0.801	D	0.755	C	0.877	D	0.773	C	0.076	Yes	0.018	No
Whittier Boulevard/ US 101 NB On-Ramp (21)	0.564	A	0.062	A	0.046	A	0.062	A	-0.518	No	0.000	No
Whittier Boulevard/ Boyle Avenue (22)	0.598	A	0.530	A	0.426	A	0.401	A	-0.172	No	-0.129	No
7 th Street/Boyle Avenue (23)	0.371	A	0.365	A	0.836	D	0.645	B	0.465	Yes	0.280	No

Table 3.7-6
Summary of Level of Service and Significant Impact Parameters

Intersection	Construction Year (2018) without Project (Viaduct Open)				Construction Year (2018) with Project (Viaduct Closed)				Significant Impact (CEQA)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Differ- ential V/C	Yes/ No	Differ- ential V/C	Yes/ No
SR 60 EB On-Ramp/ Soto Street (24)	0.254	A	0.329	A	0.254	A	0.329	A	0.000	No	0.000	No
1 st Street/Soto Street (25)	0.451	A	0.532	A	0.478	A	0.533	A	0.027	No	0.001	No
4 th Street/South Soto Street (26)	1.115	F	1.542	F	1.205	F	1.591	F	0.090	Yes	0.048	Yes
1 st Street/Central Avenue (27)	0.290	A	0.486	A	0.233	A	0.466	A	-0.057	No	-0.020	No
3 rd Street/Central Avenue (28)	0.415	A	0.181	A	0.401	A	0.143	A	-0.013	No	-0.037	No
4 th Street/Central Avenue (29)	0.095	A	0.426	A	0.089	A	0.408	A	-0.006	No	-0.019	No
6 th Street/Central Avenue (30)	0.388	A	0.475	A	0.162	A	0.361	A	-0.227	No	-0.114	No
7 th Street/Central Avenue (31)	0.483	A	0.413	A	0.516	A	0.401	A	0.033	No	-0.012	No

Notes: NB = Northbound; SB: Southbound; EB = Eastbound

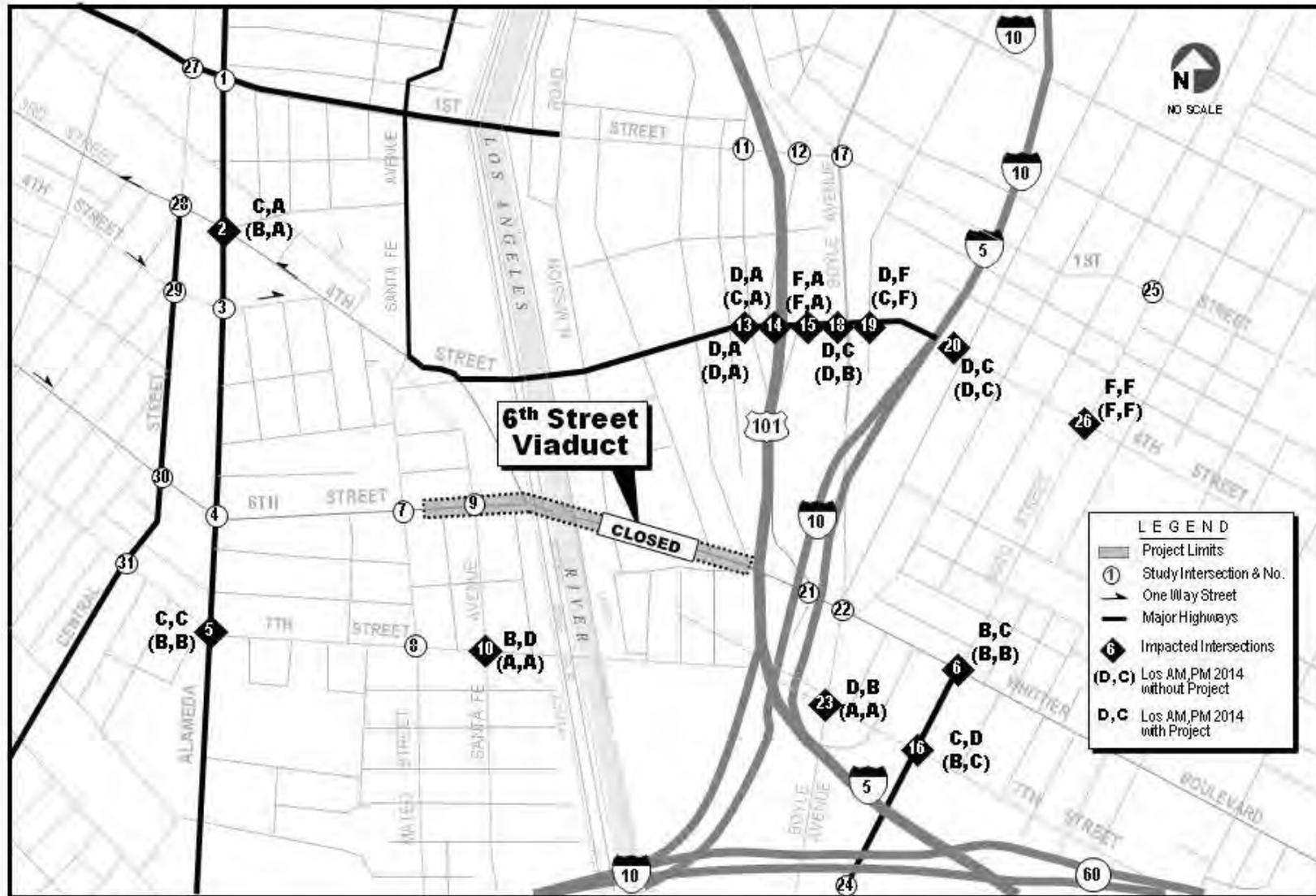
Sources: Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project, 2008. and 6th Street Viaduct Seismic Improvement Project 2008 Traffic Analysis Report Validation Findings Technical Memorandum. February 2011.

Table 3.7-7
Summary of Impacted Intersections

Intersection		LOS with Detour	
		AM	PM
2	3 rd Street and Alameda Street	C	A
5	7 th Street and Alameda Street	C	C
6	Whittier Boulevard and Soto Street	B	C
10	7 th Street and Santa Fe Avenue	B	D
13	4 th Street-Pecan Street/US 101 SB On-Ramp	D	A
14	4 th Street and US 101 SB Off-Ramp	D	A
15	4 th Street and US 101 NB Off-Ramp	F	A
16	7 th Street and Soto Street	C	D
18	4 th Street and Boyle Avenue	D	C
19	4 th Street and I-5 SB On-/Off-Ramps/Gertrude Street	D	F
20	4 th Street and I-5 NB On-/Off-Ramps/Cummings Street	D	C
23	7 th Street and Boyle Avenue	D	B
26	4 th Street and Soto Street	F	F

EB – eastbound; LOS – level of service; NB – northbound; ROW – right-of-way; SB – southbound; WB – westbound

Source: Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project, 2008.



Source: Modified from Traffic Analysis Report (ACT Consultant 2007)

Figure 3.7-7 Impacted Intersections During Project Construction (2018)

Pedestrian Traffic

During the construction period, the 6th Street Viaduct would be closed for public use. Pedestrians using sidewalks on the existing 6th Street Viaduct would be diverted to use the nearest east-west crossing at 7th Street. The detour of pedestrian traffic would result in an additional walking distance of approximately 2,000 ft (0.4-mile).

Due to construction activities, north-south pedestrian movements underneath the 6th Street Viaduct would likely be impacted at Santa Fe Avenue west of the Los Angeles River and at Mission Road, Anderson Street, and Clarence Street east of the Los Angeles River.

Bicycle Use

During project construction, bicyclists would have to use the 4th Street or 7th Street viaducts to travel from one side of the river to the other.

Public Transit

Closure of the 6th Street Viaduct would obstruct bus operation (Route 18 and Route 720) along the viaduct. It is likely that the transit routes would be detoured to 7th Street. The detour of buses to the 7th Street Viaduct would result in approximately 0.4-mile of additional travel distance, which would add some delay in traveling time depending on traffic conditions.

The detour of buses would not impact bus stop locations or passenger service since there are no bus stops along 6th Street between Alameda Street and Soto Street. For WB buses, it is likely that the bus would travel along Whittier Boulevard passing the last bus stop at the southwest corner of Whittier Boulevard and Mott Street before turning south onto Soto Street to cross the Los Angeles River via the 7th Street Viaduct. For EB buses, the bus would travel along 6th Street and turn south onto Alameda Street to travel across the Los Angeles River via the 7th Street Viaduct.

3.7.3.2 Permanent Impacts**Alternative 1 – No Action**

Implementation of Alternative 1 would not result in any permanent impacts on traffic circulation, parking, pedestrian traffic, and public transit as long as the viaduct remains in service. If the viaduct was determined to be unserviceable, the City would have to seek funding to replace it in order to maintain this transportation link between the Boyle Heights community and the Downtown area. The viaduct would have to be closed during the period of construction. After the viaduct was placed back in service, no permanent impacts to traffic circulation, parking, pedestrian traffic, and public transit would be anticipated, as described under Alternative 3 – Replacement.

Alternative 2 – Retrofit

Implementation of the Retrofit Alternative would not result in any permanent impacts on traffic circulation, parking, pedestrian traffic, and public transit once the retrofit is completed.

Alternative 3 – Replacement

The level of permanent impacts on traffic and circulation would be the same for any bridge concept or alignment alternative.

Year 2038 Traffic

Implementation of Alternative 3, with any bridge concept or viaduct alignment, would not increase traffic capacity; thus, traffic volumes in the future design year 2038 would be a result of normal traffic growth and other development projects that may occur in future years. The 2038 traffic forecast was presented earlier in Section 3.7.2.

Parking

Implementation of Alternative 3 would result in the loss of all parking spaces underneath the viaduct (i.e., City Maintenance Office and other empty spaces) and those along Mission Road, Anderson Street, and Clarence Street. On-street parking would be restored after construction is completed, depending on whether the area near the viaduct would be redeveloped for other uses. Because the City Maintenance Office would be subject to relocation, there would be no impact from the loss of parking for this use. If any remaining businesses would lose their private parking spaces, the City would help identify alternate parking facilities. The impact of the loss of parking would be unavoidable.

Pedestrian Traffic

The proposed project would improve pedestrian facilities. Standard 10-ft-wide sidewalks would be extended along both sides of the viaduct as part of Alternative 3. The viaduct design would be in compliance with ADA requirements. The sidewalks would be elevated with a standard curb between the traveled way and sidewalk. Sidewalks would be provided along the entire viaduct length of approximately 3,440 ft for all of the bridge concepts. Belvederes (i.e., elevated viewing platforms) would be provided for Bridge Concepts 1, 2, 3, 4, and 4A. These belvederes are provided for pedestrians, located outbound of the sidewalks away from the traveled way for comfort to the pedestrian and for viewing at the middle of the river or along the river banks. Across the river spans, Bridge Concepts 1, 2, and 3, would provide crash barriers between the traveled ways, protecting the steel arches from vehicular impact and providing additional separation between the traveled way and sidewalks. In addition, Bridge Concept 2 would use steel tie arches for the pedestrian ways across the river spans, creating a unique pedestrian experience while crossing the river with the sidewalks separated a few feet from the viaduct roadway. Bridge Concepts 4 and 4A would also provide crash barriers between the traveled

ways, protecting the supporting cables from vehicular impact and providing additional separation between the traveled ways and sidewalks. These barriers would extend over the river spans and along the cable-supported spans.

The improvements, as described above, would be beneficial to area residents. No long-term adverse impacts to pedestrian traffic would occur.

Bicycle Use

The 2010 Bicycle Plan designates 6th Street and Whittier Boulevard within the project limits as a bicycle lane. Implementation of any of the Alternative 3 alignments would be consistent with the 2010 Bicycle Plan. The improvement under the Replacement Alternative would be a benefit for bicyclists.

Public Transit

Once the viaduct is reopened, all transit routes and bus stops along 6th Street in the project area would be reinstated. No long-term impacts are anticipated.

3.7.3.3 Indirect Impacts

Alternative 1 – No Action

No indirect impacts to local transportation and circulation, public transit, bicycle use, or pedestrian traffic would occur under this alternative as long as the viaduct remains in service. If the viaduct was determined to be unserviceable, the City would have to seek funding to replace it in order to maintain this transportation link between the Boyle Heights community and the Downtown area. The viaduct would have to be closed during the period of design and construction, which is anticipated to be up to 7 years. Indirect impacts under this scenario would be the same as the impacts described under Alternative 3 – Replacement.

Alternative 2 – Retrofit

Under this alternative, the City Maintenance Facility would have to be relocated. Since the buildings formerly occupied by Ventura Foods, Inc. are vacant, no relocation would be required. Relocation of the City Maintenance Facility could induce various traffic impacts proximate to the replacement area. Although this indirect impact cannot be accurately analyzed until the exact location is identified, it is assumed that the facility would be relocated to the area with compatible land use and zoning with adequate infrastructure to handle additional traffic to be generated by the facility; therefore, indirect impacts on traffic and transportation would not be expected to be substantial.

Alternative 3 – Replacement

Under this alternative, the City Maintenance Facility and several affected businesses would have to be relocated. Relocation of the affected businesses within the project area could create traffic

impacts at and near selected replacement areas. Although this indirect impact cannot be accurately analyzed until the exact locations are identified, it is assumed that the affected businesses would be relocated to areas with compatible land use and zoning with adequate infrastructure to handle additional traffic to be generated from their operations; therefore, indirect impacts on traffic and transportation would not be expected to be substantial.

3.7.4 Avoidance, Minimization, and Mitigation Measures

Alternative 1 – No Action

No mitigation measures are required as long as the viaduct remains in service. If the viaduct is determined to be unserviceable, it would have to be closed for up to 7 years for the City to identify the funds, finish the design, and construct the replacement structure. During the closure period, and prior to construction, the City would develop a TMP to identify traffic detour routes, transit routes, pedestrian and bicycle routes, and residential and commercial access routes to minimize area traffic impacts. Measures to minimize intersection impacts would be the same as Alternative 3 – Replacement, as described below.

Alternative 2 – Retrofit

During the construction period, the City would continue its public outreach activities to keep area residents and businesses informed of the proposed project schedule and progress. The City-mandated WATCP would be strictly implemented to minimize traffic impacts within the immediate vicinity of the construction site. In addition, a TMP would be developed to identify temporary traffic detour routes, pedestrian and bicycle routes, and residential and commercial access routes to be used as needed during the construction period.

For the loss of private parking, property owners would receive compensation through the ROW acquisition process.

Loss of on-street public parking during the construction period is unavoidable because the City has the right to revoke on-street public parking privileges for City-related projects as needed.

Alternative 3 – Replacement

During the construction period, the City would continue its public outreach activities to keep area residents and businesses informed of the proposed project schedule and progress. A TMP would be developed to identify temporary traffic detour routes, transit routes, pedestrian and bicycle routes, and residential and commercial access routes to minimize area traffic impacts due to the required closures of the 6th Street Viaduct and some local streets and frontage roads adjacent to the viaduct. Local residents, businesses, and emergency service providers would be informed in advance of the construction schedule and traffic detour routes as outlined in Figures 3.7-5 and 3.7-6. In addition, a traffic staging plan, as outlined in Section 2.3.3 of this EIR/EIS,

and a construction material hauling plan, as described in Section 3.4.4 of this EIR/EIS, would be implemented to minimize localized traffic impacts within the construction site vicinity.

Intersections to be impacted by traffic detours could be mitigated by implementing the measures outlined in Table 3.7-8; however, based on the results of the Traffic Study, only 3 out of 13 measures could be fully implemented without resulting in some consequential ROW impacts to the nearby area. These intersections include Intersections 2, 19, and 26 (see Figure 3.7-7); however implementation of mitigation measures at Intersection 2 would result in a loss of 25 curbside parking spaces, and implementation of mitigation measures at Intersection 19 would be completed by the Metropolitan Transportation Authority (MTA) as part of a separate project. Two additional measures could be partially implemented at Intersections 13 and 14 without resulting in some consequential ROW impacts. Since it is not a policy of LADOT to implement mitigation measures that would cause further ROW impacts, only measures 26 would be implemented, and Measures 13 and 14 would be partially implemented, as summarized below:

- Install new traffic signals at the intersection of 4th Street and US 101 on- and off-ramps, and connect to Los Angeles City ATSAC system.
- Restripe to add an EB right-turn lane at the intersection of 4th Street and Soto Street.

The impacts at other intersections are therefore unavoidable.

For the loss of private property parking, owners would receive compensation through the ROW acquisition process.

Loss of on-street public parking during the construction period is unavoidable because the City has the right to revoke on-street public parking privileges for City-related projects as needed.

**Table 3.7-8
Potential Mitigation Measures at Impacted Intersections**

Intersection		Proposed Mitigation Identified in Traffic Analysis
2	3 rd Street and Alameda Street	Re-stripe existing one-way WB roadway from 4 WB through lanes to 5 lanes, extending from Alameda Street to Central Avenue. Implementation of this mitigation would impact (eliminate) up to 25 parking stalls along the south side of 3 rd Street.
5	7 th Street and Alameda Street	Widen 7 th Street by 12 ft on the north and south sides, extending to 500 ft on each side of Alameda Street to provide an additional through lane at the EB and WB approaches to the intersection. Implementation of this mitigation would likely impact 24,000 square ft of private property.
6	Whittier Boulevard and Soto Street	Widen Soto Street by 12 ft along the east side to provide a protected NB right-turn lane and a second SB left-turn lane. Implementation of this mitigation would likely impact 6,000 square ft of private property.
10	7 th Street and Santa Fe Avenue	Widen the 7 th Street EB approach by 12 ft to provide a third through lane. Widen 7 th Street east of Santa Fe Avenue by 300 ft to provide adequate tapering distance from 3 to 2 lanes. Implementation of this mitigation would likely impact 6,000 square ft of private property.

**Table 3.7-8
Potential Mitigation Measures at Impacted Intersections**

Intersection		Proposed Mitigation Identified in Traffic Analysis
13	4 th Street-Pecan Street/ US 101 SB On-Ramp	Widen the 4 th Street WB approach by 12 ft to provide an additional WB lane. The US 101 overcrossing structure and 4 th Street west of the ramp along the north side would have to be widened. Implementation of this mitigation would likely impact private property frontage and buildings for a distance of 300 ft. Install new traffic signals and connect to Los Angeles City ATSAC system.
14	4 th Street and US 101 SB Off-Ramp	Same as Intersection Mitigation No. 13.
15	4 th Street and US 101 NB Off-Ramp	Option 1: Widen the 4 th Street WB approach by 12 ft to provide an additional WB lane and widen the US 101 overcrossing structure to accommodate the additional through lane. Implementation of this mitigation would likely impact 6,000 square ft of private property. Option 2: Widen the US 101 NB off-ramp to provide 2 NB left-turn lanes and a right-turn pocket. Implementation of this mitigation would impact Caltrans ROW.
16	7 th Street and Soto Street	Option 1: Widen the west side of Soto Street to provide a second SB left-turn lane. Implementation of this mitigation would likely impact 7,000 square ft of private property. Option 2: Widen the south side of 7 th Street to provide a new EB left-turn lane. Implementation of this mitigation would likely impact 7,000 square ft of private property.
18	4 th Street and Boyle Avenue	Widen 4 th Street by 12 ft on the north and south sides to provide an additional through lane at the EB and WB approach to the Boyle Avenue intersection. Implementation of this mitigation would likely impact 24,000 square ft of private property.
19	4 th Street and I-5 SB On-/Off-Ramps/ Gertrude Street	Install new traffic signals and connect to Los Angeles City ATSAC system.
20	4 th Street and I-5 NB On-/Off-Ramps/ Cummings Street	Widen the 4 th Street WB approach by 12 ft to provide an additional WB lane and widen the roadway below the I-5 undercrossing structure west of the ramp to accommodate an additional through lane. Implementation of this mitigation would likely impact 4,000 square ft of private property and Caltrans ROW.
23	7 th Street and Boyle Avenue	Widen 7 th Street between Hollins Street and Boyle Avenue to add a second WB through lane. Remove traffic island and re-stripe to eliminate SB free right turn to accommodate an additional WB lane. Implementation of this mitigation would likely impact 170 ft of private property frontage.
26	4 th Street and Soto Street	Restripe to add an EB right-turn lane.
EB – eastbound; LOS – level of service; NB – northbound; ROW – right-of-way; SB – southbound; WB – westbound		

Source: Traffic Analysis Report for 6th Street Viaduct Seismic Improvement Project, 2008.





**Results from the 2011 City of Los Angeles
Bicycle and Pedestrian Count**



Introduction

The City of Los Angeles has not conducted regular citywide pedestrian or bicycle counts in recent history. LACBC responded to this lack of data on the utilization of public space by people who walk and bicycle by organizing the first volunteer-directed Count in 2009. The Count is conducted in order to raise awareness about the needs of this often overlooked population and to measure the volume of cyclist and pedestrian traffic across the city of Los Angeles. The 2011 count was organized by LACBC staff and volunteers. LACBC convened over 150 volunteers, with over 1000 volunteer hours, to conduct counts at 54 intersections during three time periods: two weekday (morning and evening) and one weekend (midday). During those times, over 15,000 cyclists and more than 75,000 pedestrians were counted. Just like automobile users, cyclists and pedestrians make use of our streets for a variety of reasons, including commuting to work and school, running errands, to visit family and friends, and for recreation and exercise.

This year's count data adds to the effort started in 2009 to create an important set of baseline indicators that can be used for evaluating initiatives aimed at education, engineering, encouragement, and enforcement. It is also a useful tool for monitoring utilization of streets by people who bike and walk in order to establish usage trends and project future demands. The methodology adopted—with slight variations for site-specific needs—is the approach developed by the National Bicycle and Pedestrian Documentation Project (NBPD). The NBPD aims to establish consistent national bicycle and pedestrian count and survey methodologies and to generate a national database of bicycle and pedestrian count information. Variations were made to accommodate the city of Los Angeles' needs. LACBC would like to conduct subsequent bicycle counts in partnership with the City on an annual or biennial basis in order to capture the effects of changes in infrastructure, attitudes, the economy, and other trends on patterns of public thoroughfare use among cyclists and pedestrians.

About the Los Angeles County Bicycle Coalition

Founded in 1998, the Los Angeles County Bicycle Coalition (LACBC) is the largest nonprofit membership-supported advocacy organization working to create a more bicycle-friendly Los Angeles County. The mission of the LACBC is to improve the bicycling environment and as a result has expanded to include issues relating to pedestrian-friendly streets, all modes of alternative transportation, and urban planning policy in and around Los Angeles County. Through advocacy, education and outreach, LACBC brings together the diverse bicycling community in a united mission to make the entire L.A. region a safe and enjoyable place to ride.

The LACBC works with citizens, community organizations, government agencies, and elected officials to improve active transportation policies in L.A. County, conduct bicycling education classes, and organize bicycle rides and other activities.



Count Objectives

The primary objective of the 2011 count was to continue to build a resource for informed policy and planning initiatives related to bicycling and walking in Los Angeles. Known as an auto-centric city, the City of Los Angeles has not vigorously prioritized active, or “people powered,” transportation options. However since the first Count in 2009, momentum is growing among elected officials, city staff, and the broader community to make Los Angeles a better city for cycling. A new Bicycle Master Plan was adopted in March of 2011 and Mayor Villaraigosa has called upon staff to implement 40 miles of new bikeways a year. Additionally, the city passed the first ever Anti-Harassment Ordinance in the U.S., allowing bicyclists to bring civil lawsuits against those who harass them and endanger their safety. The city has also drafted a new bicycle parking ordinance requiring that any new development includes both short and long term bicycle parking.

The LACBC hopes that municipal officials and engaged citizens will be further motivated by the findings of the Count to work for much needed expansion and improvements in engineering, education, encouragement, and enforcement in areas where bicycling and walking are prevalent. The Count provides the foundation for formulating the best policy and planning. Data from this year provides a measure of the impact of improvements in on-street bicycle infrastructure in several locations. Future counts will continue to measure the effect of such interventions for bicycling and walking. Data collected regarding bicycling behavior also provides the LACBC and others with information for safety and encouragement programs. Finally, these counts contribute to the National Bicycle and Pedestrian Documentation Project (NBPD), an ongoing effort to record bicycling and walking activities throughout the country.

Count Methodology

National Bicycle and Pedestrian Documentation Project (NBPD)

The Count methodology was based on the NBPD methodology which was developed by the Institute of Transportation Engineers and other transportation professionals. The core of the NBPD methodology includes:

- Consistent count days and times
- Consistent count methods and materials
- Centralized data collection and analysis
- Open access to all research professionals and public agencies

In accordance with the principle of consistent count days and times, this year’s count was conducted in the second week of September and on the same days and times as in 2009. The NBPD methodology was further customized for relevance at the local level by the LACBC, as described in the following sections.

Meetings with City of LA Department of Transportation Staff & Bicycle Advisory Committee

Before the 2009 count, the Bicycle Count team presented the project summary, methodology and process to the City of Los Angeles’ Bicycle Advisory Committee, whose members represent bicycle issues on behalf of the LA City Council Districts.

The team also met with city of Los Angeles staff from the Bikeways and Survey Department of LADOT. We were able to obtain important feedback on our locations, methodology, and process. Specifically, LADOT expressed that directionality of bicyclists and pedestrians would be useful for them, and we added that component to the bicycle count forms. For the 2011 we again met with LADOT staff to review our methodology, locations, and discuss automated count technologies.

LACBC reached out to automated count technology companies in an effort to test different count technologies and assist with data collection at high-volume intersections. We were also interested in collecting count data over a period of 24 hours. Additionally, many cities across the U.S. and Europe have invested in automated count systems for collecting data on cycling and walking along key corridors. LACBC is interested in seeing the city of Los Angeles and cities across Los Angeles County invest in automated count systems to help collect regular and consistent data on active transportation.

We contacted the French company Eco-Counter, based out of Montreal, Canada as they have supplied automated counters to the cities of San Francisco, Chicago, and many other cities in the U.S., Canada, and Europe. Eco-Counter generously donated one of their Pneumatic Tube counters to LACBC to use at one of our count locations. Eco-Counter also met with staff from LADOT in the Survey and Bikeways divisions to provide information on their various automated count systems. Eco-Counter & LADOT Survey staff aided LACBC with the installation of the Tube counter on Hoover Blvd just south of 30th Street and just north of the University of Southern California campus.

Number of Count Locations

The National Pedestrian and Bicycle Documentation Project recommends conducting counts at one intersection for every 15,000 residents. Applied to the City of Los Angeles, with a population of 3,792,621 people according to the 2010 Census, this recommendation would require 253 locations, which was not feasible given existing resources.

Before the 2009 count, LACBC conducted an online survey targeting the informed cycling public as well as field research to identify 56 target intersections. A sufficient number of volunteers were recruited to collect data at 54 intersections.

Count Location Selection

Selection of count locations followed the criteria developed by the NBPD data collection and analysis program. These criteria include:

- Pedestrian and bicycle activity areas or corridors (employment centers, near schools, parks, etc.)
- Locations near proposed major bicycle/pedestrian improvements, particularly locations identified by the Bicycle Plan and the Sharrows Pilot Program.
- Representative locations in the urbanized area
- Key corridors that can be used to gauge the impacts of future improvements
- Locations where bicycle collision numbers are high

Maps 2-7 in Appendix 2 overlay the Count results on U.S. Census Journey to Work (CJW) data. The CJW shows areas within the city where high concentrations of people reported either walking or biking as their primary mode of travel to work. As the maps show, most of the Count locations correspond to areas of higher utilization of these active transportation modes.

Count Dates and Times

NBPD methodology suggests performing counts during three key peak-travel periods: weekday morning, weekday evening, and weekend mid-day. LACBC followed this approach by conducting counts during three time periods over the course of two days: on Tuesday, September 7th at both 7:00-9:00 AM and 4:00-6:00 PM and on Saturday, September 13th from 11:00 AM-1:00 PM.

Count Procedure/Materials

Just over 150 manual counters staffed Count locations. They used standardized count forms and were provided with instructions and in-person training for how to properly use the forms (see Appendix 3, Figure 1). Counters recorded the number of pedestrians and bicyclists and their direction of travel. Counters also recorded the number of female bicyclists and made observations regarding bicycling behavior, including wrong-way riding, helmet use, and riding on the sidewalk.

2011 Count Locations

Table 1 below lists the 2011 Count locations. Following table 1 is map 1, which displays the distribution of these locations across the city.

Table 1
2011 Los Angeles Bicycle and Pedestrian Count Locations

Intersection		Intersection	
1	1st & Alameda	28	Manchester & Hoover
2	1st & Soto	29	MLK & Main
3	4th & Wilton	30	MLK & Leimert
4	7th & Alvarado	31	National Blvd & Overland
5	7th & Figueroa	32	National Pl & Overland
6	8th & LaBrea	33	Ohio & Sepulveda
7	9th & Pacific	34	Orange Line & Reseda
8	30th & Hoover	35	Park & Glendale
9	Adams & Normandie	36	PCH & Temescal Cyn
10	Ballona Creek & Marvin Braude Bike Path	37	San Fernando & Tuxford
11	Bluff Creek & Lincoln	38	Santa Monica & Highland
12	Broadway & Ave 19	39	Santa Monica & Westwood
13	Broadway Bridge	40	Santa Monica & Wilshire
14	Burbank & Topanga Cyn	41	Sunset & Hyperion
15	Century & Central	42	Sunset & Echo Park
16	Cesar Chavez & Soto	43	Van Nuys & Glenoaks
17	Colorado & Eagle Rock	44	Van Nuys & Laurel Canyon
18	Cypress & Merced	45	Venice & Lincoln
19	Figueroa & Pasadena	46	Venice & National
20	Fountain & Vermont	47	Ventura & Laurel Canyon
21	Hollywood & Highland	48	Verdugo & Eagle Rock
22	Idaho & Bundy	49	Washington & Marvin Braude
23	Kittridge & DeSoto	50	Washington & Compton
24	LA River & BaumBridge	51	Wilshire & Westholme
25	Lankershim & Vineland	52	Wilshire & Western
26	LeConte & Westwood	53	Woodman & Orange Line
27	LosFeliz & Riverside	54	York & Ave 50

Map 1 Los Angeles Bicycle and Pedestrian Count Locations

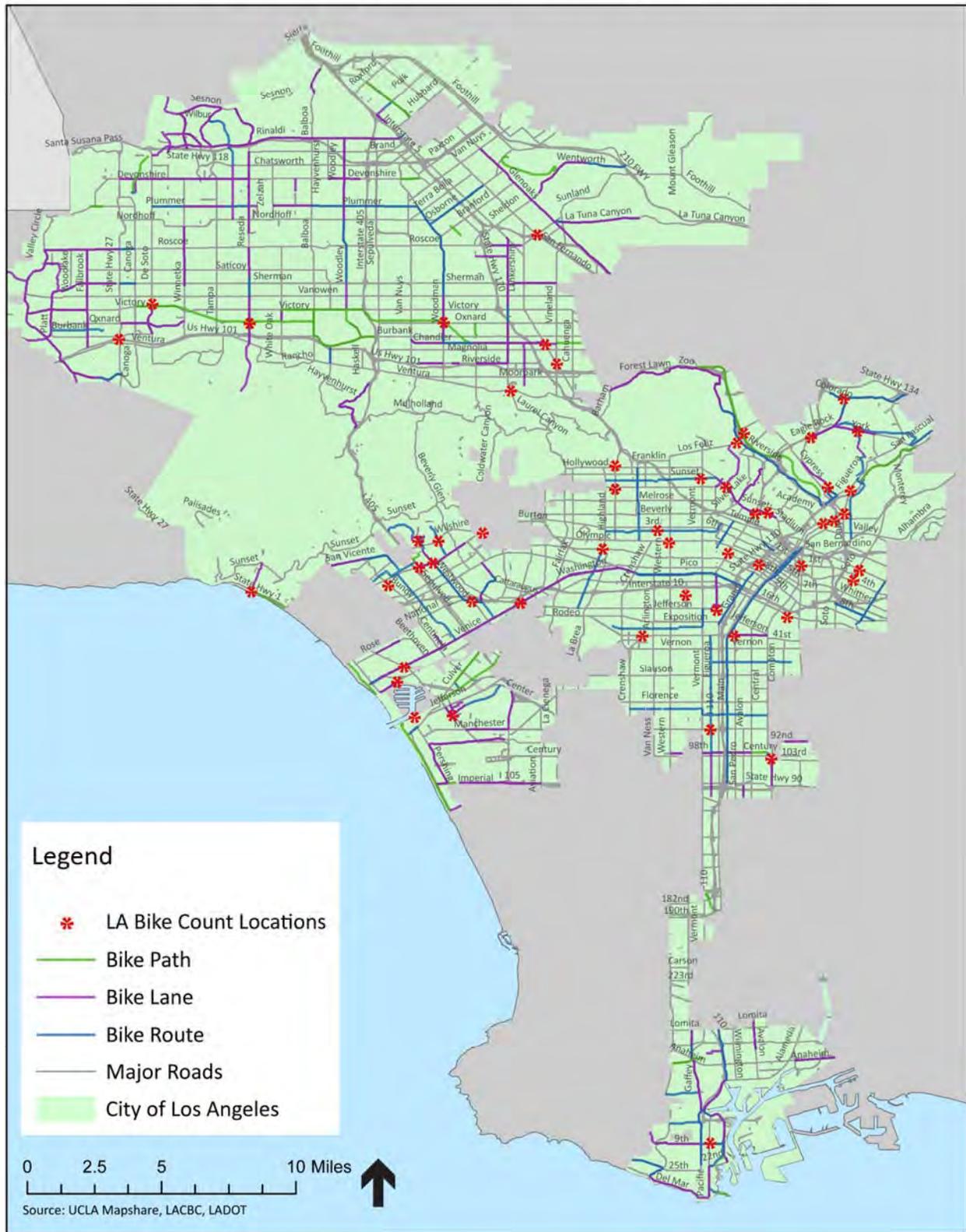


Table 30
Bicyclist Totals - All Intersections

Intersection	Total Bicyclists	Weekday AM	Weekday PM	Weekend Midday
1st & Alameda	231	85	92	54
1st & Soto	277	69	125	83
4th & Wilton	102	41	35	26
7th & Alvarado	661	117	442	102
7th & Figueroa	516	162	239	115
8th & LaBrea	139	45	59	35
9th & Pacific	157	ND	99	58
30th & Hoover	1425	442	643	340
Adams & Normandie	127	69	ND	58
Ballona Creek & Marvin Braude	1903	426	400	1077
Bluff Creek & Lincoln	82	ND	56	26
Broadway & Ave 19	58	58	ND	ND
Broadway Bridge	151	61	90	ND
Burbank & Topanga Cyn	85	22	23	40
Century & Central	509	31	73	405
Cesar Chavez & Soto	303	69	110	124
Colorado & Eagle Rock	138	34	51	53
Cypress & Merced	211	62	84	65
Figueroa & Pasadena	254	52	136	66
Fountain & Vermont	250	56	104	90
Hollywood & Highland	160	70	60	30
Idaho & Bundy	161	97	ND	64
Kittridge & DeSoto	46	ND	ND	46
LA River & Baum Bridge	377	ND	174	203
Lankershim & Vineland	43	ND	ND	43
LeConte & Westwood	277	113	136	28
Los Feliz & Riverside	232	47	53	132
Manchester & Hoover	102	44	ND	58
MLK & Main	328	165	ND	163
MLK & Leimert	33	19	ND	14
National Blvd & Overland	46	ND	22	24
National Pl & Overland	91	19	48	24
Ohio & Sepulveda	365	156	132	77
Orange Line & Reseda	324	72	137	115
Park & Glendale	87	20	38	29
PCH & Temescal Cyn	273	156	117	ND
San Fernando & Tuxford	91	26	40	25
Santa Monica & Highland	75	ND	ND	75
Santa Monica & Westwood	243	0	142	101
Santa Monica & Wilshire	135	39	43	53

Table 30 - Continued

Sunset & Hyperion	333	78	124	131
Sunset & Echo Park	155	67	88	ND
Van Nuys & Glenoaks	177	40	70	67
Van Nuys & Laurel Canyon	182	47	74	61
Venice & Lincoln	544	195	242	107
Venice & National	372	127	158	87
Ventura & Laurel Canyon	83	18	0	65
Verdugo & Eagle Rock	109	45	0	64
Washington & Marvin Braude	1132	181	335	616
Washington & Compton	57	57	ND	ND
Wilshire & Westholme	82	34	37	11
Wilshire & Western	296	31	171	94
Woodman & Orange Line	357	109	143	105
York & Ave50	168	32	70	66

Key: ND = No data collected for that time period

Table 33
Pedestrian Totals - All Intersections

Intersection	Total Pedestrians	Weekday	Weekday	Weekend
		AM	PM	Midday
1st & Alameda	1438	434	658	346
1st & Soto	2135	779	1023	333
4th & Wilton	355	142	116	97
7th & Alvarado	7319	1533	3200	2586
7th & Figueroa	6709	3884	759	2066
8th & LaBrea	740	96	309	335
9th & Pacific	942	ND	356	586
30th & Hoover	1677	417	592	668
Adams & Normandie	729	466	ND	263
Ballona Creek & Marvin Braude	460	54	138	268
Bluff Creek & Lincoln	98	ND	65	33
Broadway & Ave 19	32	32	ND	ND
Broadway Bridge	88	32	56	ND
Burbank & Topanga Cyn	299	90	96	113
Century & Central	1170	551	311	308
Cesar Chavez & Soto	5515	1357	1933	2225
Colorado & Eagle Rock	984	310	289	385
Cypress & Merced	552	176	185	191
Figueroa & Pasadena	747	227	322	198
Fountain & Vermont	1521	318	664	539
Hollywood & Highland	7450	1401	2989	3060
Idaho & Bundy	406	215	ND	191
Kittridge & DeSoto	137	ND	ND	137
LA River & Baum Bridge	113	ND	62	51
Lankershim & Vineland	76	ND	ND	76
LeConte & Westwood	6076	1902	3305	869
Los Feliz & Riverside	430	110	159	161
Manchester & Hoover	1195	908	ND	287
MLK & Main	1756	937	ND	819
MLK & Leimert	114	57	ND	57
National Blvd & Overland	156	ND	71	85
National Pl & Overland	214	27	103	84
Ohio & Sepulveda	597	162	265	170
Orange Line & Reseda	1718	767	676	275
Park & Glendale	634	248	131	255
PCH & Temescal Cyn	473	203	270	ND
San Fernando & Tuxford	125	47	39	39
Santa Monica & Highland	432	210	ND	222
Santa Monica & Westwood	855	ND	495	360
Santa Monica & Wilshire	1198	467	424	307
Sunset & Hyperion	2349	313	681	1355
Sunset & Echo Park	1922	712	1210	ND
Van Nuys & Glenoaks	1884	710	644	530
Van Nuys & Laurel Canyon	1277	336	463	478
Venice & Lincoln	993	484	408	101

Table 33 - Continued

Venice & National	909	358	340	211
Ventura & Laurel Canyon	993	421	ND	572
Verdugo & Eagle Rock	222	180	ND	42
Washington & Marvin Braude	438	110	169	159
Washington & Compton	123	123	ND	ND
Wilshire & Westholme	528	212	192	124
Wilshire & Western	6129	1210	2901	2018
Woodman & Orange Line	531	182	194	155
York & Ave50	777	174	187	416
Totals	76740	24084	27450	25206

Key: ND = No data collected for that time period

[RETURN TO TEXT](#)

TIGER VI DISCRETIONARY GRANT APPLICATION

Eastside Access Improvements | Regional Bikeshare Program

Creating a cost-effective first-last mile solution, enhancing job access, and supporting community revitalization for Los Angeles County residents



Title Eastside Access Improvements | Regional Bikeshare Program
Location Cities of Los Angeles, Pasadena, and Santa Monica, California
Congressional Districts 27, 28, 33, 34, 37
Type of Application Capital
Applicant Los Angeles County Metropolitan Transportation Authority
Type of Application ATP Cycle 2 Application, Part C, if
Amount of TIGER Request \$20.815.000





GRANT REQUEST SUMMARY

The Project consists of multimodal capital improvements to enhance the accessibility, mobility and safety of non-motorized travel and support first-last mile connections.

The Project includes streetscape (street furniture, lighting, planting, storm parkways, etc.), pedestrian (crosswalks, sidewalks, etc), and bicycle (walk-bike esplanade, Class I and II bicycle lanes, cycle tracks, etc.) access improvements proposed to be implemented in the Little Tokyo neighborhood of Downtown Los Angeles within a one-mile radius of the 1st/Central Station of the Regional Connector rail line, set to open for service in 2020. These access improvements will enhance the livability of this historic commercial and burgeoning residential district, and facilitate linkages to nearby Union Station and the integration of bicycle and pedestrian access to Metro rail and bus systems.

The Project also includes capital investments to support the deployment of a Regional Bike Share Program consisting of 250 bike share stations and 2,500 bikes within a one-mile radius of rail stations in Downtown Los Angeles and the cities of Pasadena and the Santa Monica. Among the capital investments to be funded are the purchase of bicycles and system equipment, the construction of a maintenance facility, and the procurement of vehicles to redistribute bicycles among stations and transport bicycles from docking stations to the maintenance facility.

The TIGER Discretionary Grant request of \$20.815 million would allow for implementation of the Project. This TIGER capital grant application is submitted by the Los Angeles County Metropolitan Transportation Authority ("LACMTA" or "Metro", the lead applicant) in

partnership with the City of Pasadena and the City of Santa Monica (the co-applicants). The total cost to implement the Project is \$30.21 million with the TIGER Discretionary Grant request representing 68.9% of this total.

Included in the calculation of the 31.1% non-federal share is the value of city- and Metro-owned land, appraised at \$0.73 million, being contributed "in-kind" by the Project sponsors for the bikeshare stations. The non-federal share also consists of \$0.94 million for Metro and City staff time during the implementation phase.

In addition to the contribution of land and staff time, Los Angeles County voter-approved sales tax funds and State grant funds totaling \$7.72 million have been committed by Metro and its Project partners for the construction costs, for a total non-Federal contribution of \$9.391 million.

As all of the project development activities are being 100% locally funded, the \$20.815 million TIGER request will be used for construction activities only.

For more information, please feel free to contact:

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HamidehA@metro.net
(213) 922-4299

Project Manager
Laura Cornejo
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REGIONAL BIKESHARE PROGRAM



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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April 25, 2014

The Honorable Anthony Foxx, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

TIGER DISCRETIONARY GRANT REQUEST FOR THE EASTSIDE ACCESS IMPROVEMENTS/ REGIONAL BIKESHARE PROGRAM

Dear Secretary Foxx:

On behalf of the Los Angeles County Metropolitan Transportation Authority (LACMTA, the "Lead Applicant") and the cities of Los Angeles, Pasadena, and Santa Monica (jointly, the "Co-Applicants"), I am pleased to submit this grant request for the Transportation Investment Generating Economic Recovery Discretionary Grant (TIGER) Program to complete the financing package for implementing the Eastside Access Improvements/ Regional Bikeshare Program (the "Project"). This grant request is in response to the Notice of Funding Availability (NOFA) for the U.S. Department of Transportation's National Infrastructure Investments under the Consolidated Appropriations Act, 2014.

Our TIGER Discretionary Grant request is for \$20,815,000, which represents 68.9% of the Project's capital cost of \$30,206,000. LACMTA is committed to providing local funds in the amounts of \$5,250,000 for capital costs and \$285,390 for staff. Similarly, the Co-Applicants are committed to providing local funds in the amounts of \$2,470,000 for capital costs and \$651,210 for staff, as well as an "in-kind" contribution estimated at \$734,400 for right-of-way that is necessary for the Project. Thus, with the TIGER funds being the only source of federal funds to implement the Project, our local match contribution represents 31.1% of the Project's total cost.

The Project consists of multimodal capital improvements to enhance the accessibility, mobility and safety of non-motorized travel and to support first-last mile connections. The Project includes streetscape (e.g., new street furniture, lighting, planting, storm parkways, etc.), pedestrian (e.g., crosswalks, sidewalks, etc), and bicycle (e.g., walk-bike esplanade, bicycle lanes, etc.) access improvements proposed to be implemented in the Little Tokyo neighborhood of Downtown Los Angeles within a one-mile radius of the 1st/Central Station of the Regional Connector rail line (open for service in 2019) to enhance the livability of this historic commercial and burgeoning residential district. These improvements also would facilitate linkages to nearby Union Station and integrate bicycle and pedestrian access with the rail and bus systems.

The Project also includes capital investments to support the deployment of a Regional Bike Share Program consisting of 250 bike share stations and 2,500 bikes within a one-mile radius of rail stations in Downtown Los Angeles and the cities of Pasadena and the Santa Monica.

Among the capital investments to be funded are the purchase of bicycles and system equipment, the construction of a maintenance facility, and the procurement of vehicles to redistribute bicycles among stations and transport bicycles from docking stations to the maintenance facility.

We believe that the Project meets USDOT's selection criteria for this sixth TIGER Discretionary Grant opportunity, as noted in the enclosed grant application. We thank you in advance for your support of our request for funding from the TIGER Program. Should you have any questions regarding this application, please contact Dr. Ashad Hamideh of our office at (213) 922-4299.

Sincerely,



FRANK FLORES
Executive Officer
Countywide Planning & Development

Enclosure



REGIONAL BIKESHARE PROGRAM

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REGIONAL BIKESHARE PROGRAM

OVERVIEW

Belying its reputation as the epicenter of “car culture,” Los Angeles has quietly evolved over the past decade into favorable terrain for public transit users and active transportation advocates. Through multiple voter-supported sales tax increases, the Los Angeles County Metropolitan Transportation Authority (Metro) has expanded the rail system to 87 miles, with another 16.6 miles to open by 2016. The County has almost 1,270 miles of bicycle infrastructure with approximately an additional 1,030 miles planned. Metro rail stations house a total of 596 bike lockers and 1,231 bike racks. Three secured bike parking hubs will be opened within the coming year.

Locally-generated investment in infrastructure to support multimodal trips combining walking, biking, and public transit has yielded impressive results. Between 2000 and 2009, bicycling as a means of transportation increased by 75% in the County. A recent sampling of Metro’s rail system showed approximately 8,560 daily bike boardings on Metro’s rail network, a 42%

increase from fiscal year 2012.

The evidence of Los Angeles’s active transportation boom is literally in the streets. The local non-profit group CicLAvia since 2010 regularly sponsors an “open street” event, that temporarily closes some of the busiest city boulevards to vehicular traffic for a full day during the weekend and opens them to people on foot, by bike, wheelchair or pushing strollers, free of charge. CicLAvia has raised public awareness of opportunities to link walking and biking with transit, as the Eastside Access Improvements and Regional Bikeshare Programs proposed in this application provide points of multimodal connectivity. The most recent CicLAvia event held in April 2014 closed a six-mile stretch of heavily-trafficked Wilshire Boulevard, attracting over 100,000 participants.

Despite enormous progress in promoting the adoption of non-vehicular modes of transportation, Los Angeles still ranks as among the most congested regions in the nation in terms of hours of vehicle delay per year. Housing

Figure 1. Bicyclists at CicLAvia Event in Downtown Los Angeles



affordability, after improving during the Great Recession, has sunk again to near-historical lows, worsening a longstanding regional jobs-housing imbalance and income disparity between the coastal and inland areas of the County. The Eastside Access Improvements and Regional Bikeshare Program submitted for consideration in this application are of vital importance to the region's continued economic competitiveness. Los Angeles's ability to cultivate ladders of opportunity for its neediest residents, while retaining and attracting young professional talent, hinges upon the availability of alternative mobility options that lower household transportation costs and make employment opportunities more readily accessible via an expanding transit network.

Metro's implementation of this project seeks to address an interconnected set of regional issues—job accessibility, mobility, economic prosperity for disadvantaged areas, neighborhood quality of life, and air quality—by making cost-effective, coordinated investments in first mile-last mile solutions through the Regional Bikeshare Program and in supportive walking and bicycling infrastructure through Eastside Access Improvements in an economically distressed neighborhood.

Working in conjunction with one another, the elements of this project seek to make non-vehicular transport a viable option for three key demographics seeking ladders of opportunity:

- 1) **lower-income residents**, who often lack affordable housing opportunities in areas of Los Angeles where well-paid jobs are plentiful;
- 2) **students** pursuing career development at local colleges and universities, many of whom are burdened by increasing student loan debt and lack access to personal vehicles; and
- 3) **young workers** who prefer to live in walkable, urban communities rather than auto-dependent suburbs, and are critical to the future economic vitality of the region.

The project proposed in this application—Eastside Access Improvements and Regional Bikeshare Program—will build upon these recent investments and trends by creating a truly multimodal transportation system, in which a Metro customer can seamlessly rent a bicycle from a bikeshare station within walking distance of his or her home, get to the nearest Metro station using bike lanes, then take the train to work, potentially using the same smart card as payment, and most importantly, without the use of a car.

While being initially launched in three pilot jurisdictions – Los Angeles, Pasadena, and Santa Monica - the transformational potential of this project extends to all areas of the County: Metro is developing a world-class rail system with stations that will be three miles or less from the homes of 7.8 million residents—or 78% of entire County population.

The Eastside Access Improvements and Regional Bikeshare Program are being strategically combined to deliver both the supportive bicycle and pedestrian infrastructure needed to access Metro's growing rail system and a for-rent fleet of bicycles that will be widely available at a low cost to the traveling public.

A key objective of the Program is to support first-last mile connections to places of employment and intra-jurisdictional local trips for work and recreational purposes. In addition to facilitating reductions in vehicle miles traveled, both projects will foster increased environmental sustainability and encourage more active life styles.

With its temperate year-round climate and relatively flat terrain, Los Angeles is in many respects an obvious candidate for a bikeshare program, and with its multiple jurisdictions, an even better candidate for a regional bikeshare program, led by Metro, as proposed in this application. With 88 incorporated cities and at 4,083 square miles, Los Angeles County is the first region of its magnitude within the U.S. to plan for a single, integrated bikeshare program over a large, decentralized area with many jurisdictional boundaries and authorities.



REGIONAL BIKESHARE PROGRAM

The Cities of Pasadena, Los Angeles and Santa Monica have been selected to serve as the region’s pilot jurisdictions for implementation based on five weighted indicators that have proven critical to the success of bikeshare program in other U.S. cities and internationally:

- 1) population density; 2) job density; 3) tourist attractions and facilities; and 4) proximity to transit (Metro Rail, Metro Bus Rapid Transit (BRT), and all Rapid stations, and Metrolink commuter rail stations).

I. PROJECT DESCRIPTION

The proposed project to be funded by TIGER Discretionary Grant funds consists of two elements:

EASTSIDE ACCESS IMPROVEMENTS. Located in the heart of downtown Los Angeles, this project will implement a program of streetscape, pedestrian safety and bicycle access improvements reconnecting Little Tokyo with Los Angeles Union Station and surrounding communities, including El Pueblo, the Arts District, Chinatown, the Civic Center, Boyle Heights, and the portions of the Los Angeles River that surround Union Station (**Figure 2**).

The improvements are to be undertaken within a one-mile radius of the future Regional Connector

- Metro Rail - Existing
- Silver Line BRT
- Regional Connector - Opening 2019
- Eastside Access**
- Streetscape Improvements
- Major Intersection Improvements
- Crosswalks
- Walk/Bike Esplanade
- Travel Lane Removal
- Class II Bicycle Lanes
- Regional Bike Share**
- Bike Share Stations

Figure 2. Eastside Access Improvements Reference Map



Figure 3. Alameda Street Looking South



Figure 4. Alameda Street Rendering with Proposed Walk-Bike Esplanade



1st/Central station, set to open in 2020. They are envisioned as a regional model for the integration of bicycle and pedestrian access to the Metro rail system that can be replicated elsewhere to increase transportation choices and lower the cost of mobility. TIGER Discretionary Grant funds will be used to implement the following multimodal elements:

- * Crosswalk improvements at 23 intersections;
- * Walk-bike esplanade of just over 1.0 mile,
- with double rows of street trees and Class I bike lanes (**Figures 3 and 4**);
- * Streetscape improvements along 5.0 linear miles of city streets, including the planting of 325 trees, sidewalk widening, repairs, and the installation of street furniture along key commercial corridors;
- * Replacement of 100 traditional street lights with low-energy LED street lights;
- * Installation of 1.0 mile of storm parkways

REGIONAL BIKESHARE PROGRAM

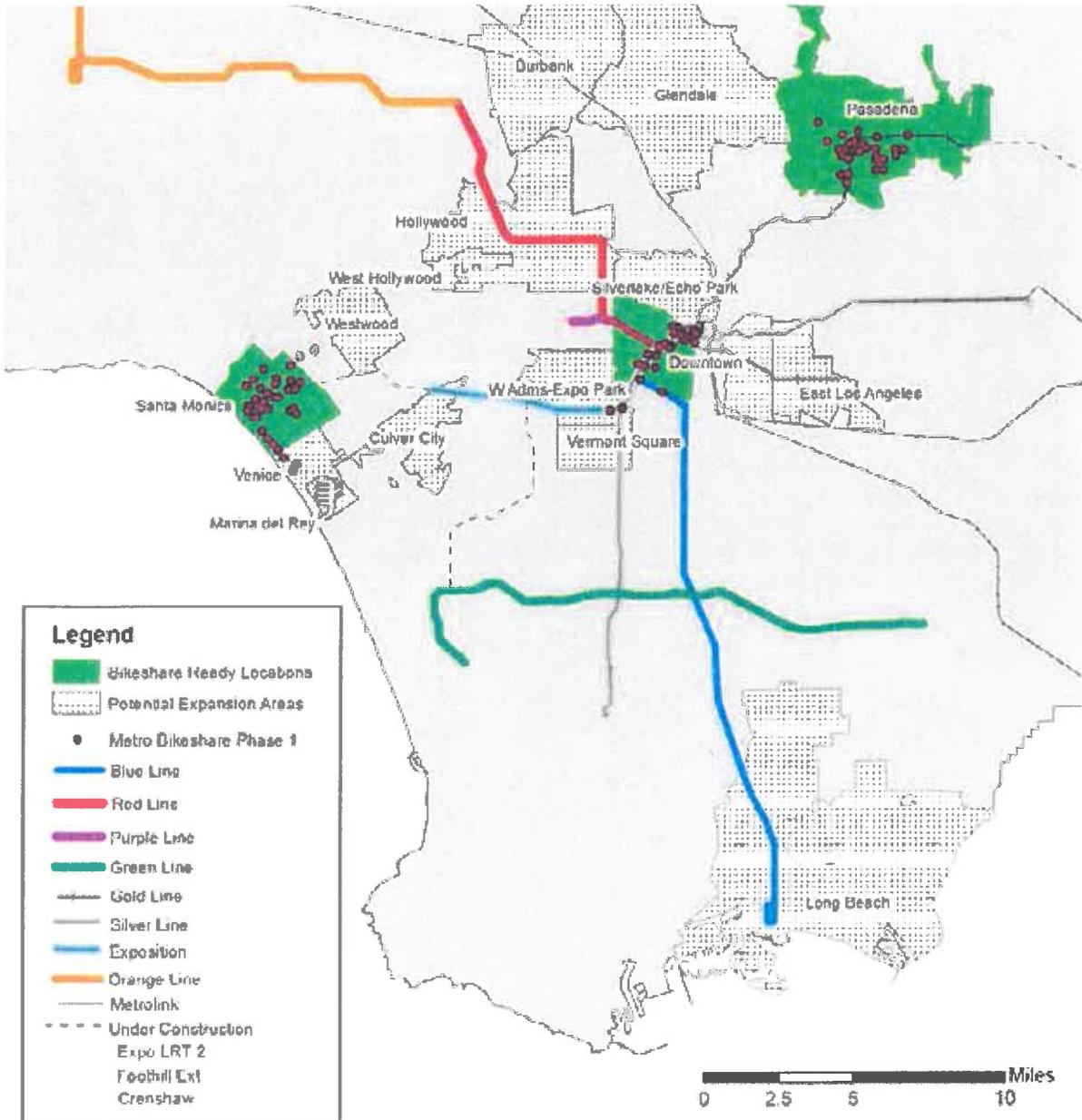


Figure 5. Regional Bikeshare Program Reference Map

(bioswales) for water filtration and runoff management;

- * 1.7 miles of new Class II bicycle lanes to close gaps in the existing network

These improvements will enhance the livability of this historic commercial and burgeoning residential district, and facilitate linkages to local and regional transit systems, including the future Regional Connector 1st/Central Station

and Union Station, the regional transportation gateway for commuter rail, intercity rail, and Metro and municipal bus services.

The timing of these improvements will follow the the launch of the Regional Bikeshare Program, with downtown Los Angeles (including the Little Tokyo neighborhood) to serve as one of three “pilot” areas for the bikeshare program, as illustrated in Figure 5. The Eastside Access

CITY	BIKESHARE STATIONS	METRO RAIL STATIONS SERVED	LINES SERVED
Los Angeles	84	Union Station, Civic Center, Pershing, 7th/Metro, Little Tokyo, Chinatown	
Pasadena	97	Fillmore, Del Mar, Memorial Park, Lake, Allen	
Santa Monica	69	Downtown Santa Monica, 17th Street/Santa Monica College, 26th Street/Bergamot Station	
Total – Phase I	250		

Table 1. Proposed Phase I Bikeshare Stations Per City and Metro Rail Stations Served

Improvements complement and leverage these other investments in mobility to increase transit ridership at a key Metro station and on the overall Metro rail network.

REGIONAL BIKESHARE PROGRAM. Using Metro’s rail network as the foundation for the Regional Bikeshare program, Metro will install 250 bikeshare stations (2,500 bikes) within a one-mile radius of 14 Metro rail stations in three pilot areas: Downtown Los Angeles/Little Tokyo (Red Line, Blue Line, Gold Line, Purple Line, and Regional Connector), Pasadena (Gold Line), and Santa Monica (Expo Line opening early 2016).

To ensure the optimal user experience and availability of bicycles within each area, Metro has established an estimate of bikeshare station density using the 2012 Mineta Transportation Institute Study, “Public Bike Share in North America: Early Operator and User Understanding” and the USDOT/FHWA 2012 “Bike Sharing in the United States: State of the Practice and Guide to Implementation”

The 250 bikeshare station total for Phase I was determined using an average of these recommendations (4 bikeshare stations per square mile at ½ mile apart and 16 bikeshare stations per square mile at ¼ mile apart). The number of bikeshare stations to be installed in each area for the pilot phase is estimated in **Table 1:**

TIGER Discretionary Grant funds would be used for the purchase of bicycles, system equipment, construction of a maintenance facility, and vehicle(s) to redistribute bicycles between stations and/or transport bicycles from docking

stations to the maintenance facility.

The project scope to be funded by the TIGER Discretionary Grant represents the inaugural phase of a larger Regional Bikeshare program that Metro intends to expand countywide to enhance first-last mile connections to Metro’s transit system and facilitate travel in other jurisdictions, including Boyle Heights, Burbank, Culver City, East Los Angeles, Echo Park/Silver Lake, Glendale, Hollywood, Marina Del Rey, UCLA, USC and West Hollywood.

Depending on available funding, Metro has the ability to scale up or down the total number of bikeshare stations installed in the pilot phase and adjust its coverage area within each city.

TRANSPORTATION CHALLENGES

The infrastructure improvements planned for the Eastside Access Project and Regional Bikeshare Program seek to address the following challenges:

- * Provision of a reliable and low-cost first mile-last mile connection, particularly in areas of Los Angeles County with a high concentration of jobs and universities to bolster the region’s **economic competitiveness;**
- * Pedestrian and bicyclist **safety;**
- * Improvement of degraded sidewalk and streetscape infrastructure to a **state of good repair;**
- * Neighborhood **quality of life;**
- * **Coordination** of a bikeshare program across multiple jurisdictions.

REGIONAL BIKESHARE PROGRAM

EXISTING CONDITIONS

Eastside Access Improvements. One of only three Japan-Towns in the United States, and considered the heart of the Japanese-American business community in Los Angeles, Little Tokyo is located east of downtown, bounded in the south by 3rd Street; Broadway Street to the West; Temple Street to the North; and Alameda Street in the East. While Little Tokyo has a vibrant commercial district along First Street, physical conditions in the surrounding blocks create significant barriers to mobility for local residents. To the north, the neighborhood is cut off from nearby Los Angeles Union Station by

citizens.

In 2010, the median household income was 53% of the County average; however, this average does not reflect the stark economic disparities within this neighborhood, which borders both the middle-income Arts District and economically distressed Skid Row, one of the largest concentrations of homeless in the nation, where the median income is \$3,727.

The degraded physical conditions of Little Tokyo's sidewalk and streetscape infrastructure reflect years of disinvestment following the end of the World War II, which saw the displacement

Figure 6. Little Tokyo Streetscape



the U.S. 101 Freeway, and similarly deprived of recreational access to the adjacent Los Angeles River by freight and passenger rail tracks at its eastern edge.

Characterized by a growing multi-family residential base, Little Tokyo has a high concentration of Asian American residents (48%), compared to the city as a whole (11%). Little Tokyo is also home to a roughly even proportion of whites (29%), Latinos (16%), and African-Americans (18%). Sixty-two percent of the population are foreign-born and non-

en masse of Japanese-Americans to internment camps, many of whom never returned to Little Tokyo.

In 1970, Little Tokyo was designated an Economically Distressed redevelopment area, allowing the 67-acre district to receive federal assistance to build senior housing, provide shops for small businesses, retrofit decaying historic buildings, and erect a cultural and community center. This process of revitalization continues today with Metro's Regional Connector Project and the Eastside Access Improvements.

REGIONAL BIKESHARE PROGRAM. The three pilot areas – Los Angeles, Pasadena and Santa Monica– all boast major employment centers of regional significance. Downtown Los Angeles has a residential population of 52,600 – up 6% since 2011 – with a weekday presence of over 500,000 workers. 34.8% of employees located in downtown commute by public transit and 18.4% walk to work, compared to 7.0% and 2.9% countywide, respectively.

With nearly 137,000 residents and a daytime population of 50,000 more, Pasadena has a regionally significant cluster of tech/biotech employers like the NASA Jet Propulsion Laboratory, California Institute of Technology (Caltech) and City of Hope Cancer Research Hospital.

Similarly, with a residential population of 91,000, the daytime population of Santa Monica swells to 250,000, due to the dense concentration of service, tourism-related, and professional jobs

located in the city.

In recent years, Santa Monica has attracted the moniker “Silicon Beach,” reflective of both its coastal location and its burgeoning tech start-up community. This emerging ecosystem of entrepreneurs and venture capitalists has been an engine of job creation, amid a stubbornly high unemployment rate of 8.7% in Los Angeles County.

Each of the pilot areas have adequate bicycle infrastructure in place in the form of bike lanes, and storage facilities, including two bike centers in Santa Monica (**Figure 7**), to support the successful implementation of a regional bikeshare program. Within three miles of the Union Station, Civic Center, Pershing, 7th/Metro, Little Tokyo, and Chinatown stations, there are 62.3 miles of bicycling infrastructure. Pasadena has 75 miles of bicycle infrastructure and Santa Monica has 42 miles.

Figure 7. Santa Monica Bike Center Near Future Downtown Expo Light Rail Station





REGIONAL BIKESHARE PROGRAM

REGIONAL SIGNIFICANCE

The proposed project has both regional and national significance.

EASTSIDE ACCESS IMPROVEMENTS. The future Regional Connector light rail station will enable residents and workers for the first time to undertake a convenient, seamless “one-seat” ride via Metro to destinations spanning the entire County, from Long Beach to San Gabriel Valley cities east of Pasadena, and from East Los Angeles to Santa Monica.

This makes Little Tokyo’s location regionally significant, as it will be at the center of Metro’s rail network, and equidistant from many different locations. To capitalize upon its regionally strategic position, unique heritage, and cultural resources, public investment is needed to “kickstart” the neighborhood’s revitalization.

The Eastside Access Improvements are intended to do just that, and with the implementation of the Regional Bikeshare Program in Little Tokyo, followed by the opening of the Regional Connector, the timing is right for this investment.

REGIONAL BIKESHARE PROGRAM. By sustaining the first mile-last mile connection in these pilot areas, the Regional Bikeshare program will provide a reliable, flexible, and inexpensive form of transportation to some of the region’s densest and largest clusters of jobs and educational institutions.

In conjunction with the opening of the Metro Expo Line in early 2016, the Bikeshare Program is also part of a regional strategy to improve mobility along the County’s east-west transportation corridors. Congestion along these corridors, primarily Interstate 10, is the result of a severe jobs-housing imbalance, with the primary burden placed on lower- and middle-income workers who are commuting to coastal job centers such as Santa Monica from areas further inland with more affordable housing.

The Regional Bikeshare program will play an important role in increasing transportation choices for these workers, by making the Expo

Line a more viable alternative to driving. Based on existing ridership patterns, Metro expects the Expo Line extension to Santa Monica to have a larger than usual catchment area, due to its connectivity with jobs in West Los Angeles.

NATIONAL SIGNIFICANCE

With over 10 million inhabitants and an economic output of \$500 billion, Los Angeles County has a larger population than all but 7 states and would be considered, on its own, on par with the national economies of Norway and Sweden.

In terms of land use patterns, Los Angeles was once at the forefront of postwar suburbanization, and is now retrofitting its individual neighborhoods block by block to accommodate more sustainable modes of transportation, in conjunction with large-scale investment in transit to connect these neighborhoods together. The Eastside Access Improvements and Regional Bikeshare Program are both a critical part of this ongoing transformation.

The planned scale of the bikeshare program, with 5,250 bikes to be located throughout the County in future phases, has the potential to become a national model for solving mobility challenges of first mile-last mile connections in other regions like Los Angeles that are uniformly dense but spread out over 88 cities and several hundred square miles. From this perspective, the project has national significance as well.

II. PROJECT PARTIES

The grant would support an alliance between **Metro** and the **Cities of Los Angeles, Pasadena, and Santa Monica** (“the cities”). Metro would be the official grant recipient and would be administering grant funds and managing the project in partnership with the cities.

Metro and the cities have worked together to implement active transportation projects. All parties have strong project management and technical expertise in delivering bicycle and pedestrian facilities within the region,

and intend to provide significant staff support throughout the implementation period. Letters of commitment from the cities can be found in **Appendix A1** here.

When the Eastside Access Improvements are completed, maintenance responsibility will be transitioned to the City of Los Angeles Department of Transportation (LADOT). For the Regional Bikeshare Program, Metro will contract with an equipment vendor to operate and maintain the system.



REGIONAL BIKESHARE PROGRAM

III. GRANT FUNDS AND SOURCES/USES OF FUNDS

The estimated total cost to implement the project is \$30,206,000, of which \$28,721,600 will be used for Eastside Access and Regional Bike Share Program construction activities. Of this \$28,721,600 required for construction, Metro is requesting **\$20,815,000** in Federal funds under

the TIGER Discretionary program.

All environmental, design, and engineering activities associated with the project are being funded 100% with local sources of revenue. Therefore, while the project development costs

SOURCE	PROJECT DEVELOPMENT	RIGHT-OF-WAY	CONSTRUCTION	TOTAL PROJECT
EASTSIDE ACCESS IMPROVEMENTS				
<i>Non-Federal</i>				
Measure R Sales Tax	\$250,000	-	\$5,000,000	\$5,250,000
<i>Federal</i>				
TIGER Discretionary Funds	-	-	\$11,800,000	\$11,800,000
Subtotal Sources by Phase	\$250,000	-	\$16,800,000	\$17,350,000
<i>Non Federal Share by Phase</i>	<i>100.0%</i>	<i>0.0%</i>	<i>29.8%</i>	<i>30.8%</i>
<i>Federal Share by Phase</i>	<i>0.0%</i>	<i>0.0%</i>	<i>70.2%</i>	<i>69.2%</i>
Subtotal Uses by Phase	\$250,000	-	\$16,800,000	\$17,350,000
REGIONAL BIKESHARE				
<i>Non-Federal</i>				
Proposition C	\$500,000	-	\$720,000	\$1,220,000
Measure R Sales Tax	-	-	\$750,000	\$750,000
AQMD Grant Funds	-	-	\$500,000	\$500,000
Local Cities In-Kind/Staff Time	-	\$734,400	\$651,210	\$1,385,610
Metro In-Kind	-	-	\$285,390	\$285,390
Subtotal Non-Federal	\$500,000	\$734,400	\$2,906,600	\$4,141,000
<i>Federal</i>				
TIGER Discretionary Funds	-	-	\$9,015,000	\$9,015,000
Subtotal Sources by Phase	\$500,000	\$734,400	\$11,921,600	\$13,156,000
<i>Non Federal Share by Phase</i>	<i>100.0%</i>	<i>100.0%</i>	<i>24.4%</i>	<i>31.5%</i>
<i>Federal Share by Phase</i>	<i>0.0%</i>	<i>0.0%</i>	<i>75.6%</i>	<i>68.5%</i>
Subtotal Uses by Phase	\$500,000	\$734,400	\$11,921,600	\$13,156,000
EASTSIDE ACCESS IMPROVEMENTS & REGIONAL BIKESHARE PROGRAM				
TIGER Request	-	-	\$20,815,000	\$20,815,000
<i>Non-Federal Contribution</i>	<i>\$750,000</i>	<i>\$734,400</i>	<i>\$7,906,600</i>	<i>\$9,391,000</i>
Total Uses by Phase	\$750,000	\$734,000	\$28,721,600	\$30,206,000
			Overall Local Match	31.1%

are counted in the calculation of the local match, this TIGER request is for the construction cost portion of the project only.

As shown in **Table 2** under "Total Non-Federal Contribution," Metro and the cities are providing a total of \$9.391 million across all activities against a total project cost of \$30.206 million, for an over-match ratio of 69/31.

To date, Metro and the cities have been awarded State grant funds and have committed local funds for the construction phase of the project:

- * \$500,000 in South Coast Air Quality Management District (AQMD) competitive grant funds, funded by a regional surcharge on vehicle registration fees;
- * \$721,000 in Proposition C Sales Tax Revenues; and
- * \$5,750,000 in Measure R Sales Tax Revenues.

In addition, all parties are making a significant contribution in the form of staff support and public land/right-of-way donation for the bikeshare stations:

- * \$285,390 in Metro staff support;
- * \$651,210 in Cities staff support; and
- * \$734,400 in Cities right-of-way contributions.

All bikeshare stations will be located on Metro or city-owned property, with a limited number of stations to be sited on existing metered parking spaces. All property will be provided free of charge through development agreements with the selected bike share system operator.

The elimination of 24 revenue-generating parking spaces for docking stations is being counted as an in-kind contribution by the cities, with each parking space eliminated appraised at \$30,600, based on the market value of the land and the average cost of providing a replacement parking space in downtown districts. As noted above, the non-Federal contribution is in excess of the required local match. However, this project cannot be readily and efficiently completed without Federal assistance.

LEVERAGED INVESTMENT

In the pilot areas where the Regional Bikeshare Program will be launched, Metro and the cities have recently made supportive planning and capital investments that will enhance the success of the program and leverage investment from other sources.

- * Metro is currently working on several new initiatives such as the First Last Mile Plan, the Complete Streets Policy, The Open Streets Program and the Active Transportation Strategic Plan to guide future investment priorities in pedestrian and bicycle infrastructure investments throughout the County.
- * Metro was awarded a Caltrans Statewide Urban Transit Planning Study Grant to fund a Union Station Linkages Study. Concepts for Eastside Access Improvements developed out of this planning study.
- * "Open Street" events like Ciclavia will be expanded throughout the County as a result of a newly approved Metro "Open Street's" program that will grant \$2.0 million annually to the 88 cities in the County. These events will serve as a valuable cross-marketing opportunity for the Regional Bikeshare Program.
- * Metro has contributed \$1.2 million to the upgrading of all bike lanes in the areas surrounding future Expo Line stations in Santa Monica.
- * Since 2010, the City of Los Angeles has invested \$12.0 million in local transportation funds to augment its bike lane network, completing 251 miles of bicycle lanes (Class I, II & III) . Over the long term, the City has committed to constructing at least 200 additional miles of bikeways every five years, for the next 35 years, until the full buildout of its planned 1,684 mile network is complete.

The projects meet the five primary selection criteria outlined in the March 3, 2014 Federal



REGIONAL BIKESHARE PROGRAM

IV. SELECTION CRITERIA

Register. These include both long and short-term outcomes.

A. PRIMARY SELECTION CRITERIA

i. STATE OF GOOD REPAIR

In a comprehensive survey of local streets and roads, the City of Los Angeles recently determined that, due to deferred maintenance, there is a cumulative 60-year backlog in needed repairs and improvements to 8,700 lane-miles of streets and sidewalks, estimated to cost over \$2.0 billion for the sidewalk repairs alone.

The Eastside Access improvements will make targeted investments in long-neglected sidewalk infrastructure and streetscape amenities, prioritizing repairs and improvements in a neighborhood where residents are disproportionately dependent on non-vehicular modes of transportation and where pedestrian injuries are higher than the citywide average. These improvements are furthermore designed to minimize future lifecycle costs, with low-energy LED street lights typically experiencing a 10-year cleaning and photocell replacement cycle, compared with a 4-year cycle for traditional streetlights.

The operating cost savings can in turn be reinvested in the neighborhood to maintain the streetscape in a state of good repair for the years to come. Such savings will more than offset the net increase in annual operation and maintenance expenses associated with additional street trees, bike lane facilities, and other circulation enhancements.

By eliminating some vehicle trips, the Regional Bike Share program will also help to reduce the cost of future road maintenance on heavily trafficked downtown streets and minimize pavement lifecycle costs.

ii. ECONOMIC COMPETITIVENESS

The Regional Bike Share Program will improve the long-term efficiency, reliability, and cost competitiveness of transportation in the most

populous County in the nation, while the Eastside Access Improvements will enhance access to transit and job opportunities, and encourage more local trips to be taken via walking and biking.

Approximately 850,000 bicycle trips will be made using the bikeshare system in the first twelve months, increasing to 5.7 million trips per year in 2020, when the expansion of the system from 250 to 525 bikeshare stations will have been completed. Over the 5-year analysis period, users will save approximately 3.6 million hours—the combination of faster commutes and reduced wait times for intermodal connections. This time savings is valued at \$53.7 million (in 2013 dollars) and accounts for 45 percent of total discounted benefits attributed to the Regional Bikeshare Program.

Metro sees the Program as a key strategy for maintaining the economic competitiveness of the region. Within the pilot jurisdictions, students will have better access to colleges and universities that provide key ladders of opportunity for career development, like Santa Monica College, consistently ranked as one of the highest rate of transfer student admissions to the University of California system.

Incubators for research in science and engineering that make the United States a global competitor in the biotech and technology sectors, like the University of Southern California (USC) adjacent to downtown, and Caltech in Pasadena, will also be served by Phase I of the Program, as will the Fashion Institute of Design (FIDM) in the heart of downtown.

New college graduates are increasingly making employment and residential location decisions based on availability of alternate transportation options. For younger workers who are part of a generational shift away from the suburbs and gravitate toward dense, mixed-use neighborhoods like Little Tokyo, downtown Santa Monica, and Pasadena, the Program will not only increase transportation choices, but

reduce the cost to employers of locating in the central business districts of those locations, as employees will require fewer employer-subsidized parking spaces.

With the average extended use fee for annual members estimated at just \$0.15 per trip, the Program will also provide a vastly more economical option than an equivalent trip on a Metro rail or bus fare (\$1.50), a taxi or shared ride (\$6.60 for a 1.6 mile trip in the City of Santa Monica), or a personal vehicle (ranging from \$0.76 to \$3.33 for a 1.6 mile trip, depending on parking costs at the trip end). By transferring to lower cost modes of travel, users will save \$27.0 million in out-of-pocket transportation costs (in 2013 dollars) over the analysis period. The usage and membership fee structure for the Program will be incentivized for turnover and trips of less than 30 minutes in duration. It is anticipated that over 96% of trips will incur no usage fee at all (ie. those 30 minutes or less in duration).

REDUCED CONGESTION COSTS. An estimated 33% of all bikeshare trips will be diverted from auto, based on the mode shift observed by Chicago’s bikeshare program, which is similarly situated in a central business district. Many of these trips are taken during peak hours, as shown in Figure 8. This mode shift reduces the cost of congestion by \$1.6 million in 2013 dollars over the analysis period, freeing up capacity on the existing road network for other users.

iii. QUALITY OF LIFE

The following section focuses on two of the six DOT/HUD/EPA Livability Principles with which the project is best aligned. The first principle, the creation of affordable and convenient transportation choices, receives particular attention in this section in accordance with DOT’s prioritization of this selection criterion in this TIGER solicitation.

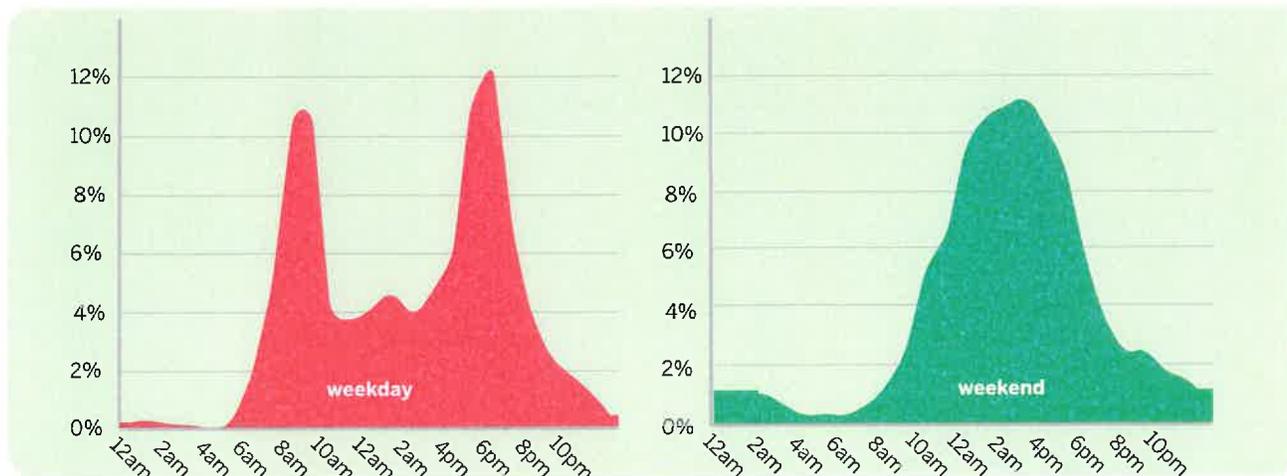
PROVIDE MORE TRANSPORTATION CHOICES

Livability Improvement #1 - Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nations’ dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

On a cost per trip basis, the Regional Bikeshare Program is extremely cost competitive with other modes of travel. A small percentage of overall bikeshare users (1.7%) are projected to reduce household vehicle ownership or become zero-car households as a direct result of the project, permanently taking cars off the road. Considering that the average annual ownership cost of a bicycle is \$308, versus \$5,211 tfor the average sedan, this savings represents a substantial percentage of the median household income in Los Angeles, estimated at \$56,241 in 2013.

With 14 existing and future Metro rail stations

Figure 8. Projected Distribution of Bikeshare Trips by Time of Day, Based on DC Capital Bikeshare





REGIONAL BIKESHARE PROGRAM

to be served by the 250 proposed bikeshare stations in Phase I, the Regional Bike Share Program and Eastside Access Improvements will be instrumental in enhancing points of modal connectivity, thereby increasing the catchment area of the Metro rail system and providing convenient transportation choices for more County residents.

Envisioned as a model of multimodal integration, the Eastside Access Improvements will leverage existing modal assets to accommodate a growing share of active transportation users in Los Angeles. In tandem, the Regional Bikeshare Program will install the infrastructure needed to expand the use of bicycling as a mode of commuting, currently estimated to constitute only 2.1% of all work trips countywide.

ENHANCE ECONOMIC COMPETITIVENESS

Livability Improvement #3 - Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.

EASTSIDE ACCESS IMPROVEMENTS. Improved sidewalk and streetscape infrastructure will restore safe and efficient mobility options for the most vulnerable groups of Little Tokyo residents: the large, elderly Japanese population who may not be able to drive to access basic needs and services (17% of the population is above the age of 65, compared to 10% citywide); persons with disabilities who have difficulty navigating broken, uneven sidewalks.

These improvements will support the ongoing revitalization of not only Little Tokyo but the adjacent Arts District, which is increasingly attracting young families with children. This investment in the public realm will pay back economic dividends in the form of reduced household transportation costs and location-efficient housing options for those who want to walk, bike, and use Metro's expanding transit network without compromising livability or safety.

REGIONAL BIKE SHARE PROGRAM. Equally important as the number of trips handled by the bike share system are the types of people that this program will be benefitting. Metro has been developing its Program with a focus on providing economic "ladders of opportunity" to three key target demographics: 1) lower-income residents, 2) students, and 3) younger workers, as further described below:

Low-Income Residents. Metro is committed to ensuring the accessibility of the Regional Bikeshare program to lower-income residents, many of whom do not maintain debit or credit card accounts typically used to bill and collect usage fees. The Bikeshare Program Implementation Plan currently in development will prioritize equity and explore provisions that may assist the low income and un-banked groups with barriers to Bikeshare membership. Emulating best practices from other cities (like DC and Boston), Metro will explore a range of options to reduce barriers to bikeshare membership for households below a certain income threshold, including the option of using the Metro fare card (TAP card) as a bikeshare membership card/fare payment card.

Students. Against a backdrop of soaring tuition costs and increasingly unsustainable levels of student loan debt, the Regional Bikeshare Program will help to lower the cost of transportation for students and remove financial barriers to career development, by making it easier to access local colleges and universities and job centers throughout the region. In the initial phase, the Program will serve locations near Santa Monica College, Southern California Institute of Architecture (Sci-Arc), Pasadena City College, California Technology Institute (Caltech) and University of Southern California (USC).

Younger Workers. Multiple surveys show that students and Millennials (people born after 1982) are less likely to own cars and value the cost advantages of a bike share program over a personal bike that has the potential to be damaged or stolen. To that end, Metro and local cities have actively sought out the participation of local colleges and universities

in the development of its Regional Bike Share Program, as detailed further below in Section D. Partnerships.

iv. ENVIRONMENTAL SUSTAINABILITY

EASTSIDE ACCESS IMPROVEMENTS. Among major American cities, Los Angeles has one of the lowest percentages of sidewalk shade coverage, due mainly to the lack of street trees. The installation of street trees in the Little Tokyo district will offer a number of environmental benefits to local residents and the overall region, including stormwater filtration, reductions in energy usage by adjacent buildings, and air quality improvements. The typical Southern California street tree intercepts some 356 gallons of stormwater runoff per year, and absorbs 43 pounds of CO₂ per year. The proposed bioswales along Los Angeles and Alameda Streets will also provide stormwater management benefits.

This benefit is particularly important given the adjacency of the Little Tokyo neighborhood to the Los Angeles River, for which ecosystem restoration planning is currently underway, thanks to significant federal investment in a partnership with the City and County of Los Angeles and the Army Corps of Engineers.

The environmental sustainability of the project will be further enhanced by the use of LED-powered street lights. In February 2009, the City of Los Angeles announced a partnership with the Clinton Climate Initiative to develop the largest LED (light-emitting diode) green street light program ever undertaken by a city. 140,000 of the City's traditional street lights are being replaced with environmentally-friendly LED lights, which provide a 40% energy savings and reduce carbon dioxide emissions citywide by 40,590 tons per year – the equivalent of taking 6,700 cars off the road. The new street lights installed in the Little Tokyo district will be part of this innovative green street light program.

REGIONAL BIKE SHARE PROGRAM. The Project will help reduce the number of vehicle miles traveled (VMT) and thereby reduce emissions

and reliance on fossil fuels. By adding and improving bicycle and pedestrian facilities and making it easier to commute without the use of cars, the Project is expected to reduce VMT by approximately 1,274 miles daily in the opening year. This number is calculated by multiplying the number of bicycle trips diverted from auto by the projected average 1.6-mile length of a bicycle trip. Applying these factors to total annual usage of the bike share program, the project is expected to help sustain an annual offset of 263,691 auto trips, 464,915 auto miles, and 19,054 gallons of motor fuel in the opening year.

Overall, the Regional Bike Share Program will promote a more sustainable transportation system by maintaining and building both bike and transit ridership over the long run, and in turn displacing potential auto trips.

The collective impact of Eastside Access Improvements and Regional Bikeshare Program will be a reduction of 4,433 metric tons of CO₂ emissions through mode shift from auto to bicycling and the “greening” of Little Tokyo commercial streets. This will eliminate approximately 97.6 metric tons of harmful CO, VOC, NOx, and PM pollutants over the 5-year life of the project.

v. SAFETY

In 2011, the City of Los Angeles recorded 2,457 pedestrian injuries and 90 pedestrian fatalities, as well as 2,212 bicycle injuries and 7 bicycle fatalities. That same year, the City of Pasadena also experienced 72 pedestrian injuries, 1 pedestrian fatality, 100 bicycle injuries and 2 bicycle fatalities, while Santa Monica reported 102 pedestrian injuries, 3 pedestrian fatalities, and 154 bicycle injuries.

The Little Tokyo neighborhood has been a hotspot for these types of injuries, with First Street shown to be particularly dangerous for bicyclists and pedestrians, as shown in **Figure 9**. Metro is utilizing a full range of traffic calming strategies to address these safety issues, including a First Street “road diet” extending from Boyle Heights to the Civic Center area, installation of bike lanes,

REGIONAL BIKESHARE PROGRAM

a walk-bike esplanade, widened sidewalks, mid-block crossings and pedestrian crossings at dangerous intersections. These strategies have been shown to reduce incidents of crash and injury rates by up to 40 percent for the study area in which they are implemented.

Minorities are disproportionately prone to being involved or injured in a pedestrian-auto clash. In Los Angeles, the incidence rate for African American pedestrians was 178 injuries per 100,000, while the rate for whites was 80 per 100,000. The rate ratio for African American pedestrians showed a likelihood of injury approximately twice as great as that for white pedestrians. African Americans represent one of the key minority groups in the Little Tokyo neighborhood.

The accident reduction benefits for the Eastside Access Improvements will accrue primarily to disadvantaged and minority populations in the Little Tokyo and heavily Latino Boyle Heights neighborhoods where the improvements are to be located, and far outweigh the potential costs to drivers of reductions in travel speeds associated with traffic calming.

JOB CREATION AND NEAR-TERM ECONOMIC ACTIVITY

With the project construction set to commence in July 2015 for the Regional Bike Share Program, substantial construction completion slated for March 2016, and revenue operations set to begin in May 2016, this project is virtually shovel ready, with job creation accomplished starting in 2015 and 2016.

The number of jobs created was calculated according to the memorandum listed in the NOFA: "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009" from the Executive Office of the President, Council of Economic Advisors. The calculations were based on the projected cash flow expenditures of \$15,170,000 (in 2013 dollars) for the Eastside Access Improvements (inclusive of \$250,000 in project development costs) and \$11,035,000 (in 2013 dollars) for the Regional Bike Share Program (construction costs of \$10,535,000 plus \$600,000 in project development costs, but excluding the value of in-kind contributions), yielding 852 jobs for the planning and construction activities.

In addition, ongoing operations and maintenance will create at least 3 permanent jobs for one

Figure 9. Eastside Access Improvements Map of Pedestrian and Bicyclist Injuries, 2008-2011



or more full-time mechanics to maintain the bicycles, and for one technician to ensure a balanced distribution of bicycles throughout the system on an hourly basis, and for one or more service representatives to answer customer calls throughout the day. These jobs will be funded through user fees, sponsorship revenues, and/or potential advertising revenues.

Metro will work with the selected bikeshare vendor to develop maximum, practicable opportunities for small and disadvantaged business as well as job opportunities for low-income workers through apprenticeship and pre-apprenticeship programs.

In addition to the jobs created by the construction and operation of the project, cities with bikeshare programs have created jobs through the emergence of boutique businesses supportive of bicycle use, including bike sales, bike supplies, and bike repair.

B. SECONDARY SELECTION CRITERIA

i. INNOVATION

The project incorporates a number of technical innovations:

- * **Real-Time Mapping Apps.** Metro will require modular, wifi-enabled, solar-powered docking stations and associated software, which will provide real-time availability information linked to on-line and smartphone apps, similar to resources developed by Metro staff for real-time bus

information.

- * **GPS Technology.** Metro is also in active discussions with equipment vendors on the potential integration of innovative (real-time) GPS technologies to track user path of travel, trip length, and trip characteristics to evaluate performance and air quality metrics. Software will collect usage data such as trip length, user patterns and locations that can be used to track Metro’s performance in achieving the long-term outcomes identified by U.S. DOT and to improve the operational efficiency of the system in terms of utilization rates, distribution of bikes across docking stations, and the identification of potential future sites for system expansion.

- * **LED Street Lighting.** As described above under Environmental Sustainability, 140,000 of the City’s traditional street lights are being replaced with environmentally-friendly LED lights, which provide a 40% energy savings and reduce carbon dioxide emissions citywide by 40,590 tons per year. The Eastside Access Improvements will incorporate this technology into the installation of 100 street lights in the Little Tokyo neighborhood.

ii. PARTNERSHIP

Demonstrates collaboration among neighboring or regional jurisdictions to achieve national, regional, or metropolitan benefits.

The decision to implement a Regional Bikeshare Program, instead of a patchwork of citywide programs, follows several years of coordinated

Table 3. Direct/Indirect Jobs Created by the TIGER-Funded Project Scope

	2015				2016				2017				2018				2019		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	TOTAL
Eastside Access																			
Direct	1	1	1	1	0	1	4	1	6	6	6	6	30	20	20	30	40	26	200
Indirect	1	1	1	1	0	2	6	2	9	9	9	9	47	31	31	47	62	40	308
Regional Bikeshare																			
Direct	8	16	24	32	38	25													143
Indirect	8	20	32	46	57	38													201
Total	18	38	58	80	95	66	10	3	15	15	15	15	77	51	51	77	102	66	852



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planning and dialogue with cities and regional councils of government in Los Angeles County. Because bicycle trips may begin in one jurisdiction and end in another, area stakeholders recognized that the best way to achieve truly regional benefits through a bike share program was for Metro to assume the role as a coordinating, single-point agency.

This partnership between Metro and the cities will ensure common branding and marketing, as well as inter-operability among different jurisdictions and integration with a multimodal transportation system, both through the siting of bike share stations adjacent to existing Metro rail stations and bus stops and through the potential use of the same payment mechanism currently used for Metro rail and bus fares – the Transit Access Program (“TAP”) smart card.

The collaboration between Metro and local cities is also anticipated to yield economies of scale in the acquisition, operation, and maintenance of bike system equipment and assets, with a single maintenance shop planned for the inaugural phase of the program.

Collaboration with colleges and universities is also an integral element of Metro’s implementation approach. For example, Santa Monica College (SMC) will be working with Metro and the City of Santa Monica to provide visible locations for docking stations on its main campus and satellite campuses, facilitate membership drives, and promote membership and bike share use as an alternative to driving to campus.

SMC will also incorporate bike share use into staff and student Transportation Demand Management (TDM) planning, promotion and advertising, as well as advise on future

expansion and management. This partnership with educational institutions reinforces ladders of opportunity for students who are pursuing career development in a wide range of technical fields.

C. RESULTS OF BENEFIT-COST ANALYSIS

The results of the benefit-cost analysis are summarized below in Table 4. The analysis calculated the costs and benefits assuming 5 years of operations for the Regional Bike Share Program and 20 years of operations for the Eastside Access Improvements, reflecting the useful life of the assets being analyzed.

With a 7 percent real discount rate, the \$67.3 million investment results in \$182.9 million in total benefits and a Benefit/Cost ratio of approximately **2.72**. With a 3 percent real discount rate, the Benefit-Cost Ratio increases to 3.08.

81 percent of discounted benefits accrue directly to users. In terms of the distribution of benefits among the long-term outcomes evaluated by U.S. DOT, just over one half (52%) of the project’s NPV is attributable to safety benefits (for pedestrians, cyclists, and roadway users), approximately one third to economic competitiveness, with quality of life benefits comprising 9 percent of total discounted benefits and state of good repair benefits totaling just below 4 percent.

Costs and benefits for the implementation of the Eastside Access Improvements and Regional Bike Share Program were monetized both individually and as a combined project.

The benefit-cost analysis assumes a “full build” scenario in which the Regional Bikeshare Program expands beyond the pilot phase to

Table 4. Results of Benefit-Cost Analysis

DISCOUNT RATE	PROJECT		EASTSIDE ACCESS		REGIONAL BIKE SHARE	
	7%	3%	7%	3%	7%	3%
Total Discounted Benefits	\$182.9	\$255.1	\$97.5	\$151.4	\$85.5	\$103.7
Total Discounted Costs	\$67.3	\$82.8	\$21.4	\$29.7	\$45.9	\$53.1
Net Present Value	\$115.6	\$172.3	\$76.0	\$121.7	\$39.6	\$50.6
Benefit / Cost Ratio	2.72	3.08	4.55	5.10	1.86	1.95

5,250 bikes at the end of a five year period (2016-2020). Sensitivity testing was used to evaluate the efficacy of an alternative scenario in which the Bikeshare Program does not expand beyond the first-year fleet capacity of 2,500 bikes funded by a TIGER Discretionary grant. The benefit-cost ratio in this alternative scenario is 1.37 at a 7 percent discount rate, and 1.46 at a 3 percent discount rate, indicating standalone utility for the project even if additional funds are not immediately available to implement the full build scenario.

The full benefit-cost analysis technical report can be found in **Appendix B**. To review the assumptions and calculations supporting this analysis, the fully interactive model can be accessed [here](#).

V. DEMONSTRATED PROJECT READINESS

TECHNICAL FEASIBILITY

Metro serves as the transportation planner, coordinator, designer, builder, and public transportation operator for Los Angeles County. In this position, Metro has the technical capacity to implement the Project and to meet the requirements of the TIGER Program.

Over the past few years, Metro has completed several projects demonstrating its adequate technical capacity to oversee the implementation of station access improvements, bicycle facilities and bike lane infrastructure, as proposed in this TIGER Project. Metro has awarded and managed a total of \$188 million for bicycle projects and \$178 million for pedestrian projects through a competitive call process since 2007.

Other noteworthy projects implemented in the Little Tokyo area of downtown Los Angeles during the last ten years include assuming ownership and opening the Metro Gold Light Rail Line from Union Station in the downtown of the City of Los Angeles to the City of Pasadena, implementing a network of new 28 Metro Rapid lines that provide over 420 miles of service throughout Los Angeles County, constructing and operating the Metro Orange Line bus rapid transit system, and constructing the Metro Gold Line Eastside Extension that extended the Metro Gold Line by six miles to reach East Los Angeles.

Metro has been at the forefront of creating equity programs to ensure that its mobility programs and pricing policies do not have a disproportionate impact on lower-income customers. Metro's ExpressLanes program, which converted High Occupancy Vehicle (HOV) lanes on I-10 and I-110 to High Occupancy Toll (HOT) lanes, provided transponders at a reduced cost to lower-income customers, enabled them to fund their accounts with cash at Metro customer service centers, and waived monthly account maintenance fees.

This equity program was the first of its kind in the nation for a tolled highway facility. Furthermore, excess toll revenues from the ExpressLanes

program are being reinvested in the corridor to provide enhanced bus service and fund transit-related improvements. Additionally Metro has a Rider Relief Program that provides fare subsidy coupons to eligible low-income riders who are pre-qualified by a participating community-based agency.

FINANCIAL FEASIBILITY

As the designated Regional Transportation Planning Agency for Los Angeles County, Metro has the authority to program, to itself and other agencies, regional transportation funds in Los Angeles County. Metro is legally authorized to administer the three voter-enacted local sales tax initiatives (Proposition A, Proposition C, and Measure R). Each one of these initiatives imposed a sales and use tax of 1/2 cent in the Los Angeles County to fund transportation investments.

The Measure R sales and use tax has a sunset provision and will expire in 2039, but the other two initiatives are permanent. These local sales taxes flow directly to Metro for its use or to be programmed to other agencies according to the requirements of the applicable ordinances. The revenue generated by each initiative is about \$600 million per year. These funds can be leveraged by bonding for capital projects. The relative strength of Metro as an issuer is also manifested in its high bond ratings.

Accordingly, Metro is committed to provide \$5,750,000 in local Measure R funds towards the local match for the Project. Additionally, in partnership with Metro, the cities will provide an additional \$1,220,000 in State grant funds, local return sales tax revenue and \$1,671,000 in in-kind contributions (staff support and land donation).

Metro is in fundable status to receive a grant award from the USDOT. Metro is eligible and authorized under federal, state and local law to request, receive and dispense federal funds (including those provided by the TIGER Program) and to execute and administer federally funded projects.

REGIONAL BIKESHARE PROGRAM

The soundness of Metro's accounting practices will be guaranteed through annual independent organization-wide audits. Metro also has the systems and internal controls in place that allow separately tracking and reporting the use of federal funds. This process allows each funding source to be identified on each financial transaction and to be tracked at the project and grant line item levels.

The most recent audit of Metro's financial statements (completed in December 2013 by KPMG LLP for the fiscal year that ended on June 30, 2013) resulted in the following opinion: "(Metro's) financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of (Metro) as of June 30, 2013, and the respective changes in financial position, and where applicable, cash flows thereof for FY2013, in conformity with U.S. generally accepted accounting principles."

A detailed project cost estimate, with share of federal and non-federal funding share by activity, can be found on pages 23 and 24.

PROJECT SCHEDULE

The Regional Bikeshare Program and Eastside Access Improvements are ready to start implementation immediately upon receipt of a TIGER Grant. Once TIGER funding is awarded in late 2014 or early 2015, Metro is ready to

implement the project.

In March 2014, Metro released an RFP for a Bikeshare Implementation Plan to define program parameters and guide implementation of Phase I. Metro has already developed a preliminary project scope of work and cost estimates, as shown below. Station site selection and design specifications will be completed in the Bike Share Implementation Plan by December 2014 and approval of the Implementation Plan will occur at the February 2015 Metro Board meeting. The Regional Bikeshare Program will proceed to procurement in March 2015. Construction will begin in July 2015 and open for revenue operations by May 2016.

For Eastside Access Improvements, a contract was awarded in June 2013 for planning and conceptual design activities, which will be completed by July 2014. Preliminary design, engineering, and certification of the Categorical Exclusion (CE) document will be performed concurrently and completed by August 2015, with a Request for Proposals released in September 2015. The contract award will be approved by the Metro Board in December 2015, with start of construction in January 2016 and substantial completion of all elements by June 2019. The phasing for those elements is shown in the detailed cost estimate for Eastside Access Improvements below.

Neither component of the Project is anticipated to require right-of-way acquisition. Pre-

Table 5. Project Schedule

TASK	COMPLETION DATE	
	REGIONAL BIKESHARE	EASTSIDE ACCESS
Board Approval to Release SOW	February 26, 2015	August 27, 2015
Release RFP	March 31, 2015	September 7, 2015
RFP Proposals Due	April 30, 2015	October 9, 2015
Board Award Contract	July 24, 2015	December 12, 2015
Start of Construction	July 25, 2015	January 1, 2016
System Test	March 1, 2016	n/a
Annual Members Test	April 1, 2016	n/a
Project Opens	May 1, 2016	January 1, 2017
All Elements Completed	n/a	June 30, 2019

ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

As detailed below, Metro has taken the following actions to avoid delays and mitigate schedule risks in the implementation of the project.

RISK	MITIGATION STRATEGY
Procurement Delay	Metro has already released the RFP for its Bikeshare Implementation Plan to outline the terms of the future procurement, confirmed the level of commitment from both Metro and its project partners, identified sponsorship opportunities and property sites for the bikeshare stations, and clarified roles and responsibilities with respect to the assumption of operational and financial risks by Metro and its selected bikeshare vendor.
Delays in Environmental Approvals	Because the Eastside Access Improvements and Regional Bike Share Program both qualify as CEs under CEQA/NEPA, Metro does not anticipate any delays in obtaining environmental approvals (see Environmental Approvals).
Real Estate Acquisition	All docking stations are to be located on city-owned property that will not require development agreements with third parties; no real estate is to be acquired for the project. The streetscape improvements are similarly to be implemented within existing public right-of-way.
Operating Revenue Risk	The Regional Bike Share program operating costs are to be funded by a combination of user revenues, sponsorships, and advertising. There is the risk that user revenues may not materialize as forecast. In addition, there is some degree of uncertainty over the revenue generation potential of sponsorships in the Los Angeles market. Accordingly, to mitigate these risks, Metro's contract with the selected vendor will specify the terms of shared financial risk between the two parties. The vendor will retain operating revenue risk, with Metro committed to provide up to 35% of any shortfall in annual operating costs incurred by the vendor. This operating reserve contingency is to be provided through various local discretionary funding sources (see Financial Feasibility). The terms of this commitment are outlined in LACMTA Board Motion Item 58, Bicycle Share Program Implementation Plan, adopted January 15, 2014.
Regulatory Risk	In all three pilot jurisdictions, off-premises signage is currently prohibited by local zoning regulations. Therefore, the advertising revenue projections in Metro's operating plan are dependent upon these regulations being changed to allow advertising to be placed on kiosks at bikeshare station locations. Metro could pursue alternative options, such as placement of advertising on the bicycle wheels or baskets, to comply with local jurisdiction zoning policies.
Capital Cost Overruns	Should the vendor price proposals for either Regional Bike Share Program or Eastside Access Improvements exceed the total capital cost estimate assumed in this application, Metro can still accomplish the project's objectives and achieve the benefits quantified in the Benefit-Cost Analysis by rescaling the Program's pilot phase and/or rescoping the initial phase of streetscape improvements to reflect funding availability.

REGIONAL BIKESHARE PROGRAM

DETAILED PROJECT COST ESTIMATE - EASTSIDE ACCESS IMPROVEMENTS

Item Description	Qty		Total
1 - Fundamental Pedestrian Improvements for Entire Project Area			\$386,999
3rd St. at Omar St.			
3 - Los Angeles St. Esplanade from the Plaza to 2nd St.			\$3,698,730
(3B) High - 30'-wide esplanade at sidewalk level	2,370	LF	\$1,704,275
5 - Alameda Street from Arcadia St. to 1st St			\$1,290,531
18-30' Wide Walk-Bike Esplanade / Shared Sidewalk			
Temple to 1st	600	LF	
All blocks - Signalization Modifications			
9. - 1st Street from Los Angeles Street to Mission Street			\$2,896,108
Cycle Tracks			
Los Angeles to Vignes - cycle tracks - one each side	1,300	LF	
Alameda to Mission - raised cycle tracks w/rolled curbs - one each side, mixed flow at intersections	2,810	LF	
10. - Vignes-Ramirez-Center-Santa Fe			\$1,163,645
Center from Ramirez to Commercial - cycle tracks with 4-to-3 lane reduction	430	LF	
Santa Fe from Banning to 4th - Stripe bike lanes (remove curbside parking on east side) or sharrows (no pkg. removal)	2,490	LF	
12. - Central Avenue from 1st to 3rd Sts.			\$310,438
Streetscape improvements (bike lanes currently in design at LADOT)			
13. - Judge John Aiso/San Pedro St. from Temple to 3rd Sts.			\$691,711
Streetscape improvements (bike lanes currently in design at LADOT)			
14. - 2nd/Traction Sts. at Alameda St.			\$1,038,816
Intersection Modifications/Shared-Use Street (People Street)			
SUBTOTAL DIRECT COST (2013 DOLLARS)			\$11,476,978
Escalation	12.6	%	\$1,446,099
SUBTOTAL DIRECT COST (ESCALATED)			
Mobilization / Traffic Control	10.0	%	\$1,292,308
Contingency	20.0	%	\$2,584,615
TOTAL PROJECT COST			\$16,800,000

DETAILED PROJECT COST ESTIMATE - REGIONAL BIKESHARE PROGRAM

Item Description	Qty	Unit	\$/Unit	Direct Cost	Funding Share by Activity	
					Federal	Non-Federal
CAPITAL COSTS						
Bicycle (3 speed)	2,500	EA	\$787	\$1,967,183		
Second Paint Color per Bicycle	2,500	EA	\$20	\$50,441		
Bicycle Fender (Front, Each):	2,500	EA	\$4	\$9,763		
Bicycle Fender (Rear, Each):	2,500	EA	\$14	\$34,169		
Complete Terminal	250	EA	\$7,425	\$1,856,214		
Complete Dock	5,000	EA	\$573	\$2,863,724		
INSTALLATION COSTS						
Installation, No Permit	250	EA	\$1,953	\$488,135		
Concrete Pad Installation (7x35)	25	EA	\$2,353	\$58,837		
SUB-TOTAL DIRECT COST (2013\$)				\$7,328,465		
ESCALATION	7.12%			\$521,970		
SUB-TOTAL DIRECT COST (ESCALATED)				\$7,850,435		
CONTINGENCY	15.0%			\$1,177,565		
SUBTOTAL WITH CONTINGENCY				\$9,028,000		
GC MARK-UPS						
GC'DIRECTS & INDIRECTS	14.0%			\$1,263,920		
GC PROFIT	6.0%			\$541,680		
BOND (Enhanced)	5.0%			\$451,400		
TOTAL CONSTRUCTION COST				\$11,285,000	\$9,015,000	\$2,270,000
					79.9%	20.1%
Right-of-Way Costs (In-Kind)				\$734,000	\$0	\$734,000
					0%	100%
Agency Implementation Support (In-Kind)				\$937,126	\$0	\$937,126
					0%	100%
TOTAL PROJECT COST				\$12,956,126	\$9,015,000	\$3,941,146
					65.1%	34.9%



REGIONAL BIKESHARE PROGRAM

construction activities are expected to be complete before June 30, 2016, with funds obligated well in advance of the TIGER Discretionary Grant funds statutory deadline (September 30, 2016).

The proposed project has major milestone dates as shown in Table 5 above.

ENVIRONMENTAL APPROVALS

Metro is very knowledgeable about NEPA requirements and has implemented complex transportation projects by successfully developing Environmental Impact Statements (EIS), EAs, Documented CEs, and CEs. The NEPA requirements of the proposed project are discussed below:

EASTSIDE ACCESS IMPROVEMENTS. This project is categorically excluded from preparation of an EIS or an EA under 23 CFR 771.117(c) under the following exclusions:

(3) *Construction of bicycle and pedestrian lanes, paths, and facilities.*

(7) *Landscaping.*

(8) *Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.*

As a CE, the NEPA requirement is complete. Metro is currently developing a documented categorical exclusion for the improvements that will be completed by May 2016

Additionally, this project has been determined to be exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to section 15304.4 (b),(f) and (h) of CEQA Guidelines. The section provides exemption for minor alternations to land including new gardening or landscaping, the replacement of existing conventional landscaping with water efficient or fire resistant landscaping, minor backfilling for new sidewalks/Class I bike lanes where the surface is restored and for the creation of bicycle lanes on existing rights-of-way.

Eastside Access Improvements would not be located in a sensitive environment, the project will not have a significant effect on the environment, the project would not damage scenic resources, the project would not be located on a hazardous waste site; and the project would not cause a change to a historical resource. Therefore, this project is a Class 4 project that is categorically exempt per Section 15304 of the CEQA Guidelines. All required environmental documents will be completed during the planning/engineering phase of the Eastside Access Improvement project by September 2015.

REGIONAL BIKE SHARE PROGRAM. This project is categorically excluded from preparation of an Environmental Impact Statement or an Environmental Assessment under 23 CFR 771(c). The FHWA and FTA joint Environmental Impacts and Related Procedures as described in 23 CFR 771 classify Bicycle facilities as a Categorical Exclusion (CE) under NEPA because "such types of projects meet the criteria for CEs in the CEQ regulations (sec 1508.4) and 771.117(a) of this regulation and normally do not require any further NEPA approvals by the administration (23 CFR 771.117C)".

Additionally, this project has been determined to be exempt from the provisions of CEQA pursuant to Section 15303 of CEQA Guidelines. This section provides exemption for the construction and location of limited numbers of new small facilities or structures (Class 3 exempt projects). The project consists of the construction of 250 bike stations. The average station is expected to be approximately the size of two parking spaces (roughly 10 feet wide and 40 feet long) and would be located in locations such that pedestrian or vehicle access would not be impaired. Therefore, as small facilities that would not generate adverse environmental impacts, the proposed bikeshare project qualifies as a Class 3 exemption.

In addition, none of the exceptions specified in Section 15300.2 of CEQA Guidelines would apply that would preclude the use of this CEQA exemption. Bikeshare stations would

not be located in a sensitive environment, the project will not have a significant effect on the environment, the project would not damage scenic resources, the project would not be located on a hazardous waste site; and the project would not cause a change to a historical resource. Therefore, this project is a Class 3 project that is categorically exempt per Section 15303 of the CEQA Guidelines. All required environmental documents will be completed during the development of the Bikeshare Implementation Plan in December 2014.

LEGISLATIVE APPROVALS

Metro has the legal authority to apply for Federal grants and is a regular recipient of FTA and FHWA grant funds. Legislative approval is not needed for the projects proposed in this application. Metro has sought and received letters of support from local and elected officials, attached here as **Appendix A2**. Letters of commitment detailing existing or confirmed collaboration and partnerships are included in **Appendix A1** and these demonstrate strong collaboration among a broad range of participants.

STATE AND LOCAL PLANNING

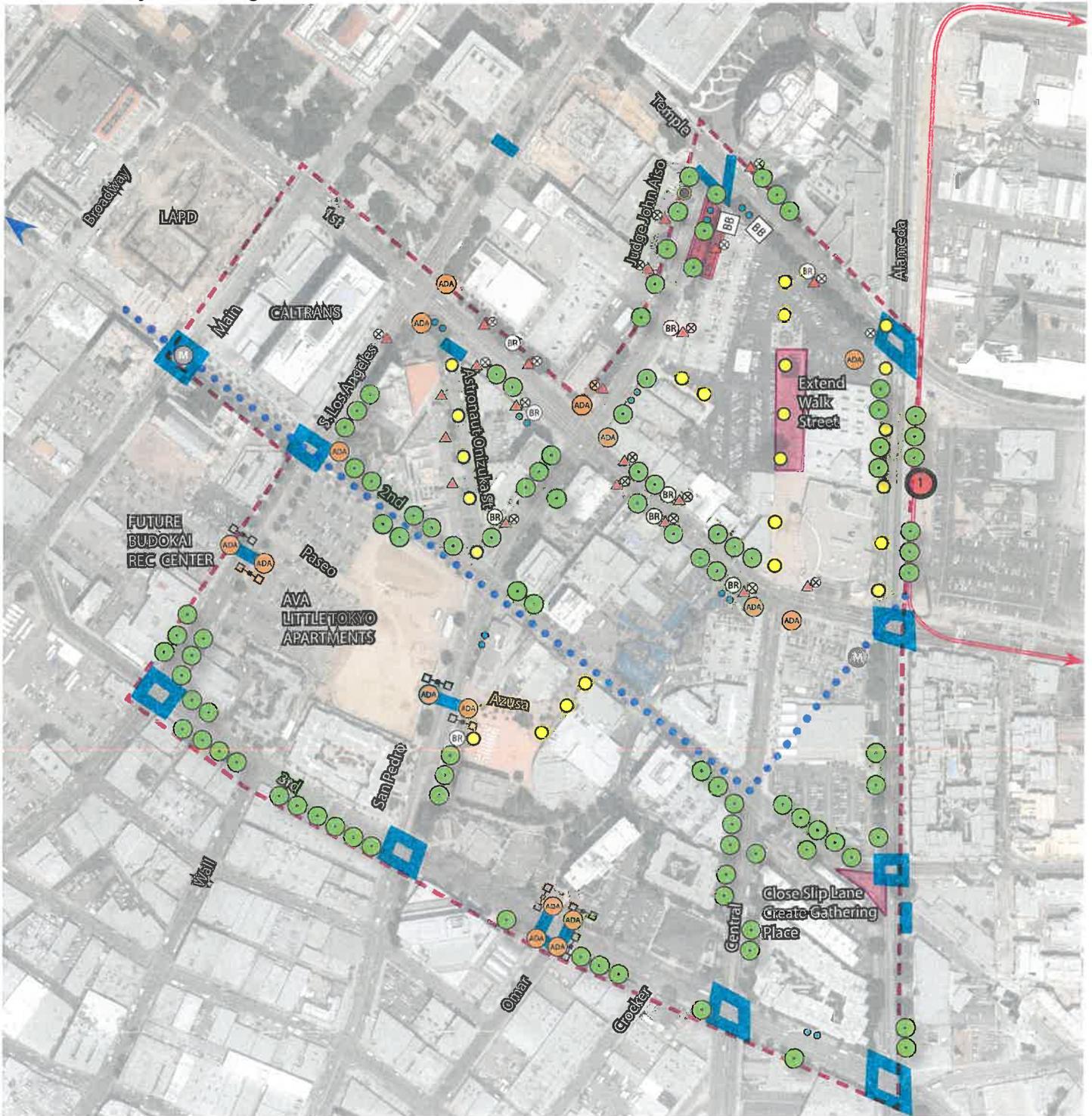
The Eastside Access Improvements and Regional Bikeshare Program are included (or will be included as necessary upon grant award) in the Regional and State Transportation Improvement Programs (TIP/STIP). SCAG has provided a letter of MPO certification in **Appendix C** indicating that if the project is successfully awarded TIGER Discretionary Grant funds, the projects and funds will be entered and approved in the FTIP in a timely manner.

Both projects proposed in this application are supportive of, and consistent with, local and regional transportation plans, including the City of Los Angeles's Bicycle Plan (adopted in 2010), the City of Santa Monica's Bike Action Plan (unanimously adopted by the City Council in 2011), the City of Pasadena's Bicycle Transportation Plan (adopted December 2012), Metro's Countywide Bicycle Plan and the 2012 Regional Transportation Plan/Sustainable Communities Strategy Document (RTP/SCS) put forth by SCAG.

VI. FEDERAL WAGE RATE CERTIFICATION

As documented in **Appendix D**, Metro certifies that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the as required by the FY 2014 Continuing Appropriations Act and the TIGER VI Discretionary Grant NOFA.





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
- PROPOSED BUS SHELTER
- PROPOSED PEDESTRIAN LIGHTS
- NEW BUS STOP LIGHTING - ALL STOPS
- PROPOSED BICYCLE RACKS
- PROPOSED STREET TREE - CONFIRM LOCATIONS FOR PLANTING
- PROPOSED BENCHES
- PROPOSED TRASH RECEPTACLES
- PROPOSED PEDESTRIAN GATHERING PLACES



Project Title:

Deadline:
November 5, 2014 by 5:00 PM
To: Arsen Mangasarian
100 S Main St., 9th Floor
Los Angeles, CA. 90012
Mail Stop: 753
arsen.mangasarian@lacity.org

To assist sub-committees in evaluating this project, please check all that apply:

- Project is consistent with the California Complete Streets Act of 2008
- Project provides First / Last Mile access to regional transit system
- Project has conducted community outreach (Incl. Neighborhood Councils)
- Project is consistent with goals identified in the Mobility Element
- Project is on one of the 15 Great Streets identified by Mayor

Modal Category:	Council District(s) <input type="text" value="14"/>	Estimated Project Cost	<input type="text" value="\$433,000,000"/>
RSTI <input type="checkbox"/>	Contact <input type="text" value="Nate Hayward"/>	(incl. quantities & unit costs)	
GM <input type="checkbox"/>			
SSBSI <input type="checkbox"/>	Lead Dept./Agency <input type="text" value="BOE"/>	MTA Funds Requested	<input type="text" value="2%"/> <input type="text" value="\$3 million"/>
BI <input type="checkbox"/>	Contact <input type="text" value="John Koo"/>	City's Match (1)	<input type="text" value="0%"/> <input type="text" value="\$750,000"/>
PI <input checked="" type="checkbox"/>	Phone <input type="text" value="(213) 485-4750"/>	Match Source	<input type="text" value="Prop C"/>
TC <input type="checkbox"/>	Fax <input type="text" value=""/>	City's Match (2)	<input type="text" value="98%"/> <input type="text" value="\$422,000,000"/>
TDM <input type="checkbox"/>	e-mail <input type="text" value="john.koo@lacity.org"/>	Match Source	<input type="text" value="Prop 1B/ATP/city/private"/>

Project Description:
The Sixth Street Viaduct Linkages Project is a project focused on connecting the new Sixth Street Viaduct to the new Regional Connector Little Tokyo/Arts District Station. The new viaduct will be a state-of-the-art structure that has dedicated bike lanes, bicycle ramps from the bridge to the ground below, stairs to the bridge deck and on the arches, a pedestrian plaza, LA River access improvements, a new soccer field, and much more. It is envisioned as a public works project that will set a new standard for multimodal transportation. It is expected that it will become a "destination" bridge, with people coming from all over to enjoy its amenities and utilize the plaza under it to access the LA River. The project aims to capitalize on two major capital projects coming to the area (Regional Connector and 6th St Viaduct) by creating connectivity elements between the two locations. Project elements include new sidewalks on Santa Fe Avenue between 4th Street (including under the bridge) and 6th Street, new sidewalks on Hewitt Street between 4th St and 5th St, new sidewalks on Molino St between 4th St and 4th Pl, a new controlled crosswalk/signal at the 4th St/4th Pl split, Class II bike lanes on Santa Fe and Mateo between 4th Pl and 7th St, pedestrian lighting along the aforementioned corridors, new sidewalks on Mesquit St between Santa Fe and Mateo (south side), spot sidewalk repair on 4th St, 4th Pl, Willow St, and Palmetto St, closure of the slip lane at Merrick St/4th St and replacing it with a pedestrian plaza, wayfinding signage, and ADA improvement/continental crosswalks at intersections. Improvements at the bridge site will include construction of an ADA accessible ramp from the access tunnel under the viaduct to the LA River bed, pedestrian lighting along the frontage roads on either side of the new viaduct between Mateo St and Santa Fe, a new sidewalk on the south side of Mesquit between Mateo and Santa Fe, and benches, bicycle racks, and other street furniture. Landscaping and wayfinding signage will exist throughout. Bumpouts will be constructed where appropriate.

Regional Significance & Inter-Modal Integration:
Metro/the City of LA applied for and received both TIGER and ATP funding for improvements around the new Regional Connector station in Little Tokyo. Project elements include bike lanes on Santa Fe/Center St between Union Station and 4th St, improvements on Alameda St, Central Av, and other corridors. However, the majority of the improvements around the new station focus on the area west of Alameda, and not east of it. There is a visible gap between the proposed improvements around the Regional Connector and the improvements coming with the Sixth Street Viaduct. This project will close that gap through a variety of improvements. The new signal/crosswalk at the 4th St/4th Pl intersection will connect the northern and southern portion of the Arts District, making it much easier for pedestrians and bicyclists to cross from one side to the other. New sidewalks will mean that pedestrians will not need to walk in the street with vehicles to get to their destinations. Pedestrian lighting will increase the feeling of safety for pedestrians. In total, these improvements will make it much easier for people to get off the Metro at the new Regional Connector station, walk/bike down to the new Viaduct, and either enter the LA River or cross over to the improvements on the east side of the river. The project closes a gap in the bicycle/pedestrian infrastructure in the area.

First Mile / Last Mile Improvements:
The new viaduct is within the one mile radius from the new Regional Connector station. First/Last Mile improvements include new sidewalks, pedestrian lighting, new signal/crosswalk, and Class II bike lanes to close the gap between 4th St and the new Viaduct on Santa Fe and Mateo. Wayfinding signage will help direct people to Metro rail stops.
Crossing/Connections - new continental crosswalks and ADA ramps at intersections, new crossing at 4th St/4th Pl split
Signage - Wayfinding signage to Regional Connector station
Safety & Comfort - Landscaping, lighting, street furniture
Freeway Underpass/Overpass enhancements - construction of sidewalks under 4th St and 4th Pl bridges, and restriping of roadway to utilize vacant space
Allocation of Street Space - Class II bike lanes on Santa Fe and Mateo between 4th St and 7th St, sidewalk widening/construction

Project Need & Benefit to Transportation System:
There is a severe need for this project. The city and Metro are currently in the process of constructing two of the largest and most critical infrastructure projects in recent memory. The Regional Connector seeks to make Metro rail transit easier while the 6th St Bridge will vastly improve intermodal transportation between the east and west sides of the LA River. The concept of complete streets and linkages is connecting transit with major destinations, making it more inviting for people to take transit to those destinations. This project achieves that goal by making it safer and easier to go from the Regional Connector to the new viaduct. By constructing new sidewalks and bike lanes on the aforementioned streets, it greatly enhances the areas one can reach from the new Regional Connector. Additionally, the construction of an ADA access ramp to the LA River will go hand-in-hand with a future bike path in the LA River through downtown. Moreover, these improvements will make it easier to connect from the Regional Connector to the 18 and 720 buses on 6th Street

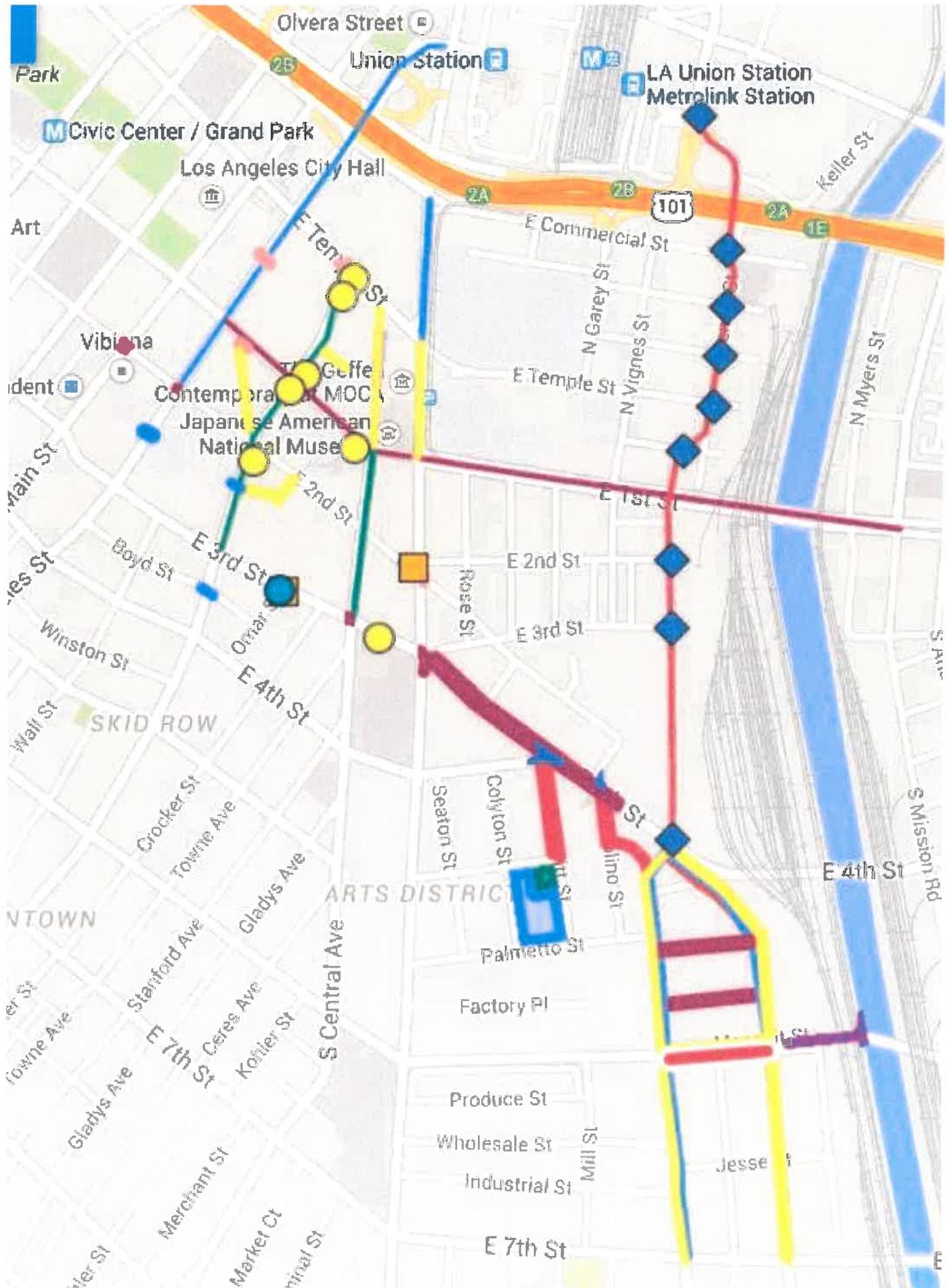
Local Match:
Prop C will be used as a local match. The existing \$422 million dollar project is considered to be an overmatch since this application will be incorporated into the bridge project if it is funded.

Cost Effectiveness:
The bridge is a \$420 million dollar project that is funded through Highway Bridge Program money and Seismic bond money. The project is being performed under the CMGC method, so it is being constructed in a series of packages. These include an off-site intersections/detour package, a demolition package, a new viaduct package, and a landscaping package. One of the major benefits of CMGC is having the contractor on board from the beginning of the project. They are able to independently evaluate the design and determine what design elements best meet the project need and reduce costs. The majority of the viaduct is set to be completed in the end of 2018, with the landscaping and pedestrian amenities being the last elements constructs. If the city is able to get the Metro CFP dollars, the project would be built out by the existing contractor in conjunction with the bridge project.

Land Use and Sustainability Policies/Principles:
4th Street, Santa Fe Ave, and Mateo St are all on the Countywide Specific Arterial Network (CSAN) and the whole project is within a High Quality Transit Area. The proposed bike lanes will be installed on streets designated for bicycle improvements on the 2010 Bicycle Master Plan and will connect to future bike lanes on 7th Street and 6th Street. The project is consistent with Metro's First / Last Mile Strategic Plan by creating Pathway Arterials on Santa Fe, Mateo, and 4th Street as well as adding sidewalks on the streets that are the shortest pedestrian routes between the new bridge and the Regional Connector. The area has seen major growth with new apartments at the Barker Block on Hewitt Street and One Santa Fe. The completion of the new LADWP La Kretz Innovation Campus in 2015 will be an incubator to develop new, cleaner technologies. Additionally, a new public park is being constructed at 5th and Hewitt, which will become a major destination in the area. New restaurants and shops throughout the area have dramatically increased pedestrian volumes in the area and an area that was once primarily industrial is quickly turning into an area with mixed used buildings and T.O.Ds. 4th St and Santa Fe are both classified as Avenue IIs in the 2035 Mobility Plan and Mateo is classified as an Avenue III, making this project consistent with making these streets conform to the new standards (sidewalk construction and other modifications to the ROW)

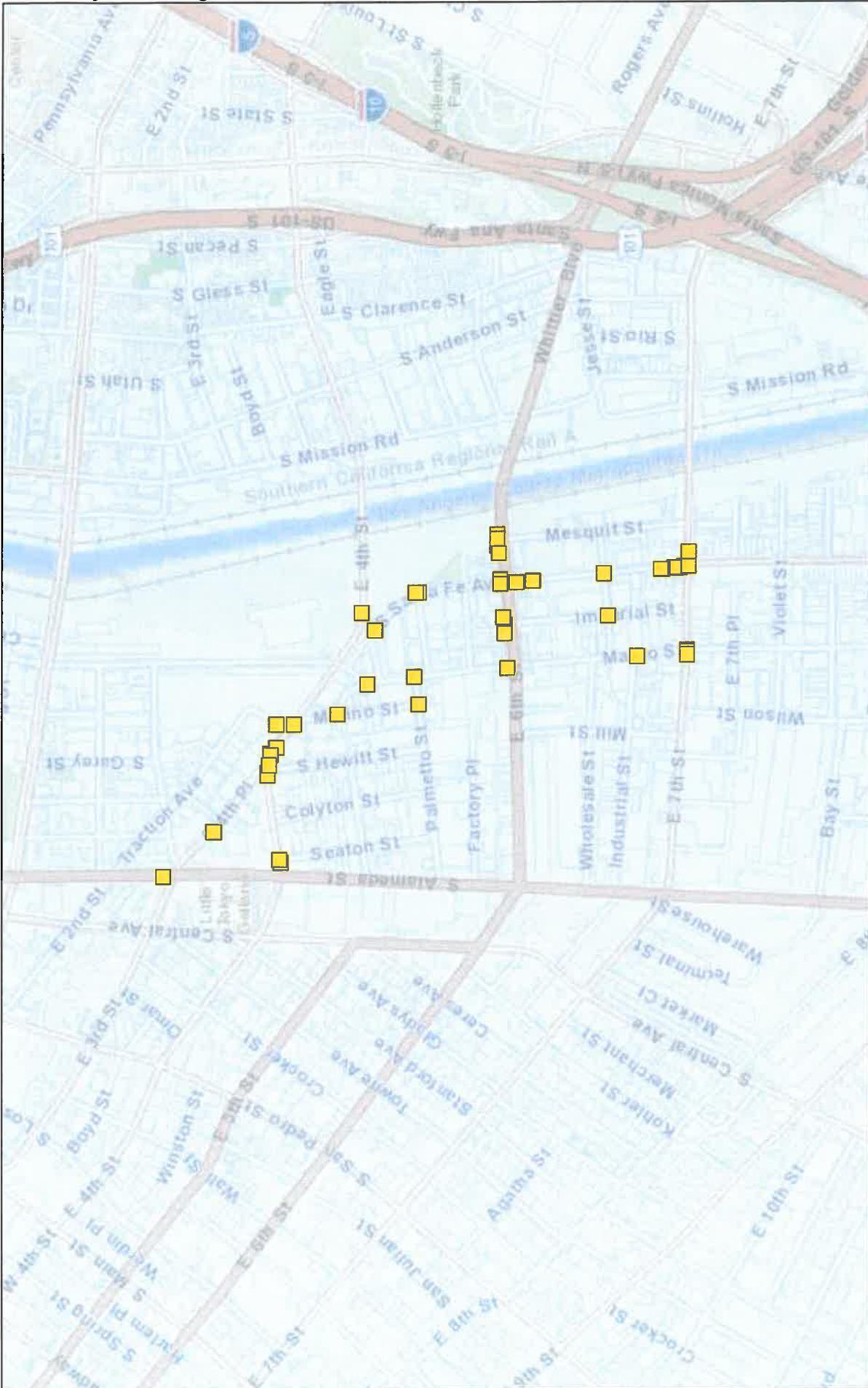
Project Readiness / Community Outreach Efforts (Recent and Project Specific):
Extensive outreach was conducted through the EIR process for the new bridge. Dozens of community meetings have been held at which residents expressed a strong desire for pedestrian/bicycle amenities around the new viaduct - particularly on the arts district side. Moreover, BOE is holding public meetings throughout the design process to solicit input from the public on various elements of the bridge and the surrounding streets/pedestrian areas.

In terms of project readiness, the city already has an existing construction contractor for the bridge. No property acquisitions are anticipated, as the work will all happen within the public ROW. This means no legal challenges or eminent domain proceedings. The existing construction contract means Bid & Award is not necessary, as the scope will be added as an amendment.



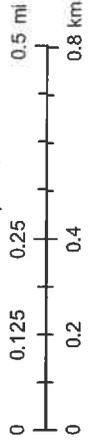
SWITRS Collisions from 1-1-08 to 12-31-12, LOS ANGELES, LOS ANGELES

07-City of Los Angeles-08



December 15, 2014

1:15,761



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),
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Choose Extent

All Mapped Collisions Current Extent Selected Collisions

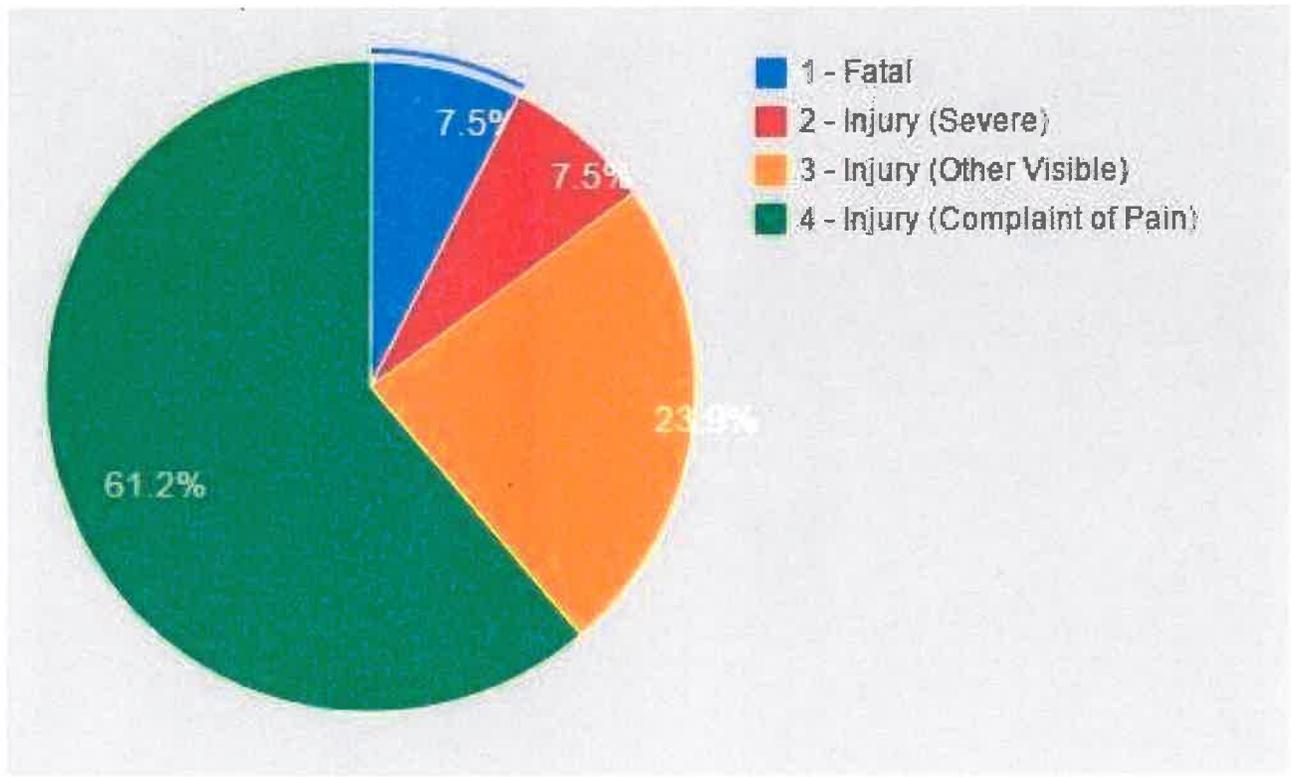
67 collisions in chosen extent.

Injury Severity

Collision Type

Primary Collision Factor

Involved With

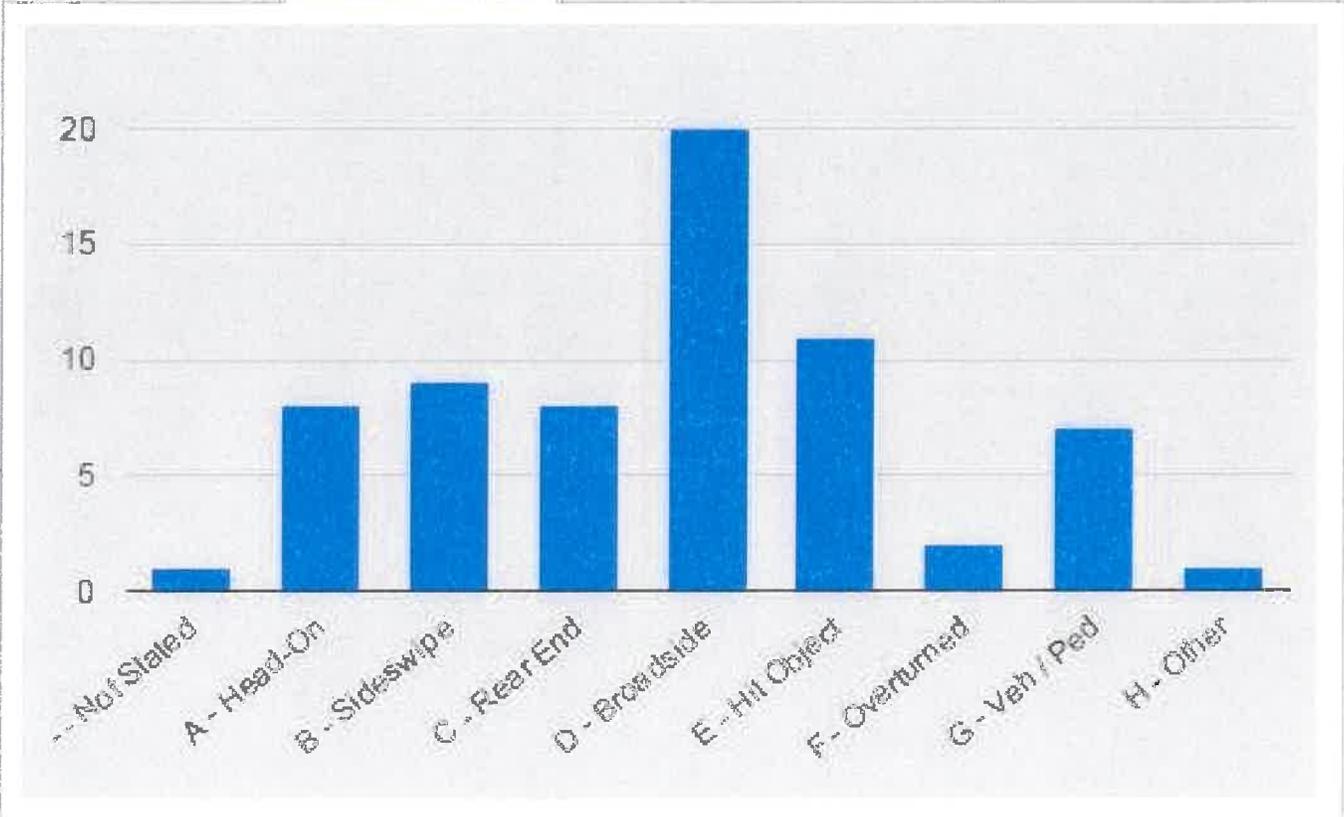


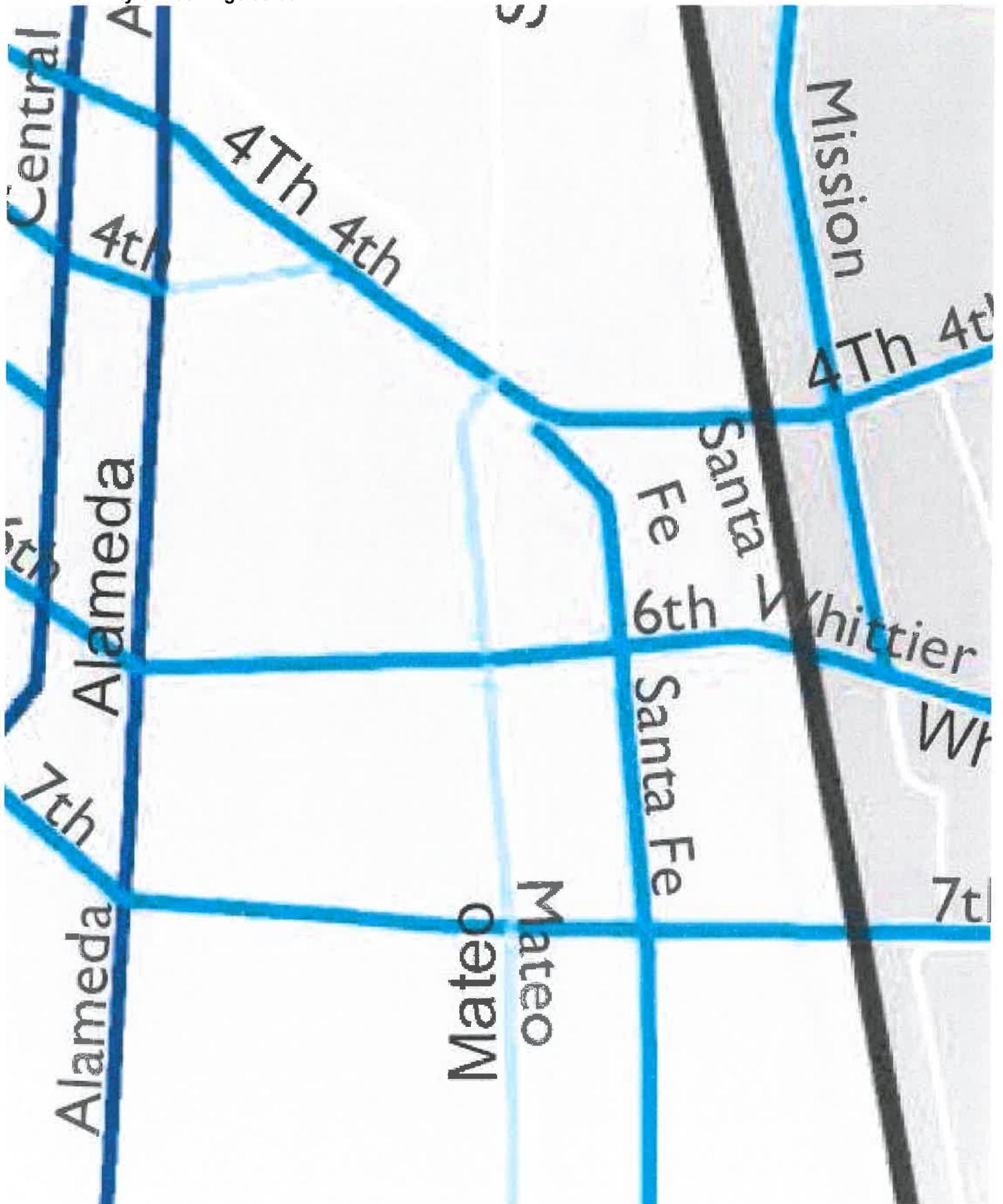
Choose Extent

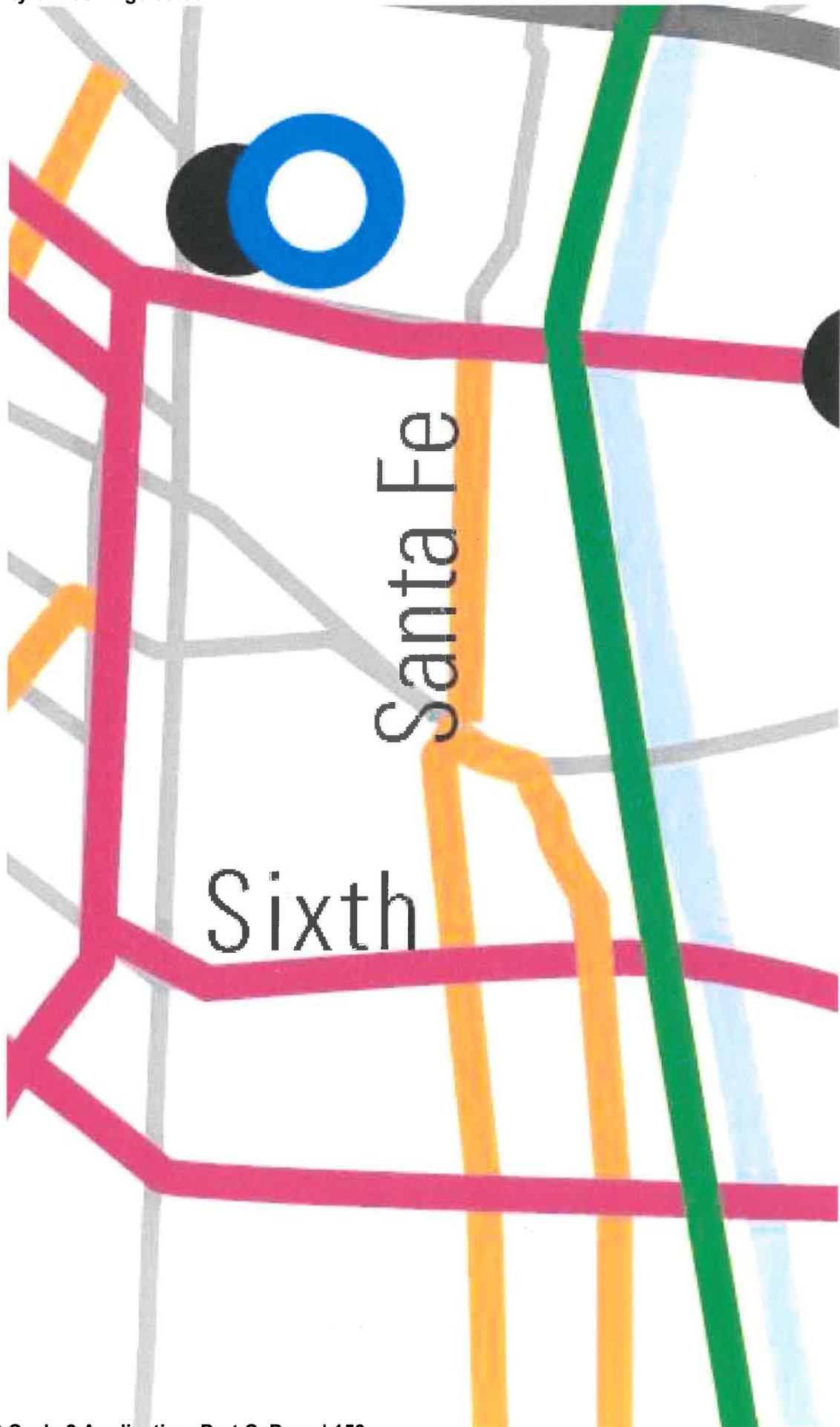
All Mapped Collisions Current Extent Selected Collisions

67 collisions in chosen extent.

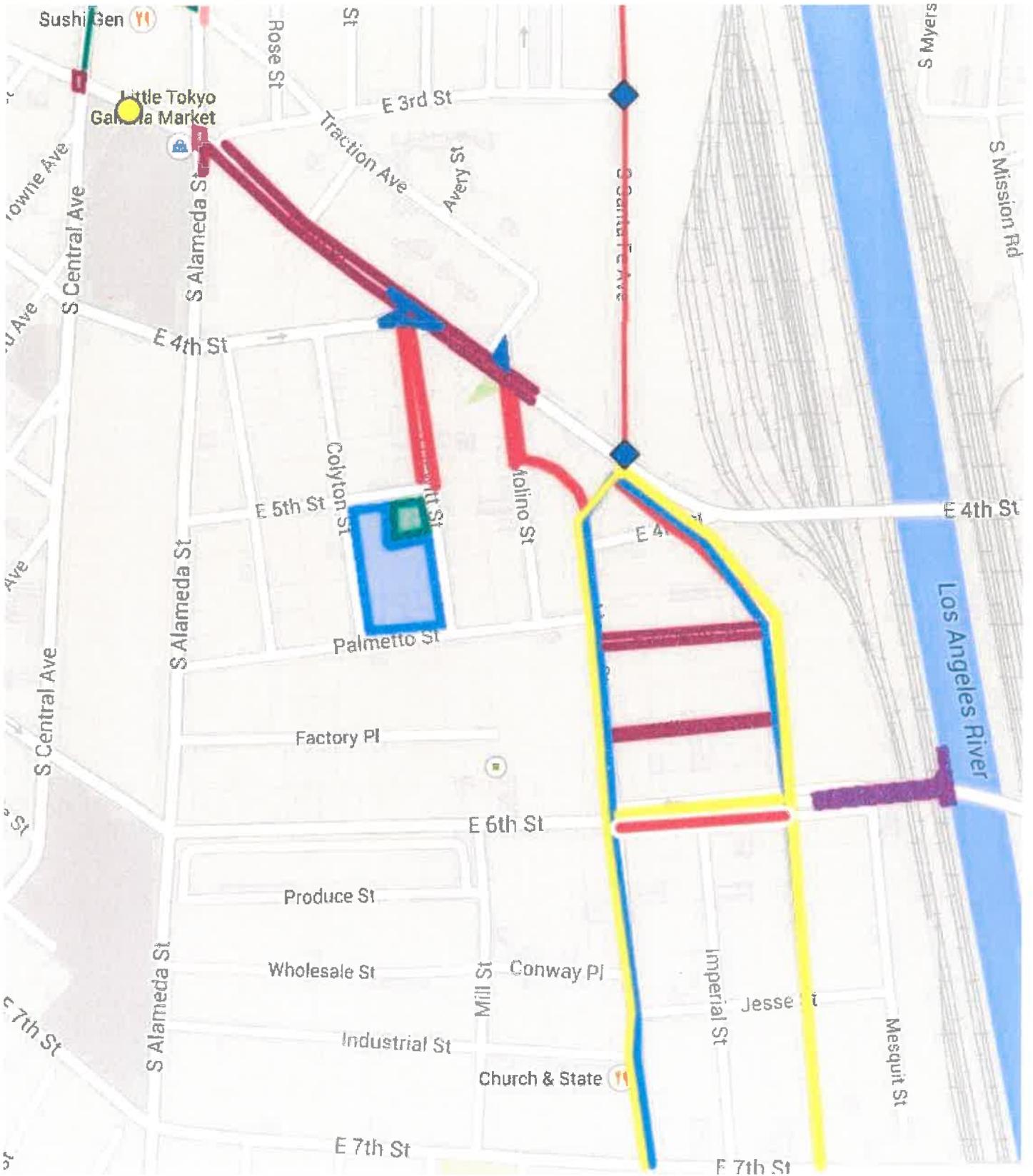
Injury Severity **Collision Type** Primary Collision Factor Involved With





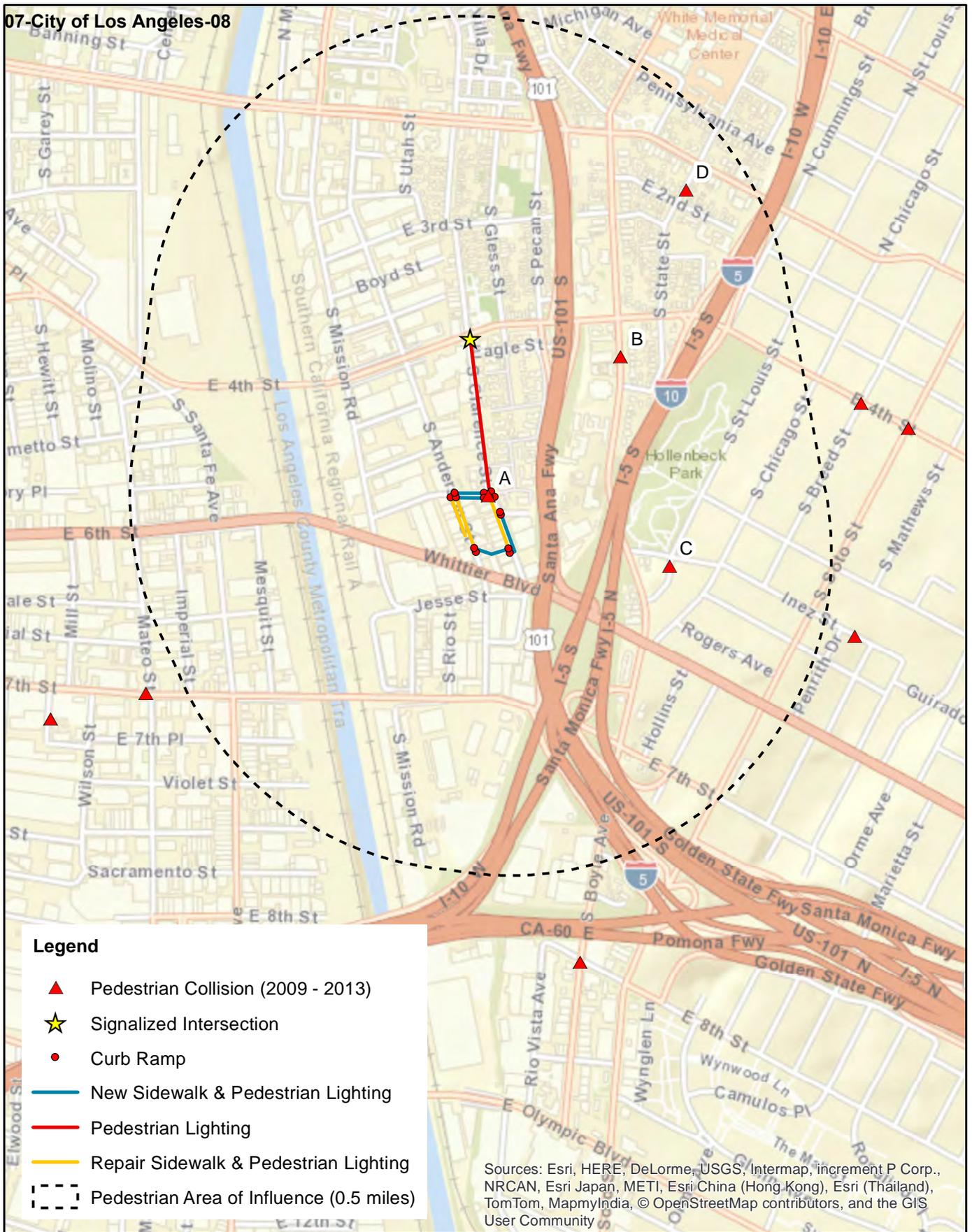


07-City of Los Angeles-08





Attachment I-2



0 0.125 0.25 0.5 Miles

Figure I-2
Collision Map

Boyle Heights Pedestrian Linkages Project

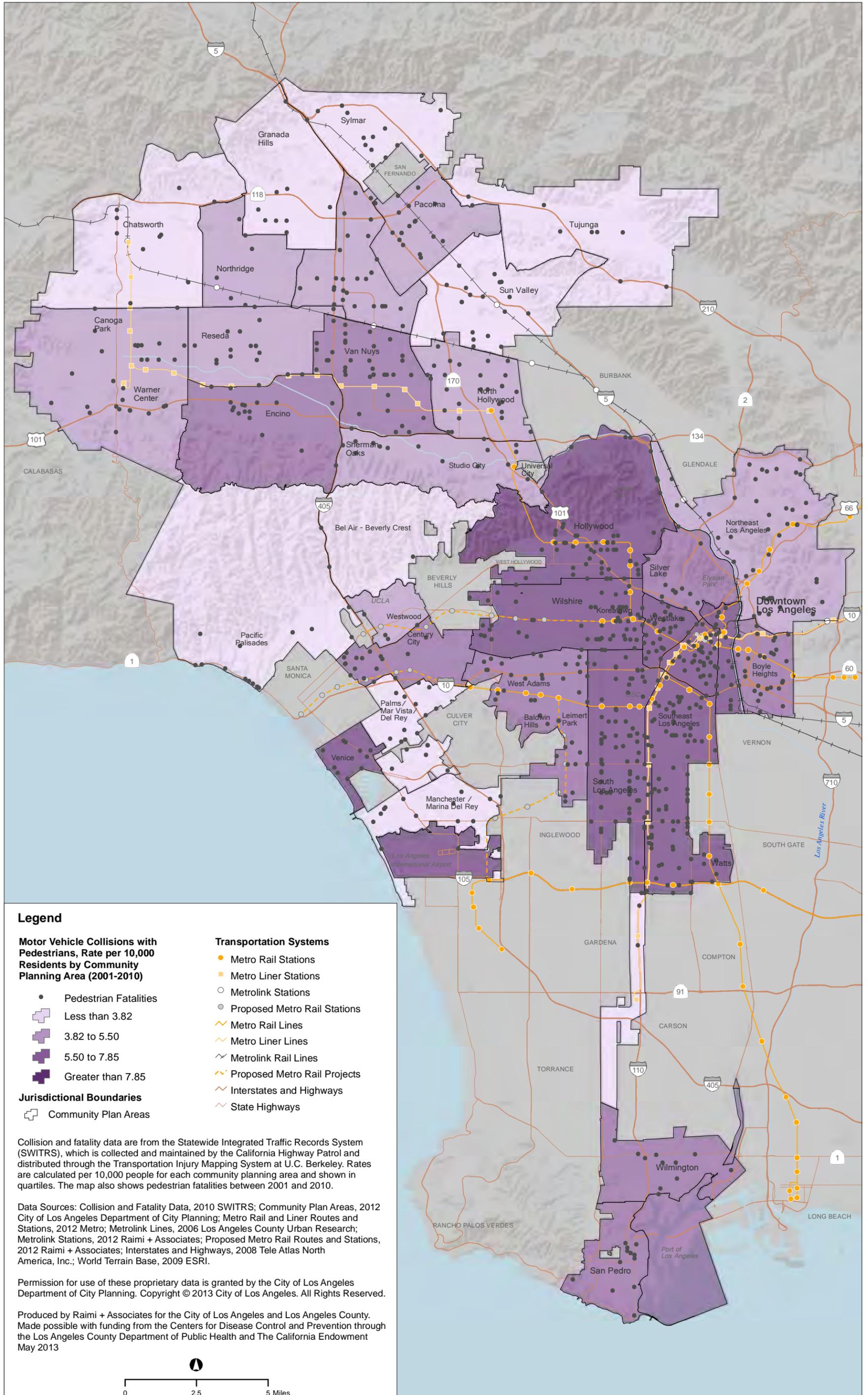


Plan for a Healthy Los Angeles

A Health and Wellness Element of the General Plan

March 2015

Average Annual Rate of Motor Vehicle Collisions with Pedestrians per 10,000 Residents (2001-2010)



Legend

Motor Vehicle Collisions with Pedestrians, Rate per 10,000 Residents by Community Planning Area (2001-2010)

- Pedestrian Fatalities
- Less than 3.82
- 3.82 to 5.50
- 5.50 to 7.85
- Greater than 7.85

Jurisdictional Boundaries

- Community Plan Areas

Transportation Systems

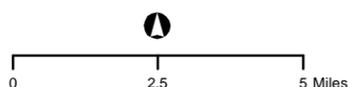
- Metro Rail Stations
- Metro Liner Stations
- Metrolink Stations
- Proposed Metro Rail Stations
- Metro Rail Lines
- Metro Liner Lines
- Metrolink Rail Lines
- Proposed Metro Rail Projects
- Interstates and Highways
- State Highways

Collision and fatality data are from the Statewide Integrated Traffic Records System (SWITRS), which is collected and maintained by the California Highway Patrol and distributed through the Transportation Injury Mapping System at U.C. Berkeley. Rates are calculated per 10,000 people for each community planning area and shown in quartiles. The map also shows pedestrian fatalities between 2001 and 2010.

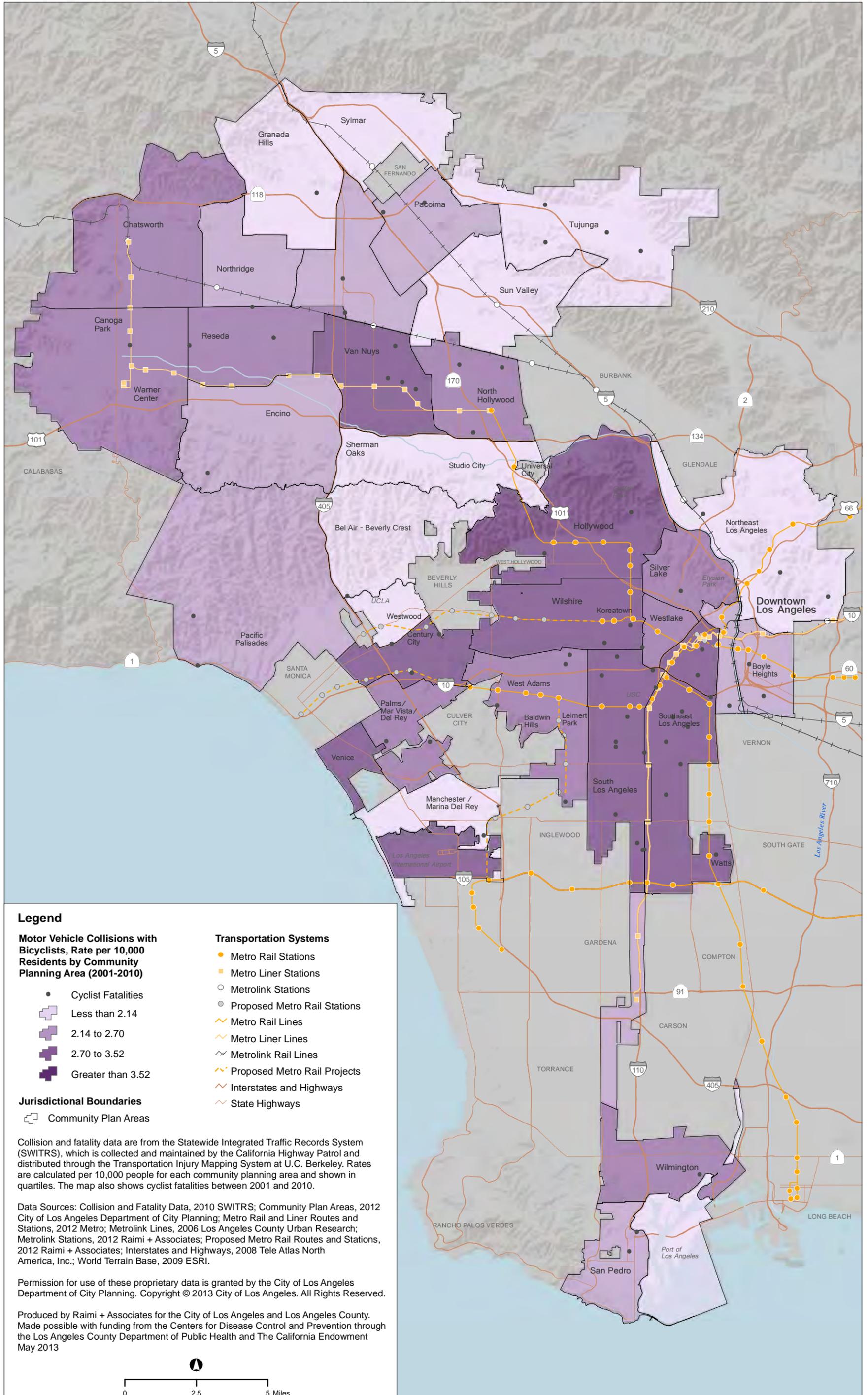
Data Sources: Collision and Fatality Data, 2010 SWITRS; Community Plan Areas, 2012 City of Los Angeles Department of City Planning; Metro Rail and Liner Routes and Stations, 2012 Metro; Metrolink Lines, 2006 Los Angeles County Urban Research; Metrolink Stations, 2012 Raimi + Associates; Proposed Metro Rail Routes and Stations, 2012 Raimi + Associates; Interstates and Highways, 2008 Tele Atlas North America, Inc.; World Terrain Base, 2009 ESRI.

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Produced by Raimi + Associates for the City of Los Angeles and Los Angeles County. Made possible with funding from the Centers for Disease Control and Prevention through the Los Angeles County Department of Public Health and The California Endowment May 2013



Average Annual Rate of Motor Vehicle Collisions with Bicyclists per 10,000 Residents (2001-2010)



WALKABILITY & PEDESTRIAN SAFETY IN BOYLE HEIGHTS

Using the Pedestrian Environmental Quality Index (PEQI)

History of Camino Seguro

In February 1999, residents of the Pico-Aliso community in Boyle Heights joined together with Proyecto Pastoral to create Camino Seguro (“Safe-Passage” in Spanish) to protect the safety of their children. Camino Seguro arose to combat the gang-violence crisis in Boyle Heights. People were afraid to go out on the street as shootings victimized adults, youth and children alike. The community came together to stand at street corners, schools and churches, held Peace Walks, met with elected officials and law enforcement asking for a response to the crisis. Today, gang-violence has subsided in Boyle Heights but residents are aware that if they don’t maintain their efforts, violence can break out again. Camino Seguro has evolved with the community and in addition to providing escorts to children



Using the Pedestrian Environmental Quality Index (PEQI) for walkability and pedestrian safety in Boyle Heights

on their way to school and to cross dangerous streets, the program has expanded to address issues of environmental health, youth drug and alcohol abuse, preventing gang-activity and relieving post-traumatic stress from living with the many years of violence.

Community-Based Participatory Research

In 2009 Proyecto Pastoral teamed up with UCLA's Center for Occupational and Environmental Health (UCLA COEH) with support from The California Endowment to create the academic-community partnership ACCION. This partnership allowed UCLA COEH to fulfill its mandate to provide technical assistance to Los Angeles-area communities and offered Proyecto Pastoral the opportunity to develop their capacity to organize for positive environmental change in their service area.

At the outset of the partnership, focus groups determined that pedestrian safety and walkability were a priority for Proyecto Pastoral members. Walkability is a term used to describe how well a neighborhood lends itself to walking as a means of transportation for residents. It is often expressed as a function of sidewalk and roadway design and presence of pedestrian amenities such as crosswalks, lights and signs. Walkability is an important factor of the built environment that can have long-term impacts on health depending on its presence or absence. Walkable communities promote physical activity and lower-risk for obesity and other chronic diseases and also confer protection to pedestrians from physical harm.

Camino Seguro members' perceptions about the poor pedestrian safety and walkability condi-



Community members collecting PEQI data

tions in their neighborhood were supported by statistical data collected by UCLA COEH. Boyle Heights' (10%) exceeds the Los Angeles City average (7%) for percent of collisions that involved pedestrians. Seventy-five percent of those collisions occurred in the daytime and thirty-nine percent injured a child or minor under 19 years of age. Furthermore, the intersection at 4th St and Gless St, identified by members as very dangerous, was found to be the third most dangerous intersection in Boyle Heights.

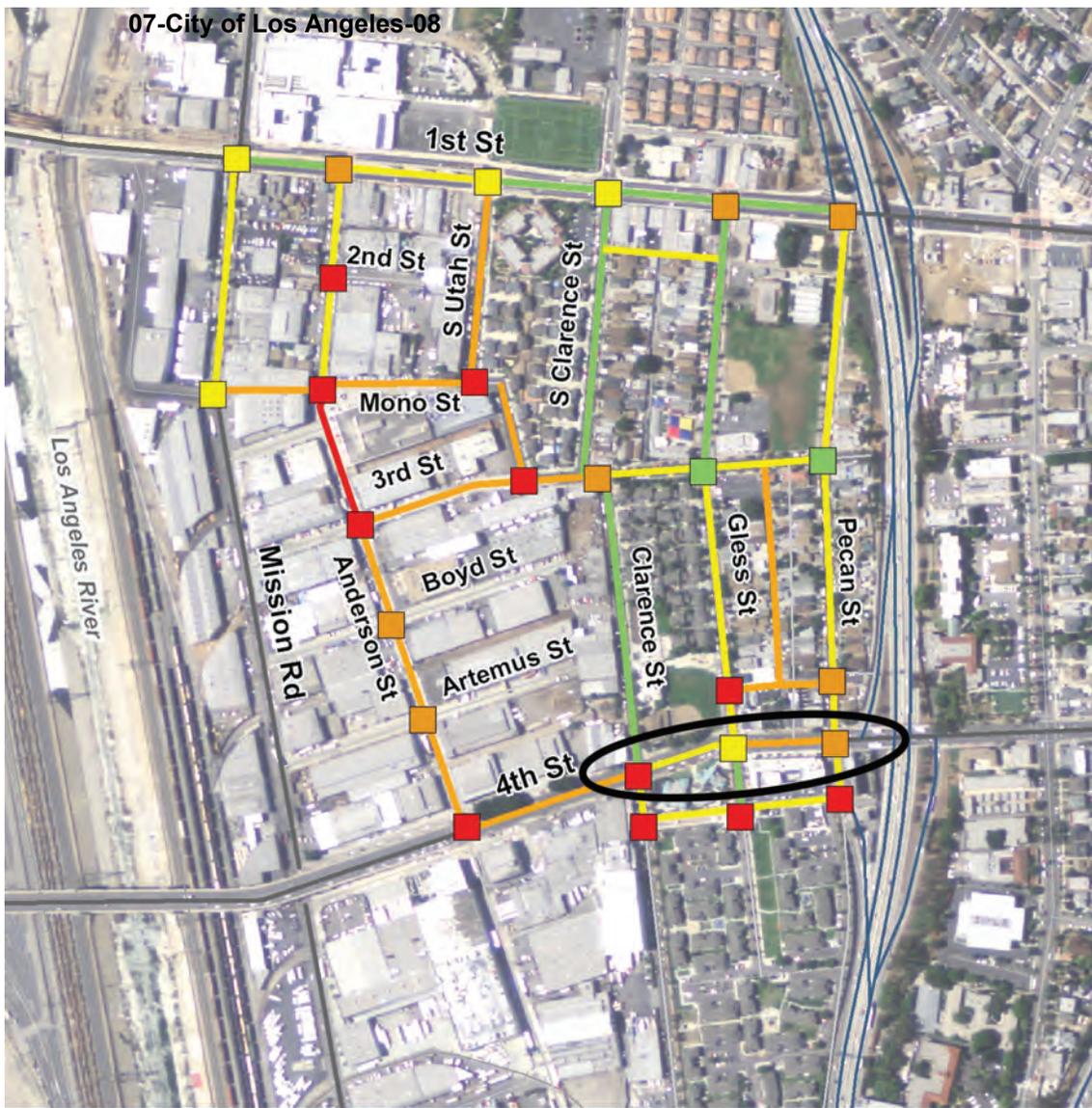
To assist Camino Seguro in addressing walkability, UCLA COEH introduced and trained the members in how to implement the Pedestrian Environmental Quality Index (PEQI). The PEQI is a quantitative observational tool that allows users to assess pedestrian safety and needs, prioritize planning for future improvements and build social capital. The PEQI has distinct survey forms for intersections and street segments and gathers data in six categories: intersection safety, traffic, street design, land use, perceived safety and perceived walkability. All categories evaluated in the PEQI are based in current scientific research and have been reviewed by international experts on walkability. UCLA COEH adapted this tool specifically for use in Boyle Heights.

To implement the PEQI involved a time-consuming process and strong commitment from Camino Seguro members. Members chose the geographic area to be evaluated (see Figure 1). Members then were trained how to collect data using the survey forms. Following the

Collision Statistics

	LA City	Boyle Heights
Total collisions	364,029	5,600
Pedestrian/vehicle collisions	25,565	562
% of pedestrians in collisions	7%	10%
# pedestrians in collisions	28,724	634
# pedestrians per collision	1.12	1.13
Pedestrian fatalities	664	12

Source: Los Angeles Department of Transportation 1994-2000



PEQI Intersection and Street Scores



Data Source: Census TIGER Data (2010), Proyecto Pastoral (2011)
 Academic and Community Collaborative to Improve Our Neighborhood (ACCION) / Doug Houston, UC Irvine

Figure 1 **Proyecto Pastoral PEQI results with priority area for improvement circled in black**

trainings, members took to the streets filling out surveys until their area was covered. Once the street surveys were complete, UCLA COEH calculated the street and intersection scores. Each category in the PEQI receives weighted scores based on their contribution to pedestrian safety and walkability. The final scores of the streets and are reflected in Figure 1.

The Path Forward

Once all the PEQI results were in, UCLA COEH and Proyecto members met to discuss the data and to decide where to focus initial improvements. Members were encouraged that the scientific data reflected their perceptions of problem areas and were proud to see their hard work validated in the maps. Using members on-the-ground experience,

Categories evaluated by the PEQI

Intersection Safety

- Crosswalks
- Countdown Signal
- Traffic Signal
- Crossing Speed
- No Turn on Red
- Traffic Calming Features
- Pedestrian Signs

Traffic

- Number of Lanes
- Two-Way Traffic
- Vehicle Speed
- Traffic Volume
- Traffic Calming Feature

Street Design

- Sidewalk Width
- Sidewalk surface
- Sidewalk obstructions
- Presence of Curb
- Driveway Cuts
- Trees, Gardens
- Public Seating
- Buffers

Perceived Safety

- Illegal Graffiti
- Litter
- Pedestrian-Scale Light
- Construction Sites
- Abandoned Buildings

Land Use

- Public Art
- Historic Site
- Retail

Perceived Walkability

- Visual Attractiveness
- Feeling of Safety
- Smells
- Noise
- Overall Walkability



Community members reviewing pedestrian statistics maps

Proyecto Pastoral member recommendations for improvement on 4th Street segment

1. Lights embedded in the crosswalk for increased pedestrian visibility
2. Installation of a crosswalk mid-block at 4th Street and Clarence street
3. Give more time to cross at crosswalk at 4th Street and Gless street
4. Enforce speed limit at 25 mph

UCLA COEH research and the community-collected PEQI results, members decided that 4th Street between the 101 freeway and Clarence street were in the most dire need of immediate improvement (see black circle in Figure 1). Through a consensus building and voting process members decided on the design recommendations in the chart below to make the 4th St segment safer for pedestrians.

Due to nearby Dolores Mission Church, School and Youth Technology Center an ideal means of funding these improvements is through collaboration with the local City Council District 14 office and Safe Routes to School funding. While Proyecto Pastoral will take the lead in applying for the Safe Routes to School funds, they recognize that longer-term changes will need to occur in their area to improve safety. Longer term change will focus on cleaning up the area's alleyways that are hot-spots for gang-activity and advocating for land use policy change that would mitigate pollution from industrial uses adjacent to homes and schools. With the continued commitment of Camino Seguro members, Boyle Heights is on its way to achieving a more healthy and safe environment for all.

This work was made possible by:





Attachment I-3

6th Street Viaduct Seismic Improvement Project

LOS ANGELES COUNTY, CALIFORNIA
DISTRICT 7 – Bridge Nos. 53C-1880 and 53-0595

EA 251200

Federal Project Number 5006 (342)

SCH#2007081005

Final Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation

VOLUME I – MAIN TEXT

Prepared by

**State of California Department of Transportation (NEPA Lead Agency)
and
City of Los Angeles (CEQA Lead Agency)**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.



October 2011

Chapter 5 Comments and Coordination

5.1 Introduction

The Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR Part 1500 *et seq.*) and the State CEQA Guidelines (14 CCR, Sections 15082-15083) recommend that federal, state, and local lead agencies use a public scoping process to help identify the various issues to be addressed in the environmental document. Scoping allows public agencies and the general public to learn about the proposed project and to provide suggestions regarding alternatives and the types of impacts to be evaluated.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), authorizing U.S. highway and transit programs, was signed into law on August 10, 2005. Numerous provisions of the law are aimed at improving the environmental review process for transportation projects. One of the key requirements of SAFETEA-LU related to public involvement is that the lead agency must provide the “opportunity for involvement” to participating agencies and the public in developing the purpose and need and the range of alternatives to be considered for a proposed project.

Public involvement, agency coordination, and Native American tribal coordination were carried out during the development process of the proposed project by means of formal scoping meetings, participating agency coordination meetings, community meetings, potentially affected property owner meetings, political representative meetings, notification letters, and the creation and maintenance of a project Web site.

Ongoing coordination meetings with affected business owners and groups, government agencies, railroads, and utility companies are being conducted to update interested parties on the status of the proposed project, obtain public and agency input, and resolve issues. Letters describing the proposed project and inviting comment were sent to Native American groups and other individuals known to have an interest in the proposed project.

This chapter summarizes the results of the City of Los Angeles and Caltrans’ efforts to fully identify, address, and resolve project-related issues through early and continuing public involvement and agency coordination. A Public Outreach Report was compiled to provide a record of all the meetings held and the comments received.¹⁰⁹

¹⁰⁹ Diverse Strategies for Organizing, 2008. Public Outreach Report – Scoping Phase for 6th Street Viaduct Seismic Improvement Project. September.

5.2 Pre-Scoping Activities

Several public outreach activities were conducted prior to the formal CEQA/NEPA scoping process to disseminate information about the viaduct improvement proposal and the actions undertaken by the City and Caltrans.

5.2.1 Initial Project Information Meetings

In October 2006, prior to commencement of the formal environmental review process, the Project Development Team (PDT) initiated widespread notification of government agencies and the public about proposed project information meetings. Notices were mailed to interested agencies and residents within a 2,000-ft radius of the viaduct; published in newspapers (the *Los Angeles Times* and *La Opinion*); and hand-delivered to residents and property owners in the immediate vicinity of the viaduct. Two proposed project information meetings were held – one on January 23, 2007, at the Artshare Los Angeles (west side of the Los Angeles River) and one on January 25, 2007, at St. Isabel Church (east side of the Los Angeles River). Approximately 80 people attended the meetings, listened to the proposed project information presentation, asked questions, and provided suggestions.

Several other proposed project information meetings were conducted upon request. These meetings were held with the Boyle Heights Neighborhood Council (BHNC) Land Use Committee (February 13, 2007), the BHNC Quadrant 4 (March 12, 2007), the Downtown Los Angeles Neighborhood Council (March 13, 2007), the BHNC Quadrant 3 (May 9, 2007), the Boyle Heights Resident Homeowner Association (May 19, 2007), and the Downtown Arts District Business Improvement District (October 3, 2007).

5.2.2 Community Advisory Committee Formation

Following the proposed project information meetings, a Community Advisory Committee (CAC) was formed. Twenty-five (25) potential members were identified by PDT members based on their representation of affected neighborhoods, businesses and various other stakeholders, and their willingness to serve as conduits between the project design team and their constituents. As of September 2011, 10 CAC meetings were conducted, as summarized below:

- CAC Meeting No. 1 was held March 29, 2007, at Benjamin Franklin Library, 2200 E. 1st Street. Seventeen (17) members attended the meeting. The PDT presented project information to CAC members and informed them about the objective of the CAC meetings and the role of its members. All members were provided the opportunity to ask questions related to the proposed project and express their concerns.

- CAC Meeting No. 2 took place May 10, 2007, at the Boyle Heights Youth Technology Center, 1600 E. 4th Street. Fifteen (15) members and 2 guests attended the meeting. The members were divided into 5 small groups to discuss the issues and opportunities associated with the proposed project.
- CAC Meeting No. 3 took place June 28, 2007, at the Boyle Heights Youth Technology Center, 1600 E. 4th Street. Thirteen (13) members attended the meeting. The objective of this meeting was to provide CAC members with an opportunity to participate in development of the purpose and need statement for use as a guide in proposed project alternative development and in the environmental document preparation.
- CAC Meeting No. 4 took place August 28, 2007, at the Boyle Heights Youth Technology Center, 1600 E. 4th Street. Seventeen (17) members attended the meeting. The objective of this meeting was to provide CAC members with an opportunity to view possible replacement bridge types. CAC members also participated in a workshop for expressing their personal preferences among numerous potential bridge types, as input for the project team. Results of the votes received from the CAC members are presented in Figure 3 of Appendix N (Alternative Development Process), with the existing bridge type or abutment-to-abutment replication (Through Arches Category) receiving the highest number of votes at 16 and the extradosed concrete box girder (Cable Type Category) receiving 8 votes. The bridge concepts that received the third highest votes at 6 are steel half-through arch cast-in-place (CIP) girder approaches (Through Arches Category) and concrete slant leg frame concept (Deck Arches Category).
- CAC Meeting No. 5 took place November 8, 2007, at the Boyle Heights Youth Technology Center, 1600 E. 4th Street. Eighteen (18) members attended the meeting. The objective of this meeting was to update CAC members on the screening of replacement bridge types and alignments, retrofit technologies, and status of the environmental review process.
- CAC Meeting No. 6 took place March 26, 2008, at the 6th Street Viaduct site. Fifteen (15) CAC members participated in the site tour. They had an opportunity to see first-hand the cracks in structural concrete elements as a result of the alkali silica reaction (ASR) and the constraints affecting project implementation.
- CAC Meeting No. 7 took place October 28, 2008, at the Boyle Heights Youth Technology Center, 1600 E. 4th Street. Eleven (11) members attended the meeting. The objective of this meeting was to update CAC members on the current project status and present a status

update of the environmental analysis process. CAC members expressed various preferences for bridge types, including replica and modern.

- CAC Meeting No. 8 took place February 12, 2009, at the Boyle Heights Youth Technology Center, 1600 E. 4th Street. Fifty (50) people were present at the meeting. Representatives of Council District 14, the President of the City of Los Angeles Board of Public Works, and the City of Los Angeles City Engineer participated in the meeting. The objective of this meeting was to brief the CAC members on the Administrative Draft EIR/EIS that was under review by Caltrans Headquarters and Legal Office. Four CAC members expressed their dislike of the staff-recommended modern bridge Concept 4 (Dual Tower Extradosed [cable supported]) and their concern that staff had disregarded previous CAC support for a replica concept. The team explained to the CAC that no final decision had been made regarding project alternatives, and that the public would have opportunities to provide input about the proposed project alternatives during the circulation and public hearing for the Draft EIR/EIS.
- CAC Meeting No. 9 took place on April 7, 2009, at the Boyle Heights Senior Center, 2839 E. 3rd Street, Los Angeles. Approximately forty (40) people were present at the meeting. The Council member for Council District 14 and the City Engineer participated in the meeting. The objective of the meeting was to brief the members about modifications made to the Draft EIR/EIS based on feedback received during the previous meeting. In addition, the design team solicited input from members regarding architectural elements that should be considered as part of the various replacement bridge types. The City displayed renderings of 7 bridge types for review and feedback from the members. The team explained that the members and the public will have opportunities to provide feedback related to the bridge type during the public review process. The team informed the members that the Draft EIR/EIS will not include a staff-recommended bridge type.
- CAC Meeting No. 10 took place on July 29, 2010, at the Boyle Heights Youth Technology Center, 1600 E. 4th Street. Thirty (30) people were present at the meeting (based on the sign-in sheet). Representatives of Council District 14 and the City of Los Angeles City Engineer participated in the meeting. The objective of this meeting was to provide an update on the progress of the 6th Street Viaduct Seismic Improvement Project since CAC Meeting No. 9 in April 2009; explain preferred alternative evaluation process; discuss schedule milestones; and present a potential design expression for Bridge Concept 4A. The City Engineer informed the CAC members that Alignment 3B and Bridge Concept 4A have been identified as the preferred alternative. Mr. Jesse Leon, a representative of Council District 14, informed the CAC members that Council Member Jose Huizar values the input of the CAC members and that they should attend upcoming City of Los Angeles public hearings for the project.

Mr. Leon reiterated the need to replace the 6th Street Viaduct due to the ASR damage and seismic safety concerns. Mr. Leon stated that mitigation efforts for businesses and residents will be part of the process to ensure that an equitable process takes place. Mr. Leon also informed the CAC members that several agencies still need to review the final draft of the Final EIR/EIS prior to document certification. During the question and answer session, several CAC members expressed their support for the preferred Bridge Concept 4A.

Additional CAC meetings will be held as the proposed project proceeds to keep the public informed of project progress and to allow them to provide input at key milestones.

5.3 Scoping Process

The scoping process was initiated by widespread notification of government agencies and the public via publication of a Notice of Intent (NOI) and a Notice of Preparation (NOP) announcing initiation of the EIR/EIS. The NOI was published in the *Federal Register* (Volume 72, Number 169) on August 31, 2007, in accordance with NEPA. The NOP was posted on the City of Los Angeles Web site¹¹⁰, the project's public Web site¹¹¹, and with the Los Angeles County Clerk/Recorder throughout the public review period (July 23, 2007, to September 13, 2007), in accordance with CEQA. Other notification activities included placement of public notices in newspapers of general circulation; mailing the NOP to potentially affected government agencies, residents, and businesses; and translation of public documents from English to Spanish. Other project information was also posted on the public Web site indicated above.

5.3.1 Mailings

The NOP was mailed to government agencies, business groups, neighborhood associations, property owners, and other stakeholders on July 23, 2007. These groups were invited to scoping meetings held on August 14 and 16, 2007.

A scoping meeting invitation, which gave details about the proposed project and announced the times and locations of the public scoping meetings, was mailed to more than 1,500 occupants within a 2,000-ft radius of the proposed project corridor.

¹¹⁰ http://eng.lacity.org/techdocs/emg/Environmental_Review_Documents.htm

¹¹¹ http://www.la6thstreetviaduct.org/TheProject/documents/NOP_Public.pdf

5.3.2 Public Noticing

Advertisements announcing the scoping meetings were placed in the *Los Angeles Times* and *La Opinion*. The *Los Angeles Times* is circulated throughout the county and read by millions of subscribers. *La Opinion* is circulated to the Latino community of Los Angeles.

The notices were published in English and Spanish to accommodate the diversity of the affected communities. An English advertisement was placed in the *Los Angeles Times* on July 27, 2007, and a Spanish advertisement was placed in *La Opinion* on July 27, 2007.

5.3.3 Scoping Meetings

Two separate scoping meetings were held on August 24, 2007; one was for government and public agencies and the other for the general public. The meetings were held at the Artshare Los Angeles, which is located at 326 S. Hewitt Street in Los Angeles on the west side of the Los Angeles River. The agency meeting took place from 2:00 p.m. to 4:00 p.m., and the general public meeting took place from 6:00 p.m. to 8:00 p.m. Another scoping meeting was held on August 26, 2007, at the Boyle Heights Youth Technology Center, which is located at 1600 E. 4th Street on the east side of the river and within the Boyle Heights community.

The agenda for these meetings included an introduction of the proposed project team members, a PowerPoint presentation on the proposed project, and a question and answer period. Attendees also participated in an open house. Display boards illustrating the proposed project limits and alternatives were placed throughout the room for attendees to view and interact with project representatives. The meetings were staffed by individuals representing the City of Los Angeles and the project consultant team. At both public meetings, Spanish interpreters were available to accommodate any non-English speakers.

5.3.4 Participating Agency Coordination

Section 6002 of SAFETEA-LU requires that all transportation projects requiring an EIS, for which the original NOI was published in the *Federal Register* after August 10, 2005, must have a plan established for coordinating public and agency participation and comment during the environmental review process. It is the responsibility of the lead agencies to develop the coordination plan to facilitate and document the interaction between the lead agencies and participating and cooperating agencies and the public.

As of July 1, 2007, Caltrans assumed FHWA's authority and responsibility for compliance with NEPA and other environmental laws. The Memorandum of Understanding (MOU) between FHWA

and Caltrans concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program allows Caltrans to serve as the federal lead agency on this project.

As part of the Scoping Process and in accordance with the Section 6002 requirement, Caltrans prepared a Coordination Plan for this proposed project (see Appendix J). A summary of the coordination activities is provided below:

5.3.4.1 Invitation to Become Cooperating/Participating Agencies

Cooperating agencies are the federal agencies, other than the federal lead agency, which have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. Cooperating agencies are also participating agencies. No cooperating agencies were identified for this project.

Participating agencies are federal, state, regional, or local agencies that may have an interest in the project. A list of pertinent federal, state, and local agencies was developed. A letter of invitation to participate in the project was sent on July 26, 2007, to agencies likely to have an interest. The rest of the agencies on the list received notification regarding the project through the NOI and NOP. Nine agencies responded to the letter of invitation, as shown in Table 5-1.

5.3.4.2 Coordination Meetings

Three coordination meetings were held during the Section 6002 environmental review process. The first meeting was held on October 31, 2007, at the Caltrans District 7 Office to provide the participating agencies with project information and to discuss the roles and responsibilities of the participating agencies. Caltrans provided the participating agencies with the opportunity for their involvement in developing the draft purpose and need statement. The meeting also allowed the participating agencies to advise and provide input on the technical studies. In addition, Caltrans provided the agencies with information regarding the range of alternatives being considered and further studied. They commented on this material, and a brief discussion was held after this information was presented. A site visit was also conducted following the first meeting.

The second participating agency meeting was held on February 4, 2008. An update of the project status was presented to the agencies. Caltrans outlined the next stages in the participating agency role in the environmental review process, including discussion of technical studies and methodologies, as well as social, economic, and environmental impacts within the project area. In addition, Caltrans provided the agencies with the opportunity to comment on anticipated issues that might arise in the future. Floodplain issues, railroad concerns, and the Los Angeles River Revitalization Plan were the main topics that the agencies noted.

**Table 5-1
Participating Agency List**

Participating Agencies	Contact Person/Title	Phone/E-mail/Address
U.S. Army Corps of Engineers	Theodore Masigat, Engineering Division, Operations, Los Angeles District	(213) 452-3393; theodore.j.masigat@usace.army.mil 915 Wilshire Boulevard, Los Angeles, CA 90017
U.S. Army Corps of Engineers	Phuong Trinh, Regulatory Division, Los Angeles District	(213) 452-3372; Phuong.h.trinh@usace.army.mil 915 Wilshire Boulevard, Los Angeles, CA 90017
*U.S. Army Corps of Engineers	Gabe Brooks, Right-of-Way Division, Los Angeles District	915 Wilshire Boulevard, Los Angeles, CA 90017
*U.S. Army Corps of Engineers	Ken Wong, Permits, Los Angeles District	915 Wilshire Boulevard, Los Angeles, CA 90017
U.S. Environmental Protection Agency	Susan Sturges Environmental Review Office Community and Ecosystems Division	(415) 947-4188; sturges.susan@epa.gov 75 Hawthorne Street, San Francisco, CA 94105
Advisory Council on Historic Preservation	Carol Legard Federal Highway Liaison Office of Federal Agency Programs	(202) 606-8522; clegard@achp.gov 1100 Pennsylvania Avenue NW Suite 809 Old Post Office Building Washington, DC 20004
*U.S. Department of Housing and Urban Development Los Angeles Field Office	William Vasquez CPD Field Office Director	611 West 6 th Street, Suite 800 Los Angeles, CA 90017
*U.S. Department of Commerce	Environmental Review Section	14 th and Constitution NW, Room 6800 Washington, DC 20230
U.S. Department of Homeland Security Federal Emergency Management Agency	Gregor Blackburn, CFM, Branch Chief Floodplain Management and Insurance Branch	(510) 627-7190 1111 Broadway, Suite 1200, Oakland, CA 94607-4052
*U.S. Department of Energy	Environmental Review Section	1000 Independence Avenue SW 4G-064 Washington, DC 20585
*Federal Railroad Administration; Office of Railroad Development	David Valenstein	400 Seventh Street SW MS20 Washington, DC 20590
City of Los Angeles Department of Parks and Recreation	David Attaway Environmental Supervisor	(213) 928-9130 4155 S. Saint Louis Street, Los Angeles, CA 90033
City of Los Angeles Bureau of Engineering Real Estate Group	Frank Viramontes Chief Real Estate Officer II	(213) 485-5447; frank.viramontes@lacity.org Department of Public Works, Bureau of Engineering Real Estate Division 600 S. Spring Street, 7 th Floor, Stop 515 Los Angeles, CA 90014
Los Angeles County Metropolitan Transportation Authority	John C. Miller, P.E. Engineering Project Manager	(213) 922-2000; millerjo@mta.net 1 Gateway Plaza Mail Stop: 99-22-1 Los Angeles, CA 90012-2932
SCRRA—Metrolink	Laurene Lopez Community Relations/Environmental Review Administrator	(213) 452-0288; lopezl@scrta.net SCRRA—Metrolink 700 South Flower Street, 26 th Floor Los Angeles, CA 90017
<p>Note: * Federal agency not responding to the letter of invitation to become a participating agency.</p> <p>Per SAFETEA-LU, a federal agency invited shall be designated as a participating agency unless the agency declines the invitation by the deadline specified and states that the agency (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project.</p>		

The third meeting was held on October 20, 2008. Caltrans provided an update to the participating agencies on the project status. A summary of the Alkali Silica Reaction (ASR) Workshop was presented. In addition, Caltrans discussed the environmental analysis results. Additional participating agency meetings will be held as the EIR/EIS progresses.

A list of all agencies invited to become a participating agency or cooperating agency is located in the Coordination Plan (Appendix J).

During the project development period, Caltrans had several meetings with public agencies. Caltrans, City of Los Angeles, and State Historic Preservation Officer (SHPO) held a meeting on April 6, 2009. The main focus was the discussion of Alkali Silica Reaction and possible mitigation measures. A field review was conducted after the meeting.

Caltrans and the City of Los Angeles held a meeting on February 4, 2009, with the Los Angeles Office of Historic Resources. The main purpose of this meeting was to discuss the proposed measures to be included in the Section 106 Memorandum of Agreement (MOA) for the various bridges undergoing improvement.

In addition, Caltrans, the City of Los Angeles Department of Public Works Bureau of Engineering, and the City of Los Angeles Planning Department had a meeting with the Los Angeles Conservancy on October 29, 2007. The purpose of this meeting was to provide detailed information about the project development process and other background information. The meeting also provided a forum for the Los Angeles Conservancy to ask questions and gain a better understanding of the issues surrounding the project.

Additional coordination meetings with federal, state, and local agencies are ongoing, and they will continue throughout the planning stage of the proposed project. In addition, various historical society/historic preservation groups and Native American individuals/organizations have been contacted and kept informed about the status of project development.

5.4 Public Participation

Public participation has been an important aspect of this project. A series of meetings with affected property owners, community groups, and interested agencies has been carried out throughout the project development period and will continue as the project moves forward. Representatives from the City of Los Angeles Department of Public Works Bureau of Engineering, Caltrans, and the project consultant team have presented project information and answered questions from the attendees at numerous meetings. Several methods were used to inform the public of meetings,

such as newspaper notices, invitations sent to affected property owners and community groups, invitations to become a participating agency and/or cooperating agency, and the NOP/NOI.

The community meetings carried out during the Draft EIR/EIS preparation consisted of the following:

- Boyle Heights Neighborhood Council Land Use Committee – February 13, 2007
- Boyle Heights Neighborhood Council Quadrant 4 – March 12, 2007
- Downtown Los Angeles Neighborhood Council – March 13, 2007
- Boyle Heights Neighborhood Council Quadrant 3 – May 9, 2007
- Boyle Heights Resident Homeowner Association – May 19, 2007
- Downtown Arts District Business Improvement District – October 3, 2007
- Community Redevelopment Agency of Los Angeles, Eastside Region – October 4, 2007
- Los Angeles Conservancy – October 29, 2007
- City of Los Angeles Interdepartment Planning Staff – March 24, 2008
- City of Los Angeles Interdepartment Planning Staff – April 4, 2008
- American Institute of Architects – April 23, 2008
- ASR Workshop – August 27, 2008
- Central City East Association – December 3, 2008
- City of Los Angeles Office of Historic Resources – February 4, 2009

In addition to the above-mentioned meetings, a CAC was formed, and ten meetings have been conducted. Refer to Section 5.2.2 for more detailed information regarding the CAC.

The Public Outreach Report¹¹² was also prepared to summarize the project outreach activities and the comments received. The report is available for review at the City of Los Angeles Department of Public Works Bureau of Engineering, Bridge Improvement Program, and Caltrans District 7 office.

5.5 Business Survey

A business survey was conducted to acquire information on business operations and identify issues and concerns of businesses located within the vicinity of the project construction limits. More than 100 survey questionnaires were distributed to local businesses within the project area. Forty (40) businesses were interviewed by the outreach team. The information collected was evaluated to determine the potential effects on businesses and employees as a result of project implementation.

¹¹² Public Outreach Report – Scoping Phase for 6th Street Viaduct Seismic Improvement Project. September 2008.

5.6 Comments and Responding to Comments

Numerous questions and concerns were raised at the public information meetings, scoping meetings, and coordination meetings. In addition, 24 written comments were received during the scoping period.

The main issues and concerns that were expressed include:

- Historic resource preservation
- Public safety
- Costs and funding
- Preference for either retrofit or replacement of the viaduct
- Design and development opportunities
- Management of homeless residents
- Integration of the proposed Los Angeles River Revitalization Project
- Business impacts due to right-of-way acquisitions
- Construction impacts, including traffic detours
- Traffic volumes and speed on the viaduct
- Loss of industrial land use area
- Impacts to railroad operation

Most of the comments raised at the various meetings were responded to by the project team to the extent that the information was available at the time. Written responses to selected substantive comments were prepared, and follow-up meetings with the commenting parties were held to respond to the issues of concern. All comments received were considered during the project development/preliminary design phase and in the Draft EIR/EIS preparation.

5.7 Public Review of Draft EIR/EIS

This section provides a summary of public involvement activities undertaken during the review period for the Draft EIR/EIS. All notices and announcements prepared as part of the public involvement process including public hearing information are contained in the Public Involvement Activities Report – Environmental Preparation Phase, October 2011. The report is available for review at the City of Los Angeles Bureau of Engineering, Environmental Management Office.

5.7.1 Draft EIR/EIS Distribution

Caltrans and the City circulated the Draft EIR/EIS for public review between June 16, 2009, and August 24, 2009. The Notice of Availability (NOA) was published in the *Federal Register* on July 10, 2009 (Volume 73, Number 131 *EIS No. 20090226*). The Draft EIR/EIS was mailed to elected officials, government agencies, and interested parties. The NOA and invitation to public hearings were prepared in English and Spanish.

5.7.2 Notices of Public Hearings

Advertisements announcing the Draft EIR/EIS public hearings were placed in the *Los Angeles Times*, *La Opinión*, *Eastside Sun*, and *Los Angeles Downtown News* newspapers. In addition, public notices written in English and Spanish were mailed to current residents located within a 2,000-foot (ft) radius of the 6th Street Viaduct.

5.7.3 Public Hearings

Three Draft EIR/EIS public hearings were held. The first public hearing was held at the Caltrans District 7 Headquarters at 100 S. Main Street in Los Angeles, on July 14, 2009, from 2:00 p.m. to 4:00 p.m. Based on the sign-in sheet, 24 individuals attended the meeting (10 City staff, 10 Caltrans staff, and 4 interested parties). The second public hearing was held on the east side of the project at the Boyle Heights Senior Center at 2839 East 3rd Street in Los Angeles, on July 14, 2009, from 6:00 p.m. to 8:30 p.m. Based on the sign-in sheet, 37 individuals attended the meeting (6 City staff, 1 Caltrans staff, and 30 interested parties). The third and final public hearing was held on the west side of the project at the Inner City Arts Building at 720 Kohler Street in Los Angeles, on July 21, 2009, from 5:00 p.m. to 7:00 p.m. Based on the sign-in sheet, 32 individuals attended the meeting (2 Council District 14 staff, 7 City staff, 1 FHWA staff, 2 Caltrans staff, and 20 interested parties).

The agenda for all of the hearings included an open house viewing of project displays, introduction of project team members, a project presentation, and public testimony with a court reporter. The project display boards included aerial photographs, engineering drawings, photo simulations, and bridge concept models for attendees to view while interacting with project representatives. A Spanish-language translator was available at all the public hearings.

5.7.4 Verbal Comments Received during Public Hearings

The public hearings included an opportunity for public comments which were recorded by a court reporter. Attendees were asked to complete a comment card if there was a specific comment or question that needed to be answered by the panel. Table 5-2 presents a summary of

the verbal testimony received and answers to questions provided by staff. Comments and substantive responses are summarized below are included in their entirety in the Transcripts of Public Hearing kept on file at the City of Los Angeles Bureau of Engineering Bridge Improvement Program and the Caltrans District 7 Office. No comments were received at the first hearing held at the Caltrans office.

**Table 5-2
Comments/Questions and Responses Provided at the Public Hearings**

Name	Comment/Question	Response	Page No. of Transcript
Boyle Heights Senior Center, 2839 East 3rd Street, Los Angeles, July 14, 2009, 6:00 p.m. to 8:30 p.m.			
Art Geilman, Shalom and Sons	<p>Will there be any tax consequence for any local businesses?</p> <p>Will there be any state or federal money for disruption of business?</p>	<p>No.</p> <p>Yes, state and federal money. Mostly federal money.</p>	33
Unknown Commentor	<p>What plan is there to protect businesses and buildings that are along the alignment during demolition?</p> <p>How much of the property are you going to use in order to accomplish that? Are you going to use the property alongside the bridge to bring it down? Are you going to take some of the property, or are they going to be affected in any way?</p>	<p>Many means and methods would be used by the demolition contractor, generally in the form of debris walls, monitoring, and pre-inspection. Typically, specifications are made with the contractor. For instance, monitoring devices are installed to measure the vibration to determine the degrees of movement.</p> <p>Physical surveys of existing buildings to document their condition before, during, and after the start of demolition are also conducted.</p> <p>Screen walls may also be erected between existing buildings and the project.</p> <p>When the bridge is brought down vertically, then crews have to remove the debris and will be using local roads. Or, depending on the contractor, the bridge will be brought down in pieces, staying within the footprint of the existing bridge. Eventually the contractor will have to get outside that footprint to remove the bridge.</p>	34
Rafael (no last name or residence given)	How will the bridge be taken down with bringing it down on our building, which is situated partly under the bridge, or blocking our access?	A vertical wall would be built between your building and the bridge. Your access is currently through City right-of-way underneath the bridge, so to address your concerns for access, we'd need to look at your lease agreement with the City.	36
Geilman (no last name given)	We wouldn't be able to access the building with forklifts and trucks if you're putting a wall there.	Currently, if you have access from underneath the bridge into your building, that access is through City right-of-way, and so we would have to look at the lease agreement that you currently have with the City in leasing their property to get access that's not on a public road.	38
Rosalie Guroa, Boyle Heights Resident	Whatever the final design of the bridge, I'd like it to be closer to the original, which is a landmark in our community.	The EIR is looking deeply into that issue. Traffic was modeled for the streets that traffic would be diverted to. We did traffic modeling of the streets that the traffic would be diverted	39

Table 5-2
Comments/Questions and Responses Provided at the Public Hearings

Name	Comment/Question	Response	Page No. of Transcript
	When the bridge is closed, it will have major impacts to my community, especially traffic on 4 th Street. How are you addressing that?	to, like 4 th Street, 7 th Street, Soto, Boyle, and on the other side, Alameda, Central. We have traffic growing forecasts, and we have come up with measures to make it better, but it won't be perfect. We won't try to gloss over the fact that there will be impacts because there are 13,000 cars that we have to move off that bridge for about four years, so we're going to do our utmost with good design and planning and working with our partner agencies to make the affected intersections and streets run as smoothly as possible.	
Arturo Vera, Boyle Heights Resident and member of the Boyle Heights Homeowners Association	What will happen to the final bridge design if there's not sufficient money?	This project competes with other projects throughout the state of California and even at the federal level. Currently, the City is working on a financial plan to figure out how to finance the project over a number of years. Financing is a key issue for the project.	42
Victoria Torres, Boyle Heights Historical Society	Concerned over the speed limit on the widened and straightened bridge.	The speed limit on the bridge is not expected to be changed.	44
Carol Armstrong, City of LA River Project Office	Would like to see the project as a retrofit; if a new bridge is required, incorporate "riprly" elements. It is important that the high-speed rail and its future impacts be considered with this project.	The comment is acknowledged by the moderator.	45
Joaquin Castellanos, Boyle Heights Resident	The cable bridge looks beautiful, but there are already too many cables in the area. Prefers the bridge design to reflect the history of the community.	The comment is acknowledged by the moderator.	45
Jim Zant, Cal Hono Freight	Cal Hono Freight subleases a property that might be affected by the demolition of the bridge. The gate for the truck maneuvering area is adjacent to the pylons.	If the loading docks or travel/maneuvering area is underneath the bridge, that land is currently City right-of-way.	46
Mike Bueller, Los Angeles Conservancy	Regarding bridge design Alternative 1-A, is it described somewhere, because it isn't included in the EIR? What are that alternative's differences other than additional columns in the railroad right-of-way? Why are right-of-way costs higher for the replication alternative? Can we assume that those parcels/buildings designated for acquisition would be demolished?	The full replica abutment is not documented in the Draft EIR/EIS. It will all be documented in the Final EIR/EIS. The alternative has differences in construction and higher right-of-way costs/impacts. The bridge is wider and has more columns/footings. They would be demolished and businesses relocated.	46
Paul Habib, From Councilman Jose Huizar's Office	If Alternative 3-B is the preferred alignment, it would cost a hundred million more and it affects the most	The PDT is looking into modifying Alignment 3-B in an effort to minimize overall right-of-way takes.	51

**Table 5-2
Comments/Questions and Responses Provided at the Public Hearings**

Name	Comment/Question	Response	Page No. of Transcript
	amount of properties. Why was that selected as opposed to 3-A or another one with a little less impact?		
Miguel Afaro, Boyle Heights Resident and Resurrection Church member	He and members of Resurrection Church prefer the futuristic look of the bridge. Some of the designs have big walls that will attract graffiti. Also the lighting and pylons in the middle of the street are a hazard.	The comment is acknowledged by the moderator.	51
Martha Cisneros, Boyle Heights Resident	In favor of the replica bridge and opposes all other bridges due to the fact that we are a historic area.	The comment is acknowledged by the moderator.	51
Gilman (No last name given)	Will there be any state or federal money for disruption of businesses.	Yes, mostly federal money	52
Inner City Arts Building, 720 Kohler Street, Los Angeles, July 21, 2009, 5:00 p.m. to 7:00 p.m.			
Alana Linn, Little Tokyo Resident	Would like future public hearings to be in public libraries or schools that are more accessible on bike. Would like the public hearings videotaped and available on the Internet. Believes a short break between presentation and question/answer sessions would be useful.	The comment is acknowledged by the moderator.	29
John McShane, Silver Seed Company	Silver Seed Company was not surveyed for the project.	Silver Seed Company was surveyed. (The survey of affected property owners was performed in September 2007. The survey team received the response to the questionnaire back from Silver Seed Company. The information from the survey form was summarized in Table 3.4-2).	34
Paul Habib, From Councilman Jose Huizar's Office	If Alternative 3-B is the preferred alignment, it would cost a hundred million more and it affects the most amount of properties. Why was that selected as opposed to 3-A or another one with a little less impact?	The PDT is looking into modifying Alignment 3-B in an effort to minimize overall right-of-way takes. The design of the bridge is only 5 to 10% complete, so another 90% of design work still needs to be done. (Note, Mr. Habib also attended the July 14 meeting and would like to make the same comment for record).	36
Estella Lopez, Arts District BID	What is the radius that you are using for the outreach to the business owners around the impact zone? What is the impact zone on this side of the bridge? Concern is for the emerging live/work units in old industrial buildings that are not readily visible from the street.	A 2,000-foot radius around the bridge was used for mailing notices for this public hearing. At the start of the project, the community outreach and business outreach consultants canvassed the project area and have compiled a detailed database of inhabited and uninhabited businesses.	38
Jim Bickley, Spilo Worldwide	How will the modified 3-B alternative affect properties on the northwest side of the bridge?	The alignment on the west side remains the same, so it's really no change to that area.	41

Table 5-2
Comments/Questions and Responses Provided at the Public Hearings

Name	Comment/Question	Response	Page No. of Transcript
	So where is the reduction in right-of-way costs?	The major change is along the south side.	
Alana Linn, Little Tokyo Resident	The bridge and project could represent not only earthquake preparedness but green initiatives. It would be a very tangible way of presenting these important issues for all of Los Angeles.	The comment is acknowledged by the moderator.	42
Tiffany Sum, Downtown Resident	The LA River Revitalization Initiative is aligning with this project and may be aligned with cultural activities or interest with the development of the City.	The comment is acknowledged by the moderator.	43

5.7.5 Comments Received from Public Agencies and Interested Parties

During the Draft EIR/EIS public review period, 26 e-mails and letters were received, as summarized in Table 5-3. An additional written comment was received during CAC 10 meeting in July 2010. Responses to all written comments are provided in Appendix M of this Final EIR/EIS.

Table 5-3
Summary of Written Comments Received on Draft EIR/EIS

Comment Letter No.	Name	Date Received	Issues
1	Hill, Farrer & Burrill LLP (representing Spilo Worldwide)	June 29, 2009	<ul style="list-style-type: none"> Concerns over acquisition of property Impacts to access Construction noise and dust
2	Federal Emergency Management Agency (FEMA)	July 13, 2009	<ul style="list-style-type: none"> Comply with the Flood Insurance Rate Maps requirements Comply with the National Flood Insurance Program requirements
3	Martha Cisneros	July 14, 2009	<ul style="list-style-type: none"> In support of Alternative 1A and opposed to all others
4	Juaquin Castellanos	July 14, 2009	<ul style="list-style-type: none"> In support of Alternative 1A
5	Victoria Torres	July 14, 2009	<ul style="list-style-type: none"> In support of Alternative 1A
6	Kevin Break	July 14, 2009	<ul style="list-style-type: none"> Ensure bridge is "pigeon-proof" Provide outlets for 120/220/480 voltage to accommodate filming at the bridge
7	Art Herrera	July 14, 2009	<ul style="list-style-type: none"> In support of Alternative 4A
8	Tiffany Sum	July 14, 2009	<ul style="list-style-type: none"> In support of Alternative 4A
9	John Fisher	July 14, 2009	<ul style="list-style-type: none"> Incorporate original design elements of existing bridge in the new bridge, including the pyramid shape, art deco light standards, and flower design (pictures provided)
10	Cal Hono Freight	July 15, 2009	<ul style="list-style-type: none"> Concerns over potential partial acquisition and construction staging areas

**Table 5-3
Summary of Written Comments Received on Draft EIR/EIS**

Comment Letter No.	Name	Date Received	Issues
11	City of Los Angeles Cultural Heritage Commission	July 30, 2009	<ul style="list-style-type: none"> • Designation as Historic-Cultural Monument (HCM) not mentioned in Draft EIR Executive Summary • Identify alternatives that will allow bridge to retain its HCM status • Provide full replication/reconstruction alternative • Reconsider artificial constraints guiding project alternative analysis • Provide an additional partial preservation alternative • Inadequate mitigation measures for Alternative 3-Replacement • Potentially inappropriate location for the retention and reuse of the bridge's original steel arches • Effects of the proposed alternatives on architectural elements not physically connected to the bridge but in close proximity • Cite guidelines for Historic Rehabilitation and Replacement by the American Association of State Highway and Transportation Officials • MM-4 and MM-15 imply MOA already executed • SHPO's role unclear in concurrence with a finding of eligibility and with the HPSR • Clarify CAC support of full replication alternative • Draft EIR presented information inconsistent with CAC meeting minutes • Incorrect contact information for Office of Historic Resources
12	City of Los Angeles Bureau of Street Lighting (BSL)	July 28, 2009	<ul style="list-style-type: none"> • Nighttime glare and light pollution • Clarify historic lighting replacement objectives and design standards
13	Glacier Cold Storage	July 29, 2009	<ul style="list-style-type: none"> • Concerns over potential partial acquisition and construction staging areas
14	County of Los Angeles Department of Public Works	August 6, 2009	<ul style="list-style-type: none"> • In support of project • Impacts to Los Angeles River Master Plan (LARMP) objectives • River pollutants
15	State of California Public Utilities Commission	August 13, 2009	<ul style="list-style-type: none"> • Design criteria must comply with Commission General Orders • Arrange meeting with the Rail Crossings Engineering Section of the Public Utilities Commission
16	Central City East Association	August 14, 2009	<ul style="list-style-type: none"> • Impacts to Arts District during construction • Hire business impact specialist to accommodate businesses during construction • Open/recreational space creation
17	Stover Seed Company	August 14, 2009	<ul style="list-style-type: none"> • Impacts to 6th Street frontage road would eliminate access and reduce parking • Public involvement initiated too late in environmental process
18	Hill, Farrar & Burrill LLP (representing Spilo Worldwide)	August 14, 2009	<ul style="list-style-type: none"> • Cumulative effects of related projects (high-speed rail) • Concerns over potential acquisition • Impacts to access during construction • Amend mitigation measures to allow for more notice time for relocation/acquisition (90 days is insufficient notice) • Document typos
19	Hager Pacific Properties	August 17, 2009	<ul style="list-style-type: none"> • In support of Bridge Concept 4 and Alignment 3B • Concerns over potential acquisition • Impacts to access and parking • Construction time frame

**Table 5-3
Summary of Written Comments Received on Draft EIR/EIS**

Comment Letter No.	Name	Date Received	Issues
20	Friends of the Los Angeles River	August 17, 2009	<ul style="list-style-type: none"> • Community identity and cohesion • In support of bridge replacement that is appropriate, unique, and iconic (pictures provided) – further design analysis required • Stakeholder involvement • Address LARRMP goals
21	California Archives	August 19, 2009	<ul style="list-style-type: none"> • Misleading description of existing bridge design • Historic identity • In support of bridge restoration
22	United States Environmental Protection Agency (EPA)	August 24, 2009	<ul style="list-style-type: none"> • In support of Alternatives 2 and 3 • Expand upon cumulative impacts analysis • Historic and cultural resources • Environmental justice impacts • Aquatic resources impacts • Air quality/construction mitigation • Bike/pedestrian facilities
23	Department of Interior	September 3, 2009	<ul style="list-style-type: none"> • Executed MOA should be included in the Final EIR/EIS • Mitigation measures should be included in the MOA.
24	Office of Planning and Research	September 18, 2009	<ul style="list-style-type: none"> • No comments were received from any state agency.
25	Gabrieleno Band of Mission Indians	October 30, 2009	<ul style="list-style-type: none"> • Native American monitor should be onsite during excavation activity
26	CRA/LA	July 29, 2010	<ul style="list-style-type: none"> • Impacts to potential 500-600 Anderson Street Historic District

5.7.6 Meetings with Property Owners

The City Real Estate staff made visits to several businesses within the potentially affected area of the proposed project during the project development and public review period of the Draft EIR/EIS. The meetings were to answer questions and provide relevant information pertaining to the right-of-way process. The record of these meetings is presented below:

- ACE Beverage – 1600 E. 6th Street (November 25, 2008)
- Shalom and Sons – 638 S. Anderson Street (June 16-18, 2009, and July 21, 2009)
- Spilo Worldwide – 585 S. Santa Fe Avenue (June 10, 2009, and June 16-18, 2009)
- City of Los Angeles Bureau of Street Services – 1149 South Broadway Avenue (June 16-18, 2009)
- Hager Pacific, Glacier Cold Storage, LTD (Tenant), and Cal Hondo Freight (tenant) – 2233 Jesse Street (June 16-18, 2009)
- Lumary's Tire Service (Owner) – 600 S. Santa Fe Avenue (June 16-18, 2009)
- Stover Seed Company (Owner) – 1415 E. 6th Street (June 16-18, 2009)

- Colin & Beverly Shorkend (Owner) and Un Deux Trois (Tenant) – 1425 E. 6th Street (June 16-18, 2009)
- Peter Alexandra Furniture – 1427 E. 6th Street (June 16-18, 2009)
- Butterfield Trails (Owner) – 590 S. Santa Fe Avenue (film studio) (June 16-18, 2009)
- Chalmers Malt, LLC (Owner) – 633 S. Mission Road (May 27, 2009, and June 16-18, 2009)
- Senegram Holding Company (Owner) and Leaf Organics (Tenant) – 631 S. Anderson Street (June 16-18, 2009)
- Cal Fiber (Tenant) – 627 S. Anderson Street (June 16-18, 2009)
- J & W Holdings (Owner) and E-Lady Enterprises Inc. (Tenant) – 631 S. Anderson Street (June 16-18, 2009)
- Duesenberg Investment Co. (Owner), Ace Beverage Co. & Mission Beverage – 550 S. Mission Road (June 16-18, 2009)
- Eddie & Shirley Glass (Owner) and Wild Honey (Tenant) – 2325 Jesse Street, Unit B (one of three tenants) (June 16-18, 2009)
- Gustavo and Violeta Ulloa (Owner), Bell Craft Office Furniture, Upholstery Manufacturer – 651-653 S. Clarence Street (June 16-18, 2009)
- Aristspacela (Owner) – 650 S. Clarence Street, spoke to owner’s agent (vacant and for sale) (June 16-18, 2009)

Bureau of Engineering
Sixth Street Viaduct Replacement Project
DAAC Meeting Agenda
May 1, 2013, 2:00 pm – 3:30 pm
HNTB Los Angeles Office, 10th Floor Conference Room

No.	Topic	Lead	Time
1.	Opening Comments/Introductions	Gary Lee Moore	2
2.	Project Goals & Objectives <ul style="list-style-type: none"> • Possible construction packages 	Gary Lee Moore Vic Martinez	5
3.	DAAC Coordination – DAAC Role <ul style="list-style-type: none"> • Committee to explore/recommend related projects (under viaduct on river banks) 	Gary Lee Moore	5
4.	Viaduct Design <ul style="list-style-type: none"> • Bridge Concept • River/Bike/Landscape Improvements <ul style="list-style-type: none"> ○ Aspiration/Base • Urban Design • Structure Layout 	Michael Maltzan/Ted Zoli Mary Margaret Jones	35
5.	Roadway/Accent Lighting		2
6.	River Gateway Design <ul style="list-style-type: none"> • Advanced Planning Study • Design 	Chris Serroels Mike Jones	10
7.	Coordination with other projects <ul style="list-style-type: none"> • Westside subway 	Alfred Mata	10
8.	City of LA Cultural Affairs Department <ul style="list-style-type: none"> • Update of Presentation of Viaduct Concept to Cultural Affairs Commission • Artist Selection/Coordination 	Alfred Mata	10
9.	Community Outreach	Alfred Mata	5
10.	Other Discussion	Alfred Mata	2
11.	Closing Comments	Gary Lee Moore	2

SIGN-IN
5.1.13

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Michael Maltzen	MMA	323 713 3091	mm@mmaltzen.com

Bureau of Engineering
Sixth Street Viaduct Replacement Project
DAAC Meeting #2 Agenda
June 27, 2013, 2:30 pm–4:30 pm
HNTB Los Angeles Office, 10th Floor Conference Room

No.	Topic	Lead	Time
1.	Opening Comments/Introductions	Gary Lee Moore	
2.	Urban Site Design Context <ul style="list-style-type: none"> • Neighborhood Context/ Adjacent Land Use • Adjacent Open Space and Park Programming • Circulation and Connectivity 	Mary Margaret Jones & John Uniack	
3.	Urban Setting and Landscape Structure <ul style="list-style-type: none"> • Landscape Context • Shade Studies • Landscape Structure/Strategy 	Mary Margaret Jones	
4.	Park Programming <ul style="list-style-type: none"> • Park Program Distribution • Park Program Precedents 	Mary Margaret Jones	
5.	Preliminary Design <ul style="list-style-type: none"> • Landscape Framework <ul style="list-style-type: none"> ○ Program ○ Circulation ○ Hardscape/Softscape • Arts Park/Arts Plaza <ul style="list-style-type: none"> ○ Metro Division 20 • Viaduct Park 	Mary Margaret Jones	
6.	Viaduct Architecture & Structural Progress Update	Michael Maltzan & Ted Zoli	
7.	City of LA Cultural Affairs Department <ul style="list-style-type: none"> • PAAC (Artist selection) 	Alfred Mata	
8.	Community Outreach	Alfred Mata	
9.	Other Discussion	Alfred Mata	
10.	Closing Comments	Gary Lee Moore	



Bureau of Engineering
 Sixth Street Viaduct Replacement Project
DAAC Meeting Agenda
 February 26, 2014, 3:00 pm–4:30 pm
 Public Works Building, Sub Basement Conference Room 6

No.	Topic	Lead	Time
1.	Opening Comments/Introductions	Alfred Mata	5 min
2.	Viaduct – Current Concept <ul style="list-style-type: none"> • Architectural • Structural 	Michael Maltzan Semyon Treyger	25 min
3.	River Gateway/Arts Plaza <ul style="list-style-type: none"> • Previous Concept • Revised Concept 	Vic Martinez Terence Pao	15 min
4.	Preliminary Landscape Concept (Meet \$5 million Budget)	Jacob Peterson	15 min
5.	City of LA Cultural Affairs Department <ul style="list-style-type: none"> • Artist selection 	Felicia Filer	10 min
6.	Community Outreach	Alfred Mata	5 min
7.	Other Discussion	Alfred Mata	10 min
8.	Closing Comments	Alfred Mata	5 min

Bureau of ENGINEERING
Sixth Street Viaduct
DAAC MEETING
February 26, 2014
ATTENDEES

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Bureau of Engineering
 Sixth Street Viaduct Replacement Project
DAAC Meeting Agenda
 August 20, 2014, 1:00 pm–2:30 pm
 Michael Maltzan's Office

No.	Topic	Lead	Time
1.	Opening Comments/Introductions	Deborah Weintraub	5 min
2.	Viaduct – Model Current Concept <ul style="list-style-type: none"> • Arch Spans & Current Geometry • Stairs • Railings • Lighting 	Michael Maltzan	40 min
3.	Discussion of Caltrans Eligibility Review <ul style="list-style-type: none"> • Intersections • River Gateway & Arts Plaza • Viaduct 		25 min
4.	Other Discussion	Deborah Weintraub	15 min
5.	Closing Comments	Deborah Weintraub	5 min



Bureau of Engineering
 Sixth Street Viaduct Replacement Project
DAAC Meeting
 August 20, 2014, 1:00 pm – 2:30 pm
 Michael Maltzan's Office

Attendees	Organization	Email/Phone
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Lewis Mitch Adams	Equal & L.A. River	lewem@eqlr.org
JANOR BRACKEN	CD14	ON FILE

8-May-15

Arts District Los Angeles BID Sixth Street Bridge Viaduct Replacement Presentation					
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Russell	Roney	Barkam Bork	russell.roney@kw.com	323-697-5157	Yes
Anika	Ostin	CD-14	anika.ostin@lacity.org		
Tony	Bravo	ADLA	gbravo@streetplus.net	213-700-3982	

Staff Attended

Joanna	Amador	USG
Veronica	Diaz	JHC/SSW
Nate	Hayward	CD14
Mary	Nemick	BOE
Hilary	Norton	FAST/USG
Heather	Rozman	JHC/SSW
Diana	Yedoyan	CD14

Project:	6th Street Viaduct Replacement Project	Meeting Type	Face to Face	Date:	May 8, 2015
Name of Staff Leading Meeting:	Hilary Norton, FAST/USG			Organization	Arts & Industrial District BID
Report Prepared by:	Urban Strategy Group (USG)				
Staff Attendees	Mary Nemick, BOE; Nate Hayward, CD 14 Diana Yedoyan, CD 14 Joanna Amador, USG Hilary Norton, FAST/USG Veronica Diaz, JHC/SSW Heather Rozman, JHC/SSW			Location of Meeting	948 E 2nd Street, Los Angeles, CA 90012.
Organization Contact	Miguel Vargas, Executive Director			Email:	miguel@artsdistrictla.org

Meeting Summary

The community outreach team scheduled a presentation for the regular board meeting for the Arts & Industrial District BID. Attendees represented 19 interested stakeholders, which included the BID board, representing commercial owners and homeowner groups in the Arts District Area, and BID staff. Also attending were staff members to Councilmember Jose Huizar– Nate Hayward and Diana Yedoyan, who helped answer questions regarding the future park and arts space on the Arts District side of the LA River.

BOE Director of Communications Mary Nemick introduced the outreach team members for the Sixth Street Viaduct. Hilary Norton made the brief PowerPoint presentation and facilitated the question and answer session. The presentation and question, and answer session lasted about one hour. The presentation concluded at 3:15 p.m.

Below are questions and comments made by the Board members.

Summary of Issues Raised

1. A BID Board member requested information on the haul routes for all the materials that will be removed during the demolition process?
 - a. **Answer:** We will come back with this information for the Board's review. We are currently working with the City and Caltrans to get the routes approved, and will get back to you with this information. We look forward to working with your organization to get this information to all your businesses and stakeholders.
2. When is Mesquit Street construction being completed?
 - a. **Answer:** We will have SSW's Lead Construction engineer present the details of this construction at your next Arts District BID meeting.
3. What is the permanent job count on the project? We would like the exact breakdown of the jobs that will

be part of the Sixth Street Viaduct project and how they are being counted.

- a. **Answer:** The team explained that there will be about 4,000 jobs both permanent and temporary that will be created for the project.
 - b. **Comment:** The Board asked to obtain exact numbers at the next meeting.
4. Do you have information on the maps of streets that will be rerouted? The bureau showed some maps at a past meeting that were becoming one-way streets. Do you know the status on these and time frames?
- a. **Answer:** Our understanding was that Jesse is the only street being rerouted, based on infrastructure improvements to Jesse and Mesquit. We can find out and come back with an update for this question.
5. Question from Mr. Gallo) When are Construction Notices distributed and how often? We received one (Mr. Gallo stated) but it was received one day before Jesse Street was closed. Last week, Mr. Gallo said there was no notice for three instances where traffic was impacted by construction work. No one from the City has contacted us about closures.
- a. **Answer:** SSW has been hitting the pavement contacting people about preconstruction activities. We are targeting a 2-week notice through walking man service and over email blasts to get the information out the impacted stakeholders. The staff provided contact information on where to be reached directly.
 - b. **Answer:** SSW explained that all contacts are being collected now within the specific project radius and will build to get those emails, and phone numbers to reach out to stakeholders. Also explained the plan to visit those stakeholders who have communicated that they would like to be updated about activities in person. However, the SSW construction outreach team plans rely heavily over email blast and a walking man service for all communications with stakeholders.
 - c. **Stakeholder (Mr. Gallo) commented** that he would like to be personally notified and sign up for impacts. He commented lives on Willow and nobody contacted him about the activities. He wants to reiterate that it is important to be notified.
6. **Comment:** BID stated that they would like to provide their email list to the project to provide more up to date information on a more frequent basis.
- a. **Answer:** We would like to have your e-mail list and the e-mail lists of the groups that you represent, as we want everyone in the Arts District to be connected to our website, Facebook, Twitter and text distribution lists!
7. How long has the coordination with Film LA been established with the Project Team? Coordination needs to be closer as some of the closures for Film LA and the project appear to be conflicting and affecting operations of current businesses.
- a. **Answer:** The filming permits are being coordinated through SSW and making sure that they are coordinated with construction current project conditions before they are issued by the City. The coordination has been established for the past 2 months
8. Who is going to take responsibility for coordinating with LADWP for closures or utility relocation of utilities for the project?
- a. **Answer:** The utility relocation for the project needs to be coordinated between the project and LADWP. The SSW representative explained that sometimes there are instances that they are not notified about the department's work until they are already out in the field.
 - b. **Answer:** The BOE representative will go back to the City Engineer to request that there be effective coordination and cooperation with DWP.
9. What are the most important days not to close streets or when you have events so that we understand

these for the project work and schedule being developed?

c. **Comment:** Mr. Gallo stated that he stated his operations needs and he was still impacted on Mondays and Fridays even after conveying these. He said that he was obviously speaking to the wrong people. Who are the point persons?

1. **Answer:** Veronica Diaz offered her contact information as the point person and so did Heather Rozman.

2. **Answer:** Explained that there will be a general hotline number to reach on project issues and the posting of it on either side of the bridge.

d. **Answer:** Please provide us information of times that affect events and operations, so that we can work with the contractor on these important community events.

e. **Answer:** Please bring back the engineer that can provide technical information about detours, construction impacts, and construction schedules. **Comment:** Please make user to answer technical studies made about noise impacts during demolition.

a. **Answer:** We will bring updated information on the construction and schedules. The demolition will depend on the time of year we begin because there are access issues on the river and restrictions, and railroad active lines.

b. **Answers:** They requested information on construction noise, vibrations, and impacts. We said we would come back for more information.

1. As the contractor for any sort of activity, we will have to go to the City for permits through police commissioner.

2. We do not plan to provide demolition –saw cutting and jack hammering in the morning, and not at night.

3. Intersection Impacts will be completed by August.

4. Demolition of the Bridge will occur at the end of the year.

5. The false work installation will take about 8 months to construct.

6. **Comment:** What are the studies done on the noise and vibrations for the demolition portion?

Answer: We will invite the construction manager and engineers to answer this question.

7. There is a dust mitigation program and it will be complied with. We will be using water to mitigate dust. Many agencies are coordinating the quality of water, air, and fauna near the viaduct. There is currently a nesting season for bats on the bridge and there is a bat count that has started. The bridge cannot come down until the bats leave because of their migration. They should be out by September 2015.

10. Would it be possible for the board to disseminate the construction and detour information?

a. **Answer:** The project team replied that we would absolutely like to have our information disseminated by your group and work together to make sure their members are informed. The team added that is important that all members get connected to our website and Facebook page.

11. **Comment made by Jamie Bennett, Sci-Arc:** The Metro Shed being built by the Viaduct has strong opposition from our community. He was concerned that Metro's shed is going to mar the beauty of the architecture of the Sixth Street Viaduct. Several Board members stated that they are working to locate alternative sites for this shed, supported by a 2014 Metro motion by Metro Board member Gloria Molina.

a. **Comment:** There was internal Arts District BID board discussion with the Metro Board member representative about this issue.

b. **Comment:** A Metro employee and Arts District BID Member, Patricia Soto, wanted to convey to BOE to not feel discouraged about this shed and that they were working with Metro to find new

alternatives.

- c. **Comment:** BOE ran a process on the bridge, which was great and held public meetings on alternatives for the viaduct. No one really knew about the shed Metro plans to build and there were not meetings about this matter. The Mayor stopped the process with Metro and the board members/stakeholders went prepared to participate with Metro on this matter.
- d. **Comment:** The Board asked the staff of the Sixth Street Viaduct to urge the City to be on the right side of the Metro issue, because the shed is not part of the Arts District vision.

12. What is the landscaping plan for the project? We are particularly interested in the Mateo side of the bridge in the Arts Plaza area.

- a. **Answer:** (by Nate Hayward, CD14) There is a park on the Boyle Heights side, and contributions for a soccer field.
- b. **Answer:** Nate discussed the model at the groundbreaking. Discussed the CD 14's request for additional funding opportunities for lighting \$3.5 million, and \$7.5 million for intersection improvements. They have to build the bridge first, and the Council Office is committed to delivering the fully designed vision. We plan to have good outreach on the landscaping plan that will be functional and serve the needs of the arts district.

c. **Comment:** Stakeholder expressed concerns that the Arts District does not have sufficient parking for people to come visit the park, and that they should consider building underground parking.

1. **Answer:** Parking is part of the conversation with the plan. However, looking at public parking in the arts district if it is related with the viaduct and the arts district will be discussed.

a. **Comment:** Can you build a large underground parking? I am commenting about this make sure this is coordinate and that the City does not waste resources by having to rip out the pavement or relocate utilities when it could be done now.

2. How much does it cost to build an underground parking area?

a. **Answer:** About \$5 million (one of the Arts District Board members helped to price it out) There is not funding to build parking on the current budget.

d. **Comment:** Is there funding with the Arts Plaza plan?

1. **Answer:** CD 14 explained that BOE can present a landscaping plan to you to obtain your BID's feedback.

2. **Answer:** Can you do a pre-planning for the project on parking? There is no money for this at this moment.

3. **Answer:** CD 14 continuing to apply for additional funding for this vision.

e. Are there going to be stores on the arts district side?

1. **Answer:** We cannot use bridge funding to build businesses such as stores, etc in the arts district area. There are no plans for what the final look of the restoration area will be. CD 14 will come back when this information is available to obtain feedback.

13. Who is the contact person for the project from CD14?

a. **Answer:** [Nate Hayward provided his contact information and stated he was the lead from CD 14 on this project.]

14. Can you provide outreach programs during the day because it is difficult for business owners to make it in the evenings?

a. **Answer:** CD 14 staff told stakeholders that the organization as a group should coordinate availability and go through Miguel to schedule meetings amongst the group for an update.

15. Does SSW have a clean and safe plan with security that can be shared with the BID?

- a. **Answer:** We will make sure that security is coordinated between the BID and the contractor because we understand that there have been issues with other project already.

16. Where it is you know that you have problems, and how to make these better for our constituents?

- a. **Answer:** We appreciate your willing partnership to make this the best Sixth Street Viaduct it can be.

Thank you for your time and support!

							
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JHC	Joe	Hernandez	J. Hernandez Consulting		626-818-0954	joe@jhcagency.com	585 S. Santa Fe Avenue, Los Angeles, 90013	
JHC	Heather	Rozman	Community Relations Project Manager		818-732-1984	heather@jhcagency.com	585 S. Santa Fe Avenue, Los Angeles, 90013	
CD 14	Nate	Hayward	Public Works Director, CD 14 Council Member Jose Huizar	(323) 254-5295	(323) 383-4906	nate.hayward@lacity.org	2035 Colorado Blvd, Los Angeles, CA 90041	
CD14	Rocio	Hernandez	Boyle Heights Area Director, CD 14 Council Member Jose Huizar	(323) 526-9332	(213) 700-6935	rocio.hernandez@lacity.org	2130 E. 1st Street, Suite 241 Los Angeles, CA 90033	
CD14	Sara	Hernandez	Downtown LA Area Director and Special Council, CD 14 Council Member Jose Huizar	(213) 473-7014		sara.hernandez@lacity.org	200 N. Spring St., Room 465 Los Angeles, CA 90012	



Attachment I-4

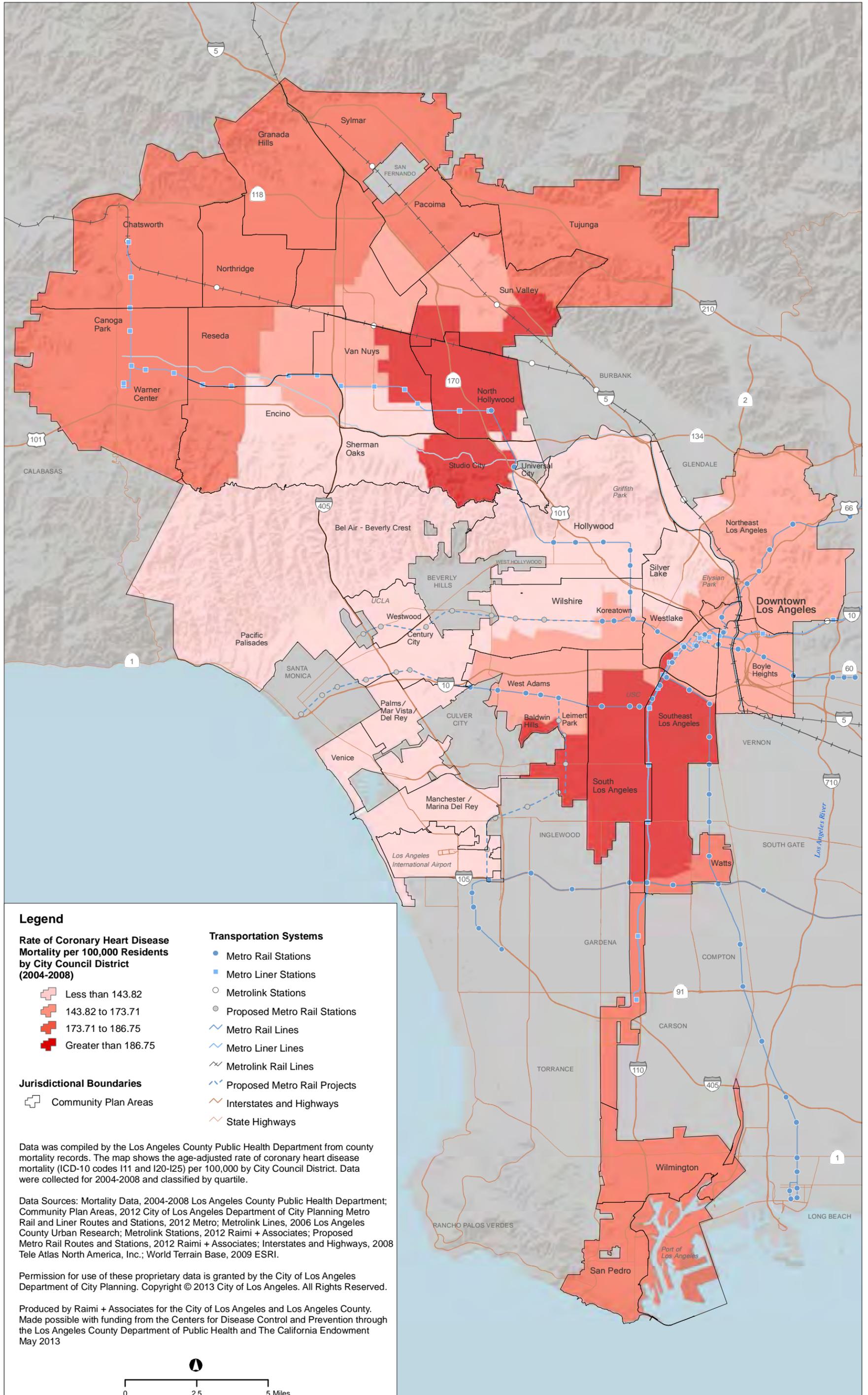


Plan for a Healthy Los Angeles

A Health and Wellness Element of the General Plan

March 2015

Coronary Heart Disease Mortality Rate per 100,000 Residents by City Council District (2004-2008)



Legend

Rate of Coronary Heart Disease Mortality per 100,000 Residents by City Council District (2004-2008)

- Less than 143.82
- 143.82 to 173.71
- 173.71 to 186.75
- Greater than 186.75

Jurisdictional Boundaries

- Community Plan Areas

Transportation Systems

- Metro Rail Stations
- Metro Liner Stations
- Metrolink Stations
- Proposed Metro Rail Stations
- Metro Rail Lines
- Metro Liner Lines
- Metrolink Rail Lines
- Proposed Metro Rail Projects
- Interstates and Highways
- State Highways

Data was compiled by the Los Angeles County Public Health Department from county mortality records. The map shows the age-adjusted rate of coronary heart disease mortality (ICD-10 codes I11 and I20-I25) per 100,000 by City Council District. Data were collected for 2004-2008 and classified by quartile.

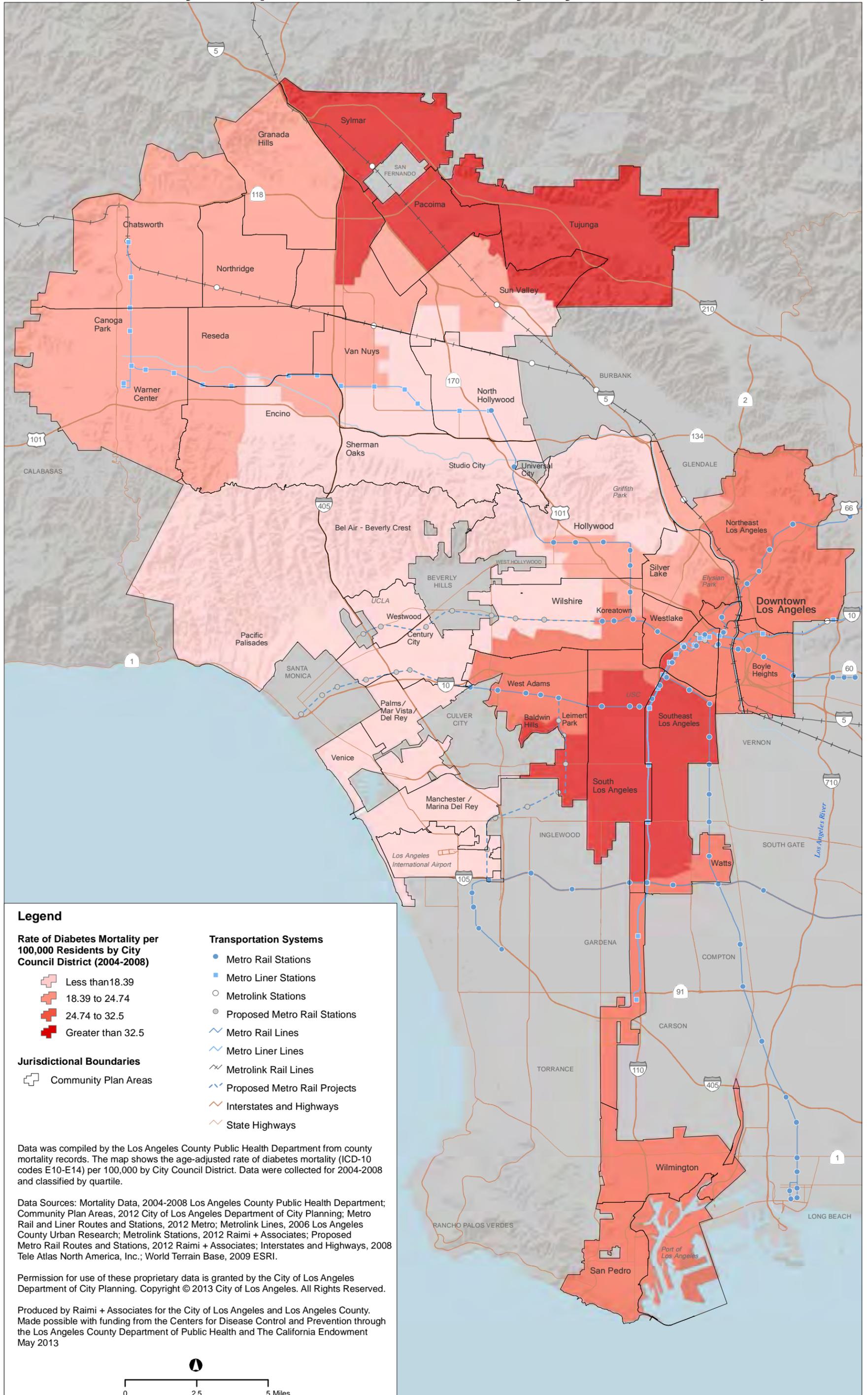
Data Sources: Mortality Data, 2004-2008 Los Angeles County Public Health Department; Community Plan Areas, 2012 City of Los Angeles Department of City Planning Metro Rail and Liner Routes and Stations, 2012 Metro; Metrolink Lines, 2006 Los Angeles County Urban Research; Metrolink Stations, 2012 Raimi + Associates; Proposed Metro Rail Routes and Stations, 2012 Raimi + Associates; Interstates and Highways, 2008 Tele Atlas North America, Inc.; World Terrain Base, 2009 ESRI.

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Produced by Raimi + Associates for the City of Los Angeles and Los Angeles County. Made possible with funding from the Centers for Disease Control and Prevention through the Los Angeles County Department of Public Health and The California Endowment May 2013



Diabetes Mortality Rate per 100,000 Residents by City Council District (2004-2008)



Legend

Rate of Diabetes Mortality per 100,000 Residents by City Council District (2004-2008)

- Less than 18.39
- 18.39 to 24.74
- 24.74 to 32.5
- Greater than 32.5

Jurisdictional Boundaries

- Community Plan Areas

Transportation Systems

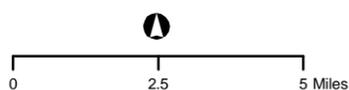
- Metro Rail Stations
- Metro Liner Stations
- Metrolink Stations
- Proposed Metro Rail Stations
- Metro Rail Lines
- Metro Liner Lines
- Metrolink Rail Lines
- Proposed Metro Rail Projects
- Interstates and Highways
- State Highways

Data was compiled by the Los Angeles County Public Health Department from county mortality records. The map shows the age-adjusted rate of diabetes mortality (ICD-10 codes E10-E14) per 100,000 by City Council District. Data were collected for 2004-2008 and classified by quartile.

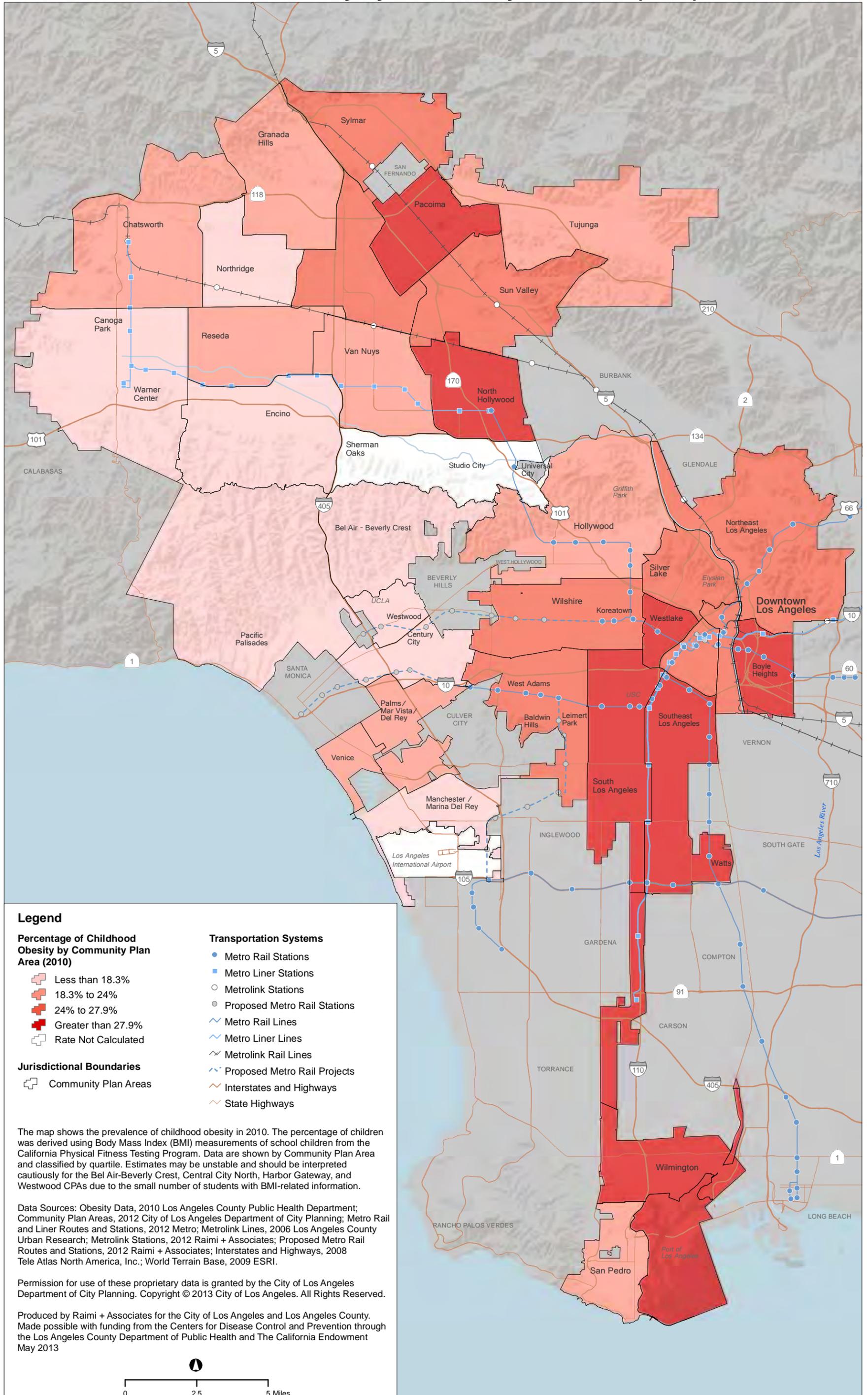
Data Sources: Mortality Data, 2004-2008 Los Angeles County Public Health Department; Community Plan Areas, 2012 City of Los Angeles Department of City Planning; Metro Rail and Liner Routes and Stations, 2012 Metro; Metrolink Lines, 2006 Los Angeles County Urban Research; Metrolink Stations, 2012 Raimi + Associates; Proposed Metro Rail Routes and Stations, 2012 Raimi + Associates; Interstates and Highways, 2008 Tele Atlas North America, Inc.; World Terrain Base, 2009 ESRI.

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Produced by Raimi + Associates for the City of Los Angeles and Los Angeles County. Made possible with funding from the Centers for Disease Control and Prevention through the Los Angeles County Department of Public Health and The California Endowment May 2013



Prevalence of Childhood Obesity by Community Plan Area (2010)



Legend

Percentage of Childhood Obesity by Community Plan Area (2010)

- Less than 18.3%
- 18.3% to 24%
- 24% to 27.9%
- Greater than 27.9%
- Rate Not Calculated

Jurisdictional Boundaries

- Community Plan Areas

Transportation Systems

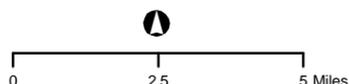
- Metro Rail Stations
- Metro Liner Stations
- Metrolink Stations
- Proposed Metro Rail Stations
- Metro Rail Lines
- Metro Liner Lines
- Metrolink Rail Lines
- Proposed Metro Rail Projects
- Interstates and Highways
- State Highways

The map shows the prevalence of childhood obesity in 2010. The percentage of children was derived using Body Mass Index (BMI) measurements of school children from the California Physical Fitness Testing Program. Data are shown by Community Plan Area and classified by quartile. Estimates may be unstable and should be interpreted cautiously for the Bel Air-Beverly Crest, Central City North, Harbor Gateway, and Westwood CPAs due to the small number of students with BMI-related information.

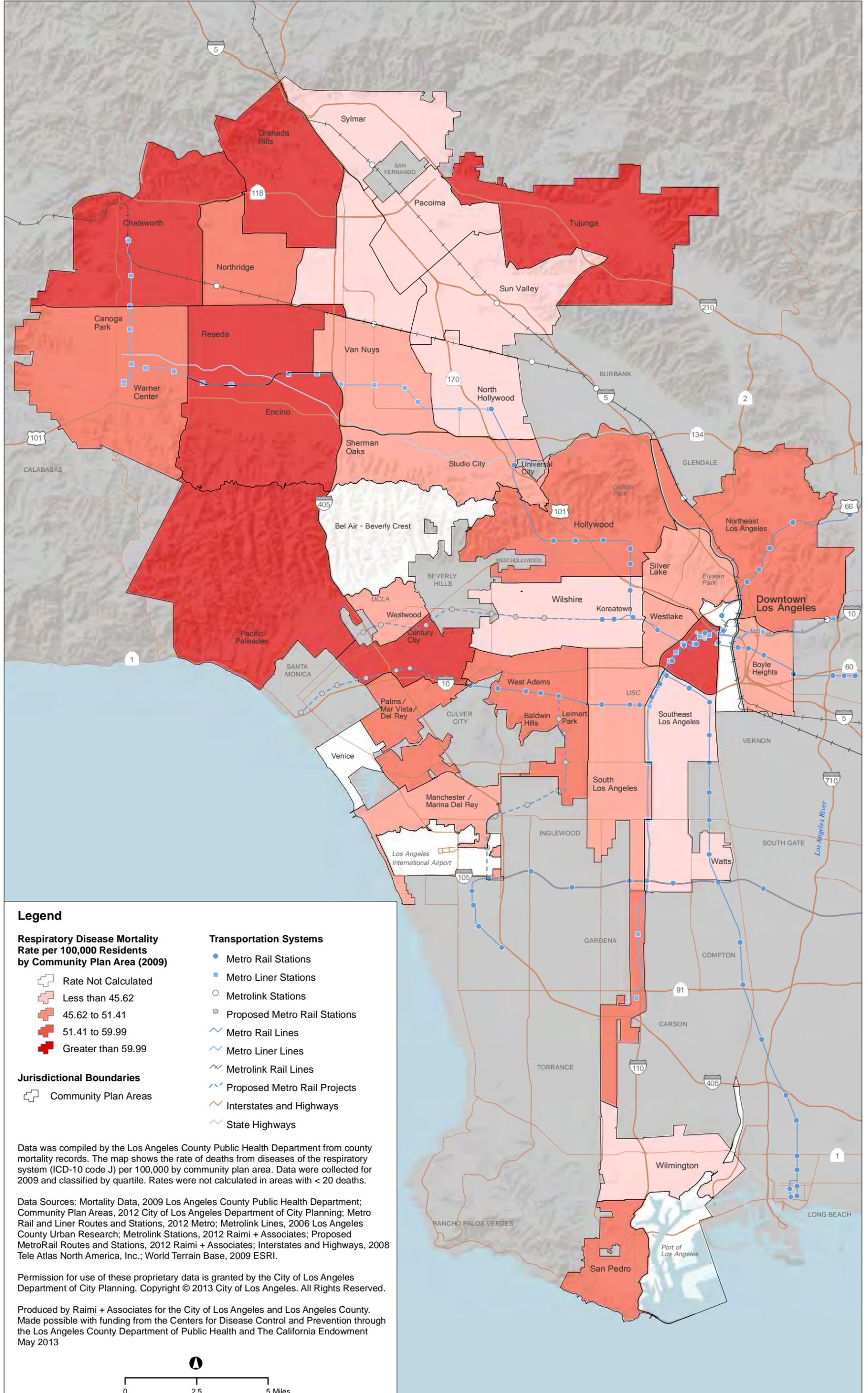
Data Sources: Obesity Data, 2010 Los Angeles County Public Health Department; Community Plan Areas, 2012 City of Los Angeles Department of City Planning; Metro Rail and Liner Routes and Stations, 2012 Metro; Metrolink Lines, 2006 Los Angeles County Urban Research; Metrolink Stations, 2012 Raimi + Associates; Proposed Metro Rail Routes and Stations, 2012 Raimi + Associates; Interstates and Highways, 2008 Tele Atlas North America, Inc.; World Terrain Base, 2009 ESRI.

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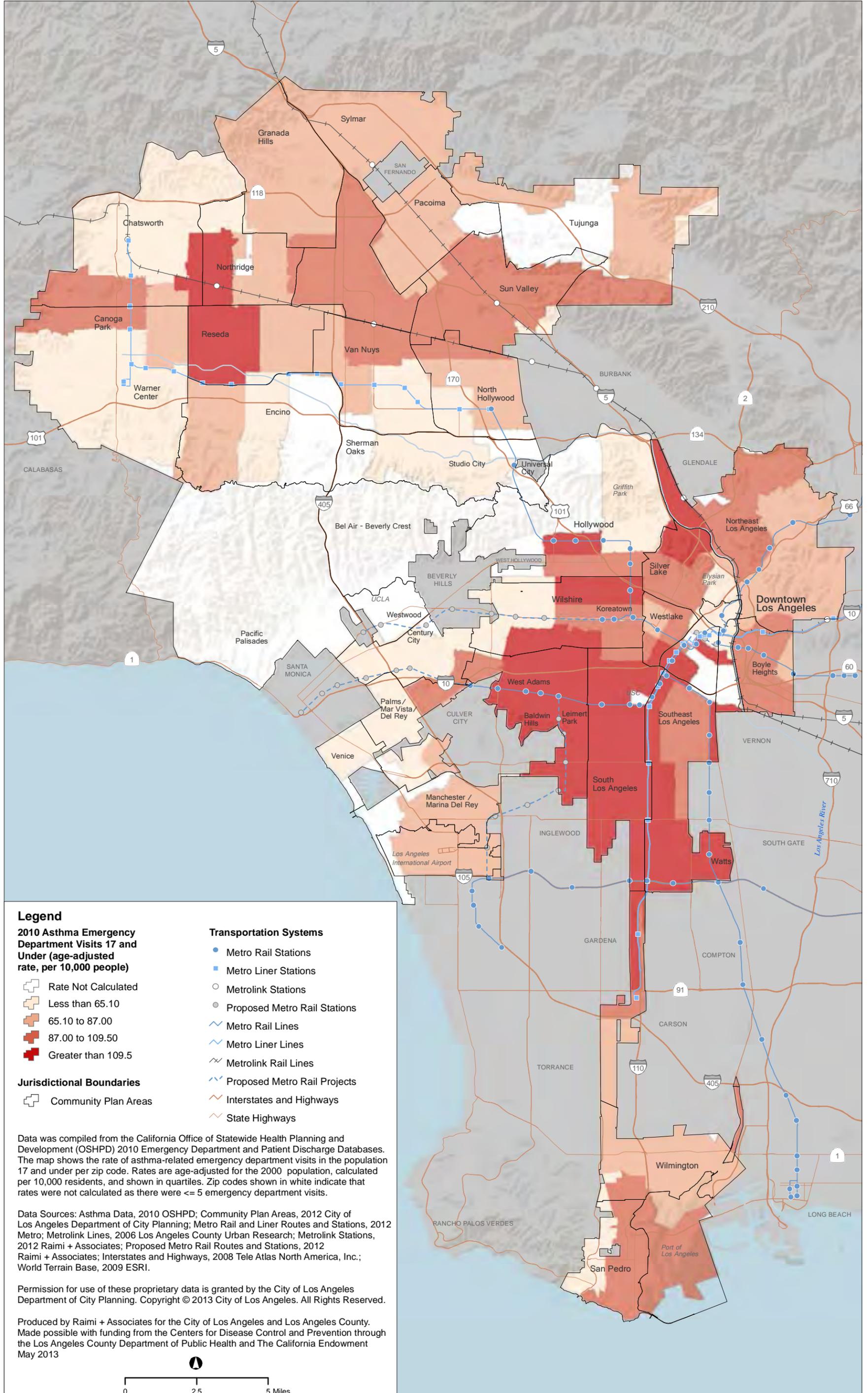
Produced by Raimi + Associates for the City of Los Angeles and Los Angeles County. Made possible with funding from the Centers for Disease Control and Prevention through the Los Angeles County Department of Public Health and The California Endowment May 2013



Respiratory Disease Mortality Rate per 100,000 Residents by Community Plan Area (2009)



Asthma-Related Emergency Department Visit Rate in Population 17 and Under per 10,000 Residents (2010)

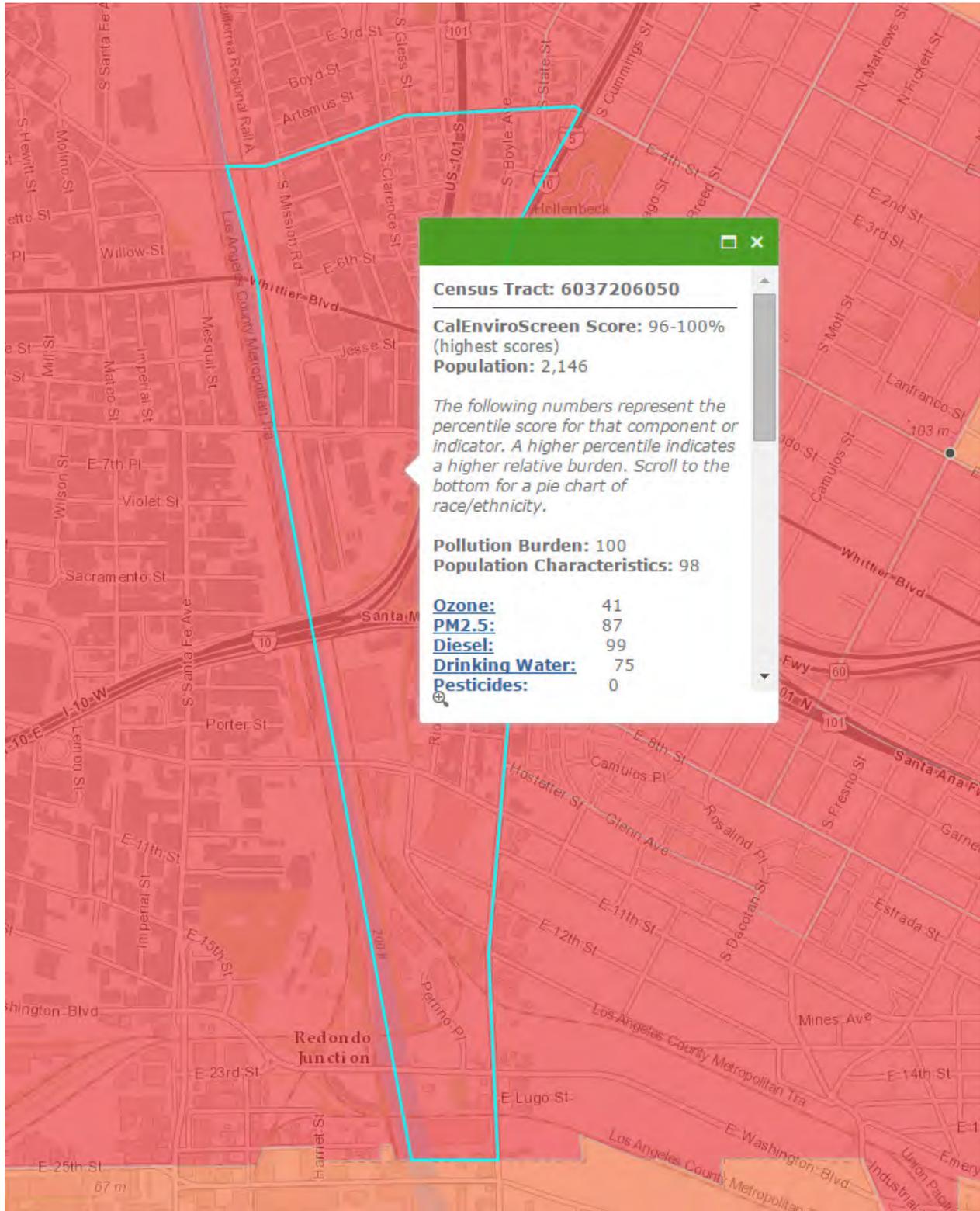




Attachment I-5

CalEnviroScreen 2.0 Results for Census Tract 2060.50

<http://arcg.is/1HirMg6>





S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	12,542,460	+/-20,542	61,094	+/-157
One race--				
White	67.6%	+/-0.1	63,894	+/-184
Black or African American	6.5%	+/-0.1	43,969	+/-421
American Indian and Alaska Native	0.7%	+/-0.1	44,498	+/-1,419
Asian	12.5%	+/-0.1	76,806	+/-372
Native Hawaiian and Other Pacific Islander	0.3%	+/-0.1	60,930	+/-2,956
Some other race	9.4%	+/-0.1	44,889	+/-283
Two or more races	2.9%	+/-0.1	58,020	+/-929
Hispanic or Latino origin (of any race)	27.6%	+/-0.1	47,082	+/-199
White alone, not Hispanic or Latino	50.9%	+/-0.1	71,226	+/-256
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	3.6%	+/-0.1	30,273	+/-336
25 to 44 years	36.0%	+/-0.1	64,092	+/-296
45 to 64 years	39.9%	+/-0.1	73,430	+/-327
65 years and over	20.5%	+/-0.1	43,181	+/-206
FAMILIES				
Families	8,603,822	+/-23,012	69,661	+/-273
With own children under 18 years	47.7%	+/-0.1	63,246	+/-351
With no own children under 18 years	52.3%	+/-0.1	74,886	+/-251
Married-couple families	71.7%	+/-0.2	85,024	+/-270
Female householder, no husband present	19.7%	+/-0.1	36,763	+/-235
Male householder, no wife present	8.6%	+/-0.1	48,015	+/-478
NONFAMILY HOUSEHOLDS				
Nonfamily households	3,938,638	+/-10,280	40,611	+/-178
Female householder	52.8%	+/-0.2	35,180	+/-246
Living alone	42.6%	+/-0.2	30,322	+/-174
Not living alone	10.1%	+/-0.1	64,596	+/-707
Male householder	47.2%	+/-0.2	47,009	+/-301
Living alone	34.5%	+/-0.1	39,807	+/-344
Not living alone	12.7%	+/-0.1	71,319	+/-736

Subject 07-City of Los Angeles-08	California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
PERCENT IMPUTED				
Household income in the past 12 months	29.6%	(X)	(X)	(X)
Family income in the past 12 months	30.2%	(X)	(X)	(X)
Nonfamily income in the past 12 months	25.6%	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
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6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 2060.50, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	756	+/-56	20,333	+/-3,617
One race--				
White	59.9%	+/-10.0	27,850	+/-5,265
Black or African American	7.0%	+/-6.5	11,699	+/-3,613
American Indian and Alaska Native	0.0%	+/-4.5	-	**
Asian	8.6%	+/-3.1	15,341	+/-7,433
Native Hawaiian and Other Pacific Islander	0.0%	+/-4.5	-	**
Some other race	22.8%	+/-8.0	17,232	+/-4,880
Two or more races	1.7%	+/-1.8	-	**
Hispanic or Latino origin (of any race)	77.2%	+/-7.0	21,333	+/-6,186
White alone, not Hispanic or Latino	8.3%	+/-3.7	26,094	+/-34,230
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	0.0%	+/-4.5	-	**
25 to 44 years	32.0%	+/-9.8	20,000	+/-5,894
45 to 64 years	38.8%	+/-10.5	19,708	+/-14,948
65 years and over	29.2%	+/-6.2	21,188	+/-3,982
FAMILIES				
Families	506	+/-71	26,071	+/-10,622
With own children under 18 years	59.1%	+/-16.2	20,150	+/-5,363
With no own children under 18 years	40.9%	+/-16.2	30,223	+/-3,577
Married-couple families	67.8%	+/-13.8	30,313	+/-3,398
Female householder, no husband present	31.4%	+/-13.9	17,917	+/-12,594
Male householder, no wife present	0.8%	+/-1.6	-	**
NONFAMILY HOUSEHOLDS				
Nonfamily households	250	+/-65	16,000	+/-5,516
Female householder	67.2%	+/-11.7	11,394	+/-1,138
Living alone	58.0%	+/-13.8	10,841	+/-1,105
Not living alone	9.2%	+/-8.4	19,896	+/-6,587
Male householder	32.8%	+/-11.7	21,000	+/-5,209
Living alone	30.4%	+/-11.7	20,833	+/-7,302
Not living alone	2.4%	+/-3.7	-	**

Subject 07-City of Los Angeles-08	Census Tract 2060.50, Los Angeles County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
PERCENT IMPUTED				
Household income in the past 12 months	35.6%	(X)	(X)	(X)
Family income in the past 12 months	41.3%	(X)	(X)	(X)
Nonfamily income in the past 12 months	24.0%	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



S0101

AGE AND SEX

2009-2013 American Community Survey 5-Year Estimates

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Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 2060.50, Los Angeles County, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total population	2,670	+/-350	1,242	+/-167	1,428
AGE					
Under 5 years	5.7%	+/-3.1	7.7%	+/-4.8	3.9%
5 to 9 years	5.2%	+/-2.1	3.5%	+/-3.3	6.8%
10 to 14 years	10.7%	+/-3.3	11.7%	+/-6.8	9.8%
15 to 19 years	9.6%	+/-3.6	11.4%	+/-5.6	7.9%
20 to 24 years	10.5%	+/-4.4	12.4%	+/-7.5	8.9%
25 to 29 years	6.1%	+/-3.5	4.1%	+/-3.4	7.8%
30 to 34 years	1.7%	+/-1.3	0.0%	+/-2.8	3.2%
35 to 39 years	7.1%	+/-2.5	6.5%	+/-3.9	7.6%
40 to 44 years	3.9%	+/-1.6	4.8%	+/-2.5	3.2%
45 to 49 years	5.3%	+/-3.0	4.0%	+/-3.4	6.4%
50 to 54 years	8.0%	+/-2.9	9.7%	+/-4.7	6.4%
55 to 59 years	3.4%	+/-2.0	3.8%	+/-2.8	3.0%
60 to 64 years	5.5%	+/-2.8	7.6%	+/-5.3	3.8%
65 to 69 years	2.7%	+/-1.5	1.5%	+/-1.4	3.6%
70 to 74 years	3.5%	+/-1.6	2.5%	+/-1.9	4.4%
75 to 79 years	2.4%	+/-1.2	0.6%	+/-0.8	3.9%
80 to 84 years	3.3%	+/-1.8	4.1%	+/-3.0	2.6%
85 years and over	5.5%	+/-5.0	4.1%	+/-3.4	6.8%
SELECTED AGE CATEGORIES					
5 to 14 years	15.9%	+/-4.2	15.1%	+/-7.8	16.6%
15 to 17 years	3.2%	+/-2.0	4.9%	+/-4.0	1.7%
18 to 24 years	16.9%	+/-4.9	18.9%	+/-9.3	15.1%
15 to 44 years	38.8%	+/-5.2	39.2%	+/-10.9	38.5%
16 years and over	78.4%	+/-6.2	77.1%	+/-9.0	79.5%
18 years and over	75.2%	+/-6.3	72.2%	+/-9.4	77.8%
60 years and over	22.9%	+/-7.1	20.4%	+/-7.6	25.1%
62 years and over	20.3%	+/-7.0	18.0%	+/-6.9	22.3%
65 years and over	17.4%	+/-6.5	12.8%	+/-4.8	21.4%
75 years and over	11.2%	+/-6.2	8.8%	+/-4.5	13.3%
SUMMARY INDICATORS					
Median age (years)	35.7	+/-9.1	28.8	+/-17.9	36.6

Subject 07-City of Los Angeles-08	Census Tract 2060.50, Los Angeles County, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Sex ratio (males per 100 females)	87.0	+/-15.5	(X)	(X)	(X)
Age dependency ratio	72.9	+/-23.9	(X)	(X)	(X)
Old-age dependency ratio	30.1	+/-14.3	(X)	(X)	(X)
Child dependency ratio	42.9	+/-15.2	(X)	(X)	(X)
PERCENT IMPUTED					
Sex	0.1%	(X)	(X)	(X)	(X)
Age	2.4%	(X)	(X)	(X)	(X)

Subject 07-City of Los Angeles-08	Census Tract 2060.50, Los Angeles County, California
	Female
	Margin of Error
Total population	+/-251
AGE	
Under 5 years	+/-3.2
5 to 9 years	+/-3.0
10 to 14 years	+/-4.6
15 to 19 years	+/-3.8
20 to 24 years	+/-6.4
25 to 29 years	+/-5.5
30 to 34 years	+/-2.4
35 to 39 years	+/-4.2
40 to 44 years	+/-2.3
45 to 49 years	+/-4.4
50 to 54 years	+/-4.1
55 to 59 years	+/-2.1
60 to 64 years	+/-2.9
65 to 69 years	+/-2.5
70 to 74 years	+/-3.0
75 to 79 years	+/-2.2
80 to 84 years	+/-2.1
85 years and over	+/-6.6
SELECTED AGE CATEGORIES	
5 to 14 years	+/-6.3
15 to 17 years	+/-2.5
18 to 24 years	+/-6.4
15 to 44 years	+/-8.2
16 years and over	+/-7.8
18 years and over	+/-8.0
60 years and over	+/-9.2
62 years and over	+/-9.1
65 years and over	+/-8.9
75 years and over	+/-8.5
SUMMARY INDICATORS	
Median age (years)	+/-7.0
Sex ratio (males per 100 females)	(X)
Age dependency ratio	(X)
Old-age dependency ratio	(X)
Child dependency ratio	(X)
PERCENT IMPUTED	
Sex	(X)
Age	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The age dependency ratio is derived by dividing the combined under-18 and 65-and-over populations by the 18-to-64 population and multiplying by 100.

The old-age dependency ratio is derived by dividing the population 65 and over by the 18-to-64 population and multiplying by 100.

The child dependency ratio is derived by dividing the population under 18 by the 18-to-64 population and multiplying by 100.

07-City of Los Angeles-08

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

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7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



Attachment I-6

Project Name:
Project Location:

BOYLE HEIGHTS PEDESTRIAN LINKAGES
CLARENCE ST, S. ANDERSON ST, 6TH ST, JESSE ST

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	127		
Forecast (1 Yr after completion)	127	127	
	Commuters	Recreational Users	
Existing Trips			
New Daily Trips (estimate)	0	0	
(1 YR after completion) (actual)			
Project Information- Non SR2S Infrastructure			
Bike Class Type	Bike Class III		
Average Annual Daily Traffic (AADT)	13,260		

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$5,000,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$5,000,000
SR2S Infrastructure	

CRASH DATA (Box 1F)		
	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	4	0.8
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing	1346		
Forecast (1 YR after project completion)	1346	1346	
	Without Project	With Project	
Existing step counts <small>(600 steps=0.3mi=1 trip)</small>			
Existing miles walked			

SAFETY COUNTERMEASURES (improvements) (Box 1G)			Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads		N
	Pedestrian crossing		Y
	Advance stop bar before crosswalk		N
	Install overpass/underpass		N
Unsignalized Intersection	Raised medians/refuge islands		N
	Pedestrian crossing <small>(new signs and markings only)</small>		Y
	Pedestrian crossing <small>(safety features/curb extensions)</small>		Y
	Pedestrian signals		N
Roadways	Bike lanes		N
	Sidewalk/pathway <small>(to avoid walking along roadway)</small>		Y
	Pedestrian crossing <small>(with enhanced safety features)</small>		Y
	Pedestrian crossing		Y
Other reduction factor countermeasures			

Safe Routes to School (SR2S) (Box 1C)	
	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

20 Year Invest Summary Analysis

Total Costs	\$5,000,000.00
Net Present Cost	\$4,807,692.31
Total Benefits	\$4,267,952.47
Net Present Benefit	\$2,826,577.49
Benefit-Cost Ratio	0.59

20 Year Itemized Savings

Mobility	\$0.00
Health	\$0.00
Recreational	\$2,685,837.33
Gas & Emissions	\$0.00
Safety	\$1,582,115.14

Funds Requested	\$5,000,000.00
Net Present Cost of Funds Requested	\$4,807,692.31
Benefit Cost Ratio	0.59

Project Name:
Project Location:

BOYLE HEIGHTS PEDESTRIAN LINKAGES
CLARENCE ST, S. ANDERSON ST, 6TH ST, JESSE ST

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)		
	Without Project	With Project
Existing	127	
Forecast (1 Yr after completion)	127	127
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR after completion) (actual)		
Project Information- Non SR2S Infrastructure		
Bike Class Type		Bike Class III
Average Annual Daily Traffic (AADT)		13,260

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$5,000,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$5,000,000
SR2S Infrastructure	

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	4	0.8
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)		
	Without Project	With Project
Existing	1346	
Forecast (1 YR after project completion)	1346	1648
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	Y
Roadways	Pedestrian signals	N
	Bike lanes	N
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	Y
	Pedestrian crossing	Y
	Other reduction factor countermeasures	

Safe Routes to School (SR2S) (Box 1C)	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

20 Year Invest Summary Analysis

Total Costs	\$5,000,000.00
Net Present Cost	\$4,807,692.31
Total Benefits	\$7,277,031.90
Net Present Benefit	\$4,819,429.15
Benefit-Cost Ratio	1.00

20 Year Itemized Savings

Mobility	\$1,834,451.42
Health	\$1,073,916.63
Recreational	\$2,685,837.33
Gas & Emissions	\$100,711.38
Safety	\$1,582,115.14

Funds Requested	\$5,000,000.00
Net Present Cost of Funds Requested	\$4,807,692.31
Benefit Cost Ratio	1

TECHNICAL MEMORANDUM



Date: May 9, 2014

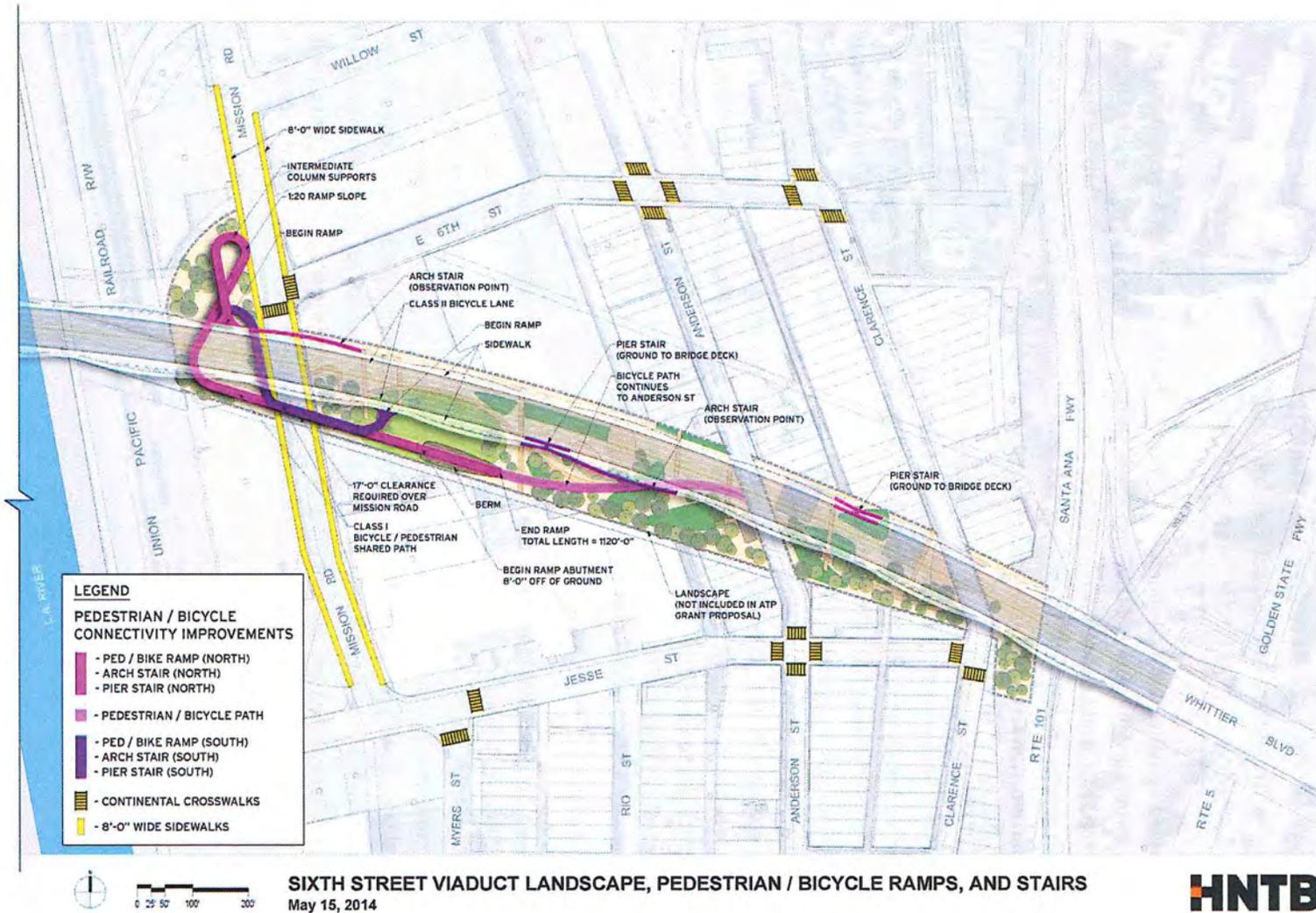
Subject: Economic Benefit Cost Analysis for the Proposed
Sixth Street Viaduct Replacement Project:
Bicycle and Pedestrian Facilities

The California Department of Transportation (Caltrans) and the City of Los Angeles (City) propose to undertake seismic improvement of the Sixth Street Viaduct over the Los Angeles River (Bridge No. 53C-1880) and the Sixth Street Overcrossing, which is a portion of the US 101 Hollywood Freeway (Bridge No. 53-0595), to correct structural deficiencies of this critical Los Angeles River crossing by replacing the bridge to current standards set forth by AASHTO and the LADOT.

The scope of work includes demolition and replacement of the Sixth Street Viaduct with a bridge that will remain for a minimum of 100 years providing a safe crossing for pedestrians, bicyclist, and vehicles over the Los Angeles River as they travel to, through, or remain on/under the bridge. A priority is to keep all users safe as they share the road and space. The vision for the Sixth Street Viaduct is to provide a destination for recreation and a community gathering place. The current viaduct is generally dilapidated, narrow, curved to a degree which reduces visibility to pedestrians, bicyclists, or vehicles on the bridge, contains narrow sidewalks along either side of the bridge making it difficult for only one person to walk on any segment of the bridge sidewalk at a time without falling into traffic, and where bicyclists share the road with various types and sizes of vehicles including delivery trucks. Though the communities at the east and west ends of the bridge are saturated with destinations, the residents, business owners, and other stakeholders have expressed they do not feel safe when crossing the bridge by foot or bicycle.

In its current state, the 3500 foot (0.66 miles) span Sixth Street Viaduct is not inviting to pedestrians or bicyclists as it poses potentially hazardous situations to users. The proposed Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project look to create linkages between the (4) four communities in the project area (from east to west): Boyle Heights, the Industrial Flats, Arts District, and Downtown Los Angeles. These linkages aim to weave together the communities from east to west and from top to bottom. With lighted and dedicated pedestrian and bike lanes over the bridge, stairways on select viaduct arches from the ground floor to the top bridge deck, guided pathways, and recreational spaces, the Sixth Street Viaduct aims to increase mobility, connectivity, safety, recreation and green space.

Figure 1: Sixth Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities



Sixth Street Viaduct Replacement Project: Bicycle and Pedestrian Improvements: Benefit Cost Analysis
 5/9/2014

This economic benefit cost analysis (BCA) of the proposed Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project was prepared using available data to support an application for funding for project development and construction under the 2014 Caltrans Active Transportation Program (ATP), Cycle 1.

The BCA was conducted in accordance with the guidelines established in the *Active Transportation Program Application Instructions, Parts 1 and 2*, and related and referenced documents.

This technical memorandum serves as an appendix to the ATP grant application for the proposed Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project. Benefits include motorized transportation costs avoided by bicyclists and pedestrians using the facility, the value of the additional transportation options and achievement of equity objectives provided by the facility to the neighborhoods served by the facility, reduced mortality due to healthier lifestyles promoted by the facility, accident cost savings associated with the improved bicycle facilities, and residual value. Costs include the project construction cost, ongoing costs for lighting and graffiti removal, and disbenefits related to increased accident exposure as more people choose to walk and bike. This BCA seeks to:

- monetize these benefits where data availability allows,
- quantify additional benefits where monetization is not feasible, and
- describe additional non-quantified benefits where relevant.

Expected Users

The expected users of the proposed Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project include approximately 95,678 residents and approximately 82,593 employees within the Boyle Heights, Industrial Flats, Arts District, and Downtown Los Angeles communities.

As shown in Table 1, the reconstructed Sixth Street Viaduct is expected to serve approximately 12,600 local person trips by all modes.^{1 2} Based on the city-wide share of travel by active transportation modes, the project is expected to serve at least 1,473 daily walk or bike trips.^{3 4}

¹ Total travel and local traffic volumes from State of California Department of Transportation (NEPA Lead Agency) and City of Los Angeles (CEQA Lead Agency). *6th Street Viaduct Seismic Improvement Project: Final Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation*, October 2011. Volume I, Page 3-65.

² Vehicle occupancy factor from National Center for Transit Research, University of South Florida. "State Averages for Private Vehicle Occupancy, Carpool Size, and Vehicles per 100 Workers", California average vehicle occupancy (AVO) value. Values derived from 2000 Census data. Available at <http://www.nctr.usf.edu/clearinghouse/censusavo.htm>.

³ City-wide bike mode share from City of Los Angeles, Department of City Planning. *2010 Bike Plan*, adopted March 1, 2011. Available at <http://cityplanning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>.

⁴ Expected overall daily adult bicycle usage based on work of Krizek et al (2009) as shown on Chapter 2, page 29.

Because these estimates are based on the traffic volumes using the viaduct, new markets between neighborhoods below the viaduct that are not currently able to use the bridge but will be able to use the improved pedestrian and bicycle facilities on the viaduct to reach downtown Los Angeles or Boyle Heights are not reflected in the estimate. The estimates are also likely to understate bicycle and pedestrian travel demand because Census data suggests that the project area has a higher non-motorized mode share for work trips (14.0 percent) than the city-wide average (11.6 percent).

Table 1: Projected Users (2019)

	Project	
Sixth Street Viaduct Travel Volumes ¹		
Total Traffic Volume (ADT)		13,260
Local Traffic (vehicles per day)		11,500
Vehicle Occupancy Factor ²		1.10
Person Trips per Day over Viaduct		12,688
Active Transportation Mode Share		
Cycling ³	1.0%	127
Walking ⁴	10.6%	1,346
Total Daily Bike or Walk Trips		1,473

Long-Term Economic Benefits

The proposed Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project will help achieve the desired long-term outcomes that are a priority for the ATP grants, including increased walking and bicycling, improved safety, improved public health, and benefit to disadvantaged communities. The project will support the City of Los Angeles and the broader regional and national economy over the long term due to the project's ability to improve bicycle and pedestrian linkages.

The section below describe the methods, sources and assumptions used to estimate the long-term economic benefits of the Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project that are reflected in this BCA, followed by a detailed description of the analysis findings for each of the classes of long-term economic benefits and costs, as noted above.

Methodology and Assumptions for Benefit Calculations

Where monetized for this BCA, benefits are expressed as value streams in constant dollars. In cases where insufficient information is available to monetize benefits, quantitative measures of magnitude are described. As appropriate, "non-quantified" benefits are also addressed in more general terms.

⁴ U.S. Census American Community Survey, 2008-2012 5-Year Estimates. Table S0802: Means of Transportation to Work by Selected Characteristics. Available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
Geography includes entire Los Angeles city, CA.

As the useful life of the Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project capital investment will exceed 20 years, the costs and benefits of the project have been estimated over a 20-year analysis horizon following initiation of streetcar service by early 2019. In addition to the four-year construction period, the analysis period exceeds the minimum 20-year period as directed in the economic analysis guidance provided by the USDOT.^{5 6} The stream of benefits and costs over a 20-year period have been converted to a present value (2014 dollars) using discount rates of 7%, 3%, and 0% (non-discounted). Inflation effects have not been included, per USDOT guidance. All benefits are estimated in accordance with the ATP or USDOT guidance provided for benefit cost analysis. If no guidance applied to the estimate, the project team has utilized industry standards for best practices and information upon which to base the assumptions and methodology used. Methodologies were designed to be transparent and reproducible, clearly setting out basic assumptions, methods, data and uncertainties.

Classes of Benefits

1. Avoided Travel Costs

The Victoria Transportation Policy Institute (VTPI) provides a methodology that estimates on a per-mile of walking or cycling basis the user savings from reduced consumer expenditures on automobiles, taxi and public transit fares, time spent chauffeuring dependents, and exercise equipment or gym memberships.⁷ This benefit is valued at \$0.25 per person mile.

As described above, the Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project is expected to serve at least 1,400 daily users, including approximately 127 cyclists and 1,346 pedestrians.

An average trip length was estimated based on the distances between the pedestrian/bicycle ramp and typical destinations on the near side of downtown Los Angeles and/or Boyle Heights. For bicycle trips, an average trip length of 2.4 miles was used based on the length of the viaduct and an allowance for access and egress. This compares to a street distance of approximately 2.5 miles between the Sixth Street and South Main Street intersection in downtown Los Angeles and the Fourth Street / South St. Louis Street intersection in Boyle Heights. For walk trips, an average trip length of 0.8 miles was used based on the length of the viaduct and an allowance for access and egress. This compares to a street distance of approximately 1.1 miles between the Los Angeles River at Sixth Street and the Fourth Street / South St. Louis Street intersection in Boyle Heights.

⁵ U.S. Department of Transportation (USDOT). *Economic Analysis Primer*. Available at <http://www.fhwa.dot.gov/infrastructure/asstmgmt/primer.pdf>

⁶ USDOT. *TIGER Benefit Cost Analysis (BCA) Resource Guide*, updated 3/28/2014. Available at http://www.dot.gov/sites/dot.gov/files/docs/TIGER_BCARG_2014.pdf

⁷ Victoria Transport Policy Institute (VTPI). *Evaluating Active Transport Benefits and Costs: Guide to Valuing Walking and Cycling Improvements and Encouragement Programs*, April 24, 2014, page 17. Available at <http://www.vtpi.org/nmt-tdm.pdf>.

As shown in Table 2, the discounted value of this benefit is \$975,000 (2014 dollars) at a 7% discount rate. This benefit offsets about 8% of the total project costs.

Table 2: Avoided Travel Costs Benefit

<i>(2014 dollars)</i>	Cycling	Walking	Total
Daily Users	127	1,346	1,473
Average Trip Length	2.4	0.8	
Days Per Year			365
Person-Miles	110,101	406,427	516,528
Value of Avoided Travel Costs to Active Transportation Users (per person-mile) ⁷			\$0.25
Annual Avoided Travel Costs Benefit (2019-2038)			\$129,000
<hr/>			
Present Value of Benefit			
7% Discount Rate			\$975,000
3% Discount Rate			\$1,657,000
0% Discount Rate			\$2,583,000

2. Option Value

The Victoria Transportation Policy Institute (VTPI) provides a methodology that estimates on a per-mile of walking or cycling basis the benefits of having mobility options available in case they are ever needed.⁸ This benefit is valued at \$0.035 per person mile.

As shown in Table 3, the discounted value of this benefit is \$18,000 (2014 dollars) at a 7% discount rate. This benefit offsets about 1% of the total project costs.

⁸ Victoria Transport Policy Institute. *Evaluating Active Transport Benefits and Costs: Guide to Valuing Walking and Cycling Improvements and Encouragement Programs*, April 24, 2014, Table 16, page 43. Available at <http://www.vtpi.org/nmt-tdm.pdf>.

Table 3: Option Value Benefit

<i>(2014 dollars)</i>	Cycling	Walking	Total
Person-Miles	110,101	406,427	516,528
Value of Added Transportation Options (per person-mile) ⁸			\$0.035
Annual Option Value Benefit (2019-2038)			\$18,000
<hr/>			
Present Value of Benefit			
7% Discount Rate			\$137,000
3% Discount Rate			\$232,000
0% Discount Rate			\$362,000

3. Equity Objectives

The Victoria Transportation Policy Institute (VTPI) provides a methodology that estimates on a per-mile of walking or cycling basis the benefits of achieving equity objectives by providing a fair share of resources to non-drivers and providing basic mobility for physically, economically and socially disadvantaged people. This benefit is valued at \$0.035 per person mile. The value is based on 20-40% of a typical community not being able to drive due to disability, low incomes, or age.⁹ According to the Final EIR/EIS, the project area Census tracts have 32-33% of families below poverty level.¹⁰

As shown in Table 4, **the discounted value of this benefit is \$18,000 (2014 dollars)** at a 7% discount rate. This benefit offsets about 1% of the total project costs.

⁹ Victoria Transport Policy Institute. *Evaluating Active Transport Benefits and Costs: Guide to Valuing Walking and Cycling Improvements and Encouragement Programs*, April 24, 2014, Table 16, page 43. Available at <http://www.vtppi.org/nmt-tdm.pdf>.

¹⁰ State of California Department of Transportation (NEPA Lead Agency) and City of Los Angeles (CEQA Lead Agency). *6th Street Viaduct Seismic Improvement Project: Final Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation*, October 2011. Table 3.3-3, page 3-30.

Table 4: Equity Objectives Benefit

<i>(2014 dollars)</i>	Cycling	Walking	Total
Person-Miles	110,101	406,427	516,528
Value of Improved Equity (per person-mile) ⁹			\$0.035
Annual Equity Objectives Benefit (2019-2038)			\$18,000
Present Value of Benefit			
7% Discount Rate			\$137,000
3% Discount Rate			\$232,000
0% Discount Rate			\$362,000

4. Reduced Mortality

The World Health Organization provides a methodology that estimates the effects of more active lifestyles that include walking and cycling on overall mortality in a population.¹¹ The Health and Economic Assessment Tool (HEAT) is designed to conduct an economic assessment of the health benefits of walking or cycling by estimating the value of reduced mortality that results from specified amounts of walking or cycling. The current California mortality rate of 587.9 deaths per 100,000 population was substituted for default values in the analysis.¹² The value of a statistical life of approximately \$4 million as recommended by Caltrans for highway economic studies was also used instead of default values.¹³ The state-specific value is less than half of the \$9.2 million that is used by USDOT in federal economic studies.

As shown in Table 5, the discounted value of this benefit is \$21,865,000 (2014 dollars) at a 7% discount rate. This benefit offsets about 174% of the total project costs.

¹¹ World Health Organization. "Health and Economic Assessment Tool (HEAT) for cycling and walking." Available at <http://www.heatwalkingcycling.org/>

¹² Total statewide death rate in 2010 from State of California Department of Public Health, "Death Statistical Data Tables," Table 5-1. Deaths, Death Rates, and Age-Adjusted Death Rates by Race/Ethnic Group and Sex, California 2007-2010. Available at <http://www.cdph.ca.gov/data/statistics/Documents/VSC-2010-0501.pdf>.

¹³ State of California Department of Transportation (Caltrans). *Local Roadway Safety: A Manual for California's Local Road Owners*, Version 1.1, April 2013. Value based on cost of fatality in Appendix D. Available at http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf.

Table 5: Reduced Mortality Benefit

(2014 dollars)	Cycling	Walking	Total
Number of Users	127	1,346	1,473
Average Trip Length	2.4	0.8	0.0
Value of Mortality Reduction due to Active Transportation			
Annual (2019-2038)	\$784,000	\$2,111,000	\$2,895,000
Present Value of Benefit			
7% Discount Rate			\$21,865,000
3% Discount Rate			\$37,149,000
0% Discount Rate			\$57,893,000

5. Bike Lane Accident Cost Savings

The introduction of a barrier-protected bike lane on the reconstructed viaduct will reduce certain types of bicycle crashes by providing greater separation from traffic. Accident history from 2007 to 2012 was retrieved from the Transportation Injury Mapping System (TIMS).¹⁴ Records for crashes at intersections and along streets that would not directly benefit from the ramp to the viaduct or bike lanes on the viaduct were excluded. Records include crashes along 4th Street based on assumption that the 6th Street bike lane will provide a more desirable path across the Los Angeles River than 4th Street, on which no bike lane is proposed in City of Los Angeles *2010 Bike Plan*. As shown in Table 6, there have been one fatal crash and three crashes with minor injuries during the six-year analysis period.

A Crash Reduction Factor of 35% associated with the installation of bike lanes (Caltrans Roadway Countermeasure R36) was applied to the crash history.¹⁵ Accident costs per crash were estimated using values recommended by Caltrans for highway economic studies.

As shown in Table 7, **the discounted value of this benefit is \$1,826,000** (2014 dollars) at a 7% discount rate. This benefit offsets about 14% of the total project costs.

¹⁴ University of California at Berkeley, Safe Transportation Research and Education Center (SafeTREC). Transportation Injury Mapping System (TIMS), Safe Routes to School Collision Map Viewer. Available at <http://tims.berkeley.edu/tools/srts/main.php>.

¹⁵

Table 6: Bicycle Crash History (2007-2012)

Case ID	Primary Road	Secondary Road	Bicyclists Killed	Bicyclists Injured A	Bicyclists Injured B	Bicyclists Injured C	Date
3049805	4TH ST	GLESS ST	0	0	0	0	1/23/2007
3315822	4TH ST	ANDERSON ST	0	0	0	0	7/27/2007
3481818	4TH ST	RT 5	1	0	0	0	7/4/2007
3900604	CLARENCE ST	4TH ST	0	0	0	0	8/8/2008
3907662	RT 101	47TH ST	0	0	0	0	9/20/2008
4037261	6TH ST	CLARENCE ST	0	0	0	0	1/26/2009
4194291	BOYLE AV	4TH ST	0	0	0	0	3/31/2009
4331339	4TH ST	BOYLE AV	0	0	0	0	7/14/2009
4392291	6TH ST	MATEO ST	0	0	0	0	12/14/2009
4392491	4TH ST	BOYLE AV	0	0	0	0	3/30/2010
4738162	CLARENCE ST	JESSE ST	0	0	0	0	2/28/2010
4947072	4TH ST	ANDERSON ST	0	0	0	1	10/4/2010
5209665	MISSION RD	6TH ST	0	0	0	1	5/17/2011
5272522	GERTRUDE ST	4TH ST	0	0	0	0	8/19/2011
5580093	4TH ST	GLESS ST	0	0	0	0	3/9/2012
5609996	4TH ST	ANDERSON ST	0	0	0	1	4/15/2012
Average Annual Crashes			0.167	0	0	0.500	

Table 7: Bike Lane Accident Cost Savings Benefit

(2014 dollars)	Fatality (K)	Severe/Disabling Injury (A)	Evident Injury – Other Visible (B)	Possible Injury – Complaint of Pain (C)	Total
Average Annual Crashes	0.167	0	0	0.500	0.667
Crash Reduction	0.058	0	0	0.175	0.233
Accident Cost	\$4,008,900	\$216,000	\$79,000	\$44,900	
Value of Crash Reduction	\$233,853	\$0	\$0	\$7,858	\$241,710
Annual Accident Cost Savings Benefit (2019-2038)					\$241,710
Present Value of Benefit					
7% Discount Rate					\$1,826,000
3% Discount Rate					\$3,102,000
0% Discount Rate					\$4,834,000

6. Residual Value

Per USDOT guidance, a residual value for project assets should be claimed at the end of the analysis period. The useful life of the bicycle and pedestrian facilities and related improvements all equal or exceed the 20 year analysis period specified. While the viaduct is designed to have a useful life of 100 years or more, this analysis assumes that the bicycle and pedestrian structures have a design life of 75 years.¹⁶ Thus, the project's assets will have value beyond the analysis period used in this BCA. In order

¹⁶ Federal Transit Administration. Standard Cost Categories Workbook (Revision 14), 8/5/2011. Useful life by Standard Cost Category (SCC) for selected project elements.

to estimate the residual value of the project, the remaining value of the improvements were calculated in 2040 using the straight line depreciation method. As shown in Table 8, after discounting the un-depreciated facility value at the end of the analysis period back to the present, **the discounted value of this benefit is \$1,768,000** (2014 dollars) at a 7% discount rate. This benefit offsets 14% of the total project costs.

Table 8: Residual Value

<i>(2014 dollars)</i>	Total
Total Construction Cost	\$14,000,000
Residual Value in 2039	\$10,266,667
<hr/>	
Present Value of Benefit	
7% Discount Rate	\$1,768,000
3% Discount Rate	\$4,761,000
0% Discount Rate	\$10,267,000

Project Costs

1. Project Development and Construction Costs

Table 9 shows the project development and construction cost estimate. Construction on the overall viaduct replacement project is anticipated to be completed before early 2019, with the bulk of expenditures on the bicycle and pedestrian facilities in 2016. Based on the construction schedule, **the discounted value of this cost is \$12,302,000** (2014 dollars) at a 7% discount rate.

Table 9: Project Development and Construction Costs

<i>(2014 dollars)</i>	Total
Plans, Specifications, and Estimates (PS&E)	\$1,000,000
Construction	\$14,000,000
<hr/>	
Present Value of Cost	
7% Discount Rate	\$12,302,000
3% Discount Rate	\$13,755,000
0% Discount Rate	\$15,000,000

2. Operations and Maintenance Costs

Table 10 shows the annual operations and maintenance cost estimate. **The discounted value of this cost is \$23,000** (2014 dollars) at a 7% discount rate.

Table 10: Operations and Maintenance Costs

<i>(2014 dollars)</i>	Total
Lighting and Graffiti Removal	\$3,000
Present Value of Cost	
7% Discount Rate	\$23,000
3% Discount Rate	\$39,000
0% Discount Rate	\$60,000

3. Accident Exposure Costs

The Victoria Transportation Policy Institute (VTPI) provides a methodology that estimates on a per-mile of walking or cycling basis the costs of increased accident exposure created by more walking and cycling.¹⁷ This cost is valued at \$0.07 per person mile. This disbenefit offsets some of the benefits of crash reduction generated by the installation of the bike lane in Benefit 5 (Accident Cost Savings).

As shown in Table 11, **the discounted value of this benefit is \$273,000** (2014 dollars) at a 7% discount rate. This disbenefit offsets about 15% of the bike lane crash reduction savings.

Table 11: Accident Exposure Costs

<i>(2014 dollars)</i>	Cycling	Walking	Total
Person-Miles	110,101	406,427	516,528
Value of Increased Accident Exposure (per person-mile) ¹⁷			\$0.070
Annual Equity Objectives Benefit (2019-2038)			\$36,000
Present Value of Benefit			
7% Discount Rate			\$273,000
3% Discount Rate			\$464,000
0% Discount Rate			\$723,000

Benefit Cost Analysis Results

As the useful life of the capital investment will exceed 20 years, the costs and benefits of the Bicycle and Pedestrian Facilities element of the Sixth Street Viaduct Replacement Project have been estimated over a 20-year analysis horizon following construction completion, exceeding the minimum period required in the USDOT guidance. The stream of benefits and costs over time are converted to the present value

¹⁷ Victoria Transport Policy Institute. Evaluating Active Transport Benefits and Costs: Guide to Valuing Walking and Cycling Improvements and Encouragement Programs, April 24, 2014, Table 20, page 45. Available at <http://www.vtppi.org/nmt-tdm.pdf>.

using 7%, 3%, and 0% discount rates. All benefits are estimated in accordance with guidance provided by Caltrans or USDOT for benefit cost analysis. If no Caltrans guidance applied to the estimate, the project team has consulted USDOT guidance or industry sources for relevant best practices.

The benefits described in detail in previous sections of this memorandum are summarized in Table 12 and then compared against the discounted cost value to arrive at a calculated benefit cost ratio. Table 13 shows the annual benefit and cost stream for the project.

Using conservative assumptions, **the project has benefits that exceed its costs by a margin of more than two to one** at a 7% discount rate. At a 3% discount rate, **the project's benefits exceed its costs by more than three to one**. Without discounting, **the project's benefits exceed its costs by nearly five to one**.

Table 12: Benefit Cost Analysis Results

<i>(2014 dollars)</i>			
Benefit or Cost Class	NPV at 0%	NPV at 3%	NPV at 7%
A. Benefits			
<i>Ben1</i> Avoided Travel Costs	\$2,583,000	\$1,657,000	\$975,000
<i>Ben2</i> Option Value	\$362,000	\$232,000	\$137,000
<i>Ben3</i> Equity Objectives	\$362,000	\$232,000	\$137,000
<i>Ben4</i> Reduced Mortality	\$57,893,000	\$37,149,000	\$21,865,000
<i>Ben5</i> Accident Cost Savings	\$4,834,000	\$3,102,000	\$1,826,000
<i>Ben6</i> Residual Value	\$10,267,000	\$4,761,000	\$1,768,000
Total Benefits	\$76,300,000	\$47,132,000	\$26,707,000
B. Costs			
1. Project Development and Construction			
<i>Cost1</i> Capital Costs	\$15,000,000	\$13,755,000	\$12,302,000
2. Project Operations and Maintenance			
<i>Cost2</i> O&M Costs	\$60,000	\$39,000	\$23,000
<i>Cost3</i> Accident Exposure Costs	\$723,000	\$464,000	\$273,000
Total Costs	\$15,783,000	\$14,257,000	\$12,597,000
C. Benefit/Cost Ratio			
	4.83	3.31	2.12

Table 13: Benefit Cost Analysis Detail

Project Year	Calendar Year	I. Long-Term Outcomes												
		I. Benefits							B. Costs					
		Ben1 Avoided Travel Costs	Ben2 Option Value	Ben3 Equity Objectives	Ben4 Reduced Mortality	Ben5 Bike Lane Accident Cost Savings	Ben6 Residual Value	Total Benefits	Cost1 Capital Costs	Cost2 and Maintenance Costs	Cost3 Accident Exposure Costs	Total Costs		
-5	2014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-4	2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
-3	2016	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$14,000
-2	2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-1	2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
0	2019	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
1	2020	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
2	2021	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
3	2022	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
4	2023	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
5	2024	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
6	2025	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
7	2026	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
8	2027	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
9	2028	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
10	2029	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
11	2030	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
12	2031	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
13	2032	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
14	2033	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
15	2034	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
16	2035	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
17	2036	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
18	2037	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
19	2038	\$129	\$18	\$18	\$2,895	\$242	\$0	\$3,302	\$0	\$3	\$36	\$39	\$39	\$39
Residual	2039	\$0	\$0	\$0	\$0	\$0	\$10,267	\$10,267	\$0	\$0	\$0	\$0	\$0	\$0
NPV at 0%		\$2,583	\$362	\$362	\$57,893	\$4,834	\$10,267	\$76,300	\$15,000	\$60	\$15,783			
NPV at 3%		\$1,657	\$232	\$232	\$37,149	\$3,102	\$4,761	\$47,132	\$13,755	\$39	\$14,257			
NPV at 7%		\$975	\$137	\$137	\$21,865	\$1,826	\$1,768	\$26,707	\$12,302	\$23	\$12,597			

C. Benefit-Cost Ratio		
B/C at 0%		4.83
B/C at 3%		3.31
B/C at 7%		2.12



Attachment I-7



Attachment I-8

Henderson, Robert/SCO

From: Henderson, Robert/SCO
Sent: Wednesday, May 20, 2015 11:37 AM
To: 'atp@ccc.ca.gov'; 'inquiry@atpcommunitycorps.org'
Cc: 'John Koo'; Nate Hayward; Heise, Amanda/SCO
Subject: Boyle Heights Pedestrian Linkages Project - City of LA ATP Application
Attachments: Estimate_BoyleHeightsPedestrianLinkages.pdf;
Plan_BoyleHeightsPedestrianLinkages.pdf; Map_BoyleHeightsPedestrianLinkages.pdf

Hello,

The City of Los Angeles, in cooperation with the CTC, is applying for alternative transportation program (ATP) funding for a new project called the "Boyle Heights Pedestrian Linkages Project". The project comprises sidewalk restoration, demolition, and reconstruction, as well as new continental cross walks and a signalized intersection. Additional details are included below. I am writing on behalf of the City of Los Angeles Bureau of Engineering to inquire about whether there are any elements of the project that the Corps may be willing to participate in. Please let me know by Email or voice mail at my contact information below. Thank you.

Project Title: Boyle Heights Pedestrian Linkages Project

Project Description: The Boyle Heights Pedestrian Improvements Project will provide pedestrian infrastructure improvements to connect the Boyle Heights community to the 6th Street Viaduct Replacement Project. By providing safer pedestrian access to the new viaduct, the project creates connections between Boyle Heights to three (3) distinct communities along the viaduct including Industrial Flats, the Arts District, and Downtown Los Angeles. The project will also encourage access to the east side of the viaduct which will provide access to recreational centers, schools, parks, and a wealth of cultural destinations. Pedestrian infrastructure improvements will include sidewalk repairs along Clarence Street and Anderson Street from East 6th Street to the 6th Street Viaduct, new sidewalk along East 6th Street from Anderson Street to Clarence Street and along Clarence Street from Inez Street to the 6th Street Viaduct, and new sidewalk along an access road to be constructed as part of the 6th Street Viaduct Replacement Project. Improvements will also include pedestrian lighting along Clarence Street and installation of ADA curb ramps and continental crosswalks in multiple locations within the neighborhood.

Tentative Project Schedule:

CTC - PA&ED Allocation: 7/16/07
CEQA Environmental Clearance: 12/21/11
NEPA Environmental Clearance: 12/21/11
CTC - PS&E Allocation: 6/2016
CTC - Right of Way Allocation: 6/2016
Right of Way Clearance & Permits: 3/2017
Final/Stamped PS&E package: 3/2017
CTC - Construction Allocation: 6/2017
Construction Complete: 6/2018
Submittal of "Final Report" 6/2018

Estimate (attached)
Project Map (attached)
Preliminary Plan (attached)

Robert M. Henderson, PE, QSD
Senior Engineer, Water/Transportation
D 714 435 6143

07-City of Los Angeles-08

CH2M

6 Hutton Center Drive, Suite 700

Santa Ana, CA 92707

www.ch2m.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

Henderson, Robert/SCO

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Tuesday, May 26, 2015 4:51 PM
To: Henderson, Robert/SCO
Cc: john.koo@lacity.org; nate.hayward@lacity.org; Heise, Amanda/SCO; atp@ccc.ca.gov
Subject: Re: Boyle Heights Pedestrian Linkages Project - City of LA ATP Application

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Thu, May 21, 2015 at 12:06 PM, Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:
Hi,

Thank you for your inquiry. We are looking into your request and will get back to you by May 26th.

Thank you

Monica

On Wed, May 20, 2015 at 11:37 AM, <Robert.Henderson@ch2m.com> wrote:

Hello,

The City of Los Angeles, in cooperation with the CTC, is applying for alternative transportation program (ATP) funding for a new project called the “Boyle Heights Pedestrian Linkages Project”. The project comprises sidewalk restoration, demolition, and reconstruction, as well as new continental cross walks and a signalized intersection. Additional details are included below. I am writing on behalf of the City of Los Angeles Bureau of Engineering to inquire about whether there are any elements of the project that the Corps may be willing to participate in. Please let me know by Email or voice mail at my contact information below. Thank you.

Project Title: Boyle Heights Pedestrian Linkages Project

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CTC - Right of Way Allocation: 6/2016

Right of Way Clearance & Permits: 3/2017

Final/Stamped PS&E package: 3/2017

CTC - Construction Allocation: 6/2017

Construction Complete: 6/2018

Submittal of "Final Report" 6/2018

Estimate (attached)

Project Map (attached)

Preliminary Plan (attached)

07-City of Los Angeles-08

Robert M. Henderson, PE, QSD

Senior Engineer, Water/Transportation

D [714 435 6143](tel:7144356143)

CH2M

6 Hutton Center Drive, Suite 700

Santa Ana, CA 92707

www.ch2m.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

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Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

Henderson, Robert/SCO

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 29, 2015 4:15 PM
To: Henderson, Robert/SCO
Cc: ATP@CCC; Hsieh, Wei@CCC; inquiry@atpcommunitycorps.org; Slade, Bryan@CCC; Lino, Edgar@CCC; Rochte, Christie@CCC
Subject: RE: Boyle Heights Pedestrian Linkages Project - City of LA ATP Application

Hi Robert,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Robert.Henderson@CH2M.com [<mailto:Robert.Henderson@CH2M.com>]
Sent: Wednesday, May 20, 2015 11:37 AM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: Koo, John@LA@DOT; nate.hayward@lacity.org; Amanda.Heise@ch2m.com
Subject: Boyle Heights Pedestrian Linkages Project - City of LA ATP Application

Hello,

The City of Los Angeles, in cooperation with the CTC, is applying for alternative transportation program (ATP) funding for a new project called the "Boyle Heights Pedestrian Linkages Project". The project comprises sidewalk restoration, demolition, and reconstruction, as well as new continental cross walks and a signalized intersection. Additional details are included below. I am writing on behalf of the City of Los Angeles Bureau of Engineering to inquire about whether there are any elements of the project that the Corps may be willing to participate in. Please let me know by Email or voice mail at my contact information below. Thank you.

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07-City of Los Angeles-08

East 6th Street from Anderson Street to Clarence Street and along Clarence Street from Inez Street to the 6th Street Viaduct, and new sidewalk along an access road to be constructed as part of the 6th Street Viaduct Replacement Project. Improvements will also include pedestrian lighting along Clarence Street and installation of ADA curb ramps and continental crosswalks in multiple locations within the neighborhood.

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Submittal of "Final Report" 6/2018

Estimate (attached)

Project Map (attached)

Preliminary Plan (attached)

Robert M. Henderson, PE, QSD

Senior Engineer, Water/Transportation

D 714 435 6143

CH2M

6 Hutton Center Drive, Suite 700

Santa Ana, CA 92707

www.ch2m.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)



Attachment I-9



Attachment J – Letters of Support



Metro

May 19, 2015

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

Re: Letter of Support for Boyle Heights Pedestrian Linkages Active Transportation Program (ATP) Application

Dear Director Dougherty:

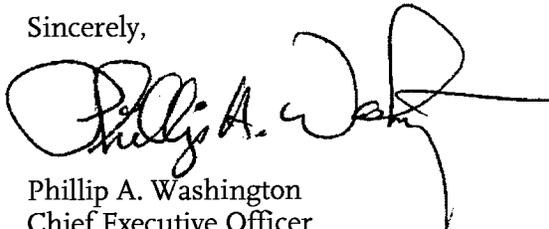
The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Boyle Heights Pedestrian Linkages in the City of Los Angeles. This project will benefit the Boyle Heights community by providing safe and improved pedestrian access from 4th Street to the 6th Street Viaduct Park and Pedestrian trails, and will directly benefit the adjacent low-income housing community.

Metro is committed to promoting sustainability through the implementation of policies, programs, and projects that increase safety and mobility, enhance public health, and help achieve greenhouse gas reduction goals across all of our communities. To this end, active transportation is a key planning priority for Metro.

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 address the challenges associated with bicycling and walking trips, including the Bicycle Transportation Strategic Plan, Complete Streets Policy, the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot Program, and financial commitments as part of the Long Range Transportation Plan (LRTP) and the biannual Call for Projects.

This project is consistent with the SCAG RTP/SCS and the LRTP, as well as the shared priorities and goals of our agency and the ATP. We endorse the City of Los Angeles's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Boyle Heights Pedestrian Linkages for the ATP grant.

Sincerely,



Phillip A. Washington
Chief Executive Officer



ERIC GARCETTI
MAYOR

May 15, 2015

April Nitsos
Transportation Enhancements Program Coordinator
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Dear Ms. Nitsos,

This letter is in support of the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* through Active Transportation Program (ATP) funding.

The *Boyle Heights Pedestrian Linkages Project* would safely connect pedestrians from 4th Street to the 6th Street Viaduct Park underneath the 6th Street Viaduct where there will be a soccer field, fitness equipment, and other amenities.

The current conditions along Clarence Street are not conducive and safe for Pico Gardens residents to walk to the 6th Street Viaduct located less than 1 mile north as the sidewalks are broken, the street is dark, and there is a dangerous un-signalized intersection on Clarence Street & 4th Street. The public improvements as part of this project such as new sidewalks, pedestrian lighting, and a signalized intersection at 4th Street and Clarence Street would ensure that our families have safe access to the new Viaduct and its amenities.

Our organization serves 14-24 year olds with education, employment and advanced training services. The majority of our customers reside in the Boyle Heights community and we want to ensure safe passage for all of them. Therefore I am in full support of the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* application as it would enhance safety and accessibility for our families and residents in the surrounding area to the 6th Street Viaduct Park.

If you have any questions or need additional information, please contact me at scott.lee@lacity.org.

Sincerely,

Scott Lee,
Executive Director
Boyle Heights YouthSource Center
City of Los Angeles Economic and Workforce Development Department



07-30-2015 Angeles-08

HOUSING AUTHORITY OF THE CITY OF LOS ANGELES

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

2600 Wilshire Boulevard • Los Angeles, California 90057 • (213) 252-2500
TTY (213) 252-5313

PRESIDENT AND CEO
DOUGLAS GUTHRIE

May 18, 2015

April Nitsos
Transportation Enhancements Program Coordinator
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Dear Ms. Nitsos,

This letter is in support of the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* through Active Transportation Program (ATP) funding.

The *Boyle Heights Pedestrian Linkages Project* would safely connect pedestrians from 4th Street to the 6th Street Viaduct Park underneath the 6th Street Viaduct where there will be a soccer field, fitness equipment, and other amenities.

The Housing Authority of the City of Los Angeles (HACLA) provides affordable housing and rent subsidy programs throughout the City of Los Angeles. Residents of HACLA's public housing communities are primarily extremely low-income families, the elderly and those with disabilities, with children below the age of 18 the majority population. Safe access to recreational resources is important for community health. Two of HACLA's public housing communities, Pico Gardens and Las Casitas, would directly benefit from this access and these resources.

The current conditions along Clarence Street are not conducive and safe for Pico Gardens residents to walk to the 6th Street Viaduct located less than 1 mile north as the sidewalks are broken, the street is dark, and there is a dangerous un-signalized intersection on Clarence Street & 4th Street. The public improvements as part of this project such as new sidewalks, pedestrian lighting, and a signalized intersection at 4th Street and Clarence Street would ensure that our families have safe access to the new Viaduct and its amenities.

I am in full support of the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* application as it would enhance safety and accessibility for our families and residents in the surrounding area to the 6th Street Viaduct Park.

If you have any questions or need additional information, please contact me at 213-252-1810.

Sincerely,

Douglas Guthrie
President and CEO



Proyecto Pastoral at Dolores Mission

135 North Mission Road, LA, CA 90033
Phone (323)881-0018 Fax (323) 268-7228
www.proyectopastoral.org

May 20, 2015

April Nitsos
Transportation Enhancements Program Coordinator
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Dear Ms. Nitsos,

This letter is in support of the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* through Active Transportation Program (ATP) funding. The *Boyle Heights Pedestrian Linkages Project* would safely connect pedestrians from 4th Street to the 6th Street Viaduct Park underneath the 6th Street Viaduct where there will be a soccer field, fitness equipment, and other amenities.

The current conditions along Clarence Street are not conducive and safe for Pico Gardens residents to walk to the 6th Street Viaduct located less than one mile north as the sidewalks are broken, the street is dark, and there is a dangerous un-signalized intersection on Clarence Street & 4th Street. The public improvements as part of this project such as new sidewalks, pedestrian lighting, and a signalized intersection at 4th Street and Clarence Street would ensure that our families have safe access to the new Viaduct and its amenities.

Proyecto Pastoral at Dolores Mission is a community-based organization founded almost 30 year ago to develop grassroots projects in education, leadership, and service with others. Several years ago, community leaders conducted a 'walkability study' in partnership with UCLA, and identified the corner of 4th and Clarence as a high need area.

Proyecto Pastoral supports the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* application as it would enhance safety and accessibility for our families and residents in the surrounding area to the 6th Street Viaduct Park. If you have any questions or need additional information, please contact me at 323-881-0016.

Sincerely,

Cynthia Sanchez

07-City of Los Angeles-08
1226 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-6235
FAX: (202) 225-2202



HOUSE DEMOCRATIC CAUCUS
CHAIRMAN

COMMITTEE ON WAYS AND MEANS
RANKING MEMBER, SUBCOMMITTEE ON
SOCIAL SECURITY
SUBCOMMITTEE ON TRADE

DISTRICT OFFICE
350 SOUTH BIXEL STREET, SUITE 120
LOS ANGELES, CA 90017
PHONE: (213) 481-1425
FAX: (213) 481-1427

Congress of the United States
House of Representatives

XAVIER BECERRA
34TH DISTRICT, CALIFORNIA

BECERRA.HOUSE.GOV

May 26, 2015

Ms. April Nitsos
Transportation Enhancements Program Coordinator
Division of Local Assistance
California Department of Transportation
1120 N Street, MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

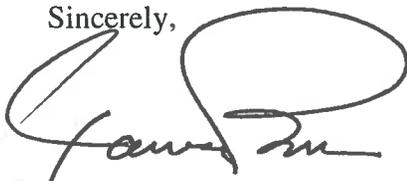
I am writing to express my support of the City of Los Angeles' Boyle Heights Pedestrian Linkages Project through Active Transportation Program funding.

The Sixth Street Viaduct is a significant federally funded infrastructure project that will connect the vibrant communities of Boyle Heights and Downtown Los Angeles with a new state of the art viaduct. The new viaduct is one of the biggest public works' project the City of Los Angeles has ever completed. The viaduct will also serve as a destination point across the city with bike lanes and a park underneath the viaduct accessible to the community.

One of the components of the Sixth Street Viaduct is the Boyle Heights Pedestrian Linkages Project. The plan will ensure that the community of Pico Gardens and its immediate residents have safe access to the viaduct. The planned improvements include repairing broken sidewalks, adding pedestrian street lights, and a needed traffic light on the intersection of Clarence Street and 4th Street. These upgrades will ensure public safety along the viaduct and enhance the pedestrian experience.

As such, I respectfully urge you to give serious consideration to this worthwhile proposal. If you have any questions, please do not hesitate to contact my staff at (213) 481-1425.

Sincerely,



XAVIER BECERRA
Member of Congress



SENATOR KEVIN DE LEÓN
PRESIDENT PRO TEMPORE

May 13, 2015

April Nitsos
Transportation Enhancements Program Coordinator
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Dear Ms. Nitsos,

As the Councilmember that represents the community of Boyle Heights, I am in full support of the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* through Active Transportation Program (ATP) funding.

I am proud of the work we have accomplished as a City by selecting a world renowned architecture design firm that will build a new state of the art 6th Street Viaduct that will connect two vibrant communities Boyle Heights and Downtown Los Angeles. The viaduct will also serve as a destination point across the city with bike lanes and a park underneath the viaduct where there will be a soccer field, fitness equipment, and other amenities. My priority as a Councilmember is to ensure that surrounding residents have full access to the viaduct and its amenities.

And the *Boyle Heights Pedestrian Linkages Project* does just that, it ensures that Pico Gardens and surrounding residents who live less than 1 mile north from the viaduct have safe access to the viaduct by repairing broken sidewalks, adding pedestrian street lights, and a highly needed traffic light on the intersection of Clarence Street & 4th Street.

I am in full support of the City of Los Angeles' *Boyle Heights Pedestrian Linkages Project* application and am ready to work hand in hand with the state, city entities, and community members should the funds be available for this project.

If you have any questions or need additional information, please don't hesitate to contact my staff member Nate Hayward at 323-254-5295.

Sincerely,

A handwritten signature in cursive script that reads "Kevin de León".

KEVIN DE LEÓN
President pro Tempore
Twenty-Fourth Senate District



JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

May 30, 2015

April Nitsos
Transportation Enhancements Program Coordinator
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA 95814

Dear Ms. Nitsos:

As the Councilmember that represents the community of Boyle Heights, I am in full support of the City of Los Angeles' Boyle Heights Pedestrian Linkages Project through Active Transportation Program (ATP) funding.

I am proud of the work we have accomplished as a City by selecting a world renowned architecture design firm that will build a new state-of-the-art 6th Street Viaduct that will connect the two vibrant communities Boyle Heights and Downtown Los Angeles. With dedicated bike lanes and wide sidewalks, the new viaduct will set the example for modern active transportation. Additionally, it will serve as a destination, as a new park with a soccer field, fitness equipment, and walking trails will be constructed under the new viaduct. My priority as a Councilmember is to ensure that surrounding residents have full access to the new viaduct and its amenities.

And the Boyle Heights Pedestrian Linkages Project does just that - it ensures that the residents of Pico Gardens Housing Project and others who live less than 1 mile north of the viaduct will be able to access it and the park below it safely. By repairing broken sidewalks, adding pedestrian street lights, and installing a highly needed traffic signal at the intersection of Clarence Street & 4th Street, pedestrians will be able to walk safely between their homes and the new viaduct.

I am in full support of the City of Los Angeles' Boyle Heights Pedestrian Linkages Project application and am ready to work hand in hand with the state, city entities, and community members should the funds be available for this project.

If you have any questions or need additional information, please don't hesitate to contact my staff member Nate Hayward at 323-254-5295.

Sincerely,

A handwritten signature in black ink that reads "José Huizar". The signature is written in a cursive style with a large initial "J" and "H".

José Huizar
Councilmember, 14th District
City of Los Angeles



Attachment K – Additional Attachments