

ACTIVE TRANSPORTATION PROGRAM CYCLE 2 APPLICATION

Project name: Union Station Master Plan: Alameda Esplanade

Project Unique Application No: 07-Los Angeles County Metropolitan Transportation Authority-2

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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-Los Angeles County Metropolitan Transportation Authority-2

Auto populated

Total ATP Funds Requested:

\$ 12,340

(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:

Los Angeles County Metropolitan Transportation Authority

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

One Gateway Plaza

Los Angeles

CA

90012

IMPLEMENTING AGENCY'S CONTACT PERSON:

Elizabeth Carvajal

CONTACT PERSON'S TITLE:

Transportation Planning Manager

CONTACT PERSON'S PHONE NUMBER:

213.922.3084

CONTACT PERSON'S EMAIL ADDRESS :

carvajale@metro.net



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:

City of Los Angeles, Department of Transportation

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

100 S. Main Street, 10th Floor

Los Angeles

CA

90012

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Daniel Mitchell

CONTACT PERSON'S TITLE:

Assistant General Manager

CONTACT PERSON'S PHONE NUMBER:

213-972-9432

CONTACT PERSON'S EMAIL ADDRESS :

dan.mitchell@lacity.org

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

07-6065R

Implementing Agency's State Caltrans MA number

64A0034

* 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)

Union Station Master Plan: Alameda Esplanade

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

The Union Station Master Plan: Alameda Esplanade will create a multi-modal connection between Union Station and surrounding Downtown Los Angeles communities through a "road-diet" and a shared pedestrian and bicyclist esplanade.

PROJECT LOCATION: (Max of 250 Characters)

Alameda Esplanade is located in Downtown Los Angeles, directly in front of Los Angeles Union Station on Alameda Street between Arcadia Street (to the south) and Cesar E. Chavez Avenue (to the north).



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. 34.056633 /long. 118.237394

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>9,120</u>	Bicyclists	<u>581</u>
One Year Projection:	Pedestrians	<u>11,628</u>	Bicyclists	<u>1,044</u>
Five Year Projection:	Pedestrians	<u>12,212</u>	Bicyclists	<u>1,096</u>

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

Bicycle: Class I Class II Class III **Other** Mixed use, shared path for peds & bikes
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 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- 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:	_____		7/1/2016
* CEQA Environmental Clearance:	_____		7/30/2016
* NEPA Environmental Clearance:	_____		9/30/2016
CTC - PS&E Allocation:	_____		7/1/2017
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		N/A
Final/Stamped PS&E package:	_____		1/31/2018
* CTC - Construction Allocation:			7/31/2018
* Construction Complete:			1/31/2021
* Submittal of “Final Report”			3/30/2021



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:	\$1,200	
ATP funds for PS&E:	\$950	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	10,190	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		12,340

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: _____

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: 12,340

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.: 01-Los Angeles County Metropolitan
Transportation Authority-2

Implementing Agency’s Name: Los Angeles County Metropolitan Transportation
Authority

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

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:

Metro's traditional sources of discretionary funding for active transportation projects have decreased dramatically as the Transportation Activities Enhancement Program, much of which had been programmed by regions, was discontinued and replaced by the Transportation Alternatives Program, distributed through the ATP State Improvement Program (STIP). Local subvention dollars are projected to decline 65% from FY2014/15 to FY2015/16. Furthermore, federal surface transportation dollars have not been growing at a rate sufficient to keep pace with increases in needs and costs. The Union Station Master Plan: Alameda Street Esplanade Project (the Project) is one of the first implementation measures of the Union Station Master Plan (USMP). The total project cost is \$12.3 million; Metro is requesting the full amount. Metro has \$750,000 in hand to fund the preparation of a Program EIR that cannot be counted towards a local match as the procurement will be finalized by early summer 2015. Metro is requesting 100% of the project cost in ATP Cycle 2 funding.

2. Consistency with Regional Plan.

This project supports regional transportation goals of the Southern California Association of Governments (SCAG) and Metro. The 2012-2035 SCAG Regional Transportation Plan has the following goals: 1) Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation-Friendly Environment throughout the SCAG Region, and 3) Increase Active Transportation Usage in the SCAG Region. The adopted 2009 Metro Long Range Transportation Plan states that bicycle and pedestrian programs are critical components of a successful transportation system. Finally, this project directly supports Metro's First/Last Mile Strategic Plan (2014) and Metro's Countywide Sustainability Planning Policy & Implementation Plan (2012).

Part B: Narrative Questions

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

Current Users and Numbers/Rates of Users

Transit Riders: The segment of Alameda Street being proposed for improvement between Cesar Chavez Avenue and the US-101 bridge overpass/Arcadia Street provides a key pedestrian and bicyclist access route to the historical front entrance of Los Angeles Union Station (LAUS). As the premier regional transportation hub in Southern California, LAUS serves as the point of departure and arrival for nearly 116,000 daily transit trips, including passengers on Metro's 84-mile heavy and light rail system, commuters from the five-county Southern California region on Metrolink, and intercity and long-distance travelers on Amtrak en route to points north, east, and south throughout the United States. In addition, there are 1,194 average weekday boardings and alightings at the intersection of Alameda and Los Angeles Streets for Dash B, a local circulator bus serving downtown Los Angeles area.

Pedestrians and Bicyclists: According to recent counts taken at the intersection with North Los Angeles Street, which leads to and dead-ends at the historic LAUS front entrance, Alameda Street carried a daily weekday average of 9,120 pedestrians and 581 bicyclist trips (extrapolated from two-hour counts conducted 7am-9am and 4pm-6pm). The vast majority of these users are accessing transit services at LAUS in conjunction with work or utilitarian trips. The Alameda Street entrance is one of two major pedestrian portals to LAUS from the surrounding neighborhood; the observed ped/bike volumes are consistent with a March 2013 circulation study indicating that 5.0% of the 160,000 daily trips (by all modes) to and from LAUS are on foot (8,026) and approximately 0.2% of those trips (377) are by bike. Combining these two sets of numbers, up to 88 % of pedestrians (8,026 / 9,120) and 65% of bicyclists (377 / 581) on the segment of Alameda Street between Cesar Chavez Boulevard and the US-101 freeway bridge are making transit-related trips on any given day.

Nearby Residents: Over the past decade, Chinatown and Little Tokyo/the Arts District neighborhoods surrounding LAUS have evolved from historic commercial areas into burgeoning residential districts. 200,000 people currently live in a two-mile buffer around the proposed Project limits. Since the 2000 Census, the residential population in this area has grown 32%, compared to citywide growth of less than 3% over the same period. In the last two years alone, 517 new multifamily units of housing have been constructed, including 53 affordable units. These newer mixed-income developments complement an older stock of low-

income, high-density affordable housing, including the 16-story, 270-unit Cathay Manor senior housing tower built in 1983.

Despite having to navigate narrow sidewalks that lack shade coverage in year-round sunshine and having to traverse wide six-lane arterials that carry heavy vehicle loads onto the nearby US-101 highway on-ramps, many residents in these communities have indicated that they prefer to arrive at LAUS on foot or bike for a “one-seat” ride on Metro’s countywide rail system, rather than wait for local bus shuttle connections that run infrequently during off-peak hours. As such, the proposed improvements to Alameda Street will provide a critical first mile-last mile connection for local residents within a half-mile walkshed of the Project perimeter, 38.8% of whom live in zero-vehicle households and 14.9% of whom use transit to commute to work, compared to countywide averages of 9.7% and 6.9%, respectively.

Projected Numbers/Rates of Users

The project proposes a “road diet” on Alameda (taking corridor from 6 to 4 vehicle lanes), the widening of sidewalks, a mixed-use walk/bike path located within a 26’ tree-lined esplanade, and curbside drop off space. Over the course of 5 years, these improvements are projected to increase existing pedestrian usage by 34%, and bicyclist usage by 88.6%, consistent with the increases in usage observed after the installation of comparable “Complete Street” improvements in downtown Long Beach and other locations in Los Angeles County.

The number of pedestrians and cyclists using this segment of Alameda Street is also projected to increase as a result of three related mobility projects being implemented in the near- and medium-term. First, the Los Angeles County Metropolitan Transportation (Metro), in partnership with the City of Los Angeles, is planning to launch a regional bikeshare system in downtown Los Angeles in summer 2016. One of the proposed 65 docking stations will be located at the Alameda Street entrance to LAUS. By making free or low-cost bike rentals available and convenient for local work or utilitarian trips, each docking station is expected to generate on average 150 additional bicycle trips per day, an increase of 26% (150 / 581) over the existing observed count. Indeed, this estimate may be conservative, as docking stations located at a regionally significant transportation hub such as LAUS will likely exceed this systemwide average.

Secondly, due to the expansion of Metro’s rail system, Metro anticipates over 190,000 daily trips in 2040, not including an additional 25,000 anticipated daily trips when California High Speed Rail begins service in Los Angeles in 2029. Finally, as is further discussed in response to Question 2B, Metro has secured funding to implement adjacent Connect US Action Plan active transportation projects and the proposed improvements

identified in this ATP application would close the gap and create a new active transportation network that would connect people to transit and to each other.

Together, Metro’s increasing ridership at Union Station, the regional bikeshare system, and a new network of active transportation improvements will increase the number of pedestrian and bicycle trips on Alameda Street. Many of these related projects will be operational *prior to* the implementation of the proposed Alameda Street improvements. The requested ATP funds will therefore leverage the increased usage of Alameda Street associated with these related projects, helping to bolster the cost-effectiveness of the Project (as reflected in Question 6B’s calculation of the benefit-cost ratio) and support growing demand for transit services at LAUS and overall neighborhood connectivity in downtown Los Angeles.

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**

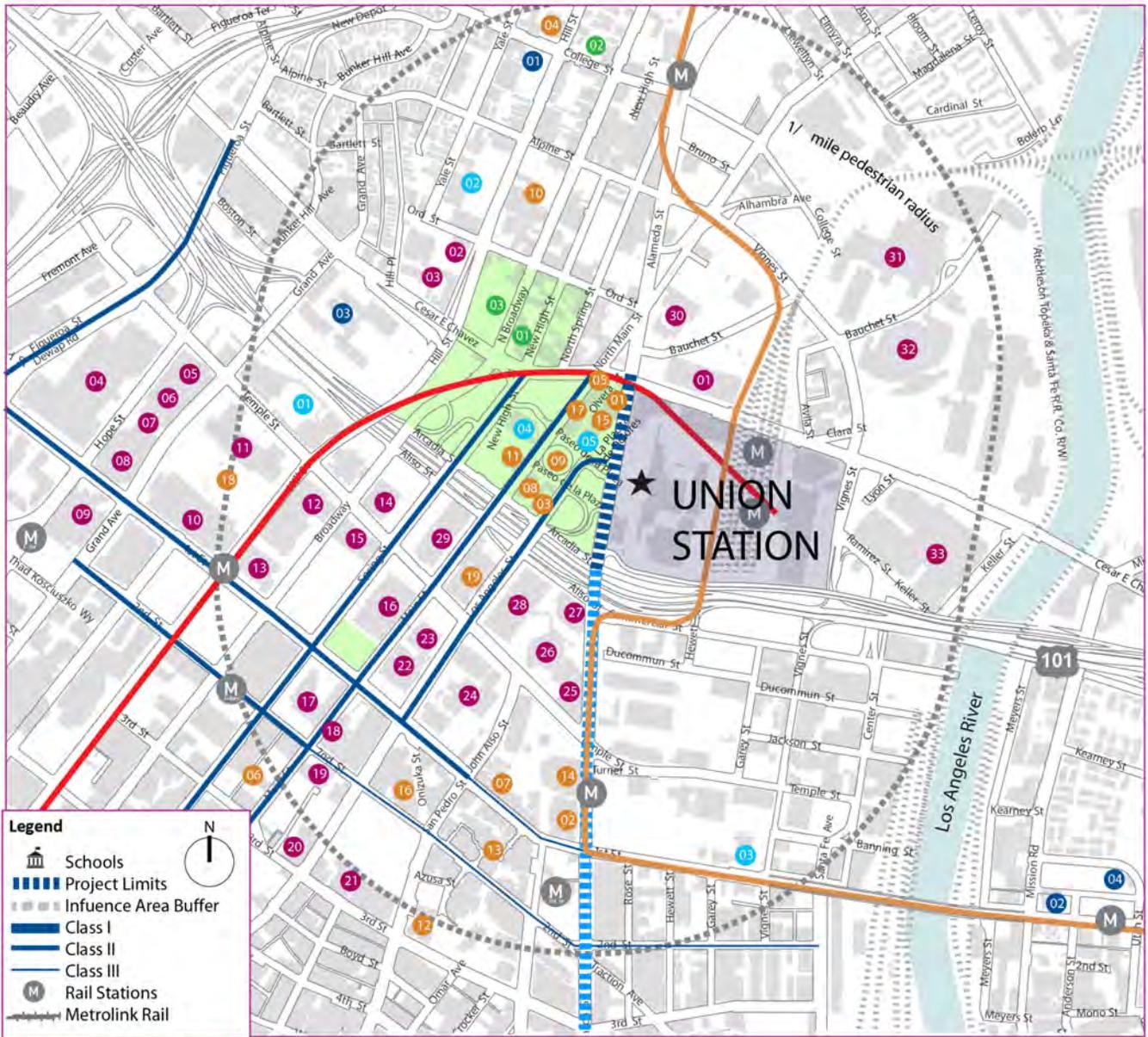
X
X
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X

Transit Facilities: The 116,000 daily trips at LAUS equates to about 64,000 people per day, on average, embarking and disembarking from the Metro Rail Red, Purple and Gold Lines, Metrolink’s regional rail service (28,500 average daily trips), Amtrak (4,640 trips) and almost 20,000 average daily trips from Metro Local and Rapid buses, Metro’s Commuter Bus, and the Los Angeles City DASH. There are 1,194 average weekday boardings and alightings at the intersection of Alameda and Los Angeles for Dash B, a local circulator bus that serves the downtown Los Angeles area. The Union Station Master Plan projects an increase of over 190,000 daily trips by 2040 (see Attachment I-1A).

Destinations: The project will serve numerous educational, civic, employment, cultural, and religious destinations. Among these is El Pueblo de Los Angeles historic monument, a major downtown cultural and tourist destination located just 500 feet from the front entrance of Union Station, across Alameda Street and up Los Angeles Street. El Pueblo, the birthplace of the City of Los Angeles, is the home to many attractions, including Avila Adobe (the oldest standing residence in the City of Los Angeles), and Pico House (the home of the last Mexican Governor of Alta California), the Chinese American Museum, the Italian American Museum, and La Plaza de Culturas y Artes. Every year, 2 million people visit El Pueblo and these establishments.

The project is also in close proximity to significant community, public, and employment centers: Los Angeles City Hall, Caltrans, Los Angeles Police Department Headquarters, US Citizenship and Immigration Services, Edward Roybal Federal Building, US District Court, Hall of Justice, the Clara Shortridge Foltz Criminal Justice Center, Los Angeles Mall, the County Hall of Administration and Public Records, and the Veterans Administration (VA) Outpatient Clinic. In addition to the locations noted above, there are religious institutions, including the La Placita Church, which is a very active, large downtown church, adjacent to the El Pueblo. Reflective of downtown's ethnic and cultural diversity, the project is also surrounded by various culturally and historically significant neighborhoods such as Little Tokyo, Chinatown, and the Arts District. Area residents and visitors enjoy these neighborhoods' restaurants, cafes, outdoor spaces, and attractions (such as the Japanese-American National Museum, Geffen Museum of Contemporary Art, and Chinatown Branch Library).

Removal of Barrier to Mobility/Closure of Gaps: Alameda Street is a major north-south thoroughfare in downtown Los Angeles, connecting the Chinatown and El Pueblo neighborhoods north of the US-101 freeway with the Little Tokyo/Arts District south of the US-101 freeway. Located approximately 600 feet to the south of the Alameda Street LAUS entrance, the US-101 freeway creates a major barrier to mobility in the Project area, forcing significant out-of-path travel for residents of these neighborhoods, as more pedestrian-scaled streets running parallel to Alameda Street either dead-end at the freeway, or offer uninviting conditions of passage, including narrow sidewalks, poor crosswalks and lighting, and the noise of the freeway reverberating from below. The proposed Project will remove this barrier by connecting with a .4 mile road diet and walk/bike esplanade on Alameda Street south of the US-101 bridge overpass. In 2014, Metro received a partial grant award through USDOT's highly competitive TIGER program for this project. The requested ATP funds would provide the remaining funding necessary to close the gap and continue the road diet and esplanade north of the US-101 bridge all the way to the LAUS historic front entrance.



ALAMEDA STREET ESPLANADE - Points of Interest

CIVIC/INSTITUTIONAL DESTINATIONS

- 01 Terminal Annex
- 02 Chinatown Branch Library
- 03 Chinatown Service Center
- 04 Department of Water & Power
- 05 Ahmanson Theatre
- 06 Mark Taper Forum
- 07 Music Center
- 08 Dorothy Chandler Pavilion
- 09 Walt Disney Concert Hall
- 10 LA County Courthouse
- 11 Hall of Administration
- 12 Hall of Records
- 13 County Law Library
- 14 Hall of Justice
- 15 Criminal Justice Center
- 16 City Hall
- 17 LAPD Headquarters
- 18 CALTRANS/LADOT
- 19 Little Tokyo Branch Library
- 20 Budokan Rec Center (Future)
- 21 Little Tokyo Service Center
- 22 City Hall South
- 23 City Hall East
- 24 Community Dispatch Center
- 25 V.A. Outpatient Clinic
- 26 Edward R. Roybal Center
- 27 Metropolitan Detention Center
- 28 Federal Office Building
- 29 Federal Courthouse
- 30 CA Endowment Headquarters
- 31 Central Arraignment Court
- 32 Twin Towers Correctional Facility
- 33 Piper Center

CULTURAL DESTINATIONS

- 01 Avila Adobe
- 02 Japanese American National Museum
- 03 Chinese American Museum
- 04 Ching King Road West Plaza
- 05 Italian American Museum
- 06 Downtown Independent Theatre
- 07 East West Players
- 08 Pico House
- 09 El Pueblo Plaza
- 10 Far East Plaza
- 11 La Plaza de Cultura y Artes
- 12 Japanese American Cultural & Community Center
- 13 Japanese Village Plaza
- 14 MOCA at Geffen
- 15 Olvera Street
- 16 Onizuka Street

- 17 Sepulveda House
- 18 Grand Park
- 19 Los Angeles Mall

RELIGIOUS DESTINATIONS

- 01 Cathedral of Our Lady of the Angels
- 02 Chua Thien Hau Temple
- 03 Nishi Homba Hongwanji Temple
- 04 La Placita Church
- 05 Plaza Methodist Church

SCHOOLS

- 01 Castelar Elementary
- 02 Esteban Torres H.S.
- 03 Cortines H.S. of Performing Arts
- 04 Utah Street Elementary

HOUSING DEVELOPMENTS

- 01 Cathay Manor Senior Housing
- 02 Blossom Plaza
- 03 Jia Apartments

By “stitching” these two halves of downtown together, the proposed Project will provide an enhance connectivity with a rich concentration of civic institutions, employment centers, schools, and cultural and religious destinations located along Alameda Street and more generally within a one-half mile pedestrian radius.

Improvements to Routes/Encourages Use of Existing Routes: Alameda Street in downtown Los Angeles is one of the least pedestrian-friendly streets. During the community engagement process, it was described as a moat. It is the only downtown street designated as a Vehicle Enhanced Network (VEN) in the City of Los Angeles General Plan Draft Mobility Element. The segment of Alameda Street, within the project boundaries, has a total six vehicle lanes but just north and south of the project site Alameda Street is reduced to four lanes. Sidewalks are narrow and unshaded. With buildings setback at a considerable distance from the roadway, the streetscape is uninteresting and unattractive to pedestrians. The lack of curbside parking means there is no buffer between the narrow sidewalks and vehicles in the curb lane which create a real and perceived lack of safety for pedestrians. Truck volumes are relatively high (10% of total ADT). In some segments, the curb lane is narrow, making it difficult to cycle safely.

These existing site conditions present serious mobility challenges for active transportation users and provide an inhospitable path of travel from surrounding neighborhoods to LAUS. At the same time, there is a rich constellation of activity centers and culturally rich communities located in close proximity to the proposed Project. These activity centers and communities would be better patronized on foot and bike if the existing conditions along Alameda Street were to be improved.

As part of the proposed project, Alameda Street will undergo a “road diet,” with the number of vehicle lanes reduced from six to four in order to accommodate widened sidewalks with a mixed-use walk/bike path under a 26’ tree-lined esplanade. In addition, there would be a curbside drop off for both buses serving LAUS as well as a drop off zone, to ease traffic circulating onto the west of LAUS. Reducing on-site vehicle traffic on the west side of LAUS will free up that space for better pedestrian and cyclist circulation. Metro believes there is significant potential to increase walking and biking along this corridor using this proven toolbox of design strategies to promote active transportation. By providing supportive infrastructure along a key access route to the historic front entrance of LAUS, the proposed Project on Alameda Street will help to unlock the full ridership potential of Metro’s expanding transit system and provide connectivity to the surrounding disadvantaged communities, many of which are heavily transit-dependent.

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.)

Metro purchased Los Angeles Union Station in 2011. Shortly thereafter, the Metro Board of Directors directed staff to complete a Master Plan to transform Union Station into a world-class facility. Union Station was built in 1938 and was not originally designed to withstand the ever increasing number of transit riders who use it.

The Union Station Master Plan (USMP) is a \$1.7 billion dollar plan that will guide the future growth and development of Los Angeles Union Station. The USMP includes three major transit improvements, a new expanded multi-modal passenger concourse, the relocation of Patsaouras Bus Plaza to the west of the rail yard, and the seamless integration of High Speed Rail. At its October 2015 meeting, the Metro Board of Directors approved an Initial Implementation Plan for the USMP, and that plan included securing funding for the Stage 1 Perimeter Improvements, see attached Metro Board Report.

Union Station is the underpinning foundation of Metro's \$20 billion investment in the region's transit system. As the region's transportation network and ridership continues to grow, it is imperative that the region's transportation hub have the capacity to meet current and future transit needs. The Alameda Esplanade is a critical first/last mile connection from Union Station into downtown Los Angeles to destinations, culturally and historically significant communities, public facilities, and employment centers. Therefore, pedestrian and bicycle access to the historic station is one of Metro's highest unfunded active transportation priorities.

In conjunction with its development of the USMP, Metro identified a program of enhanced pedestrian and bicycle linkages to LAUS, known as the "Connect US Action Plan (Connect US)." The Alameda Street road diet and walk/bike esplanade emerged from both the USMP and Connect US planning processes as one of the highest-priority unfunded projects identified by local communities during public outreach, with over 60% of participants ranking it as a "very important must-do". Recognizing the overwhelming desire to implement the Alameda Street project in particular, Metro has made an aggressive effort to secure discretionary funding from a wide range of sources including the TIGER grant mentioned in the previous section.

Metro's Long Range Transportation Plan calls for Metro to work with local agencies to implement improvements that encompass an individual's entire journey. The Alameda Esplanade, if funded, would be one of the first implementation measures of the USMP and would close a critical pedestrian and bicyclist gap on Alameda Street between the neighborhoods that are located north and south of the 101 freeway. Concurrent with seeking funds for the Project, Metro is finalizing the procurement of a consultant to prepare a Programmatic Environmental Impact Report (PEIR) for the Union Station Master Plan. The PEIR will be critical to analyzing the USMP in its entirety, including the project being submitted under this ATP application.

The PEIR will be critical to informing the final design of the proposed improvements identified in this ATP application. Upon certification of the PEIR, the first implementation measure (contingent on funding) will be the Alameda Esplanade Project.

In conjunction with the Metro Board's action, the Los Angeles City Council passed a motion directing various departments to develop a coordination and implementation strategy for the USMP Stage 1 Perimeter Improvements and the Connect US Action Plan. This grant application is a critical part of the effort being coordinated by the City and Metro. In addition, the City Council will be taking an action through their Transportation Committee on May 27, 2015 and full City Council meeting on May 29th to advance the City's and this ATP application (see attached Council Motion and Transportation Committee report in Attachment 1-C).

Part B: Narrative Questions

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)

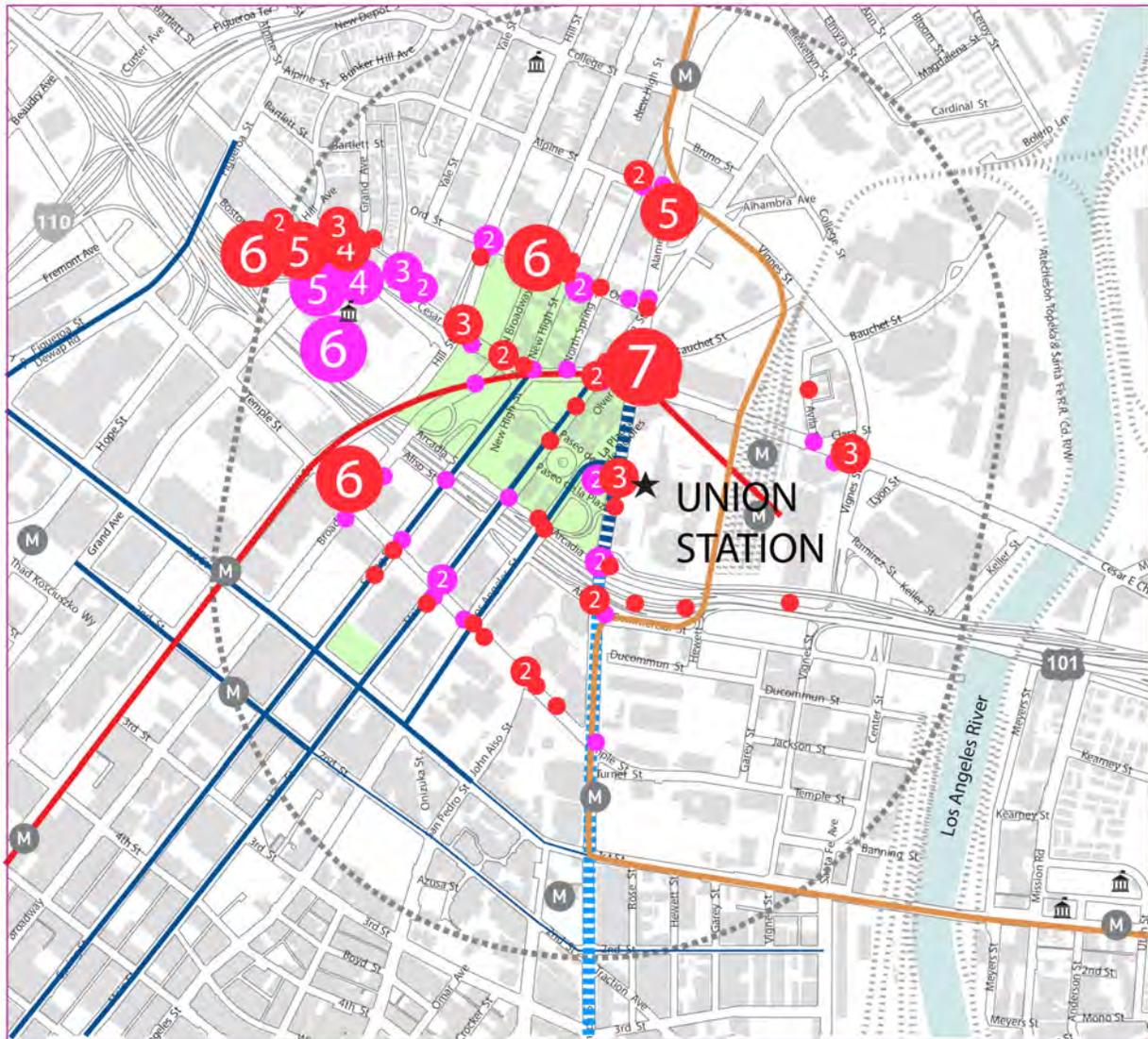
A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Data on crashes within a 200 foot buffer of the Project corridor was extracted from the UC Berkeley Transportation Injury Mapping System (TIMS) database using a date range of 1/1/2008 to 12/31/2012. Over this five-year period, 9 injuries (6 pedestrian and 3 bicyclist) and 1 pedestrian fatality occurred directly on the segment of Alameda Street between Cesar Chavez and Arcadia Street/US-101 Highway bridge (ie. within the proposed Project limits.) 45% of these collisions resulted from a motor vehicle either failing to yield pedestrians within a crosswalk or to stop at a red light. Unsafe driver behavior, such as speeding, accounted for 12% of violations. 11% involved a bicyclist riding in a direction counter to the traffic flow.

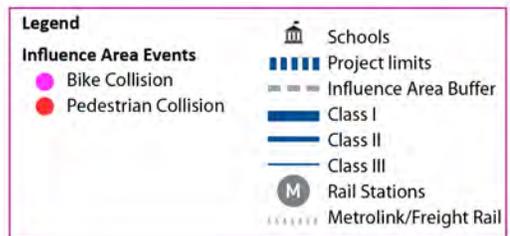
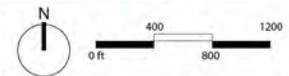
Motor Vehicle Collision With	Within Project Limits			
	Fatalities	Injuries		
<i>AIS Severity Level</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
Pedestrian	1	2	3	7
Bicyclist	0	0	2	3
Total	1	2	5	10

As further evidence of the safety hazards along this roadway segment, the Los Angeles Police Department (LAPD) *Central Traffic Division 2013 End of Year Report* ranks the intersection at Alameda Street and Cesar Chavez Boulevard at the northern end of the Project limits as the most dangerous intersection within the Central Division, based on the number of crashes reported. The Central Division has jurisdiction over 1,139 miles of City streets.

A quarter mile radius was used to define the Project influence area, as it is considered the maximum distance that a pedestrian might reasonably be willing to travel for access the Alameda Street walk/bike esplanade as an alternative route. As summarized in the table below, the project influence area experienced a total of 45 separate collisions (30 pedestrian and 15 bicyclists) over this five-year period, including 2 pedestrian fatalities. The types of collisions observed in the Project influence area are largely similar to those which occurred on Alameda Street.



**ALAMEDA STREET ESPLANADE
Bicycle and Pedestrian Collision Events**



Motor Vehicle Collision With	Within ¼ mile Influence Area			
	Fatalities	Injuries		
AIS Severity Level	1	2	3	4
Pedestrian	2	7	20	30
Bicyclist	0	1	10	15
Total	2	8	30	45

Metro believes that the proposed Project has the potential to reduce injuries and fatalities not just on Alameda Street but also on parallel streets and arterials such as Los Angeles Street and as far west as Spring Street, given that active transportation users will prefer to use the walk/bike esplanade for north-south travel in downtown Los Angeles over other routes that lack comparable pedestrian- and bike-friendly amenities.

Citation: Los Angeles Police Department (LAPD) *Central Traffic Division 2013 End of Year Report*
<http://assets.lapdonline.org/assets/pdf/TOP%205%20INTERSECTIONS%20IN%20CENTRAL%20BUREAU%20-2013.pdf>

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.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves local traffic law compliance for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

X
X
X
X
X

Alameda Street is fundamentally a roadway designed for cars, not people. The street width is up to 105’ in most sections, accommodating six vehicle lanes. There are relatively long distances—nearly 600 feet—between stop lights, allowing drivers heading north on Alameda from Arcadia Street or south from Cesar Chavez Boulevard to speed up before they must stop at the Los Angeles Street crossing for pedestrians and cyclists emerging from or en route to Union Station. As shown on the collision map, the Los Angeles Street crossing is an especially troublesome location for this reason, with six of the 10 injuries clustered at that intersection in front of Union Station. Drivers view Alameda Street as an arterial connecting them to the US 101 Freeway on-ramps, rather than as a walkable street heavily used by residents and transit commuters on foot or bike. This perception leads to the types of collisions noted in the response to Question 2A; drivers lack visual cues that they should slow down and yield to pedestrians, the most common cause of injuries along Alameda Street. This Project seeks to transform that perception of Alameda Street and reclaim

roadway space for the benefit of a community that is heavily transit-dependent, senior, and economically disadvantaged.

Reduces Speed/Improves Visibility/Reduces Behaviors that Lead to Collisions/Address Inadequate Active

Transportation Facilities: To reduce the speed of motor vehicles in the presence of non-motorized users, improve the visibility of pedestrians, and address inadequate active transportation facilities, the proposed Project will implement a road diet, eliminating two travel lanes in order to widen the existing 12' sidewalk into a 26' wide shared pedestrian/bike walkway along the east edge of the street, adjacent to Union Station. A November 2014 FHWA Safety Program study concluded that road diets are effective strategy for "reducing crossing distances for pedestrians, and reducing travel speeds that decrease crash severity," with an expected crash reduction factor of 19% to 47%. The proposed improvements would address inadequate facilities by re-designating existing roadway into active transportation facilities that promote community connections. The transformation would by default improve pedestrian and bicyclist visibility and reduce behaviors that lead to collisions by re-defining the visual presence on Alameda Street from auto-centric to multi-modal.

Eliminates Potential Conflict Points: The double row of shade trees lining the 26' wide esplanade will reinforce the separation of motorized and non-motorized users, with cyclists able to ride completely off-street, thereby addressing the crashes involving cyclists that have occurred on this segment of Alameda Street. A proposed drop-off lane for alighting passengers at Union Station on the east side of the street will also help to create a buffer from the roadway and eliminate points of conflict between vehicles and pedestrians by reducing the need for turn movements into Union Station's existing short-term parking lot. These turn movements have contributed to the high rate of collisions observed at the intersection of Alameda/Los Angeles Street.

Citation: *FHWA Safety Program, Road Diet Informational Guide* (November 2014),
http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

Part B: Narrative Questions

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 Alameda Street Esplanade project grew organically out of the broader public planning process around the Union Station Master Plan and Regional Connector 1st and Central Avenue Station. There was a strong desire by the community to improve not only the stations themselves, but create enhanced linkages for pedestrians and cyclists to access transit. These enhanced linkages were identified and prioritized in the Connect US Action Plan, which solicited input from a broad range of stakeholders, community leaders/entities, public officials, and local residents.

Over one hundred entities received an invitational letter to participate in the process. The full list of participating organizations is included in **Attachment I-3**. Additionally, three advisory committees provided input into the Connect US planning process, as summarized below.

Advisory Committee	Members
1) Union Station Master Plan/Linkages Community Council	<ul style="list-style-type: none"> • 25 organizations appointed a representative covering <ul style="list-style-type: none"> ○ Stakeholders from each of the adjacent Union Station neighborhoods ○ Citywide pedestrian and bicycle advocates ○ Historic Preservationists
2) Regional Connector Transit Corridor 1 st and Central Station Committee	<ul style="list-style-type: none"> • Community Leadership Council committee, including representatives from Little Tokyo and the Arts District
3) Linkages Technical Advisory Committee	<ul style="list-style-type: none"> • City of Los Angeles Mayor’s Office, • City Council Districts • Department of Transportation • Department of City Planning • Department of Public Works • Bureau of Engineering • Bureau of Street Services • Bureau of Street Lighting • Department of Cultural Affairs • Asset Management

As described further below, Neighborhood Conversation Groups were also formed to engage residents, business owners, advocacy groups, and community leaders from El Pueblo/Chinatown/Cornfield Arroyo Seco, Little Tokyo/Arts District, Boyle Heights, and Civic Center.

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

To inform the Connect US Plan, Metro hosted three large special community events, two rounds of Neighborhood Conversations, and over 25 briefings. In addition, over 500 surveys were submitted that informed the planning process. Documentation of community events can be found in Attachment I-3.

Special Community Events

The public outreach process was initiated at the **Community Partner Reception**. This introductory event featured an international speaker who inspired the Community Partners to “think big” by presenting projects that transformed how communities walk and bike. Guillermo (Gil) Penalosa, Founder of 8-80 Cities, stressed the value of designing streets and sidewalks to work for everyone, whether they are 8 years old or 80 years old. This became an important litmus test for design concepts and conversations during the outreach process. The event concluded with attendees sharing their big ideas on how to better connect Union Station to its surrounding context.

The second special event occurred at the **Community Visioning Festival** on Dia de los Muertos, one of the most popular events of the year at El Pueblo. Several tent stations were devoted to specific topics (welcome/overview, walking, bicycling, big ideas) where background analysis was displayed, and facilitators could talk with individuals and small groups and engage them with interactive exercises. Enlarged maps were available at the walking and bicycling tent so participants could note localized issues. A family activity table allowed children to illustrate their favorite walking or bicycling route, and to draw their ideal street. There was also a bike tour with three stops; Patsouras Bus Plaza at Union Station, the Japanese American National Museum in Little Tokyo and El Pueblo adjacent to the festival site. 152 signatures were collected at the welcome table, 265 written surveys were submitted, and 25 people participated in the bike tour. Translation services were provided and written surveys were available in Spanish and English.

The third special community event was the **Community Partner “Thank You” Reception** where the partners came together for a community-wide event at City Hall to celebrate the end of the outreach process in developing the Connect US Action Plan. The purpose of this event was to share each neighborhood’s top priorities for walk-bike projects. The event was focused on rallying together, and encouraging attendees to

keep pushing for funding and implementation. Gil Penalosa of 8-80 Cities returned to Los Angeles to underscore the importance of creating livable communities, and to encourage the community to advocate for implementation.

Neighborhood Conversations

In the **Neighborhood Conversations**, Metro provided a project overview and gathered feedback from the community partners on issues revolving walking and biking to the station. The Neighborhood Conversations highlighted what streets were most important for making connections along with specific ideas on how to improve them.¹ Conversation topics included:

- *Connecting to Union Station*
- *Streets walked/biked most often or to be avoided*
- *Current projects and plans*
- *New ideas for linkage streets*
- *Directing visitors how best to explore your area*
- *Identifying your neighborhood's "main street"*
- *Making your "main street" better, best examples*

The neighborhood conversations were structured according to the shared geography north of US 101 (El Pueblo, Chinatown, and Cornfield Arroyo Seco), south of US 101 (Little Tokyo and Arts District), east of the L.A. River (Boyle Heights) and the Civic Center. There were two rounds each of the four neighborhood meetings. Some of these conversations were held at local farmers markets in order to engage as many people as possible.

Periodic updates were provided at key milestones to the Regional Connector Community Leadership Council (1st and Central Station Area Committee) who met regularly each month from July to November 2013. The Union Station Master Plan and Linkages Study Community Council provided strategic input based on community feedback regarding specific interventions on the perimeter of Union Station.

Surveys

In November 2013, a twenty-question **survey** was made available to interested stakeholders to gather input on how they currently use the streets in the Union Station study area as pedestrians and cyclists, as well as to gather their input on potential future pedestrian and bicycle improvements. The survey was available in written and online format. The written survey was available in English and Spanish at the following events:

- Community Partners Reception
- Community Visioning Festival
- Neighborhood Conversation with El Pueblo

¹ Connect US, October pg. 23

- Neighborhood Conversation with Little Tokyo
- Neighborhood Conversation with Boyle Heights
- Neighborhood Conversation Civic Center

A total of 493 surveys were completed. The written survey was completed by 256 individuals, 237 in English and 38 in Spanish. The Online Survey was available on Metro's website between November 13-30, 2013 and was completed by 231 individuals.

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)

Following the first round of Neighborhood Conversations, Metro generated a range of design concepts based on the feedback provided by the community, tested a range of ideas and developed illustrations for discussion in the second round of neighborhood conversations. At the neighborhood conversations south of US 101 (Little Tokyo and Arts District) and north of US 101 (El Pueblo, Chinatown, and Cornfield Arroyo Seco), attendees used a Turning Point preference survey to gauge each participants interest in design alternatives and to rank each project's level of importance.

The Project's planning process improved the overall effectiveness of advancing the purpose and goals by planning for infrastructure that can increase the proportion of trips accomplished by biking and walking and increasing safety and mobility for non-motorized users. Alameda Street was identified as a key linkage within the El Pueblo/Chinatown/Cornfield Arroyo Seco communities during the Neighborhoods Conversations. Stakeholders recommended improvements that would make it easier to get to and from Union Station, basic pedestrian enhancements, and the need to consider walking and bicycling as features of creating livable communities. As a result, Alameda includes a road diet that reallocates right-of-way from vehicles to active transportation modes through a pedestrian and bicyclist esplanade. In addition, by design, the Alameda Esplanade embodies Alameda's significance in establishing a multi-modal connection from Los Angeles Union Station to El Pueblo and to surrounding neighborhoods in downtown Los Angeles.

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

The proposed improvements are a direct result of a community-driven process. To ensure project success, Metro will continue to engage stakeholders in advancing the design and in the implementation of the proposed improvements. The Alameda Esplanade design, while informed by community input, is concept-

level and must be further refined as the design process progresses. Metro intends to reengage stakeholders during both the USMP Program EIR process and when progressing design of the proposed improvements. Extensive community engagement and feedback through applicable multi-lingual outreach and workshops within the immediate impacted communities will be instrumental in both the PEIR impact analysis and in the design process of the public improvements identified in this application. The analysis and findings that come out of the USMP Programmatic EIR may influence the final design of the improvements and community engagement in the process will continue to be critical to project implementation and success.

Metro is also continuing to solicit feedback from the City of Los Angeles Departments who will ultimately review and approve the final design, in particular the Department of Transportation.

Part B: Narrative Questions

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)

Asthma is also a health issue within the project area. Zip code 90013, located just south of the proposed Project, has the highest rate of asthma-related emergency room visits for children under 17 and under (314 per 10,000) of any community in the City.

The proximity of the Project Area to the exhaust fumes of the US-101 freeway is likely a causal factor, as children living near major roadways and traffic corridors in California have been shown to suffer disproportionate rates of asthma. The Central City Community Plan Area also has one of the highest rates of respiratory disease mortality per 100,000 residents (Chapter 6, Map 42) within Los Angeles County.

. In June of 2013, the City of Los Angeles Department of City Planning published the Health Atlas, a data-driven report that analyzed over 100 health indicators and health outcomes in the City of Los Angeles. The Health Atlas highlighted obesity as a major concern, with 53% of adults in the Central City area were obese or overweight and 25% of children were obese.

A 2011 Los Angeles County Health Survey found that approximately 30% of Los Angeles County adults age 18 and older reported meeting the recommended threshold of moderate physical activity (150+ minutes per week) needed for aerobic health and muscle-threatening. In the Central Health District (HD), which encompasses downtown Los Angeles, only 25% of adults met this threshold. 9% of adults in the Central HD reported no physical activity at all. Lack of regular exercise contributes to the obesity epidemic and increases risks for heart disease, stroke, cancer and diabetes. The percentage of adults in the Central HD considered clinically obese (BMI > 30) is estimated at 19%, with overweight adults constituting an additional 34% of the population.

Citation: Asthma-related hospitalizations in ZIP code 90013: Chapter 6, Health Conditions, Page 60, <http://healthyplan.la/wordpress/wp-content/uploads/2013/10/LA Atlas 6 Health Conditions.pdf>

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

Once implemented in 2020, this Project will accommodate an additional 2,176 pedestrian trips and 394 bicycle trips per day. Assuming that each pedestrian trip length is approximately 0.3 miles, this equates to 600 steps, 87,040 additional calories burned per day, and an additional 10 minutes of moderate physical activity per trip. Given the connectivity with the Alameda Street esplanade south of the US 101 freeway, average bike trip lengths associated with the Project are likely to be at least 2.0 miles. Some of these new walk and bike trips are expected to be taken by Central City residents and transit users who are not currently meeting the recommended threshold of daily physical activity. Over the course of year, these additional walk and bike trips add up to 31.8 million calories burned, a significant contribution to public health in a community where 9% of adults engage in no physical activity at all, and 53% are either obese or overweight. Regular physical activity is important for maintaining a healthy body weight and provides major protective effects against chronic disease, improves mental health, and contributes to overall wellness.

The California add-on to the 2009 National Household Travel Survey (CA-NHTS) estimates that about 28% of all household trips within the SCAG region are two miles or less. By creating enhanced linkages to a variety of Downtown activity centers within a 2-mile radius, this Project can realistically increase the walk/bike mode share for these shorter household trips. The ATP Benefit/Cost Tool estimates that about 50% of the new walk and bike trips associated with the Project will replace auto trips. Annually, this means an annual reduction of almost 50,000 vehicle miles traveled (VMT). Decreased auto dependence will also improve public health by improving air quality, reducing the burden of asthma, other respiratory diseases, and heart disease.

Part B: Narrative Questions

QUESTION #5 BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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.

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037207102	\$12,647	2,295	64.30	96-100%	X	X
6037207101	\$19,797	2,934	48.13	91-95%		X
6037207103	\$19,125	2,100	61.07	96-100%		X
6037207400	\$11,000	969	49.06	91-95%		X
6037206200	\$15,316	2,735	71.55	96-100%		X

	Yes	No
Is the project located in a disadvantaged community?	X	
Does the project provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community?	X	

Which criteria does this project meet?

- Option 1. Median household income by census tract for the community(ies) benefited by the project.
- Option 2. California Communities Environmental Health Screen Tool 2.0 (CalEnvironScreen) score for the community benefited by the project.
- Option 3. Percent of students eligible for the Free or Reduced Price Meals Programs
- Option 4. Alternative criteria for identifying disadvantaged communities.

X

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

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

100%

The proposed Alameda Street road diet and walk/bike esplanade will extend approximately 0.3 miles from Cesar Chavez Boulevard to Arcadia Street/US-101 bridge overpass. The project limits are wholly located within Los Angeles County Census tract 2071.02 encompassing the El Pueblo neighborhood of downtown Los Angeles, which is ranked among the top 5% disadvantaged communities in the State, with a median income of only \$19,797. Therefore, 100% of funds requested will be expended in a 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.**

Los Angeles County Census tract 2071.02, in which the proposed Project is located, has an unusually high percentage of elderly and disabled residents. 31% of residents living in this census tract are 65 years or older and 16.1% are disabled. The proposed design features of this Project will directly address the mobility challenges of these users. By reducing crosswalk distances, the travel lane reductions on Alameda Street will provide direct safety and livability benefits to the elderly and disabled populations in Chinatown and El Pueblo, many of whom are transit-dependent and rely on walking to perform routine errands near their homes. With extreme year-round temperatures increasingly the norm in Southern California—the first three months of 2015 have seen heat records shattered on at least 10 occasions--the double row of shade trees planted along the esplanade will make the pedestrian experience much more comfortable and predictable for these users.

The walk/bike esplanade will also enhance connectivity with important community facilities and medical centers patronized more frequently by the elderly and the disabled, including the Chinatown Library branch and Veterans Administration outpatient clinic. More generally, the Project will provide a direct, assured, and meaningful benefit to the local disadvantaged community through improved access to a broad array of existing and future local, regional, and intercity transit services at LAUS. As summarized in the table above, 4 additional census tracts captured within a one-half mile radius of the Project (2071.01, 2071.03, 2074.00, and 2062.00) are also considered severely disadvantaged based on CalEnviroScreen 2.0 criteria. 38.8% of residents within this one-half mile radius live in zero-vehicle households and 14.9% use transit to commute to work, far exceeding countywide averages of 9.7% and 6.9%, respectively.

Consistent with FTA guidance on the catchment area for Class I and II bicycle facilities, Metro also identified a constrained* bikeshed using a 2-mile buffer around the Project limits, from which the majority of potential users of the Alameda Street walk/bike esplanade are expected to originate. The bikeshed encompasses 51 census tracts qualified as disadvantaged with a population of 174,000 (out of approximately 197,000 total residents in the 2-mile bikeshed). The median income of this area, at \$31,529, is higher than that of the one-half mile walkshed, but still significantly below the State median of \$61,094. The project is expected to benefit users in these communities through increased mobility, access to community facilities, major employment centers in downtown Los Angeles, and recreational opportunities.

**excludes areas within the bikeshed characterized by environmental conditions that might deter access to the Project, such as hilly terrain, freeways without adequate crossings, or other barriers to mobility.*

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.)**

Several alternatives were considered in the context of the Connect US Plan. Those with the highest mobility and safety benefits were carried forward into the project design:

- ROW constraints originally allowed for only 12’ sidewalks and would have required traditional Class II striped lanes on Alameda Street. Given the history of crashes on Alameda Street involving bicyclists, Metro provided an easement on a portion of its Union Station property, at no cost to the project, in order to widen the esplanade to 26’. The widening of the esplanade allowed for a multi-use pathway to accommodate pedestrians and cyclists on an off-street facility and a second row of shade trees – considered a critical safety measure to buffer pedestrians from vehicular traffic.
- Metro also initially considered striped bicycle lanes on the esplanade, but for safety reasons, rejected this concept because the parking lane on the east side of Alameda Street will be used as a passenger drop-off for Union Station. Alighting passengers, many intercity rail passengers carrying luggage, would have been forced to look both ways for speeding bicyclists before crossing the esplanade, creating the potential for conflict between pedestrians and bicyclists.

- 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.)**

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

The Project benefit to cost (B/C) ratio is 6.23 and the benefits to funds requested ratio is also 6.23. This means that for every dollar invested, the Project will generate \$6.23 in monetized benefits. With a positive B/C ratio greater than one, the Project is considered a good investment with benefits outweighing the costs.

When making enhancements to the ATP Tool in the future, Caltrans may want to consider the applicability of the model parameters for smaller projects. For instance, many of Metro's proposed bike paths range in length from .25 miles to 5.0 miles. The value of mobility benefits assumed in the Tool range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. However, for shorter facilities, a potential user may not be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Additional feedback on potential model enhancements for the next ATP cycle is documented in Attachment I-6.

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.)

As detailed in the response to the Screening Criteria question regarding fiscal need, Metro does not have resources available to provide a match for this Project. The ATP Cycle 2 funding request is for the full cost of the Project, at \$12,340,464.

The detailed cost estimate for the Alameda Esplanade includes street and sidewalk improvements in the same area for which ATP funds are being requested in a separate Metro application (**01-Los Angeles County Metropolitan Transportation Authority-3**) under the project title "Los Angeles Crossing," located at the intersection of Alameda Street and North Los Angeles Street. If both applications are funded by Caltrans under ATP Cycle 2, there will be an approximately \$3 million cost savings and Metro will ensure that procurement on the overlapping sections of the two projects will be closely coordinated to ensure that design costs are not duplicated.

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

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)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below:
- Demolition of Pedestrian Pavement
 - Demolition of Asphalt Paving
 - Demolition of Curb and Gutter
 - New Curb and Gutter
 - New Pedestrian Sidewalk
 - New Street Trees
 - Landscaping and Irrigation
 - Erosion and Sedimental Controls
- 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.

Metro has been the recipient of State and Federal Grants for both active transportation planning and implementation initiatives in Los Angeles County from the California Office of Traffic Safety, federal NHTSA administered by the State of California, and Safe Routes to School. Metro has performed and has a good project delivery history.

For example, Metro has received the following funds:

- \$88,000 in SHA funds for a bicycle and pedestrian access plan for four Metro Green Line Transit;
- \$191,800 in SHA funds for Public Outreach for the Bicycle Transportation Master Plan;
- \$171,000 in SHA funds for a Bike Station Implementation Plan;
- \$160,380 in SHA funds for the Eastside Gold Line Bike Interface Plan.
- \$280,000 in ATP Grant funds in November 2014 for Fiscal Year 14/15 for the ATP MPO Component Selected Projects for a first mile, last mile plan.
- \$500,000 in Cycle 3, "Safe Routes to School" (Federal) Call for Projects funds in November 2012.

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 Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



Part C: Attachments Attachment A: Signature Page

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

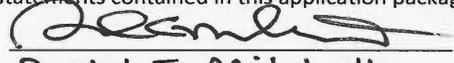
Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

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:  Date: 05-28-15
 Name: for PHILLIP A. WASHINGTON Phone: 213-922-2456
 Title: Chief Executive Officer e-mail: floresf@metro.net

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: 5-29-15
 Name: Daniel E. Mitchell Phone: 213-972-8432
 Title: Asst. General Manager e-mail: Dan.Mitchell@lacity.org

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>

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/20/2015

Project Information:					
Project Title: Union Station Master Plan: Alameda Esplanade					
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	Alameda Street			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				1,200				1,200	
PS&E					950			950	
R/W									
CON						10,190		10,190	
TOTAL				1,200	950	10,190		12,340	

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)				1,200				1,200	
PS&E					950			950	Notes:
R/W									
CON						10,190		10,190	
TOTAL				1,200	950	10,190		12,340	

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									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/20/2015

Project Information:					
Project Title: Union Station Master Plan: Alameda Esplanade					
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	Alameda Street			

Funding Information:
 DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								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									

Fund No. 3:	Future Source for Matching								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									

Fund No. 4:	Future Source for Matching								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									

Fund No. 5:	Future Source for Matching								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									

Fund No. 6:	Future Source for Matching								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									

Fund No. 7:	Future Source for Matching								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									

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

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: SR
 - 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: SR
 - 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: SR
(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: SR
 - 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

Form Date: **March, 2015**

ATP Cycle 2 - Application Form – Attachment C

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: SR
 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: SR
 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: SR
 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: SR
 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.

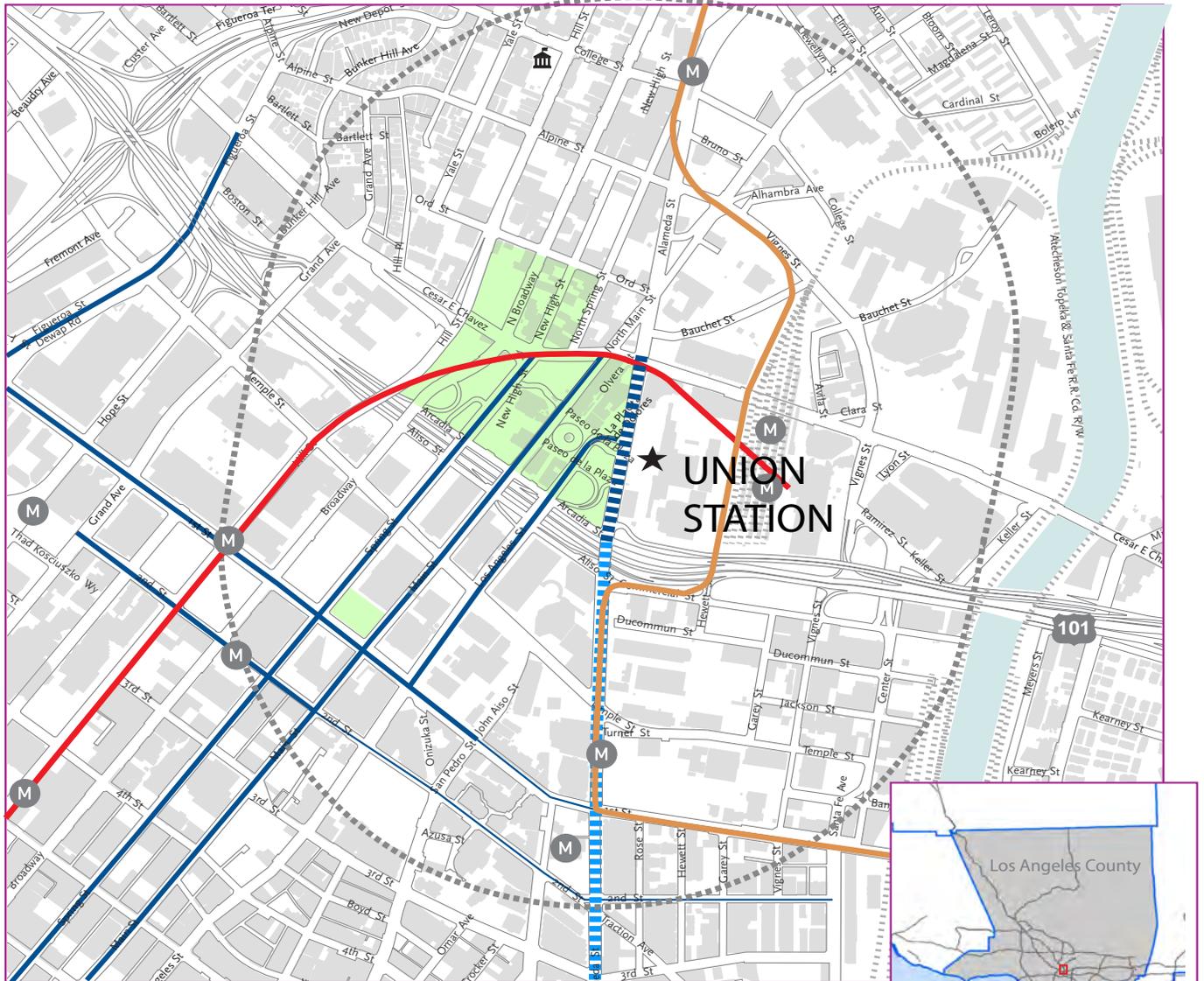
Licensed Engineer:

Name (Last, First): Reed, Spencer
 Title: Civil Engineer
 Engineer License Number: C 83432
 Signature: *[Handwritten Signature]*
 Date: 05/26/2015
 Email: s.reed@fehrrandpeers.com
 Phone: 213-261-3077

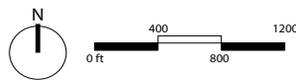
Engineer's Stamp:



Attachment D. Project Location Map



ALAMEDA STREET ESPLANADE
Location Map



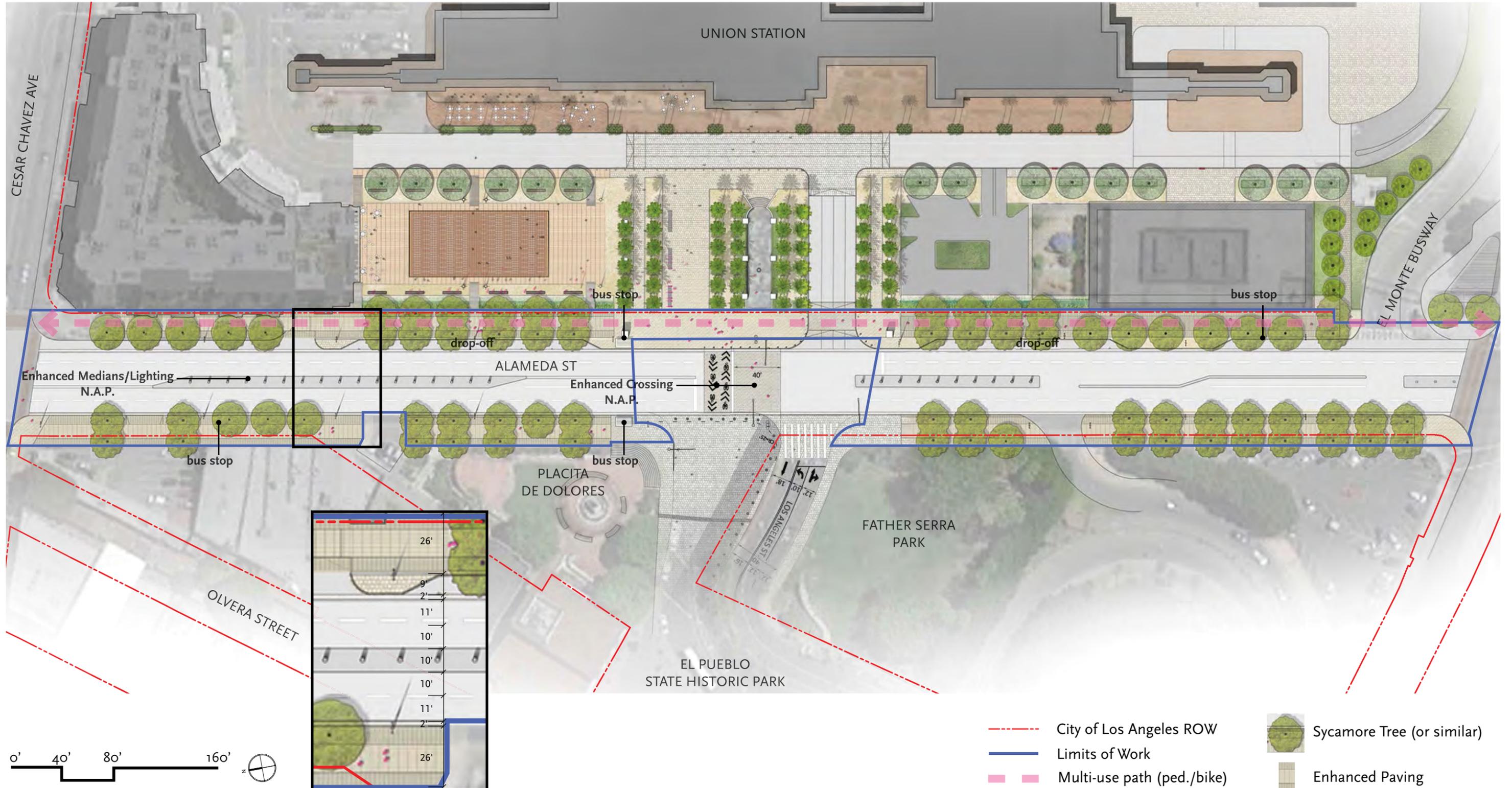
Legend

Schools	Metro Red Line
Project Limits	Metro Gold Line
Influence Area Buffer	Rail Stations
Existing Bikeways	Metrolink/Freight Rail
Class I	
Class II	
Class III	
Funded Bikeways	

Alameda Esplanade Existing Conditions

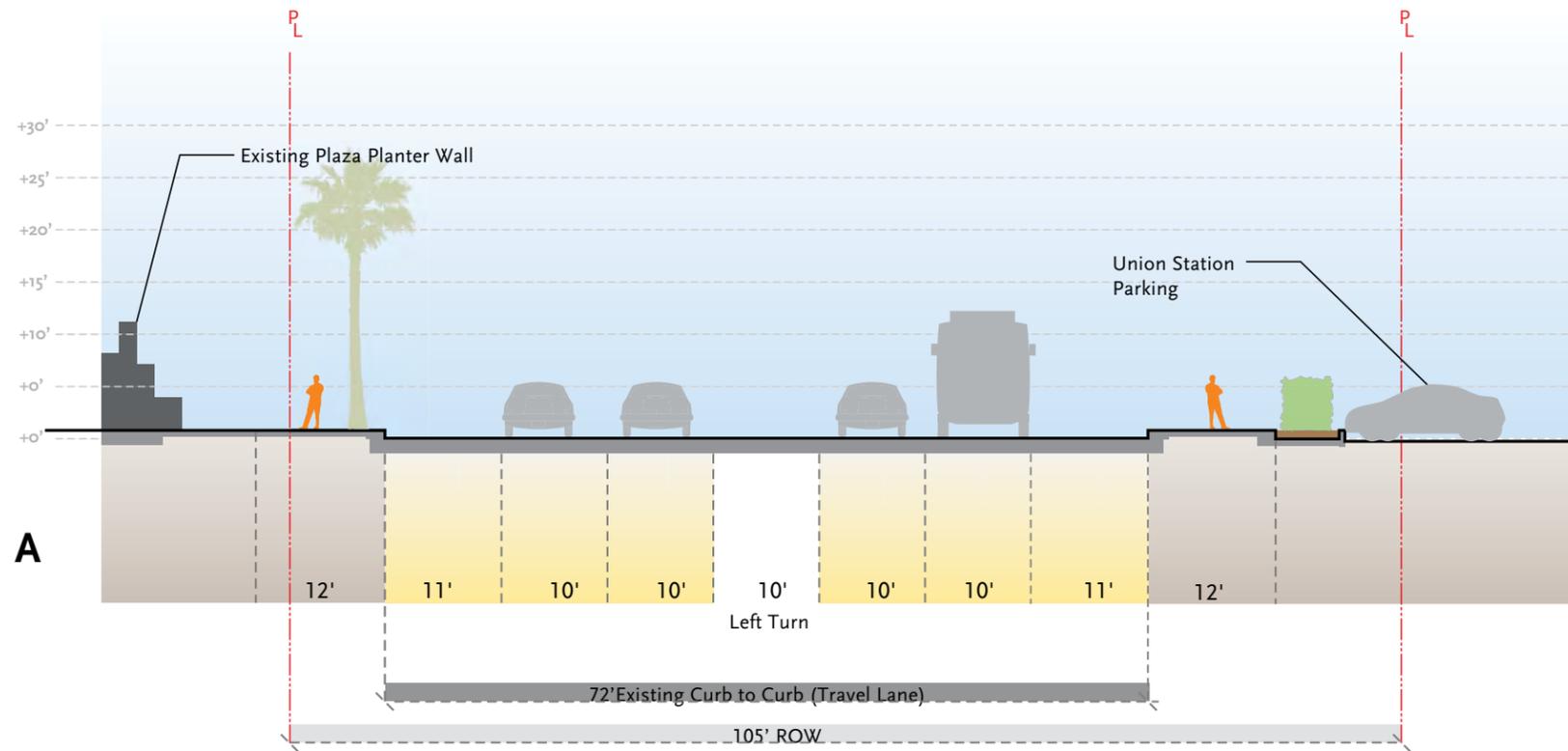


Alameda Esplanade Proposed Plan



Alameda Esplanade Sections

Existing Section



Proposed Section

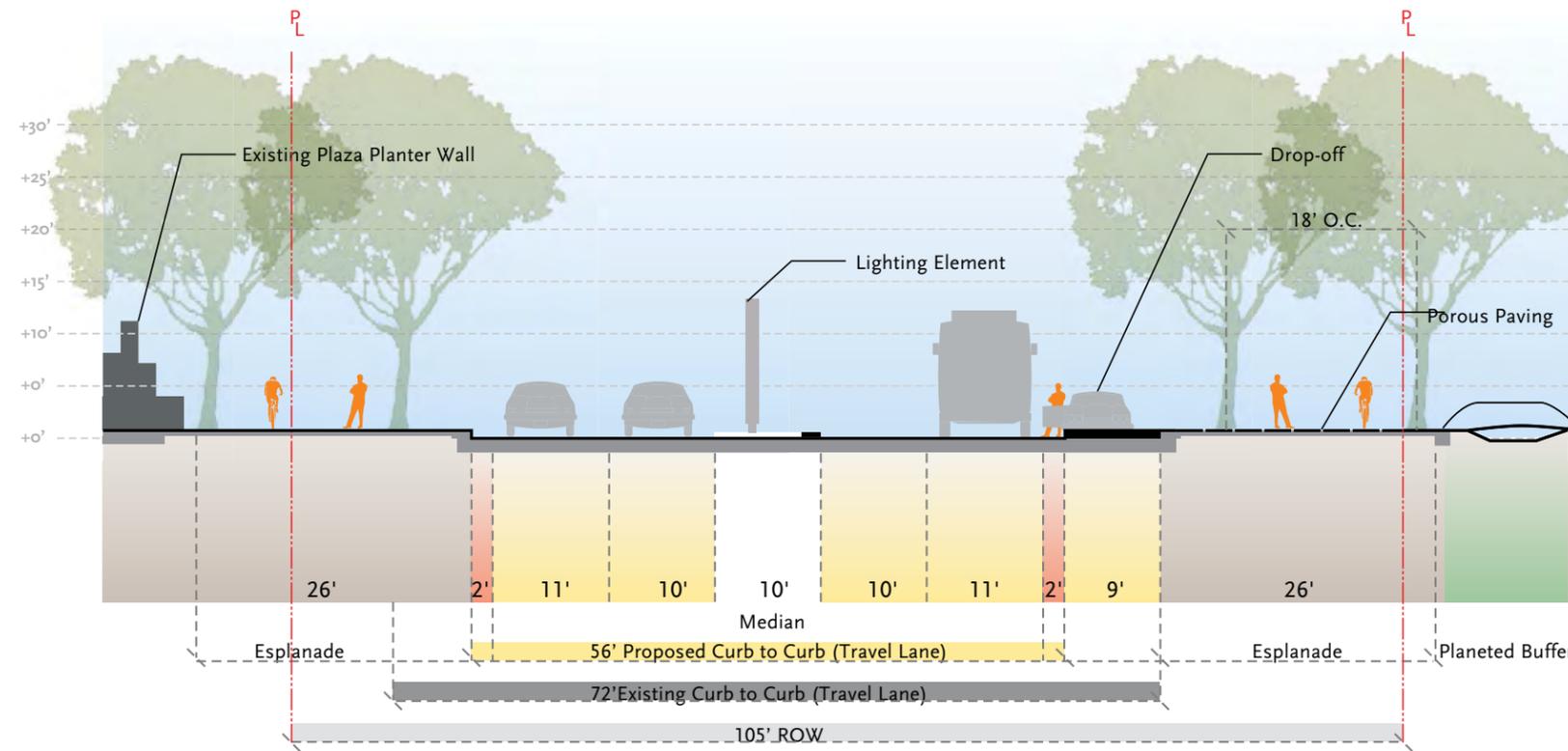




PHOTO 1

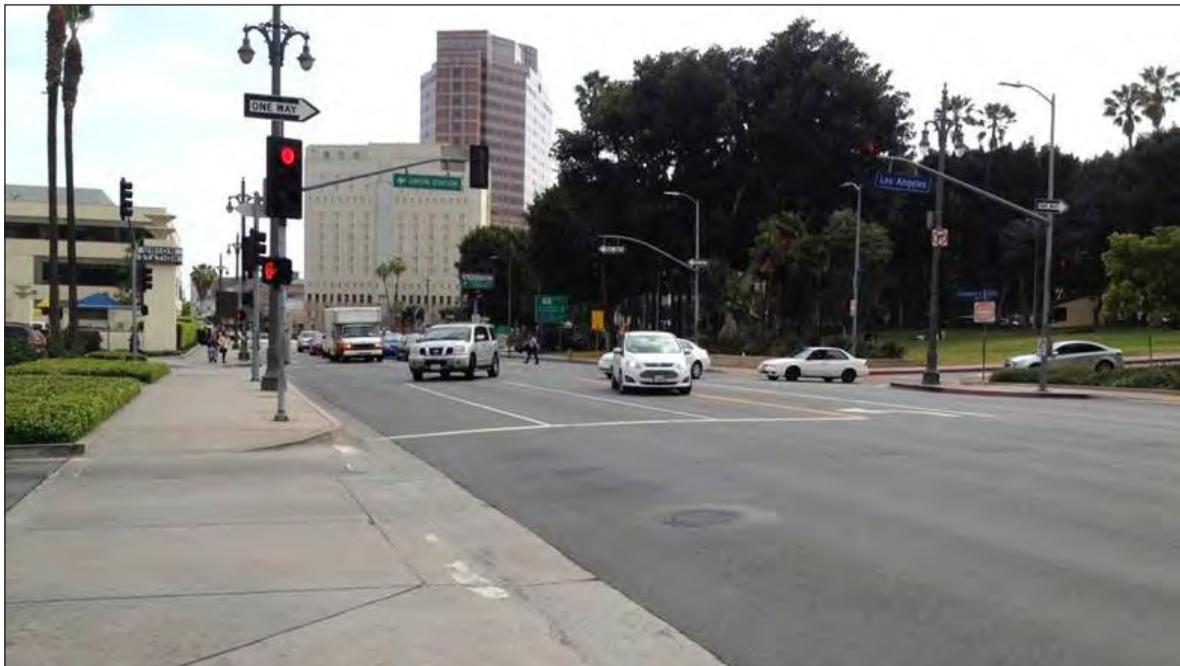


PHOTO 2

- 1 **Alameda / Los Angeles St Crossing, looking north.** This heavily utilized crosswalk connects Los Angeles Union Station with key destinations such as El Pueblo.
- 2 **Alameda / Los Angeles St, east sidewalk.** This crosswalk is traversed by vehicles making an entrance into the short-term parking at Los Angeles Union Station, creating a hazard for pedestrians.

**Union Station Master Plan: Alameda Esplanade
Attachment F - Photos of Existing Conditions**



PHOTO 3



PHOTO 4

3

Alameda Street looking north. Utility boxes and other obstructions create a narrow passage that is unsafe and inadequate for pedestrians.

4

Alameda Street, west sidewalk. Bicyclist uses sidewalk to avoid dangerous roadway.

**Union Station Master Plan: Alameda Esplanade
Attachment F - Photos of Existing Conditions**



PHOTO 5

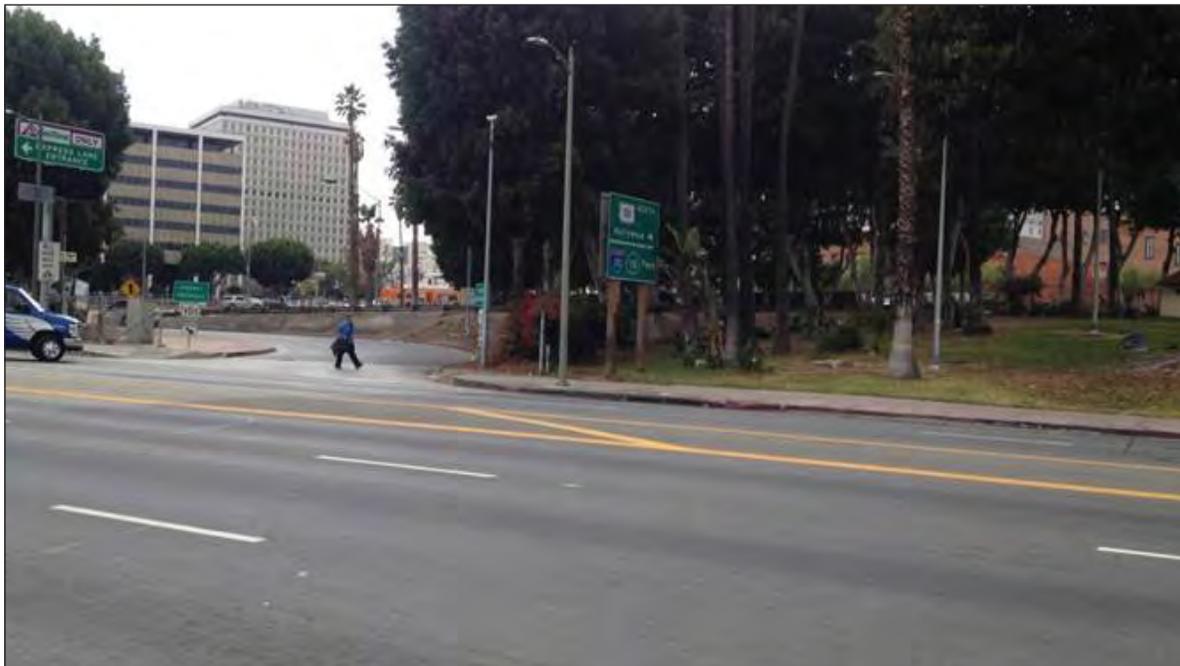


PHOTO 6

5

Alameda Street. Obstructions create a difficult path for pedestrians, especially those with mobility challenges.

6

Alameda Street at US-101 on-ramp. Pedestrian hurries the intersection across to avoid turning vehicles that are merging onto the US-101 freeway.

**Union Station Master Plan: Alameda Esplanade
Attachment F - Photos of Existing Conditions**



PHOTO 7

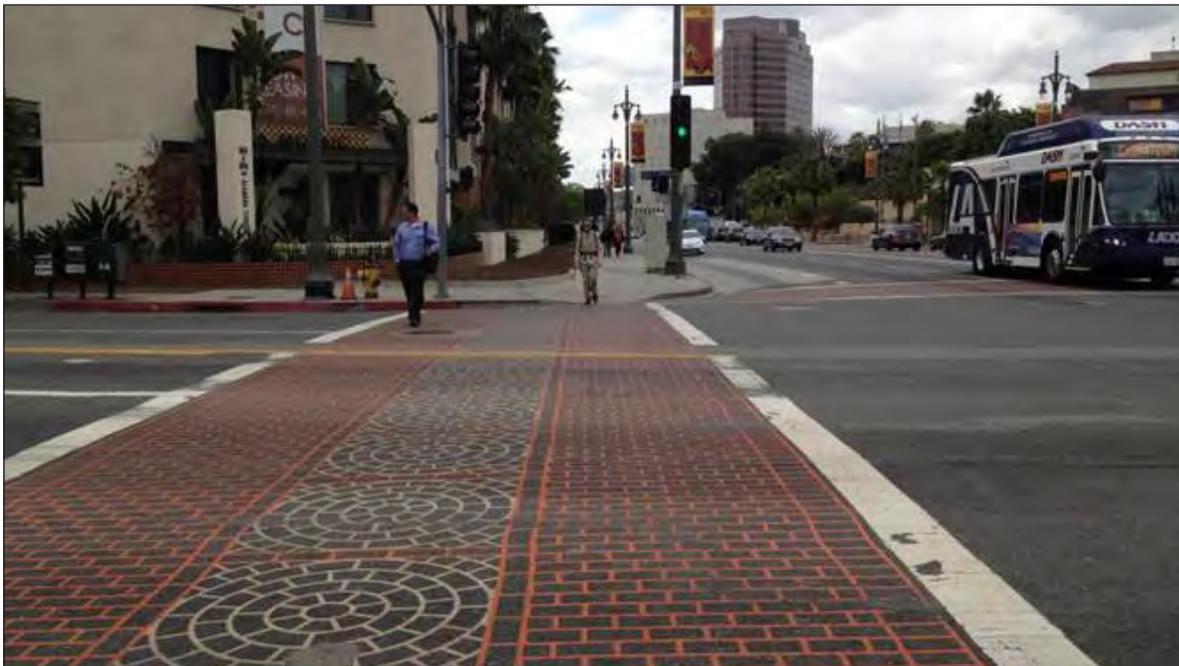


PHOTO 8

7 **Alameda at Arcadia Street, looking south.** This wide crosswalk leaves pedestrians exposed to potential conflicts with vehicles.

8 **Alameda / Cesar Chavez Blvd Intersection, looking west.** At the northern terminus of the proposed esplanade, this intersection is considered among the most dangerous by LAPD.

**Union Station Master Plan: Alameda Esplanade
Attachment F - Photos of Existing Conditions**

Attachment G. Detailed Cost 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:		Los Angeles County Metropolitan Transportation Authority (LACMTA)												
Application ID:						Prepared by: Elizabeth Carvajal				Date: 5/8/2015				
Project Description:		Union Station Master Plan: Alameda Esplanade												
Project Location:		City of Los Angeles: Alameda Street, between Cesar E. Chavez Avenue and Arcadia Street in front of Los Angeles Union Station												
Engineer's Estimate and Cost Breakdown:														
Engineer's Estimate (for Construction Items Only)						Cost Breakdown								
						<i>Note: Cost can apply to more than one category. Therefore may be over 100%.</i>								
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
1	Alameda/LA Traffic Signal Modification	1	LS	\$1,896,798	\$1,896,798	100%	\$1,896,798							
2	Demolition-Pedestrian Pavement	40,500	SF	\$5	\$210,045	100%	\$210,045					100%	\$210,045	
3	Demo-Asphalt Paving	80,960	SF	\$3	\$242,880	100%	\$242,880					100%	\$242,880	
4	Demo-Curb and Gutter	2,700	LF	\$14	\$37,800	100%	\$37,800					100%	\$37,800	
5	Removal-Trees	1	LS	\$51,863	\$51,863	100%	\$51,863	100%	\$51,863					
6	New Curb and Gutter	2,700	LF	\$40	\$108,000	100%	\$108,000					100%	\$108,000	
7	Pedestrian Sidewalk	70,200	SF	\$40	\$2,808,000	100%	\$2,808,000					100%	\$2,808,000	
8	Street Pavement Overlay	80,960	SF	\$3	\$242,880	100%	\$242,880							
9	Striping and Signage	1	LS	\$77,794	\$77,794	100%	\$77,794							
10	Street Trees-Phase 1	54	EA	\$5,732	\$309,528	100%	\$309,528	100%	\$309,528			100%	\$309,528	
11	Street Lights-Eastside of Alameda	4	EA	\$25,931	\$103,724	100%	\$103,724							
12	Street Lights-Westside of Alameda	8	EA	\$25,931	\$207,448	100%	\$207,448							
13	Landscape and Irrigation	16,200	SF	\$52	\$842,400	100%	\$842,400	75%	\$631,800			100%	\$842,400	
14	Erosion and Sedimental Control	1	LS	\$51,863	\$51,863	100%	\$51,863					100%	\$51,863	
15	Modifications to Utilities	1	LS	\$432,191	\$432,191	100%	\$432,191							
Subtotal of Construction Items:					\$7,623,214		\$7,623,214		\$993,191				\$4,610,516	
Construction Item Contingencies (% of Construction Items):				14.00%	\$1,067,250									
Enter in the cell to the right														
Total (Construction Items & Contingencies) cost:					\$8,690,464									
Project Cost Estimate:														
Type of Project Delivery Cost						Cost \$								
Preliminary Engineering (PE)														
Environmental Studies and Permits(PA&ED):						\$	1,200,000							
Plans, Specifications and Estimates (PS&E):						\$	950,000							
Total PE:						\$	2,150,000	25%	25% Max					
Right of Way (RW)														
Right of Way Engineering:						\$	-							
Acquisitions and Utilities:						\$	-							
Total RW:						\$	-							
Construction (CON)														
Construction Engineering (CE):						\$	1,500,000		15%	15% Max				
Total Construction Items & Contingencies:						\$	8,690,464							
Total CON:						\$	10,190,464							
Total Project Cost Estimate:						\$	12,340,464							

Attachment H. Non-Infrastructure Work Plan

[Not Applicable. This page left intentionally blank]

Attachment I-1 Screening Criteria: Consistency with Regional Plans

ACTIVE TRANSPORTATION APPENDIX

Southern California Association of Governments
ADOPTED APRIL 2012

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

ACTIVE TRANSPORTATION

Existing Conditions			
Physical Setting	1		14
Political Environment	1		22
Existing Plans	2		22
Bicycling and Walking Overview			
Types of Bicyclists	4		25
Riding Styles	5		35
Types of Bicycle Facilities			
Class I Bikeways	7		39
Class II Bikeways	7		39
Class III Bikeways	9		39
Cyclotracks	9		42
Bicycle Boulevards	9		
Bicycle Boulevards	9		
Bicycle Safety			
Pedestrian Oriented Design and Access Requirements			
Americans with Disabilities Act (ADA)	9		
Schools	11		
Transit	11		
Street Design and Access to Destinations	12		
Pedestrian Safety	12		
		1 Deficiencies and Needs Analysis	
		1 Pedestrian Facility Deficiencies	
		1 Bicycle Access to Transit	
		2 Pedestrian Access to Transit	
		4 Access to Bicycle Routes	
		5 California Coastal Trail	
		7 Policy Recommendations	
		Agencies, Groups and Individuals in Bicycle and Walking Planning	
		Performance Measures	
		Proposed Policies	
		9 Air Quality Improvements	
		Potential VMT Reduction	

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO) representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. The 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health, and improving air quality. The RTP supports Active Transportation through the development of bicycle and pedestrian policies.

Active Transportation refers to transportation such as walking or using a bicycle, tri-cycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar electrical devices. For the purposes of this report, Active Transportation will generally refer to bicycling and walking, the two most common methods. Walking and bicycling are essential parts of the SCAG transportation system, are low cost, do not emit greenhouse gases, can help reduce roadway congestion, and increase health and the quality of life of residents. As the region works towards reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of Californians

The strategies established by the Active Transportation Chapter will adhere to the following goals and objectives:

- **Goal 1:** Increase dedicated funding for bicycle and pedestrian infrastructure.
 - **Objective 1.1:** Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
 - **Objective 1.2:** Estimate the benefits of current investments to analyze future funding needs.
- **Goal 2:** Increase accommodation and planning for bicyclists and pedestrians.
 - **Objective 2.1:** Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
 - **Objective 2.2:** Estimate project costs associated with this vision.
 - **Objective 2.3:** Estimate the benefits of these investments.
 - **Objective 2.4:** Support local jurisdictions with the development of their local plans.

- **Goal 3:** Increase transportation options, particularly for trips less than three miles.
 - **Objective 3.1:** Increase linkages between bicycling and walking with transit.
 - **Objective 3.2:** Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g., Safe Routes to School).
- **Goal 4:** Significantly decrease bicycle and pedestrian fatalities and injuries.
 - **Objective 4.1:** Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

The following sections will illustrate the existing conditions, identify potential opportunities and provide recommendations that may assist in achieving a more bicycle and pedestrian friendly region. The policies and recommendations established by this Active Transportation chapter can also assist local jurisdictions and agencies in the development of more comprehensive policies that improve public health, safety, and welfare.

Existing Conditions

Physical Setting

The climate in the SCAG region varies by location. The western Los Angeles Basin, Ventura County and western Orange County experience marine climates, cool ocean breezes and moderate average temperature variations. The inland areas within the region are comprised of more arid climates with more significant temperature variations throughout the day. Rainfall in the SCAG region typically averages only 30 days per year, which provides ideal conditions for walking and bicycling. The majority of the western portion of the region is highly developed with suburban areas, with some areas of dense urbanization. The inland areas of the region are becoming developed with significant suburbanization and pockets of urban development, but are primarily undeveloped or designated as national and state parkland.

Political Environment

Recent shifts in the political environment have increased support for Active Transportation (please see **FIGURE 1** Legislative Timeline). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) challenged officials to make “bicycles a more viable part of the transportation network.” The Transportation Equity Act for the 21st Century (TEA-21) provided additional Federal funds for surface transportation, such as pedestrian



Southern California Association of Governments
ADOPTED APRIL 2012

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

Our Vision

Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. This is especially critical for our goods movement system. The development of a world-class zero- or near-zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2012–2035 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction, and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012–2035 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive

advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. **Its emphasis on transit and active transportation will allow our residents to lead a healthier, more active lifestyle.** It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for its 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

ECONOMIC RECESSION

[800,000] jobs have been lost in the region due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

Proposed Action/Strategy	Responsible Party(ies)
Work with state lenders to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG, State
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services and an enhanced bikeway network, such as on river trails.	SCAG, State
Encourage the development of new, short haul, cost-effective transit services such as DASH and demand responsive transit (DRT) in order to both serve and encourage development of compact neighborhood centers.	CTCs, Municipal Transit Operators
Work with the state legislature to seek funding for Complete Streets planning and implementation in support of reaching SB 375 goals.	SCAG, State
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	SCAG, State

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.	SCAG
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.	SCAG, CTCs, Local Jurisdictions
Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.	Local Jurisdictions, COGs, SCAG, CTCs
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School Initiatives, which may already have components of such educational programs in place.	Local Jurisdictions
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State, SCAG, Local Jurisdictions



Our Vision for Active Transportation Beyond 2035

The 2012-2035 RTP/SCS Constrained Plan proposes investing over \$6.7 billion toward active transportation, including the development of over 5,700 miles of bikeways and improvements to significant amount of sidewalks in our region. In addition to these projects, SCAG hopes to substantially increase bicycling and walking in the region by creating and maintaining an active transportation system that includes well-maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security for all users. The active transportation vision for the strategic transportation system is one where bicycling or walking is simply the most logical and efficient choice for most short trips. To achieve that vision, SCAG and local jurisdictions must create the conditions by which active transportation is more attractive than driving for short trips (less than three miles for bicycles, one-half mile for walking). The goals are to develop and build a dense bicycle network so that all SCAG residents and visitors can easily find and access a route to their destination—incorporate Complete Streets policies in street design/redesign and Compass Blueprint strategies for land use—and ensure ADA compliance on all sidewalks.



BIKEWAYS

Further enhancements to the active transportation system should be considered to make bicycling and walking a more feasible and desirable transportation option. The strategic bikeway plan envisions a three-tiered system to achieve those goals: an expanded regional bikeway network, citywide bikeways in each city, and neighborhood bikeways.

- The Regional Bikeway Network is expanded over the constrained plan, developing a grid pattern where possible in urbanized areas. Each designated regional bikeway links to other regional bikeways and to city bikeways for commuters and recreational riders. Although not as free-flowing as freeways, the Regional Bicycle Network links the cities in the region in a similar manner. To the greatest extent possible, the regional bikeway network should be Class 1, Class 2 bikeways/cycle tracks, or even painted sharrows with appropriate signage and wayfinding.
 - Citywide bikeways link neighborhood bikeways to regional bikeways and major city destinations, such as employment, retail, and entertainment centers. These will

often be on arterial and collector streets, which are already part of the grid system. Bikeways will likely need to be either Class 2 bikeways (painted or unpainted) or Cycle tracks. When going through large suburban areas, they can be designated bicycle boulevards. Citywide bikeways should be no farther than one-half mile apart.

- **Neighborhood bikeways** link neighborhoods to local amenities, such as schools, parks, grocery stores and local retail, eating, and entertainment. These facilities will be primarily on low-speed streets and be identified through sharrows, bicycle boulevards, and wayfinding signage. While every residential street should be considered a neighborhood bikeway, the focus should be on streets that connect across blocks and neighborhoods. In addition, neighborhood bikeways should link to other neighborhood bikeways, providing a low-speed, low-stress environment for families and youths to bicycle with minimal interaction with faster, busier streets.

Completion of this system will require coordination among cities as well as parallel improvements within each city and in unincorporated areas of counties. It will involve roughly a doubling of the bicycle network beyond the constrained plan to 24,000 miles, with a cost estimated at around \$12 billion.



PEDESTRIANS

Pedestrian accessibility and mobility may be addressed through increased safety and security and land use. Integration of Safe Routes to School strategies, Safe Routes to Parks programs, incorporating active transportation in SCAG's Compass Blueprint Projects, and developing active transportation best practices around transit stations may further enhance the walking environment. In addition, local jurisdictions can integrate active transportation and Complete Streets concepts with their land use decisions. Inclusions of bulb-outs, median sanctuaries, and traffic calming can increase pedestrian safety by reducing collisions, particularly at intersections. Other strategies include more prominent deployment of left-turn signals and no-right-turn-on-red signals in high-pedestrian environments. In addition, SCAG encourages and is prepared to work with appropriate implementation agencies to map, develop, and implement recreational trails throughout the region, including the SCAG portion of the California Coastal Trail, river trails, urban, and wilderness hiking areas/trails.

The cost for completion of this element varies widely, depending upon the level of improvements and methodologies used, and ranges from \$6 billion to \$35 billion.

Strategic Finance

Following the adoption of the 2008 RTP, SCAG initiated a comprehensive study of congestion pricing strategies, which has come to be known as the Express Travel Choices Study. The emerging regional congestion pricing strategy is structured to help the region meet its transportation demand management and air quality goals while providing a reliable and dedicated revenue source. The pricing strategy could allow users of the transportation system to know the true cost of their travel, resulting in informed decision-making and more efficient use of the transportation system. Pricing strategies evaluated through the Express Travel Choices Study include a regional high-occupancy toll (HOT or Express) lane network and a mileage-based user fee, both of which are incorporated into the 2012–2035 RTP/SCS. Nevertheless, these strategies still face a number of significant hurdles before their full benefits can be realized. A second phase of the Express Travel Choices Study will continue beyond the adoption of the 2012–2035 RTP/SCS and establish an implementation plan for the regional congestion pricing strategy. SCAG will also participate in state and national efforts to address the long-term transition of excise fuel taxes to mileage-based user fees.

Metro, 2009, Long Range Transportation Plan



This 2009 Long Range Plan promotes the development of bicycle facilities and pedestrian improvements throughout Los Angeles County.

Bicycle and pedestrian programs are critical components of a successful transit system, as transit riders should be able to access buses and trains without having to drive a vehicle to and from transit stations. The sustainability of our transportation system depends upon the interface between modes.

According to SCAG's Year 2000 Post-Census Travel Survey, nearly 12 percent of all trips in the SCAG region are bicycling and walking trips. According to the 2001 National Household Travel Survey, many trips in metropolitan areas are three miles or shorter. These trips are targets for bicycling and walking, if facilities are available and safe.

Bicycling and walking produce zero emissions as no fossil fuels are used. These trips can eliminate the "cold start" of a vehicle engine and reduce GHG, VMT, and energy consumption.

Bicycle Programs

This 2009 Plan will help implement the 2006 Metro Board-adopted Bicycle Transportation Strategic Plan (BTSP). It describes a vision for Los Angeles County to improve bicycling as a viable transportation mode. The BTSP outlines a bicycle infrastructure that improves overall mobility, air quality and access to opportunities. It also shifts the focus in countywide bicycle planning from long arterial bikeways to improvements for bicycle access to 167 bike-transit hubs throughout the County. Focusing improvements at bike-transit hubs is a relatively simple way to link bikes with transit and extend the reach of transit without the use of a car. It increases the viability of public transportation and facilitates ridership without a huge investment in infrastructure and right-of-way.

In 2006, the inventory of existing bicycle facilities in the County totaled 1,252 miles, including facilities such as the Metro Orange Line Bike Path, San Gabriel and Los Angeles River Bike Paths, Whittier Greenway Bike Path, Ballona Creek Bike Path, Santa Monica and Venice Boulevard bicycle lanes and hundreds more miles of bicycle lanes and routes. Another 1,145 miles of bikeway projects have been proposed in local agency bicycle plans that would nearly double the current bikeway system. Further, Metro identified 53 gaps in the inter-jurisdictional bikeway system that can be filled by on-street or off-street bicycle facilities.

Bicycle parking at transit stations is essential to encourage the use of bicycles with transit. Bicycle parking at employment centers and local destinations also help reduce the expanding need for costly automobile parking,

Bicycles and Pedestrians



- > There are more than 1,250 miles of bikeways in Los Angeles County.
- > The Metro Call for Projects will fund an expansion of the bicycle network.
- > Metro will focus on improving bicycle safety and bicycle access on buses and trains, and at transit hubs.
- > Coordinating pedestrian links between transit and the user's final destination is critical to an effective transportation system.
- > Metro will improve pedestrian linkages to bus centers and rail stations.

particularly in dense urban areas where space is limited. As many as 36 bicycles can be parked in the space of one automobile.

Local governments will continue to build bicycle facilities using their Transportation Development Act (TDA) Article 3 and Proposition C local return funding, while Metro will provide regional funds through the Call for Projects. Eligible projects include on- and off-street bicycle improvements, bicycle parking, safety education, bicycle racks on buses, bicycle stations and other bicycle access improvements. Other sources of funds are Safe Routes to School and State BTA (Bicycle Transportation Account) Grant funds. While acknowledging its role in coordinating bicycle facility planning in the region, Metro recognizes the importance of local bicycle planning and strongly encourages cities to develop their own plans. Metro provides technical assistance to develop those plans and qualify them for BTA funding.

Pedestrian Priority Improvement Program

Nearly all trips within Los Angeles County, regardless of purpose, include a non-motorized component. Although almost nine percent of all the trips within Los Angeles County are exclusively pedestrian trips and about half of these are walking trips to and from home to work, the pedestrian system can be improved further. All non-motorized transport modes should connect to an efficient, aesthetically pleasing and safe pedestrian system that enables a person to successfully complete a trip. Motorized transport modes should seamlessly link to the pedestrian system in a way that efficiently allows people to access primary and secondary destinations as well as to make connections to the public transit system.

Several factors combine to create a pedestrian-friendly environment. Examples include: a wayfinding signage system, ease of access to destinations from the sidewalk network, appropriate street-crossing safety features, and easy connection to public transport modes. Physically attractive features and amenities facilitate the flow of pedestrian movement and encourage people to walk.

The primary challenge to improving the quality of the pedestrian environment is retrofitting the existing built form to make walking a more viable option for more people, more often. Since much of the built form is orientated to access by automobiles and the set of development standards and regulations governing land development are primarily focused on maintaining auto accessibility, significantly increasing the share of non-motorized trips will require time, coordinated policy and program development, and a sustained funding approach. Many cities in Los Angeles County have begun to initiate activities to improve the livability of their neighborhoods, including reducing traffic congestion and improving

Call for Projects

FIGURE BB

Bicycle Program

	\$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	
\$12.5 m/yr in 2009 dollars	\$ 302

FIGURE CC

Pedestrian Program

	\$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	
\$10.0 m/yr in 2009 dollars	\$ 242

FIGURE DD

Transportation Enhancements Program

	\$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
\$2.3 m/yr in 2009 dollars	\$ 72

THE SUSTAINABILITY OF OUR TRANSPORTATION SYSTEM DEPENDS UPON THE INTERFACE BETWEEN MODES.

overall mobility. The linkages between development and transportation modes are a critical factor in improving overall mobility while maintaining the economic and social viability and attractiveness of these communities.

Metro’s Pedestrian Priority Improvement Program is designed to achieve a qualitative improvement in the pedestrian environment in Los Angeles County. The approach focuses on the development of public policy and adoption of appropriate regulatory standards and targeted funding to develop more safe, connected and walkable pedestrian environments that promote non-motorized transport as a viable alternative for an increasing share of trips made by residents and visitors of Los Angeles County.

Attachment I-1A. Existing Counts & User Projections

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 Email: info@wiltecusa.com

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: FEHR AND PEERS/GRUEN ASSOCIATES
 PROJECT: UNION STATION MASTER PLAN DATA COLLECTION
 DATE: THURSDAY SEPTEMBER 20,2012
 PERIOD: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S ALAMEDA STREET
 E/W LOS ANGELES STREET

PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	85	3	6	4	98
715-730	78	0	16	2	96
730-745	42	5	13	3	63
745-800	62	3	6	2	73
800-815	49	12	10	3	74
815-830	41	8	22	5	76
830-845	58	18	16	2	94
845-900	64	5	17	6	92
HOURLY TOTALS					
TIME	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	267	11	41	11	330
715-815	231	20	45	10	306
730-830	194	28	51	13	286
745-845	210	41	54	12	317
800-900	212	43	65	16	336

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	4	1	1	3	9
715-730	0	0	0	1	1
730-745	1	2	1	1	5
745-800	1	0	2	1	4
800-815	2	0	0	0	2
815-830	5	1	3	2	11
830-845	2	3	0	3	8
845-900	2	0	1	2	5
HOURLY TOTALS					
TIME	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	6	3	4	6	19
715-815	4	2	3	3	12
730-830	9	3	6	4	22
745-845	10	4	5	6	25
800-900	11	4	4	7	26

PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	95	2	22	5	124
415-430	80	2	19	6	107
430-445	87	6	24	3	120
445-500	66	5	14	11	96
500-515	94	3	19	12	128
515-530	65	13	22	11	111
530-545	56	8	20	16	100
545-600	54	10	17	11	92
HOURLY TOTALS					
TIME	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-500	328	15	79	25	447
415-515	327	16	76	32	451
430-530	312	27	79	37	455
445-545	281	29	75	50	435
500-600	269	34	78	50	431

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	1	0	1	2
415-430	2	2	5	3	12
430-445	3	3	2	3	11
445-500	1	0	2	0	3
500-515	1	3	0	2	6
515-530	1	2	3	2	8
530-545	2	0	1	1	4
545-600	1	1	1	1	4
HOURLY TOTALS					
TIME	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-500	6	6	9	7	28
415-515	7	8	9	8	32
430-530	6	8	7	7	28
445-545	5	5	6	5	21
500-600	5	6	5	6	22

Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts

AM Pedestrian Counts

Inputs - Green cells require your attention.

Input your two-hour count total	666
Count date	9/20/2012
Count time: Enter first hour of two hour count period	7:00 AM
Type: Path or PED District	PED District
Climate Zone: Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

Multiplier Value **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	699.30
6%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	11,655
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	97,125
4.29	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	416,250
8%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	5,203,125

Daily Activity (Thursday)

Weekly Activity

Monthly Activity (September)

Annual Activity

Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts

PM Pedestrian Counts

Inputs - Green cells require your attention.

Input your two-hour count total	878
Count date	9/20/2012
Count time: Enter first hour of two hour count period	5:00 PM
Type: Path or PED District	PED District
Climate Zone: Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

Multiplier Value **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	921.90
14%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	6,585
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	54,875
4.29	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	235,179
8%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	2,939,732

Daily Activity (Thursday)

Weekly Activity

Monthly Activity (September)

Annual Activity

Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts

AM Bike Counts

Inputs - Green cells require your attention.

Input your two-hour count total	45
Count date	9/20/2012
Count time: Enter first hour of two hour count period	7:00 AM
Type: Path or PED District	PED District
Climate Zone: Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

Multiplier Value **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	47.25
6%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	788
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	6,563
4.29	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	28,125
8%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	351,563

Daily Activity (Thursday)

Weekly Activity

Monthly Activity (September)

Annual Activity

Alta Planning + Design Extrapolator Tool - Conversion of Peak Hour Counts to Daily Counts

PM Bike Counts

Inputs - Green cells require your attention.

Input your two-hour count total	50
Count date	9/20/2012
Count time: Enter first hour of two hour count period	5:00 PM
Type: Path or PED District	PED District
Climate Zone: Long Winter Short Summer, Moderate Climate, or Very Hot Summer Mild Winter	Moderate Climate

Multiplier Value **Outputs - Orange cells are the daily, weekly, monthly and annual estimates.**

1.05	2 hour period multiplied by 1.05	52.50
14%	Your two hour count extrapolated to an estimated daily figure. See Table 1 for adjustment factors used.	375
12%	Your daily estimate extrapolated to a weekly estimate. See Table 2 for the adjustment factor used.	3,125
4.29	Your weekly estimate multiplied by the number of weeks in the count month (# of days in month/7).	13,393
8%	Your monthly estimate extrapolated to an annual figure. See Table 3 for the adjustment factor used.	167,411

Daily Activity (Thursday)

Weekly Activity

Monthly Activity (September)

Annual Activity

Calculation of Existing Users

Averaging of Extrapolated AM/PM Peak Counts for Pedestrians + Bicyclists

	Ped		Bike	
	2-hour	Daily	2-hour	Daily
7-9am	666	11,655	45	788
5-7pm	878	6,585	50	375
Average		9,120		581

GRIMSHAW

GRUENASSOCIATES

Los Angeles Union Station Master Plan

Technical Memo - Existing Transit Access,
Circulation & Parking

TABLE 1
AVERAGE WEEKDAY PERSON TRIPS TO AND FROM UNION STATION

Mode or Service	# of Trips	% of Total
Total Metro Rail	64,013	40.3%
<i>Metro Red Line</i>	25,904	16.3%
<i>Metro Purple Line</i>	16,486	10.4%
<i>Metro Gold Line</i>	21,623	13.6%
Total Metrolink	28,498	17.9%
Total Amtrak	4,640	2.9%
Total Bus	18,979	11.9%
<i>Metro Local</i>	7,808	4.9%
<i>Metro Rapid [a]</i>	5,826	3.7%
<i>Commuter Bus [b]</i>	485	0.3%
<i>DASH Bus [c]</i>	3,038	1.9%
<i>Employee Shuttles [d]</i>	TBD	TBD
<i>LAX Flyaway Bus [e]</i>	1,124	0.7%
<i>Amtrak Bus</i>	698	0.4%
<i>Greyhound</i>	TBD	TBD
Total Pedestrian [f]	8,026	5.0%
Total Bicycle	377	0.2%
Total Automobile [g]	34,433	21.7%
Union Station Total	158,966	100.0%

Note: includes all trips beginning or ending at Union Station. A person both arriving at and departing the station on the same day would count as two trips. To the extent that bus passengers arrive at stops adjacent to Union Station and then walk to the station, those trips count under both categories.

[a] Also includes Metro Silver Line.

[b] Includes only LADOT Commuter Express 534 and Santa Monica Big Blue Bus 10. Commuter services from Antelope Valley Transit Authority, Foothill Transit, LADOT Commuter Express, Torrance Transit, Santa Clarita Transit, and Orange County Transportation Authority also serve the station.

[c] Includes only available ridership data for DASH routes B, D, Chinatown/Lincoln Heights Shuttle, and Bunker Hill Shuttle.

[d] Includes USC University Park, Mount St. Mary's College, and LAC/USC County Hospital Shuttles.

[e] Estimated by dividing 2010 annual ridership by 365 days.

[f] Unable to differentiate passengers disembarking buses from those walking to the site.

[g] Assumes Average Vehicle Occupancy (AVO) of 1.4 per 2010 CMP.

OCTOBER 2014 DRAFT

ConnectUS Action Plan



Cornfield Arroyo Seco
 Chinatown
 El Pueblo
 Union Station
 Civic Center
 1st/Central Station
 Little Tokyo
 Arts District
 LA River
 Boyle Heights

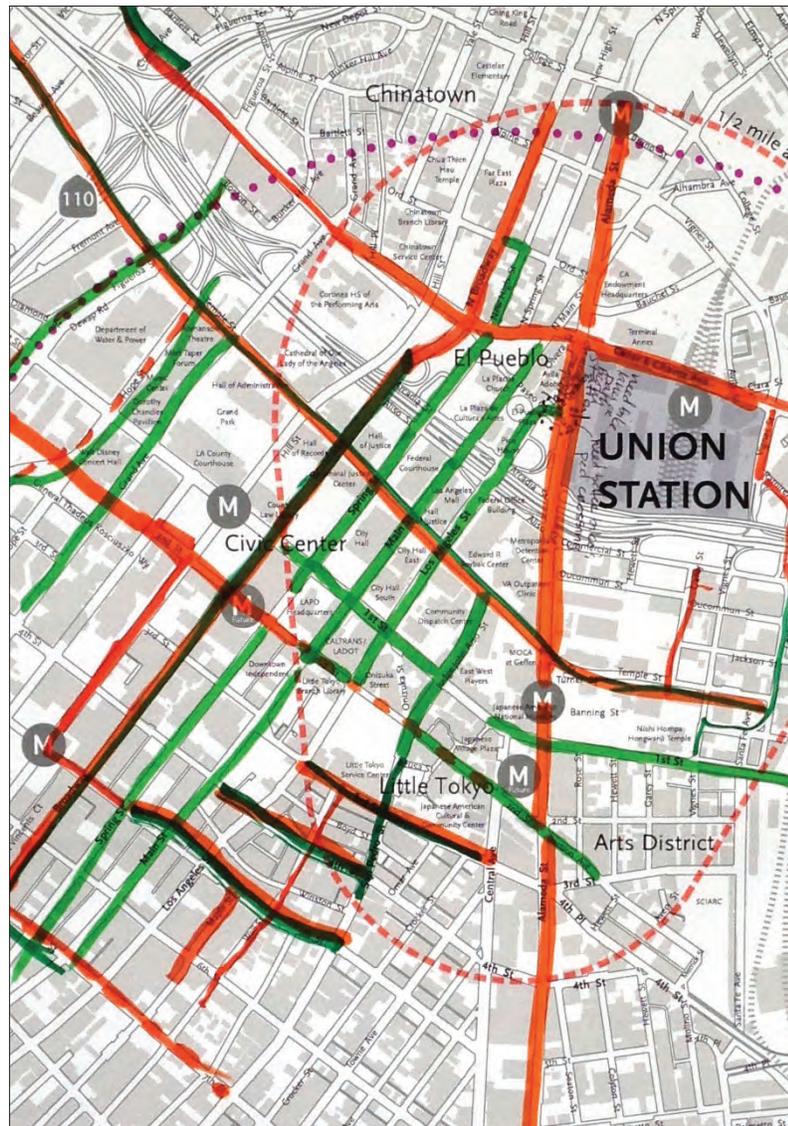


Walking (People on Foot)

Recognition that neighborhoods aren't far apart, but the environment makes them feel distant. Many felt Alameda Street and Cesar E. Chavez Avenue were the worst to walk now, and better streets included Broadway, Spring, Main, 1st and 2nd. Strong support was indicated for all the pedestrian toolkit ideas and safety measures. Maintenance, safety and bus stops are big concerns in all neighborhoods. It's very important to enforce laws that protect pedestrians and keep crosswalks clear. Medians, refuge islands and pedestrian crossings at transit stops were popular toolkit ideas.



People on Foot Tent



Walking board showing key linkage streets ("Good streets" were marked in green, "bad streets" in red).

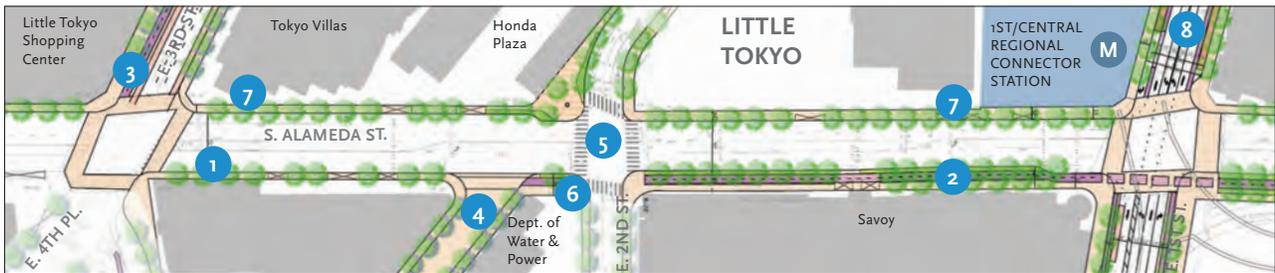
3. Project Concepts Alameda Esplanade

Alameda Esplanade



The Alameda Esplanade will transform an important historic thoroughfare into a true alameda (Spanish for tree-lined avenue). The primary objective is to balance all modes and make the street more inviting for people to walk and bike between Union Station and Little Tokyo/Arts District to the south, and Chinatown/Cornfield Arroyo Seco to the north. The esplanade is proposed on the east side of South and North Alameda St. and would connect 1.25 miles of historic and cultural destinations at the very center of the Connect US study area. At College St. to the north, the esplanade will connect to the City of Los Angeles’ proposed streetscape and bike lanes on N. Spring St. This separately planned and funded project provides access to the Los Angeles State Historic Park (The Cornfields) and Los Angeles River. The Alameda Esplanade conceptual plan shows E. 3rd St./E. 4th Place to College St., but it can be extended north to the Los Angeles State Historic Park where it will connect with proposed bike lanes (or cycle tracks) on N. Spring St. and extended south, as suggested by the Arts District Community Council, to reach E. 6th Street. This would provide an important connection to the Sixth Street Viaduct Replacement Project.

E. 3rd St. to E. 1st St.



N ▶

- | | | |
|--|---|--|
| <p>1 Widen east sidewalk and shift lanes west to create a 22’ esplanade with walkway, single stormwater parkway, and two-way bike path that connects south to 6th St. bikeway</p> | <p>2 Widen east sidewalk and shift lanes west to create an esplanade with walkway and two-way bike path</p> <p>3 See 3rd Street Walk-Bike Street</p> <p>4 Close Traction Ave. to mid-block to create a “People Street”</p> | <p>5 See 2nd/Traction Gateway</p> <p>6 Widen sidewalk onto City property</p> <p>7 Provide new trees to achieve a continuous canopy</p> <p>8 See 1st Street “Main Street”</p> |
|--|---|--|



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Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2014**

SUBJECT: UNION STATION MASTER PLAN

**ACTION: APPROVE RECOMMENDATIONS FOR UNION STATION MASTER
PLAN IMPLEMENTATION**

RECOMMENDATIONS

- A. Authorize staff to procure a consultant and develop a Program Environmental Impact Report ("Program EIR") for the transit improvements and development program identified in the Union Station Master Plan ("USMP") and amend the FY2015 budget to add \$350,000 to cost center 4530, Project 405557 (USMP) for work related to the Program EIR in FY2015;
- B. Approve the USMP Initial Implementation Strategy ("USMP IIS") (Attachment A) and authorize staff to seek funding opportunities, including applying for grants, that support the projects in the USMP IIS;
- C. Authorize negotiation and execution of an agreement ("Agreement") with the County of Los Angeles, El Pueblo de Los Angeles ("El Pueblo"), and appropriate departments at the City of Los Angeles, for the coordinated planning, funding and implementation of the Stage 1 Perimeter Improvements (see Attachment B), including some improvements to El Pueblo property, and amend the FY2015 budget to include \$200,000 in cost center 4530, Project 405557 for preliminary design work to be identified in the Agreement;
- D. Authorize acceptance of a Prop A grant from Los Angeles County Regional Park Open Space District in the amount of \$1,000,000 toward the improvements to be designed and implemented per the Agreement, approve the Authorizing Resolution and Youth Employment Plan (Attachment C) and amend the FY 2015 budget to include the grant in cost center 4530, Project 405557;
- E. Authorize up to \$400,000 in matching funds for a Ladders of Opportunity Grant, under FTA Section 5309, for the Cesar Chavez Bus Stop Improvements, approve the grant-funded activities (Attachment C) and amend the FY2015 budget to add \$200,000 to cost center 4530, Project 405557 if awarded the Ladders of Opportunity Grant, for related work in FY2015;

- F. Authorize negotiation and execution of a Memorandum of Understanding (MOU) or other appropriate document, with the City of Los Angeles Department of City Planning to identify and implement amendments to the Alameda District Specific Plan ("ADSP") and the related Development Agreement ("DA"), and approve up to \$500,000 toward this effort; and
- G. Authorize formation of a Union Station Master Plan Steering Committee, with members including at least one representative from (1) Metro Executive Management; (2) Los Angeles Department of City Planning; (3) County of Los Angeles; and (4) the real estate development and investment community, and direct staff to report back with membership and a meeting schedule within 90 days.

ISSUE

At the direction of the Metro Board of Directors, Metro undertook the USMP to develop a long range plan that will guide the future development of Los Angeles Union Station (LAUS) as a world class transit hub. The actions in this Board Report move the USMP from planning to implementation, and set the path for both short and long term projects. Board approval of the recommended actions will (a) start a Program EIR process to allow Metro to pursue the improvements identified in the USMP; (b) create a set of short term actions to move the implementation strategy forward while planning for longer term investments; (c) begin design work for the USMP-recommended early stage improvements and allow staff to pursue creative funding strategies in support of this work; and (e) create a series of partnerships to support the implementation strategy.

DISCUSSION

Developed over two years and led by Metro's Countywide Planning and a consultant team headed by Gruen Associates and Grimshaw Architects, the USMP includes project and programmatic recommendations designed to be developed over time and to act as a guide to other immediate and longer term operational and capital decisions at LAUS. An Executive Summary of the USMP and related site plans are included in Attachment E. Community input and feedback in the development of the USMP was extensive and included: 17 small focus groups; four community workshops; four meetings of the Community Advisory and Technical Advisory Committees; two Metro Board Workshops; a Board Box; one Board Progress Report; formal Board action approving the "Preferred Approach"; and regular meetings and workshops with the transit operators that use LAUS.

The USMP Program was driven by three goals: transit optimization, destination and connectivity. The improvements and projects identified in the USMP are a response to these Program goals, and were rigorously vetted through the outreach process described above. Of the three Program goals, transit optimization is the foundation of the USMP, with two main transit improvements setting the direction for the USMP: the creation of a large, multi-modal concourse in an east/west configuration, and the co-location of bus services through the relocation of Patsaouras Bus Plaza to the west side

of the station, in a north/south configuration and at the level of the rail yard. As the California High Speed Rail (HSR) planning process is still underway, the USMP includes an illustrative approach to a HSR station serving LAUS, while being flexible and open to other station alignments (see site plans in Attachment E).

The USMP transit improvements are joined by a development program with 3.25 million square feet of new commercial development. The amount of commercial development in the USMP was driven by: (a) a market study (which looked at potential future conditions and demand at the LAUS site); (b) locating development sites such that they support and optimize transit operations and allow for future expansion of transit services; and (c) the spread of density such that the historic station is best showcased and preserved. The commercial development in the USMP also anticipates a dramatic shift in the nature of the east side of the property, offering a stronger connection eastward, to the LA River and the communities beyond. The final layers of the USMP include a series of open spaces, terraces and connecting features that allow transit riders and visitors to easily span the site, with the choice of crossing at grade level or going above the rail platforms for a view of the transit services and the City.

The USMP identified improvements to occur in three stages. Stage one calls for a series of perimeter improvements which will soften the edges of the station, create better connections to the Civic Center and historic and cultural communities surrounding the station, and welcome transit riders and visitors to the public transportation hub of southern California. Stage two is focused on the major transit improvements (the concourse and bus facility) and subsequent private development, and the third stage is the arrival of a HSR station serving LAUS.

The recommendations in this report are a series of actions that move the USMP into short term implementation while setting the path for longer term projects. A brief description of each key recommendation follows.

Program EIR

The USMP team included Terry Hayes and Associates (TAHA) to provide environmental consulting expertise. After reviewing the improvements proposed and the specificity of the projects identified, as well as the consistent presentation of the USMP projects as a coordinated vision for the future of LAUS, TAHA recommended a Program EIR, inclusive of CEQA and NEPA clearance, as an immediate first step toward implementation. With a Program EIR, projects can still move forward on an individual basis as funding is identified, and these individual projects may still need environmental clearance at the time of implementation. However the risk of "piecemealing" the environmental process is mitigated. A Program EIR will also allow Metro to move forward with the Stage 1 Perimeter Improvements (Attachment B), which are not currently allowed in the ADSP. Metro would be the lead agency in the Program EIR, which is estimated to cost between \$600,000 and \$750,000 and take about one year to complete. If the recommendations are approved, staff would immediately begin with procurement of a consultant to perform this work. Staff has recommended \$350,000 to fund work related to the Program EIR in FY2015.

It should be noted that the Southern California Regional Interconnector Project (SCRIP) also known as the run through tracks, will concurrently pursue a Supplemental EIR. For efficiency, the SCRIP project definition could include the USMP recommended expanded multi-modal concourse as a phase 2 improvement within the environmental document. If approved, this will be the first environmental clearance of a USMP recommended project. This recommendation will come back to the Board in the near future.

USMP IIS Strategy and Authorization to Pursue Grant Funding

The USMP IIS (Attachment A) sets a work program for the first stage of implementation efforts. It summarizes work completed since Metro's April 2011 purchase of LAUS and identifies a series of programs and projects to fund and implement as Stage 1 of the USMP. It also includes partnerships with other entities, as necessary, for coordinated planning and implementation. Staff will request funding for projects on an annual basis. The USMP IIS is expected to be completed within five years. Because the USMP is not currently included in Metro's Long Range Transportation Plan (LRTP) nor the Southern California Association of Government's Regional Transportation Improvement Plan (RTIP), it will be difficult to apply for grants under the broad authority available to projects that are part of a long range strategic plan. Because there may be grant funding opportunities before the USMP can be considered for inclusion in the LRTP or RTIP, this report includes a recommendation for authorization to apply for grant funding for projects identified in the USMP IIS.

Stage 1 Perimeter Improvements – Agreement, Design Funding and County Grant

Included in the USMP IIP are the Stage 1 Perimeter Improvements recommended by the USMP (Attachment B). These include a series of streetscape, open space and transit stop improvements that soften the perimeter edges of the station, improve the pedestrian and cyclist experience, strengthen connections to and from the station's entrances and create a more welcoming environment to transit riders and visitors. A centerpiece of these improvements is the removal of the surface parking on the northern side of the forecourt and the creation of a public plaza. The Stage 1 Improvements offer an opportunity for being at the forefront of sustainable design, incorporating stormwater capture and sustainable materials and plantings. The improvements along Alameda are a direct link to the El Pueblo Historic Monument, occur largely within the City of Los Angeles public right of way, and have a direct impact on the use and improvement of Father Serra Park. For these reasons, it is recommended that a formal partnership between Metro, the County of Los Angeles, the City of Los Angeles and El Pueblo be formed for the design, funding and implementation of these Stage 1 Improvements. Staff recommends \$200,000 be approved to fund work related to the Stage 1 Perimeter Improvements in FY2015.

Through the Office of Supervisor Molina, \$1,000,000 in Prop A open space funds have been identified to support the design and implementation of improvements to, and in support of, the repurposing of Father Serra Park. This report includes a recommendation to accept these grant funds, enter into appropriate agreements with

the County of Los Angeles Open Space District and approve an authorizing resolution to implement these improvements.

Ladders of Opportunity Grant

The Stage 1 Perimeter Improvements include improving the four bus stops along Cesar Chavez, between Alameda and Vignes, and also the expansion of the bus stop at the northwest corner of Cesar Chavez and Vignes, to create a shelter, additional seating and information, and bike facilities. In June 2014, the Federal Transit Administration released \$100 million in Section 5309 Bus and Bus Facility funding through the Ladders of Opportunity Initiative. A grant application was submitted requesting \$1,600,000 toward the enhancement of the Cesar Chavez Bus Stops, which requires a local match of \$400,000. It is recommended that that Board approve this match, conditional upon award of the grant, and allocate \$200,000 of the matching funds in FY2015.

Memorandum of Understanding with Los Angeles Department of City Planning (DCP)

Commercial and residential development at LAUS is governed by the Alameda District Specific Plan (ADSP), which was adopted by the City of Los Angeles in 1996. Further, with the purchase of LAUS, Metro became party to a Development Agreement (DA) with the City of Los Angeles, which locked in entitlements and related mitigations. The USMP team was charged with studying these documents and has identified a number of modifications that may be needed in order to implement the USMP. However, these modifications are not needed in the immediate short term to implement the Stage 1 Improvements, and the process of modifying the ADSP could benefit from the completion of the USMP Program EIR. In discussions with DCP, it was recommended that Metro follow the approach taken by Los Angeles World Airports, and enter into an MOU to jointly identify the land use and entitlements modifications needed to implement the USMP. It is estimated that amendment to the ADSP and related CEQA would cost up to \$500,000, however these funds are not needed in FY2015.

Union Station Master Plan Steering Committee

The USMP team studied governance structures for station redevelopment efforts across the nation. Most of these efforts involved formation of an entity, either a joint powers authority or independent non-profit, to implement the public private partnerships that guide these efforts. Because the USMP commercial development will happen at a later stage – once initial transit improvements are completed – at this time it is recommended that short term management and improvements at the station be monitored by the existing Union Station Joint Management Committee (which includes representatives from Morlin Asset Management, Metro, Amtrak, Metrolink and the Sheriff's Department) and with the formation of a new Union Station Master Plan Steering Committee. The focus of this steering committee would be the implementation plan, the public and private real estate development program, and determining and ultimately recommending the appropriate governance structure when Metro is ready to pursue the development program. Members would be appointed from (1) Metro Executive Management; (2) Los Angeles Department of City Planning; (3) County of Los Angeles; and (4) the real estate development and investment community. Staff will report back to

the Metro Board within 90 days with the Steering Committee membership and a meeting schedule.

DETERMINATION OF SAFETY IMPACT

The USMP, once completed and implemented, will improve safety for transit riders at LAUS in several ways. The improvements in the USMP IIS will create better access for pedestrians and bicyclists and calm traffic along Alameda at the main entrance to the station. The longer term improvements will create clearer linkages between the transit modes on site and mitigate current bus, pedestrian, automobile, and bicycle conflicts. Security improvements can be made as the new transit facilities are implemented.

FINANCIAL IMPACT

The FY15 budget includes \$2,174,903 in cost center 4530, Countywide Planning and Development under Project 405557, Union Station Transportation Master Plan. These funds are for completion of the USMP and ongoing USMP coordination with the SCRIP Project. It is anticipated that all of these funds will be expended in FY15. The additional \$750,000 recommended in this Board Report, for FY2015, would be used to fund implementation activities identified in the USMP IIS. Because this is a multi-year program, the Chief Planning Officer and the Managing Executive Officer, Countywide Planning and Development, will be responsible for including future expenditures in proposed future year budgets.

Impact to Budget

General Fund Right of Way will be the source of funds for the \$750,000 being requested. Other sources of funds were considered for this project. However, these funds meet the criteria and sufficient dollars exist to cover these expenditures. Should other eligible funding sources become available, they may be used in place of the identified funds.

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the recommended approach for implementing the USMP and direct that other options be considered. This is not advised as these recommendations reflect two years of intense study, community outreach and input, internal consensus and progress reviews by the Metro Board of Directors. The Board could choose not to provide the funding requested for short term projects, however this would leave the USMP without the ability to move from plan to implementation and potentially create a lack of confidence in the validity and importance of this planning effort. In particular, without funding for the Program EIR, there could be a challenge in coordinating the Southern California Regional Interconnector Project with the multi-modal concourse identified in the USMP. Securing early programmatic approval of the USMP projects will allow them to be incorporated into ongoing capital projects at LAUS, which is one of the key purposes of developing a long range plan for the station.

NEXT STEPS

Upon Board approval, the USMP team will finalize a USMP document suitable for publishing and hold a final open house to share the plan with stakeholders. Staff will work to implement the agreements identified in this Board report within 6 months, will procure consultants to begin the Program EIR and perimeter improvement work, and will form the USMP Steering Committee.

ATTACHMENTS

- A. USMP Initial Implementation Strategy
- B. Stage 1 Perimeter Improvements
- C. Prop A Grant Authorizing Resolution and Youth Employment Plan
- D. Cesar Chavez Bus Stop Improvements – Ladders of Opportunity Grant Proposal
- E. USMP Executive Summary and Images of Transit Improvements

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Attachment I-2A. Collision Data and Analysis

Alameda Street Esplanade Summary of Most Common Traffic Violations Causing Injuries and/or Fatalities

VIOL Code	Within Project Limits		Within Influence Area		Violation Type
	Incident Count	%	Incident Count	%	
20001	1	6%	1	1%	Hit-run, injury or death, immediate report of fatal.
21200	0		1	1%	Riding a bicycle while under the influence of alcohol
21202	0		2	3%	Bicyclist, failure to use right edge of roadway.
21451	0		0	0%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedes
21453	3	17%	9	12%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	1	6%	1	1%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	2	11%	6	8%	Bicycle on roadway or shoulder required to be operated in same direction as motor ve
21658	0		2	3%	Laned roadways (2 or more lanes in direction of travel), straddling or changing wher
21801	0		2	3%	Left turns or U-turns yield until reasonably safe.
21802	0		1	1%	Yield signs, yield until reasonably safe
21804	0		0	0%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an ir
21950	5	28%	23	30%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		1	1%	Sidewalk, failure to yield to pedestrian on.
21954	0		8	11%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21956	0		0	0%	Walking on roadway, other than pedestrian's left edge.
22100	0		1	1%	Turn at intersection, improper position
22106	1	6%	1	1%	Starting or backing when unsafe.
22107	0		3	4%	Unsafe turn, and/or without signalling.
22350	1	6%	5	7%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	0		1	1%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	0		0	0%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		1	1%	Under the influence of alcohol while driving a vehicle
0	4	22%	7	9%	Violation Not Reported/Unknown
Count	18		76		
Total	18		82		

Transportation Injury Mapping System (TIMS) Data

Collisions along Project Corridor (Alameda Street b/t Cesar Chavez Blvd and Arcadia St/US-101 Bridge)

CASEID	POINT_X	POINT_Y	PRIMARYRD	SECONDRD	DATE_	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3810179	-118.237	34.05807	CESAR E CHAVEZ	ALAMEDA AV	5/13/2008	0	2	2	0	0	1	A	Y	
3943782	-118.2375	34.05611	ALAMEDA ST	LOS ANGELES ST	9/5/2008	0	5	4	3	0	1	A		Y
4067137	-118.2371	34.05809	ALAMEDA ST	CESAR E CHAVEZ	12/17/2008	0	3	4	-	0	1	C	Y	
4557071	-118.2376	34.05561	ALAMEDA ST	LOS ANGELES ST	1/6/2010	0	3	3	10	0	1	A	Y	
4560966	-118.2379	34.05449	ARCADIA ST	ALAMEDA ST	11/30/2009	0	1	4	0	0	1	A	Y	
4846568	-118.2371	34.05815	ALAMEDA ST	CESAR E CHAVEZ	3/22/2010	0	1	4	21	0	1	A	Y	
4861030	-118.2379	34.05449	ALAMEDA ST	ARCADIA ST	7/23/2010	0	5	3	5	0	1	A		Y
4955514	-118.2375	34.05611	LOS ANGELES ST	ALAMEDA ST	11/18/2010	0	4	4	0	0	1	A		Y
5035375	-118.2379	34.0545	ARCADIA ST	ALAMEDA ST	3/31/2010	0	3	4	12	0	1	A		Y
5099686	-118.2371	34.05808	ALAMEDA ST	CESAR E CHAVEZ	2/10/2011	0	4	4	10	0	1	A	Y	
5452778	-118.2375	34.05611	ALAMEDA ST	N LOS ANGELES	12/10/2011	0	6	2	9	0	1	A	Y	
5588614	-118.2371	34.05808	ALAMEDA ST	CESAR CHAVEZ /	3/21/2012	0	3	4	-	0	1	A	Y	
5638464	-118.2375	34.05611	ALAMEDA ST	LOS ANGELES ST	6/28/2012	0	4	1	12	1	1	A	Y	
5740932	-118.2371	34.05808	ALAMEDA ST	CESAR E CHAVEZ	7/9/2012	0	1	3	10	0	1	A	Y	
5747952	-118.2375	34.05614	ALAMEDA ST	LOS ANGELES ST	7/20/2012	0	5	4	11	0	1	A	Y	
5809351	-118.2371	34.05808	ALAMEDA ST	CESAR E CHAVEZ	10/12/2012	0	5	3	11	0	1	A	Y	
5837224	-118.2375	34.05605	ALAMEDA ST	LOS ANGELES ST	9/21/2012	0	5	3	5	0	1	B		Y
5894981	-118.2376	34.05563	ALAMEDA ST	LOS ANGELES ST	12/28/2012	0	5	4	11	0	1	A	Y	

Transportation Injury Mapping System (TIMS) Data

Collisions within Project influence area (one quarter mile buffer around Project limits)

CASEID	POINT_X	POINT_Y	DATE_	PRIMARYRD	SECONDRD	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3562466	-118.2392	34.0552	2/5/2008	LOS ANGELES ST	ARCADIA ST	0	2	1	11	1	0	A	Y	
3616875	-118.2402	34.05859	2/1/2008	BROADWAY	CESAR E CHAVEZ A'	0	5	2	3	0	1	A	Y	
3667984	-118.2412	34.05906	3/20/2008	HILL ST	CESAR E CHAVEZ	0	4	3	17	0	1	A		Y
3682211	-118.2386	34.06007	4/1/2008	NEW HIGH ST	ORD ST	0	2	2	10	0	1	A	Y	
3693747	-118.2393	34.06038	3/26/2008	BROADWAY ST	ORD ST	0	3	4	12	0	1	A	Y	
3750038	-118.242	34.05378	4/11/2008	NORTH MAIN ST	TEMPLE ST	0	5	4	11	0	1	A	Y	
3758425	-118.2377	34.0584	6/1/2008	MAIN ST	CESAR E CHAVEZ	0	7	2	11	0	1	A	Y	
3800568	-118.2397	34.05241	6/25/2008	JUDGE JOHN AISO ST	TEMPLE ST	0	3	3	10	0	2	A	Y	
3810179	-118.237	34.05807	5/13/2008	CESAR E CHAVEZ AV	ALAMEDA AV	0	2	2	0	0	1	A	Y	
3824598	-118.2393	34.06033	6/20/2008	BROADWAY	ORD ST	0	5	3	9	0	4	A	Y	
3860202	-118.2381	34.05104	9/10/2008	TEMPLE ST	ALAMEDA ST	0	3	4	6	0	1	A		Y
3871001	-118.2411	34.05914	7/21/2008	HILL ST	CESAR E CHAVEZ	0	1	4	7	0	1	A	Y	
3871005	-118.2394	34.05539	7/8/2008	ARCADIA ST	LOS ANGELES ST	0	2	3	11	0	1	A	Y	
3943757	-118.2393	34.06033	8/9/2008	BROADWAY	ORD ST	0	6	3	10	0	1	A	Y	
3943782	-118.2375	34.05611	9/5/2008	ALAMEDA ST	LOS ANGELES ST	0	5	4	3	0	1	A		Y
3955465	-118.2402	34.05853	10/27/2008	CESAR E CHAVEZ AV	BROADWAY	0	1	2	10	0	1	A	Y	
4008661	-118.2385	34.05756	11/2/2008	MAIN ST	CESAR E CHAVEZ	0	7	3	11	0	1	A	Y	
4035939	-118.2363	34.06165	2/4/2009	ALPINE ST	ALAMEDA ST	0	3	4	5	0	1	A		Y
4049430	-118.2379	34.05826	11/5/2008	CESAR E CHAVEZ	MAIN ST	0	3	2	3	0	2	A	Y	
4067137	-118.2371	34.05809	12/17/2008	ALAMEDA ST	CESAR E CHAVEZ	0	3	4	-	0	1	C	Y	
4070816	-118.2331	34.05783	12/7/2008	AVILA ST	CLARA ST	0	7	4	11	0	1	A	Y	
4093793	-118.2409	34.05341	1/8/2009	TEMPLE ST	LOS ANGELES ST	0	4	4	5	0	1	A		Y
4146424	-118.2369	34.05947	3/8/2009	ORD ST	ALAMEDA ST	0	7	4	5	0	1	A		Y
4187461	-118.2412	34.05905	3/24/2009	HILL ST	CESAR E CHAVEZ A'	0	2	3	10	0	1	A	Y	
4188562	-118.2373	34.05961	3/30/2009	ORD ST	ALAMEDA ST	0	1	4	9	0	1	A		Y
4407216	-118.2397	34.05832	9/9/2009	CESAR E CHAVEZ AV	BROADWAY AV	0	3	4	3	0	1	A	Y	
4477726	-118.239	34.05181	11/13/2009	TEMPLE ST	JUDGE JOHN AISO S	0	5	4	11	0	1	A	Y	
4541128	-118.2371	34.05378	12/17/2009	RT 101	ALAMEDA ST	2	4	3	1	0	1	A	Y	
4548899	-118.2395	34.05222	12/14/2009	TEMPLE	JUDGE JOHN AISO S	0	1	4	10	0	1	A	Y	
4557071	-118.2376	34.05561	1/6/2010	ALAMEDA ST	LOS ANGELES ST	0	3	3	10	0	1	A	Y	
4560676	-118.2393	34.0604	12/18/2009	BROADWAY ST	ORD ST	0	5	4	-	0	1	A	Y	
4560966	-118.2379	34.05449	11/30/2009	ARCADIA ST	ALAMEDA ST	0	1	4	0	0	1	A	Y	
4573416	-118.236	34.0537	1/21/2010	LOS ANGELES ST	RT 101	0	4	4	10	0	1	C	Y	
4653615	-118.2417	34.0541	2/17/2010	TEMPLE ST	MAIN ST	0	3	3	12	0	4	A		Y
4692460	-118.2379	34.05982	2/28/2010	SPRING	ORD ST	0	7	4	12	0	1	A	Y	
4846568	-118.2371	34.05815	3/22/2010	ALAMEDA ST	CESAR E CHAVEZ A'	0	1	4	21	0	1	A	Y	
4846634	-118.2387	34.05825	3/4/2010	SPRING ST	CESAR E CHAVEZ A'	0	4	4	5	0	1	A		Y
4861030	-118.2379	34.05449	7/23/2010	ALAMEDA ST	ARCADIA ST	0	5	3	5	0	1	A		Y
4866610	-118.2363	34.06167	9/2/2010	ALAMEDA ST	ALPINE ST	0	4	4	10	0	1	A	Y	
4876141	-118.238	34.05371	6/22/2010	ALAMEDA ST	COMMERCIAL ST	0	2	3	10	0	1	A	Y	
4884339	-118.2379	34.05826	9/13/2010	MAIN ST	CESAR CHAVEZ AV	0	1	3	12	0	1	A		Y
4901017	-118.2418	34.05393	7/9/2010	MAIN ST	TEMPLE ST	0	5	4	17	0	1	A		Y

Influence Area

CASEID	POINT_X	POINT_Y	DATE_	PRIMARYRD	SECONDRD	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
4954967	-118.238	34.05371	10/6/2010	COMMERCIAL ST	ALAMEDA ST	0	3	4	10	0	1	C	Y	
4954991	-118.2363	34.06166	10/20/2010	ALPINE ST	ALAMEDA ST	0	3	4	10	0	1	B	Y	
4955514	-118.2375	34.05611	11/18/2010	LOS ANGELES ST	ALAMEDA ST	0	4	4	0	0	1	A		Y
5032870	-118.2415	34.0561	12/28/2010	SPRING ST	ALISO ST	0	2	2	12	0	1	A		Y
5035375	-118.2379	34.0545	3/31/2010	ARCADIA ST	ALAMEDA ST	0	3	4	12	0	1	A		Y
5039094	-118.2407	34.05322	2/1/2011	TEMPLE ST	LOS ANGELES ST	0	2	3	18	0	1	A	Y	
5085451	-118.2393	34.06034	3/1/2011	ORD ST	NORTH BROADWA	0	2	3	10	0	1	A	Y	
5089380	-118.2393	34.06032	3/4/2011	ORD ST	NORTH BROADWA	0	5	3	10	0	1	A	Y	
5099686	-118.2371	34.05808	2/10/2011	ALAMEDA ST	CESAR E CHAVEZ A	0	4	4	10	0	1	A	Y	
5112391	-118.2412	34.05908	3/15/2011	HILL ST	CESAR CHAVEZ AV	0	2	4	10	0	1	A	Y	
5114497	-118.2409	34.05341	3/10/2011	LOS ANGELES ST	TEMPLE ST	0	4	3	8	0	2	A	Y	
5174877	-118.2363	34.06165	4/21/2011	ALPINE ST	ALAMEDA ST	0	4	4	8	0	2	A	Y	
5196471	-118.238	34.05104	5/21/2011	TEMPLE ST	ALAMEDA ST	0	6	4	10	0	1	A	Y	
5342882	-118.233	34.05686	9/20/2011	CESAR CHAVEZ AV	VIGNES ST	0	2	4	5	0	1	A		Y
5363280	-118.2386	34.06007	9/13/2011	NEW HIGH ST	ORD ST	0	2	3	9	0	1	A		Y
5432570	-118.2395	34.05827	11/22/2011	CESAR E CHAVEZ AV	NEW HIGH ST	0	2	3	3	0	1	A		Y
5448333	-118.2369	34.05948	12/30/2011	ORD ST	ALAMEDA	0	5	3	8	0	1	A	Y	
5452778	-118.2375	34.05611	12/10/2011	ALAMEDA ST	N LOS ANGELES ST	0	6	2	9	0	1	A	Y	
5487973	-118.2363	34.05786	2/20/2012	CESAR CHAVEZ AV	ALAMEDA ST	0	1	3	11	0	1	A	Y	
5531105	-118.238	34.05371	2/8/2012	ALISO ST	ALAMEDA ST	0	3	3	12	0	1	A		Y
5556273	-118.2391	34.05688	1/13/2012	MAIN ST	REPUBLIC ST	0	5	4	11	0	1	A	Y	
5557542	-118.2417	34.0541	3/19/2012	MAIN ST	TEMPLE ST	0	1	4	12	0	1	A		Y
5581103	-118.2397	34.0524	3/13/2012	TEMPLE ST	JUDGE JOHN AISO S	0	2	4	10	0	1	A	Y	
5587029	-118.2414	34.05274	4/10/2012	LOS ANGELES ST	TEMPLE ST	0	2	4	10	0	1	A	Y	
5588614	-118.2371	34.05808	3/21/2012	ALAMEDA ST	CESAR CHAVEZ AV	0	3	4		0	1	A	Y	
5617748	-118.2364	34.06144	5/7/2012	ALAMEDA ST	ALPINE ST	0	1	3	11	0	1	A	Y	
5632555	-118.2386	34.06025	5/18/2012	NEW HIGH ST	ORD ST	0	5	4	11	0	1	A	Y	
5638464	-118.2375	34.05611	6/28/2012	ALAMEDA ST	LOS ANGELES ST	0	4	1	12	1	1	A	Y	
5740932	-118.2371	34.05808	7/9/2012	ALAMEDA ST	CESAR E CHAVEZ A	0	1	3	10	0	1	A	Y	
5747952	-118.2375	34.05614	7/20/2012	ALAMEDA ST	LOS ANGELES ST	0	5	4	11	0	1	A	Y	
5809351	-118.2371	34.05808	10/12/2012	ALAMEDA ST	CESAR E CHAVEZ A	0	5	3	11	0	1	A	Y	
5821082	-118.2409	34.05798	9/12/2012	BROADWAY	CESAR E CHAVEZ A	0	3	4	5	0	1	A		Y
5837224	-118.2375	34.05605	9/21/2012	ALAMEDA ST	LOS ANGELES ST	0	5	3	5	0	1	B		Y
5869479	-118.2401	34.05581	10/5/2012	MAIN ST	ARCADIA ST	0	5	4	8	0	1	A		Y
5894981	-118.2376	34.05563	12/28/2012	ALAMEDA ST	LOS ANGELES ST	0	5	4	11	0	1	A	Y	
5907046	-118.2379	34.05826	11/8/2012	CESAR E CHAVEZ AV	NORTH MAIN ST	0	4	3	11	0	1	A	Y	
5962015	-118.2385	34.06002	12/8/2012	ORD ST	NEW HIGH ST	0	6	4	18	0	1	A		Y

Attachment I-3. Public Outreach Supporting Documentation

Community Partners by Neighborhood

Arts District

Arts District Business Improvement District
Arts District Community Council (ADCC/LA)
Cause Connect
Central City East Association (CCEA)
Los Angeles River and Arts Business Association (LARABA)
Mura Homeowner Association
Rothenberg Sawasy Architects (RSA)
Savoy Homeowner Association
Southern California Institute of Architecture (SCI-Arc)

Boyle Heights

Alliance for a Better Community
Boyle Heights Chamber of Commerce
Boyle Heights Historical Society
Boyle Heights Neighborhood Council (BHNC)
Building a Healthy Boyle Heights Collaborative
CASA 0101 Theater
East Los Angeles Community Corporation
Libros Schimbros
Mictlán Murals
Primera Taza
White Memorial Medical Center
Cornfield Arroyo Seco
Amigos de los Rios
Center Theatre Group
Cornfield Farm Lab
EVOQ Properties Inc.
FAMCO Investments
Forest City West - Chinatown
Friends of the Los Angeles River

Cornfield Arroyo Seco

Amigos de los Rios
Center Theatre Group
Cornfield Farm Lab
EVOQ Properties Inc.
FAMCO Investments
Forest City West - Chinatown
Friends of the Los Angeles River
Greater Cypress Park Neighborhood Council
Homeboy Industries
Lincoln Heights Chamber of Commerce
Lincoln Heights Neighborhood Council (LHNC)
Los Angeles Conservation Corps
Los Angeles County Arts Commission
Los Angeles River Revitalization Corporation (RRC)
San Antonio Winery
Young Nak Outreach Transformation (YNOT)
William Mead

Civic Center

Bringing Back Broadway
Bunker Hill Tower Condo Association
Cathedral of Our Lady of the Angels
Central City Association (CCA)
Colburn School of Music
City of Los Angeles Project Restore
Downtown Center Business Improvement District (BID)
Downtown Los Angeles Neighborhood Council (DLANC)
First 5 LA
Friends of Park 101
Grand and Museum Towers

Grand Central Market
Grand Park
Higgins Building Homeowners Association
Historic Downtown Los Angeles Business Improvement District
Los Angeles Area Chamber of Commerce
Los Angeles Conservancy
Los Angeles County Law Library
Los Angeles Police Department
Los Angeles Streetcar Inc.
Los Angeles Theater Company & Latino Theater Company
Music Center - Performing Arts Center of Los Angeles County
Promenade West Homeowner Association
Ramon C. Cortines School for Visual and Performing Arts

El Pueblo

California Endowment Foundation
Camacho's Inc.
Chinese American Museum
El Pueblo de Los Angeles Historical Monument Commission
Historic Cultural Neighborhood Council (HCNC)
Italian American Museum of Los Angeles
La Placita Church
Los Angeles Plaza de Cultura y Artes
Metropolitan Water District of Southern California
Olvera Street Merchants Association
Park 101

Chinatown

Asian Pacific American Legal Center (APALC)
 Castelar Elementary School
 Cathay Manor
 Cathedral High School
 Chinatown Service Center
 Chinatown Business Improvement District (BID)
 Chinatown Library
 Chinatown Service Center
 Chinatown Teen Post
 Chinese American Citizens Alliance
 Chinese Consolidated Benevolent Association
 Chinese Historical Society of So. California
 Chungking Plaza Association
 East Wind Foundation
 Evans Community Adult School
 Jia Apartments
 Johnson Fain/Blossom Plaza
 Los Angeles Chinatown Corporation
 Los Angeles Chinatown Firecracker 10k Committee
 National Chinese Welfare Council Los Angeles County
 Phoenix Bakery

Little Tokyo

Asian Pacific Islander Small Business Program (API SBP)
 Japanese American Community and Cultural Center
 Japanese American National Museum
 Japanese Chamber of Commerce of Southern California
 Little Tokyo Business Improvement District
 Little Tokyo Community Council (LTCC)
 Little Tokyo Historical Society
 Little Tokyo Public Safety Association
 Little Tokyo Service Center
 Sharpless Creations
 Southeast Asian Community Action (SEACA)
 County/citywide
 Los Angeles County Bicycle Coalition (LACBC)
 Los Angeles Walks

Record of Community Events

Throughout the Connect US process, and in addition to the outreach events just described, Metro and the design team briefed elected offices, City departments (from the TAC) and interested community groups to get additional feedback. A complete list of all outreach events by type, entity, date, time and location is shown here.

Event Type	Entity	Date	Time	Location
Agency Briefing	Green Streets Committee	06/20/13	10:00 - 11:00 am	Bureau of Engineering - Conference Room
Regional Connector Community Leadership Council (RCCLC) Meeting	1st/Central Station Committee	07/10/13	4:00 - 5:00 pm	Japanese American Cultural & Community Center (JACCC)
Agency Briefing	El Pueblo Administration	07/18/13	5:00 - 6:00 pm	El Pueblo Administrative Office - Conference Room
Stakeholder Briefing	Los Angeles County Land Use Consultant	07/22/13	10:00 - 11:00 am	Metro Gateway - 25th Floor East Los Angeles Conference Room
Community Council	Union Station Master Plan Community Council	07/31/13	10:00 - 11:00 am	JACCC
Elected Briefing	Los Angeles County Board Supervisor Gloria Molina	08/05/13	10:00 - 11:00 am	Kenneth Hahn Hall of Administration - Supervisor's Office
Stakeholder Briefing	Los Angeles County Land Use Consultants	08/29/13	9:30 - 10:30 am	Metro Gateway
RCCLC Meeting	1st/Central Station Committee	09/11/13	4:00 - 5:00 pm	JACCC
Distribute Flyers	General Public during Ciclavia	10/06/13	11:00 - 2:00 pm	Downtown Los Angeles - various neighborhoods & Metro stations
Stakeholder Briefing	Los Angeles County Bicycle Coalition (LACBC)	10/08/13	2:00 - 3:30 pm	LACBC Office
RCCLC Meeting	1st/Central Station Committee	10/09/13	3:00 - 4:00 pm	JACCC
Community Council	Union Station Master Plan (USMP)/Connect US Community Council Meeting	10/15/13	3:00 - 4:00 pm	Metro Gateway - 13th Floor Heritage Conference Room
Agency Briefing	City of Los Angeles Department of Transportation (LADOT)	10/23/13	9:30 - 11:00 am	LADOT-CTB Sunland Room
Community Council	Kick-Off Reception for Community Partners	11/01/13	3:30 - 6:30 pm	Union Station - Fred Harvey Room
Community Visioning Festival	General Public during Dia de Los Muertos	11/02/13	11:00 - 2:00 pm	El Pueblo Historic Monument - Dolores Plaza

6. Appendix

Event Type	Entity	Date	Time	Location
Neighborhood Conversation 1	El Pueblo, Chinatown & Cornfield Arroyo Seco (CASP)	11/12/13	6:30 - 8:30 pm	El Pueblo Historical Monument - Pico House
Neighborhood Conversation 1	Little Tokyo, Arts District	11/14/13	6:30 - 8:30 pm	JACCC - Garden Room B
Neighborhood Conversation 1	Boyle Heights	11/19/13	6:30 - 8:30 pm	Hollenbeck Police Station Community Room
Neighborhood Conversation 1	Civic Center	11/21/13	6:30 - 8:30 pm	Caltrans Headquarters 1st Floor, Conference Room A
Agency Briefing	LADOT	12/12/13	1:00 - 2:30 pm	LADOT Offices
Elected/Agency Briefing	Council Offices, El Pueblo, Bureau of Street Services	12/13/13	3:30 - 5:00 pm	City Hall - 4th Floor Media Room
Agency Briefing	El Pueblo Administration	02/06/14	12:30 - 2:00 pm	Metro Gateway - 23rd Floor Planning Conference Room
Agency Briefing	City of Los Angeles Chief Administrative Office	02/06/14	3:00 - 4:00 pm	CAO Conference Room City Hall East, Suite 1500 (5th Floor)
Agency Meeting	Review Design Concepts - Metro, City of Los Angeles Department of City Planning (LADCP) & LADOT	02/19/14	2:00 - 4:00 pm	Metro Gateway - 23rd Floor Planning Conference Room
Elected Briefing	Mayor's Staff/Council Office	02/21/14	2:00 - 3:00 pm	City Hall Mayor's Office - 13th Floor Conference Room
Stakeholder Briefing	Chinatown BID Staff	03/06/14	1:30 - 2:30 pm	Metro Gateway
Elected Briefing	Council District 1 Update	03/13/14	12:30 - 2:00 pm	City Hall, CD-1, Room 470
Technical Workshop	LADOT	03/25/14	1:00 - 3:30 pm	Fehr+Peers Office
Stakeholder Briefing	Chinatown BID Executive Committee	03/27/14	12:00 - 1:30 pm	Chinatown BID Offices
Charrette	SCI-Arc Students, Faculty and Staff	04/10/14	12:00 - 2:00 pm	SCI-Arc, Room 160
Stakeholder Briefing	Olvera Street Merchants Association	04/17/14	4:00 - 5:30 pm	Biscailuz Building - 2nd Floor Conference Room
Stakeholder Briefing	Supervisor Molina Staff/ Los Angeles County Land Use Consultant, Trammel Crow	05/08/14	8:30 - 10:00 am	Metro Gateway - 22nd floor, Pasadena Room
Agency Meeting	El Pueblo Commission	05/08/14	3:00 pm	El Pueblo Historical Monument - Pico House
Neighborhood Conversation 2	Civic Center Community and Public	05/22/14	11:30 - 1:30 pm	L.A. City Hall Farmers Market
Community Council	USMP/Linkages Community Council Meeting	05/27/14	1:00 - 4:00 pm	Metro Gateway - 3rd Floor Union Station Conference Room
Neighborhood Conversation 2	El Pueblo, Chinatown and CASP	05/29/14	6:00 - 8:00 pm	El Pueblo Historical Monument - Pico House
Stakeholder Input	LACBC	06/04/14	3:00 - 4:30 pm	Metro Gateway - 23rd floor, Planning Conference Room
Union Station Master Plan Workshop	Linkages Study boards/facilitators	06/05/14	6:00 - 8:00 pm	Metro Gateway - 3rd Floor Lobby

Event Type	Entity	Date	Time	Location
Neighborhood Conversation 2	Boyle Heights community and public	06/06/14	5:00 - 7:00 pm	Boyle Heights Farmers Market - Mariachi Plaza
Neighborhood Conversation 2	Little Tokyo/Arts District	06/10/14	6:00 - 8:00 pm	JACCC - Cultural Room
Elected Briefing	Supervisor Molina and Staff	06/11/14	2:00 - 3:00 pm	Kenneth Hahn Hall of Administration - Supervisor's Office
Technical Advisory Committee (TAC)	Council Offices, City of Los Angeles Department and Bureaus, Caltrans, Metro and Los Angeles County representatives involved with implementation	06/12/14	9:30 - 11:30 am	Metro Gateway - 3rd floor, Huntington Room
Stakeholder Input	Cathay Manor Residents	06/20/14	10:30 - 11:30 am	Cathay Manor
Stakeholder Input	Chinese Consolidated Benevolent Association (CCBA) Briefing	06/22/14	2:00 pm	CCBA Building
Neighborhood Briefing	Arts District Community Council (ADCCLA)	07/01/14	7:00 - 8:30 pm	Linear City Development Office, 1855 Industrial Street, Suite 106, Los Angeles
Agency Briefing	LADOT/Metro Regional Connector Team Technical Review	07/08/14	3:00 - 4:00 pm	LADOT-CTB - Hollywood Room
Community Partner Reception #2	"Thank You" Event	07/17/14	3:30 - 6:00 pm	City Hall - Tom Bradley Room
Agency Briefing	Board of Public Works - Management Committee	07/18/14	11:00 am - Noon	City Hall - BPW Conference Room 361Q
Stakeholder Briefing	Central City Association (CCA) Transportation, Infrastructure and Energy Committee	08/14/14	8:00 - 9:30 am	CCA Office - Conference Room
Agency Coordination and Plan Transition	City of Los Angeles - DCP and DOT	09/03/14	9:30 - 11:00 am	Metro Gateway - 23rd floor, Planning Conference Room

6. Appendix

Project Website

Metro hosted a project website on Metro.net to provide general information, public meeting details, and public presentations to anyone interested. Between September 2013 and December 2014 there were over 4,200 page visits.

Home > Projects, Programs and Plans > Los Angeles Union ... > Linkages Study

Linkages Study

The Improved Linkages to Gateway/Union Station (Linkages Study) is funded by a Statewide Urban Transit Planning Study grant from Caltrans, and is a joint effort of Metro and The Southern California Association of Governments (SCAG). Metro and SCAG will work closely with a technical steering committee, made up of various City of Los Angeles departments, to develop a prioritized public improvement plan that identifies pedestrian and bicycle linkages to/from Union Station and surrounding communities.

Project Overview

The Linkages Study's objective is to improve the regional mobility and access to transit by improving pedestrian and bicycle linkages to/from Los Angeles Union Station, a regional transportation hub for numerous rail, bus and shuttle services.

The Study Area includes communities of the Los Angeles Civic Center, El Pueblo, Chinatown, Little Tokyo, the Arts District, Boyle Heights and the portions of the LA River surrounding Union Station. The Linkages Study will include a neighborhood-level assessment the Study Area's arterial and collector streets, with an emphasis on bicycle and pedestrian mobility. The Study will also engage a community-driven process to identify appropriate public improvements that can create connections and pathways to/from Union Station. The final report will take the form of a Public Improvement Plan, and provide a prioritized list of projects and improvements to strengthen bicycle and pedestrian connectivity between Union Station, and surrounding communities and destinations.

Union Station Master Plan

Metro will ensure that the Linkages Study is closely coordinated with the Union Station Master Plan (USMP) process, which formally began in August 2012 and is scheduled for completion within 24 months. The USMP process will include recommendations for access and circulation, and take into account recommendations from the Linkages Study in the handling Union Station's connections to sidewalks, streets and bicycle lanes.

Linkages Study Timeline (preliminary)

Late 2012/Early 2013	Consultant selection
March 2013	Project Kick-Off
2013	Community outreach meetings Project Advisory Committee meetings Assessment of existing conditions Draft Report
2014	Public workshops Present Public Improvement Plan Draft Final Report
Late 2014/Early 2015	Final Report

For more information, contact Lillian Burkenheim-Silver at (213) 922-7506 or burkenheimsilverl@metro.net

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- Overview
- Background
- Project Updates
- Videos

Latest News

- Fact Sheet
- Meetings
- Reports and Information
- Información en Español
- 中文資料

Contact Us

Union Station Master Plan
213.922.2499
lausmp@metro.net

Online: Complete our electronic comment/question form

General information about LA Union Station
metro.net/unionstation

Technical Advisory Committee (TAC)



Connect US TAC reviewing concepts and costs

Los Angeles County Supervisor for First District – Supervisor Gloria Molina
 Los Angeles Office of Mayor Eric Garcetti
 Los Angeles City Council Office, District 1 – Councilman Gilbert Cedillo
 Los Angeles City Council Office, District 14 – Councilman José Huizar
 California Department of Transportation, District 7 (Caltrans)
 Southern California Association of Governments (SCAG)
 Los Angeles County Metropolitan Transportation Authority (Metro)
 Los Angeles County Department of Public Works
 Los Angeles County Department of Regional Planning

City of Los Angeles Department of City Planning

- Urban Design
- Policy
- Zoning

City of Los Angeles Department of Public Works

- Bureau of Engineering
- Bureau of Street Services
- Community Beautification

City of Los Angeles Department of Transportation

- Active Transportation
- Operations
- Transportation Planning

City of Los Angeles Asset Management

City of Los Angeles Chief Administrative Office

City of Los Angeles Cultural Affairs

El Pueblo Historic Monument

Project Restore

2. Community Process

Connect US Study Area Neighborhoods



Community Events and Participation

During the Connect US planning process, Metro and the design team held three special community events, eight Neighborhood Conversations, a design charrette and over twenty-five briefings. Over five-hundred surveys were submitted. The following summary reveals a variety of ways the design team sought to engage the community, present material and collect feedback. A Record of Events can be found in the Appendix.

Community Partner Reception



Community Partner Reception at Union Station's Fred Harvey Restaurant



Gil Penalosa of 8-80 Cities during his keynote presentation

A Community Partner Reception held on Friday, November 1, 2013 initiated the public outreach process by bringing all the Community Partners together. Over one-hundred Community Partners from various neighborhoods were represented. The afternoon event at Union Station's Fred Harvey Restaurant was an opportunity for the partners to meet each other, to hear an overview of the project, learn what the resulting product would be, and how the planning process would unfold. The introductory event was a unique opportunity to feature an international speaker who could inspire the Community Partners to "think big" by seeing what kind of improvements could transform how communities walk and bike. Guillermo (Gil) Penalosa, Founder of 8-80 Cities (a Toronto-based non-profit organization) presented international statistics on safety, health and mobility. Using imagery, he stressed the value of designing streets and sidewalks to work for everyone, whether they are 8 years old, or 80 years old. This simple premise, when met, is an indicator of a safe street, great places and healthy communities that can be found in cities around the world. This became an important litmus test for design concepts and conversations during the process. The event concluded with attendees sharing their big ideas for how to connect better to Union Station and the future 1st/Central Station.

During the opening reception, a number of questions about walking and bicycling in the study area were posed during a discussion facilitated by Gil Penalosa, 8-80 Cities. Questions included:

- What are the 3 most important qualities of the Union Station and 1st/Central station areas? And what are 3 big ideas for transforming the area into a great walkable/bikable district?
- What are 15 short term ideas you want to see happen?

See Appendix for list of ideas that came up.

2. Community Process

Community Visioning Festival



Day of the Dead and weekend crowd at Union Station

A Community Visioning Festival was held on Saturday, November 2, 2013 immediately following the Community Partners Reception to engage the entire community and general public. The event was designed to collect as much input as possible about every neighborhood and any street in the study area. It was also designed to capture input from people visiting the area for the day. To achieve these objectives, the Community Festival was held on a Saturday during one of El Pueblo’s most popular events: Dia de Los Muertos (Day of the Dead). An optional bike tour was offered to see some of the study area for those who rode their own bike. There were several tent stations devoted to specific topics (welcome/overview, walking, bicycling, big ideas) where background analysis was displayed, toolkits of ideas presented, and facilitators could talk with individual or small groups and engage them with interactive exercises. Enlarged maps were available at the walking and bicycling tents so participants could note localized issues. A popular stop was the family activity table, where children and family members could illustrate their favorite walking or bicycling route, and create an ideal street. Translation was provided and written surveys were available in Spanish and English.

The team collected 152 signatures at the welcome table (though it was suspected some attendees didn’t sign in but participated at the tent stations) and 265 written surveys were submitted. Because of the sheer quantity and range of comments, preferences were collected using dot stickers on large illustrated boards. A generalized summary is as follows:



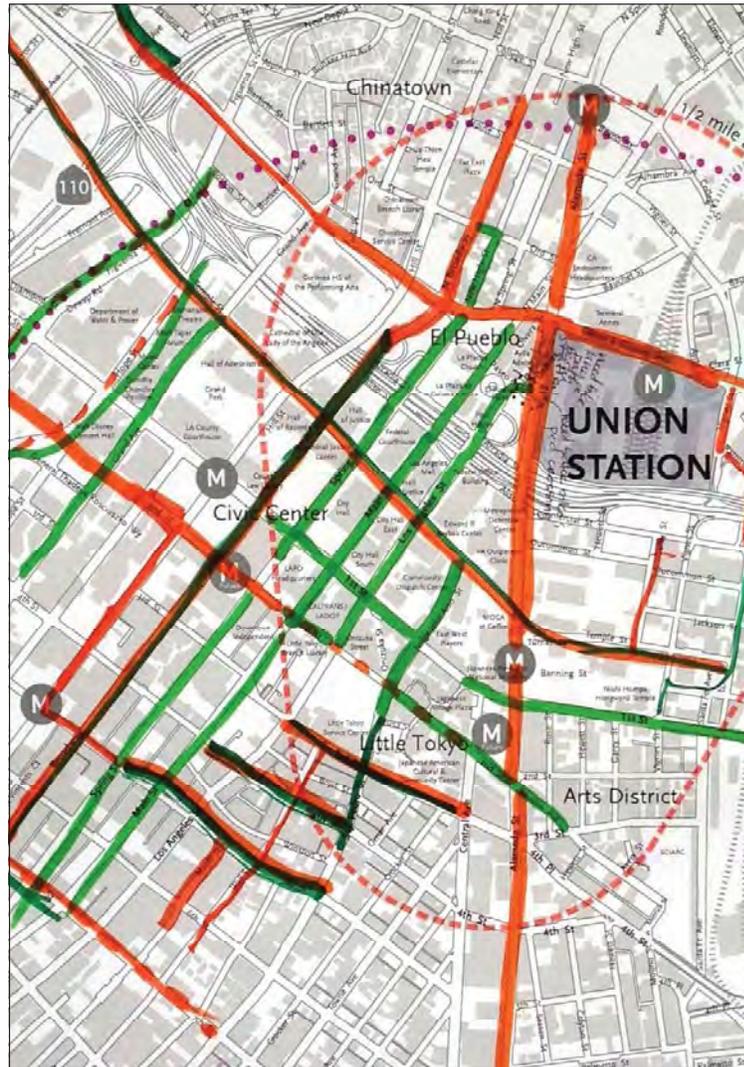
Community Festival welcome table at El Pueblo

Walking (People on Foot)

Recognition that neighborhoods aren't far apart, but the environment makes them feel distant. Many felt Alameda Street and Cesar E. Chavez Avenue were the worst to walk now, and better streets included Broadway, Spring, Main, 1st and 2nd. Strong support was indicated for all the pedestrian toolkit ideas and safety measures. Maintenance, safety and bus stops are big concerns in all neighborhoods. It's very important to enforce laws that protect pedestrians and keep crosswalks clear. Medians, refuge islands and pedestrian crossings at transit stops were popular toolkit ideas.



People on Foot Tent



Walking board showing key linkage streets ("Good streets" were marked in green, "bad streets" in red).

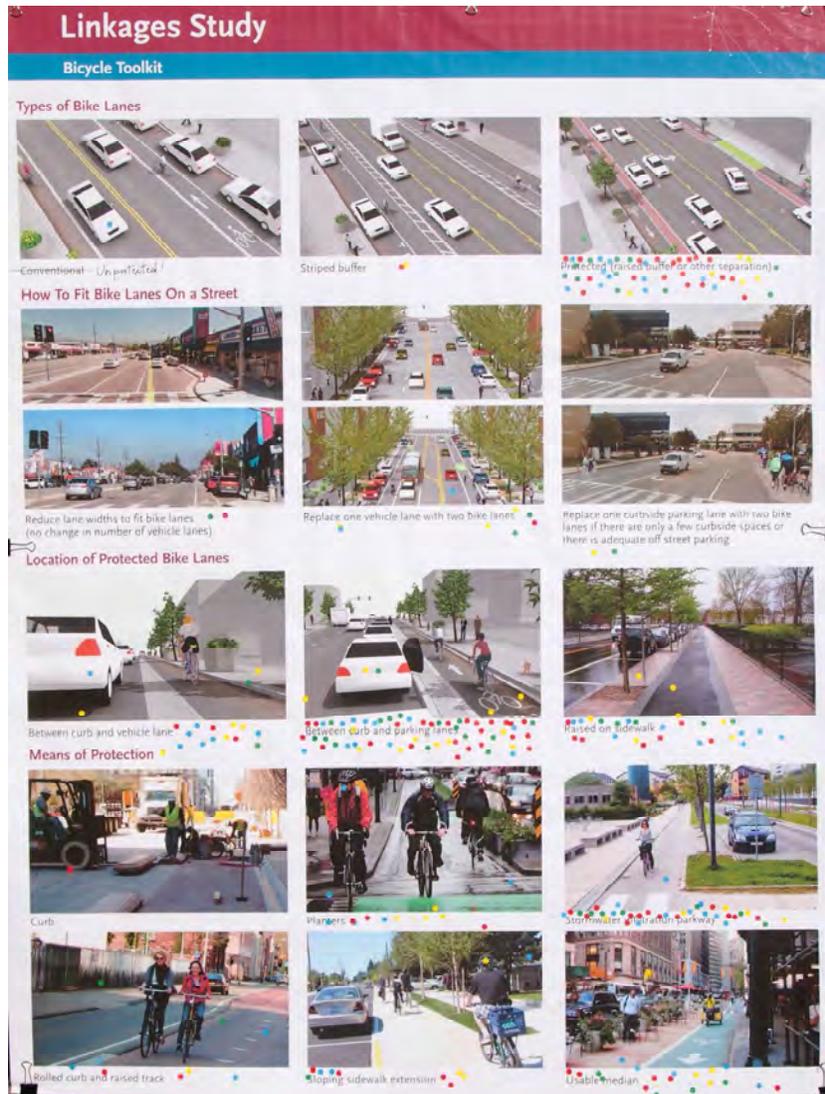
2. Community Process

Bicycling (People on Wheels)

Most who stopped at this tent said they didn't currently bicycle Downtown because they didn't feel safe. All participants said they'd prefer to cycle on protected bike lanes and have parked cars or other barriers as a buffer. Many who don't ride said they would do so on separated bike lanes. Some voiced concern with pedestrian-bicycle conflicts. There was strong support for bike stations, bike repair and bike share, also secure bike parking and bike-activated signals. Strong interest was expressed for stormwater infiltration parkways.



Students providing input at People on Wheels Tent



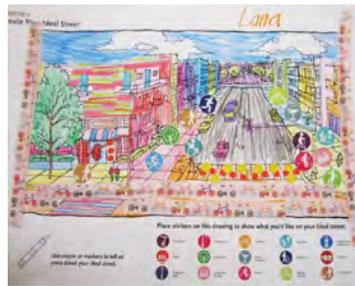
Bicycling board of ideas with stickers noting preferences

Family Activity

Wayfinding was highly desired and many visitors weren't familiar with many of the destinations in the area. Younger participants asked for active programming (CicLAvia, playground elements, parklets, linear parks) and illustrated colorful ideal streets with bike lanes and landscaping. More shade trees, active storefronts and increased transit service was requested by adults. Concern regarding visibility and safety of pedestrians, bicyclists and motorists who share the right-of-way. Traffic calming, better sidewalk conditions and connecting Union Station with El Pueblo were desired.



Family Activity Table



Sample of a child's "ideal street"

Big and Small Ideas

Many preferences were expressed by placing stickers on desired photo examples of other streets, places and strategies. Many of the big ideas were ambitious, but beyond the scope of City of Los Angeles right-of-way enhancements (bridging over the 101 freeway from Union Station into Little Tokyo, pushing Alameda Street down so pedestrians could walk between Union Station and El Pueblo, and building Park 101). Small but practical ideas included better lighting, security, maintenance, trees and shade. There were lots of stickers placed on public art, wayfinding, temporary structures, special events and sidewalk amenities.



Big Ideas board showing input



Big Ideas tent

2. Community Process



Bike tour departing from El Pueblo

Bike Tour

Twenty-five people participated in a bike tour during the festival. The Los Angeles County Bicycle Coalition offered a bike valet and helped with the tour being led by team members. Three stops included Patsaouras Plaza, Japanese American National Museum and El Pueblo. Key issues raised included wayfinding, pavement condition, lighting within the Cesar E. Chavez underpass near Union Station, traffic speeds, interest in closing gap in bike lane system on 1st Street, concern turning in busy pedestrian traffic as seen in Chinatown, desire to bicycle on Broadway, and have a shaded cycle track on Alameda, bike parking needed in all neighborhoods.



Bike tour riding through Chinatown Saturday traffic

Neighborhood Conversations

First Round of Conversations

The Community Visioning Festival was quickly followed by more focused conversations designed to engage each of the neighborhoods during four evening events in November 2013. The meetings were organized by shared geography north of US 101, south of US 101 (1st/Central Station area), east of the Los Angeles River, Civic Center and held in convenient locations:

- El Pueblo/Chinatown/Cornfield Arroyo Seco (11/12/13) at Pico House, El Pueblo
- Little Tokyo/Arts District (11/14/13) at Japanese American Community and Cultural Center
- Boyle Heights (11/19/13) at Hollenbeck Police Station
- Civic Center (11/21/13) at Caltrans Building

Neighborhood Conversation Groups

Regional Connector Station



North of 101



East of Los Angeles River



Institutional



Neighborhood Conversation focused on linkage streets north of US-101

At each of the Neighborhood Conversations the team provided a project overview and gathered feedback from the Community Partners on the opportunities/constraints for walking and biking to both stations. The team learned what streets were most important for making connections along with specific ideas for how to improve them. Conversation topics included:

- Connecting to Union Station and 1st/Central Station
- Streets walked/biked most often or to be avoided
- Current projects and plans
- New ideas for linkage streets
- Directing visitors on how best to explore your area
- Identifying your neighborhood’s “main street”
- Making your “main street” better, best examples
- Safety concerns
- Beautification ideas

A summary of key linkage streets and themes heard during those initial conversations is in the Appendix.

2. Community Process



Gathering input at the Boyle Heights Farmers Market

Second Round of Conversations

Following the first round of conversations the team generated a range of design concepts based on input from the community, tested ideas and developed illustrations for public discussion. Six months after the first round of Neighborhood Conversations, a second round took place between late May and early July 2014. Two of the conversations used a Turning Point preference survey to gauge each participant's interest in design alternatives and to rank each project's level of importance. All voting was anonymous and occurred instantaneously during the conversation using handheld devices, then a summary was displayed for attendees to see what resulted. The other two conversations were held at local farmers markets in order to engage as many people as possible in a readily accessible location.

- Civic Center (5/22/14) Farmers Market near Los Angeles City Hall
- El Pueblo/Chinatown/Cornfield Arroyo Seco (5/29/14) at Pico House, El Pueblo
- Boyle Heights (6/6/14) Boyle Heights Farmers Market, Mariachi Plaza
- Little Tokyo/Arts District (6/10/14) at Japanese American Community and Cultural Center

See Section 3 – Project Concepts for conceptual plans and illustrations of each of the projects presented during the second round of conversations. A summary of the Neighborhood Conversations can be found in the Appendix. Included there are the Community Partners' suggestions for projects that should be eliminated, their preference for any options presented, the level of importance a project should be given (e.g., 1 = not important, 3 = neutral, 5 = must do) and when appropriate, their top five projects. The two farmers market events used dot stickers on presentation boards to tally feedback on the community's priority projects.



A second conversation held at Pico House

6. Appendix

Walk-Bike Survey

During November 2013 a twenty-question survey was made available to everyone to gather input on how they currently use the streets in the Union Station and 1st/ Central study area as pedestrians and cyclists, as well as to gather their input on potential future pedestrian and bicycle improvements. The survey was available in written and online formats in English and Spanish at the following events:

- Community Partners Reception (11/01/13) at the Fred Harvey Room, Union Station
- Community Visioning Festival (11/02/13) at Placita de Dolores, El Pueblo
- Neighborhood Conversation with El Pueblo/Chinatown (11/12/13) at Pico House, El Pueblo
- Neighborhood Conversation with Little Tokyo/Arts District (11/14/13) at JACCC
- Neighborhood Conversation with Boyle Heights (11/19/13) at Hollenbeck Police Station
- Neighborhood Conversation with Civic Center (11/21/13) at Caltrans Building

The Written Survey was completed by 265 individuals with 237 in English and 38 in Spanish. The Online Survey was available on Metro's website from November 13 – 30, 2013 and was completed by 231 individuals.

The following is a broad summary of responses to the survey.

Walk-Bike Survey: Part 1



Linkages Study
Improving Historical and Cultural Connections in Downtown LA

Cornfield Arroyo Seco
Chinatown
El Pueblo
Union Station
Civic Center
1st/Central Station
Little Tokyo
Arts District
LA River
Boyle Heights



SURVEY

Part 1

GET A STAMP
AT EACH STATION
YOU COMPLETE.
MINIMUM OF
2 REQUIRED FOR
A FREE CHURRO
(WHILE THEY LAST)

IDEAS FOR PEOPLE ON FOOT	IDEAS FOR PEOPLE ON WHEELS	BIG IDEAS	FAMILY ACTIVITY

1. How did you arrive here today? (Circle one)
 Walk Bike Bus Metro Rail Other: _____
2. In which of these neighborhoods do you spend the most time? (Circle one)
 El Pueblo Civic Center Arts District Little Tokyo Chinatown Cornfield Arroyo Seco Boyle Heights
3. On which street(s) do you walk the most often in that neighborhood?

4. On which street(s) would you walk if they were nicer?

5. Which are your favorite and least favorite streets?

6. In other neighborhoods, on which streets do you like to walk on?

7. What is the biggest obstacle to walking and/or bicycling to or from Union Station?

And the biggest obstacle to walking and/or bicycling to or from 1st/Central Station Site?



Community Festival 11/02/2013

6. Appendix

Walk-Bike Survey: Part 2



SURVEY
Part 2

1. Do you bicycle in any of these neighborhoods: El Pueblo, Civic Center, Arts District, Little Tokyo, Chinatown, Cornfield Arroyo Seco, Boyle Heights? Yes No
(Circle one)

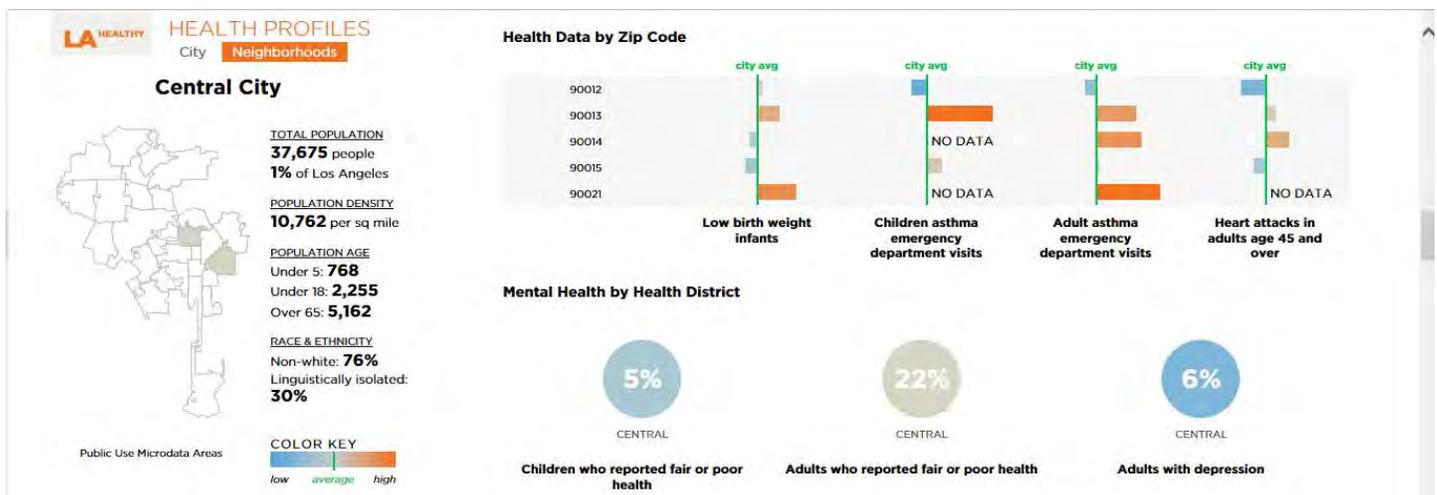
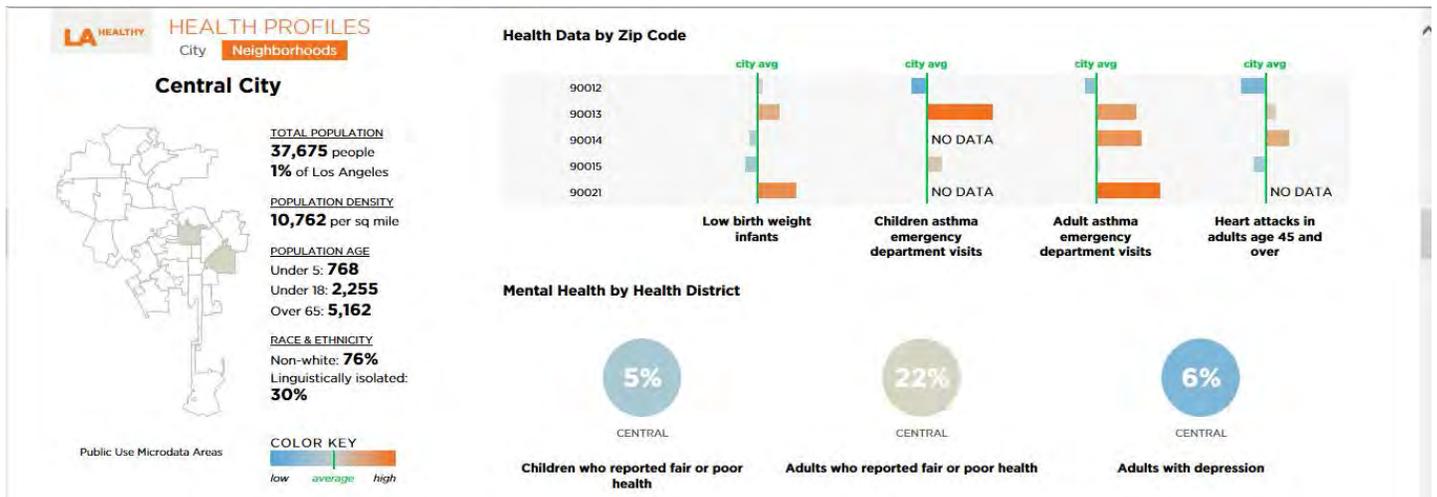
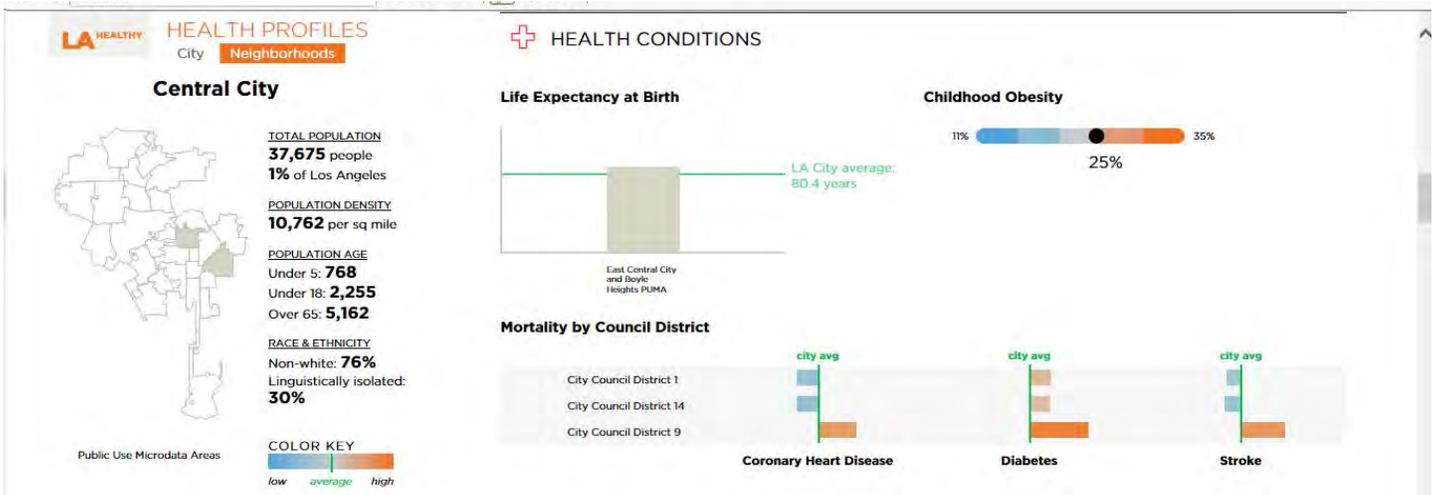
IF YES	IF NO
If you bicycle in the area, which street do you bicycle on to get to these neighborhoods (from outside the study area)?	Do you not live, work or visit these neighborhoods regularly?
Which streets do you bicycle on to get between these neighborhoods (within the study area)?	Do you choose not to bicycle in these neighborhoods due to unsafe cycling conditions?
Which streets that you currently avoid would you ride on if bicycle facilities were improved (e.g. adding buffered bike lanes)?	If certain streets were improved with better bicycle facilities, would you ride on them?
Does the limited availability of secured bike parking limit the destinations you choose to bike to in these neighborhoods?	Does the limited availability of secured bike parking a reason you choose not to bike to in these neighborhoods?
Would you use bike share (short-term bicycle rental) if it were available in these neighborhoods?	Would you use bike share (short-term bicycle rental) if it were available in these neighborhoods?

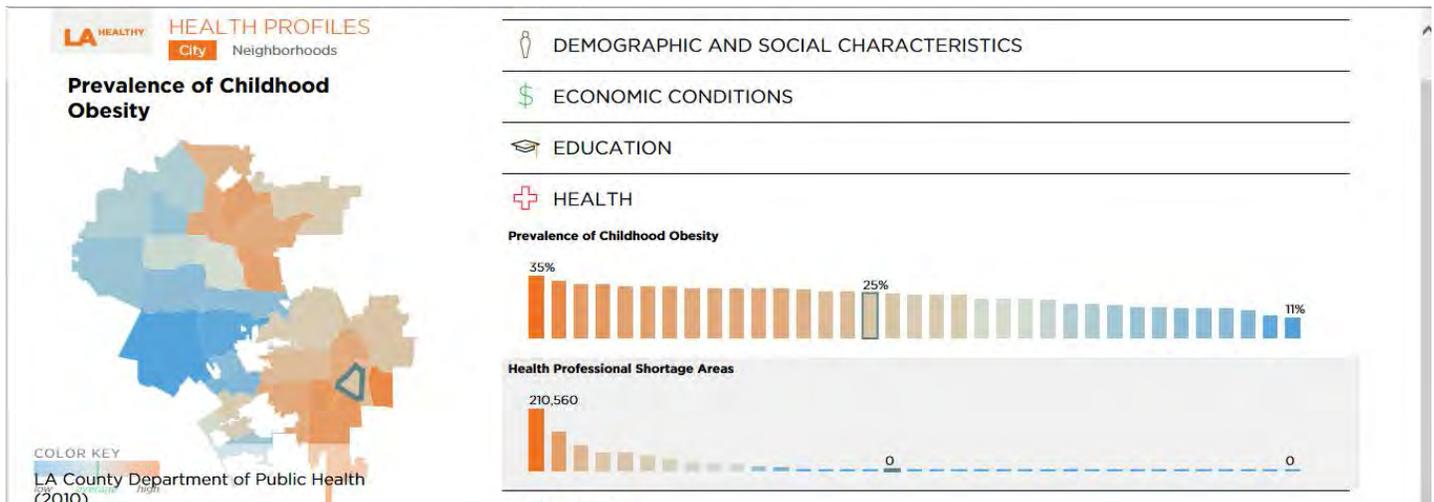
2. Would you use other people-powered wheels or neighborhood electric vehicles if the streets and/or sidewalks were designed to accommodate their use? Yes No
(Circle one)



Survey Question	Written Responses	On-Line Responses
On which street(s) do you walk the most often in that neighborhood?	Broadway, Alameda Street, Olvera Street	1st Street, Broadway and Spring Street
On which street(s) would you walk if they were nicer?	Alameda, Los Angeles Street	Alameda, Broadway
Which are your favorite and least favorite streets?	Favorite and Least Favorite: broad range of responses, no streets stand out	Favorite: 1st Street, 2nd Street; Least favorite: Alameda Street and streets near 101 freeway
In other neighborhoods, on which streets do you like to walk on?	Broad range of responses, no streets stand out	Broad range of responses, no streets stand out
What is the biggest obstacle to walking and/or biking to or from Union Station?	Lack of bike lanes, street lighting, wayfinding signage and restrooms; bad sidewalks; poor crosswalks; safety	Lack of bike lanes, safety, bad sidewalks, poor crosswalks and signal timing
What is the biggest obstacle to walking and/or biking to or from 1st and Central Station Site?	Lack of bike lanes, street lighting, wayfinding signage and restrooms; bad sidewalks; poor crosswalks; safety	Lack of bike lanes, safety, bad sidewalks, poor crosswalks and signal timing
Do you bicycle in any of these neighborhoods: El Pueblo, Civic Center, Arts District, Little Tokyo, Chinatown, Cornfield Arroyo Seco, Boyle Heights?	No	No
If you bicycle in the area, which streets do you bicycle on to get to these neighborhoods (from outside the study area)?	Broad range of responses, no streets stand out	Broadway, Main Street
Which streets do you bicycle on to get between these neighborhoods (within the study area)?	Broad range of responses, no streets stand out	1st Street, Spring Street
Which streets that you currently avoid would you ride on if bicycle facilities were improved (e.g. adding buffered bike lanes)?	Broad range of responses, no streets stand out	Alameda Street
Does the limited availability of secured bike parking limit the destinations you choose to bike to in these neighborhoods?	Yes	Yes
Would you use bike share (short-term bicycle rental) if it were available in these neighborhoods?	Yes	Yes
Do you choose not to bicycle in these neighborhoods due to unsafe cycling conditions?	Yes	Yes
If certain streets were improved with better bicycle facilities, would you ride on them?	Yes	Yes
Would you use other people-powered wheels or neighborhood electric vehicles if the street and/or sidewalks were designed to accommodate their use?	Yes	Yes

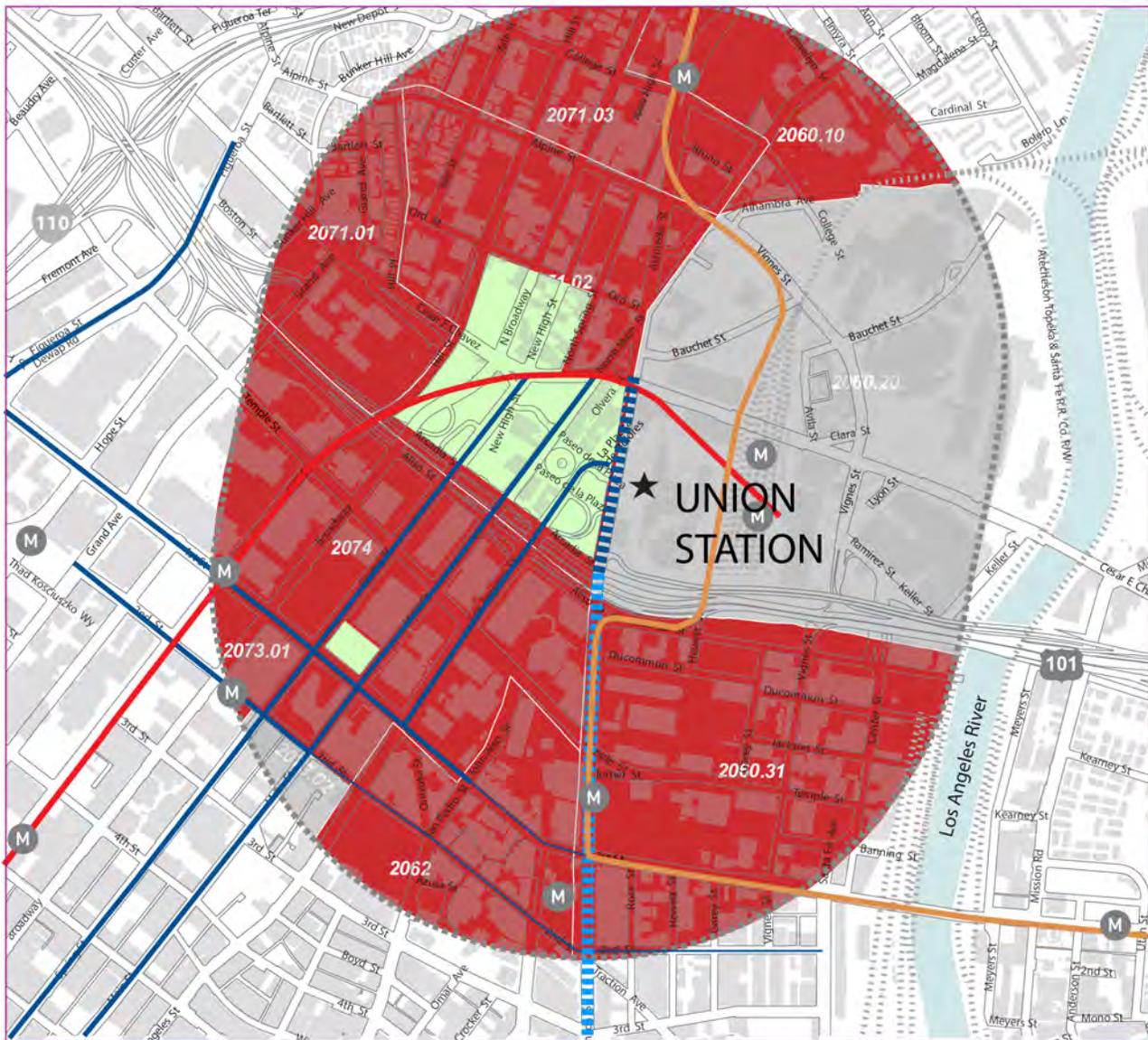
Attachment I-4. Public Health Supporting Documentation



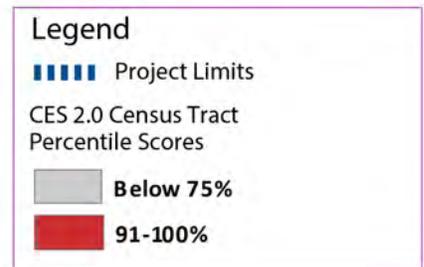
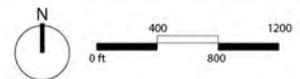




Attachment I-5. Disadvantaged Community Mapping



ALAMEDA STREET ESPLANADE
Disadvantaged Community Mapping



Attachment I-6B. Benefit-Cost Analysis Appendix

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Figure 2-17. Discounted Benefits scaled up over Life of Project..... 129

Appendixes

No table of contents entries found.

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	\$26,591,162
Health Benefits	\$4,569,480
Recreational Benefits	\$10,443,107
Safety Benefits	\$528,485
Gas & Emission Benefits	\$69,398,310
Sum Total Benefits	\$111,530,542
Sum Present Value Benefits	\$73,864,394
Sum Total Project Cost	\$11,727,180
Sum Present Value Cost	\$11,276,135
Net Present Value	\$61,999,009
BCA Ratio	6.23
Net Present Cost of Funds Requested	\$11,865,384
Benefits to Funds Requested Ratio	6.23

The Project benefits (by category) and costs are included in Table 1. As shown in the table, the present value of total benefits is \$62.0 million, compared to the present value costs of \$11.28 million. This equates to a benefit to cost ratio of 6.23, meaning that for every \$1 spent, the Project will generate approximately \$6.23 in benefits. With a positive benefit-cost ratio greater than one, this investment will clearly leverage the funds contributed to produce benefits. LA Metro is requesting \$12.34 million in State funds (or present value \$11.87 million) to implement this Project. This equates to a benefit to funds requested ratio of 6.23.

The largest benefit category contributing to the Project is improved safety, followed by mobility benefits. These benefits are expected given the Project's goal to improve pedestrian and cyclist access to Los Angeles Union Station (LAUS). By reducing the traffic lanes and redistributing this space to cyclists and pedestrians, the Project will help improve safety both by reducing vehicle traffic and creating a clearly defined path for cyclists and pedestrians distinct from vehicle lanes. Mobility will be improved because people will be able to access LAUS not only by vehicle, but also by walking or bicycling.

2 Screenshots of Model Results for Project

The following sections illustrate the results from the B/C Tool for the Project. Each section provides a screen shot of a worksheet in the B/C Tool with results of the Project.

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

PARAMETERS		
Mobility Parameters		
CA Statewide Hourly Wage (2014)	\$26.07	
Value of Time (VOT)- adult	\$13.03	
Value of Time (VOT)- child	\$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip
Health Parameters		
Cycling	\$146	annual\$/person
Walking	\$146	annual\$/person
Accident Cost Parameters		
Cost of a Fatality (K)	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (PDO)	\$7,624	\$/crash
Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.		
Recreational Values Parameters		
Biking		
New Users	\$10	per trip
Existing Users	\$4	per trip
Walking		
All Users	\$1	per trip
VMT Reduction		
Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf		
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	
Price of Co2 (per lb)	\$0.01	
Working days	250	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
2%	Average CA Annual Growth of Population (1955-2011)	
4%	Discount Rate used (same as Cal B/C Model)	

2.3 Infrastructure Inputs

This screenshot illustrates the data inputs in the case of an infrastructure project.

Figure 2-3. Infrastructure Inputs

Bike Projects (Daily Person Trips for All Users) (Box1A)			Project Costs (Box 1D)	
Existing	Without Project	With Project	Non-SR2S Infrastructure Project Cost	\$12,340,000
Forecast (1 Yr after completion)	581	1039	SR2S Infrastructure Project Cost	
	645			
	Commuters	Recreational Users		
Existing Trips	188	120		
New Daily Trips (estimate)	135	87		
(1 YR after completion) (actual)				
Project Information- Non SR2S Infrastructure			ATP Requested Funds (Box 1E)	
Bike Class Type		Bike Class II	Non-SR2S Infrastructure	\$12,340,000
Average Annual Daily		Traffic (AADT)	SR2S Infrastructure	
		32,000		
Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			CRASH DATA (Box 1F)	
Existing	Without Project	With Project	Last 5 Yrs	Annual Average
Forecast (1 YR after project completion)	9120	13053	Fatal Crashes	2
	10877		Injury Crashes	63
			PDO	0
Existing step counts		0		
(600 steps=0.3mi=1 trip)				
Existing miles walked				
Safe Routes to School (SR2S) (Box 1C)			SAFETY COUNTERMEASURES (improvements) (Box 1G)	
Number of student enrollment		Total	Signalized Intersection	Pedestrian countdown signal heads
Approximate no. of students living along school route proposed for improvement				Pedestrian crossing
Percentage of students that currently walk or bike to school			Unsignalized Intersection	Advance stop bar before crosswalk
				Install overpass/underpass
Projected percentage of students that will walk or bike to school after project				Raised medians/refuge islands
				Pedestrian crossing (new signs and markings)
				Pedestrian crossing (safety features/curbs)
				Pedestrian signals
				Bike lanes
				Sidewalk/pathway (to avoid walking along roadway)
				Pedestrian crossing (with enhanced safety features)
				Pedestrian crossing
				Other reduction factor countermeasures

2.4 Non-Infrastructure Inputs

This screenshot illustrates the data inputs in the case of a non-infrastructure project.

Figure 2-4. Non-Infrastructure Inputs

Outreach (SR2S)- (Box 2A) Participants (School Enrollment) <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>		Outreach (Non SR2S)- (Box 2B) Participants <input type="text" value="0"/> Current Active Trans Walker/Bicyclist Users <input type="text" value="0"/> Percentage of Current Active Trans Walkers/Bicyclists <input type="text" value="0%"/> Project Cost <input type="text" value="\$0"/> ATP Requested Funds <input type="text" value="\$0"/> Duration of Outreach (months) <input type="text" value="0"/> Outreach to new users <input type="text" value="0"/>													
Perception (must be marked with an "x")- (Box 2C) <i>Mark all applicable categories with an "x"</i> Outreach is Hands-on (self-efficacy) <input type="checkbox"/> Overcome Barriers (e.g., dist, time, etc.) <input type="checkbox"/> Eliminates Hazards/Threats (speed, crime, etc.) <input type="checkbox"/> Connected or Addresses Connectivity Challenge <input type="checkbox"/> Creating Value in Using Active Transportation <input type="checkbox"/> Weighted Score <input type="text" value="0"/>		Promotional Effort (must be marked with an "x")- (Box 2D) <i>Mark all applicable categories with an "x"</i> Effort Targets 5 E's or 5 P's <input type="checkbox"/> Knowledgeable Staff/Educator <input type="checkbox"/> Partnership/Volunteers <input type="checkbox"/> Creates Community Ownership/Relationship <input type="checkbox"/> Part of Bigger Effort (e.g., political support) <input type="checkbox"/> Weighted Score <input type="text" value="0"/>													
Age (must be marked with an "x")- (Box 2E) <i>Mark only one category with an "x"</i> Younger than 10 <input type="checkbox"/> 10-12 <input type="checkbox"/> 13-24 <input type="checkbox"/> 25-55 <input type="checkbox"/> 55+ <input type="checkbox"/> Weighted Score <input type="text" value="FALSE"/>		Duration (must be marked with an "x")- (Box 2F) <i>Mark only one category with an "x"</i> One Day <input type="checkbox"/> One Month <input type="checkbox"/> One Year <input type="checkbox"/> Multiple Years <input type="checkbox"/> Continuous Effort <input type="checkbox"/> Weighted Score <input type="text" value="FALSE"/>													
Projected New Active Trans Riders Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>		Projected New Active Trans Riders Outreach to New Users <input type="text" value="0"/> Weighted Value of Outreach <input type="text" value="0.00"/> Longitudinal New Users <input type="text" value="0.00"/>													
CRASH DATA - (Box 2G) <table border="1"> <thead> <tr> <th></th> <th>Last 5 Yrs</th> <th>Annual</th> </tr> </thead> <tbody> <tr> <td>Fatal Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>Injury Crashes</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> <tr> <td>PDO</td> <td><input type="text" value="0"/></td> <td><input type="text" value="0"/></td> </tr> </tbody> </table>			Last 5 Yrs	Annual	Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>	PDO	<input type="text" value="0"/>	<input type="text" value="0"/>	Assumption: Benefits only accrue for five years, unless the project is ongoing.	
	Last 5 Yrs	Annual													
Fatal Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
Injury Crashes	<input type="text" value="0"/>	<input type="text" value="0"/>													
PDO	<input type="text" value="0"/>	<input type="text" value="0"/>													

2.5 Non-Infrastructure—All

This screenshot illustrates calculations and benefit results in the case of a non-infrastructure project.

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All				
Projected New ATP Users			0.00	
Annual Mobility Benefits	\$0			Did not quantify mobility benefits.
Annual Health Benefits	\$0			
Annual Recreational Benefits	\$0			Did not quantify recreational benefits.
Annual Safety Benefits	\$0			reduction in Other Reduction Factor Countermeasures.
Fuel saved	\$0			
Emissions Saved	\$0			
Fuel and Emissions Saved	\$0			
Underlying assumptions for calculations:				
1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg. Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/resourcehandler.ashx?id=2948				
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)				
3) Gasoline price per gallon is \$3.41 (incl. tax)				
4) Carbon price is \$25 per ton (updated \$2014 value)				
5) 2,000 lbs = 1 ton				
ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION				
Countermeasures				OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)				10%
Service Life				5
1st year				\$0
	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

2.6 SR2S Infrastructure

This screenshot illustrates calculations and benefit results in the case of a safe-route-to-school (SR2S) infrastructure project.

Figure 2-6. SR2S Infrastructure Project Benefits

SAFE ROUTES TO SCHOOL	
Infrastructure	
Before Project	
No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0
After Project	
No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0
ATP Shift	0
Fuels Saved	\$0.00
Emissions Saved	\$0.00
Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Safety Benefits	\$1,428,103
Fuel and Emissions Saved	\$0
Recreational Benefits	\$0

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Note that annual safety benefits are calculated here in the Tool even though the Project does not include SR2S data inputs. We believe this calculation should read zero.

2.7 Results

This screenshot illustrates the results of the project, including project costs, total benefits, and benefits by category.

Figure 2-7. Results

20 Year Invest Summary Analysis	
Total Costs	\$12,340,000.00
Net Present Cost	\$11,865,384.62
Total Benefits	\$111,530,542.40
Net Present Benefit	\$73,864,393.53
Benefit-Cost Ratio	6.23
20 Year Itemized Savings	
Mobility	\$26,591,162
Health	\$4,569,480
Recreational	\$10,443,107
Gas & Emissions	\$528,485
Safety	\$69,398,310

2.8 Mobility

This screenshot illustrates the calculations and results of mobility benefits in the case of a non-SR2S infrastructure project.

Figure 2-8. Mobility Benefits for non-SR2S Infrastructure Projects

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT						
Current Walk Counts		Project Types				
Total miles walked	0.00	For M values:				
Total person Trips walked	10,877.00	20.38 min/trip	OFF STREET			Bike Class I
Total Steps walked	0.00	18.02 min/trip	ON STREET w/o parking benefit			Bike Class II
		15.83 min/trip	ON STREET w/ parking benefit			Bike Class III
After the Project is Completed						
Total miles walked	0.00	\$13.03	Value of Time			
Total person trips walked	13,053.00					
Total Steps walked	0.00	600 steps=0.3mi=1 trip				
Converted miles walked to trips	0					
Difference of person trips walked	2,176	\$1	Value of Total Pedestrian Environmental Impacts per trip			
Converted steps walked to trips	0					
Current Bike Counts						
Existing Commuters	188					
New Commuters	135					
Benefits, 2014 values						
Annual Mobility Benefit (Walking)	\$462,400					
Annual Mobility Benefit (Biking)	\$632,005					
Total Annual Mobility Benefits	\$1,094,405					
Sources:						
NCHRP 552 Methodology (Biking)						
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)						

2.9 Health

This screenshot illustrates the calculations and results of health benefits in the case of a non-SR2S infrastructure project

Figure 2-9. Health Benefits for non-SR2S Infrastructure Projects

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT			
INFRASTRUCTURE			
Cycling:			
New Cyclists	197		
		GDP Deflator	
Value of Health (ave.annual)	\$146	2006	0.9429
		2014	1.0781
Annual Health Benefits	\$28,831.72		
Walking:			
New Walkers	1088		
Value of Health	\$146		
Annual Health Benefits	\$159,233.06		
Total Annual Health Benefits	\$188,065		
Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G. (Estimated annual per capita cost savings of direct and/indirect of physical activity)			

2.10 Reduced Gas & Emissions Benefits

This screenshot illustrates the calculations and results of benefits from reduced gas and greenhouse gas emissions in the case of a non-SR2S infrastructure project

Figure 2-10. Reduced Gas & Emissions Benefits for non-SR2S Infrastructure Projects

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT	
INFRASTRUCTURE	
New Pedestrians	1,088
New Bicyclists	197
Avoided VMT due to Walking	69,360
Avoided VMT due to Biking	49,496
Fuel Saved	20,265
Emissions Saved	1,486
Fuel and Emissions saved	\$21,751
Underlying assumptions for calculations:	
1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)	
2) Assume 50% of new walkers and cyclists choose not to drive their cars	
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.	
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.	
http://www.railstotrails.org/resourcehandler.ashx?id=2948	
4) Gasoline price per gallon is \$3.41 (incl. tax)	
5) Carbon price is \$25 per ton	
6) 250 working days	
7) 2,000 lbs = 1 ton	

2.11 Recreational Benefits

This screenshot illustrates the calculations and results of recreational benefits in the case of a non-SR2S infrastructure project

Figure 2-11. Recreational Benefits for non-SR2S Infrastructure Projects

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT		
Biking		
New Recreational Users	87	\$10 per trip
New Commuters	135	
Existing Recreational Users	120	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$107,880	
Value of Spending Recreational Time for Existing Recreational Users	\$59,520	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$167,400	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		
Walking		
Total Recreational pedestrians	326	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$119,136	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$119,136	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		
Total Annual Recreational Benefits	\$286,536	

2.12 Safety Benefits

This screenshot illustrates the calculations and results of safety benefits in the case of a non-SR2S infrastructure project

Figure 2-12. Safety Benefits for non-SR2S Infrastructure Projects

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES		UNSIGNALIZED INTERSECTION COUNTERMEASURES			ROADWAY COUNTERMEASURES			OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Crash Reduction Factors (CRFs)	Service Life	Applicable Countermeasures	CRFs	Service Life	Applicable Countermeasures	CRFs	Service Life			
Install pedestrian countdown signal heads	25%	20	Y	25%	20	Y	25%	20	Y	10%	20
Install pedestrian crossing	25%	20	Y	25%	20	Y	25%	20	N	35%	10
Install advance stop bar before crosswalk (bicycle box)	15%	10	Y	15%	10	N	75%	20	N	35%	20
Install pedestrian overpass/underpass	75%	20	N	75%	20	N	75%	20	N	35%	20
Install raised medians/refuge islands	45%	20	Y	45%	20	N	45%	20	N	35%	20
Install pedestrian crossings (new signs and markings only)	25%	10	N	25%	10	N	25%	10	N	35%	20
Install pedestrian crossing (with enhanced safety measures/curb extensions)	35%	20	N	35%	20	N	35%	20	N	35%	20
Install pedestrian signal	55%	20	N	55%	20	N	55%	20	N	35%	20
Install like lines along roadway	35%	20	Y	35%	20	Y	35%	20	Y	35%	20
Install sidewalk/pathway (to avoid walking along roadway)	80%	20	Y	80%	20	Y	80%	20	Y	30%	10
Install pedestrian crossing (with enhanced safety measures)	30%	10	Y	30%	10	Y	30%	10	Y	30%	10
Install Pedestrian crossing	35%	10	N	35%	10	N	35%	10	N	35%	10
Other Reduction Factor	10%	20	Y	10%	20	Y	10%	20	Y	10%	20
Total											
Cost/crash	\$4,130,347	\$81,393	\$7,624								
Fatal	0.4	12.6	0								
Injury											
PDO											
Total											
Frequency	0.4	12.6	0								
Cost/crash	\$4,130,347	\$81,393	\$7,624								

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

Figure 2-15. Undiscounted Benefits scaled up over Life of Project—Image 3 of 4

COMBO PROJECTS - Non SRSz Infrastructure and NonInfrastructure							COMBO PROJECTS - NonSRSz & SRSz Infrastructure								
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN															
1	\$1,094,405	\$188,065	\$286,536	\$714,052	\$21,751	\$2,304,808	\$11,727,180	1	\$547,202	\$94,032	\$286,536	\$1,428,103	\$10,875	\$2,366,750	\$11,727,180
2	\$1,116,233	\$191,826	\$292,267	\$728,333	\$22,186	\$2,350,904		2	\$558,147	\$95,913	\$292,267	\$1,456,665	\$11,093	\$2,414,085	
3	\$1,138,619	\$195,663	\$298,112	\$742,899	\$22,629	\$2,397,922		3	\$569,309	\$97,831	\$298,112	\$1,485,799	\$11,315	\$2,462,366	
4	\$1,161,391	\$199,576	\$304,074	\$757,757	\$23,082	\$2,445,881		4	\$580,696	\$99,788	\$304,074	\$1,515,515	\$11,541	\$2,511,614	
5	\$1,184,619	\$203,567	\$310,156	\$772,912	\$23,544	\$2,494,798		5	\$592,310	\$101,784	\$310,156	\$1,545,825	\$11,772	\$2,561,846	
6	\$1,208,311	\$207,639	\$316,359	\$788,371	\$24,015	\$2,544,694		6	\$604,156	\$103,819	\$316,359	\$1,576,741	\$12,007	\$2,613,083	
7	\$1,232,478	\$211,791	\$322,686	\$804,138	\$24,495	\$2,595,588		7	\$616,239	\$105,896	\$322,686	\$1,608,276	\$12,247	\$2,665,344	
8	\$1,257,127	\$216,027	\$329,140	\$820,221	\$24,985	\$2,647,500		8	\$628,564	\$108,014	\$329,140	\$1,640,442	\$12,492	\$2,718,651	
9	\$1,282,270	\$220,348	\$335,723	\$836,625	\$25,484	\$2,700,450		9	\$641,135	\$110,174	\$335,723	\$1,673,251	\$12,742	\$2,773,024	
10	\$1,307,915	\$224,755	\$342,437	\$853,358	\$25,994	\$2,754,459		10	\$653,958	\$112,377	\$342,437	\$1,706,716	\$12,997	\$2,828,485	
11	\$1,334,074	\$229,250	\$349,286	\$870,425	\$26,514	\$2,809,548		11	\$667,037	\$114,625	\$349,286	\$1,740,850	\$13,257	\$2,885,054	
12	\$1,360,755	\$233,835	\$356,272	\$887,833	\$27,044	\$2,865,789		12	\$680,377	\$116,917	\$356,272	\$1,775,667	\$13,522	\$2,942,756	
13	\$1,387,970	\$238,512	\$363,397	\$905,580	\$27,585	\$2,923,054		13	\$693,985	\$119,256	\$363,397	\$1,811,180	\$13,793	\$3,001,611	
14	\$1,415,729	\$243,282	\$370,665	\$923,702	\$28,137	\$2,981,515		14	\$707,865	\$121,641	\$370,665	\$1,847,404	\$14,068	\$3,061,643	
15	\$1,444,044	\$248,147	\$378,078	\$942,176	\$28,700	\$3,041,145		15	\$721,022	\$124,074	\$378,078	\$1,884,552	\$14,350	\$3,122,876	
16	\$1,472,925	\$253,110	\$385,640	\$961,020	\$29,274	\$3,101,968		16	\$735,462	\$126,555	\$385,640	\$1,922,039	\$14,637	\$3,185,333	
17	\$1,502,383	\$258,173	\$393,353	\$980,240	\$29,859	\$3,164,008		17	\$751,192	\$129,086	\$393,353	\$1,960,480	\$14,930	\$3,249,040	
18	\$1,532,431	\$263,336	\$401,220	\$999,845	\$30,456	\$3,227,288		18	\$766,216	\$131,668	\$401,220	\$1,999,689	\$15,228	\$3,314,021	
19	\$1,563,080	\$268,603	\$409,244	\$1,019,842	\$31,065	\$3,291,834		19	\$781,540	\$134,301	\$409,244	\$2,039,683	\$15,533	\$3,380,301	
20	\$1,594,341	\$273,975	\$417,429	\$1,040,238	\$31,687	\$3,357,670		20	\$797,171	\$136,987	\$417,429	\$2,080,477	\$15,843	\$3,447,907	
Total							\$26,591,162	\$4,569,480	\$6,962,071	\$17,349,577	\$528,485	\$56,000,775	\$11,727,180	\$um Total Benefits	Total Project Cost
Total							\$26,591,162	\$4,569,480	\$6,962,071	\$17,349,577	\$528,485	\$56,000,775	\$11,727,180	\$um Total Benefits	Total Project Cost

Figure 2-16. Undiscounted Benefits scaled up over Life of Project—Image 4 of 4

COMBO PROJECTS - SR23 Infrastructure and NonInfrastructure											SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS												
Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor	Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit:Cost Ratio						
PROJECT OPEN																							
1	\$0	\$0	\$0	\$714,052	\$0	\$714,052	\$0	1.02	1	1094404,948	\$188,065	\$429,804	\$2,886,207	\$21,751	\$4,590,231	\$11,727,180	9.51						
2	\$0	\$0	\$0	\$728,333	\$0	\$728,333	\$0		2	\$1,116,293	\$191,826	\$428,400	\$2,913,531	\$22,186	\$4,682,036								
3	\$0	\$0	\$0	\$742,899	\$0	\$742,899	\$0		3	\$1,188,619	\$195,663	\$447,168	\$2,971,597	\$23,629	\$4,775,676								
4	\$0	\$0	\$0	\$757,757	\$0	\$757,757	\$0		4	\$1,161,391	\$199,576	\$456,111	\$3,031,029	\$23,082	\$4,871,190								
5	\$0	\$0	\$0	\$772,912	\$0	\$772,912	\$0		5	\$1,184,619	\$203,567	\$465,234	\$3,091,650	\$23,544	\$4,968,614								
6	\$0	\$0	\$0	\$788,371	\$0	\$788,371	\$0		6	\$1,208,311	\$207,639	\$474,538	\$3,153,483	\$24,015	\$5,067,986								
7	\$0	\$0	\$0	\$804,138	\$0	\$804,138	\$0		7	\$1,232,478	\$211,791	\$484,029	\$3,216,553	\$24,495	\$5,169,346								
8	\$0	\$0	\$0	\$820,221	\$0	\$820,221	\$0		8	\$1,257,127	\$216,027	\$493,710	\$3,280,884	\$24,985	\$5,272,733								
9	\$0	\$0	\$0	\$836,625	\$0	\$836,625	\$0		9	\$1,282,270	\$220,348	\$503,584	\$3,346,501	\$25,484	\$5,378,187								
10	\$0	\$0	\$0	\$853,358	\$0	\$853,358	\$0		10	\$1,307,915	\$224,755	\$513,656	\$3,413,431	\$25,994	\$5,485,751								
11	\$0	\$0	\$0	\$870,425	\$0	\$870,425	\$0		11	\$1,334,074	\$229,250	\$523,929	\$3,481,700	\$26,514	\$5,595,466								
12	\$0	\$0	\$0	\$887,833	\$0	\$887,833	\$0		12	\$1,360,755	\$233,835	\$534,407	\$3,551,334	\$27,044	\$5,707,375								
13	\$0	\$0	\$0	\$905,590	\$0	\$905,590	\$0		13	\$1,387,970	\$238,512	\$545,095	\$3,622,361	\$27,585	\$5,821,523								
14	\$0	\$0	\$0	\$923,702	\$0	\$923,702	\$0		14	\$1,415,729	\$243,282	\$555,997	\$3,694,808	\$28,137	\$5,937,953								
15	\$0	\$0	\$0	\$942,176	\$0	\$942,176	\$0		15	\$1,444,084	\$248,147	\$567,117	\$3,768,704	\$28,700	\$6,056,712								
16	\$0	\$0	\$0	\$961,020	\$0	\$961,020	\$0		16	\$1,472,925	\$253,110	\$578,460	\$3,844,078	\$29,274	\$6,177,847								
17	\$0	\$0	\$0	\$980,240	\$0	\$980,240	\$0		17	\$1,502,383	\$258,173	\$590,029	\$3,920,950	\$29,859	\$6,301,404								
18	\$0	\$0	\$0	\$999,845	\$0	\$999,845	\$0		18	\$1,532,431	\$263,336	\$601,829	\$3,999,379	\$30,456	\$6,427,432								
19	\$0	\$0	\$0	\$1,019,842	\$0	\$1,019,842	\$0		19	\$1,563,080	\$268,603	\$613,866	\$4,079,366	\$31,065	\$6,555,980								
20	\$0	\$0	\$0	\$1,040,238	\$0	\$1,040,238	\$0		20	\$1,594,341	\$273,975	\$626,143	\$4,160,954	\$31,687	\$6,687,100								
Total							\$17,349,577		Total							\$26,591,162	\$4,569,480	\$10,443,107	\$69,398,310	\$28,485	\$11,590,542	\$11,727,180	9.51

3 Potential for Model Enhancements

Below we provide Caltrans with some feedback on the Benefit/Cost Tool as requested in Question 6B of this application. Feedback is divided by category, as described in Question 6B:

Types of Inputs

- **Applicability of mobility parameters**—we note that several of the parameters used in the model come from the National Cooperative Highway Research Program (NCHRP) 552 report. While this source provides good data, some of the assumptions may not be well-suited to the types of projects proposed by LA Metro. For instance, the bike path projects proposed by LA Metro are mostly small (.25 to 5 miles). The value of mobility benefits provided in the NCHRP report range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. But in the case of LA Metro's bike projects, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Another difference to consider is location—the NCHRP study was conducted in Minnesota. Thus the value of having access to a bike path might be greater in a city like Los Angeles where there are more days each year of suitable weather for biking.
- **City-specific parameters**—we understand that this first version of the B/C Tool was kept general so that it could be used by different cities throughout California. However, this means that some of the parameters used may not be appropriate for a particular city. For example, the two percent population growth rate assumed in the model is an average for California from 1955 to 2011. However, currently the population growth rate in Los Angeles is closer to 0.5 percent¹, much smaller than the California average.
- **Construction start and end dates**—allowing the B/C Tool to adapt to different construction start and end dates depending on the project will provide a more precise estimate of net benefits.

Calculation Logic

- **Discount methodology**—the B/C Tool currently discounts the project costs and benefits starting the same year, implying that benefits and costs begin at the same time. Benefits generally start accruing after the project is complete, while costs are experienced at the beginning. Caltrans may want to consider adapting the discounting formulas so that benefits start after construction is complete.
- **Forecast methodology**—currently the BC Tool grows each benefit category by the population growth rate. Caltrans may want to consider adapting the B/C Tool to allow for different growth factors for each benefit category, as the future growth of these benefit categories may differ. For instance, generally a person's value of time is expected to

¹ Average annual growth rate for population of Los Angeles. Retrieved from Southern California Association of Governments, Draft , 2016 RTP/SCS Growth Forecast by Jurisdictions

grow at approximately 1.2 percent per year². Thus benefit categories that depend on a person's value of time will be affected by this growth rate.

- **SR2S Safety Benefits**—it appears the B/C Tool includes safety benefits for SR2S infrastructure projects into the project's total benefits even when data is only entered for non-SR2S infrastructure projects. Because the SR2S safety data is linked directly to the result for safety benefits of non-SR2S infrastructure projects, this benefit is counted in two places. Thus safety benefits are likely over-estimated for all non-SR2S projects.
- **Non-infrastructure project crash rate data**—the B/C Tool uses the five-year crash rate data provided (rather than the annual data) to calculate safety benefits for non-infrastructure projects. This methodology differs from that of the infrastructure projects, where the B/C Tool uses the annual crash rate data. We wanted to point out this inconsistency.

Other Recommendations

- **Discounting benefit categories**—Caltrans may want to consider discounting by benefit category, rather than only discounting total benefits. This allows the user to compare the present value of each type of benefit.
- **Potential time savings benefits**—the B/C Tool could also consider the potential benefits of travel time savings. For instance, if an ATP project improves bicycle access on a commute route, it may in fact be quicker to bicycle to work rather than drive depending on the level of traffic congestion, and the distance of the trip. Several streets in Los Angeles currently suffer from gridlock congestion during certain hours of the day. Another instance of time savings might occur for long-distance commuters when transferring from Metrolink rail to the bus. Installing a bike path that improves the connection from rail to bus could result in time-savings for public transit users

User Interface

- **Format of model parameters**—many of the parameters assumed in the B/C Tool are currently hard-coded into the cell formulas. To allow for a more adaptable and error-free model, it is considered good practice to list all parameters on one sheet in the model, and link formulas to this sheet. This way if the user wants to change an assumption, the edit is only required in one location, and the change is automatically made throughout the model.

² U.S. DOT. The Value of Travel Time Savings: Departmental Guidance for Conducting Economic Evaluations Revision 2 (2014 Update). July, 2014. Please refer to page 14.
<http://www.dot.gov/sites/dot.gov/files/docs/USDOT%20VOT%20Guidance%202014.pdf>

Attachment I-8. California Conservation Corps (CCC) Correspondence

Re: CCC Input for ATP Cycle 2- Union Station Master Plan: Alameda Esplanade

Re: CCC Input for ATP Cycle 2- Union Station Master Plan: Alameda Esplanade

Active Transportation Program [inquiry@atpcommunitycorps.org]

Sent: Tuesday, May 19, 2015 3:37 PM

To: Carvajal, Elizabeth [CarvajalE@metro.net]

Cc: atp@ccc.ca.gov; Christian, Adam; <heather@ammatransitplanning.com>

Hi Elizabeth,

Bo Savage of the Los Angeles Conservation Corps has responded that they are able to assist the County with your Union Station Master Plan: Alameda Esplanade Project, specifically on:

- 2 Demo
- 3 Demo
- 4 Demo
- 6 new curb and gutter
- 7 ped sidewalk
- 10 street trees
- 13 landscape and irrigation
- 14 erosion and sediment control

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Bo (bsavage@lacorps.org) directly if your project receives funding.

Thank you!
Monica

On Wed, May 13, 2015 at 12:07 PM, Carvajal, Elizabeth <CarvajalE@metro.net> wrote:

Good afternoon Wei and Danielle,

The Los Angeles County Metropolitan Transportation Authority (Metro) is submitting two ATP applications for pedestrian and bicyclist connections in front of Los Angeles Union Station. The first application is the **Union Station Master Plan: Alameda Esplanade**.

Project Title:

Union Station Master Plan: Alameda Esplanade

Project Description:

The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 26 feet for pedestrians and bicyclists directly in front of LAUS.

Detailed Estimate (attached) Please note that we are still in the process of finalizing the estimate. We hope that this will provide the information that you need to make a determination.

Project Schedule:

Metro will initiate the preparation of a Program EIR in June of 2015 and anticipates that the process will take 1 year (June 2016). Advancing the project design will start the summer of 2016 and will be finalized in the spring of 2017. Metro will then go out to bid and secure a qualified Contractor to build the improvements. We expect to have a contractor on board by Fall of 2017. Construction will be finalized in Fall of 2020.

Please note that we are still vetting and finalizing the schedule with the City of Los Angeles.

https://hdrwebmail.hdrinc.com/...Ad9XVAACLeqPODAc5SYxCrkm1XalQAAAZpRe8AAAJ&a=Print&pspid=_1432075474079_70906943[5/19/2015 3:45:41 PM]

Attachment J. Letters of Support

Elected Officials

City of Los Angeles Mayor Eric Garcetti

City of Los Angeles Councilmember Jose Huizar, Fourteenth District

County of Los Angeles Supervisor Hilda Solis, First District

Stakeholders

Central City Association

Chinatown Service Center

El Pueblo de Los Angeles Historical Monument

La Plaza De Culturas y Artes

LA Walks

Los Angeles County Arts Commission

Los Angeles County Department of Public Health

Los Angeles County Bicycle Coalition

Occidental College Urban and Environmental Policy Institute

The California Endowment

The Trust for Public Land

Trammell Crow Company



ERIC GARCETTI
MAYOR

May 29, 2015

Mr. Brian P. Kelly
Secretary
California State Transportation Agency
P.O. Box 942874
Sacramento, California 94274-0001

RE: Active Transportation Program – Union Station Master Plan projects

Dear Mr. Kelly:

I write in support of the Los Angeles County Metropolitan Transportation Authority's (MTA) Active Transportation Program funding requests for two Union Station Master Plan projects: the Alameda Esplanade and the Los Angeles Crossing.

The Alameda Esplanade will create a landscaped bicycle and pedestrian pathway on Alameda Street in front of Union Station, improving connections to the north and south of the station. The Los Angeles Crossing will create an improved crosswalk and bicycle connection between Union Station and the El Pueblo de Los Angeles Historical Monument. Both projects are designed to reconnect Union Station with the neighborhoods around it, making it safer and more pleasant to access the station.

These projects will enhance safety for road users and greatly improve pedestrian and bicyclist first/last mile connections to Southern California's most important transportation hub.

I encourage your support and funding of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti'.

ERIC GARCETTI
Mayor

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

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EL PUEBLO DE LOS ANGELES
HISTORICAL MONUMENT

CHRISTOPHER P. ESPINOSA
General Manager

125 PASEO DE LA PLAZA, SUITE 400
LOS ANGELES, CA 90012

TEL: (213) 485-6855
TDD: (213) 473-5535
FAX: (213) 485-8238

May 27, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Ms. Nitsos,

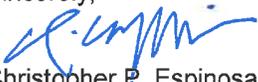
El Pueblo de Los Angeles Historical Monument (El Pueblo) is pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below:

- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an esplanade that will reduce the number of vehicle lanes from six to four and allocate 26 feet for pedestrians and bicyclists directly in front of Union Station.
- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curb-less crosswalk with an adjacent bike crossing zone that will extend directly from Union Station across Alameda Street into El Pueblo using materials that match the historic plaza. The path would be created by closing the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Our stakeholders were involved in the community-driven planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation.

It is our firm belief that these two projects will provide significant improvements to our community, and will offer much-needed bicycle and pedestrian connections between our neighborhood and public transit. We strongly encourage your support for both projects and look forward to the award of each for the benefit of the community.

Sincerely,


Christopher P. Espinosa
General Manager





May 7, 2015

Ms. April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Dear Ms. Nitsos,

Established in 1924, the Central City Association (CCA) is Los Angeles's premier business advocacy organization, with 450 members employing over 350,000 people in the Los Angeles region. CCA represents a broad swath of the businesses that drive the Los Angeles economy.

CCA supports the Los Angeles County Metropolitan Transportation Authority's (Metro) applications for funding under Cycle 2 of the Active Transportation Program for the two projects noted below:

- The ***Union Station Master Plan: Alameda Esplanade*** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.
- The ***Union Station Master Plan: Los Angeles Crossing*** project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

CCA has been involved in every step of the planning process that identified these projects. We support Metro and the City of Los Angeles in their efforts to implement these plans.

It is our firm belief that these two projects will provide significant improvement to our community, and will offer much-needed bicycle and pedestrian connections between public transit, our businesses and our neighborhoods. We strongly encourage your support for both projects and look forward to the award of each for the benefit of the community.

Sincerely,

Carol E. Schatz
President & CEO



華埠服務中心
CHINATOWN SERVICE CENTER

May 7, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Ms. Nitsos,

As members of the Los Angeles Chinatown community, we are pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below.

- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.
- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Our community was involved in the community-driven planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation.

It is our firm belief that these two projects will provide significant improvement to our community, and will offer much-needed bicycle and pedestrian connections between our neighborhood and public transit. We strongly encourage your support for both projects and look forward to the award of each for the benefit of the community.

Sincerely,

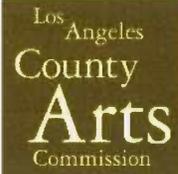
CHINATOWN SERVICE CENTER

Peter Ng
Executive Director

LOS ANGELES OFFICE: 767 North Hill Street, Suite 400
 MONTEREY PARK OFFICE: 112 N. Chandler Ave., Suite 105
 YOUTH CENTER: 727 N. Broadway, Suite 211
 CHILD DEVELOPMENT CENTER: 521 W. Cesar E. Chavez Ave.

• Los Angeles	• CA 90012-2381	• (213) 808-1700	• Fax (213) 680-0787
• Monterey Park	• CA 91754-1577	• (626) 293-8733	• Fax (626) 293-8308
• Los Angeles	• CA 90012-2864	• (213) 972-8840	• Fax (213) 972-8844
• Los Angeles	• CA 90012-2155	• (213) 617-4914	• Fax (213) 617-8442

Enriching Lives



1055 Wilshire Boulevard
Suite 800
Los Angeles, CA 90017
Tel 213.202.5858
Fax 213.580.0017
www.lacountyarts.org

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Rosalind Wyman

Laura Zucker
Executive Director

May 18, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Department of Transportation
1120 N. Street, MS-1
Sacramento, CA 95814



Dear Ms. Nitsos:

I am writing in support of the Los Angeles County Metropolitan Transportation Authority (Metro)'s applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below:

- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four, allocating 24 feet for pedestrians and bicyclists. This enhanced design of Alameda Street will encourage pedestrians to explore and walk to the many museums and cultural centers in and around El Pueblo and Union Station.
- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curb less crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a safer route for pedestrians and bicyclists, strengthening the connection between two historic and culturally significant destinations.

The community at-large was involved in the planning process that identified these projects, and I support Metro and the City of Los Angeles in their efforts to move these plans to implementation. These two projects will provide significant improvement to our community, and will offer much needed connections between a cultural core of downtown Los Angeles and public transit. I strongly encourage your support for both projects and look forward to the award of each.

Sincerely,

A handwritten signature in blue ink, appearing to read "Laura Zucker".

Laura Zucker
Executive Director



CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

Policies for Livable, Active Communities and Environments
Jean Armbruster, M.A.
Director

695 South Vermont Avenue, South Tower, Suite 1400
Los Angeles, California 90005
TEL (213) 351-1907 – FAX (213) 637-4879

www.publichealth.lacounty.gov



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Michael D. Antonovich
Fifth District

May 18, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Re: Letter of Support for ATP Application –Metro Alameda Esplanade & Los Angeles Crossing Projects

Dear Ms. Nitsos:

The Los Angeles County Department of Public Health is pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the Alameda Esplanade project and Los Angeles Crossing Project.

The Union Station Master Plan: Alameda Esplanade project will transform Alameda Street from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 26 feet for pedestrians and bicyclists.

The Union Station Master Plan: Los Angeles Crossing project will create a new expanded curbside crosswalk with an adjacent bike crossing zone that will extend directly from Union Station across Alameda Street into the historic El Pueblo plaza. The path would be created by closing the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

The proposed project is consistent with the Southern California Association of Government's Regional Transportation Plan, DPH goals, and local policies. We respectfully request that you give favorable consideration to this funding application, which will offer much-needed active transportation connections between the neighborhood and public transit.

Sincerely,

A handwritten signature in blue ink, appearing to read "JA", written over a vertical line.

Jean Armbruster
Director, PLACE Program



May 12, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Ms. Nitsos,

As members of the Downtown/Chinatown community, we are pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below.

1000 North
Alameda Street
Los Angeles
CA 90012
213.928.8800
FAX 213.928.8801
800.449.4149

- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.
- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Our community was involved in the community-driven planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation.

It is our firm belief that these two projects will provide significant improvement to our community, and will offer much-needed bicycle and pedestrian connections between our neighborhood and public transit. We strongly encourage your support for both projects and look forward to the award of each for the benefit of the community.

Sincerely,

Jennifer Vanore, Ph.D.
Program Manager, Learning & Outreach
Center for Healthy Communities
The California Endowment

www.calendow.org



JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

May 21, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Ms. Nitsos,

I am writing to convey my strong support for the two Active Transportation Program (ATP) Cycle 2 applications being submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Union Station Master Plan: Alameda Esplanade** and the **Union Station Master Plan: Los Angeles Crossing** projects in Downtown Los Angeles.

The ATP grant funds projects throughout the state that encourage an increase in the use of active modes of transportation. The two projects proposed by Metro will improve pedestrian and bicyclist access to and from Los Angeles Union Station (LAUS) and surrounding neighborhoods.

Both projects are included in the Union Station Master Plan:

- The **Union Station Master Plan: Alameda Esplanade** will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.
- The **Union Station Master Plan: Los Angeles Crossing project** will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

While each project has independent utility and are being submitted as separate applications, the proposed improvements encompass one of the most critical connections from LAUS into Downtown Los Angeles neighborhoods. The majority of pedestrians and bicyclists access LAUS from the west side of the property, from Alameda Street and/or Los Angeles Street. The proposed improvements identified in the **Alameda Esplanade** and the **Los Angeles Crossing** projects are the embodiment of first/last mile connections and prioritization of pedestrian and bicyclist connections and safety to the region's most significant transportation hub. In addition, these projects were identified and prioritized through a



JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

community-driven planning process, and represent the highest public improvement priorities for stakeholders in the surrounding neighborhoods.

As the Los Angeles City Council representative for Downtown Los Angeles, I fully support both projects and I urge you to consider them for funding.

Sincerely,

José Huizar
Councilmember, Fourteenth District
City of Los Angeles





501 North Main Street, Los Angeles, CA 90012

www.lapca.org

T. 213 542-6200 F. 213 542-6272

May 11, 2015

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UCLA School of
Medicine

CEO

John Echeveste

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Ms. Nitsos,

LA Plaza de Cultura y Artes is pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below.

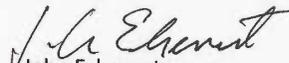
- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.

- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Our organization was involved in the community-driven planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation.

It is our firm belief that these two projects will provide significant improvement to our community, and will offer much-needed bicycle and pedestrian connections between our neighborhood and public transit. We strongly encourage your support for both projects and look forward to the award of each for the benefit of the community.

Sincerely,



John Echeveste
CEO



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

856 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Telephone (213) 974-4111 / FAX (213) 613-1739

May 6, 2015

HILDA L. SOLIS
SUPERVISOR, FIRST DISTRICT

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA, 95814

Ms. Nitsos,

On behalf of Los Angeles County, District One, I am writing to convey my strong support for the two Active Transportation Program (ATP) Cycle 2 applications being submitted by the Los Angeles County Metropolitan Transportation Authority (Metro). Both the **Alameda Esplanade** and the **Los Angeles Street Crossing** projects are identified as high priority in the Los Angeles Union Station (LAUS) Master Plan.

- The **Alameda Esplanade** will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.
- The **Los Angeles Crossing project** will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

The proposed improvements encompass one of the most critical connections from LAUS to surrounding Downtown Los Angeles neighborhoods. The proposed improvements are the embodiment of community-driven, first/last mile connections and prioritization of pedestrian and bicyclist connections and safety to the region's most significant transportation hub.

As the Los Angeles County Supervisor that represents Downtown Los Angeles, I fully support both projects and I urge you to consider them for funding.

Sincerely,

Handwritten signature of Hilda L. Solis in black ink.

Hilda L. Solis
Supervisor, First District
County of Los Angeles



Jim Andersen
Senior Vice President

Trammell Crow Company
Development and Investment
Greater Los Angeles

2221 Rosecrans Ave.
Suite 200
El Segundo, California 92045

310 363 4712 Direct
310 363 4723 Fax

jandersen@trammellcrow.com

May 26, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Ms. Nitsos,

As members of the El Pueblo community, we are pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below.

- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 26 feet for pedestrians and bicyclists directly in front of LAUS.
- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Our community was involved in the community-driven planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation.

It is our firm belief that these two projects will provide significant improvement to our community, and will offer much-needed bicycle and pedestrian connections between our neighborhood and public transit. We strongly encourage your support for both projects and look forward to the award of each for the benefit of the community.

Sincerely,

Jim Andersen
Senior Vice President
Trammell Crow Company

THE
TRUST
for
PUBLIC
LAND



Los Angeles Office
135 West Green Street
2nd Floor
Pasadena, CA
91105

T: (323) 223-0441
F: (323) 223-2978
www.tpl.org

May 14, 2015

April Nitsos
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

Re: Metro ATP Application for Funding, Cycle 2 - SUPPORT

Dear Ms. Nitsos,

The Trust for Public Land is a strong advocate for active transportation and planning solutions in the Los Angeles region. Currently we have broken ground on a green alley project in South Los Angeles that will offer safe connections and increased non-vehicular transportation-ways for community members. Nationally, The Trust for Public Land has worked on countless greenways and bikeways across the country, including the soon to open 606 in Chicago, a park system that utilizes a defunct rail line, now the Bloomingdale Trail, to serve multiple active transportation uses, and provide connections across neighborhoods. It is because of this national and local commitment by The Trust for Public Land to multi-modal transportation and supportive planning that we strongly support this measure.

As members of the Los Angeles community, The Trust for Public Land is pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below.

- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.
- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Our community was involved in the community-driven planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation.

It is our firm belief that these two projects will provide significant improvement to our community, and will offer much-needed bicycle and pedestrian connections between our neighborhood and public transit. We strongly encourage your support for both projects and look forward to the award of each for the benefit of the community.

Sincerely,



Tori Kjer
Los Angeles Program Director
The Trust for Public Land



Urban & Environmental Policy Institute
 OCCIDENTAL COLLEGE
 For a more just, livable and democratic region.

May 27, 2015

April Nitsos

Chief, Office of Active Transportation and Special Programs

Division of Local Assistance

California Dept. of Transportation

1120 N Street, MS-1

Sacramento, CA. 95814

Ms. Nitsos,

The Urban & Environmental Policy Institute at Occidental College (UEPI) is pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below.

- The **Union Station Master Plan: Alameda Esplanade** project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.
- The **Union Station Master Plan: Los Angeles Crossing** project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Our organization supported the community-driven planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation. UEPI is committed to a more just, green and sustainable transportation system. We work with local organizations and city and region-wide advocates to promote more walkable and bikeable streets.

It is our firm belief that these two projects will provide significant improvement to our community, and will offer much-needed bicycle and pedestrian connections between neighborhoods and public transit. The projects can also serve as models for street

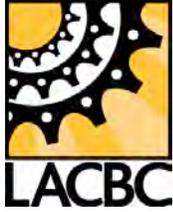
improvements in other parts of the city and county. We strongly encourage your support for both projects.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'M' followed by a long horizontal line.

Mark Vallianatos

Policy Director, Urban & Environmental Policy Institute, Occidental College



Los Angeles County Bicycle Coalition
 634 S. Spring St. Suite 821
 Los Angeles, CA 90014
 Phone 213.629.2142
 Facsimile 213.629.2259
 www.la-bike.org

Bicycle Coalition at UCLA
 Carson Bicycle Coalition
 Culver City Bicycle Coalition
 Downey Bicycle Coalition
 Montebello Bicycle Coalition
 Pomona Valley Bicycle Coalition
 Santa Clarita Valley Bicycle Coalition
 Santa Monica Spoke
 USC Bicycle Coalition
 Walk Bike Burbank
 Walk Bike Glendale
 West Hollywood Bicycle Coalition

May 28, 2015

April Nitsos
 Chief, Office of Active Transportation and Special Programs
 Division of Local Assistance
 California Dept. of Transportation
 1120 N Street, MS-1
 Sacramento, CA. 95814

**Support for Union Station Master Plan Esplanade and Crossing Projects
 Active Transportation Program Cycle 2**

Dear Ms. Nitsos,

The Los Angeles County Bicycle Coalition (LACBC) supports the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below:

- The *Union Station Master Plan: Alameda Esplanade* project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of Union Station.
- The *Union Station Master Plan: Los Angeles Crossing* project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

LACBC served on the Community Advisory Committee that assisted in the identification and development of these projects and we strongly support Metro and the City of Los Angeles in their efforts to move these plans to implementation. Both of these projects will provide significant improvements for pedestrians and bicyclists accessing the hub of our regional transit system. Thank you for your consideration of this support. If you have any questions, I can be reached at (213) 629-2142, ext. 127.

Sincerely,

Eric Bruins
 Planning & Policy Director



losangeleswalks.org

May 28, 2015

April Nitsos

Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
California Dept. of Transportation
1120 N Street, MS-1
Sacramento, CA. 95814

hello@losangeleswalks.org
323.661.3173
2351 Silver Ridge Avenue
Los Angeles, CA 90039

RE: Los Angeles County Metropolitan Transportation Authority Active Transportation Program (ATP) Grant Applications

Dear Ms. Nitsos,

Los Angeles Walks is pleased to support the Los Angeles County Metropolitan Transportation Authority (Metro) in their applications for funding under Cycle 2 of the Active Transportation Program (ATP) for the two projects noted below.

The Union Station Master Plan: Alameda Esplanade project will transform Alameda Street, directly in front of the station, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 24 feet for pedestrians and bicyclists directly in front of LAUS.

The Union Station Master Plan: Los Angeles Crossing project will create a new expanded curbless crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Los Angeles Walks is a pedestrian advocacy group that makes walking safe, accessible and fun for all Angelenos. LA Walks served on the community advisory board for the Union Station master plan and is fully supportive of efforts to make streets surrounding the station more walkable, bikeable and safe for all users. Our organization supported the community-driven





losangeleswalks.org

hello@losangeleswalks.org
323.661.3173
2351 Silver Ridge Avenue
Los Angeles, CA 90039

planning process that identified these projects, and we support Metro and the City of Los Angeles in their efforts to move these plans to implementation.

These two projects will provide significant improvement to the communities surrounding Union Station, and will offer much-needed bicycle and pedestrian connections between neighborhoods and public transit. The projects can also serve as models for street enhancements in other parts of the city and county. We strongly encourage your support for both projects.

All the best,

A handwritten signature in black ink, appearing to read "Deborah Murphy".

Deborah Murphy, Executive Director
Los Angeles Walks

Cc: LA Walks Steering Committee



Attachment K. Additional Attachments

Caltrans Letter of Acknowledgement

RE: Alameda Street Esplanade

Ghausi, Yunus M@DOT [yunus.ghausi@dot.ca.gov]

Sent: Tuesday, May 26, 2015 12:43 PM

To: Carvajal, Elizabeth [CarvajalE@metro.net]

Cc: Christian, Adam

Ms. Elizabeth Carvajal
Transportation Planning Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Carvajal,

This is in response to your email regarding the Los Angeles County Metropolitan Transportation Authority (Metro) proposal to enhance the livability of *Alameda Esplanade* in Downtown Los Angeles along Alameda Street between Arcadia Street and Cesar E. Chavez Avenue and have indicated that the project calls for a road diet on Alameda Street taking it from 6 to 4 lanes and widened sidewalks with a new pedestrian and bicyclists esplanade.

We recognize that pedestrian/bicycle improvements along Alameda Street would serve many users, including bicyclists, walkers, joggers, inline skaters, pedestrians with strollers, wheelchair users, and others. Furthermore, these facilities represent one of the most important elements of a community's non-motorized transportation network.

We do support the Metro's proposal but would like the Metro to consider the construction of a pedestrian overcrossing bridge at Alameda Street entrance to EB and exit WB Express Lane off-ramp. Reducing the Alameda Street from its current 6 lane configuration to 4 lanes would significantly impact the safety and operation of this corridor. In order to address and potentially eliminate this impact, we suggest a pedestrian overcrossing bridge at the entrance of Route 101 on/ and off-ramp to Express Lanes be considered. The pedestrian overcrossing bridge would provide critical links in the bicycle/pedestrian system by joining areas separated by a variety of "barriers."

We thank you for your email and appreciate for brining this matter to our attention. If you have any questions, please contact me, at (213) 897-0560.

Sincerely,

Yunus Ghausi, P.E. & T.E.
Senior Transportation Engineer
Office of Traffic Engineering

Partnering Agency Intent to Enter into Agreement with Metro

**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

Date: May 21, 2015

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From:  Seleta Reynolds, General Manager
Department of Transportation

Subject: **AUTHORITY TO SUBMIT GRANT APPLICATIONS TO THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION TO COMPETE FOR THE ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 2 CALL FOR PROJECTS**

SUMMARY

The Los Angeles Department of Transportation (LADOT) is requesting authority to submit grant applications [REDACTED] recommended by an inter-departmental ATP working group committee ("committee"), to the California Department of Transportation (Caltrans) to compete in the State's 2015 ATP Call for Projects grant award process.

RECOMMENDATIONS

That the City Council, subject to the approval of the Mayor:

APPROVE the final list of projects (Attachment A) as the City's priorities for funding for the ATP Cycle 2; and

AUTHORIZE the general manager of LADOT, on behalf of the City to submit grant applications for all recommended projects to Caltrans for possible funding; and

AUTHORIZE the general manager of LADOT, or director or general manager of the lead city department to execute any necessary funding and contractual documents, subject to the approval as to form and legality, for grants to the City approved in the ATP Cycle 2; and

DIRECT the general manager of LADOT or director or general manager of the lead city department for each project to submit to LADOT, for inclusion in the Transportation Grant Fund report, any resource needs, (including, but not limited front-funding, staff, and overtime funding) for the implementation of projects funded through the ATP Cycle

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

The Honorable City Council

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2; and

SUPPORT the efforts of the Mountains Recreation and Conservation Authority in applying for funding for the Pacoima Wash Bike Path project; and

SUPPORT the efforts of the Metro in applying for funding for two projects identified in the Union Station Master Plan (USMP) improvements, with the implementation subject to the findings of the final Programmatic Environmental Impact Report (PEIR) and its recommendations for any public improvements

DISCUSSION

Opportunity

An estimated \$360 million in new funding is expected to be available for qualified active transportation projects in the State of California through the Active Transportation Program Cycle 2 Call for Projects. The City of Los Angeles should submit the most competitive applications to secure the most funding possible.

Deadline

Caltrans requires applications to be submitted (postmarked) by Monday, June 1, 2015. LADOT is seeking approval as soon as possible so that LADOT and other city departments can complete all required submittal materials to Caltrans before the deadline.

Recommended Projects

The recommended projects (attachment) are divided into (a) projects that previously had received funding commitments from Metro (further described in the "Brief History" section of this report), and (b) projects recommended by the committee.

The projects that previously received funding commitments from Metro are required to submit new grant applications as discussed later in this report. The previous scores that were given by Metro to these projects are identified in the attachment.

The projects recommended by the committee reflect the consensus view of the committee after conducting a technical assessment of candidate projects, with an overview of the ATP 2 application requirements. The committee considered adopted city policies as well Caltrans' evaluation criteria when considering candidate projects. The candidate projects determined to be most consistent with city policies and most competitive under Caltrans' evaluation criteria are recommended for submittal to Caltrans for the ATP Cycle 2 grant opportunity, and are identified as the projects above

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Pueblo and other surrounding neighborhoods. These recommendations are the focus of the two ATP Cycle 2 applications and include the following:

1. The ***Union Station Master Plan: Alameda Esplanade project (approximately \$11.2 million)*** will transform Alameda Street, directly in front of the station between Arcadia Street and Cesar E. Chavez Avenue, from a vehicle centric corridor to an Esplanade that will reduce the number of vehicle lanes from six to four and allocate 26 feet for pedestrians and bicyclists directly in front of LAUS.
2. The ***Union Station Master Plan: Los Angeles Crossing project (approximately \$9.1 million)*** will create a new expanded curbside crosswalk with an adjacent bike crossing zone that will extend directly from Los Angeles Union Station across Alameda Street into El Pueblo using materials that match the historic Plaza. The path would be created by closing just the north leg of Los Angeles Street, effectively transforming part of the street into a larger, safer route for pedestrians and bicyclists and strengthening the connection between two important destinations.

Both projects are at the conceptual design phase and will be further defined in collaboration with the City of Los Angeles and through the preparation of a Programmatic Environmental Impact Report (PEIR) for the USMP.

Metro is contributing a total of \$900,000 dollars as a local match. In addition, Metro is funding the preparation of a Program EIR but cannot count that funding as a local match as the Program EIR will commence before the ATP Cycle 2 funding is awarded in December 2015.

Interagency and interdepartmental coordination for the Program EIR, traffic analysis, design, review and permitting of the Stage 1 Perimeter Improvements will be addressed through an **Amendment to the existing Master Cooperation Agreement (MCA) between Metro and the City of Los Angeles**. The traffic analysis will be prepared pursuant to the LADOT's traffic study policies and procedures.

Metro will be the lead agency for the preparation and certification of the USMP PEIR including all related traffic analysis, will procure and manage a consultant to advance the conceptual plans to construction ready documents, and will manage the construction process.

The City of Los Angeles will work with Metro on developing the statement of work for design services; will coordinate and provide input throughout the design process; will

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review and approve plans and provide permits, and will oversee the construction process through the MCA.

As the specific project elements are defined through the design process, Metro and the City of Los Angeles will identify features and/or areas of the proposed projects for which they will each individually and/or jointly assume maintenance responsibility.

Attachment

c: Borja Leon, Office of the Mayor
Marcel Porras, Office of the Mayor
Nat Gale, Office of the Mayor
Paul Backstrom, Council District 11
Maria Sauza-Rountree, CLA
Ida Rubio, CAO