

# Central City Community Transportation Plan

Central City Neighborhood Partners

for

Los Angeles Department of Transportation  
and  
CA Department of Transportation  
Environmental Justice Program: Context-Sensitive Planning

September 2006



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## About Central City Neighborhood Partners

Central City Neighborhood Partners (CCNP) is a non-profit economic development corporation dedicated to creating systemic change within the youth, families and communities of the Central City, Westlake and Pico-Union neighborhoods of Los Angeles. Incorporated in November 2000, CCNP was created with the mission to *foster economic development and create systemic change by developing collaborative partnerships and linking resources to provide social and economic services that develop the assets families need to achieve and strengthen economic stability and organize for social change.*

CCNP's unique approach is unlike many organizations in that it creates systemic change via its partners in order to improve service delivery in the community, as well as, by working in non-competitive collaboration where responsibilities are not duplicated to ensure the highest impact and cost efficiencies. Through this partnership, CCNP provides more efficient methods of providing services that ultimately leverages resources and increases our collective impact by creating a one-stop delivery system that is seamless and integrated.

To achieve systemic change CCNP fulfills its mission by developing learning communities that are designed based on the input and needs of our community. CCNP facilitates peer-to-peer learning and sharing resources to increase our partners' individual capacity to create social change and magnifying our collective impact by creating learning communities that fosters policy and initiates actions to improve the quality of life for area residents.

## I. Project Overview

### Project Partners

ARTScorpsLA

Asociacion de Vecinos de Clinica Msr. Oscar A. Romero

Clinica Monseñor Oscar A. Romero

Collective SPACE

New Economics for Women

Public Allies

Search to Involve Pilipino Americans

One of the first learning communities created by CCNP is the Central City Transportation Learning Community that was developed to address the mobility needs and concerns voiced by our predominately low-income immigrant community. As an entry point for new immigrant families, our community relies heavily on the public transportation system to access jobs, education, healthcare, and social services. Frustrated with the inferior quality of the infrastructure and transportation system, residents joined CCNP's Central City Transportation Learning Community to develop solutions to transportation issues affecting our community.

CCNP brought together a team of community-based organizations and residents to implement a community-driven neighborhood revitalization and transportation plan. In collaboration with the City of Los Angeles, CCNP submitted an application to Caltrans' Environmental Justice: Context Sensitive Planning grant program. The resulting grant was one of the first of this kind to be awarded to a community-based organization. Caltrans was intrigued by our model of community participation and was eager for CCNP to demonstrate how to successfully engage residents in transportation planning, as well as, the systemic impact the transportation plan will have in creating equitable transportation systems in underserved communities.

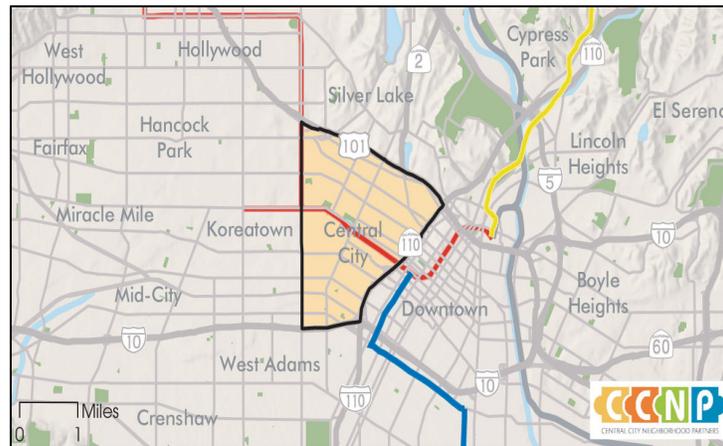
For the past 2 years, the CCNP team worked diligently on this project, motivated by the desire to create healthy vibrant communities — neighborhoods with safe streets, clean sidewalks, quality bus stops, good bus service, more trees, and open space.

The plan and improvement priorities were driven by resident feedback and participation. As a result we engaged a core group of 5 resident team leaders who were involved in all aspects of project implementation. We also involved over 35 residents as volunteer survey takers who conducted over 1500 surveys, and we conducted over 12 community meetings.

We understand that funding and implementing our transportation projects are a critical challenge. We also understand the importance of context-sensitive planning and its use of resident engagement and advocacy in creating systemic change. Success will be based on residents' advocacy, creative thinking, and working with agencies to find innovative solutions that change the status quo.

### Project Area

Central City is just west of downtown Los Angeles and includes the following neighborhoods: Pico Union, Westlake, MacArthur Park, Temple-Beaudry and Historic Filipinotown. The project area boundary is Vermont to the west, 101 freeway to the north, the 110 freeway to the east and the 10 freeway to the south.



### Project Phases

#### Bus Stop Assessment (Phase I)

The project's first phase was an assessment of the condition of bus stops and appropriateness of their location in meeting the needs of bus riders. Resident volunteers and team leaders assessed every bus stop in Central City, exactly 400 in all. The assessment included an analysis of bus stop safety and an inventory of conditions. This team also conducted a survey of 977 bus riders to collect information on their experience with the bus system and their recommendations for improvement. In community meetings in every neighborhood, residents prioritized the most urgent bus stops in need of improvement.

#### Mode & Infrastructure Assessment (Phase II)

The second phase was an assessment of transportation modes and infrastructure, which included a survey of over 500 residents also conducted by teams of residents. The result was an understanding of residents' transportation needs and improvement priorities. The highest priorities were to improve safety for pedestrians, improve community cleanliness and attractiveness, and improve the condition of streets. Residents identified 33 transportation improvement projects in neighborhood community meetings.

#### Transportation Improvement Plan (Phase III)

The results of the assessments culminated into this resident-driven transportation improvement plan that lays out a strategic work plan for 33 projects identified by residents. The plan groups the projects into funding and implementation categories. The team identified 4 potential projects for the MTA Call for Projects funding worth an estimated total of \$4 to 6 million.

## PHASE I - Bus Stop Assessment

### Bus Stop Assessment Findings

Residents of Central City depend on good quality and efficient public transit because the transit system has an enormous economic impact on families and their ability to get to work or find a job, get to school and take their children to child care.



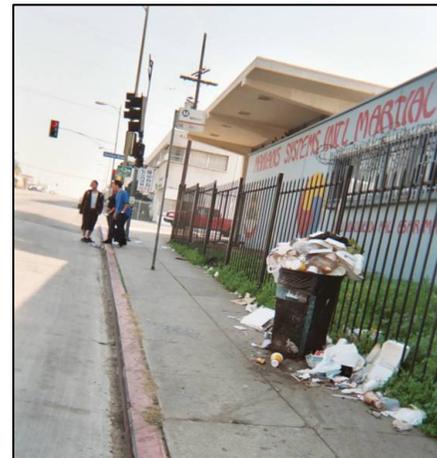
- 40% of Central City workers use the transit system as their primary mode to work. (Four times the city-wide average of 10%).
- In Westlake, the percentage of transit commuters rises to 61%!
- Most bus stops have only the requisite sign (42%) and lack benches and shelter from the hot sun and rain. Only one-third (36%) have a bench, and only one-fifth have a shelter (19%).

- Many stops are unsafe, lack lighting, and are dirty with trash and graffiti. Where benches do exist, many of the hard concrete benches get too hot in the sun or are too dirty to use. A list of prioritized bus stops with a photo and description is included in the Assessment Report.

### Bus Stop Types - Central City



Bench Only



Sign Only



Metro Rapid Shelter



Shelter

## Resident Priorities – Phase I

### Improved Bus Stops

A total of 57 bus stops are prioritized by residents for improvement because they are not safe, lack lighting, in an unsafe location, or were very busy and lacking amenities.

Bus stop improvements are a priority for residents because the current state of our bus stops make residents feel that the City and MTA do not respect them enough to create stops that are at a minimum functional, and better yet, comfortable. Most bus stops as they currently exist are dehumanizing to residents because they are not maintained, are dirty and barely functional. The quality of bus stops, especially compared to the Metro Rapid Shelters and Metro Rail facilities, compounded by insensitive bus drivers and buses that don't stop reinforce their experience of a lack of respect.

The team realizes that improving our bus stops will require policy changes in how the City and MTA handles bus stop improvements and maintenance. The current system is simply not working for our neighborhoods. It can be complicated and very bureaucratic. For example, the maintenance of bus stop amenities is the responsibility of five different entities as indicated in the photo that follows.



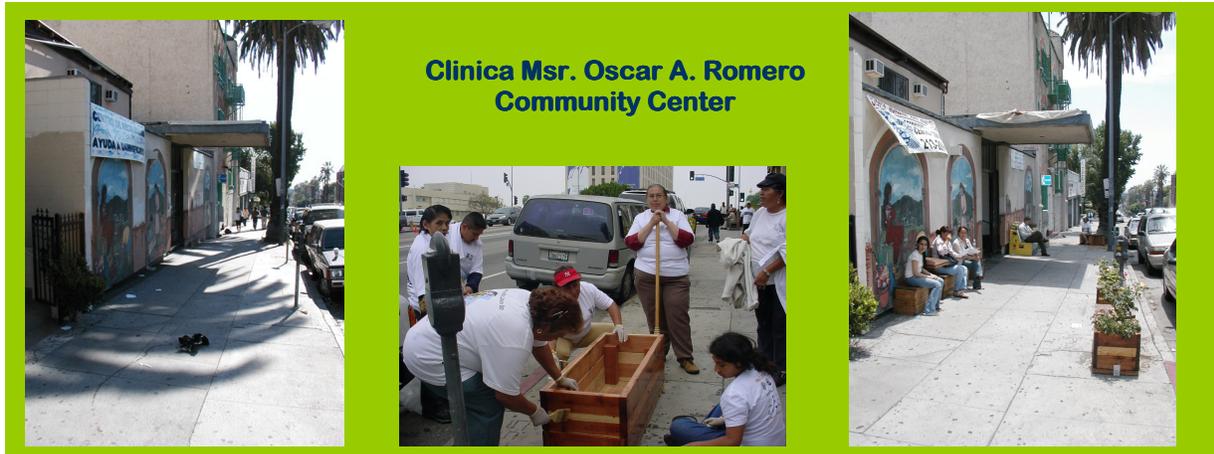
Five entities are responsible for bus stops

|   | Agency Responsible  |   |
|---|---|---|
| 1 | <b>MTA - (213) 922- 5188</b><br><b>MTA Metro Safety - (888) 950- SAFE</b>   | Bus Route Sign – to report vandalism in progress to a Metro bus stop post and/or sign call Metro Safety |
| 2 | <b>Norman Bus Bench/Bureau of Street Services</b><br>(213) 473-8410   | Place and maintain free standing benches.   |
| 3 | <b>Bureau of Street Services - (213) 473-8410</b>   | Place and empty trash receptacles   |
| 4 | <b>CBS/ Decaux Outdoor Media / Bureau of Street Services</b><br>-Maintenance call Shelter Clean at (866) 633-0068             | Place and maintain bus shelters. Report damage to bus shelter, creating a safety issue.                 |
| 5 | <b>Bureau of Street Lighting</b><br>- Maintenance call 311 or (866) 452-2489<br>- Requests for new lights call (213) 847-1455 | Street lights   |

In order to implement bus stops improvements, we know that it is necessary to work with the City and MTA on several fronts described below.

- Make bus stop improvements a priority of the City and MTA.
- Assist the City in applying for bus stop improvement funds to improve bus stop lighting, safety and amenities by responding to the MTA Call for Projects in the fall.
- Request maintenance of bus shelters to CBS/Decaux Outdoor Media, the private contractor that is responsible for shelters.
- Request cleaning of benches to Norman Bus Bench, the private contractor responsible for the stand alone benches.
- Launch an advocacy campaign to urge the City and the MTA to change policy governing the way bus stops are implemented and maintained, which places much of the authority for locating and funding bus stops in the hands of private contractors who are driven by revenue generation rather than the needs of bus riders.

- Engage residents in building benches and planters at bus stops as an inexpensive and immediate solution to the 167 bus stops that do not offer a place to sit, as illustrated in the photos below.



*The improvements above were initiated by residents who wanted to take action to improve their community. They designed and help construct the sala publica or community living room above in partnership with a landscape architect, the Mayor's office and the Verde Coalition.*

**Other solutions from residents to improve the bus system:**

- Provide customer service and cultural sensitivity training for bus drivers
- Increase evaluations of bus drivers by their supervisors on their customer service
- Implement emergency fare receipt that allows riders to get off and back on the bus in case of an emergency
- Provide discounted bus fare/pass program for non-profit organizations' staff and constituents
- Place more trash cans at bus stops that are emptied more often
- Hold Norman Bus Bench, CBS/Decaux Outdoor Media, the City of Los Angeles and MTA accountable to maintaining bus benches and bus shelters

## PHASE II – Mode & Infrastructure Assessment

### Findings

The Mode & Infrastructure Assessment included an assessment of infrastructure surrounding bus stops, selected streets and intersections, a survey of over 500 residents, and community meetings in each neighborhood. The result was an understanding of residents' transportation needs and improvement priorities. The concerns that ranked the highest priority were to improve safety for pedestrians, improve community cleanliness and attractiveness, and improve the condition of streets. Residents identified 33 specific transportation improvement projects.

### Residents' High Priority Improvements

#### High priority

The transportation improvements receiving consistently high priority ranking from residents in each neighborhood include:

##### 1) Pedestrian Safety Improvements

- Improve safety for pedestrians by increasing pedestrian lighting, fixing sidewalks, trimming trees, improving dangerous intersections and crosswalks
- Creation of public plazas to enhance walking environments, promote pedestrian safety, and to invigorate street life
- Pedestrian and bicycle safety programs



##### 2) Bus System Improvements & Improved Accessibility

- Bus stop improvements and amenities (lighting, benches and shelters)
- Bus driver cultural sensitivity training
- Additional and improved DASH routes

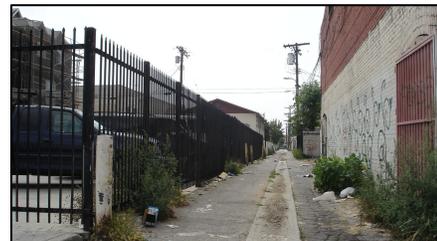


##### 3) Infrastructure Maintenance, Upgrade & Repair

- Improve streets and roadways by fixing potholes, resurfacing streets and improving traffic flow

##### 4) Community Enhancements/Beautification Programs

- Promote community cleanliness with a neighborhood anti-littering campaign, placing more trash receptacles and increasing frequency of trash pickups
- Graffiti removal programs
- Alleyway improvements



## PHASE III - Central City Community Transportation Plan

At community meetings in each neighborhood, residents engaged in a visioning process and identified their transportation priorities that were developed into 33 specific improvement projects and programs. The Central City Community Transportation Plan groups the projects into a strategic work plan based on potential funding sources and/or the agency or department responsible for implementation. The work plan creates a road map that the team will use to ensure the implementation of this plan.



The plan places the priorities into the following categories to guide implementation:

- 1) MTA Call for Projects
  - Westlake/MacArthur Park Metro Linkages
  - Temple Street/Beverly Blvd Pedestrian Improvements
  - Safe Routes to School
  - Central City Community Bus Stop Improvements
- 2) Infrastructure Maintenance, Upgrade & Repair
- 3) Transit Improvements/Transit Oriented Development
- 4) Community Enhancement Projects
- 5) Policy Solutions

### **Funding**

Access to funding will be the biggest challenge to address in the City's ability to implement our projects. Transportation improvements can be very costly, complicated and often require multiple funding sources from different agencies. The Assessment Report lists and describes some of the funding sources available from the federal, state, regional and local level.

To access these funds, the community will need to work closely with Council District offices, the Mayor's office, Los Angeles Department of Transportation, Los Angeles

### **Proposed Transportation Funding**

- Safe, Affordable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU)
- Federal Highway Administration (FHWA) programs
- Federal Transportation Administration (FTA) programs
- California Motor Vehicle, Fuel, and other fees
- Federal, State and local General Obligation Bonds
- Los Angeles Special Parking Revenue Fund
- Los Angeles Community Redevelopment Agency Tax Increment Financing
- MTA Call for Projects

County Metropolitan Transportation Authority (MTA), the Southern CA Association of Governments and California Department of Transportation (Caltrans). Since the MTA has announced a 2007 Call for Projects to allocate federal and state transportation funds, we identified projects that meet the MTA Call for Projects criteria, which we will submit for funding.

Our team and our resident volunteers who spent the last two years working on this project understand that the implementation of our plan depends on advocating for our priorities, access to funding, and working with the City of Los Angeles, MTA and Caltrans to identify innovative solutions for systemic change necessary for healthy vibrant communities we all deserve.

## II. Implementation Strategy

The team understands that the implementation of our projects identified in this plan depends on accessing funding, helping the City identify infrastructure maintenance or repair needs, and working with the City of Los Angeles, MTA and Caltrans to identify innovative solutions to solve our unique transportation challenges.

### Transportation Funding

To address funding, we packaged many of our project priorities into four MTA Call for Projects applications. We will also research and seek other transportation funding opportunities, such as additional Caltrans environmental justice and community-based transportation planning grants. We will work with LADOT and our city council members to submit funding applications and secure funding from other local, regional, state and federal transportation funding sources. We will look for opportunities to create public and private partnerships to leverage public sector funds.

### Maintenance and Repair of Transportation Infrastructure

Some of the priority projects, such as fixing potholes on Union Street, do not require additional funding but is the responsibility of a city department or agency. For these projects, the Assessment Report has identified action steps to address the problem.

### Specific Projects Funding – Project Development/Campaign

Other projects such as transit and transportation enhancement projects, for example an additional DASH route, will require working with the City to identify specific funding sources. The implementation of these projects will require the commitment of the team and/or individual partners to conduct a preliminary assessment and use context sensitive planning to work with the local community to move these projects forward. With this in mind, the team has identified one project that we will work on together to implement – the improvement of the intersection at Alvarado & Wilshire into a pedestrian friendly transit village.

### Community Transportation Bus Stop Improvement Program

One of the top priorities is to improve the condition and quality of bus stops. We have asked the MTA and LADOT to repair and improve specific bus stops. We know that in order to see the scale of improvements that is necessary to not only fix the bus stops, but to upgrade them to a higher standard, it will require the City and MTA to rethink how bus stops are implemented and maintained. The team hopes to work with the City and MTA to identify innovative solutions.

### Immediate Next Steps

To maintain our momentum we have identified short term projects and long term strategies. One of the first steps is to work with the City to submit four projects for the upcoming MTA Call for Projects. We will also continue to work with residents to identify and implement visible short term projects. We will set other projects in motion by taking the following steps:

- 1) Work with Council Districts 1 and 13 to identify projects and identify local, regional, state and federal funding opportunities
- 2) Submit requests to the LADOT to begin feasibility studies for traffic signals, crosswalks and traffic studies
- 3) Explore feasibility of additional DASH routes
- 4) Work with City to identify possible projects for other Caltrans grant opportunities
- 5) Begin Bus Stop Improvement Program

### III. Priority Projects Matrix by Project #

Residents identified transportation improvements that are needed at specific locations. They also identified mobility issues that are community-wide. Below is a list of the projects. The first five projects are listed first because they are a high priority and have momentum for implementation in the short term. The rest of the projects are randomly listed.

| Proj # | Location  | Project Description  | Project Implementation Category  | Lead Agency | Implementation Strategy   |
|--------|---|--|--|-------------|---|
| 1      | Wilshire & Alvarado   | Create a transit village and enhance pedestrian linkages   | Westlake/MacArthur Park Metro Linkages / MTA Call for Projects             | CRA, LADOT  | Work with CRA to complement Alvarado Street Pedestrian Improvement project, develop action plan for additional improvements and seek additional funds             |
| 2      | Central City Area   | Traffic Safety Program-increase traffic safety education for pedestrians and drivers to reduce accidents             | Watch the Road Campaign/Safe Routes to School / Transportation Enhancement | LADOT       | Work with LADOT and the city council to solicit funds and resources to join "Watch the Road" campaign. Request assistance from the Safe Routes to School Campaign |
| 3      | 3rd Street & Columbia, Court and Bixel, Venice Blvd & Orchard, Pico & VT, Berendo & 11 <sup>th</sup> St, 11 <sup>th</sup> St & Elden, Valley & Alvarado | Safe Routes to Schools program to improve pedestrian safety and linkages between schools and surrounding communities | Safe Routes to School/ MTA Call for Projects                               | LADOT       | Work with LADOT Safe Routes to School Program to add locations and seek implementation funds through MTA Call for Projects.                                       |
| 4      | Robinson Street adjacent to 101 Freeway   | Residents would like to improve the Caltrans land into a community garden.   | Transportation Enhancement   | Caltrans    | Contact Caltrans District 7 and begin process to develop community garden along the Caltrans-Right-of-Way through the Caltrans Adopt-a-Highway Program            |

Priority Projects Matrix

| Proj # | Location  | Project Description  | Project Implementation Category                                | Lead Agency                                | Implementation Strategy  |
|--------|---|--|--|--|--|
| 5      | 6 <sup>th</sup> & Union   | Install crosswalk, add pedestrian lighting, improve sidewalks to increase pedestrian safety  | Westlake/MacArthur Park Metro Linkages / MTA Call for Projects | LADOT, Public Works/Bureau Street Services | Determine status of project. Work with LADOT to identify pedestrian and bicycle needs. Seek implementation funds through grant applications. |
| 6      | Central City Area- Schools include: 10 <sup>th</sup> Street Elementary, Sophia Silvan, Rosemont Elementary, Logan Elementary, Plascencia Elementary, Downtown Business Magnet | Elementary School Air Quality Program- there are 6 schools that are near or adjacent to freeways. Assess air quality and other negative impacts and develop mitigation measures. | Transportation Enhancement                                     | City of Los Angeles                        | Work with city council, LADOT, and LAUSD To determine feasibility of project.  |
| 7      | Central City Area   | Transportation improvements to increase access to jobs   | JARC – Job Access Reverse Commute program                      | City of Los Angeles                        | Work with LADOT, MTA and city council to explore strategies and funding opportunities  |
| 8      | Central City Area   | Develop Emergency/Disaster Preparedness Program that would identify primary and secondary transit corridors for emergency vehicles and plan involving community.                 | Transportation Enhancement                                     | City of Los Angeles                        | Work with the Emergency Preparedness Department  |
| 9      | Union Street-between 7 <sup>th</sup> & Pico   | Street repairs - fix potholes between 7 <sup>th</sup> and Pico. Pothole repairs do not last long.  | Infrastructure Maintenance, Upgrade & Repair                   | Public Works/Bureau Street Services        | Submit request form to fix potholes, document response and follow up if necessary  |

| Proj # | Location           | Project Description  | Project Implementation Category  | Lead Agency         | Implementation Strategy   |
|--------|--------------------|--|--|---------------------|---|
| 10     | MacArthur Park     | Parking Management Program- examine parking issues around MacArthur Park to increase parking for organizations and business around the park.                                     | Public Policy Solution   | LADOT               | Ask LADOT to conduct a preliminary analysis of parking issues in the area.  |
| 11     | Temple & Alvarado  | The walk signals need to be recalibrated to provide ample time for pedestrians to cross; improve pedestrian safety.  | Temple Street & Beverly Blvd Pedestrian Improvements / MTA Call for Projects | LADOT               | Identify potential traffic safety remedies and submit to LADOT district office for investigation  |
| 12     | Hoover & Venice    | Traffic signal improvements to improve traffic safety and service  | Infrastructure Maintenance, Upgrade & Repair                                 | LADOT               | Identify potential traffic safety remedies and submit to LADOT district office for investigation  |
| 13     | Union & Washington | Improve traffic signals to reduce accidents. Add pedestrian lighting improvements  | Infrastructure Maintenance, Upgrade & Repair                                 | LADOT               | Request traffic data to determine if location has a significant # of accidents. Identify potential traffic safety remedies and submit to LADOT for investigation. |
| 14     | Central City Area  | Revenue sharing and transportation management program for film productions that disrupt local traffic and parking so that revenue generated is directed back into the community. | Pubic Policy Solution  | City Council/LAFilm | Work with city council office to pursue.  |
| 15     | Alvarado & Beverly | Walk signals need to be recalibrated to provide time for pedestrians to cross; improve safety.   | Temple Street & Beverly Blvd Pedestrian Improvements / MTA Call for Projects | LADOT               | Identify potential traffic safety remedies and submit to LADOT district office for investigation  |

| Proj # | Location   | Project Description   | Project Implementation Category              | Lead Agency                                  | Implementation Strategy  |
|--------|--|---|--|--|--|
| 16     | 17 <sup>th</sup> Place and Orchard                       | Fix storm drains and assess the need for a Mosquito Abatement program related to street drain patterns and storm water drainage                                       | Transportation Enhancement                   | Public Works/Bureau of Engineering           | Request Public Works to fix drains and examine feasibility of mosquito abatement program.  |
| 17     | Alleys- New Hampshire between Venice & Pico; Lucas & 7th | These are dangerous and unsightly alleys that need to be improved.  | Infrastructure Maintenance, Upgrade & Repair | Public Works/Bureau of Street Services (BSS) | Work with property owners to submit request form to BSS  |
| 18     | Alvarado & Glendale                                      | Examine feasibility of improving the traffic flow and reducing congestion. Examine pedestrian safety crossing the street.   | Infrastructure Maintenance, Upgrade & Repair | LADOT  | Work with LADOT and BSS to see if there are additional improvements that can reduce congestion   |
| 19     | 1521 W. Pico (Union & Albany)                            | Currently a vacant building that has been identified for possible redevelopment. If a project moves forward, develop transportation plan to ensure pedestrian safety. | Public Policy Solutions                      | Planning/LADOT                               | Determine applicable transportation management programs that are viable for any new development that takes place here; If a new development does occur, incorporate streetscape urban design standards that encourage walkability. |
| 20     | Central City Area  | Location Efficient Mortgage Program to reduce homeownership costs in transit areas  | Transportation Enhancement                   | SCAG   | Contact SCAG to see if there are local partnership programs that can distribute information.   |
| 21     | Wilshire/Vermont Station Plaza                           | Enhance station with mural art  | Transportation Enhancement                   | MTA  | Work with council office, MTA and LADOT to determine feasibility of a mural art project  |
| 22     | DASH Routes  | DASH service for local circulation for Historic Filipinotown and Temple-Beaudry.  | Transit Improvement                          | LADOT  | Request copy of the LADOT DASH Needs Assessment Study. Identify funding sources.   |

| Proj # | Location                            | Project Description  | Project Implementation Strategy  | Lead Agency | Implementation Strategy  |
|--------|-------------------------------------|--|--|-------------|--|
| 23     | Central City Area                   | Identify vacant parcels for possible pocket parks, pedestrian rest areas and public gathering places with transportation infrastructure                    | Transportation Enhancement   | LADOT       | Work with Council office and community to identify potential locations and funding sources.  |
| 24     | Virgil & Beverly & Temple           | Improve intersection to reduce traffic congestion and increase safety.   | Temple Street & Beverly Blvd Pedestrian Improvements / MTA Call for Projects | LADOT       | Examine LAPD and LADOT data to examine the need for traffic safety improvements.   |
| 25     | Park View & 7 <sup>th</sup>         | Crossing signal needs to be recalibrated to allow ample time for pedestrian to cross the street. Pedestrian improvements; traffic signal and signal timing | Westlake/MacArthur Park Metro Linkages / MTA Call for Projects               | LADOT       | Report crossing street issue to council office and LADOT.  |
| 26     | Vermont & Beverly                   | Improve pedestrian and transit linkages; improve pedestrian street crossing and implement pedestrian oriented environment.                                 | Temple Street & Beverly Blvd Pedestrian Improvements / MTA Call for Projects | LADOT/MTA   | Contact the MTA for status of joint development opportunities at this site. Contact LADOT for status of potential pedestrian improvements. |
| 27     | 6 <sup>th</sup> Street & Grand View | Evaluate the effectiveness new "smart pedestrian warning" system.  | Infrastructure Maintenance, Upgrade & Repair                                 | LADOT       | Request LADOT to evaluate effectiveness of the new pedestrian warning signals.   |

| Proj # | Location   | Project Description  | Project Implementation Strategy  | Lead Agency       | Implementation Strategy   |
|--------|--|--|--|-------------------|---|
| 28     | Court & Bixel  | Traffic is too fast on this residential street; install traffic calming remedies.                                  | Safe Routes to School / Infrastructure Maintenance                           | LADOT             | Contact LADOT to determine feasibility of potential traffic calming and pedestrian safety improvements.                                     |
| 29     | Toluca & Douglas   | This is a dangerous intersection that lacks sidewalks and crosswalks; implement pedestrian safety remedies.        | Temple Street & Beverly Blvd Pedestrian Improvements / MTA Call for Projects | LADOT             | Ask city council office and LADOT to conduct a traffic study at this location.  |
| 30     | Court & Glendale   | Left hand turn signal from Court to Glendale is too long   | Infrastructure Maintenance, Upgrade & Repair                                 | LADOT             | Ask LADOT to review the effectiveness of this traffic signal. Examine feasibility of changing signal timing during peak and off peak hours. |
| 31     | Temple & Parkview  | It is unsafe to cross the street.  | Temple Street & Beverly Blvd Pedestrian Improvements / MTA Call for Projects | LADOT             | Identify potential traffic safety remedies and submit to LADOT district office for investigation  |
| 32     | Beverly & Parkview   | Add traffic light and pedestrian crossing signal   | Temple Street & Beverly Blvd Pedestrian Improvements / MTA Call for Projects | LADOT             | Identify potential traffic safety remedies and submit to LADOT district office for investigation  |
| 33     | New Schools- Student/Pedestrian Safety- located at: 3 <sup>rd</sup> & Bixel, Virgil & Beverly Blvd, Wilshire & ... | Increase bus service and/or more bus stops, and pedestrian safety measures to accommodate new schools in the area. | Safe Routes to Schools   | LAUSD, MTA, LADOT | Determine whether an assessment of public transit needs of new schools has been requested and completed.                                    |

#### IV. Project Implementation Categories

The project team identified five implementation categories. Each project was placed in one of more of the categories as noted in the project matrix. The following section describes the implementation categories, describes some of the projects in detail and list all of the projects included. The following are the five categories and types of projects.

- A) MTA Call for Projects
  - 1) Westlake/MacArthur Park Metro Linkages
  - 2) Temple Street & Beverly Blvd Pedestrian Improvements
  - 3) Safe Routes to School
  - 4) Central City Community Bus Stop Improvements
  
- B) Infrastructure Maintenance, Upgrade & Repair
  - 1) Transportation infrastructure projects
  
- C) Transit Improvements
  - 1) Westlake transit Village
  - 2) DASH
  
- D) Transportation Enhancement
  - 1) Community gardens
  - 2) Pocket Parks
  - 3) Art Project at Vermont & Wilshire Metro Rail Station
  
- E) Public Policy Solutions
  - 1) Bus Stop Improvement Program
  - 2) Community Cleanliness Campaign
  - 3) Cultural Sensitivity Training for Bus Drivers
  - 4) Planning for Pedestrians
  - 5) Infrastructure Funding Allocation Formula

### A) MTA Call for Projects

The MTA initiates a Call for Project process to program federal, state and local transportation funds throughout Los Angeles County. Through a competitive process, cities, counties, transit operators and other public agencies that provide transportation within Los Angeles County may submit grant applications for regional capital transportation funding. Eligible project categories are as follows: Regional Bikeways and Pedestrian Improvements; Regional Surface Transportation Improvements; Signal Synchronization & Bus Speed Improvements; Transit Capital; Transportation Demand Management; Transportation Enhancements (e.g. landscaping and scenic beautification, safety and educational activities for pedestrians and bicyclists); Supplemental Call Mode (additional funding due to cost increases for previously approved projects).

The team identified four projects that are eligible for the MTA Call for Projects process that are described as follows.

#### MTA Call For Projects #1- Westlake/MacArthur Park Metro Station Pedestrian Linkages

##### Project description

Four (4) transportation projects and nine (9) bus stops have been identified for improvement to enhance pedestrian access to the Westlake/MacArthur Park Metro Station at Wilshire & Westlake. Projects increase pedestrian mobility and safety at key intersections, crosswalks and at bus stops. All of the projects are located within a 1/2 mile radius of the Metro station.



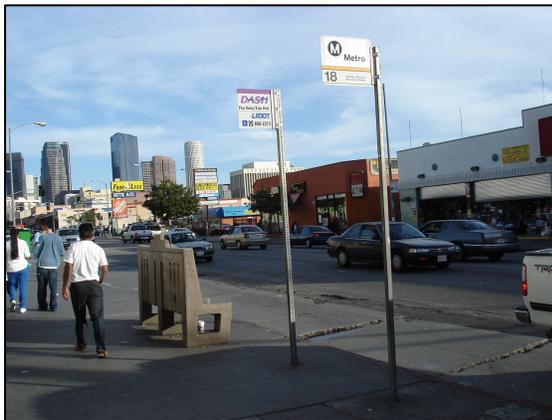
Alvarado & Wilshire intersection

**Project Locations**

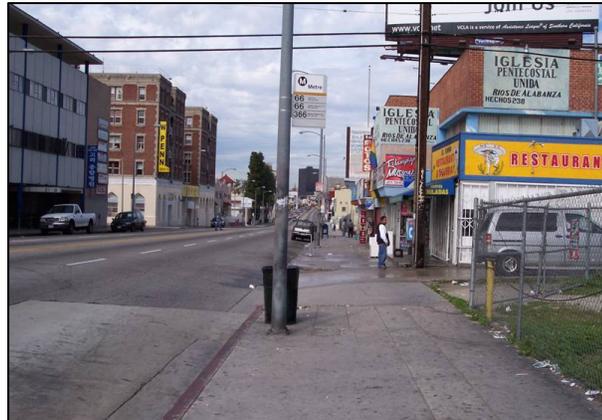
| Project # | Location                    | Description  |
|-----------|-----------------------------|--|
| 1         | Alvarado & Wilshire         | Create a transit village and enhance pedestrian linkages   |
| 5         | 6 <sup>th</sup> & Union     | Install crosswalk, add pedestrian lighting, improve sidewalks to increase pedestrian safety  |
| 25        | Park View & 7 <sup>th</sup> | Crossing signal needs to be recalibrated to allow ample time for pedestrian to cross the street. Pedestrian improvements; traffic signal and signal timing |
| 3         | Alvarado & Valley           | Improve crosswalk for pedestrian safety  |

**Bus Stop Locations**

| Location                         | Description  |
|----------------------------------|--|
| 1) Alvarado & Wilshire           | Move benches, add shelter  |
| 2) 3 <sup>rd</sup> & Union       | Add bench, shelter and pedestrian lighting                             |
| 3) Wilshire & Valencia           | Already has shelter and bench, improve bus stop, add trash can         |
| 4) 6 <sup>th</sup> & Bonnie Brae | Add bus shelter and/or plant tree, add more trash cans                 |
| 5) 6 <sup>th</sup> & Alvarado    | Add shelter and bench, pedestrian lighting                             |
| 6) 3 <sup>rd</sup> & Alvarado    | Fix sidewalk, add pedestrian lighting                                  |
| 7) 8 <sup>th</sup> & Alvarado    | Add bench, shelter and lighting. The stop is in front of a vacant lot. |
| 8) 8 <sup>th</sup> & Hoover      | Add shelter, bench, and trash can.                                     |
| 9) Parkview & 6 <sup>th</sup>    | Add bench, shelter and pedestrian light                                |



6th & Bonnie Brae bus stop



8th & Alvarado bus stop



Westlake/MacArthur Park Pedestrian Linkages

## MTA Call for Projects #2- Temple Street & Beverly Blvd Pedestrian Improvements

### Project Description

Nine (9) transportation projects and 17 bus stops were identified for improvement to enhance pedestrian access along two major transit corridors serving four bus lines (92, 10, 11, 14). The project locations and bus stops are within walking distance to and from the Vermont/Beverly Metro Red Line Station (between ¼ mile to 1 mile away). The projects increase pedestrian mobility and safety at key intersections, crosswalks and at bus stops. All of the projects are located on either Temple Street or Beverly Boulevard.

### Project Locations

| Project # | Location                  | Description  |
|-----------|---------------------------|--|
| 11        | Temple & Alvarado         | The walk signals need to be recalibrated to provide ample time for pedestrians to cross; improve pedestrian safety.  |
| 15        | Alvarado/Beverly          | The walk signals need to be recalibrated to provide ample time for pedestrians to cross; improve pedestrian safety.  |
| 24        | Virgil & Beverly & Temple | Improve intersection to reduce traffic congestion and increase safety.   |
| 26        | Vermont & Beverly         | Improve pedestrian and transit linkages; improve pedestrian street crossing and implement pedestrian oriented environment.   |
| 29        | Toluca & Douglas          | This is a dangerous intersection that lacks sidewalks and crosswalks; implement pedestrian safety remedies.  |
| 31        | Temple & Parkview         | It is unsafe to cross the street. The stoplight does not give pedestrians enough time to cross. The traffic signal is dangerous, currently there is just a yellow light and pedestrians can't see walk symbol. Because of a dip in the road, drivers cannot see people crossing the street in advance. |
| 3         | Temple & Union            | Assess pedestrian safety for school children walking to Loreto Elementary School.  |
| 32        | Beverly & Parkview        | Add traffic light and pedestrian crossing signal   |

**Bus Stops**

| Location                         | Description   |
|----------------------------------|---|
| 1) Temple & Robinson (west)      | Add bench and shelter, pedestrian lighting and/or plant trees   |
| 2) Temple & Robinson (east)      | Move the stop further eastward between Vendome and Robinson Streets. Add benches, lighting and shelter. |
| 3) Temple & Carondelet (east)    | Add shelter and benches, lighting   |
| 4) Temple & Parkview St (east)   | Add bus bench, shelter, lighting  |
| 5) Temple & Alvarado (east)      | Add bus shelter   |
| 6) Alvarado & Temple (north)     | Move bus stop out from under freeway overpass, add bench and shelter                                    |
| 7) Alvarado & Temple (south)     | Move bus stop out from under freeway overpass, add bench and shelter                                    |
| 8) Temple & Bonnie Brae (west)   | Move sign closer to bench and shelter   |
| 9) Temple & Union (north)        | Add shelter, lighting, benches  |
| 10) Temple & Glendale (east)     | Add shelter, bench, lighting  |
| 11) Beverly & Lucas (east)       | Move bus stop and/or add bench, shade structure   |
| 12) Beverly & Belmont (west)     | Add bench, shade structure and/or tree  |
| 13) Beverly Blvd & Union (west)  | Add shelter, lighting and trees   |
| 14) Union & Beverly Blvd (north) | Add shelter and bench   |
| 15) Beverly & Parkview (west)    | Add shelter   |
| 16) Beverly & Benton Way (east)  | Add pedestrian lighting to increase safety  |
| 17) Beverly & Benton Way (west)  | Add pedestrian lighting to increase safety  |



Union & Beverly bus stop near Union Elementary school



Temple & Virgil bus stop on traffic island

### MTA Call For Projects #3- Safe Routes to School

#### Project Description

Five (5) locations were identified because they are unsafe for students waking to and from school, and unsafe for pedestrians in general. The Safe Routes to School (SRTS) program provides funding to make improvements around schools to make walking and biking to school safe. SRTS provides funding for improvements such as crosswalks, pedestrian and safe driver education, sidewalk construction and repairs, and traffic calming.

#### Project Locations

| Location                    | School                | Comments  |
|-----------------------------|-----------------------|---|
| 3rd Street & Columbia       | Gratts Elementary     | A pedestrian walk light and cross walk has been installed. Request further investigation to see if other safety measures can be taken.  |
| Venice Blvd & Orchard       | Magnolia Elementary   | Dangerous for students and parents to cross the street to Magnolia Elementary School. There is not a crosswalk. A mother and 2 children were run over by a car. There is a crossing guard at Venice & Orchard at 7 am – 10 am and 1 to 3 pm, but not at Venice & Magnolia. It gets very crowded and chaotic because of vendor activity. |
| 11 <sup>th</sup> St & Elden | Leo Politi Elementary | On the Hoover Street side of the school there are barriers blocking the street, but there are one or two streets that do not have barriers. When parents are dropping off and picking up kids it gets very busy and congested increasing danger for pedestrians.  |
| Pico & Vermont              | Berendo Middle School | This is a dangerous intersection for the students at Berendo Middle School (Berendo and 11 <sup>th</sup> Street) walking to and from school, and for students using the bus stop.   |
| Court and Bixel             | Plasencia Elementary  | Streets unsafe for students and pedestrians due to speeding cars. Enforce speed limits, perhaps place cameras at traffic signal.  |

## MTA Call for Projects #4- Central City Community Bus Stop Improvements

### Project Description

Forty percent (40%) of our community relies on the public bus system to access jobs, and the vast majority to access schools, healthcare, and other social services. Bus stop improvements were prioritized by residents because most of the stops are not safe, lack lighting, benches and shelters, especially necessary for the elderly and children. The current state of our bus stops make residents feel that the City and MTA do not respect them enough to create stops that are at a minimum functional, and better yet, comfortable. Most bus stops are dehumanizing to residents because they are not maintained, are dirty and barely functional. The bus stops listed below are bus stops prioritized by residents in each neighborhood. Specific bus stop improvements are not specified, however, it should be understood that each bus stop needs to be improved with the maximum level of amenities and each needs to be made safe. Other prioritized bus stops are included in the MTA Call for Projects #1 and #2.

### Westlake – 8 bus stops

| Location   | Existing Amenities & Safety Concerns                                   |
|--|--|
| 1) 7 <sup>th</sup> St & Witmer St (west)   | Sign only  |
| 2) 7 <sup>th</sup> St & Lucas Ave (east)   | Sign only  |
| 3) 3 <sup>rd</sup> St & Witmer St (west)   | Sign only  |
| 4) 3 <sup>rd</sup> St & Witmer St (east)   | Sign only  |
| 5) 3 <sup>rd</sup> St & Lucas Ave (east)  | Sign only. The sign is obscured by tree. Near Gratts Elementary School |
| 6) 6 <sup>th</sup> St & Witmer Ave (west)  | Sign only  |
| 7) 6 <sup>th</sup> & Bixel   | Sign only. Not handicap accessible.                                    |
| 8) Maryland & Bixel  | Sign only  |

**Temple-Beaudry- 4 bus stops**

| Location   | Existing Amenities & Safety Concerns  |
|--|---|
| <p>9) Temple St &amp; Edgware Ave (west)</p>    | <p>Two benches. Bus stop is unsafe because of the lack of lighting. It is near Betty Plasencia Elementary School.</p> |
| <p>10) Temple St &amp; Edgware Ave (east)</p>  | <p>Two benches. Bus stop is unsafe because of the lack of lighting. It is near Betty Plasencia Elementary School.</p> |
| <p>11) Temple St &amp; Douglas Ave (west)</p>  | <p>Sign only. Bus stop is dangerous because of the overgrown tree and lack of lighting.</p>                           |
| <p>12) Temple St &amp; Douglas Ave (east)</p>  | <p>Sign only</p>  |

**Historic Filipinotown – 2 bus stops**

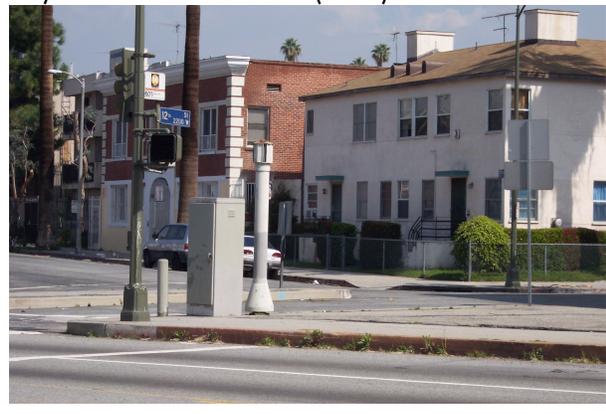
| Location   | Existing Amenities & Safety Concerns                                     |
|--|--|
| <p>13) Vermont Ave &amp; 1<sup>st</sup> St (north)</p> | <p>Sign only</p>   |
| <p>14) Union Ave &amp; 1<sup>st</sup> St (north)</p>   | <p>Sign only. Bus stop is in back of Union Street Elementary school.</p> |

**MacArthur Park – 6 bus stops**

| Location  | Existing Amenities & Safety Concerns   |
|---|--|
| <p>15) 3<sup>rd</sup> St &amp; Vermont Ave (east)</p>  | <p>Has bus shelter, add benches.</p>   |
| <p>16) 3<sup>rd</sup> St &amp; Vermont Ave (west)</p>   | <p>Sign only</p>   |
| <p>17) Wilshire St &amp; Vermont Ave (east)</p>       | <p>Sign only</p>   |
| <p>18) Wilshire St &amp; Vermont Ave (west)</p>   | <p>Sign only</p>   |
| <p>19) 8<sup>th</sup> St &amp; Vermont Ave (north)</p>  | <p>Sign only</p>   |
| <p>20) Hoover Ave &amp; Olympic Blvd (south)</p>  | <p>Bus stop only has a sign that is attached to streetlight. The sign is very difficult to see if not standing in front of it.</p> |

**Pico Union – 11 bus stops**

| Location  | Existing Amenities & Safety Concerns  |
|---|---|
| <p>21) Hoover Ave &amp; Washington Blvd (north)</p>  | <p>The bus shelter is in awkward location. Pedestrians using the cross walk are not visible to drivers coming from the freeway because the shelter obscures view of the pedestrians crossing at cross walk. Move the shelter further down Hoover.</p> |
| <p>22) Vermont Ave &amp; Pico Blvd (north)</p>  | <p>The bus stop is missing bus stop sign.</p>   |
| <p>23) Vermont Ave &amp; Pico Blvd (south)</p>      | <p>Only sign and one bench. Add more benches.</p>   |
| <p>24) Pico Blvd &amp; Vermont Ave (east)</p>   | <p>One bench. The pedestrian light does not work. The bus stop is not safe at night. Fix pedestrian lights (all lights at this intersection do not work.)</p>   |
| <p>25) Vermont Ave &amp; Venice Blvd (south)</p>  | <p>One bench</p>  |
| <p>26) Pico Blvd &amp; Burlington Ave (west)</p>  | <p>Sign only. Bus riders' view is obstructed by the tree and so riders have to step out into the street to watch for the bus and flag the bus down.</p>   |

|  |   |  |
|--|---|--|
|   |   |  |
| <p>27) Washington Ave &amp; Union Ave (west)</p>   | <p>One bench. The stop is unsafe at night. The tree blocks light.</p>               |  |
| <p>28) Washington &amp; Union (east)</p>   | <p>One bench. The stop is unsafe due to over grown trees and the lack of light.</p> |  |
| <p>29) Hoover Ave &amp; Pico (north)</p>   | <p>Sign only</p>  |  |
| <p>30) Pico Blvd &amp; Alvarado Blvd (east)</p>  | <p>Two benches. Add lighting, new benches, and steam clean sidewalk.</p>            |  |
| <p>31) Hoover Ave &amp; Olympic Blvd (south)</p>   | <p>Sign only. Bus stop is in front of a recycling center.</p>                       |  |
| <p>32) Hoover Ave &amp; 12<sup>th</sup> St (north)</p>  | <p>Sign only. Bus stop is on an awkward dangerous traffic median.</p>               |  |

## **B) Infrastructure Maintenance and Repair of Existing Transportation Infrastructure**

### **Description**

The repair and on-going maintenance of streets, roads, sidewalks and intersections, and the maintenance and repair of transit passenger amenities located at designated stops and shelters fall into the category identified as “Infrastructure Maintenance and Repair of Existing Transportation Infrastructure.” The following describes potential funding sources, eligible uses and key agencies involved in accessing funding or responsible for maintenance of existing transportation infrastructure.

### **Potential funding Sources:**

- Proposition A and C local bond revenue and discretionary funds
- Transportation Development Act (TDA) funds under Article 4, 4.5 and 8
- Federal Transit Administration under Section 5309 (bus capital and bus facilities)
- Federal Highway Administration under Sections 1101, 1103 and 1113 (Surface Transportation Program, STP)

### **Eligible Uses:**

- Repair and maintenance of local neighborhood streets and arterials
- Intersection improvements
- Purchase and installation of transit passenger amenities

### **Key Agencies and Groups:**

- City of Los Angeles Council Districts
- City of Los Angeles Department of Transportation
- City of Los Angeles Bureau of Street Services
- Los Angeles County Metropolitan Transportation Authority (MTA)
- Caltrans District 7

### **Steps to Access Funds:**

- Determine appropriate department responsible for providing services
- Solicit support from key agencies
- Submit request through City of Los Angeles
- Submit request to the appropriate agency, department or bureau

The following lists specific locations in need of maintenance and repair that have been identified and prioritized by residents.

| Project # | Location   | Project Description   | Lead Agency                                | Implementation Strategy   |
|-----------|--|---|--|---|
| 12        | Hoover & Venice  | Traffic signal improvements to improve traffic safety and service   | LADOT                                      | Identify potential traffic safety remedies and submit to LADOT district office for investigation  |
| 13        | Union & Washington                                       | Improve traffic signals to reduce accidents. Add pedestrian lighting improvements.  | LADOT                                      | Request traffic data to determine if location has a significant # of accidents. Identify potential traffic safety remedies and submit to LADOT district office for investigation. |
| 17        | Alleys- New Hampshire between Venice & Pico; Lucas & 7th | These are dangerous and unsightly alleys that need to be improved.  | Public Works/<br>Bureau of Street Services | Work with property owners to submit request form to BSS   |
| 18        | Alvarado & Glendale                                      | Examine feasibility of improving the traffic flow and reducing congestion. Examine pedestrian safety crossing the street. | LADOT                                      | Work with LADOT and BSS to see if there are additional improvements that can reduce congestion  |
| 27        | 6 <sup>th</sup> Street & Grand View                      | Evaluate the effectiveness new "smart pedestrian warning" system.   | LADOT                                      | Request LADOT to evaluate effectiveness of the new pedestrian warning signals.  |
| 30        | Court & Glendale   | Left hand turn signal from Court to Glendale is too long  | LADOT                                      | Ask LADOT to review the effectiveness of this traffic signal. Examine feasibility of changing signal timing during peak and off peak hours.                                       |

## C) Transit Improvements

### 1) DASH Service

In addition to improvements to bus stops, residents identified improvements to the bus service. Since residents use the local LADOT DASH service more than the MTA service, the City can impact a great deal of residents by implementing additional DASH service. Residents identified the need for two additional DASH routes to improve local circulation in the neighborhoods of Temple-Beaudry and Historic Filipinotown. Recommendations include an additional east/west route, Vermont to downtown Los Angeles route, Court Street route in Temple-Beaudry as well as improved service to community activity centers such as the Metro Skills Center (6<sup>th</sup> Street and Lafayette).



### Current Status

The Los Angeles Department of Transportation operates Downtown DASH and community DASH shuttles throughout the City of Los Angeles. LADOT serves almost 7 million passengers per year on 6 Downtown DASH routes and 28 community DASH routes. DASH service in the Central City area is provided by the Pico Union/Echo Park DASH Route (Washington/Union/MacArthur Park/6<sup>th</sup>/Lucas/3<sup>rd</sup>/Union/Echo Park) and Downtown DASH E (7<sup>th</sup> & Wilshire to Witmer).

LADOT initiated a citywide Community DASH Needs Assessment Study in April 2004. The study analyzed existing DASH services operating in Los Angeles and made recommendations for the implementation of new service and measures to improve existing Community DASH services. Routes were measured by productivity and cost-effectiveness based on the city council's adopted transit performance standards.

Proposals for new DASH service were collected from city council offices, residents and transit riders via public meetings and the project website, from LADOT and MTA staff, recommendations from previous (mid- to late 1990's) transit restructuring studies which have not been implemented totaling over 100 route/service suggestions. Of these, 85 potentially viable proposed new service or modified existing routes were analyzed, along with several route/service modifications for several underperforming DASH routes. The study identified areas of Los Angeles undersupplied by transit service and analyzed areas with high levels of unmet transit need/demand to determine an area's potential for community-based transit.

### Implementation Strategy

- Request copy of LADOT DASH Needs Assessment Study
- Examine potential routes identified in Study
- Look at options of other DASH routes
- Request service for additional DASH service based upon performance standards approved by Los Angeles City Council.

## 2) Wilshire & Alvarado Transportation Improvement Plan

### Project Description

The intersection of Wilshire and Alvarado is a very busy location that includes the Metro Red Line Westlake/MacArthur Red Line station, a Metro Rapid Bus service, and local MTA and DASH bus service.



This intersection has a steady stream of pedestrian traffic and easy access to rail and bus transit systems. It is one of the most heavily used stations with daily boardings in excess of 16,000.

This intersection includes linkages to MacArthur Park and a wide variety of shops and restaurants. The intersection is in a key location that would make an excellent transit village that encourages the use of livable community principles to improve the quality of the area. A transit village combines land use and transportation with quality of life issues, including addressing access to jobs, safety, health, and social issues, opportunities for recreation and entertainment and incorporates the unique cultural opportunities available in the area. A transit village would:

- Encourage transit oriented development in the project area. Expand upon the development proposed at the Westlake/MacArthur Metro station.
- Create more public gathering areas that support residents in the area.
- Encourage the development of a transit friendly street and corridor to improve linkages between transit and destinations in the project area.
- Enhance the pedestrian linkages between the transit station, bus stops, park, stores and restaurants located in the area surrounding the intersection. Ensure adequate pedestrian circulation, safety, and easy-to-cross streets.

- Enhance and complement the proposed improvements to the CRA Alvarado Street Pedestrian Improvements project. This includes looking at various streetscape elements including pedestrian levels of service, paving, landscaping, street lighting and street furniture.



**Current Status**

Currently there is a 99 cent store and fast food restaurant (Yoshinoya) located at this corner. The CRA and MTA have worked together to develop a proposed transit orient mixed use development at the MacArthur Park Metro station. The proposed project is a two phased mixed use development with an estimated 199 affordable residential units, a 434 space parking structure and 50,400 square feet of retail space and is expected to cost \$40 million (CRA, 2006).

There is a lot of retail activity along Alvarado Street and other streets intersecting it running east/west including: 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Streets that would benefit from a transit village. The area supports the use of transit in a compact, mixed-use environment. The transit village concept relies upon the synergy created by a transit station and civic and public spaces that surround the station (Bernick & Cervero, 1997).



**Implementation Strategy**

- Work with Council District 1, Community Redevelopment Agency and Department of Transportation to create an action plan for the transit village area. Encourage context sensitive planning that is inclusive and driven by the community.
- Create a pedestrian program that looks at planning and design factors. This includes vehicle speed versus pedestrian safety, pedestrian behavior, cultural sensitivity, making the area more pedestrian friendly, changing the focus towards person carrying capacity of the system, and an analysis of sidewalk design and operation.
- The pedestrian program needs to consider pedestrian lighting as an integral part of safety and security. It will also need to look at intersection design, crosswalks and other pedestrian street crossing issues. It can incorporate opportunities available with Safe Route to School funds as well as implement a pedestrian safety program.

- The program should also examine traffic signals and their impact on pedestrians. This includes but is not limited to walking speed, signal timing, accessibility, and passenger information issues.
- Actions need to create a transit friendly street that enhances linkages between transit stops and project area destinations.
- Support transit oriented development (TOD) opportunities that encourage economic vitality in the area. TOD refers to residential and commercial centers that maximize access by using transit and nonmotorized transit options (VTPI, 2005). TOD neighborhoods have a center with a rail or bus station, surrounded by relatively high-density development.
- Examine Brownfield development opportunities located on adjacent streets. Brownfields are sites previously used for industrial or commercial uses that may be contaminated by waste or pollution. Sites can usually be reused once toxins are removed.
- Increase frequency of street cleaning and facilitate innovations to keep streets and sidewalks clean, such as a community anti-litter campaign and recycling program combined with more frequent trash pick-up.

## **D) Transportation Enhancement**

### **Description**

Transportation Enhancement programs and projects would result from the development of empowerment actions within the Central City area. These community enhancement programs may include the development of community centers that could vary in size from “community storefronts” to “full service” community centers integrated with Community Action Programs (CAP), other social service and community service providers and educational providers. For example, it may include a transit police work center or a Job Access Reverse Commute (JARC) program. It may also be used to enhance current community service and educational programs offered by the project partners.

### **Potential funding Sources:**

- Local matching fund revenue through existing sources, such as Prop A or C funds
- City of Los Angeles Department of Planning
- City of Los Angeles General Fund
- HUD grants under Community Development Block Grants (CDBG) program
- Cooperative agreements with public and private social service providers
- Cooperative agreements with Los Angeles Unified School District (LAUSD)
- Los Angeles County MTA Call for Projects
- United States Department of Transportation Earmark Process

### **Eligible Uses:**

Development of community centers, educational programs, elderly and handicapped assistance, and social service outreach. Creation of government partnerships with the MTA, MTA transit police, Community Redevelopment Agency of Los Angeles, LADOT and others. Funds may also be used for context sensitive planning activities.

### **Key Agencies and Groups:**

- City of Los Angeles Council Districts
- City of Los Angeles Department of Planning
- City and County of Los Angeles Departments of Social Service
- Community Redevelopment Agency (CRA)
- Los Angeles Unified School District

### **Steps to Access Funds:**

- Submit request to the City of Los Angeles
- Submit direct grant applications to private foundations
- Submit requests to CRA
- Submit requests with LADOT for local, regional, state and federal funding

Below is a list of six projects prioritized by residents that fall into the Transportation Enhancement category.

| Project # | Location                           | Project Description  | Lead Agency                         | Implementation Strategy  |
|-----------|------------------------------------|--|-------------------------------------|--|
| 4         | Robinson Street/101 Freeway        | Residents would like to improve a Caltrans Right-of-Way into a community garden.   | Caltrans                            | Contact Caltrans District 7 and begin process to develop community garden along the Caltrans-Right-of-Way through the Caltrans Adopt-a-Highway Program |
| 6         | Central City Area                  | Elementary School Air Quality Program- there are 6 schools that are near or adjacent to freeways. Assess air quality and other negative impacts and develop mitigation measures. | City of Los Angeles                 | Work with city council, LADOT, and LAUSD to determine feasibility of project.  |
| 8         | Central City Area                  | Develop Emergency Preparedness Program that would identify primary and secondary transit corridors for emergency vehicles and plan involving community.                          | City of Los Angeles                 | Work with the Department of Emergency Preparedness   |
| 16        | 17 <sup>th</sup> Place and Orchard | Fix storm drains and assess the need for a Mosquito Abatement program related to street drain patterns and storm water drainage  | Public Works/ Bureau of Engineering | Request Public Works to fix drains and examine feasibility of mosquito abatement program.  |
| 21        | Vermont Station Plaza              | Enhance station with mural art   | MTA                                 | Work with council office, MTA and LADOT to determine feasibility of a mural art project  |
| 23        | Central City Area                  | Identify vacant parcels for possible pocket parks, pedestrian rest areas and public gathering places with transportation infrastructure  | LADOT                               | Work with council office and community to identify potential locations and funding sources.  |

## E) Public Policy Solutions

The project team understands that many of the transportation improvements will require a change in public policy and long-term strategies to result in systemic change necessary to have an effective transportation system and good quality infrastructure that meets the needs of our community. The following short and long-term actions some leading to public policy solutions were prioritized by residents.

- 1) Bus Stop Improvement Program- modify the way bus stops are implemented and maintained to improve the 167 (40%) of bus stops that only have the requisite sign.
- 2) Community Cleanliness Campaign – residents believe that cleaner streets and sidewalks are important to a vibrant healthy community, and recommend a community anti-littering campaign coupled with more increase frequency of emptying trash receptacles and street cleaning will encourage residents to do their part in keeping our streets and sidewalks clean.
- 3) Cultural Sensitivity Training for Bus Drivers – the need for bus drivers to be more courteous and to treat bus riders with more respect was a top issue that was consistently raised in every neighborhood throughout the project. Bus riders are of many ethnicities and speak many languages. Bus riders believe that cultural sensitivity training will help helping bus drivers gain a better understanding of cultural differences and to how to effectively handle language barriers.
- 4) Planning for Pedestrians – residents are predominately transit users and pedestrians. According to the 2000 Census, 40% of Central City residents commute to work by transit. This figure does not include the residents who use transit to go to school, to medical appointments and household errands, etc. The needs and safety of pedestrians was a top priority. We believe that part of the solution is to work with the City to prioritize planning for the needs of pedestrians, for instance, by taking the following steps:
  - Creating a Pedestrian Overlay Zone for Westlake and Pico Union
  - Down grading street designations from major Class II to secondary streets to correspond to the needs of residents who are predominately transit dependent and pedestrians.
- 5) Re-allocation of City’s Public Works Infrastructure Maintenance, Upgrade and Repair Funds - Currently the City allocates maintenance funds by city council district according to the physical size of the district, measured in square miles. We recommend that the City of Los Angeles study the allocation of funds based on this formula to determine its fairness, and revise the maintenance funding formula to make it more equitable.

### Bus Stop Improvement Program

A total of 57 bus stops are prioritized by residents for improvement because they are not safe, lack lighting, in an unsafe location, and/or were very busy and lacking amenities. Bus stop improvements are a priority for residents because the current state of our bus stops make residents feel that the City and MTA do not respect them enough to create stops that are at a minimum functional, and better yet, comfortable. Most bus stops as they currently exist are dehumanizing to residents because they are not maintained, are dirty and barely functional. The quality of bus stops especially compared to the Metro Rapid shelters and Metro Rail facilities make bus riders feel that there is a lack of respect from the MTA towards them, which is compounded by discourteous bus drivers and poor quality bus service.

The team understands that improving our bus stops will require changing how the City and MTA handles bus stop improvements and maintenance. The current system is simply not working for our neighborhoods. It can be complicated and very bureaucratic, for example, the maintenance of bus stop amenities is the responsibility of five different entities as indicated in the photo below.



Five entities are responsible for bus stops

|   | Agency Responsible  |   |
|---|---|---|
| 1 | <b>MTA - (213) 922- 5188</b><br><b>MTA Metro Safety - (888) 950- SAFE</b>   | Bus Route Sign – to report vandalism in progress to a Metro bus stop post and/or sign call Metro Safety |
| 2 | <b>Norman Bus Bench/Bureau of Street Services</b><br>(213) 473-8410   | Place and maintain free standing benches.   |
| 3 | <b>Bureau of Street Services - (213) 473-8410</b>   | Place and empty trash receptacles   |
| 4 | <b>CBS/ Decaux Outdoor Media / Bureau of Street Services</b><br>-Maintenance call Shelter Clean at (866) 633-0068             | Place and maintain bus shelters. Report damage to bus shelter, creating a safety issue.                 |
| 5 | <b>Bureau of Street Lighting</b><br>- Maintenance call 311 or (866) 452-2489<br>- Requests for new lights call (213) 847-1455 | Street lights   |

In order to implement bus stops improvements, we know that it is necessary to work with the City and MTA on several fronts described below.

- Demonstrate the need for bus stop improvements, so that the quality of bus stops is a higher priority for the City and MTA,
- Assist the City in applying for bus stop improvement funds to improve bus stop lighting, safety and amenities by submitting an application to the MTA Call for Projects.
- Request maintenance of bus shelters to CBS/Decaux Outdoor Media, the private contractor that is responsible for maintaining shelters.
- Request cleaning of benches to Norman Bus Bench, the private contractor responsible for maintaining the stand alone benches.
- Engage residents in building benches and planters at bus stops as an inexpensive and immediate solution to the 167 bus stops that do not offer a place to sit, as illustrated in the photos below.



*The improvements above were initiated by residents who wanted to take action to improve their community. They designed and help construct the sala publica or community living room above in partnership with a landscape architect, the Mayor’s office and the Verde Coalition.*

- Launch an advocacy campaign to urge the City and the MTA to change the way bus stops are implemented and maintained, which places much of the authority for locating and funding bus stops in the hands of private contractors.

**Other solutions from residents on improving the bus system:**

- Provide customer service and cultural sensitivity training for bus drivers
- Increase evaluations of bus drivers by their supervisors on their customer service
- Implement emergency fare receipt that allows riders to get off and back on the bus in case of an emergency
- Provide discounted bus fare/pass program for non-profit organizations’ staff and constituents
- Place more trash cans at bus stops that are emptied more often
- Hold Norman Bus Bench, CBS/Decaux Outdoor Media, the City of Los Angeles and MTA accountable to maintaining bus benches and bus shelters

## Community Cleanliness Campaign

### Background/ Why a Resident Priority

Residents believe that cleaner streets and sidewalks are very important to a vibrant healthy community. The lack of cleanliness contributes negatively to the perception of both residents and people passing through about the quality of the neighborhood.

### General Strategy

Residents recommended conducting an education/anti-littering/community pride campaign targeted to residents, businesses, property owners and people shopping in our neighborhoods. They believe that if residents saw that local government, business and property owners are doing their part in keeping our streets and sidewalks clean; residents will take more responsibility in being part of the solution. Therefore, any education campaign targeted at residents, shoppers, businesses and property owners must be coupled with increasing the City's level of service in keeping the streets clean such as: increasing the number of trash receptacles and the frequency of emptying them, increasing the frequency of street cleaning, graffiti removal, and bulky item pickup, and cleaning and improving alleyways.

### Some Implementation Strategies:

- Conduct a pilot program in a targeted neighborhood in partnership with a sponsoring organization(s) who can help mobilize residents for a campaign
- Form partnerships with renter's groups, community groups, and crime watch groups, etc. to help with outreach to residents and to help conduct any field surveys and be involved in peer-to-peer education campaigns
- Include a brief assessment of the reasons why people litter and dump trash in the streets by conducting a survey in order to inform the development of lasting solutions and campaign messaging.
- Ensure that businesses and property owners are educated of their responsibilities for keeping the sidewalk clean and graffiti removal
- The campaign should be multi-lingual and be have highly visible visual education materials

## Cultural Sensitivity Training for Bus Drivers

### Background/Why a Resident Priority

One of the top issues that was consistently raised is the need for bus drivers to be more courteous and to treat bus riders with respect. Bus riders are of many different ethnicities and speak many languages. Bus riders believe that cultural sensitivity training will help bus drivers gain a better understanding of cultural differences and to how to effectively handle language barriers.

### Strategy

Create a community-driven cultural sensitivity training program for MTA bus drivers so that they are better equipped to serve monolingual non-English-speaking bus riders. The training methods and curriculum should be developed from both the bus riders' and bus drivers' perspective, specifically, the diverse bus riders and bus drivers from the MTA's Central District.

The goal of a cultural sensitivity training is to address the following issues:

- Address cultural and language barriers when you have mostly monolingual English-speaking bus drivers and large numbers of non-English speaking bus riders
- Improving the understanding of the day-to-day experience of bus riders using the MTA bus system for bus drivers
- Improving the understanding of the day-to-day experience and concerns of MTA bus drivers for bus riders

### Implementation Strategy

- Create a pilot program for Central District bus drivers that could later be implemented in the entire county
- Implement training methods in a supportive atmosphere for bus drivers with the intention of assisting them in the challenges of working with a diverse population
- Acknowledge the challenges of bus drivers, and important role and seek their input in developing this program. We recommend a training curriculum that uses a “peer education” model that would use bus drivers as co-facilitators, panelists, and/or presenters. A peer education model would increase the “buy-in” of bus drivers, perhaps reducing the resistance of drivers and causing a ripple effect to help change the culture of customer service at the MTA.

## Planning for Pedestrians

### Background/Why a Resident Priority

Residents are predominately transit users and pedestrians. According to the 2000 Census, 40% of Central City residents commute to work by transit. This figure does not include residents who use transit to go to school, to medical appointment and household errands. The needs and safety of pedestrians was a top priority. The team believes that part of the solution is to work with the City to prioritize planning for the needs of pedestrians.

### Strategies:

- Work with the City Planning Department to create a Pedestrian Overlay Zone for Westlake and Pico Union
- Investigate the possibility of down grading street designations from major Class II to secondary streets to correspond to the mobility needs of residents who are predominately transit dependent and pedestrians.
- Create streetscape improvement plans for major boulevards in the neighborhoods

## Infrastructure Funding Allocation Formula

### Background

Central City neighborhoods need more resources to maintain and upgrade its infrastructure and to improve its transportation systems. Currently the City allocates infrastructure maintenance funds by city council district according to the physical size of the district, measured in square miles. This funding allocation formula is flawed because it doesn't take into account the needs of a council district based on the population density. For instance, the cost for sidewalk maintenance, emptying trash receptacles and street cleaning for densely populated areas with residents concentrated in small areas is greater and requires additional resources than for areas with less population density.

### Strategies:

- Request that the City of Los Angeles submit to voters a parcel tax to support infrastructure repairs, especially those repairs currently not covered by federal or state transportation departments, such as sidewalk maintenance. Advocate for federal funding.
- Request that the City of Los Angeles study the allocation of infrastructure maintenance funds and analyze the formula to determine its fairness, and revise the maintenance funding formula to make it more equitable.

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