



**Metro**

# Daily Brief

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**CEO Roger Snoble**

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### **Congestion-Reduction Demonstration Initiatives Application**

On December 31, 2007, Countywide Planning and Development submitted our deadline version of the regional application to the US Department of Transportation (USDOT) requesting federal financial assistance for the implementation of various congestion-reduction demonstration initiatives. The USDOT recently confirmed by e-mail its "timely receipt" of our application, which had a deadline of December 31, 2007. We have informed the USDOT that a few minor edits are needed to the deadline version of the application and that we will forward the fully edited final version of the application to them by the end of the week. The USDOT has indicated verbally that this is acceptable to them. If you are interested in obtaining the December 31<sup>st</sup> version of the application, please contact my office. Otherwise, we will be forwarding the final version to you by the end of the week.

We want to thank all of our major stakeholders for their partnership efforts in putting together a comprehensive application that includes projects such as High Occupancy Toll (HOT) Lanes along portions of the I-210, I-110 and I-10, complemented with various transit and technology projects along or near these corridors to provide better choices to our commuters. We expect that the USDOT will announce its schedule for awards and how much money will be awarded to successful applicants in the coming weeks.

In addition we initiated a Congestion Reduction Choices website under Current Projects on [metro.net](http://metro.net). It contains "Frequently Asked Questions" (FAQ's) on the topic of congestion pricing, a link to the November 29, 2007 Board Report and provides opportunities for public comment and questions.

### **Bicycle and Pedestrian Access Study**

Metro Planning staff, in partnership with Odyssey, a non-profit advocacy group

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for a multi-modal transportation system, recently completed a bicycle and pedestrian access study of four (4) Metro Green Line stations in lower income communities in the South Bay (Hawthorne, Crenshaw, Vermont and Avalon). Funded through a FY 2006 Caltrans Community-Based Planning Grant, the study assessed access to the stations utilizing bus and rail passenger intercept surveys, counts of people walking and biking to/from the stations, community-based walk and bike audits around the station areas and visual surveys of the areas. Based on this input, access plans were developed for each station with potential infrastructure improvements for both bicyclists and pedestrians (Volume 1); a Toolkit for replicating the study at other transit stations (Volume 2) and a listing of Potential Funding sources (Volume 3) for these infrastructure improvements. Copies of Volumes 1-3 can be found in the Metro Library, or can be downloaded from the Odyssey website at [www.odyssey.org](http://www.odyssey.org) and will soon be available on the [www.metro.net](http://www.metro.net) website and the South Bay Cities COG website [www.southbaycities.org](http://www.southbaycities.org).

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