

Southeast Gateway Line First/Last Mile Planning

FIRST/LAST MILE PLAN Section 1 and 2



April 2024
Proposed Final



Southeast Gateway Line First / Last Mile Plan

April 2024

LOCAL JURISDICTIONS

City of Artesia
City of Bell
City of Bellflower
City of Bell Gardens
City of Cerritos
City of Cudahy
City of Downey
City of Hawaiian Gardens
City of Huntington Park
City of Los Angeles
City of Lynwood
City of Maywood
City of Paramount
City of South Gate
City of Vernon
County of Los Angeles

METRO DEPARTMENTS

First/Last Mile
Multimodal Integrated Planning
Mobility Corridors

COMMUNITY BASED ORGANIZATION (CBO) PARTNERS

Los Angeles County Bicycle Coalition (BikeLA)
Mujeres Unidas Sirviendo Activamente (MUSA)
Self-Help Graphics and Art

TECHNICAL TEAM

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Patricia Smith, RLA, AICP
WSP, Inc
Arellano Associates

In January 2024 following an extensive public renaming contest, the West Santa Ana Branch Transit Corridor (WSAB) was renamed the Southeast Gateway Line (SGL) by the Metro Board of Directors.

While the finalized SGL FLM Plan reflects the new name, some FLM planning reports were completed prior to the renaming thus retain the older naming convention if included in Section 3 Supporting Documents.

Supporting documents with no effect on FLM plan recommendations, Metro intends to publish separately, and additional detail may be added following Metro Board adoption.

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First / Last Mile Plan – Supporting Documents

See separate volume for [Section 3 - Supporting Documents](#)

STATIONS BY CITY MATRIX

- City is within station's half-mile Walk and 3-mile Wheel Project Study Areas
- City is only within station's 3-mile Wheel Project Study Area

	SLAUSON / A LINE	PACIFIC / RANDOLPH	FLORENCE / SALT LAKE	FIRESTONE	GARDENDALE	I-105 / C LINE	PARAMOUNT / ROSECRANS	BELLFLOWER	PIONEER
JURISDICTION									
City of Artesia									●
City of Bell		●	●						
City of Bellflower					●		●	●	
City of Bell Gardens			●	●	●				
City of Cerritos									●
City of Cudahy			●	●					
City of Downey				●	●		●		
City of Hawaiian Gardens									●
City of Huntington Park	●	●	●						
City of Los Angeles	●	●							
City of Lynwood				●	●	●	●		
City of Maywood		●	●						
City of Paramount						●	●	●	
City of South Gate		●	●	●	●	●	●		
City of Vernon	●	●	●						
County of Los Angeles	●		●	●			●		
CORE DOCUMENT (PAGE NUMBERS)									
Prioritized Walk Project Maps	86	87	88	89	90	91	92	93	94
Prioritized Walk Project Lists	110-115	116-120	121-126	127-131	132-134	135-140	141-143	144-147	148-152
Prioritized Wheel Project Maps	153	153	153	153-154	154	154	154-155	155-156	156
Prioritized Wheel Project Lists	159-168	169-173	174-182	183-189	190-196	197-198	199-206	207-211	212-220

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Executive Summary



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Executive Summary

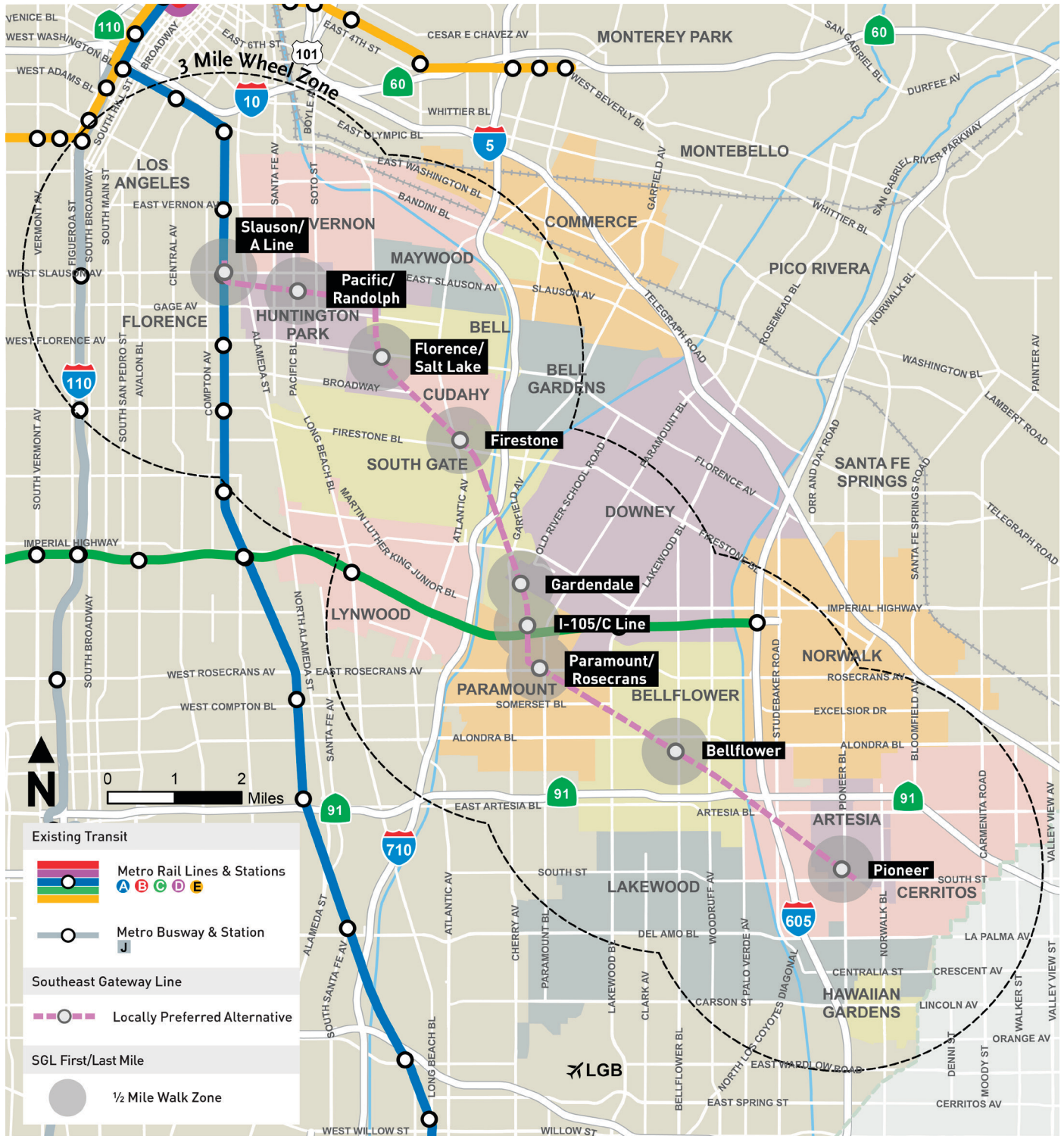
1.1 FLM PLAN OVERVIEW

The Locally Preferred Alternative (LPA) for the Los Angeles County Metropolitan Transportation Authority (Metro) Southeast Gateway Line (SGL) Transit Corridor Project is a 14.5-mile proposed light rail transit (LRT) alignment that connects the City of Artesia in southeast Los Angeles (LA) County to the unincorporated Florence-Firestone community of LA County. The project will provide much needed high quality transit for densely populated, low-income, and heavily transit-dependent communities with limited transit options. The LPA will consist of nine LRT stations and approximately 2,800 parking spaces. Of the nine LRT stations, six stations will be at-grade and three stations will be aerial. Additionally, the LPA will add one new infill station along the C Line at I-105 to allow transfers between the SGL alignment and the C Line.

The Southeast Gateway Line First/Last Mile (FLM) Plan includes nine stations on the SGL LPA, specifically focused within a half-mile radius for potential pedestrian improvements and within a 3-mile radius for potential wheel improvements at each station area. The Plan includes projects that improve safety, access, and comfort of public streets and sidewalks for people walking, biking, and rolling to stations. The nine stations and their locations are:

- **Slauson/A Line Station**, Los Angeles County
- **Pacific/Randolph Station**, City of Huntington Park
- **Florence/Salt Lake Station**, City of Huntington Park
- **Firestone Station**, City of South Gate
- **Gardendale Station**, City of Downey
- **I-105/C Line Station**, City of South Gate
- **Paramount/Rosecrans Station**, City of Paramount
- **Bellflower Station**, City of Bellflower
- **Pioneer Station**, City of Artesia

Southeast Gateway Line Locally Preferred Alternative



Map of SGL Locally Preferred Alternative with Stations, FLM half-mile walk and 3-mile wheel zones.

The SGL FLM Plan proposes potential projects that develop and/or enhance first/last mile connections to and from the planned stations and existing facilities in the station area, or destinations beyond. Typical projects include sidewalk enhancements, crosswalk improvements, and new bike lanes to create safe, dignified, and continuous pathways to transit for people of all ages and abilities. The SGL FLM Plan supports local jurisdictions in the development of future projects near stations - the majority of which are on public right-of-way (ROW). FLM projects identified in the prioritized project lists are generalized in scope. Rough-order magnitude costs have been included as a planning tool to support local jurisdictions in their next steps. Following SGL FLM Plan adoption, and if local jurisdictions choose to advance priority FLM projects, Metro will work with the jurisdictions to refine scopes and cost estimates to formalize agreements to help meet the 3% local contribution requirements as described in the Metro Board adopted FLM Guidelines.

3% Local Contribution

LA County Metro's Traffic Improvement Plan Ordinance includes provisions for the 3% local contribution to major transit capital projects. The rationale for the contribution is that local communities with a rail station receive a direct benefit due to the increased access to high-quality transit service that is above and beyond the project's benefit to the County as a whole. Jurisdictions with SGL station construction (and therefore are subject to the 3% local contribution requirement) include the following:

- Artesia
- Bellflower
- Downey
- Huntington Park
- Los Angeles County
- Paramount
- South Gate

The SGL FLM Plan is organized into three sections:

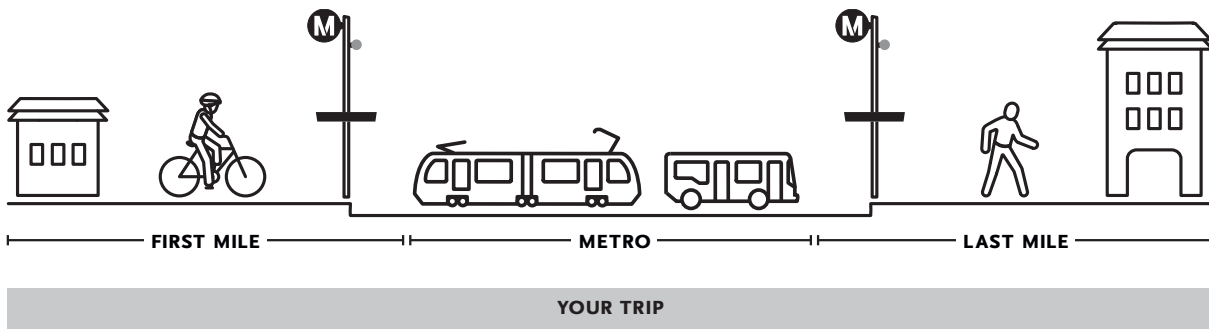
SECTION 1 - EXECUTIVE SUMMARY provides an overview of the plan, key findings and plan recommendations, plus milestones in the plan's development.

SECTION 2 - CORE DOCUMENTS includes an overview of the station walk zones and wheel network, prioritized project lists and maps, and conceptual illustrations and summary of the prioritized project costs and a summary of local agency coordination and community engagement.

SECTION 3 - SUPPORTING DOCUMENTS incorporates the project charter developed with community-based organizations, existing conditions and walk audit summaries, along with how Metro's newest tools to conduct a safety analysis, micro-mobility planning and gender analysis were applied.

What is First/Last Mile Planning?

Metro is focused on improving the entire transit experience from door to door. Given that most trips begin or end on foot, it is critical to have safe streets and sidewalks that allow people to connect to transit easily. The first and last part of the journey where riders walk, bike or roll to or from their nearest transit station or bus stop is called the “first/last mile (FLM) connection.” Improving FLM connections is part of Metro’s commitment to providing outstanding trip experiences for all riders and improving access to Metro’s growing transportation network. The captioned diagram below further illustrates FLM, as described by Metro’s First/Last Mile Guidelines (2021).



*NOT TO SCALE

“An individual’s trip is understood as the entire journey from origin to destination. For transit riders, bus and rail services often form the core of a trip, but riders complete the first and last portion on their own using another mode. Typically, they must first use “active transportation” — walking, biking or rolling — to reach the nearest station from their home or workplace. This is referred to as the first and last mile of the user’s trip, or first/last mile (FLM) for short.”

FLM plan development involves technical analysis and collaboration with communities and local agency partners. FLM plans establish project lists of comprehensive station access and safety improvements. FLM plans and the project lists they contain, prompt further collaboration to fund and implement improvements. Metro uses a flexible, data-driven and community-oriented approach to prepare plans that respond to the unique conditions of each station area while strengthening connections to nearby destinations, transit hubs and streets. For each station, a “walk and wheel zone” is analyzed up to one half-mile from the station platform. A broader radius is also analyzed for longer wheel trips (cyclists, scooters, etc.) up to three miles from each station platform.

1.2 KEY FINDINGS AND PLAN RECOMMENDATIONS

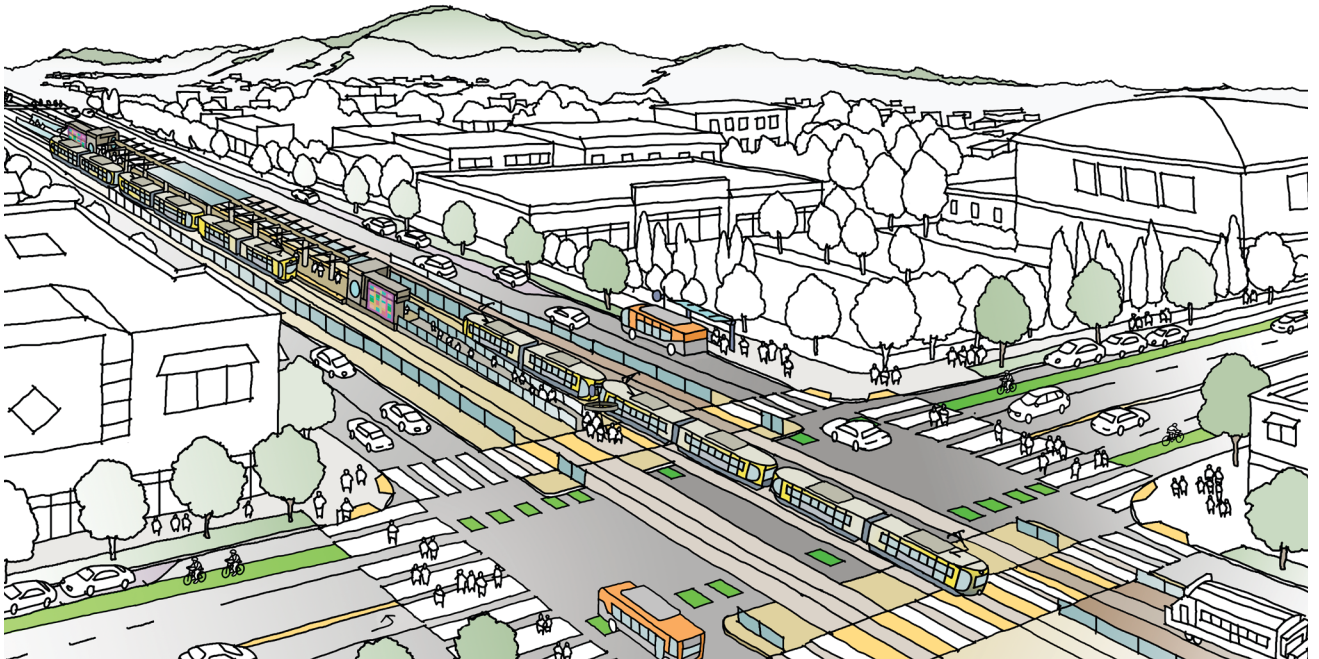
The following section highlights the SGL FLM Plan findings and recommendations. More detailed analysis and process information can be found in [Section 3 - Supporting Documents](#).

Half-Mile Walk Zone

SGL primary pathways often coincide with major arterials where traffic speeds tend to be highest; these arterials are also where 83% of the pedestrian/vehicle collisions occur. For pedestrians to feel safe and comfortable walking to SGL stations, primary pathways need consistent shade trees, safe and continuous pedestrian access/street crossings, traffic calming strategies, and pedestrian-safety features at major intersections. Examples of these improvements can be found in [Metro's First/Last Mile Toolkit](#).

SGL secondary pathways were elevated to a priority when requested by a local jurisdiction and where safe, continuous pathways to the station could be accommodated. Projects proposed on secondary pathways were also elevated to priority projects when requested by a local jurisdiction through [Metro FLM Project Prioritization Methodology](#) - Method 3 - Local Flexibility. Improving the entire FLM pathway experience and pedestrian environment within a station's half-mile walk zone will greatly benefit SGL customers.

Discontinuous street grids are common in many SGL station half-mile walk zones due to the diagonal orientation of the WSAB (now SGL) ROW and how it intersects the north-south street grid commonly found in Southeast LA County. Large blocks are also a challenge at SGL stations that are surrounded by industrial land uses. Any progress local jurisdictions can make working with property owners and developers to achieve accessible cut-through paths, and "breaking down large blocks" when properties are redeveloped, will help improve FLM accessibility for communities along the SGL corridor.



Conceptual illustration of typical FLM safety and access improvements at SGL station.

Many residential neighborhoods have some amount of shade trees in parkways (or on private property) and together with public parks make up much of the urban tree canopy. Shade trees and landscape can help regulate temperatures that pedestrians feel when traversing concrete sidewalks during the warmest months. There is a clear lack of consistent shade trees on the major streets, which are often a primary pathway. Infilling shade trees in the SGL urbanized station areas will be critical to improving walkability as temperatures climb.

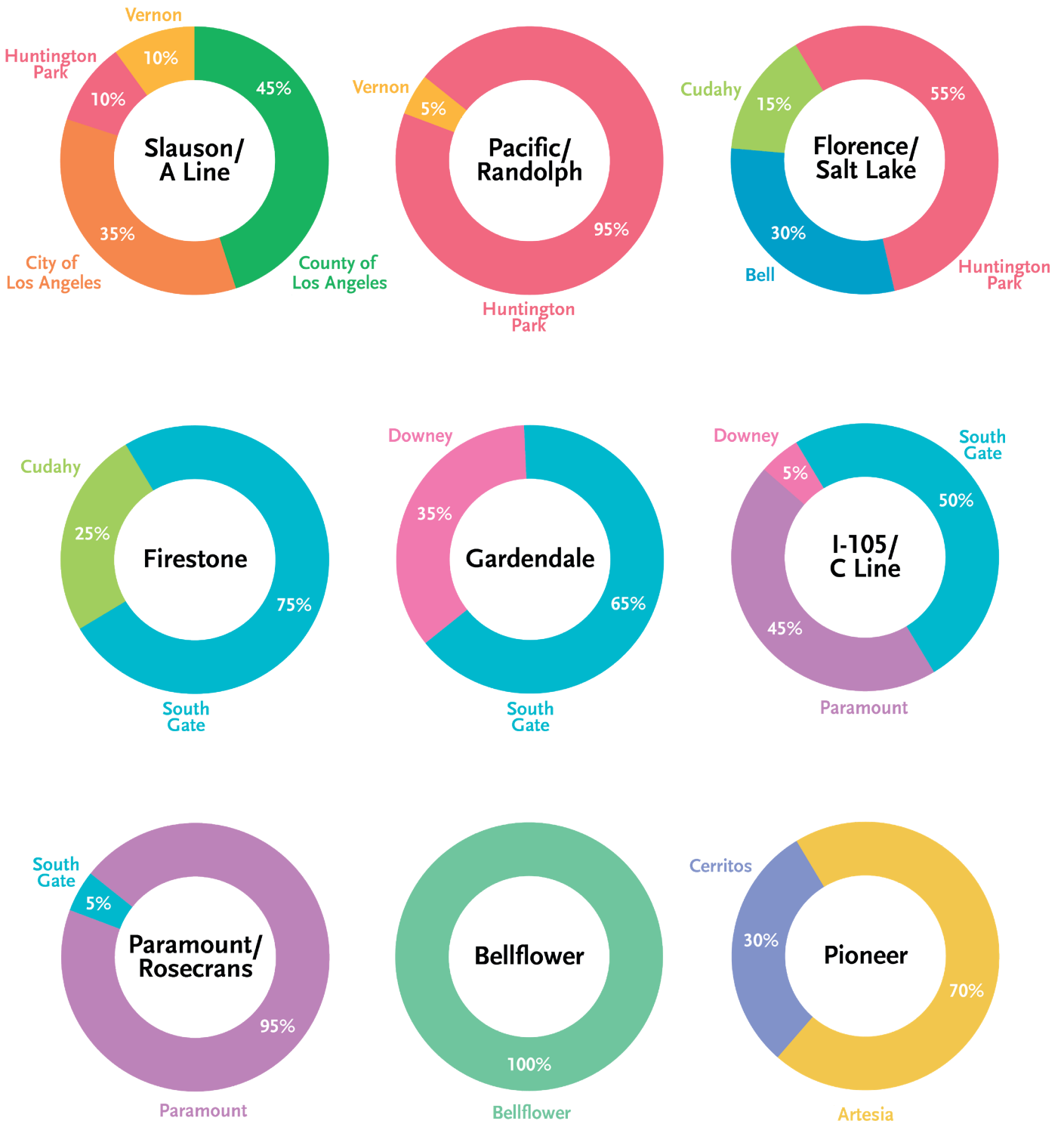
Input received from the community based organization partners (CBOs) Los Angeles County Bicycle Coalition (BikeLA), Mujeres Unidas Sirviendo Activamente (MUSA) and Self-Help Graphics and Art during the walk audits and community engagement events consistently identified the need for shade trees, improved bus stops, high-visibility crosswalks, longer pedestrian crossing times, adequate lighting, and security at SGL stations. For more information about the CBO partners see Section 1.3 Early FLM Work.

During a women/women-identifying workshop held in Fall 2023 participants emphasized safety and security as essential for customers who will walk or wheel to SGL stations. Of note was the request that Metro and/or local jurisdictions add emergency call boxes at terminus stations, and some distance outward so women/women-identifying individuals can reach out for help if needed. Currently, Metro does not typically provide security systems beyond the immediate station area. The project idea was ultimately not included in the priority project lists but rather documented in the plan as a community priority that surfaced during the women’s workshop. These actions did not prevent the plan from achieving gender equity and Metro is committed to addressing the needs of women as the SGL moves forward and FLM projects advance.



“Cars drive very fast, so it feels unsafe to walk on the sidewalk, especially near the curb. Parkway with trees would provide a buffer from traffic, as well as shade.”
- Community Walk Audit participant

Half-mile Station Area by Jurisdiction



Input from local jurisdictions focused on assuring their recent active transportation projects and related improvement projects in the pipeline were reflected in the prioritized walk and wheel project lists. For jurisdictions with a SGL station in their boundary, prioritization was especially important, as priority projects are eligible to help meet 3% local contribution requirements as described in the Metro Board adopted FLM Guidelines. The final prioritized lists in the SGL FLM Plan are the result of a collaborative effort and represent an important starting point for Metro’s agreements with participating jurisdictions – a process that will commence after the SGL FLM Plan adoption. For all local jurisdiction project proposals, Metro will continue to work with local jurisdictions after the FLM Plan is adopted to refine project scopes and budgets and ensure the outcome of proposed projects result in safe, accessible, and continuous pathways for people walking, biking, and rolling.

3-Mile Wheel Zone

FLM primary pathways are typically major arterials that experience high traffic volumes and speeds and, in the southern half of the corridor, intersect uncontrolled freeway interchanges. Of all bicycle/vehicle collisions in the three-mile wheel zone (2016 through 2021) 85% occurred on arterial streets. For wheel users to be safer and more comfortable riding to SGL stations on arterial streets with two or more lanes in each direction, protected bike lanes or, at a minimum, buffered bike lanes are needed. On lower-volume arterial or collector streets with one lane in each direction (typically with a center turn lane), conventional bike lanes may be acceptable.



Conceptual illustration of FLM walk and wheel projects.

On two-lane unstriped local streets with low traffic volumes, traffic control at intersections and traffic calming measures, such as speed humps, roundabouts, and curb extensions, may enable bicycle and scooter users to access the station safely. In some cases, local agencies proposed additional or substitute wheel facilities that provide comparable access to stations on streets or rights-of-way other than the FLM-designated primary pathways.

Discontinuous street grids, in many cases, benefit wheel users, since they discourage high speed traffic, if appropriate traffic control is provided at intersections to allow wheel users to cross safely.

Active railroad tracks and large industrial or institutional blocks make it difficult to access some stations from surrounding neighborhoods. Over time, as new development occurs, it will be possible to integrate safe wheel access in those areas to connect to surrounding neighborhoods.



Conceptual illustration of FLM walk and wheel projects.

Existing Class I off-street bicycle and shared-use paths along the Los Angeles River, San Gabriel River and Coyote Creek, which run generally north to south, provide the backbone of the SGL corridor’s existing wheel network. The WSAB (now SGL) ROW and other rail rights-of-way provide an enormous opportunity to provide off-street bike paths that connect directly to the stations and to the river paths. There are existing and funded bike paths on the WSAB (now SGL) ROW in the cities of Bellflower, Paramount and Artesia and the potential for expansion in other jurisdictions. The bike path on the WSAB (now SGL) ROW can potentially link all three river bike paths to create a “wheel freeway system” throughout the corridor for longer distance travel and regional connectivity.

Input received from the CBO partners and during SGL FLM walk audits and community engagement events consistently identified the need for protected bikeways to access the stations and to connect to the existing bike paths along the Los Angeles River, San Gabriel River, and Coyote Creek, which many cyclists use on a regular basis to travel through the corridor.



Priority Walk Projects by Station

SGL STATION	METHOD 1 PRIORITY	METHOD 3 - LOCAL FLEXIBILITY	TOTAL PRIORITIZED PROJECTS
Slauson/A Line	19	14	33
Pacific Randolph	9	25	34
Florence/Salt Lake	20	7	27
Firestone	16	5	21
Gardendale	10	14	24
I-105/C Line	18	14	32
Paramount/Rosecrans	13	1	14
Bellflower	11	1	12
Pioneer	21	8	29
Total Prioritized Projects	137	89	226

This table summarizes (by station) how many walk projects were initially prioritized using Method 1, then added using Method 3 – Local Flexibility, and the resulting total number of prioritized walk projects. If a project was already prioritized using Method 1 and a local jurisdiction requested changes or additions to that project, it was not re-counted under Method 3 – Local Flexibility.

City and County input focused on ensuring that planned/funded bikeway projects were reflected in the prioritized wheel project lists. The following table shows the number of prioritized wheel projects at each station.

There are 98 miles of prioritized linear wheel projects comprised of the facility types below.

- 12 miles of Prioritized Class I off-street bikeways
- 69 miles of Class IV and Class II bike lanes
- 10 miles of Prioritized Bicycle Friendly Streets (Class III bikeways with traffic calming) on low-volume, low-speed minor streets
- 3 miles of shared-use sidewalks over freeway interchanges and rivers
- 4 miles to be determined based on Rail-to-River Segment B Project



Priority Wheel Projects or Project Segments by Station

SGL STATION	METHOD 1, 2 PRIORITY	METHOD 3 - LOCAL FLEXIBILITY	TOTAL PRIORITIZED PROJECTS/SEGMENTS
Slauson/A Line	6	6	12
Pacific Randolph	10	3	13
Florence/Salt Lake	13	1	14
Firestone	9	8	17
Gardendale	6	19	25
I-105/C Line	9	1	10
Paramount/Rosecrans	21	2	23
Bellflower	15	1	16
Pioneer	17	6	23
Total Prioritized Projects	106	47	153

This table summarizes (by station) how many wheel projects, or wheel project segments, were initially prioritized using Method 1, and then added using Method 3 – Local Flexibility, and the resulting total number of prioritized wheel projects or wheel project segments. If a project was already prioritized using Method 1 and a local jurisdiction requested changes or additions to that project, it was not counted again under Method 3 – Local Flexibility.

Next Steps

Additional FLM project development and coordination between Metro and local jurisdictions will be necessary as the cities and LA County elect to advance their FLM projects. Since the SGL FLM Plan is considered a generalized scoping document each jurisdiction will need to advance individual FLM project details as they move towards implementing their local projects. Following SGL FLM Plan adoption, Metro FLM staff will continue to work with local jurisdictions on a series of steps as called for in the Metro Board adopted FLM Guidelines:

- Further scope development and coordination on prioritized walk/wheel projects, with an emphasis on walk and wheel safety
- Potential modifications to the list of prioritized walk and wheel projects
- Agreements for 3% local contribution, where applicable

Note: Implementation of proposed projects in all station areas is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable local and County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, and sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

Priority Projects by Station



25
Average Walk
Projects per
Station



11
Average Wheel Project
Miles per Station

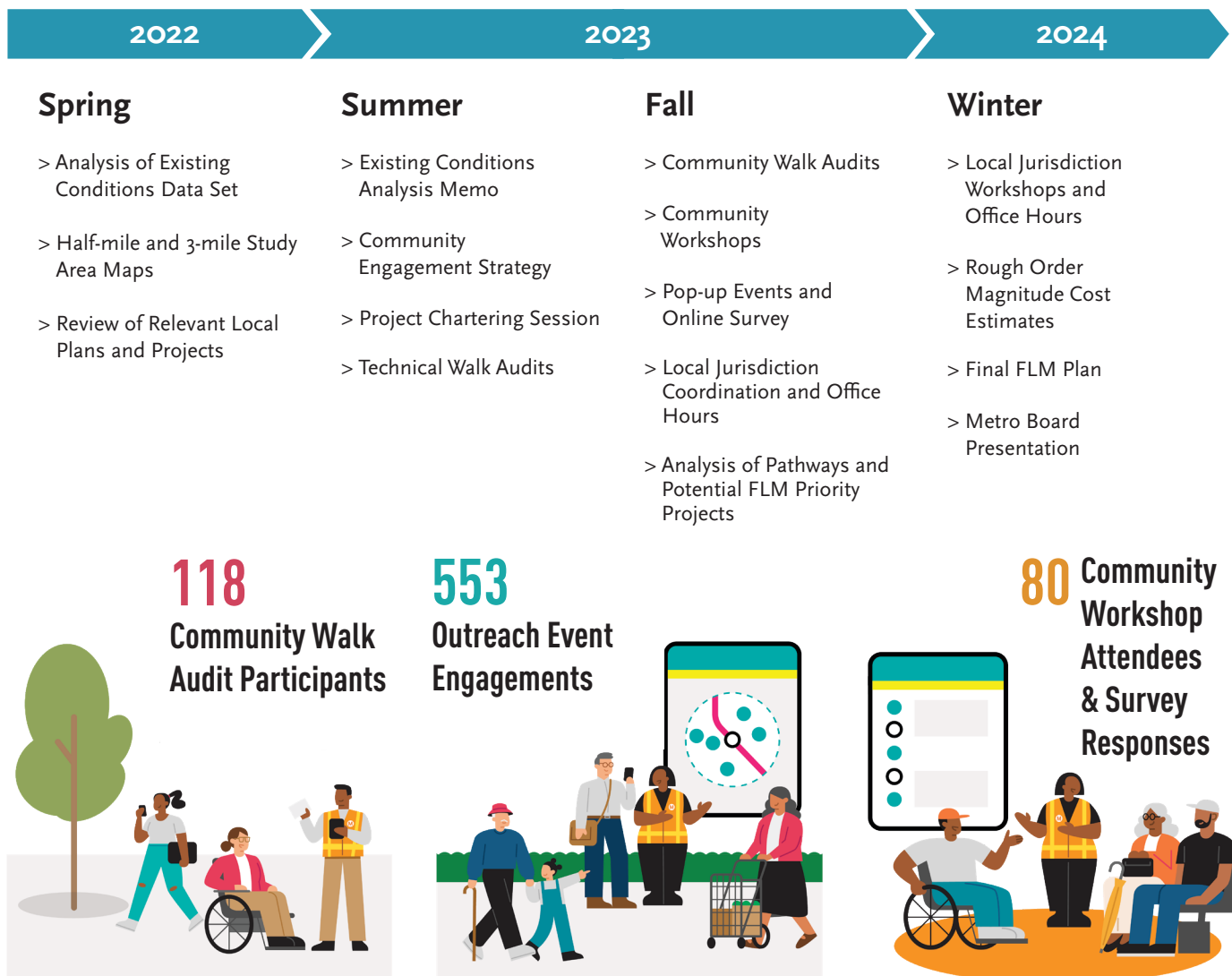


SGL Station	Prioritized Walk Projects per Station (%)	Prioritized Wheel Project Miles per Station (%)
Slauson/A Line	72%	9%
Pacific/Randolph	85%	29%
Florence/Salt Lake	57%	16%
Firestone	71%	24%
Gardendale	83%	31%
I-105/C Line	64%	67%
Paramount/Rosecrans	58%	22%
Bellflower	34%	21%
Pioneer	66%	23%

1.3 FLM PLANNING PROCESS

Once the WSAB (now SGL) Transit Corridor LPA was defined, Metro planning staff determined that the SGL FLM Plan should be presented to Metro’s Board of Directors concurrently with the Southeast Gateway Line Final Environmental Impact Report/Statement. This goal was successfully met thanks to the collaborative efforts of BikeLA, MUSA, Self-Help Graphics, local jurisdictions with Metro department staff and their FLM technical team. The following is a summary of major milestones. For more detailed information on the FLM process and analyses see [Section 3 – Supporting Documents](#). Please note that for supporting documents with no effect on FLM plan recommendations, Metro intends to publish separately, and additional detail may be added following Metro Board adoption.

First/Last Mile Project Timeline



Early FLM Work

Early planning work began in Spring 2022, with project work on core plan products following in Summer 2023. Early work focused on the collection of geographic information system (GIS) data and other resources needed to conduct an Existing Conditions Analysis, creation of base maps for the half-mile station walk zones and 3-mile wheel study zone. In Spring 2022, Metro contacted 15 cities and LA County to request relevant local plans and projects. By Summer 2023 the Existing Conditions Analysis Memo was completed, a Community Engagement Strategy was crafted and logistical planning for the FLM walk audits began. For more detailed information see [Section 3 – Supporting Documents, Existing Conditions Analysis Memo](#).

Three CBOs were contracted to help with planning activities and to enhance attendance at outreach events by tapping into their networks.



BikeLA

A non-profit serving LA County to make communities healthy, safe and fun places to a bike



MUSA

Mujeres Unidas Sirviendo Activamente
(United Women Actively Serving)

Mujeres Unidas Sirviendo Activamente (MUSA) a non-profit that strives towards the goal of empowering, motivating, and encouraging women to bring about productive, meaningful, and responsible civic, educational, and cultural engagement



SELF HELP
GRAPHICS & ART

A non-profit community organization focusing on Chicana/o and Latinx artists through the intersection of innovative arts and social justice

In Summer 2023 a Project Chartering session was held with all three CBOs, the technical team and Metro. The outcome was a project charter that was developed with all participants and team members. See [Section 3 – Supporting Documents, Project Charter](#).



“Even on single family residential streets, motorists tend to drive fast, so we need traffic calming.”

- Community Walk Audit participant

Existing Conditions Analysis

An important aspect of the SGL FLM Plan was based on information obtained from local jurisdictions along the corridor. A Request for Information (RFI) was issued by Metro in September 2023 seeking local plans, adopted policies, prior community planning efforts and funded projects from sixteen jurisdictions near the nine LPA stations: Cities of Artesia, Bell, Bellflower, Bell Gardens, Cerritos, Cudahy, Downey, Hawaiian Gardens, Huntington Park, Los Angeles, Lynwood, Maywood, Paramount, South Gate, Vernon, plus the County of Los Angeles.

Four guiding themes emerged once needs were identified in the Existing Conditions Analysis:

STRENGTHEN CONNECTIVITY The walk and wheel pathway network should enhance connectivity within the half-mile station areas and regionally within the 3-mile project area. It should identify direct access routes to the stations and should consider daily/local commutes to major destinations within the half-mile. It should identify safe routes to regional destinations in the 3-mile wheel zone and provide access to the regional wheel network.

FACILITATE SEAMLESS TRANSFERS Identify multi-modal connections to SGL stations and related projects within the half-mile study area.

ENHANCE SAFETY Prioritize streets with high collisions, potential improvements could help address safety issues. Explore Class IV wheel facilities to provide safe wheel access and consider secondary arterial or parallel secondary streets if Class IV wheel facilities are not feasible on arterial streets.

CONSIDER CLIMATE CHANGE AND EQUITY Identify streets with high sun exposure and limited tree canopies. Potential FLM improvements can help combat the impacts of extreme heat within equity-focused communities. Give particular attention to providing wheel access to equity-focused communities.

Walk Audits

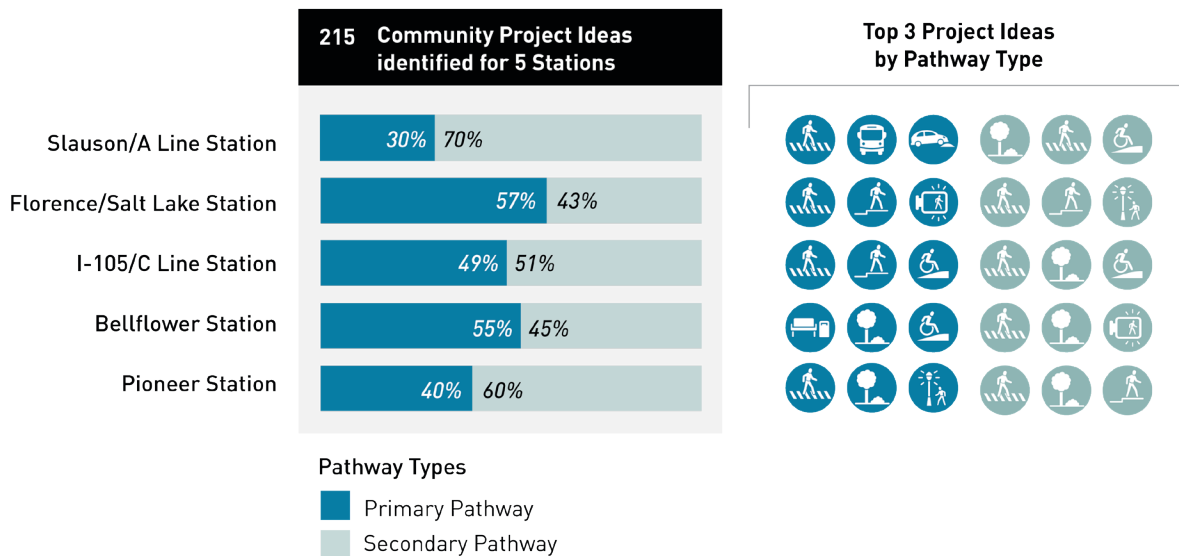
In Summer 2023 the project team conducted technical audits of all nine stations. The purpose of the technical walk audits was to 1) confirm pathways most suitable to focus the community walk/wheel audits along, understanding auditors may wish to modify the pathways if they feel an adjacent path is a more viable route; 2) test the SGL FLM web-based app and identify potential modifications to its menu; 3) build facilitators’ understanding of key challenges that may arise during the community walk/wheel audits; and 4) collect data and identify key FLM barriers and challenges. The technical teams’ audits included consideration of wheel routes/facilities on the primary and secondary walk paths within one-half mile.

MUSA and BikeLA participated in the planning of the community walk audits and expressed their support for focusing on five stations because they represented a variety of conditions along the LPA while including terminus and transfer stations. For SGL stations not included in the community walk audits Metro staff held informal walks with city staff as requested. The stations where community walk audits were conducted were:

- Pioneer Station (Artesia, Cerritos)
- Bellflower Station (Bellflower)
- I-105/C Line Station (Paramount, South Gate)
- Florence/Salt Lake (Bell, Huntington Park, Cudahy)
- Slauson/A Line Station (Huntington Park, Los Angeles)*

**The Slauson/A Line Station was audited for the ‘Blue Line First/Last Mile: A Community-Based Process and Plan’ (2018) but re-audited as part of the SGL FLM Plan considering Metro’s Rail to Rail (Segment A) Active Transportation Corridor (under construction) and proposed SGL aerial station.*

Community Walk Audit Input





Community walk audit team at the existing Slauson/A Line Station.

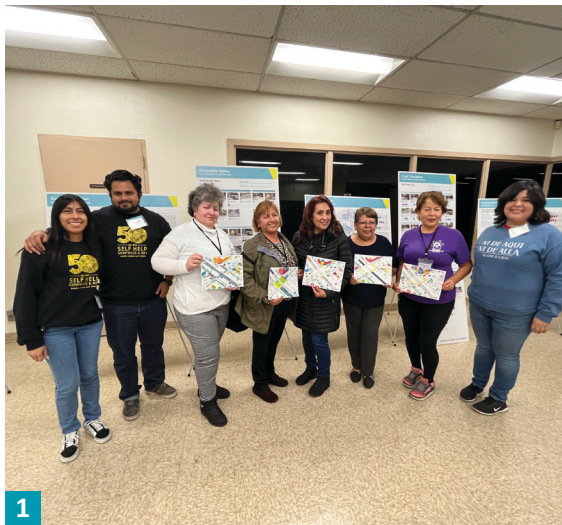
In Fall 2023 community walk/wheel audits were conducted to 1) familiarize participants to Metro’s FLM planning process; 2) record community/stakeholder preferred station access routes and confirm each station’s pathway network; 3) collect data on FLM barriers specific to each of the stations audited; and 4) identify preferred FLM toolkit improvements and wheel routes along the SGL corridor. The need for wheel facilities was considered on primary and secondary paths included in the audit. In addition, maps of existing and proposed wheel facilities within the entire 3-mile wheel zone were available following the walk for review and comment. Participants were asked to identify which types of wheel facilities they would use and to identify specific proposed wheel facilities they would use and would like to see constructed. For more details regarding the walk audits see [Section 3 – Supporting Documents, Walk Audit Summary Memo](#).

Local Jurisdictional Office Hours

In Fall 2023 Metro and technical team hosted office hours with local jurisdictions. The purpose was to provide an overview of the FLM planning process, to answer questions, and discuss relevant local plans and projects. This first round of office hours provided an orientation to local jurisdictions and a forum to discuss key next steps in the FLM planning process. For more information regarding local jurisdictional coordination, see [Section 2.7 - Local Jurisdictional Coordination](#).

Community Engagement

To support a broad and inclusive community engagement process, the outreach team and CBO partners conducted 16 in-person activities in Fall 2023. Activities included five community walk audits, eight pop-up events at existing community events, and two community workshops, including a Women/Women-Identifying Workshop focused on elevating the experiences of women transit riders. The team also distributed an online map-based survey from November – early December 2023. The community feedback resulted in a rich body of data that informed the development of the prioritized project list. Community participation was integral to the decision-making process and crafting a project list that truly reflects the needs and aspirations of each community. For more details regarding all community engagement activities see [Section 2.8 - Community Outreach Summary Report](#).



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1) CBOs MUSA and Self Help Graphics at community workshop. 2) Community members at pop-up event. 3) CBO Self-Help Graphics team members. 4) SGL FLM Team with community members at community workshop.



1) Community member at bicycle pop-up event. 2) SGL FLM Team and community members discussing pedestrian safety observations during walk audit.



SGL FLM Team briefing community members on walk audit process.

Analysis of Pathways, Potential Projects, and Prioritization

At the conclusion of all FLM community engagement activities in late 2023, the technical team analyzed the input and drafted the walk/wheel pathways and lists of potential walk/wheel projects for each station. Projects deemed feasible at the early planning stage (understanding that detailed engineering analysis will occur prior to implementation) were organized by pathway, classified by FLM project type, street location and extents. Potential projects on the draft list were prioritized following Metro’s FLM Prioritization Methodology.



SGL conceptual illustration shows the importance of FLM toolkit improvements nearest the station.

Local Jurisdictional Workshops and Office Hours

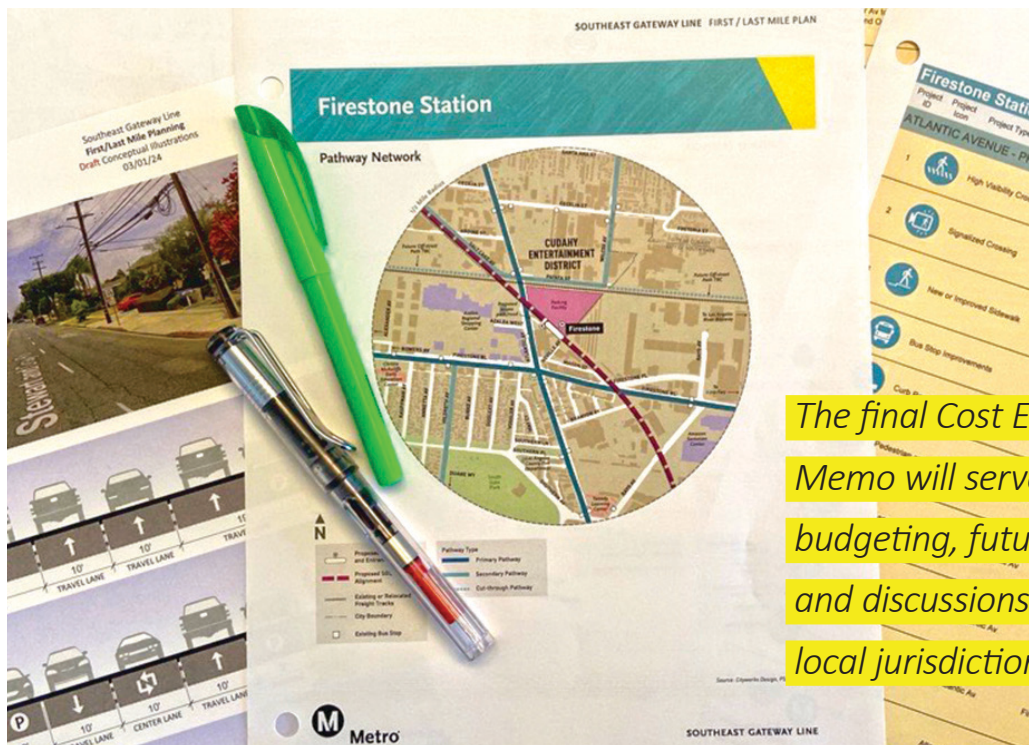
In Winter 2024 Metro submitted the draft list of prioritized walk and wheel projects and corresponding maps to sixteen local jurisdictions for review. Their input was critical to shaping the final SGL FLM Plan. In-person workshops were offered to local jurisdictions so the draft plan materials could be discussed in detail. All workshops were hosted at the Southeast Gateway Council of Governments office in Paramount and provided an opportunity for local jurisdictions to have their questions answered, share what local projects they want considered for prioritization (using Metro’s Prioritization Method 3 – Local Flexibility). Local jurisdictions that could not attend in-person did so virtually. Metro offered additional city office hours following the in-person workshops to provide needed support to the local jurisdictions as they finalized their comments on the draft SGL FLM Plan. For more information regarding local jurisdictional coordination, see [Section 2.7 - Local Jurisdictional Coordination](#).



The SGL FLM team met with all the local jurisdictions to discuss their priority projects.

Cost Estimates

Rough-order magnitude (ROM) costs for FLM prioritized walk and wheel projects were prepared and shared with local jurisdictions in draft form. The final Cost Estimating Methodology Memo includes assumptions and costs for all prioritized walk and wheel projects by station. The memo will serve as a starting point for budgeting, future grant applications and discussions between Metro and local jurisdictions related to future Cooperative Agreements, should local jurisdictions elect to advance projects. The ROM cost estimate assumes a 50% contingency (a general estimate applied during an initial stage of development and assumed to be lowered as projects advance and additional considerations are added). No escalation is included since local project implementation schedules have not been developed. Project costs are presented in 2023 dollars and need to be escalated to future year costs once implementation schedules are developed/assumed. No additional soft costs (design, project management, legal fees, etc.) are included as they would vary by jurisdiction. See [Section 3 – Supporting Documents, Cost Estimating Methodology Memo](#).



The final Cost Estimating Methodology Memo will serve as a starting point for budgeting, future grant applications and discussions between Metro and local jurisdictions...

Finalizing the SGL FLM Plan

In Winter 2024 the SGL FLM Plan was finalized in response to comments received from fifteen cities, LA County, three CBO partners and Metro departments. The core of the FLM plan are the prioritized walk and wheel projects lists and maps organized by station. These documents will help local jurisdictions:

- Track FLM projects that qualify towards the 3% local contribution, if applicable
- Implement FLM projects in time for the SGL opening date
- Apply for grants and funding sources
- Further develop their implementation budgets to include project management, engineering, design, and environmental studies if required

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FIRST / LAST MILE PLAN

Core Documents

2

First / Last Mile Plan – Core Documents

2.1 STATION OVERVIEWS AND HALF-MILE PATHWAY MAPS

Each of the nine SGL stations has a unique setting and walk/wheel access issues that can be addressed through a comprehensive set of FLM improvements. The FLM prioritized walk and wheel project lists (which include prioritized and non-prioritized projects) were developed to address the challenges and issues summarized in this section.

Station Overviews

Each station overview includes:

Existing Conditions. Summary of each station’s key walk/wheel audit observations.

Walkability Rating Map. Half-mile map rating walking conditions as good, fair, or poor, based on present day conditions.

Station Area by Jurisdiction. Pie chart representing the half-mile station area by jurisdiction.

Existing Conditions Photos. Images of typical roadway and pedestrian right-of-way conditions.

Resulting Walk and Wheel Project Summaries. Summary of each station’s walk/wheel prioritized projects.

Half-Mile Pathway Maps

Nine pathway maps show the half-mile walk zone for the SGL LPA stations (see map set at the end of this section). Each map indicates:

Primary Pathways. Pathways leading directly to a SGL station.

Secondary Pathways. Pathways that connect to a primary pathway and/or are considered essential station access routes based on input from community members and jurisdictional staff.

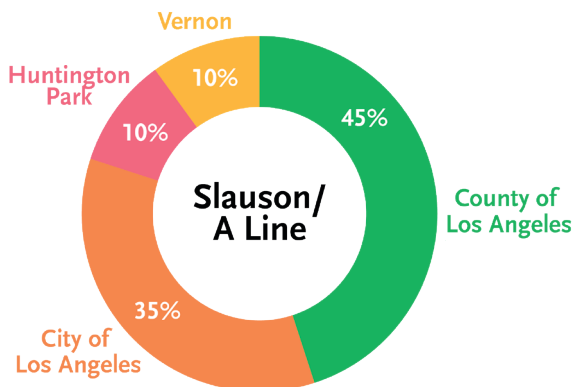
Cut-thoughts and Future Pathways. Dashed lines indicate future pathways anticipated to be developed by others. Dotted cut-through paths on non-public right-of-way need to be coordinated with property owners (permissions, implementation). Both types are shown as they were identified as being important to enhance FLM access.

Slauson/A Line Station Existing Conditions

The Slauson/A Line Station is the northernmost station along the SGL LPA and an important transfer and interim terminus. The aerial station will be adjacent to the existing A Line Station on the south side of Slauson Av. The half-mile walk/wheel zone includes Unincorporated LA County (Florence-Firestone), City of Los Angeles, and small areas in the cities of Huntington Park and Vernon. The station will be a busy transfer point for rail, bus, and active transportation modes via the A Line (to reach Downtown Los Angeles and LA Union Station), Rail to Rail Active Transportation Corridor (to reach the J Line, K Line, and in a future phase the LA River bike path) plus local buses. Community walk audits and technical analysis found the characteristics listed below:

- **Context.** Industrial land uses along Slauson Av present pedestrian and wheel access challenges that include long blocks with few controlled crossing points, blank walls with little to no storefront/sidewalk activity, large truck volumes, high traffic speeds and sidewalks with many driveway conflicts.
- **People.** As one of the most highly populated half-mile station areas in the northern segment of the SGL, the station falls under “high-need” to “very high-need” for most of its half-mile area using the Metro Equity-Focused Communities (EFC) Index.
- **Collisions.** Pedestrian and bicycle collisions are higher than other stations with historically recorded pedestrian/auto and bike/auto collisions coinciding with neighborhood activity (near Augustus F. Hawkins Nature Park, Slauson Recreation Center, housing clusters and schools).
- **Primary Pathways.** Slauson Av and Long Beach Av have narrow sidewalks with limited or no ADA access, lack shade trees, and have poor bus stop conditions; Slauson Av has very high traffic speeds that require traffic calming (e.g. posted speed reductions, signal timing adjustments, new controlled crossings and high visibility crosswalks), wider sidewalks will help where feasible or adding parkway buffers for pedestrian comfort; Randolph St has sidewalk obstructions (encampments, waste/dumped materials) east of the existing A Line Station entrance.
- **Secondary Pathways.** Compton Av and Holmes Av have poor sidewalk conditions, lack shade trees and parkway buffers, and have a high concentration of encampments near Augustus F. Hawkins Park and the existing rail ROW; Compton Av has high traffic speeds, unsafe pedestrian conditions at mid-block crossings and intersections, and poor bus stop conditions.
- **Other Considerations.** It will be important to facilitate seamless transfers to the A Line Slauson Station and Metro’s Rail to River Active Transportation Path (Segment A and B) when developing FLM projects that interface directly with these facilities.
- **Wheels.** While there are existing bikeways within three miles of the station, the only bikeway within one-half mile is the under-construction Rail to Rail off-street path along Slauson Av, which will connect directly to the station and to the Avalon BI bike lanes to the east. Cycling is challenging due to high traffic volumes on most streets. Most of the bicycle safety hotspots within the entire 3-mile wheel zone are located east of this station.

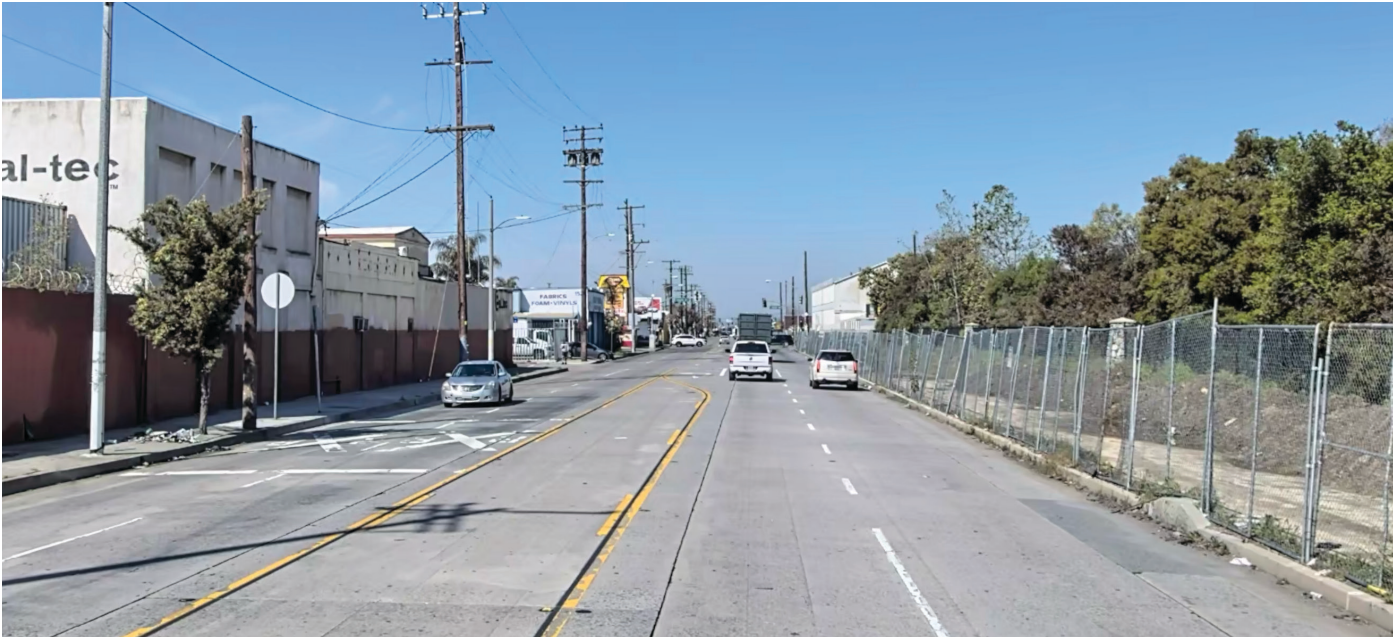
Walkability Rating Map and Station Area by Jurisdiction



Walkability Rating

- █ Good
- █ Fair
- █ Poor

- Proposed Metro Station and Entrances
- Proposed SGL Alignment
- Future Project Connection to LA Union Station
- Existing Metro A Line and Station
- Existing or Relocated Freight Tracks
- City Boundary
- Existing Bus Stop



Slauson Ave looking west towards Compton Ave.



Compton Ave looking south towards Slauson Ave.



Slauson/A Line Station Resulting Walk Projects

Based on the challenges noted above, 33 FLM projects were prioritized so residents living in the densely populated neighborhoods nearby can have a safer and more comfortable walk to the station. The need to reduce high traffic speeds on Slauson Av and Compton Av that currently make walking to the station dangerous will be important to address. Most of the FLM projects are prioritized on the primary pathways of Slauson Av, Long Beach Av (east and west) and Randolph St (bus stops improvements, shade trees, high-visibility crosswalks and curb ramps). Other prioritized projects are located on secondary pathways like Holmes Av (included in the Metro Active Transportation (MAT) Slauson project area) were prioritized using Method 3 – Local Flexibility to include essential improvements for walkability; in addition to projects on Compton Av and Wilmington Av.



Slauson/A Line Station Resulting Wheel Projects

There are 12 prioritized wheel projects/project segments (8.9 miles) serving the Slauson/A Line Station, of which 70% are Class II bike lanes, 18% Class III Bicycle Friendly Streets, and 12% Class I off-street paths. In addition, the City of Los Angeles and Los Angeles County both have a network of existing and proposed facilities that would connect surrounding neighborhoods to the prioritized wheel projects. Key destinations accessible to the Slauson/A Line Station on wheels include Augustus F. Hawkins Nature Park, Jefferson High School, Fremont High School, South Region High School #1 and Exposition Park and USC.

The prioritized wheel projects to the station from each direction include:

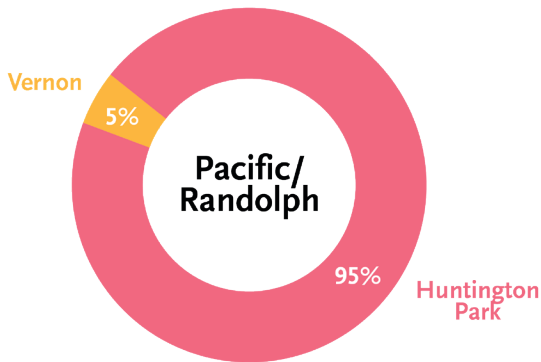
- **West.** The Rail to Rail Segment A Project, an off-street shared-use path along Slauson Av currently under construction. Because it is existing, it is not included as a Priority Wheel Project. Of the total Rail-to-Rail Project, which extends from Long Beach Av west to the K Line Fairview Height Station west of Crenshaw Bl, 3 miles between the Slauson/A Line Station and Vermont Av are in the 3-Mile Wheel Zone.
- **East.** Bike lanes on Randolph St to Holmes Av and potentially an extension of the Slauson Av shared-use path to Santa Fe Av, as well as the Rail to River Segment B Project, which will connect the Slauson/A Line station to the Los Angeles River.
- **North.** Bike lanes on Long Beach Bl and/or Compton Av, and existing bike lanes on Avalon Bl.
- **South.** Bike lanes on Compton Av on the west side of the A Line and Holmes Av on the east side.

Pacific/Randolph Station Existing Conditions

This half-mile walk/wheel zone for the Pacific/Randolph station is entirely in the City of Huntington Park. The at-grade station will serve as a gateway into Downtown Huntington Park where the city's commercial activities are highly concentrated along Pacific Blvd north and south of the SGL alignment (Randolph St). It will also become an important neighborhood station for residents living nearby. Community walk audits and technical analysis found the following characteristics listed below.

- **Context.** Land uses in the station area are diverse and include residential, mixed use, commercial, educational and industrial.
- **People.** As one of the most densely populated half-mile station areas in the northern portion of the SGL corridor, the station falls entirely under “very high need” on the Equity Focused Communities index. Half-mile station access to employment hubs (shopping centers north of station along Pacific Blvd, and Downtown Huntington Park south of station along Pacific Blvd) will be an important consideration at this station.
- **Collisions.** Pedestrian/auto collision data for the Pacific/Randolph area suggests one of the highest fatality rates along the corridor. Bike/auto collisions are also high with bicycle collisions spread evenly throughout the station area.
- **Primary Pathways.** Many primary pathway crossings feel unsafe due to low visibility markings and high traffic speeds, with some ADA access issues at intersections, and a lack of shade trees; Pacific Blvd and Slauson Ave intersection have high traffic speeds, wide intersections with long crossing distances and faded crosswalk markings; Pacific Blvd has wide intersections with long crossing distances and faded crosswalks at 58th, 57th and 56th St.
- **Wheels.** There are no existing bike lanes or off-street paths in the half-mile station area and only a few within its three-mile zone. Cycling is challenging due to high traffic volumes on arterial and many collector streets.

Walkability Rating Map and Station Area by Jurisdiction



Walkability Rating

- Good
- Fair
- Poor

Proposed Metro Station and Entrances

- Proposed Metro Station and Entrances

Proposed SGL Alignment

- Proposed SGL Alignment

Existing or Relocated Freight Tracks

- Existing or Relocated Freight Tracks

City Boundary

- City Boundary

Existing Bus Stop

- Existing Bus Stop





Pacific Bl looking north towards Randolph St.



Randolph St looking west towards Santa Fe Ave.



Pacific/Randolph Station Resulting Walk Projects

This neighborhood and downtown-serving station has 34 prioritized projects that will serve residents and visitors to Downtown Huntington Park and travel on the SGL. There's a critical need to address high traffic speeds and reduce pedestrian/auto collisions that have been recorded in the area by implementing pedestrian safety-oriented improvements. All the FLM walk projects were prioritized on the primary pathway of Pacific Blvd and most on Randolph St (bus stops improvements, shade trees, high-visibility crosswalks and curb ramps). Secondary pathways with prioritized projects (using Method 3 – Local Flexibility) include Seville Ave, Malabar St, Slauson Ave, E Gage Ave, Middleton St, Rugby Ave, Rita Ave and Templeton St.



Pacific/Randolph Station Resulting Wheel Projects

There are 13 prioritized wheel projects/project segments (10 miles) serving the Pacific/Randolph Station, of which 57% are Class IV or Class II bike lanes, 41% the to-be-determined Rail to River Segment B between Long Beach Av and Salt Lake Av and 2% Class I off-street path. In addition, the Cities of Huntington Park, South Gate, Vernon, Bell, Commerce and Los Angeles County have a network of existing and proposed facilities that would connect residential neighborhoods and employment centers to the prioritized wheel projects. Key destinations accessible to the Pacific/Randolph Station on wheels include Huntington Park's downtown district on Pacific Bl, Huntington Park City Hall, and Huntington Park High School.

The prioritized wheel projects to the station from each direction include:

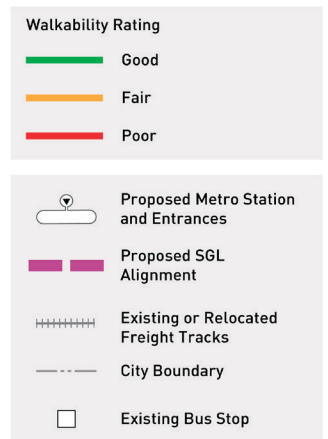
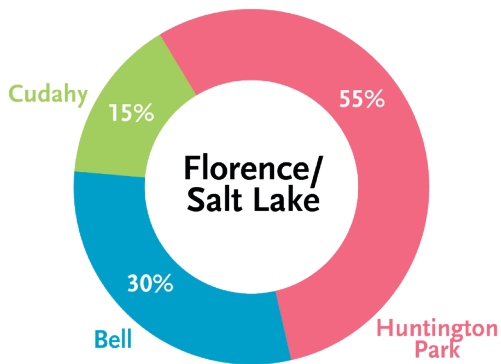
- **West.** Rail to River Segment B Project, the location and facility type of which is yet to be determined between Long Beach Av and the Pacific/Randolph Station.
- **East.** Rail to River Segment B Project, the location and facility type of which is yet to be determined between Long Beach Av and Salt Lake Av, and a two-way cycle track on Randolph St east of Salt Lake Av.
- **North.** Protected bike lanes on Pacific Av in Vernon and either bike lanes on Pacific Av or a substitute, comparably safe bikeway that connects from the Vernon bike lanes to the Pacific/Randolph Station in Huntington Park.
- **South.** Bike lanes or protected bike lanes on Pacific Av or substitute, comparably safe bikeways parallel to Pacific Av in Huntington Park, Walnut Park (unincorporated Los Angeles County) and South Gate.

Florence/Salt Lake Station Existing Conditions

Approximately half of the walk/wheel zone is in the City of Huntington Park, with the other half split between the cities of Bell and Cudahy. While the station is located in the City of Huntington Park, it will provide access to all three cities, Salt Lake Park, and the commercial businesses that line both sides of Florence Av.

- **Context.** The half-mile station area is predominately residential with commercial land uses designated along Florence Av and California Av south of the station. The most notable public facility near the station is Salt Lake Park and Recreation Center. Light industrial and educational institutions are also found near the station.
- **People.** While employment density is low, the residential population is one of the densest in the northern portion of the SGL corridor. The station area is approximately split between “high need” and “very high need” on the Equity Focused Communities index.
- **Collisions.** Data analysis revealed bike/auto collisions clustered near State St, and along Florence Av; and a notably high number of fatal and/or severe pedestrian/auto collisions within the half-mile zone.
- **Primary Pathways.** Most have high traffic speeds, narrow sidewalks that lack buffers from high-speed traffic, poor crossing conditions with faded crosswalk markings, and limited shade; Florence Av has poor crossing conditions at Salt Lake Av, WSAB (now SGL) ROW, and California Av has narrow sidewalks, and intersections with faded crosswalk markings.
- **Secondary Pathways.** Some have narrow sidewalks with no buffer from traffic, limited shade, poor crossing conditions and high traffic speeds; California Av, Saturn Av, Salt Lake Av (south of Florence Av and west of the WSAB (now SGL) ROW) have high traffic speeds; Salt Lake Av (south of Florence Ave and west of the WSAB (now SGL) ROW) and Live Oak Av have narrow sidewalks with obstructions.
- **Other Considerations.** Because of how the block/street grids meet at Florence Av, there are currently limited signalized crossing locations for pedestrians who will want to access the station from the north. Pedestrian access from the southwest quadrant requires crossing the active freight tracks, as pedestrians walk up to Florence Av and then east to the station entrance; from the southeast pedestrians can access the station’s south entrance along Salt Lake Av.
- **Wheels.** There is one off-street path in the half-mile station area that is two blocks from the station. The existing Los Angeles River Bike Path is less than two miles from the station. In general, however, cycling is challenging due to high traffic volumes on arterial streets and on many collector streets.

Walkability Rating Map and Station Area by Jurisdiction





Florence Ave looking west towards State St.



Salt Lake Ave looking north towards Live Oak St.



Florence/Salt Lake Station Resulting Walk Projects

Based on the challenges noted, this neighborhood-serving station has 27 prioritized projects that can make walking to/from the at-grade station safer and more comfortable. Addressing high traffic speeds and improving pedestrian pathways and crossings along the primary pathways of Florence Av (which had the most projects) and Salt Lake Av (north and south of Florence Av) were prioritized, along with bus stops improvements, shade trees, high-visibility crosswalks and curb ramps. Sidewalk widening on a section of Salt Lake Av will benefit residents walking to/from the station from the southeast. The City of Cudahy has a funded ATP project underway to implement this improvement. California Av, a secondary pathway, has prioritized projects identified through Method 3 – Local Flexibility.



Florence/Salt Lake Station Resulting Wheel Projects

There are 14 prioritized wheel projects/project segments (11.3 miles) serving the Florence/Salt Lake Station, of which 78% are Class IV or Class II bike lanes, 15% Class I off-street paths, 2% Class III Bicycle Friendly Streets, and 5% shared-use of widened sidewalks with vertical separation from travel lanes crossing the Los Angeles River and I-710. In addition, the Cities of Bell, Vernon, Huntington Park, Cudahy, Bell Gardens and Los Angeles County have a network of existing and proposed facilities that would connect to the prioritized wheel projects from residential neighborhoods and employment centers. Key destinations accessible to the Florence/Salt Lake Station on wheels include Cudahy, Bell and Maywood City Halls, Salt Lake Park, Bell High School, Bell Gardens High School, and the existing Los Angeles River Bike Path.

The prioritized wheel projects to the station from each direction include:

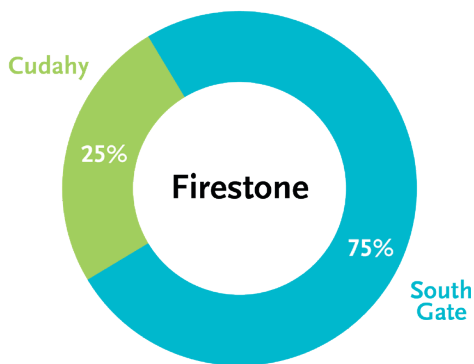
- **West.** Bike lanes on Florence Av or a comparably safe substitute bikeway parallel to Florence Av west to Central Av. For example, with traffic control at intersections and traffic calming, Bell Av/Saturn Av could provide access between Salt Lake Av and Alameda St.
- **East.** Bike lanes on Florence Av or substitute, comparably safe bikeways parallel to Florence Av east to Garfield Av.
- **North.** A two-way cycle track on Salt Lake Av to Gage Av with a one block sidewalk ride jog east on Gage Av to bike lanes Maywood Av to the Rail to River Segment B Project to the City of Vernon’s proposed off-street path on either the Los Angeles Department of Water and Power (LADWP) or WSAB (now SGL) ROW north to the proposed Los Angeles River Bike Path.
- **South.** A two-way cycle track or bike lanes on Salt Lake Av south to Atlantic Av.

Firestone Station Existing Conditions

Three-quarters of the station’s half-mile walk/wheel zone is in the City of South Gate, with the northern one-quarter in the City of Cudahy. The aerial station is located within the City of South Gate behind small industrial parcels on Firestone Bl, Mason St, and Neville Av near the northeast corner of the Firestone Bl/Atlantic Av intersection. The City of South Gate plans to redevelop the immediate station area into a destination featuring a mix of uses; connecting the SGL station to the intersection of Firestone Av and Atlantic Av with an open vista. A proposed Metro SGL parking facility will be north of the station at street-level. The Azalea Regional Shopping Center is just west of the station across Atlantic Av. Cudahy’s Entertainment District is located along Atlantic Av, between Patata St and Santa Ana St, and deemed a priority redevelopment area by the city.

- **Context.** The station area is predominantly industrial, commercial/retail, and residential uses.
- **People.** Employment density is low in two-thirds of the half-mile walk/wheel zone, but higher west and north due to Azalea Regional Shopping Center and industrial uses north of Patata St. Approximately half of the station area falls under “high need” and “very high need” on the Equity Focused Communities index; the other half being non-EFC.
- **Collisions.** Bike/auto collisions are some of the highest at the SGL stations based on available data along Atlantic Av. High traffic speeds and freight trucks are omni-present on this street. The data also revealed pedestrian/auto collisions are also high around the Atlantic Av/Firestone Bl intersection; perceived as one of the most challenging intersections for pedestrians and cyclists on the SGL.
- **Primary Pathways.** Most have high traffic speeds/volumes, long crossing distances, limited shade, and bus stops have limited seating, shade and amenities; Firestone Bl (east of Firestone Pl) has narrow sidewalks with steep driveway slopes, and ADA access issues; Atlantic Av sidewalk at existing freight rail line currently lacks pedestrian safety equipment.
- **Secondary Pathways.** Many have limited shade and landscaping; Salt Lake Av, Patata St, and Wilcox Av have high traffic speeds and freight truck traffic, and narrow sidewalks; Hildreth Av (south of Southern Av) has limited or missing shade and landscaping; and Wilcox Av has bus stops with limited seating, shade and amenities.
- **Wheels.** The Southern Av off-street bike path and bike lanes are within the half-mile station area, but do not connect to the station. The Los Angeles River Bike Path is just outside the half-mile station area. The station’s location at the intersection of two high-volume arterial streets and the proximity of the I-710 Freeway makes it difficult to access the station by bicycle or scooter.

Walkability Rating Map and Station Area by Jurisdiction



Walkability Rating

- █ Good
- █ Fair
- █ Poor

Legend

- Proposed Metro Station and Entrances
- █ Proposed SGL Alignment
- Existing or Relocated Freight Tracks
- City Boundary
- Existing Bus Stop





Atlantic Ave looking south towards Firestone Blvd.



Salt Lake Ave looking east towards Atlantic Ave.



Firestone Station Resulting Walk Projects

This regional-serving and neighborhood-accessible station has 21 prioritized projects to serve area residents, workers and visitors who will walk to/from the aerial station. Until the City of South Gate implements its vision to redevelop the area between the SGL station and Firestone/Atlantic intersection (with its planned open vista) wayfinding signage will be vital since the station is not directly visible from this major intersection and bus stops. Addressing high traffic speeds, improvements to bus stops, pedestrian pathways and crossings along Atlantic Av and Firestone Bl were prioritized. The secondary pathway of Salt Lake Av was prioritized, along with traffic signal optimization for pedestrians.



Firestone Station Resulting Wheel Projects

There are 17 prioritized wheel projects/project segments (12.9 miles) serving the Firestone Station, of which 68% are Class IV or Class II bike lanes, 15% Class I off-street paths, 8% Class III Bicycle Friendly Streets and 8% shared-use of existing or widened sidewalks with vertical separation from travel lanes crossing the Los Angeles River and I-710. In addition, the Cities of South Gate, Downey, Cudahy, Lynwood and Bell Gardens have a network of existing and proposed wheel facilities that would connect to the prioritized wheel projects from residential neighborhoods and employment and shopping centers. Key destinations accessible to the Firestone Station on wheels include South Gate Civic Center, South Gate Park, South Gate High School, East Los Angeles Community College South Gate Campus, and the existing Los Angeles River Bike Path.

The prioritized wheel projects to the station from each direction include:

- **West.** Either bike lanes on Firestone Bl from Atlantic Av to Alameda St or comparably safe substitute bikeway or bikeways parallel to Firestone Bl west to Alameda St. Potential substitutes include an off-street bike path on the railroad right-of-way between Ardmore Av and Independence Av from Atlantic Av to Long Beach Bl to serve areas north of Firestone Bl and the existing off-street bike or shared-use path along Southern Av from Atlantic Av to Santa Fe Av.
- **East.** Either bike lanes on Firestone Bl or comparably safe substitute bikeway or bikeways parallel to Firestone Bl east to the Rio Hondo Bike Path and Stewart and Gray Rd from the Rio Hondo Bike Path to Lakewood Bl. Potential substitutes for Firestone Bl include an off-street path along the railroad right-of-way adjacent to Patata St from Atlantic Av to the Rio Hondo Bike Path and bike lanes on Southern Av to the Rio Hondo Bike Path. Both alternatives require bridges over the Los Angeles River and I-710.
- **North.** Buffered bike lanes on Atlantic Av north to Florence Av.
- **South.** Protected or buffered bike lanes on Atlantic Av and Wright Rd to a Class III Bicycle Friendly Street on Duncan Ave south to the off-street shared use path between Fernwood Ave and the I-105 in Lynwood.

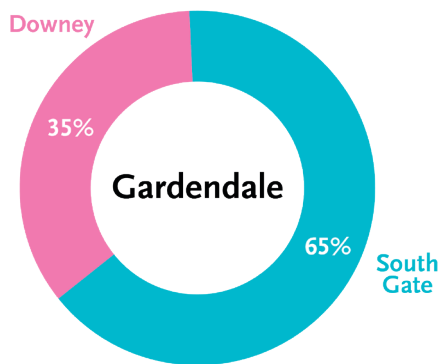
Gardendale Station Existing Conditions

The half-mile walk/wheel zone for this neighborhood station encompasses the cities of South Gate and Downey. The station falls within the City of Downey and is adjacent to a site being planned for mixed-use redevelopment by LA County, who operates county facilities further northeast of the station, and the future site for the Southeast LA (SELA) Cultural Center. Hollydale Regional Park (and the LA River bike path just beyond it) are west of the station, which is sited near residential neighborhoods, light industrial uses and three educational facilities.

- **Context.** This station area is predominately neighborhood residential, with some industrial, educational, open space and an adjacent LA County planned redevelopment site.
- **People.** The station area has light to medium residential density and employment density. Two-thirds of the station area falls under “high need” on the Equity Focused Communities index; the other one-third being non-EFC.
- **Other Considerations.** Because different street/block patterns converge at Gardendale St, there are long blocks and few controlled crossings; traffic calming would be beneficial for pedestrians and cyclists accessing the station from the south.
- **Primary Pathways.** These have poor sidewalk conditions and need high-visibility crosswalks and/or signalized crossings, and more shade; Gardendale St has high traffic speeds, poor sidewalk conditions near existing freight rail tracks that lack pedestrian safety features; Industrial Av has challenging intersection and crossing conditions, with limited visibility between pedestrians and traffic turning onto Gardendale St.
- **Secondary Pathways.** Garfield Av has long crossing distances with short crossing time and indirect paths at the “Y” junction of Garfield Pl; Garfield Av has limited shade, poor bus stop conditions that lack shade or seating, and cars blocking pedestrians and buses from the boarding zone; Monroe Av has missing ADA access ramps and poor sidewalk conditions.
- **Wheels.** Connecting wheel customers to the Hollydale Regional Park, LA River Bike Path beyond, and to the future SELA Cultural Center will be essential. Existing bike lanes on Gardendale St connect directly to the station from the east. The Los Angeles River Bike Path is just outside the half-mile station area. Lower traffic volumes in the Hollydale community make cycling on local streets less stressful than in station areas to the north.

Walkability Rating Map and Station Area by Jurisdiction

Note: Shaded area overlaps with adjacent Station 1/2 mile radius



Walkability Rating	
█	Good
█	Fair
█	Poor

	Proposed Metro Station and Entrance
	Proposed SGL Alignment
	Existing or Relocated Freight Tracks
	City Boundary
	Existing Bus Stop





Gardendale St looking east towards ROW.



Garfield Ave Looking south towards Gardendale St.



Gardendale Station Resulting Walk Projects

This neighborhood-serving station has 24 prioritized projects that will improve FLM access for area residents and workers who will walk to/from the at-grade station. Bus stop improvements, shade trees, high-visibility crosswalks and curb ramps along the primary pathways of Gardendale St, Industrial Av, Garfield Av were prioritized. Several walk improvement projects, including signalization, new/improved sidewalks and crossings, were also prioritized. Dakota Av, a secondary pathway, has prioritized projects identified through Method 3 – Local Flexibility.



Gardendale Station Resulting Wheel Projects

There are 25 prioritized wheel projects/project segments (11.9 miles) serving the Gardendale Station, of which 65% are Class IV or Class II bike lanes, 34% Class III Bicycle Friendly Streets, and 1% Class I off-street path. In addition, the Cities of South Gate, Downey, and Bellflower have a network of existing and proposed facilities that would connect to the prioritized wheel projects from residential neighborhoods, and employment and shopping centers. Key destinations with wheel access to the Gardendale Station include Downey City Hall, Downey Ave shopping district, Downey and Warren High Schools, St. Pius X – St. Matthias Academy, and, when bikeways through the Rancho Los Amigos South Campus are added, Downey Courthouse, Los Angeles County facilities, Rancho Los Amigos Rehabilitation Center, Apollo Park both the Los Angeles River and San Gabriel River Bike Paths.

The prioritized wheel projects to the station from each direction include:

- **West.** On Gardendale Av, bike lanes to Garfield Av and Bicycle Friendly Street improvements west of Garfield Av where Gardendale Av becomes a two-lane residential collector street, with a path through Hollydale Park and access ramp to the Los Angeles River Path.
- **East.** Bike lanes on Gardendale Av/Foster Rd east to the San Gabriel River.
- **North.** Bike lanes on Downey Av will connect north to the center of Downey and bike lanes on Garfield Av will connect north to South Gate.
- **South.** Bike lanes on Garfield Bl will connect south to Century Bl bike lanes, while Industrial Av Bicycle Friendly Street will connect south to other parts of Hollydale.

In addition to bike lanes on these arterial streets, the City of South Gate has included a network of Bicycle Friendly Streets serving the Hollydale neighborhood on the prioritized wheel project list.

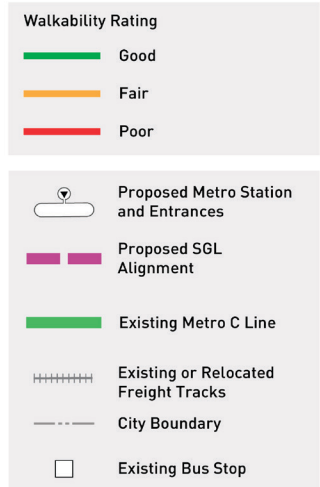
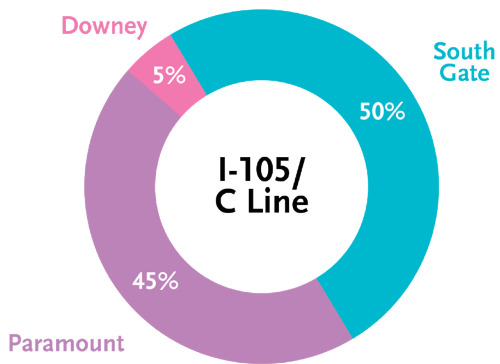
I-105/C Line Station Existing Conditions

This at-grade transfer station is located in the City of South Gate and sited in a residential neighborhood with light industrial uses along the SGL alignment. The station is adjacent to the I-105 Freeway which is located in a broad trench below street level. The freeway creates a barrier between neighborhoods in South Gate (to the north) and the neighborhoods in Paramount (to the south) resulting in pedestrian and wheeled access challenges. A new C Line Metro station is planned in the center of the I-105 Freeway to facilitate transfers between the C Line and the SGL.

- **Context.** The half-mile walk/wheel zone is predominately residential with a mix of residential, commercial, and industrial uses.
- **People.** There's a moderate to high concentration of residents surrounding this station, with the densest pockets southeast and northwest of it. The station area is almost entirely "high need" on the Equity Focused Communities index.
- **Other Considerations.** The area is divided into quadrants by the I-105 freeway and SGL right-of-way, creating unique constraints for pedestrian and wheel access to the station. Focusing FLM improvements on collector and/or local streets adjacent to the station will serve SGL customers in the residential neighborhoods north and south of the freeway. Due to how the street grids converge at Century Bl and I-105 Freeway, FLM access is particularly challenging.
- **Primary Pathways.** Most have limited or missing shade, poor crossing conditions; Industrial Ave has narrow sidewalks near the park and missing access ramps; Century Bl has high traffic speeds; the intersection with Florence Av has poor crossing conditions, missing access ramps, long crossing distances and sidewalk obstructions.
- **Secondary Pathways.** These have limited or missing shade, and fair to poor bus stop conditions; Garfield Av, Main St and Paramount Bl have high traffic speeds; Paramount Bl at Wilson Av have poor crossing conditions, faded crosswalk markings and no flashing lights to slow motorists; Main St has poor crossing conditions from Arizona Av to Center St, faded crosswalk markings, and needs traffic calming.
- **Wheels.** There are no bikeways within the half-mile station area, but, like the adjacent Gardendale station area, lower traffic volumes on Hollydale's streets make it easier to access the station on local streets by bicycle or scooter.

Walkability Rating Map and Station Area by Jurisdiction

Note: Shaded areas overlap with adjacent Station 1/2 mile radius





Century Bl, looking east towards ROW.



Arthur Ave Bridge, looking south towards I-105 Freeway



I-105/ C Line Station Resulting Walk Projects

This neighborhood transfer station serving regional connectivity has 32 prioritized projects to serve area residents and workers and who will walk to/from the at-grade station; and those who will be transferring between the SGL and the future C Line station. Prioritized projects are focused on the pathways along Arthur Av, Industrial Av, Century Bl (which had several FLM design options) and Garfield Av; most need bus stop improvements, shade trees, high-visibility crosswalks and curb ramps. Addressing high traffic speeds and improving pedestrian pathways and crossings are identified as most needed. Pedestrian crossing and curb ramp projects are also prioritized along the secondary pathway of Main St.



I-105/ C Line Station Resulting Wheel Projects

There are ten prioritized wheel projects/project segments (4.2 miles) serving the I-105/C line Station, of which 62% are Class IV or Class II bike lanes, 31% Class III Bicycle Friendly Streets, and 7% Class I off-street paths. In addition, the Cities of South Gate, Lynwood and Paramount have a network of existing and proposed facilities that would connect to the prioritized wheel projects from residential neighborhoods and employment and shopping centers. Key destinations with wheel access to the I-105/C Line Station include the same facilities as for Gardendale and Paramount/Rosecrans Stations.

The prioritized wheel projects to the station from each direction include:

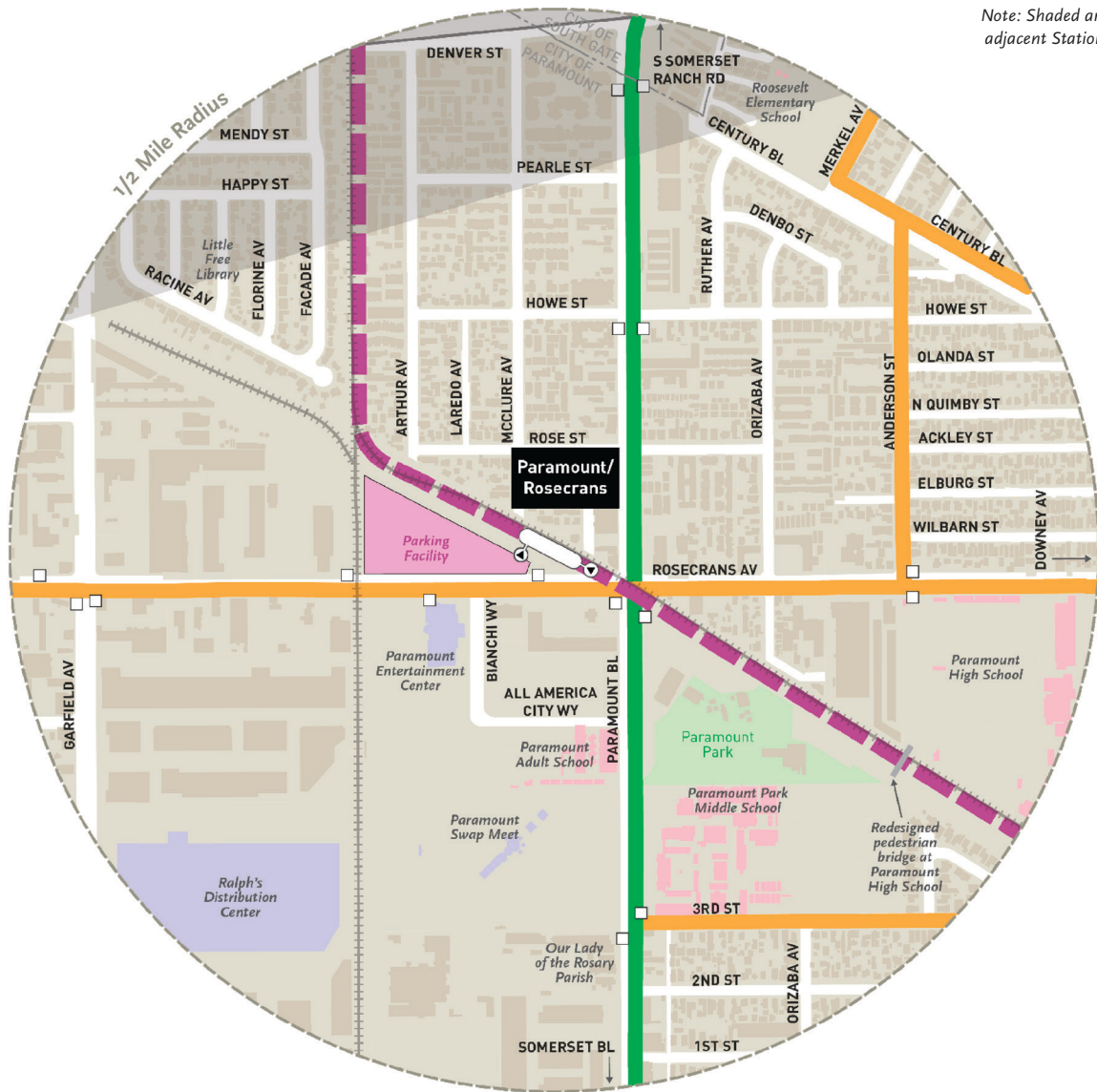
- **West.** Bike lanes on Century Bl to the Los Angeles River Path and, if the river and I-710 are bridged, Century Bl/Martin Luther King Bl west through Lynwood to Abbott Rd.
- **East.** Bike lanes on Main St to bike lanes Paramount Bl, which in turn connect to bike lanes on Gardendale St/Foster Rd.
- **North.** Bike lanes on Garfield Bl and Bicycle Friendly Street improvements on Industrial Av.
- **South.** Bicycle Friendly Street improvements on Arthur Av and/or McClure Av south to Paramount Bl and to the bike path on the WSAB (now SGL) ROW.

Paramount/Rosecrans Station Existing Conditions

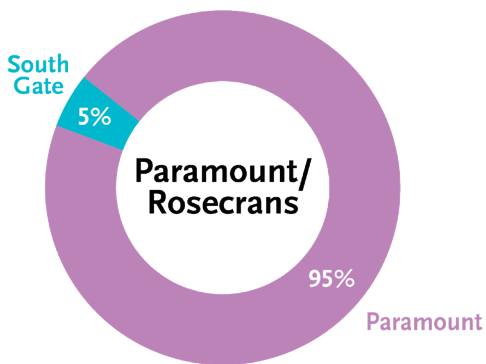
This neighborhood-adjacent station is located in the City of Paramount south of the I-105 Freeway and planned I-105/C Line Station. The station is close to where the SGL alignment turns from a north-south orientation to a northwest-southeast orientation. There is a Metro planned parking facility southeast of the station accessible from Paramount Bl. A small overlap in the half-mile walk/wheel zones of this station and the I-105/C Line Station are due to their proximity.

- **Context.** Paramount Park, Paramount High School, Paramount Swap Meet, and Paramount Entertainment Center are all close to this aerial station located at the intersection of Paramount Bl and Rosecrans Av.
- **People.** Population density is highest north of the station, and employment density is higher south of the station than north of it. Most of the station area is “high need” on the Equity Focused Communities index.
- **Collisions.** Data analysis reveals that ped/auto collisions that are fatal and/or severe have been recorded along Paramount Bl (leading to/from the freeway, and with high posted speed limits) and around the Paramount Bl/Rosecrans Av intersection. Addressing the pattern of ped/auto and bike/auto collisions around Paramount Bl and Rosecrans Av and making it safer and more comfortable for residents walking or wheeling to the station will be essential.
- **Primary Pathways.** Paramount Bl and Rosecrans Av have varied pedestrian crossing conditions, poor bus stop conditions and opportunities to infill shade trees; the Rosecrans Av/Paramount Bl intersection have high injury/collisions, long crossing distances with limited amount of pedestrian
- **Secondary Pathways.** Some have narrow sidewalks with obstructions, limited or missing shade trees; Anderson St at Olanda St has sidewalk obstructions that limit the walkable width (e.g., fire hydrants and sign poles); Anderson St has missing east to west crosswalk to access a safe north to south crossing at Century Bl; 3rd St has a missing north to south crosswalk to access the middle school.
- **Wheels.** There are no existing bikeways within the half-mile station area. The station’s location at the intersection of two high-volume arterial streets and railroad tracks just west makes it difficult to access on local streets. The City of Paramount’s planned bike paths on the WSAB (now SGL) right-of-way and Southern California Edison (SCE) transmission corridor will connect the station to neighborhoods to the west and southeast, as well as to both the Los Angeles River and San Gabriel River bike paths.

Walkability Rating Map and Station Area by Jurisdiction



Note: Shaded area overlaps with adjacent Station 1/2 mile radius



Walkability Rating

- Good
- Fair
- Poor

Legend

- Proposed Metro Station and Entrances
- Proposed SGL Alignment
- Existing or Relocated Freight Tracks
- City Boundary
- Existing Bus Stop





Rosecrans Ave looking east towards Paramount Blvd.



Paramount Bl looking south towards Rosecrans Ave.



Paramount/Rosecrans Station Resulting Walk Projects

This neighborhood station has 14 prioritized projects to serve area residents and workers who will walk to/from the aerial station. Traffic calming around the major intersection of Paramount Bl and Rosecrans Av is a priority given the noted challenges and need for safe and comfortable access to nearby schools by students and teachers. Other prioritized projects on the list are focused at Paramount Bl and Rosecrans Av and include infilling shade trees, lighting, improved bus stops, pedestrian pathways and crossings. No secondary pathway projects were prioritized.



Paramount/Rosecrans Station Resulting Wheel Projects

There are 23 prioritized wheel projects/project segments (15 miles) serving the Paramount/Rosecrans Station, of which 70% are Class IV or Class II bike lanes, 25% Class I off-street paths and 5% sidewalk riding over rivers and freeways. In addition, the Cities of Paramount, South Gate, Long Beach, Compton and Bellflower and Los Angeles County have a network of existing and proposed facilities that would connect to the prioritized wheel projects from residential neighborhoods and employment and shopping centers. Key destinations with wheel access to the I-105/C Line Station include Paramount High School, Dominguez High School, Paramount Park, Paramount Swap Meet, Paramount City Hall and both the Los Angeles River and San Gabriel River Bike Paths.

The prioritized wheel projects to the station from each direction include:

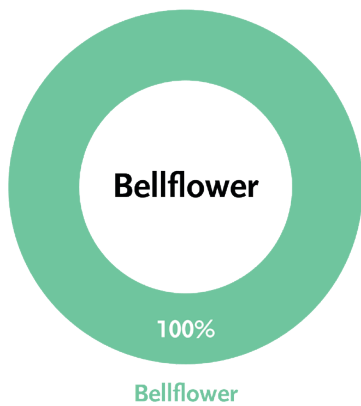
- **West.** Bike path on the WSAB (now SGL) ROW northwest to the Los Angeles River and Rosecrans Av or substitute with comparable access and safety west to the Los Angeles River and to Compton.
- **East.** Bike path on the WSAB (now SGL) ROW southeast to Bellflower and Rosecrans Av or substitute with comparable access and safety east to the San Gabriel River.
- **North.** Bike lanes on Paramount Bl or substitute with comparable access and safety in Paramount, Paramount Bl in South Gate, and Downey Av in Downey.
- **South.** Bike path on the Southern California Edison (SCE) ROW in Paramount south to Jackson St and Jackson St to Orange Av bike lanes in Long Beach, Paramount Bl or substitute with comparable access and safety in Paramount to existing bike lanes on Paramount Bl in Long Beach.

Bellflower Station Existing Conditions

The half-mile walk/wheel zone for this downtown station is entirely in the City of Bellflower. The at-grade station will serve as a gateway to the city’s “main street” (Bellflower Blvd) which is lined with shops, restaurant and bars. The LA County Fire Museum, Bellflower Civic Center, and Bellflower Bikeway are very close to the station.

- **Context.** The station area is predominately residential beyond Downtown Bellflower
- **People.** Residential population density is relatively high compared to other SGL stations, with low-med employment density. Most of the station area is “high need” to “very high need” on the Equity Focused Communities index.
- **Collisions.** Ped/auto collision data suggests issues on Alondra Bl (high posted speed), Bellflower Bl and Flower St. Bike/auto collision data indicates a number of fatal and/or severe collisions on Alondra Bl (high posted speed), Bellflower Bl, and other area streets within the half-mile zone.
- **Primary Pathways.** Both pathways have limited or missing shade and landscaping; Bellflower Bl at Oak St and Flower St are high injury intersections; Bellflower Bl at Alondra Bl has high traffic speeds and ADA access ramps in need of upgrades; the existing off-street bike/walk path has limited pedestrian seating and shade.
- **Secondary Pathways.** Some have limited shade, poor sidewalk and crosswalk conditions; Alondra Bl at Eucalyptus Av is a high injury intersection, lacking shade and with limited amenities at bus stops; Flora Vista St and Eucalyptus Av have no sidewalks, and high traffic speeds; Flower St at Bixby Av has high traffic speeds, with an opportunity for traffic calming or signalized crossing.
- **Wheels.** The City of Bellflower’s WSAB (now SGL) bike path is located within the half-mile station area and connects directly to the station, as well as to the San Gabriel River. There are existing bike lanes within three miles of the station in Long Beach and Lakewood, but they are not accessible from the station.

Walkability Rating Map and Station Area by Jurisdiction



Walkability Rating	
—	Good
—	Fair
—	Poor

	Proposed Metro Station and Entrances
—	Proposed SGL Alignment
	Existing Bus Stop





Bellflower Bl looking north towards ROW.



Alondra Bl looking west towards Flora Vista St.



Bellflower Station Resulting Walk Projects

This downtown station prioritized 12 projects to serve area residents, visitors and workers who will walk to/from the at-grade station. Most of the prioritized projects are focused on the city’s “main street” Bellflower Bl, and access to, or along, the Bellflower Bike Trail. The downtown segment of Bellflower Bl is very walkable due to recent streetscape improvements, so the prioritized projects address specific needs that arose during the walk audits (infilling shades, bus stops improvements, and improving crossings just beyond the downtown). The Bellflower Bike Trail projects include infilling shade trees, access improvements at Alondra Bl, and additional seating and shade structures where feasible.



Bellflower Station Resulting Wheel Projects

There are 16 prioritized wheel projects/project segments serving the Bellflower Station (10.1 miles), of which 97% are Class IV or Class II bike lanes and 3% Class I off-street path. In addition, the Cities of Bellflower, Long Beach, Norwalk and Paramount have a network of existing and proposed facilities that would connect to the prioritized wheel projects from residential neighborhoods and employment and shopping centers. Key destinations with wheel access to the Bellflower Station include Bellflower Downtown, Bellflower City Hall, Superior Court, Bellflower High School, St. John Bosco High School, Mayfair High School, Bellflower Skate Park, Cerritos College and both the Los Angeles River and San Gabriel River Bike Paths.

The prioritized wheel projects to the station from each direction include:

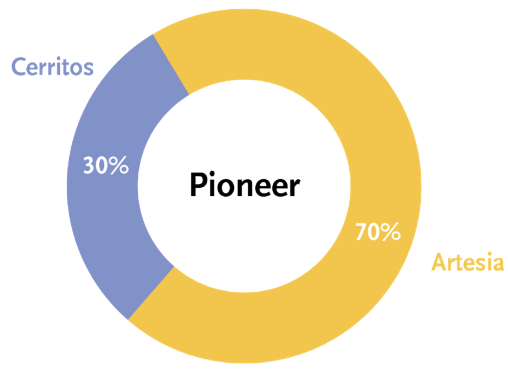
- **West.** Bike path on the WSAB (now SGL) ROW northwest to Paramount and bike lanes Flower St west to Paramount Bl.
- **East.** Bike path on WSAB (now SGL) ROW southeast to the San Gabriel River and bike lanes on Alondra Bl or substitute with comparable access and safety west to the San Gabriel River and Cerritos College.
- **North.** Bike lanes on Bellflower Bl or substitute with comparable access and safety north to Foster Rd bike lanes and Stewart and Gray Rd bike lanes. Possible substitutes include Woodruff Av, Clark Av, and Lakewood Bl.
- **South.** Bellflower Bl or substitute with comparable access and safety south to Long Beach. Possible substitutes include Woodruff Av which has existing bike lanes in Long Beach, Clark Av, and Lakewood Bl.

Pioneer Station Existing Conditions

This at-grade station is the terminus of the SGL and has a planned Metro parking facility adjacent to it. The half-mile walk/wheel zone is mostly in Artesia with just under one-third in Cerritos. The station is located within the City of Artesia and will serve as a gateway to Artesia’s downtown area on Pioneer Bl, a walkable “main street” street lined with shops, restaurants, banquet halls and neighborhood services. The City of Artesia has developed planning tools to guide the future of Pioneer Bl and its station area. Auto-oriented commercial/retail uses can be found along South St, and north of 186th St in the City of Cerritos. The station will connect customers to downtown Artesia, Artesia Bikeway, Artesia Park, Los Cerritos Center and the neighborhoods around the station in Artesia and Cerritos.

- **People.** The population density around the station is low to medium, typical for a residential suburb. Employment density increases west of the station and Pioneer Bl due to regional retail uses. There are no Equity Focused Communities in this station area.
- **Context.** The station areas north of South St have a small block/street grid that provides pedestrian and wheel access options. In addition, the City of Artesia’s Pioneer Bl streetscape enhancements make their downtown very walkable.
- **Primary Pathways.** Some have limited or missing shade trees, poor sidewalk and crossing conditions; Pioneer Bl has limited or missing pedestrian lights (outside of Artesia’s recently redone downtown segment), sidewalk obstructions and bus stops lack shade and amenities; 187th St has a missing mid-block crossing for pedestrian/wheel access to Artesia Historic District Recreational Trail.
- **Secondary Pathways.** Some have limited or missing shade trees, poor sidewalk and crosswalk conditions; South St lacks shade at bus stops, with potential to extend bike facilities east/west; 183rd St has parked cars obstructing the sidewalk, and missing ADA access ramps.
- **Wheels.** In addition to the Historic District Recreational Trail, there are bike lanes on Pioneer Bl and South St in the half-mile station area, which almost connect to the station. High traffic speeds make cycling on arterial streets unsafe.

Walkability Rating Map and Station Area by Jurisdiction



Walkability Rating

- Good (Green line)
- Fair (Orange line)
- Poor (Red line)

Legend

- Proposed Metro Station and Entrances (Icon)
- Proposed SGL Alignment (Purple dashed line)
- City Boundary (Dotted line)
- Existing Bus Stop (Square icon)





Pioneer Bl looking south towards 187th St.



Pioneer Bl looking south towards South St.



Pioneer Station Resulting Walk Projects

This terminus station has 29 prioritized projects to serve residents, visitors and workers who will walk to/from the at-grade station from destinations and neighborhoods in Artesia and Cerritos. Prioritized projects are focused on Pioneer Bl, 187th St, Artesia Historic District Recreational Trail, and Alburdis Av. The City of Artesia has recently widened sidewalks and added streetscape amenities to make their downtown very walkable. Based on the walk audit, prioritized projects include infilling shade trees where there are gaps, improving bus stops, and pedestrian crossings at nearby intersections. Traffic calming projects were prioritized along 187th St, along with adding shade trees, shade structures (where feasible) and seating along the Artesia Historic District Recreational Trail. Prioritized projects along Alburdis Av include infilling shade trees, sidewalk repairs and high-visibility crosswalks. Some secondary pathway projects were prioritized that included high-visibility crosswalks and bus stop improvements, and traffic signal optimization for pedestrians.



Pioneer Station Resulting Wheel Projects

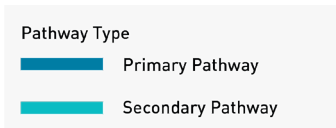
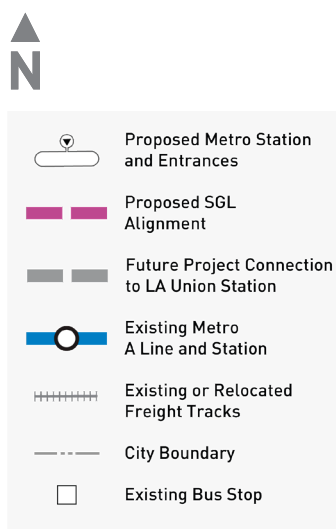
There are 23 prioritized wheel projects/project segments (13.5 miles) serving the Pioneer Station, of which 65% are Class IV or Class II bike lanes, 21% Class I off-street paths and 14% Class III Bicycle Friendly Streets. In addition, the Cities of Artesia, Cerritos, Norwalk, Lakewood, and Hawaiian Gardens have a network of existing and proposed facilities that would connect to the prioritized wheel projects from residential neighborhoods and employment and shopping centers. Key destinations with wheel access to the Pioneer Station include Pioneer Bl shopping district, Los Cerritos Shopping Center, Cerritos Towne Center, Cerritos College, Cerritos High School, Artesia High School, Gahr High School, Excelsior High School, Don Knabe Park, Artesia, Hawaiian Gardens and Cerritos City Halls, El Dorado Regional Park and both the San Gabriel River and Coyote Creek Bike Paths.

The prioritized wheel projects to the station from each direction include:

- **West.** Bike path on the WSAB (now SGL) ROW northwest to Studebaker Rd bike lanes to Cerritos College and 183rd St west to the San Gabriel River.
- **East.** Bike path on WSAB (now SGL) ROW southeast to the Don Knabe Park and Coyote Creek and 183rd St east to Coyote Creek.
- **North.** Bike lanes on Pioneer Bl north to Rosecrans Av.
- **South.** Bike lanes Pioneer Bl south to Carson St.

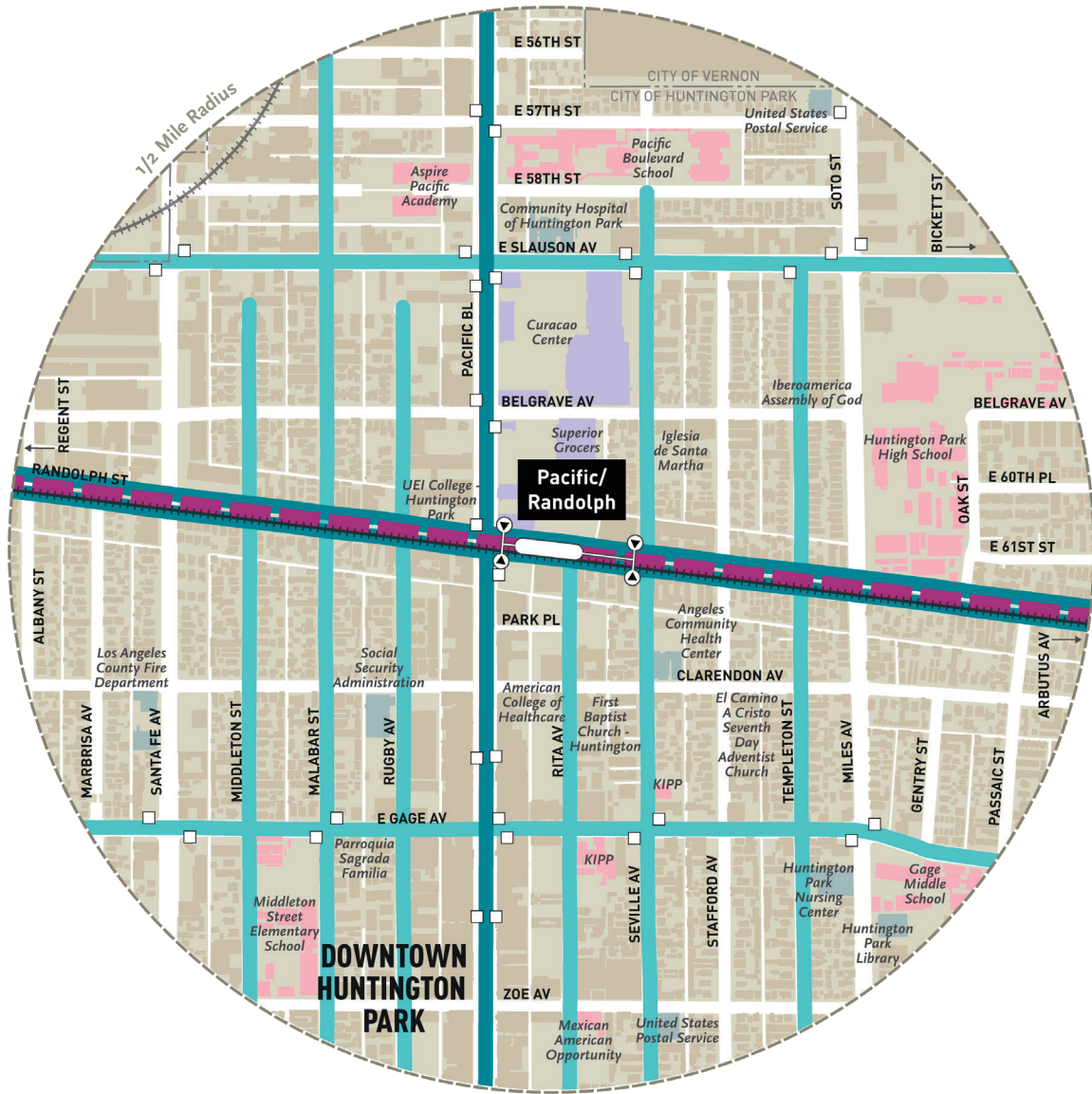
Slauson/A Line Station






PATHWAY NETWORK





Pacific/Randolph Station

PATHWAY NETWORK



-  Proposed Metro Station and Entrances
-  Proposed SGL Alignment
-  Existing or Relocated Freight Tracks
-  City Boundary
-  Existing Bus Stop

- Pathway Type**
-  Primary Pathway
 -  Secondary Pathway

Florence/Salt Lake Station

PATHWAY NETWORK



Legend

- Proposed Metro Station and Entrances
- Proposed SGL Alignment
- Existing or Relocated Freight Tracks
- City Boundary
- Existing Bus Stop






Pathway Type

- Primary Pathway
- Secondary Pathway
- Cut-through Pathway




Firestone Station

PATHWAY NETWORK



-  Proposed Metro Station and Entrances
-  Proposed SGL Alignment
-  Existing or Relocated Freight Tracks
-  City Boundary
-  Existing Bus Stop

Pathway Type

-  Primary Pathway
-  Secondary Pathway
-  Cut-through Pathway






Gardendale Station



PATHWAY NETWORK



Note: Shaded area overlaps with adjacent Station 1/2 mile radius



-  Proposed Metro Station and Entrance
-  Proposed SGL Alignment
-  Existing or Relocated Freight Tracks
-  City Boundary
-  Existing Bus Stop

- Pathway Type**
-  Primary Pathway
 -  Secondary Pathway







I-105/C Line Station

PATHWAY NETWORK


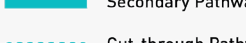



Note: Shaded areas overlap with adjacent Station 1/2 mile radius



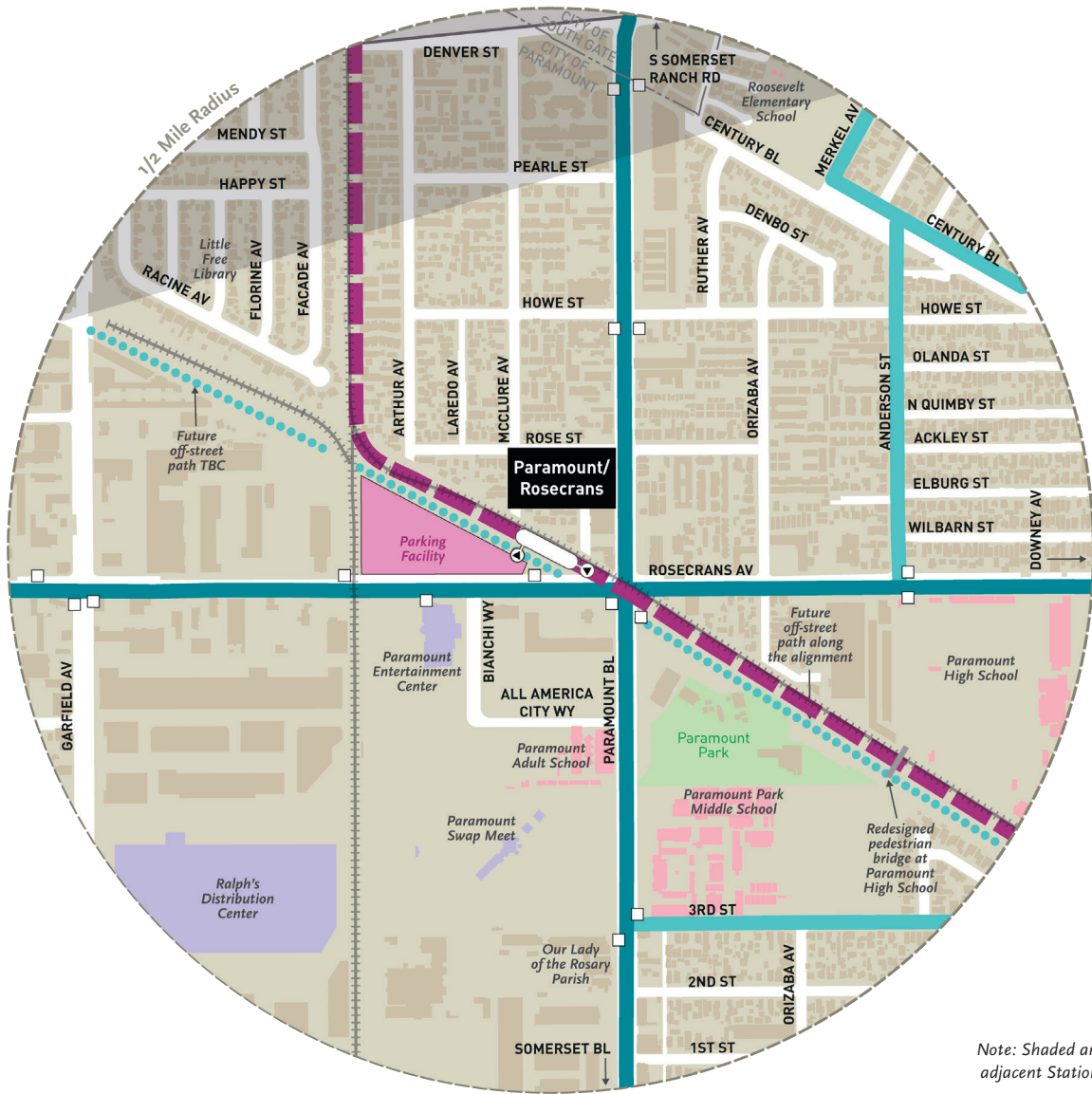
-  Proposed Metro Station and Entrances
-  Proposed SGL Alignment
-  Existing Metro C Line
-  Existing or Relocated Freight Tracks
-  City Boundary
-  Existing Bus Stop

Pathway Type






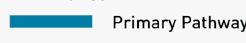
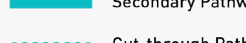

-  Primary Pathway
-  Secondary Pathway
-  Cut-through Pathway

Paramount/Rosecrans Station

PATHWAY NETWORK



Note: Shaded area overlaps with adjacent Station 1/2 mile radius

<ul style="list-style-type: none">  Proposed Metro Station and Entrances  Proposed SGL Alignment  Existing or Relocated Freight Tracks  City Boundary  Existing Bus Stop 	<p>Pathway Type</p> <ul style="list-style-type: none">  Primary Pathway  Secondary Pathway  Cut-through Pathway
--	--

Bellflower Station

PATHWAY NETWORK



	Proposed Metro Station and Entrances
	Proposed SGL Alignment
	Existing Bus Stop

Pathway Type	
	Primary Pathway
	Secondary Pathway

Pioneer Station

PATHWAY NETWORK



	Proposed Metro Station and Entrances
	Proposed SGL Alignment
	City Boundary
	Existing Bus Stop

Pathway Type	
	Primary Pathway
	Secondary Pathway
	Cut-through Pathway

2.2 WHEEL NETWORK OVERVIEW AND 3-MILE WHEEL NETWORK MAPS

The 3-Mile SGL Wheel Zone

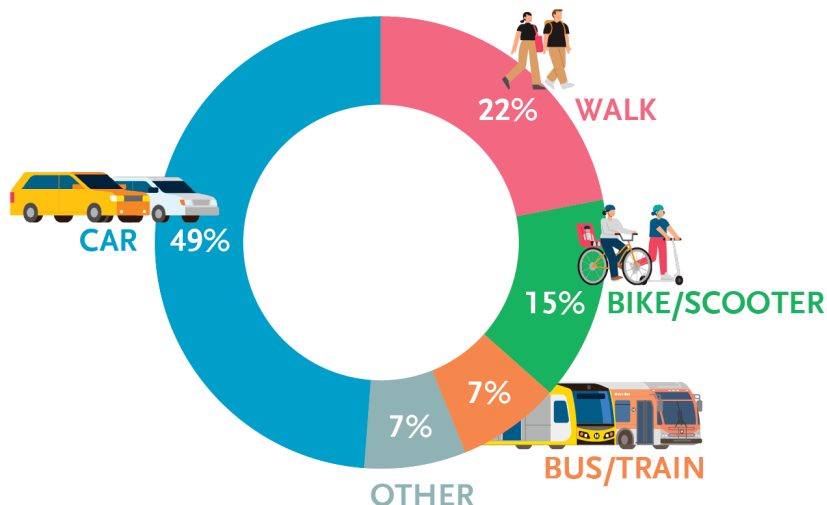
The 3-mile radius SGL Wheel Zone covers an area of 107 square miles, extending from the southern edge of Downtown Los Angeles to the northern boundary of Orange County, and is home to 1.35 million residents and 450,000 jobs. Most of the communities in the SGL corridor are included in the top 25 percentile of overall CalEnviroScreen scores across the state, meaning they are more vulnerable to the effects of pollution than communities in a lower percentile, and are Metro Equity Focus Communities (EFC), meaning they are communities where concentrations of demographics are most aligned with opportunity gaps and lack of access to resources in Los Angeles County.

Wheel Facility Types in the FLM Wheel Network

The FLM Wheel Network includes four primary types of wheel facilities. These wheel facility types are synonymous with bikeway classifications defined by Caltrans and used by local jurisdictions in their adopted active transportation plans. The four wheel facility types are defined as follows and illustrated below:

- Class I bike paths or shared-use paths** are facilities with exclusive rights-of-way for wheels and, in the case of shared-use paths, pedestrians. They are located away from the roadway and with appropriate traffic control at intersections with streets, for example, an all-way stop on minor streets or pedestrian/cyclist-activated hybrid beacons (HAWKs), push-button signals or full traffic signals on arterial streets.

SGL FLM Survey Results (Fall 2023)

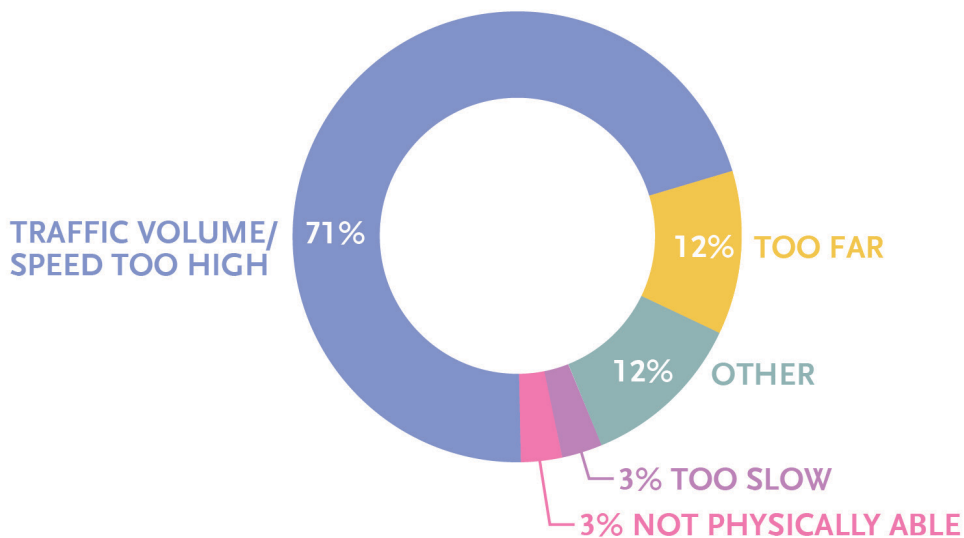


- **Class IV protected lanes**, also called cycle tracks or separated lanes, are located on roadways but are physically separated from motor vehicle traffic by vertical elements, such as grade separation, flexible posts or inflexible barriers, and ideally by on-street parking as well. Protected lanes can provide one-way or two-way travel. Protected lanes are typically implemented on arterial streets.
- **Class II lanes** are located on roadways and are defined by pavement striping and signage to delineate a portion of a roadway for wheel travel. Lanes are one-way facilities, typically striped adjacent to motor traffic traveling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists traveling in the opposite direction. Striped lanes are best suited to streets with one motor vehicle lane in each direction and lower traffic speeds and volumes.
- **Class III routes** designate preferred routes for wheels on streets that are not served by dedicated wheel lanes. Wheels share the roadway with motor vehicles. Class III routes on arterial streets are not included in the FLM Network since they do not provide safety or comfort for cyclists of all ages and abilities. In fact, posted bike route signs may give cyclists a false sense of security and result in more collisions that would otherwise occur. The FLM Wheel Network does include Class III Bicycle Friendly Streets, which include appropriate traffic control and traffic calming, on low-volume minor streets (typically less than 2,500 vehicles per day and 25 miles per hour).

During the community outreach process, participants shared their opinions about the safety and comfort of bikeway types and of cycling in general. Key input regarding wheel facilities includes:

- 15% percent of respondents travel to transit on a bike or scooter (Modes of Access to Transit Stations SGL FLM Survey). The majority of respondents who do not cycle did not feel safe riding on streets as they are today (Reasons Respondents are Not Comfortable Cycling).
- The majority of respondents reported feeling safest and most comfortable on Class I off-street bikeways and protected bike lanes.

Reasons Respondents are Not Comfortable Cycling



The goal of the FLM Wheel Network is to implement wheel facilities that are safe and comfortable for all ages and abilities. Prioritized wheel projects will include:

- Class I off-street paths
- Class IV protected bikeways on arterial streets
- Class II conventional bike lanes on streets that will have only one travel lane in each direction.
- Class III Bicycle Friendly Streets with appropriate traffic control and calming on minor streets (typically 36 to 40 feet wide residential streets with curbside parking) with low traffic volumes and low traffic speeds (typically less than 2,500 cars per day and 25 miles per hour).

In some cases, Class II bike lanes that do not require lane or parking removal are shown as alternatives to Class IV protected bikeways.

Note that Class III facilities shown in local or regional plans on arterial streets or high-volume/high-speed collector streets are not included in the wheel network map or project list as they are not safe facilities and do not meet the FLM Guidelines.



Wheel Facility (Bikeway) Types



1) Class I bike path Toronto, ON; 2) Class IV protected lane Reseda, CA; 3) Class II striped lane Los Angeles, CA; 4) Class III Bicycle Friendly Street, Berkeley, CA.

Non-Linear Wheel Projects

In addition to bikeways, the wheel project lists include two other types of projects.

- **Signal Timing Optimization for Wheeled Modes on Arterial Streets with Existing Wheel Facilities and Prioritized Wheel Projects.** Signal timing is a key strategy to reduce delay and to encourage compliance at signalized intersections. Traditionally, signal timing has focused on the efficient movement of motor vehicles, maximizing motor vehicle throughput, and minimizing motor vehicle delay. Signal timing should be analyzed and optimized to accommodate all modes of transportation including bicyclists, pedestrians, motor vehicles, and transit vehicles. Bicycles have different operating characteristics (i.e., speed, acceleration, and deceleration) than motor vehicles. Improvements included in signal timing optimization include:
 - Minimum green intervals, red clearance time, and extension time to ensure that bicyclists can safely cross intersections, particularly signal timing at locations with high traffic speeds and long crossing distances. At these locations, bicyclists are more likely to have different signal timing needs than motorists.
 - Optimized cycle length to reduce delay and increase compliance for all users. The National Association of City Transportation Officials (NACTO) suggests a 60 to 90 second cycle.
 - Signal coordination to provide a “green wave.” In a green wave, signals along a corridor are timed such that vehicles will receive a green indication and not be required to stop if vehicles progress at a certain speed. Signal progression speeds should include considerations for bicyclists’ operational characteristics. An additional advantage of coordinating signals using a bicyclist’s speed is that motorists’ speeds are also reduced, creating a more comfortable environment for all users.
 - Leading bicycle intervals (similar to leading pedestrian intervals) or separating bicyclists from motorists using phasing to maximize visibility and reduce conflicts between modes.
 - Signalized intersections designed to detect bicyclists.

An allowance based on a cost per signalized intersection for the design and implementation of traffic signal optimization is included in the ROM cost estimate (See [Section 3 – Supporting Documents, Cost Estimating Methodology Memo](#)). Actual costs will be developed by individual jurisdictions to meet their specific needs.

- **Bicycle and Scooter Parking on Streets with Existing Wheel Facilities and Prioritized Wheel Projects.** Secure bicycle and scooter parking is essential for bicycle and other wheel travel in urban areas. Bicycle and scooter parking include:
 - Bike racks for short-term parking and designated areas for shared scooters on sidewalks, in public parking lots/structures, and at public facilities.
 - Bike stations or corrals with security for longer-term parking, particularly near SGL stations and major destinations, such as high schools and colleges. Bike stations typically include bike repair.

An allowance is included in the cost estimate. Actual costs will be developed by individual jurisdictions to meet their specific needs. The allowance for a bike station or corral includes the physical infrastructure and does not include operating/maintenance costs.

The FLM Wheel Network

The FLM wheel network includes all existing and proposed wheel facilities in the 3-mile SGL wheel zone, including prioritized wheel projects. The three FLM wheel network maps (see [2.6 3-Mile Wheel Network Maps](#)) depict the network in the northern, middle, and southern portions of the 3-mile SGL wheel zone. The table below shows miles of existing, proposed and prioritized wheel facilities by type.

Existing Wheel Facilities

Only four stations have an existing bikeway that leads directly to the station. As result, existing wheel facilities provide limited opportunity for access to the future SGL stations.

Proposed Wheel Facilities

Most proposed wheel facilities are bikeways that have been identified on local jurisdictions’ bicycle or active transportation plans or on regional active transportation or bicycle plans, for example, the Gateway City Council of Governments (GCCOG) Strategic Transportation Plan or Complete Street Plans.



Miles of Existing and Proposed Wheel Facilities

TYPE	EXISTING	PROPOSED	PRIORITIZED (SUBSET OF PROPOSED)
Class I Off-Street Path	44	49	12
Class IV Protected Bike Lane	4	96	36.5
Class II Bike Lanes/Buffered Bike Lanes	63	164	32.5
Class III Bicycle Friendly Streets	22	177	10
Shared-Use Sidewalks			3
To Be Determined			4
Totals	133	426	98

This table summarizes existing, proposed and prioritized wheel facilities in the SGL 3-mile wheel zone. Prioritized wheel facilities (projects) are a subset of all proposed facilities and comprise about one-quarter of all proposed wheel facilities. If constructed, prioritized wheel projects would increase the total miles of wheel facilities in the SGL 3-mile wheel zone by 75%.

Additional facilities have been added during the FLM process and tested for feasibility by the FLM Technical Team, based on:

- Technical walk and wheel audit input
- Community walk audit input
- Community in-person workshop input
- In-person pop-up events and on-line survey input
- Local jurisdiction staff input.

Proposed Class IV and II bikeways are located on about 50% of all arterial streets in the 3-mile SGL wheel zone.

Prioritized Wheel Projects

Prioritized wheel projects are proposed based on the Metro Board adopted FLM Prioritization Methodology that are located on either:

- Primary Pathways, that is, streets or other rights-of-way that lead directly to station entrances (Method 1 and Method 2 criteria of the Metro FLM Prioritization Methodology) or
- Other streets that connect directly to stations and that local jurisdictions have proposed as priority projects (Method 3 of the Metro FLM Prioritization Methodology).

The Wheel Network maps (see [2.6 3-Mile Wheel Network Maps](#)) identify prioritized wheel projects with a different line type (a long dash rather than the short dash for non-priority projects) and labels that indicate the project identification numbers that correspond to the station served and the Project ID number in the wheel project lists. In addition, the Prioritized Projects maps (see [2.6 3-Mile Wheel Network Maps](#)) depicts only the prioritized wheel projects, along with the existing wheel facilities, to show more clearly how they will contribute to the existing wheel system.

All prioritized wheel projects were tested to determine whether they could be accommodated and what changes to the current street cross section would be required to implement. For other proposed projects, bikeways included in local active transportation or related plan/projects are assumed to be feasible, while other potential projects identified through the First/Last Mile process were tested to determine if they could be accommodated and what changes to the current street cross section would be required.

Safety and Access Issues Addressed by Wheel Network

Bicycle Safety Hot Spots

In addition to prioritizing routes that are safe and comfortable for users, the FLM Wheel Network (all existing and proposed wheel facilities) includes projects on almost all arterial streets identified in the First/Last Mile Bicycle Safety Analysis as safety hot spots. Arterial streets identified as safety hot spots that do not include proposed bikeways are Imperial Hwy, Figueroa St south of Martin Luther King Bl, Washington Bl, and Broadway. Because the FLM Prioritization process allows for the designation of priority projects only on Primary Pathways, that is, streets or other rights-of-way that lead directly to stations, or on other streets that local jurisdictions have proposed as priority projects, the prioritized wheel projects can only address safety hotspots on those streets.

Of 16 corridors with more than ten collisions per mile, only Florence Av is designated as a primary pathway on which wheel facilities can be prioritized.

Of the 28 streets on which there were bicyclist fatalities, the following nine have prioritized Wheel Projects:

- Atlantic Av
- Compton Bl
- Florence Av
- Alondra Bl
- Paramount Bl
- Downey Av
- Flower St (Bellflower)
- Stewart and Gray Rd
- Foster Rd

Of the 22 streets on which cyclists were severely injured, the following five have prioritized wheel projects:

- Florence Av
- Alondra Bl
- Slauson Av
- Long Beach Bl
- Flower St (Bellflower)

In some cases, substituting a lower-volume street for a primary pathway on a high-volume arterial street may also address a safety hotspot. For example, substituting parallel off-street paths will address bicycle safety issues on Firestone Bl by providing wheel users with a safer route.

Access to Housing, Jobs and Destinations from the SGL Stations

- The prioritized wheel projects would provide at least one safe wheel facility up to 3 miles in each cardinal direction and would connect to existing and proposed river paths and other existing bikeways.
- The FLM Wheel Network provides access to and from most major destinations in the 3-mile wheel zone to an SGL station including shopping districts and shopping centers, high schools and colleges, civic centers, and regional and community parks in the 35 cities and unincorporated county communities as described above by station, providing access to the 1.35 million residents and 450,000 jobs in the 3-mile wheel zone.

2.3 PRIORITIZED WALK PROJECTS

Prioritized Walk Project Lists

Nine prioritized walk project lists for the SGL LPA stations include potential walk improvements based on Metro First/Last Mile Planning Guidelines and Toolkit. Each list was created based on community input as noted in Section 1.3 FLM Planning Process. Local jurisdiction staff provided additional input during in-person (or virtual) workshops and subsequent office hours with the Metro FLM team in Winter 2024, resulting in projects that were either added as a new project proposed by staff and/or any jurisdictional project clarifications or proposals that added elements to existing projects.

Each list includes the following information for each project:

Project ID. A unique number for each project by station for identification purposes. Project IDs including a letter indicate that project was added as a result of Method 3 via coordination with jurisdictional staff.

Project Icon. From Metro FLM Toolkit; only included on prioritized projects.

Project Type. Defined per Metro's FLM Toolkit.

Location. The specific street the project is on (with primary or secondary noted in the header above it).

Cross Street/Limits. The extent of the project by cross street.

Prioritization Method. Indicates which method resulted in the project being prioritized based on Metro's FLM Prioritization Methodology.

Notes. In addition to the general description of the project, the notes describe project characteristics that affect project cost.

Sidewalk Width. Dimension, or range of dimensions if they varied across a project limit.

Project Origin. The FLM planning or outreach activity where the project originated or support for the project was expressed is noted by the event type and abbreviated in alphabetical order:

- **CWA** = Community Walk Audit
- **CWS** = Community Workshop
- **JOH** = Jurisdictional Workshop/Office Hours
- **OLS** = On-Line Survey
- **POP** = Pop-Up Event
- **TWA** = Technical Walk Audit
- **WWS** = Women-focused Workshop

Existing Plan or Project. The local or regional plan in which the project is identified.

Jurisdiction. City (or County) in which the project, or a segment of it, is located. Where a project crosses jurisdictional boundaries an approximate portion by city or county is noted.

ROM Cost (\$2023). Project ROM costs are presented in 2023 dollars. Costs are only included on prioritized projects, and as a total on the station header. See [Section 3 – Supporting Documents, Cost Estimating Methodology Memo](#).

Walk Project Order In Lists

- Projects are listed by pathway (street name) with primary pathways appearing first, and secondary pathways following those.
- Pathways are listed north to south, west to east.
- Priority Projects are highlighted in yellow, including ones a local jurisdiction requested be prioritized using Method 3 – Local Flexibility.

Walk Project Notes

Feasibility. The FLM technical team reviewed all potential walk projects suggested during outreach events and office hours for city staff for feasibility using professional experience, visual observation, and application of Metro’s prioritization methodology. Projects were not design-tested via engineering but were given a “fit test” appropriate for creating a list of potential improvement projects. Projects added to the list following local jurisdictional workshop/office hours in February 2024 were not reviewed for feasibility but will be coordinated with the local jurisdiction following FLM Plan adoption if local jurisdictions choose to advance projects.

Priority Projects on Primary Pathways. All walk projects receiving prioritization “1” means the project met Prioritization Method 1 and is a priority for implementation. Individual projects are not in any order; project numbering is only for identification purposes.

Secondary Pathways. Projects on secondary pathways are not prioritized per Metro’s methodology, but some became prioritized using Prioritization Method 3 – Local Flexibility.

Existing Plans and Projects. The FLM technical team reviewed local plans and adopted policies, prior community planning efforts, and funded projects relevant to FLM access within a half-mile walk radius for each of the 9 SGL LPA stations. Those identified in the “Existing Plan or Project” column are identical in location and improvement type to the proposed improvement. The technical team conducted this review for the prioritized projects on primary pathways.

Sidewalk Repairs and Improvements. Many auditors identified spot locations of cracked or broken sidewalks that the local jurisdiction can address when implementing their priority walk projects. An allowance for this specific project has been included in each prioritized walk project list.

Unused Driveways. It is recommended local jurisdictions rebuild curbs and infill new sidewalks at unused driveways on primary and secondary pathways.

Sidewalk Width. “Sidewalk width” captures the entire zone between the property line (usually back-of-sidewalk) and the outer curb edge. Where parkways are present, the “walkway width” captures just the paved accessible walkway, and the “parkway width” captures the zone (usually permeable and/or landscaped) between the walkway surface and outer edge of curb. Where tree wells are present along a sidewalk, the sidewalk width captures the entire back-of-sidewalk

to outer edge of curb, since one can walk across the tree well or grate if properly maintained. Sidewalks on residential neighborhood streets are sufficient if 4' wide, and would not be recommended for widening, especially if sacrificing a parkway buffer. Most sidewalk widenings are proposed on collectors or arterials where it appears feasible. Sidewalk widening was not proposed if moving the curb line would likely impact other infrastructure (e.g., eliminate well-used street parking, excessively reduce curb or travel lane widths, or require modification of street/drainage profiles or utilities). Sidewalk widening is often feasible with new development projects where easements can accommodate wider sidewalks and landscape buffers.

Sidewalk Obstructions. Many auditors noted traffic control boxes, utility poles and utility boxes as major sidewalk obstructions for pedestrians. Since these items are challenging and costly to relocate, they were removed as potential projects. Expanding the accessible sidewalk area around these obstructions (typically back-of-sidewalk) were included on many lists since it would be more cost-effective but may require coordination with the adjacent property owner.

Access Ramps. Where access ramps already exist on collector or residential streets then no further improvements were included on the list (typically once you modify an access ramp, like adding tactile warning strips, the entire corner/ramp structure needs to be rebuilt to meet current ADA code). Local jurisdictions should endeavor to add tactile warning strips to existing primary and secondary pathway access ramps, understanding that other work may be required to comply with current ADA standards or local codes. Missing access ramps on primary pathways were included in the prioritized walk project lists. Dual curb ramps are on the list where they appear feasible; each location will need site-specific confirmation by an engineer if the local jurisdiction pursues the project. If an intersection corner is modified as part of the SGL light rail project and there is adequate room in the ROW, dual curb ramps may be installed as feasible, otherwise single curb ramps will be installed. If crosswalks are added or modified or added as part of the SGL light rail project near the station those crosswalks will be high-visibility crosswalks where feasible.

Signalized Crossings and Intersection Improvements. On primary and secondary pathways, traffic signal optimization for pedestrians should include a pedestrian leading interval, LED pedestrian countdown indicators and APS pedestrian push bottoms with voice message. Ideally the pedestrian crossing equipment will activate without requiring a pedestrian to use the push button activation at the major intersections nearest the station; but local jurisdictions may require a push button to initiate activation. The scope of these improvements will be coordinated following FLM Plan adoption if local agencies choose to advance projects.

Lighting. Improved lighting was identified as an issue at most stations. Pedestrian lighting is proposed on many primary pathways (arterials or collectors) with commercial and mixed-uses. Lighting did not remain on the list if suggested on residential streets. Only ped/cyclist lighting is considered a safety-focused project per prioritization methodology. Street/roadway lights are not considered safety focused.

High Traffic Speeds and Traffic Calming. Most auditors identified high traffic speeds on primary pathways near the station as the main reason pedestrians feel unsafe and uncomfortable. For arterial streets traffic speeds can be addressed through local enforcement, reducing posted speed limits, reducing lane width and quantity (e.g., road diet, sidewalk widening or

accommodating a new bike facility) or making signal modifications. Traffic calming on residential and collector streets have been addressed with specific improvements as noted. In all proposed locations, specific traffic calming strategies should be further refined in a future phase once additional analysis and site specifications are determined. These instances are noted on the prioritized walk project lists. For examples of traffic calming strategies, please refer to the [Metro FLM Toolkit \(pages 7,8\)](#).

No Right Turn on Red (NRTOR). At arterial intersections where a primary pathway meets a primary or secondary pathway, local jurisdictions are strongly encouraged to study and install “no right turn on red” to improve pedestrian crossing safety (in addition to a leading pedestrian interval).

Emergency Call Boxes. During a women/women-identifying community workshop held in Winter 2023 participants emphasized safety and security as essential for customers who will walk or wheel to SGL stations. Of note was the request that Metro and/or local jurisdictions add emergency call boxes at terminus stations, and some distance outward so women/women-identifying individuals can reach out for help if needed. Currently, Metro does not typically provide security systems beyond the immediate station area.

Shade Trees and Tree Wells. Where infill shade trees are noted, species must have a canopy of leaves during the warmest months; palm trees are not considered a FLM improvement. Some participants identified existing tree grates on primary pathways as a trip hazard. This is often a maintenance issue that local jurisdictions can address if they elect to install tree grates (typically grates are used at bus stops, commercial/retail zones, or main streets; otherwise, decomposed granite wells or parkways are appropriate where there is less heavy pedestrian traffic).

Shade Trees on Narrow Sidewalks. Some primary and secondary pathways have sidewalks that local jurisdictions deem too narrow to add a shade tree. But they could propose a creative solution such as adding trees in protected tree wells in the curbside parking zone (allowing cars to park on either side) or create an incentive program to encourage property owners to plant a shade tree on their property to help shade the sidewalk).

Wayfinding. Beyond Metro’s station property, it is recommended that local jurisdictions coordinate new signage to the station and key destinations.

Prioritized Walk Project Maps

Nine prioritized walk project maps show the half-mile walk zone for the SGL LPA stations (see map set on the following pages). Each map indicates:

Corridor Improvements. Indicated by the extent of a solid line and toolkit icon.

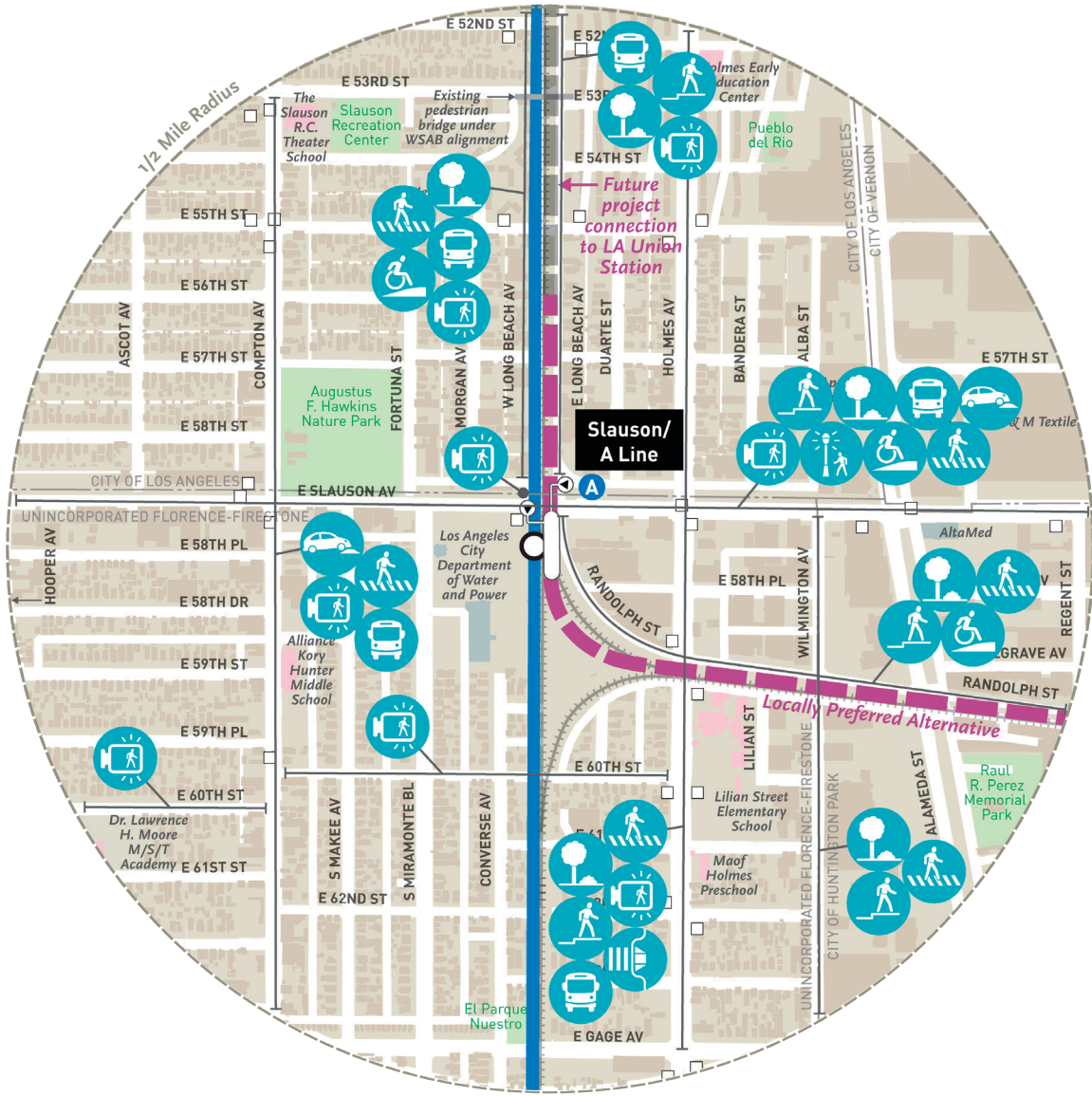
Spot Improvements. Indicated by a solid dot and toolkit icon.

Other Information. City boundaries, existing or proposed Metro rail alignments, existing Metro stations, SGL stations, bus stops and freight tracks.

The prioritized corridor and spot improvements shown on the prioritized walk project maps correspond to the prioritized walk project lists that follow.

Slauson/ A Line Station

PRIORITIZED WALK PROJECTS



Proposed Metro Station and Entrances

Proposed SGL Alignment

Future Project Connection to LA Union Station

Existing Metro A Line and Station

Existing or Relocated Freight Tracks

City Boundary

Existing Bus Stop

Spot Improvements

Signalized Crossing

Corridor Projects

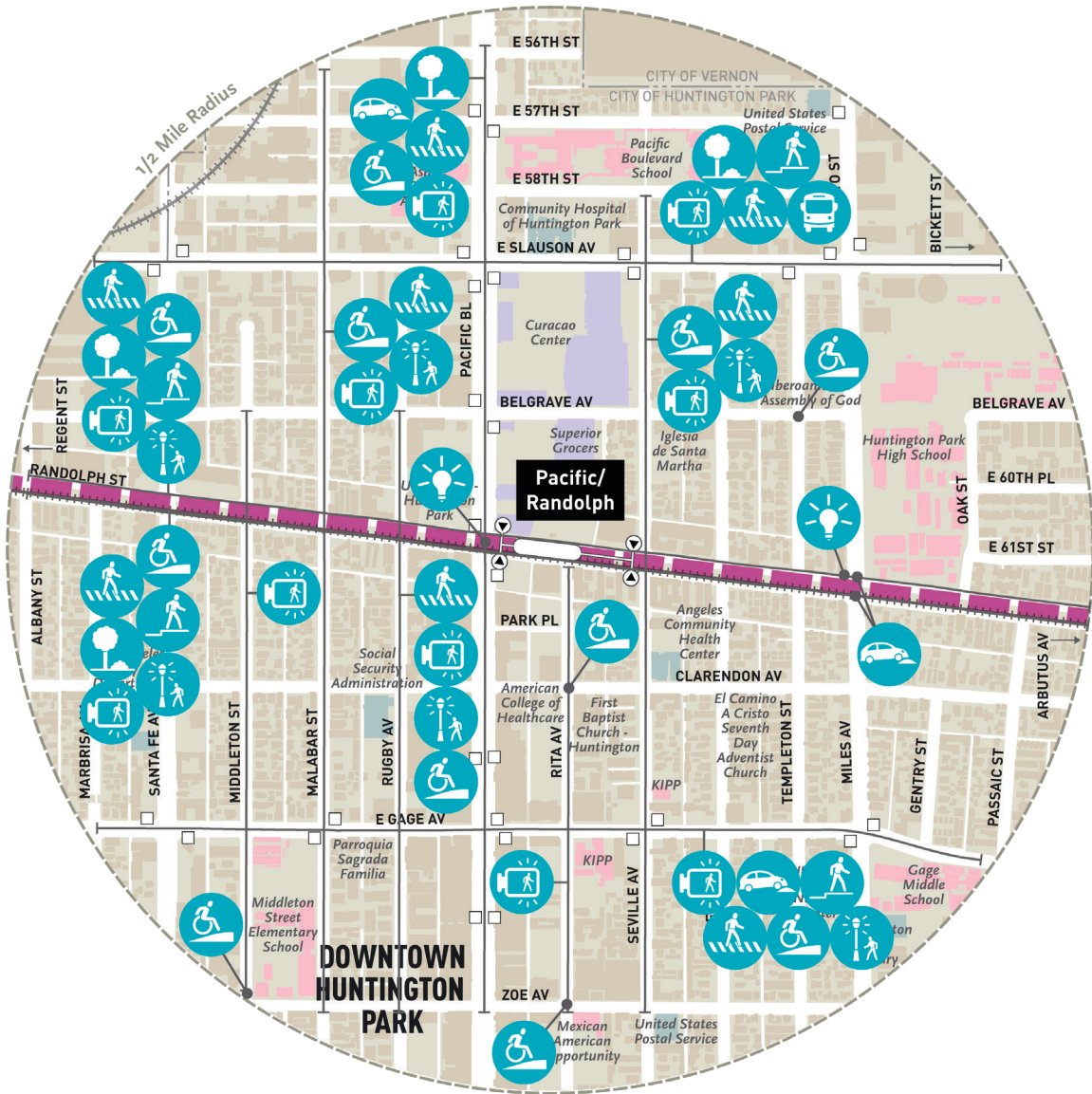
Bus Stop Improvements **Curb Extension** **Curb Ramps** **High Visibility Crosswalks**

Landscape and Shade **New or Improved Sidewalk** **Pedestrian and Cyclist Lighting** **Signalized Crossing**

Traffic Calming

Pacific/Randolph Station

PRIORITIZED WALK PROJECTS








<ul style="list-style-type: none"> Proposed Metro Station and Entrances Proposed SGL Alignment Existing or Relocated Freight Tracks City Boundary Existing Bus Stop 	<p>Spot Improvements —●—</p> <ul style="list-style-type: none"> Curb Ramps Opportunity Improvement Traffic Calming
<p>Corridor Projects — </p> <ul style="list-style-type: none"> Bus Stop Improvements Curb Ramps High Visibility Crosswalks Landscape and Shade New or Improved Sidewalk Pedestrian and Cyclist Lighting Signalized Crossing Traffic Calming 	

Florence/Salt Lake Station

PRIORITIZED WALK PROJECTS



-  Proposed Metro Station and Entrances
-  Proposed SGL Alignment
-  Existing or Relocated Freight Tracks
-  City Boundary
-  Existing Bus Stop

Spot Improvements —●

-  Curb Extension
-  Curb Ramps
-  Opportunity Improvement
-  Signalized Crossing

Corridor Projects —|

-  Bus Stop Improvements
-  Curb Ramps
-  High Visibility Crosswalks
-  Landscape and Shade
-  New or Improved Sidewalk
-  Pedestrian and Cyclist Lighting
-  Seating
-  Signalized Crossing
-  Traffic Calming

Firestone Station

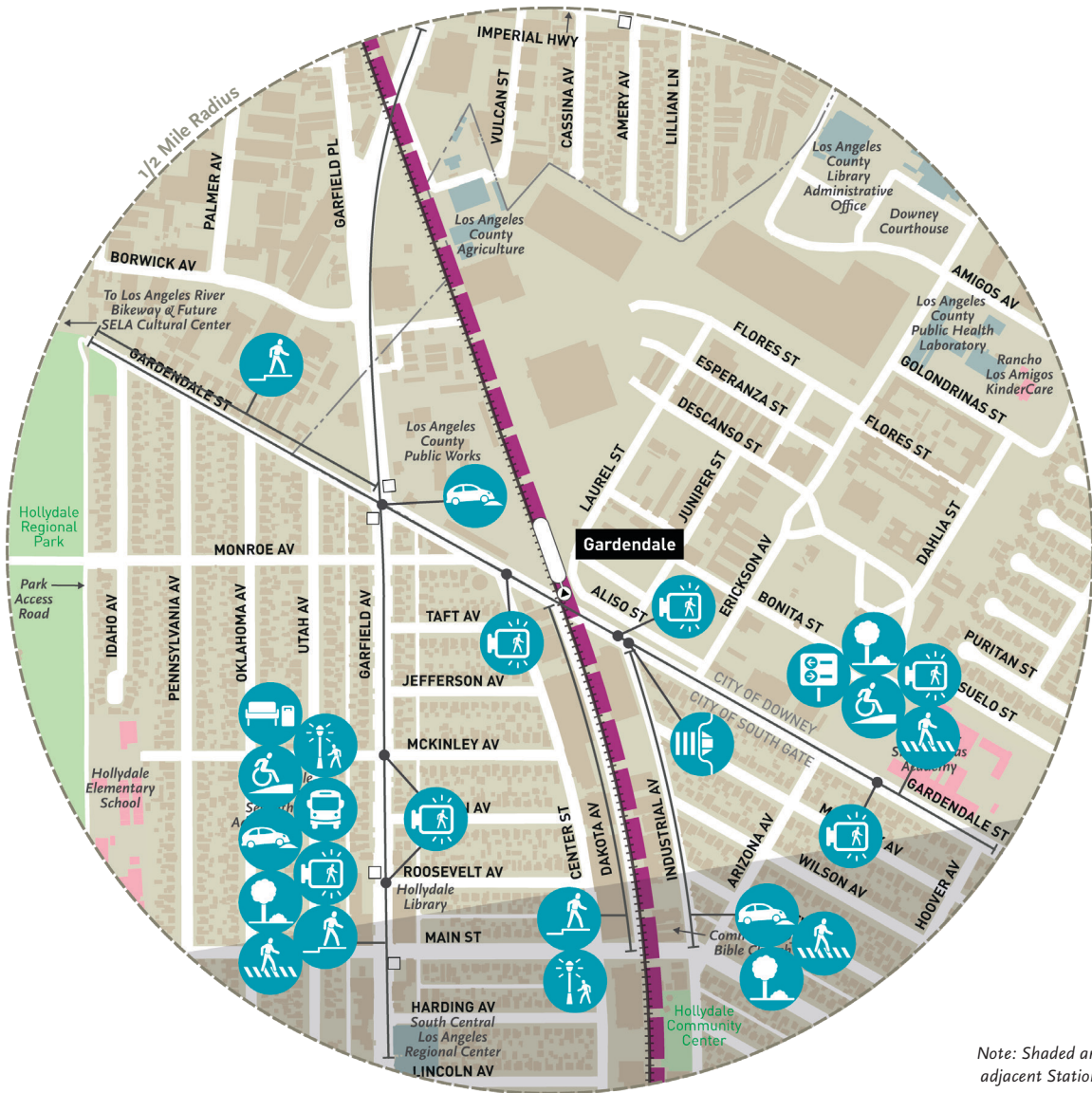
PRIORITIZED WALK PROJECTS



<ul style="list-style-type: none"> Proposed Metro Station and Entrances Proposed SGL Alignment Existing or Relocated Freight Tracks City Boundary Existing Bus Stop 	<p>Spot Improvements ●</p> <ul style="list-style-type: none"> Bus Stop Improvements Curb Extension Signalized Crossing
<p>Corridor Projects </p> <ul style="list-style-type: none"> Bus Stop Improvements New or Improved Sidewalk Wayfinding Curb Ramps Pedestrian and Cyclist Lighting High Visibility Crosswalks Signalized Crossing Landscape and Shade Traffic Calming 	

Gardendale Station

PRIORITIZED WALK PROJECTS



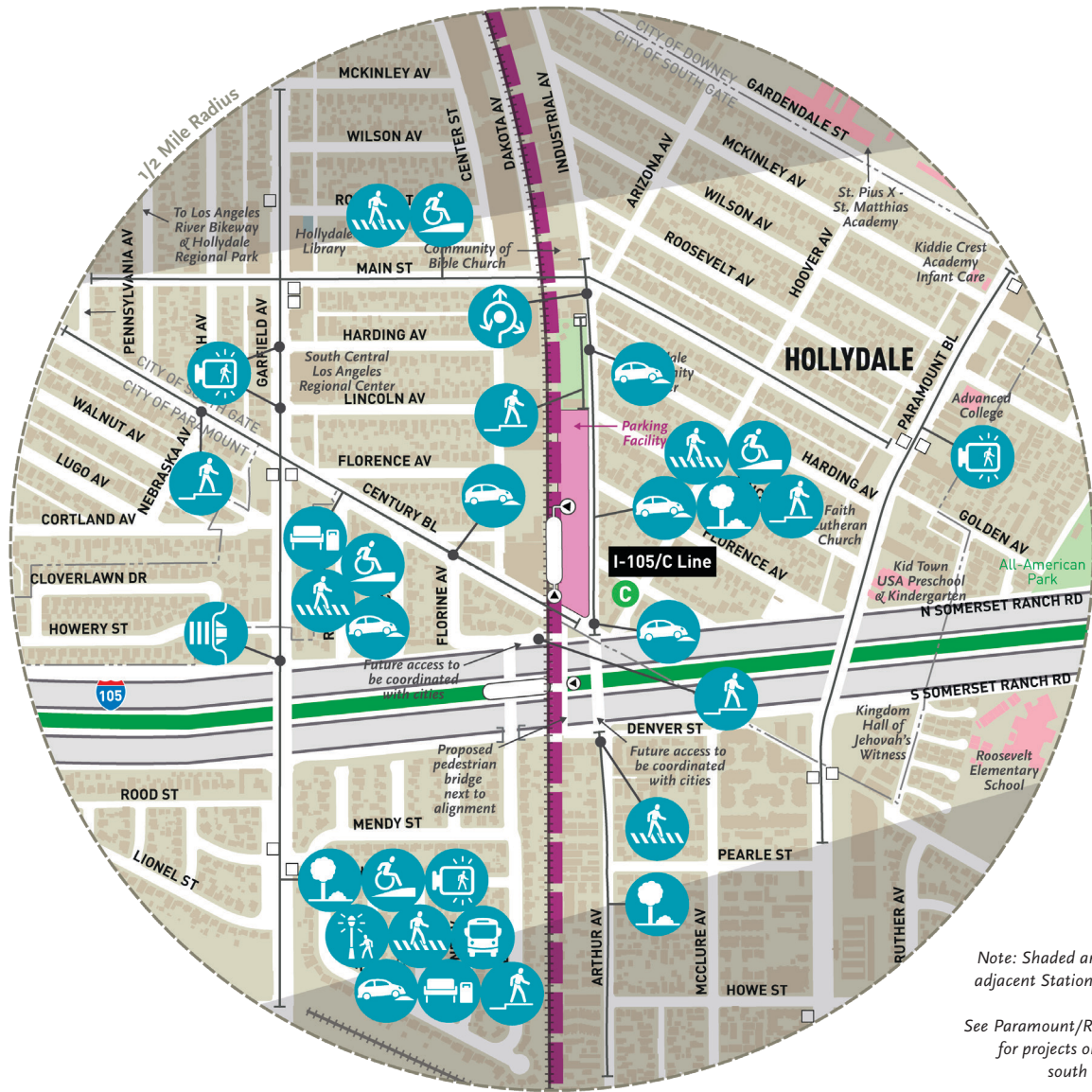
Note: Shaded area overlaps with adjacent Station 1/2 mile radius



<ul style="list-style-type: none"> Proposed Metro Station and Entrance Proposed SGL Alignment Existing or Relocated Freight Tracks City Boundary Existing Bus Stop 	<p>Spot Improvements ●</p> <ul style="list-style-type: none"> Curb Extension Signalized Crossing Traffic Calming
<p>Corridor Projects — </p> <ul style="list-style-type: none"> Bus Stop Improvements Curb Ramps High Visibility Crosswalks Landscape and Shade New or Improved Sidewalk Pedestrian and Cyclist Lighting Seating Signalized Crossing Traffic Calming 	

I-105/C Line Station

PRIORITIZED WALK PROJECTS



- Proposed Metro Station and Entrances
- Proposed SGL Alignment
- Existing Metro C Line
- Existing or Relocated Freight Tracks
- City Boundary
- Existing Bus Stop

Spot Improvements

Curb Extension	High Visibility Crosswalks	New or Improved Sidewalk	Roundabout
Signalized Crossing	Traffic Calming		

Corridor Projects

Bus Stop Improvements	Curb Ramps	High Visibility Crosswalks	Landscape and Shade
New or Improved Sidewalk	Pedestrian and Cyclist Lighting	Seating	Signalized Crossing
Traffic Calming			

Paramount/Rosecrans Station

PRIORITIZED WALK PROJECTS



Note: Shaded area overlaps with adjacent Station 1/2 mile radius



- Proposed Metro Station and Entrances
- Proposed SGL Alignment
- Existing or Relocated Freight Tracks
- City Boundary
- Existing Bus Stop

Spot Improvements —●—

- Curb Ramps
- High Visibility Crosswalks
- Landscape and Shade
- New or Improved Sidewalk
- Signalized Crossing















Corridor Projects —|—

- Bus Stop Improvements
- Curb Ramps
- High Visibility Crosswalks
- Landscape and Shade
- New or Improved Sidewalk
- Pedestrian and Cyclist Lighting
- Signalized Crossing

Bellflower Station

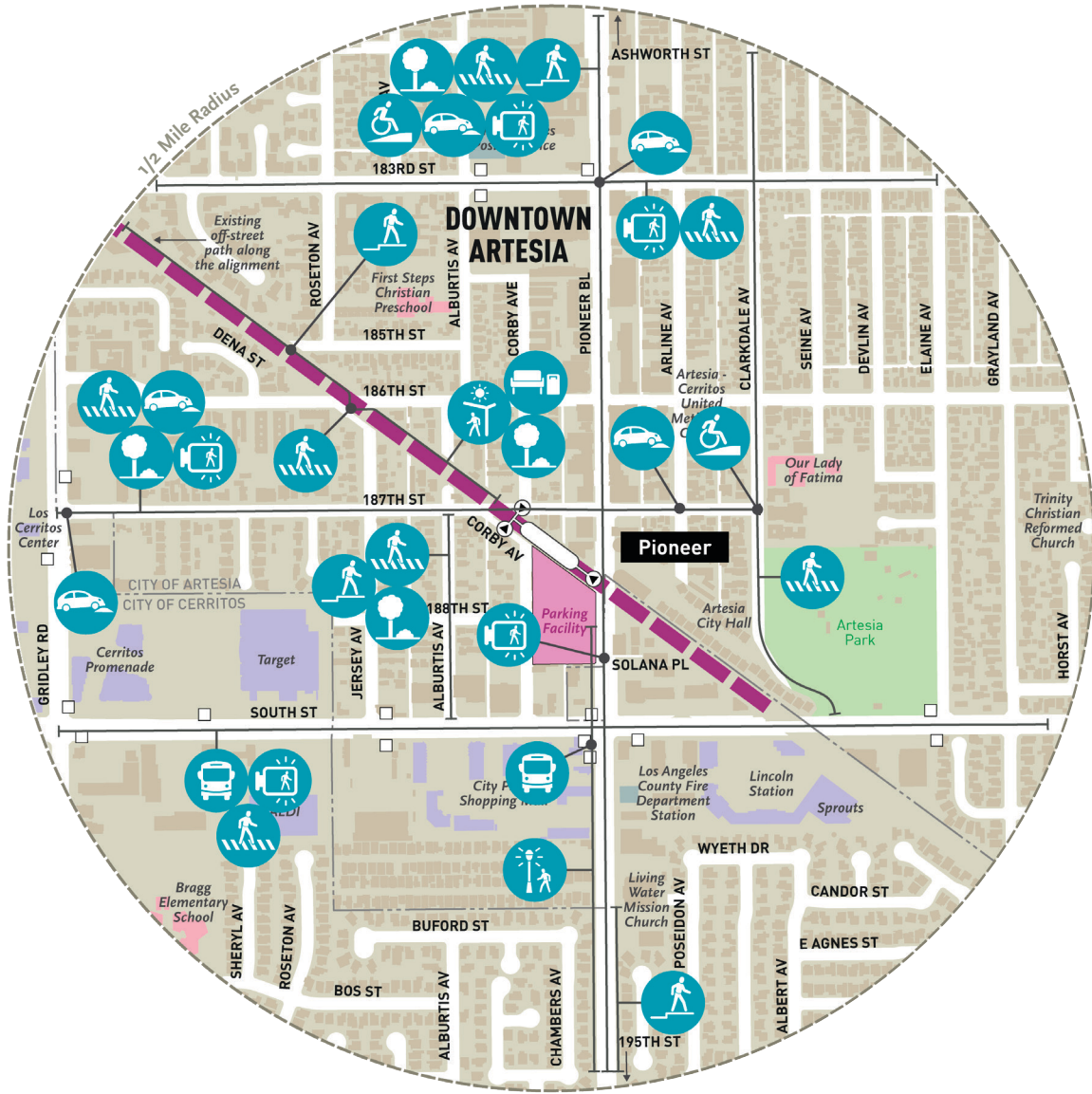
PRIORITIZED WALK PROJECTS



<ul style="list-style-type: none">  Proposed Metro Station and Entrances  Proposed SGL Alignment  Existing Bus Stop 	<p>Spot Improvements —●</p> <ul style="list-style-type: none">  Curb Ramps  High Visibility Crosswalks  New or Improved Sidewalk  Shade Structure
<p>Corridor Projects — </p> <ul style="list-style-type: none">  Bus Stop Improvements  Curb Ramps  High Visibility Crosswalks  Landscape and Shade  Shade Structure  Seating  Signalized Crossing 	

Pioneer Station

PRIORITIZED WALK PROJECTS



<ul style="list-style-type: none"> Proposed Metro Station and Entrances Proposed SGL Alignment City Boundary Existing Bus Stop 	<p>Spot Improvements</p> <ul style="list-style-type: none"> Bus Stop Improvements Traffic Calming Curb Ramps New or Improved Sidewalk Signalized Crossing
<p>Corridor Projects</p> <ul style="list-style-type: none"> Bus Stop Improvements New or Improved Sidewalk Signalized Crossing Curb Ramps Pedestrian and Cyclist Lighting Traffic Calming High Visibility Crosswalks Seating Landscape and Shade Shade Structure 	

2.4 PRIORITIZED WHEEL PROJECTS

Prioritized Wheel Project Lists

Nine wheel project lists for the SGL LPA stations describe the wheel projects illustrated in the wheel network and prioritized wheel project maps. The project lists do not include existing bikeways. Therefore, they do not include existing bikeways that are being realigned by the SGL project. Note that facilities modified by the SGL construction will remain in the ownership of the jurisdiction in which they are located and will be maintained by the local jurisdictions they serve. Local jurisdiction staff provided additional input during in-person (or virtual) workshops and subsequent office hours with the Metro FLM team in Winter 2024, resulting in projects that were either added as a new project proposed by staff and/or any jurisdictional project clarifications or proposals that added elements to existing projects.

Each list includes the following information for each potential project:

Project ID. A unique number for each project by station. Note that prioritized wheel projects that cross multiple jurisdictions are divided into segments, each of which corresponds to a single jurisdiction and is denoted by a letter after the Project ID number. In addition, priority projects are divided into shorter segments within each jurisdiction where the roadway configuration, proposed facility type, and/or proposed lane striping changes.

Project Icon. From Metro FLM Toolkit; only included on prioritized projects.

Jurisdiction. Jurisdiction in which project or project segment is located. Where multiple jurisdictions are listed, implementation of the proposed project will require coordination among those jurisdictions.

Location. The street, right-of-way or other public space in which the project is located.

From/To. The extents of the project, typically streets or city limits.

Class/Improvement. The class and type of wheel facility proposed. A general description of each improvement is provided below.

Project Origin. The local or regional plan(s), First/Last Mile activity (community walk audit or technical team analysis), or jurisdiction office hours or workshop (abbreviated in the project lists as JOH) in or at which the project was identified or discussed.

Length (Miles). Project or project segment length as calculated by the Geographic Information System (GIS) in which the project map and list reside.

Priority. For prioritized projects, indicates whether it is a Priority 1 (on an FLM primary pathway and within the half-mile zone) and/or Priority 2 (on an FLM Primary Pathway and outside the half-mile zone but within the three-mile zone) or Priority 3 Project (proposed by the local jurisdiction).

Support. A check mark indicates that community support was expressed for the project at a community walk audit and/or community workshop.

Notes. In addition to the general description of the project class/improvement (see below), these notes describe project characteristics, in particular, those that affect project cost.

Roadway Width. Curb-to-curb width of the roadway.

Existing Lane Striping. Lane and median widths as they exist currently at typical midblock locations. A key to the lane annotations is provided below. Where a median is shown there are typically left-turn lanes at major intersections.

Illustrative Lane Striping. Example lane and median widths to demonstrate that a safe wheel facility can be accommodated and the changes in lane striping required to do so. A key to the lane annotations is provided below. Where a median is shown there are typically left-turn lanes at major intersections.

ROM Cost (\$2023). Project ROM costs are presented in 2023 dollars. Costs are only included on prioritized projects, and as a total on the station header. Where there are options for a single project or project segment, the total cost in the header includes the higher cost option. For example, where there is a Class IV and a Class II bikeway shown for the same project or project segment, the total cost includes the Class IV bikeway. See [Section 3 – Supporting Documents, Cost Estimating Methodology Memo](#).

Key To Existing And Illustrative Lane Striping

Lane widths are shown looking north or west and are annotated as follows:

- **b** = bike lane
- **bu** = striped buffer between bike lane and travel or parking lane
- **p** = parking lane where parking is separated from the curb travel lane
- **cl** = striped center lane, typically left-turn lanes and either a striped median or center turn lane
- **m** = raised median measured from face of curb to face of curb
- **sw** = sidewalk, included only where wheel facilities are proposed on the sidewalk

Travel lanes are shown as dimensions only with no letter annotation. Where the travel lane is a curb lane, the dimension includes both travel and parking.

Typical Wheel Improvements

Class I Bike Path. A 12-foot-wide asphalt path with edge and center stripes, solar pedestrian lighting (12-15' poles) every 75', shade trees every 25', and traffic control as needed for safe crossing of roadways.

Class I Shared-Use Path. An 18-foot-wide asphalt path with edge and center stripes, solar pedestrian lighting (12-15' poles) every 75', shade trees every 25', and traffic control as needed for safe crossing of roadways.

Class IV Protected Bike Lane. Typically on an arterial street with two or more lanes each way, bike lanes adjacent to the curb and with minimum three-foot wide striped buffers and K71 bollards (average 24 feet on center), and signage and pavement markings per California Manual on Uniform Traffic Control Devices and bike phase to existing traffic signals.

Class II Bike Lane. Typically on an arterial or collector street with one lane each way and a center turn lane after restriping, stripe bike lane between curbside parking and travel lane or, if no curbside parking, adjacent to the curb. Add striped buffer where feasible and signage and pavement markings per California Manual on Uniform Traffic Control Devices.

Class III Bicycle Friendly Street. On a low-volume/low-speed minor street (one lane each way on a 30- to 40-foot-wide roadway) with appropriate traffic control and calming. For cost estimate, assume speed humps every 400 feet on average, all-way stops at intersections with other minor streets, traffic signals at intersections with arterial streets, and signage and pavement markings per California Manual on Uniform Traffic Control Devices. Note that Class III Bicycle Friendly Streets have been included as prioritized projects only on streets that meet the above criteria.

Signal Optimization for Wheel Modes. Modifications to signal timing to better serve bicycles and scooters, as well as motor vehicles.

Wheel Parking. Racks for short-term parking and secure hubs or corrals for long-term parking.

Wheel Project Order In Lists

Priority 1, 2 and 3 Projects. Priority 1, 2 and 3 projects are shown first and highlighted in yellow.

Community Support. Non-prioritized projects that received community support are listed alphabetically by jurisdiction.

Non-Prioritized Projects with Direct Connections to Stations. Non-prioritized projects that meet FLM Prioritization Method 3 criteria, e.g., projects that connect to the station, provide comparably safe access as prioritized projects, and are on adopted local plans that received extensive community input, are listed alphabetically by jurisdiction.

Other Non-Prioritized Projects. All other projects are listed alphabetically by jurisdiction.

Development of Wheel Project Lists

The wheel project lists were developed as follows:

Existing Bikeways. Map all existing bikeways in the 3-mile wheel zone.

Proposed Bikeways. Map all bikeways shown in adopted local jurisdictions' plans, including bicycle master plans, active transportation plans, transportation elements of General Plans, and Specific Plans, and regional plans, including Metro plans and the Gateway Cities Council of Governments Strategic Transportation Plan and Complete Streets Plans.

Wheel Facilities on Primary Pathways. Document existing roadway width and lane striping along each primary pathway and develop illustrative striping to accommodate wheel facilities on primary pathways. Each station typically has two or three primary pathways that are major arterial streets.

Gaps in the Resulting Network. Identify gaps in the resulting network that limit access to the SGL stations. Document existing roadway width and develop illustrative lane striping for wheel facilities to fill those gaps and provide access to SGL station from the proposed network.

Community Input. Highlight projects supported by participants at community walk audits and meetings. Add additional projects suggested by participants with illustrative lane striping to verify feasibility.

The prioritized wheel project lists and maps that follow are based on comments Metro received from the local jurisdictions through mid-February 2024, and comments provided by the CBOs and Metro Departments. Metro facilitated a local jurisdiction review process, which allowed local jurisdictions' to request the following changes to the project list if they met the Method 3 – Local Flexibility criteria:

- Add new projects to the list.
- Prioritize non-prioritized projects, i.e., projects that are not on a FLM Primary Pathway.
- Substitute non-prioritized projects for prioritized projects if they provide comparable or superior access and safety.

In addition, even after the FLM Plan is adopted, local jurisdictions may request the substitution of non-prioritized projects in place of a prioritized project on the list through the same process.

Prioritized Wheel Project Maps

Metro received several project proposals from local jurisdictions in Winter 2024, and projects were added to the project lists if they met the Method 3 – Local Flexibility criteria. The following method was used to modify the final list of wheel projects, yet retain the primary organization of the draft version so tracking how they were modified was clear:

- New projects were added at the end of the station's project list.
- Newly prioritized projects were moved to the prioritized project section at the front of the list with their original project numbers. If only a portion of a non-priority project was prioritized, a letter was added to the project number in both locations, e.g., the portion of project 16 that was prioritized would be 16A and the segment that was not prioritized would be 16B.
- Newly prioritized projects received a number 3 in the Prioritization column to confirm it was prioritized through "Method 3 - Local Flexibility".

2.5 CONCEPTUAL ILLUSTRATIONS

Prioritized FLM Improvements in Half-Mile Zone

The following conceptual illustrations convey prioritized FLM improvements that fall within the half-mile walk/wheel radius of some example SGL station. Each illustration was developed as a two-dimensional montage and includes the surrounding context that exists as of March 2024. Five example views capture a variety of prioritized walk and wheel projects on primary pathways; or secondary pathways if a project was requested by a local jurisdiction to be prioritized and it was approved by Metro. Some views show design options where alternatives have been suggested for consideration per that station's prioritized walk or wheel project list.

Each sketch is layered over an existing image and appears with a legend of FLM walk or wheel improvements for the following locations:

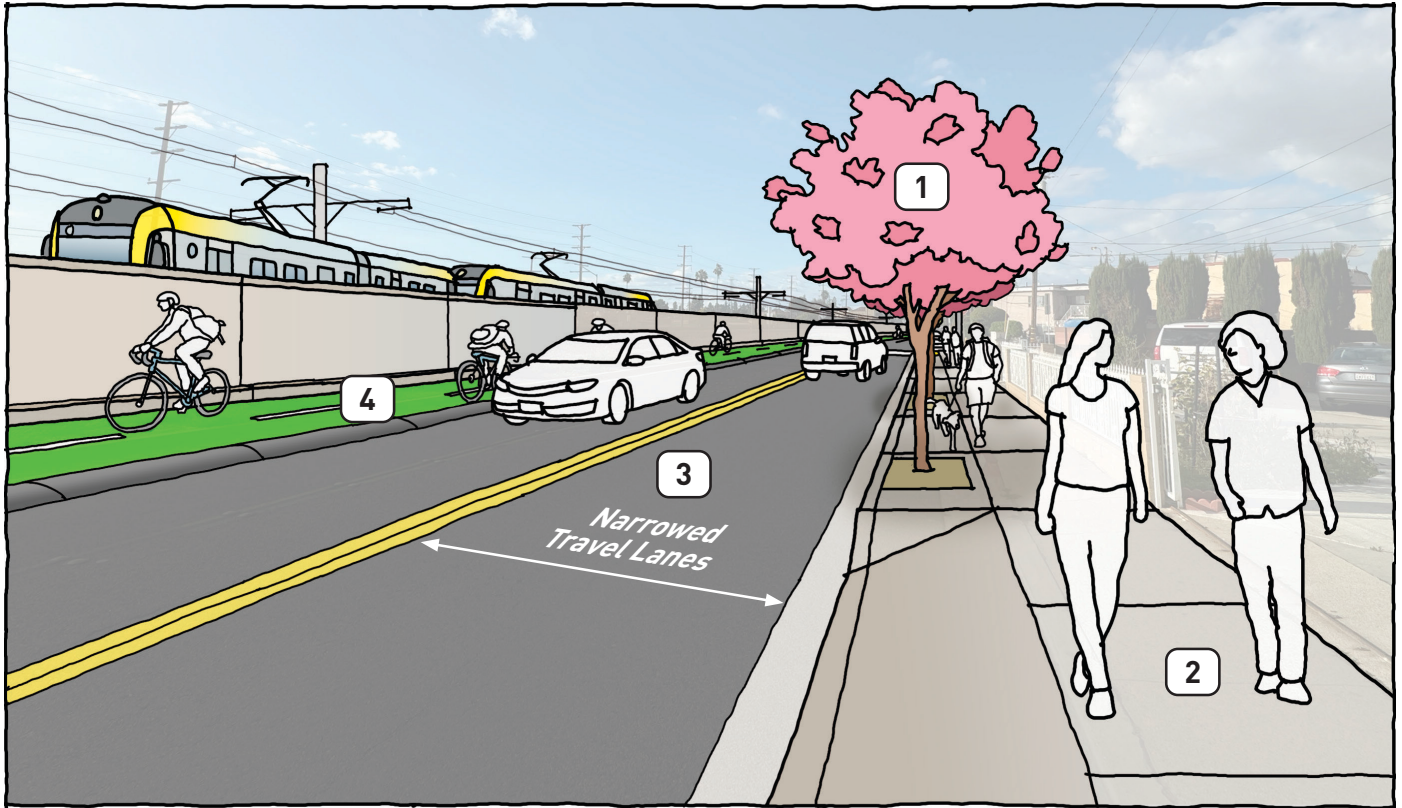
Florence/Salt Lake Station. Salt Lake Av, eastside (2 options), City of Cudahy

I-105/C Line Station. Century Bl (2 options), City of South Gate

Paramount/Rosecrans Station. Rosecrans Av, City of Paramount

Bellflower Station. Bellflower Bl, City of Bellflower

Pioneer Station. Pioneer Bl, City of Artesia



Florence/Salt Lake Station

Looking north on Salt Lake Av

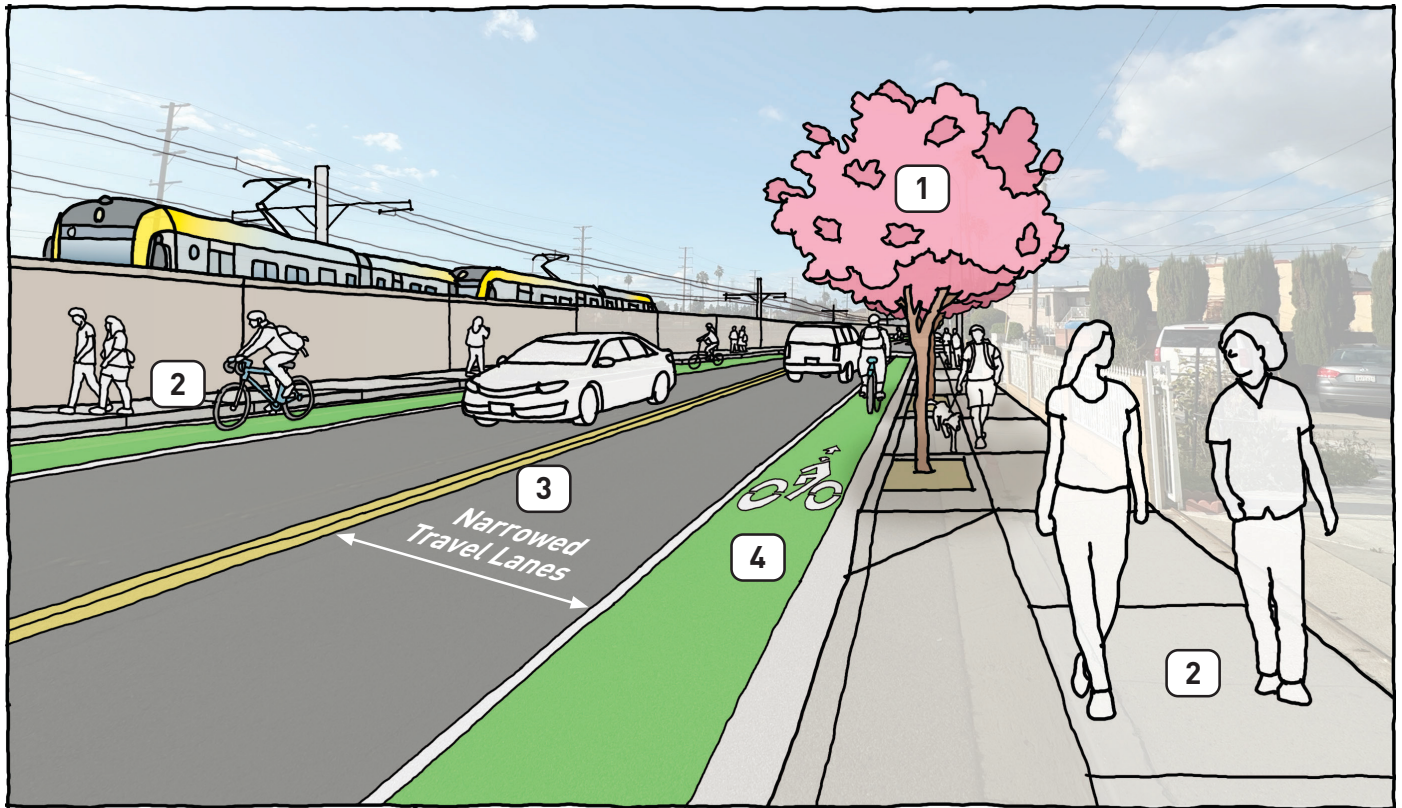
Potential First/Last Mile Improvements

Walk Projects

- 1  Landscape and Shade
- 2  New or Improved Sidewalk
- 3  Traffic Calming

Wheel Projects

- 4  Bike Lane (Class IV Two-way Cycle Track)



Florence/Salt Lake Station

Looking north on Salt Lake Av

Potential First/Last Mile Improvements (Design Options)

Walk Projects

- 1


Landscape and Shade
- 2


New or Improved Sidewalk
- 3


Traffic Calming

Wheel Projects

- 4


Bike Lane (Class II)



I-105/C Line Station

Looking east on Century Bl towards Center St

Potential First/Last Mile Improvements

Walk Projects

1



Curb Ramps

2



High Visibility Crosswalks

3



Landscape and Shade

4



New or Improved Sidewalk

5



Pedestrian and Cyclist Lighting

6



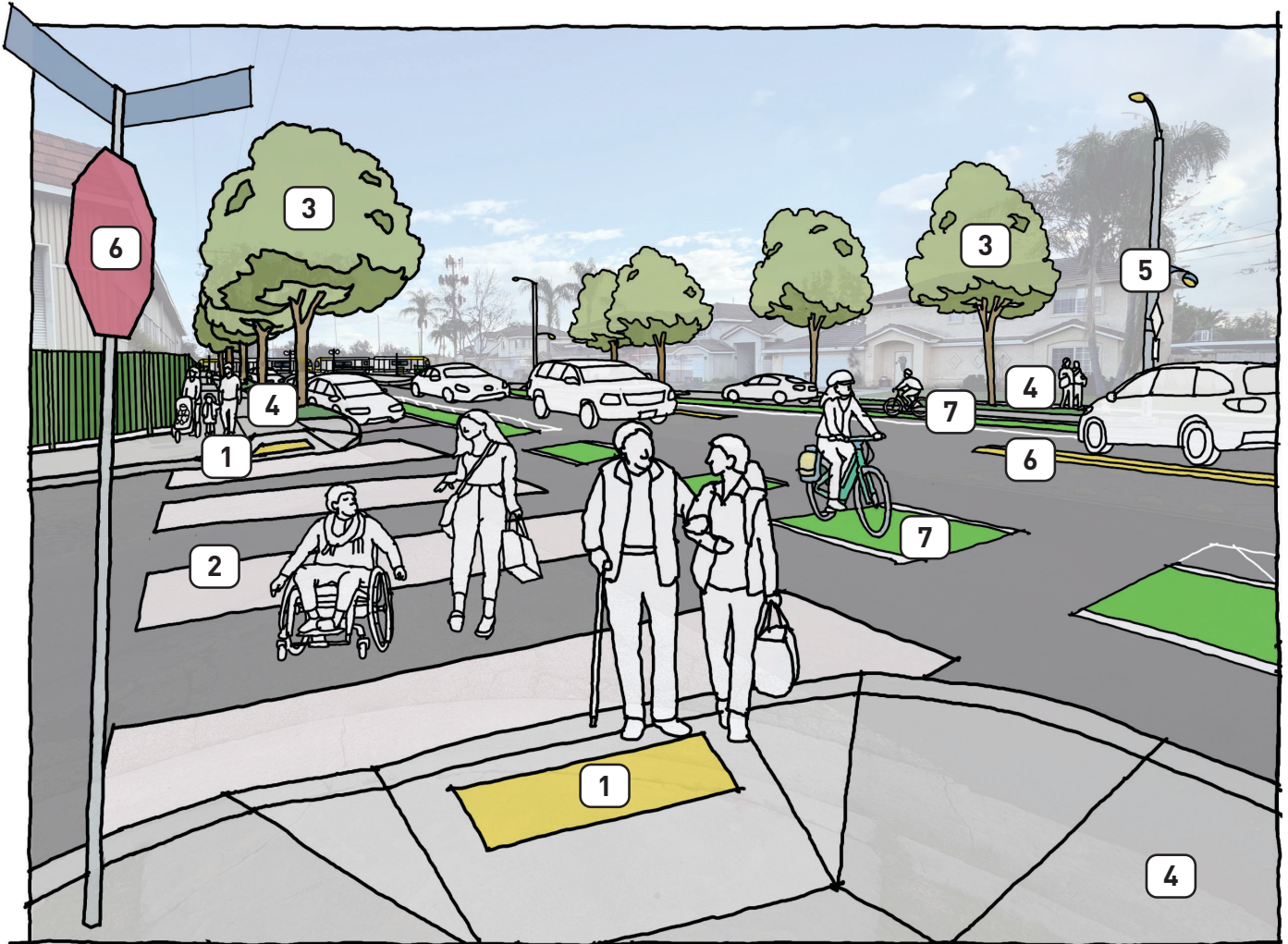
Traffic Calming

Wheel Projects

7



Buffered Bike Lane (Class II)



I-105/C Line Station

Looking east on Century Bl towards Center St

Potential First/Last Mile Improvements (Design Options)

Walk Projects

1



Curb Ramps

4



New or Improved Sidewalk

2



High Visibility Crosswalks

5



Pedestrian and Cyclist Lighting

3



Landscape and Shade

6



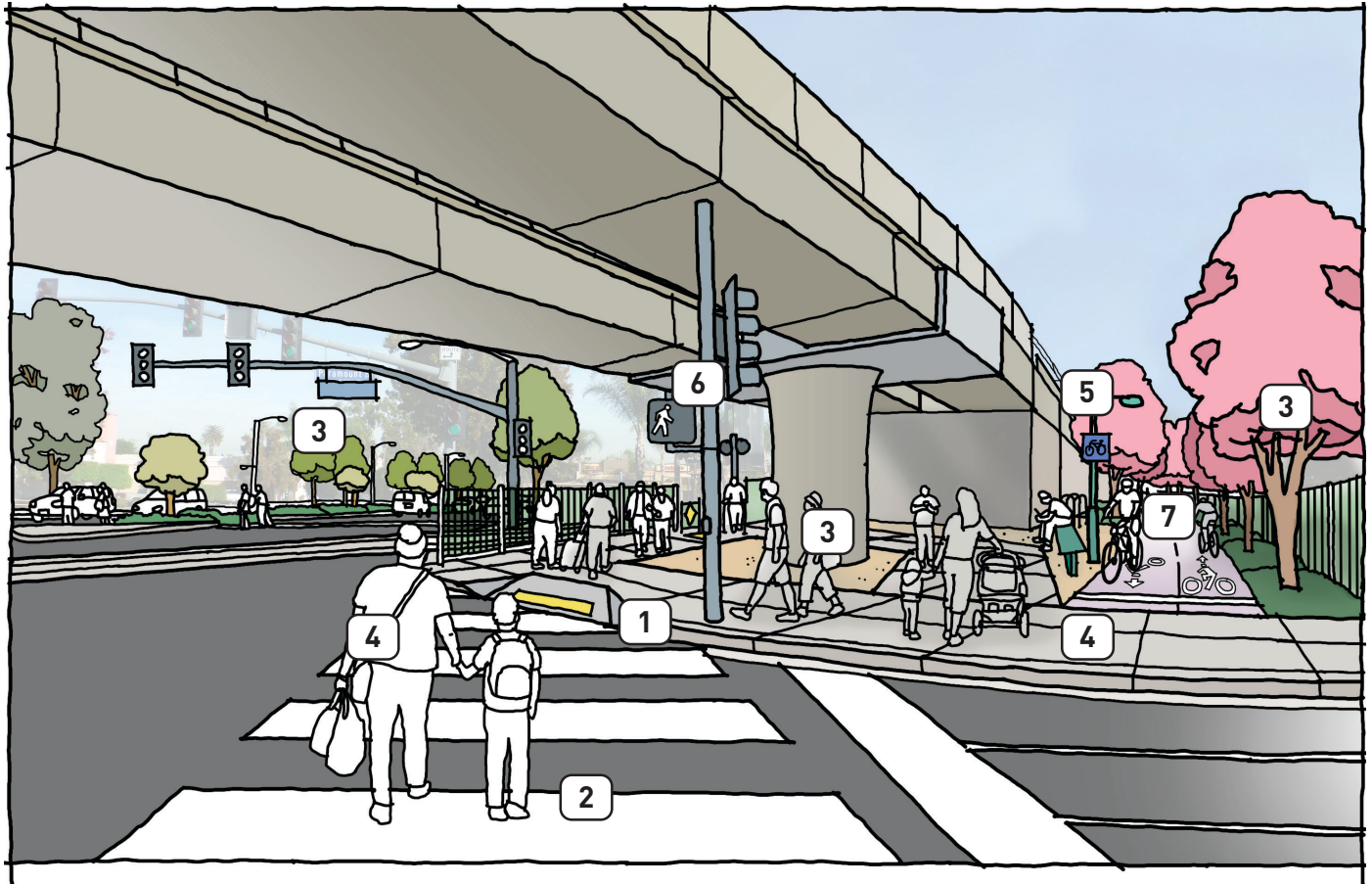
Traffic Calming

Wheel Projects

7



Buffered Bike Lane (Class II)



Paramount/Rosecrans Station

Looking east on Rosecrans Av/Paramount Bl towards ROW

Potential First/Last Mile Improvements

Walk Projects

1



Curb Ramps

4



New or Improved Sidewalk

2



High Visibility Crosswalks

5



Pedestrian and Cyclist Lighting

3



Landscape and Shade

6



Signalized Crossing

Wheel Projects

7



Off-street Bike Path (Class I)






Bellflower Station



Looking north on Bellflower Bl

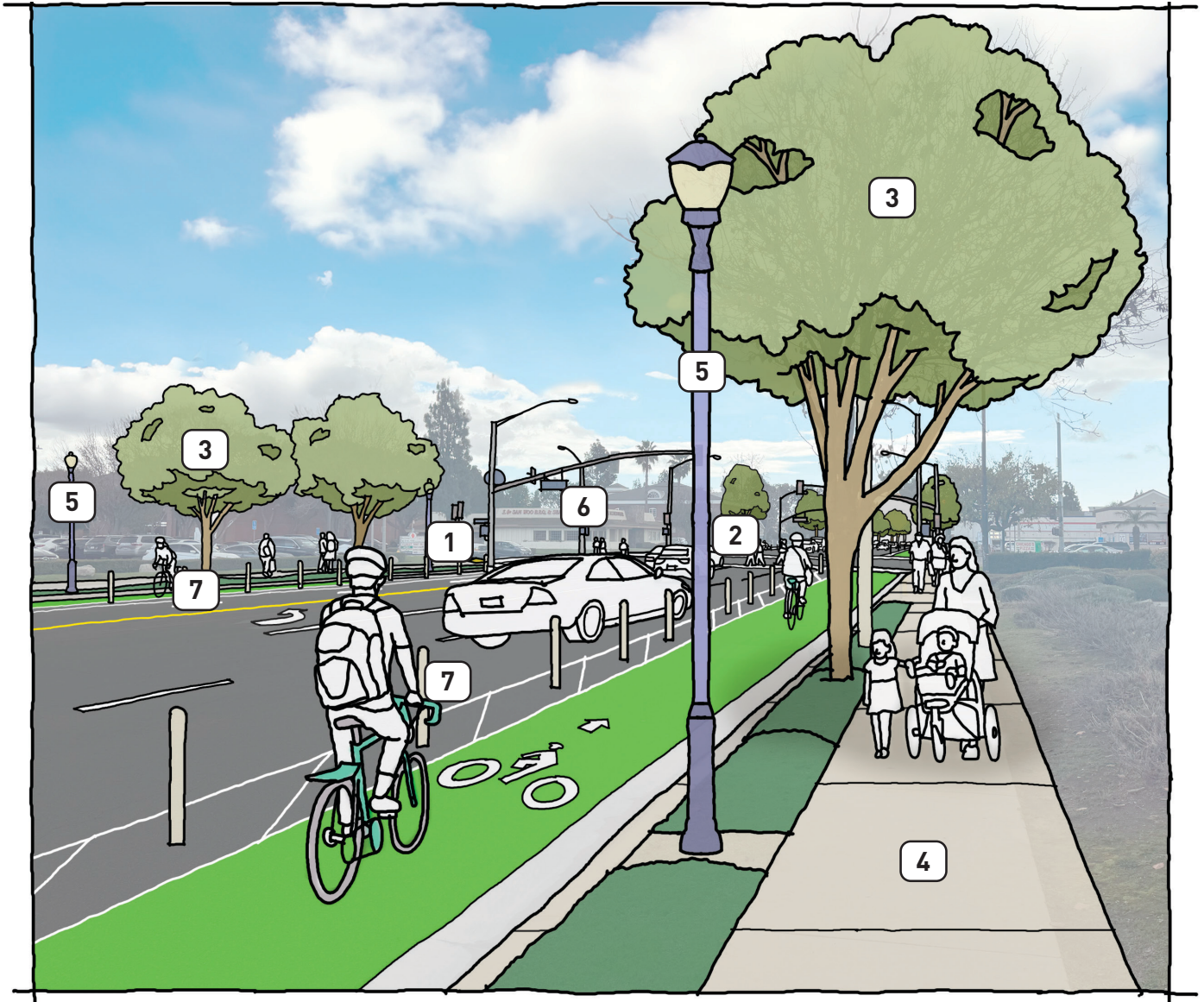
Potential First/Last Mile Improvements

Walk Projects

- 1  Bus Stop Improvements
- 2  Landscape and Shade
- 3  Pedestrian and Cyclist Lighting

Wheel Projects

- 4  Bike Racks
- 5  Buffered Bike Lane (Class II)






Pioneer Station

Looking south on Pioneer Bl

Potential First/Last Mile Improvements

Walk Projects

- 1  Curb Ramps
- 2  High Visibility Crosswalks
- 3  Landscape and Shade

- 4  New or Improved Sidewalk
- 5  Pedestrian and Cyclist Lighting
- 6  Signalized Crossing

Wheel Projects

- 7  Protected Bike Lane (Class IV)

Illustrative Wheel Cross-Sections

Illustrative street cross sections (see [2.6 Illustrative Wheel Cross-Sections](#)) are included to demonstrate that the wheel project can be accommodated on the street and illustrate changes that would be required to do so.

Each page shows one street segment with the following illustrations:

- A photograph of the street as it exists in 2023.
- A cross section of the street segment as it is currently striped at a typical midblock location.
- An illustrative cross section of the same street segment showing one example of how wheel facilities could be accommodated. Often, adding wheel facilities will require narrowing lanes, removing parking, or removing a travel lane. There are typically several options. The illustrative cross section for each segment shows just one option. Each local jurisdiction will design and implement a safe bikeway that is appropriate for local conditions.

Note: all cross sections, like the existing and illustrative lane striping in the project lists, are looking either north or west at a typical midblock location. Where a median is shown, there are typically left-turn lanes at major intersections.

SLAUSON/A LINE STATION

- Slauson Av from Long Beach Av to Santa Fe Av
- Long Beach Av East from Washington Bl to Slauson Av
- Compton Av from Vernon Av to Slauson Av
- Holmes Av from Slauson Av to Florence Av

PACIFIC/RANDOLPH STATION

- Randolph St South from State St to the Los Angeles River
- Pacific Bl from Santa Fe Av to 52nd St
- Pacific Bl from Slauson Av to Randolph St
- Pacific Bl from Pacific Bl to Broadway
- Pacific Bl from Pacific Bl to Broadway

FLORENCE/SALT LAKE STATION

- Salt Lake Av East from Live Oak St to Atlantic Av
- Salt Lake Av West from Walnut St to Santa Ana St
- Florence Av from Salt Lake Av to Los Angeles River

FIRESTONE STATION

- Atlantic Av from Patata St to Florence Av
- Atlantic Av from Patata St to Chakemco St
- Stewart and Gray Rd from Rives Av to Lakewood Bl

GARDENDALE STATION

- Foster Rd from Hanwell Av to Lakewood Bl
- Foster Rd from Lakewood Bl to San Gabriel River
- Downey Av from Gardendale St to Stewart and Gray Rd
- Downey Av from Stewart and Gray Rd to Firestone Bl
- Garfield Av from the northern City limit to Roosevelt Av
- Main St from Garfield Av to Paramount Bl

I-105 C/LINE STATION

- Century Bl from Industrial Av to Pennsylvania Av
- Martin Luther King Jr Bl from I-710 west side to Atlantic Av

PARAMOUNT/ROSECRANS STATION

- Paramount Bl from Gardendale St to North Somerset Ranch Rd

BELLFLOWER STATION

- Flower St from Hayter Av to WSAB (now SGL) ROW

PIONEER STATION

- Pioneer Bl from 166th St to 183rd St
- Pioneer Bl from WSAB (now SGL) ROW to 186th St
- Pioneer Bl from City Limit to Del Amo Bl
- 183rd St from Gridley Rd to East City Limit










2.6 ENLARGED WALK AND WHEEL PROJECT LISTS, WHEEL MAPS AND ILLUSTRATIONS



The following materials are formatted as 11x17:

- Prioritized Walk Project List
- 3-Mile Wheel Network Maps
- Prioritized Wheel Project List
- Illustrative Wheel Cross-Sections

PRIORITIZED WALK PROJECTS


Slauson/A Line Station Walk Projects – \$10,749,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
SLAUSON AVENUE - PRIMARY (Hooper Avenue to Regent Street)											
1		Bus Stop Improvements	Slauson Av	Compton Av, A Line Station, Holmes Av	1	Install shade structure, trash receptacles to westbound stop at Compton (1) and east and westbound stops at Holmes Av (2); add shade structure to the eastbound at Slauson/A Line Station (2)	10'	TWA, CWA, CWS, WWS, POP, OLS, JOH	Blue Line FLM Plan	County of Los Angeles	\$269,000
2		Curb Ramps	Slauson Av	Compton Av, and Alameda St	1	Upgrade to dual access curb ramps at Compton Av south east and west corners (2) Install curb ramp at Alameda St (1)	8' - 10'	TWA, CWA, WWS	Metro Rail to Rail Segment A, Slauson Avenue Complete Streets Project	75% County of Los Angeles 25% Huntington Park	\$72,000
3		High Visibility Crosswalks	Slauson Av	Hooper Av to Regent St	1	Install at: Compton Av (3), Miramonte Bl (1), Holmes Av (3), Alameda St (3)	8' - 10'	CWS, POP, OLS	Blue Line FLM Plan, Metro Rail to Rail Segment A, MAT-Slauson Project, Slauson Avenue Complete Streets Project	75% County of Los Angeles 25% Huntington Park	\$31,000
4		Traffic Calming	Slauson Av	Hooper Av to Regent St	1	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	8' - 10'	TWA, CWA, WWS	City of Huntington Park Final Local Roadway Safety Plan (2021)	75% County of Los Angeles 25% Huntington Park	\$653,000
5		Landscape and Shade	Slauson Av	Hooper Av to Regent St	1	Infill shade trees on the southside only (assumed 30' on center)	8' - 10'	TWA, CWS, WWS, POP, OLS	Blue Line FLM Plan, Slauson Avenue Complete Streets Project	75% County of Los Angeles 25% Huntington Park	\$865,000
6		Signalized Crossing	Slauson Av	Long Beach Av (west)	1	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	10'	TWA, CWA, POP, OLS	Blue Line FLM Plan, Metro Rail to Rail Segment A	50% County of Los Angeles 50% City of Los Angeles	\$82,000
7		Bus Stop Improvements	Slauson Av	Long Beach Av	1	Install shade structure and trash receptacles to the eastbound bus stop	10'	TWA, CWA, CWS, WWS, POP, OLS	Blue Line FLM Plan, Metro Rail to Rail Segment A	County of Los Angeles	\$55,000
8		New or Improved Sidewalk	Slauson Av	Hooper Av to Regent St	1	Repair sidewalk holes and major cracks (southside only)	8' - 10'	TWA, CWS, POP, OLS	Slauson Avenue Complete Streets Project	75% County of Los Angeles 25% Huntington Park	\$103,000
9		Pedestrian and Bicycle Lighting	Slauson Av	Hooper Av to Station (south side); Station to Alameda (both sides)	1	Infill lighting (assumed 60' on center)	8' - 10'	WWS, POP, OLS	Metro Rail to Rail Segment A	95% County of Los Angeles 5% Huntington Park	\$602,000

 Prioritized Projects
 Non-Prioritized Projects





PRIORITIZED WALK PROJECTS

Slauson/A Line Station Walk Projects – \$10,749,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
9A		Signalized Crossing	Pacific Bl and others	Primary pathways - Slauson Av, Randolph St and Long Beach East and West; Secondary pathways - Holmes Av, Compton Av, 60th St	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary and secondary pathways: Slauson Av (4), Randolph St (2), Holmes Ave (2), Compton Av (4), 60th St (2)	N/A	JOH		70% County of Los Angeles 15% City of Los Angeles 15% Huntington Park	\$96,000
10		Wayfinding Signage	Slauson Av	Hooper Av to Regent St		Coordinate signage to station and local destinations	8' - 10'	TWA, CWA, WWS, OLS		75% County of Los Angeles 25% Huntington Park	











Note: North side of Slauson Av will have a dedicated walk/wheel pathway (Rail-to-Rail Segment A, under construction)



LONG BEACH AVENUE (WEST) - PRIMARY (E 52nd Street to Slauson Avenue)

11		Bus Stop Improvements	Long Beach Av	E 52nd St and E 55th St	1	Install seating, shade structure, and trash receptacles at Dash stops (2)	8' - 9.5' (3.5 PKW)	TWA, WWS, POP, OLS, JOH	Sidewalk Transit Amenities Program	City of Los Angeles	\$116,000
12		High Visibility Crosswalks	Long Beach Av	E 52nd St to Slauson Av	1	Install at: E 55th St (6) Includes crosswalks at Long Beach Av (East); Long Beach Av/Slauson Av (1)* west of Duarte St at SGL entrance. <i>*Improvements by SGL EIR Project: High visibility crosswalks (1) at Long Beach Av/Slauson Av; see Overview 'FLM Improvements in Transit Project Boundary'</i>	8'-9' (4' PKW)	TWA, CWS, POP, OLS	Blue Line FLM Plan, SGL EIR	City of Los Angeles	\$19,000
13		Landscape and Shade	Long Beach Av	E 52nd St to Slauson Av	1	Infill shade trees (assumed 30' on center)	8' - 9' (4' - 5' PKW)	WWS, POP, OLS	Blue Line FLM Plan	95% City of Los Angeles 5% County of Los Angeles	\$778,000
14		Curb Ramps	Long Beach Av	E 57th St	1	Install curb ramp to northwest corner	8' (4' PKW)	TWA, WWS		City of Los Angeles	\$24,000

PRIORITIZED WALK PROJECTS



Slauson/A Line Station Walk Projects – \$10,749,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
LONG BEACH AVENUE (EAST) - PRIMARY (E 52nd Street to Slauson Avenue)											
15		Landscape and Shade	Long Beach Av	E 52nd St to Slauson Av	1	Infill shade trees (assumed 30' on center)	9' - 11' (4' - 5' PKW)	, WWS, POP, OLS	Blue Line FLM Plan	95% City of Los Angeles 5% County of Los Angeles	\$778,000
16		New or Improved Sidewalk	Long Beach Av	E 57th St to Slauson Av	1	Repair sidewalk holes and major cracks	9' - 11' (4' - 5' PKW)	, POP, OLS	Blue Line FLM Plan	95% City of Los Angeles 5% County of Los Angeles	\$23,000
16A		Bus Stop Improvements	Long Beach Av	E 52nd St	3	Install seating, shade structure, and trash receptacle to the north bound Dash stops (1)	10'	JOH	Sidewalk Transit Amenities Program	City of Los Angeles	\$58,000
RANDOLPH STREET - Primary (Slauson Avenue to Regent Street)											
17		Landscape and Shade	Randolph St	Slauson Av to Regent St	1	Infill shade trees (assumed 30' on center)	6' - 9'	TWA, WWS, POP, OLS	Blue Line FLM Plan	55% County of Los Angeles 45% Huntington Park	\$968,000
18		High Visibility Crosswalks	Randolph St	Slauson Av to Regent St	1	Install at: Holmes Av (6), Wilmington Av (6), Alameda St (8)*, Regent St (1). *Improvements by SGL EIR Project: High visibility crosswalks (8) at Alameda St; see Overview 'FLM Improvements in Transit Project Boundary'	6' - 9'	TWA, POP, OLS	Blue Line FLM Plan, City of Huntington Park Final Local Roadway Safety Plan, (2021), SGL EIR, MAT-Slauson Project	55% County of Los Angeles 45% Huntington Park	\$40,000
19		New or Improved Sidewalk	Randolph St	Slauson Av to Wilmington Av	1	Repair sidewalk holes and major cracks	6' - 9'	TWA, POP, OLS, JOH	Blue Line FLM Plan, MAT-Slauson Project	County of Los Angeles	\$66,000
20		Curb Ramps	Randolph St	Alameda St	1	Install Upgrade to dual access (2)*, uni-directional (8)* *Improvements by SGL EIR Project: Uni-directional curb ramps (8), dual access curb ramp (2) at Alameda St; see Overview 'FLM Improvements in Transit Project Boundary'	6' - 9'	TWA, CWA, WWS	SGL EIR	Huntington Park	\$0
HOLMES AVENUE - SECONDARY (52nd Street to Gage Avenue)											
21		New or Improved Sidewalk	Holmes Av	52nd St to Gage Av	3	Repair sidewalk holes and major cracks	9' - 25' (4' - 19' PKW)	TWA, POP, OLS, JOH	MAT-Slauson Project	55% City of Los Angeles 45% County of Los Angeles	\$190,000
22		High Visibility Crosswalks	Holmes Av	52nd St to Gage Av	3	Reapply at: E 55th St (2), E 63 St (1) Install at: E 55th St (2), 58th PI (1), E 60th St (3), 61st St (2), E 63rd St (west and east sides) (2), Gage Av (4)	9' - 25' (4' - 19' PKW)	TWA, POP, OLS, JOH	MAT-Slauson Project	55% City of Los Angeles 45% County of Los Angeles	\$48,000
23		Bus Stop Improvements	Holmes Av	52nd St to Gage Av	3	Install bus stop improvements at the following Dash stops: E 55th St (Dash) north and southbound (2), E 62nd St (Dash Stop) north and southbound (2), Gage Av north and southbound (2)	9' - 25' (4' - 19' PKW)	TWA, WWS, POP, OLS, JOH	MAT-Slauson Project	55% City of Los Angeles 45% County of Los Angeles	\$347,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS



Slauson/A Line Station Walk Projects – \$10,749,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
24		Landscape and Shade	Holmes Av	52nd St to Gage Av	3	Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>	9' - 25' (4' - 19' PKW)	TWA, JOH	MAT-Slauson project	55% City of Los Angeles 45% County of Los Angeles	\$1,591,000
24A		Curb Extension	Holmes Av	Slauson Av and 60th St	3	Install at: Slauson Av (2) NW and NE corners, 60th St (4) NW, NE, SE and SW corners	9' - 11'	JOH	MAT-Slauson Project	County of Los Angeles	\$180,000

55TH STREET - SECONDARY (Ascot Avenue to Long Beach Avenue)

25		New or Improved Sidewalk	E 55th St	Ascot Av to Long Beach Av		Repair sidewalk holes and major cracks				TWA, POP, OLS	
26		Landscape and Shade	E 55th St	Ascot Av to Long Beach Av		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>				TWA, WWS, POP, OLS	
27		High Visibility Crosswalks	E 55th St	Morgan Av		Install at: Ascot Av (4), Fortuna St (1), Morgan Av (2)				TWA, POP, OLS	



COMPTON AVENUE - SECONDARY (E 53rd Street to Gage Avenue)



28		Landscape and Shade	Compton Av	E 53rd to Gage Av		Infill shade trees (assumed 30' on center). <i>See 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>				TWA, CWA, CWS, WWS, POP, OLS	
29		High Visibility Crosswalks	Compton Av	E 53rd to Gage Av	3	Reapply at: E 53rd St (1), E55th St (3), E 56th St (1) Install at: E 57th St (2), 58th Dr East (1), 58th Dr West (1), 58th Pl (1), 59th Pl (1), 59th St (1), E 60th St (4), 61st St (2), 62nd St East (1), 62nd St West (1), Gage Av (4)	7' - 15' (5' - 6' PKW)	TWA, CWA, CWS, POP, OLS, JOH	MAT-Slauson Project	45% City of Los Angeles 55% County of Los Angeles	\$51,000
30		New or Improved Sidewalk	Compton Av	E 53rd to Gage Av		Repair sidewalk holes and major cracks				, POP, OLS	
31		Bus Stop Improvements	Compton Av	E 53rd to Gage Av	3	Install shade structures to the bus stops at: E 53rd St (2), E 55th St north, south and westbound Dash (3), 60th St north and southbound (2), Gage Av northbound (1)	7' - 15' (5' - 6' PKW)	, WWS, POP, OLS, JOH	Blue Line FLM Plan, Sidewalk Transit Amenities Program	45% City of Los Angeles 55% County of Los Angeles	\$420,000
32		Curb Ramps	Compton Av	58th St		Install at: E 58th St (2)				TWA, CWA, WWS	

 **Prioritized Projects**
 **Non-Prioritized Projects**




PRIORITIZED WALK PROJECTS

Slauson/A Line Station Walk Projects – \$10,749,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
33		Signalized Crossing	Compton Av	E 53rd to Gage Av	3	Install HAWKS (2) reapply high visibility crosswalks (2) at E 53rd St, E 56th St; Fix the broken pedestrian crossing button at E 55th St	7' - 15' (5' - 6' PKW)	CWA, POP, OLS, JOH		45% City of Los Angeles 55% County of Los Angeles	\$676,000
34		Other Furnishing	Compton Av	E 53rd to Gage Av		Infill trash receptacles and dog waste containers		CWA			
35		Traffic Calming	Compton Av	E 53rd St to Gage Av	3	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	7' - 15' (5' - 6' PKW)	, WWS, JOH		45% City of Los Angeles 55% County of Los Angeles	\$574,000
60TH STREET - SECONDARY (Hooper Avenue to Holmes Avenue)											
36		High Visibility Crosswalks	E 60th St	Hooper Av to Holmes Av		Install at: Hooper Av (4)				TWA, POP, OLS	
37		Landscape and Shade	E 60th St	Hooper Av to Holmes Av		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>				TWA, WWS, POP, OLS	
38		Signalized Crossing	E 60th St	Railroad Crossing/ Randolph St		Install pedestrian safety features, accessible sidewalk, and high visibility crosswalks in the east/west direction in coordination with railroad operator and ROW owner per current safety standards				TWA, POP, OLS	
39		New or Improved Sidewalk	E 60th St (north side)	Hooper Av to Holmes Av		Repair sidewalk holes and major cracks				TWA, POP, OLS	
40		Traffic Calming	E 60th St	Compton Av to Holmes Av		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>				, WWS	








 **Prioritized Projects**
 **Non-Prioritized Projects**



PRIORITIZED WALK PROJECTS

Slauson/A Line Station Walk Projects – \$10,749,000 Total ROM Cost											
Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
WILMINGTON AVE- SECONDARY (Slauson Avenue to Gage Avenue)											
41		High Visibility Crosswalks	Wilmington Av	Slauson Av to Gage Av	3	Install at: 60th St (1), 61st St (1), 62nd St (1), 63rd St (1)	8' - 13' (5' PKW)	JOH	MAT-Slauson Project	50% County of Los Angeles 50% Huntington Park	\$6,000
42		Landscape and Shade	Wilmington Av	Slauson Av to Gage Av	3	Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>	8' - 13' (5' PKW)	JOH	MAT-Slauson Project	50% County of Los Angeles 50% Huntington Park	\$865,000
43		New or Improved Sidewalk	Wilmington Av	Slauson Av to Gage Av	3	Repair sidewalk holes and major cracks	8' - 13' (5' PKW)	JOH	MAT-Slauson Project	50% County of Los Angeles 50% Huntington Park	\$103,000

PRIORITIZED WALK PROJECTS








Pacific/Randolph Station Walk Projects – \$34,833,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
PACIFIC BOULEVARD - PRIMARY (56th Street to Zoe Avenue)											
1		High Visibility Crosswalks	Pacific Bl	E 56th St to Zoe Av	1	Install at: E 56th St (2), E 57th St (2), Park Pl (1) Reapply at: E 56th St (1), E 57th St (2), E 58th St (4), Slauson Av (4), Belgrave Av (4), Randolph St (4)*, Clarendon Av (4), Gage Av (4). <i>*Improvements by SGL EIR Project: high visibility crosswalks (4) at Randolph St; see Overview 'FLM Improvements in Transit Project Boundary'</i>	10' - 15'	TWA, POP, OLS	City of Huntington Park Final Local Roadway Safety Plan, Huntington Park's Safe Routes and Childhood Obesity Project, Uncontrolled Crosswalk and Safety Enhancement, SGL EIR	Huntington Park	\$86,000
2		Landscape and Shade	Pacific Bl	E 56th St to Zoe Av	1	Infill shade trees (assumed 30' on center)	10' - 15'	TWA, POP, WWS, POP, OLS	Downtown Huntington Park Specific Plan	Huntington Park	\$1,522,000
3		Traffic Calming	Pacific Bl	E 56th St to Zoe Av	1	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	10' - 15'	TWA, WWS	Downtown Huntington Park Specific Plan, From Pacific to Florence Av, City of Huntington Park Final Local Roadway Safety Plan	Huntington Park	\$574,000
4		Curb Ramps	Pacific Bl	Slauson Av to Zoe Av	1	Upgrade to dual access ramps at: 56th St (2), 57th St (4), 58th St (2), Slauson Av (4), Belgrave Av (4), Clarendon Av (4), Gage Av (4), Zoe Av (4)	10' - 15'	TWA, WWS, JOH	Huntington Park's Safe Routes and Childhood Obesity Project ATP Cycle 5	Huntington Park	\$672,000
4A		Signalized Crossing	Pacific Bl and others	Primary pathways - Pacific Av and Randolph St; Secondary pathways - Slauson Av, Gage Av, Middleton St, Malabar St, Rugby Av, Rita Av, Seville Av	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary and secondary pathways: Pacific Bl (9), Randolph St (4), Slauson Av (5), Gage Av (8), Seville Av (2), Rita Ave (2), Rugby Av (2), Malabar St (2), Middleton St (2)	N/A	JOH		Huntington Park	\$247,000
RANDOLPH STREET - PRIMARY (Albany Street to Arbutus Avenue)											
5		High Visibility Crosswalks	Randolph St	Albany St to Arbutus Av	1	Install at: Albany St (6), Marbrisa Av (1), Santa Fe Av (6), Middleton St (2), Malabar St (6), Rugby Av (4)*, Rita Av (1), Seville Av (4)*, Stafford Av (2), Templeton St (2), Miles Av (4)*, Oak St (1), Passaic St (1); <i>*Improvements by SGL EIR Project: high visibility crosswalks at Albany St (6), Rugby Av (4), Seville Av (4), Miles Av (4); see Overview 'FLM Improvements in Transit Project Boundary'</i>	6' - 10' (2' - 3' PKW)	TWA, POP, OLS	Rail to Rail/River ATP Alternatives Analysis, Rail to River Segment B SSA, City of Huntington Park Final Local Roadway Safety Plan, Huntington Park's Safe Routes for Students and Seniors Project, SGL EIR	Huntington Park	\$86,000
6		Curb Ramps	Randolph St	Albany St to Arbutus Av	1	Install access ramps at Albany St (4)* Upgrade to dual access ramps at Santa Fe Av (4), Malabar St (4), Rugby Av (4)*, Rita Av (2), Pacific Bl (4)*, Seville Av (4)*, Templeton St (2), Miles Av (4)*, Passaic St (2), Arbutus (2); <i>*Improvements by SGL EIR Project: uni-directional curb ramps at Rugby Av (4), Pacific Bl (4), Seville Av (4), Miles Av (4) Albany St (4); see Overview 'FLM Improvements in Transit Project Boundary'</i>	6' - 10' (2' - 3' PKW)	TWA, WWS	Huntington Park's Safe Routes for Students and Seniors Project, SGL EIR	Huntington Park	\$384,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS









Pacific/Randolph Station Walk Projects – \$34,833,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
7		Landscape and Shade	Randolph St	Albany St to Arbutus Av	1	Infill shade trees (assumed 30' on center)	6' - 10' (2' - 3' PKW)	TWA, POP, WWS, POP, OLS		Huntington Park	\$1,764,000
8		New or Improved Sidewalk	Randolph St	Albany St to Arbutus Av	1	Repair sidewalk holes and major cracks	6' - 10' (2' - 3' PKW)	TWA, POP, OLS		Huntington Park	\$211,000
9		Traffic Calming	Randolph St	Miles Av	1	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'; <i>Improvements by SGL EIR Project: Curb ramp radius adjusted at all 4 corners of intersection; see Overview 'FLM Improvements in Transit Project Boundary'</i>	8'	TWA, WWS	SGL EIR, Huntington Park's Safe Routes and Childhood Obesity Project	Huntington Park	\$96,000
10		Wayfinding Signage	Randolph St	Albany St to Arbutus Av		Coordinate signage to station and local destinations	6' - 10' (2' - 3' PKW)	TWA, CWA, WWS, OLS		Huntington Park	
10A		Opportunity Improvement	Randolph St	Pacific Bl and Miles Av	3	Install pedestrian bridges at Pacific Bl and Miles Av. Any city-implemented pedestrian bridges installed at these locations need to be approved by Metro, CPUC and UPRR and comply with their requirements for any structures built over active rail tracks. City would be responsible for all costs, including design/engineering, implementation, land acquisition, utility relocation, modifications to rail/rail safety elements and any environmental studies"	6' - 9' (3' PKW)	JOH		Huntington Park	\$21,707,000
10B		Pedestrian and Bicycle Lighting	Randolph St	Albany St to Arbutus Av	3	Infill lighting (assumed 60' on center)	6' - 10' (2' - 3' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$539,000
SEVILLE AVENUE - SECONDARY (58th Street to Zoe Avenue)											
11		Landscape and Shade	Seville Av	58th Street to Zoe Av		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, WWS, POP, OLS			
12		High Visibility Crosswalks	Seville Av	Belgrave Av, Clarendon Av, Zoe Av	3	Install at: 58th St (3), Belgrave Av (4), Clarendon Av (4), Zoe Av (4) Eliminate (2) safety conflicts at E 58th St and Pacific Bl School driveway by reducing driveway width and creating dedicated ADA access ramps	9' - 11' (4' - 6' PKW)	TWA, POP, OLS	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$107,000
12A		Curb Ramps	Seville Av	58th Street to Zoe Av	3	Upgrade at 58th St (3), Belgrave (4), Clarendon Av (4), Zoe (4) Install at 58th St (1)	9' - 11' (4' - 6' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$360,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS








Pacific/Randolph Station Walk Projects – \$34,833,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
12B		Pedestrian and Bicycle Lighting	Seville Av	58th Street to Zoe Av	3	Infill lighting (assumed 60' on center)	9' - 11' (4' - 6' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$396,000
MALABAR STREET - SECONDARY (56th Street to Zoe Avenue)											
13		Landscape and Shade	Malabar St	E 56th St to Zoe Av		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, WWS, POP, OLS			
14		New or Improved Sidewalk	Malabar St	E 56th St to Zoe Av		Repair sidewalk holes and major cracks		TWA, POP, OLS			
15		High Visibility Crosswalks	Malabar St	E 56th St to Zoe Av	3	Reapply at: E Gage Av (4) Install at: Slauson (4), Clarendon Av (4), Zoe Av (4)	8' - 11' (4' - 6' PKW)	TWA, POP, OLS	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$37,000
15A		Curb Ramps	Malabar St	Clarendon Av and Zoe Av	3	Upgrade to dual access at Clarendon Av (4) and Zoe Av (4)	8' - 10' (4' - 5' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$192,000
15B		Pedestrian and Bicycle Lighting	Malabar St	E 56th St to Zoe Av	3	Infill lighting (assumed 60' on center)	8' - 11' (4' - 6' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$465,000
SLAUSON AVENUE - SECONDARY (Regent Street to Bickett Street)											
16		Bus Stop Improvements	Slauson Av	Regent St to Bickett St	3	Install shade, seating and trash receptacles at: Regent St eastbound (1), S 2nd St westbound (1), Pacific Bl westbound (1), Seville Av westbound (1), Templeton St westbound (1), Bickett St westbound and eastbound (2)	8' - 10' (5' PKW)	TWA, WWS, POP, OLS	Slauson Avenue Complete Streets Project	Huntington Park	\$405,000
17		Landscape and Shade	Slauson Av	Regent St to Bickett St	3	Infill shade trees (assumed 30' on center). <i>See 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>	8' - 10' (5' PKW)	TWA, WWS, POP, OLS	Slauson Avenue Complete Streets Project	Huntington Park	\$1,868,000
18		New or Improved Sidewalk	Slauson Av (south side)	Regent St to Bickett St	3	Repair sidewalk holes and major cracks	8' - 10' (5' PKW)	TWA, POP, OLS	Slauson Avenue Complete Streets Project	Huntington Park	\$224,000
19		High Visibility Crosswalks	Slauson Av	Regent St to Bickett St	3	Install at: Santa Fe Av (4), Seville Av (4), Miles Av/Soto St (4), Bickett St (2)	8' - 10' (5' PKW)	TWA, POP, OLS	Slauson Avenue Complete Streets Project	Huntington Park	\$43,000

 **Prioritized Projects**
 **Non-Prioritized Projects**






PRIORITIZED WALK PROJECTS



Pacific/Randolph Station Walk Projects – \$34,833,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
E GAGE AVENUE - SECONDARY (Cottage Street to Arbutus Avenue)											
20		Bus Stop Improvements	E Gage Av	Santa Fe Av		Install shade, seating and trash receptacles at Santa Fe Av eastbound (1)		TWA, WWS, POP, OLS			
21		High Visibility Crosswalks	E Gage Av	Marbrisa Av to Passaic St	3	Reapply at: Cottage St (4), Albany St (1), Santa Fe Av (4), Middleton St (3), Stafford Av (1), Marconi St (1) Install at: Albany St (2), Marbrisa Av (2), Rugby Av (4), Rita Av (4), Seville Av (4), Stafford Av (1), Miles Av (4), Arbutus Ave (3)	6' - 11'	TWA, POP, OLS, JOH	Downtown Huntington Park Specific Plan (2008); City of Huntington Park Final Local Roadway Safety Plan (2021); Huntington Park's Safe Routes and Childhood Obesity Project, Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$88,000
22		Curb Ramps	E Gage Av	Rugby Av, Rita Av, and Seville Av	3	Install at Rita Av northeast corner (1); Upgrade to dual access at Rugby (4), Rita Av (3), and Seville Av (4)	6' - 11'	TWA, WWS, JOH	Downtown Huntington Park Specific Plan, City of Huntington Park Final Local Roadway Safety Plan (2021), Huntington Park's Safe Routes and Childhood Obesity Project	Huntington Park	\$288,000
23		Signalized Crossing	E Gage Av	Middleton St, Rita Av	3	Install pedestrian activated signals at intersection at Middleton St (1), Install high visibility crosswalks (4) with pedestrian activated signals at Rita Ave (1)	6' - 9'	TWA, POP, OLS	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$206,000
24		New or Improved Sidewalk	E Gage Av	Marbrisa Av to Passaic St	3	Repair sidewalk holes and major cracks	6' - 11'	TWA, POP, OLS	Huntington Park's Safe Routes and Childhood Obesity Project	Huntington Park	\$174,000
25		Landscape and Shade	E Gage Av	Marbrisa Av to Passaic St		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, WWS, POP, OLS			
25A		Traffic Calming	E Gage Av	Cottage St to Arbutus Av	3	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	6' - 11'	JOH	Huntington Park's Safe Routes and Childhood Obesity Project	Huntington Park	\$718,000
25B		Pedestrian and Bicycle Lighting	E Gage Av	Cottage St to Arbutus Av	3	Infill lighting (assumed 60' on center)	6' - 11'	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$581,000
MIDDLETON STREET - SECONDARY (Belgrave Avenue to Zoe Avenue)											
26		Curb Ramps	Middleton St	Zoe Av	3	Upgrade to uni-directional and dual ramps where feasible at Zoe Av (4)	8' - 9.5'	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$96,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Pacific/Randolph Station Walk Projects – \$34,833,000 Total ROM Cost											
Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
RUGBY AVENUE - SECONDARY (Belgrave Avenue to Zoe Avenue)											
27		Curb Ramps	Rugby Av	Clarendon Av and Zoe Av	3	Upgrade ramps at Clarendon (4) and Zoe Av (4) High visibility crosswalks (4), receptacles (2), ped lighting	9' - 10' (4' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$203,000
28		High Visibility Crosswalks	Rugby Av	Clarendon Av and Zoe Av	3	Install at Clarendon Av (4) and Zoe Av (4)	9' - 10' (4' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$12,000
29		Pedestrian and Bicycle Lighting	Rugby Av	Belgrave Avenue to Zoe Avenue	3	Infill lighting (assumed 60' on center)	9' - 10' (4' - 5' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$290,000
RITA AVENUE - SECONDARY (Randolph Street to Zoe Avenue)											
30		Curb Ramps	Rita Av	Clarendon Av and Zoe Av	3	Upgrade to uni-directional and dual ramps where feasible at Clarendon Av (4)	5.5' - 10'	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$96,000
TEMPLETON STREET - SECONDARY (Slauson Avenue to Zoe Avenue)											
31		Curb Ramps	Templeton St	Belgrave Av	3	Upgrade to uni-directional and dual ramps where feasible at Belgrave Av (4)	9.5' (4.5' PKW)	JOH	Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$96,000

 Prioritized Projects
 Non-Prioritized Projects




PRIORITIZED WALK PROJECTS

Florence/Salt Lake Station Walk Projects – \$20,909,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
FLORENCE AVENUE - PRIMARY (State Street to Otis Avenue)											
1		High Visibility Crosswalks	Florence Av	State St to Otis Av	1	Reapply at: State St (4), Salt Lake Av (3)*, California Av (5)*, Bear Av (2), Otis Av (4); Install at: Newell St (1), Bissell St (1), San Luis Av (1), Corona Av (1); *Improvements by SGL EIR Project: high visibility crosswalk at Salt Lake Av (2), California Av (2); see Overview 'FLM Improvements in Transit Project Boundary'	5.75' - 15'	TWA, CWA, POP, OLS	City of Huntington Park Final Local Roadway Safety Plan (2021), SGL EIR	55% Huntington Park 45% Bell	\$43,000
2		New or Improved Sidewalk	Florence Av	State St to Otis Av	1	Repair sidewalk holes and major cracks	5.75' - 15'	TWA, CWA, POP, OLS		55% Huntington Park 45% Bell	\$188,000
3		New or Improved Sidewalk	Florence Av	Salt Lake Park Frontage	1	Work with Salt Lake Park to widen sidewalk along underutilized grassy area, Project should be coordinated with project ID 6 Landscape and Shade	5' - 9'	TWA, CWA, POP, OLS		Huntington Park	\$513,000
4		Signalized Crossing	Florence Av	Bissell St	1	Install pedestrian activated crossing and add curb extensions if feasible. Project should be coordinated with project ID 9A	6'	TWA, CWA, POP, OLS, JOH	Huntington Park's Safe Routes and Childhood Obesity Project ATP Cycle 5; Uncontrolled Crosswalk Pedestrian Safety Projects ATP Cycle 2, Uncontrolled Crosswalk Pedestrian Safety Projects Phase II	Huntington Park	\$140,000
5		Bus Stop Improvements	Florence Av	California Av	1	Install shade structures at: California Av eastbound (1), Salt Lake Av eastbound (1)	5' - 5.75'	TWA, CWA, WWS, POP, OLS		Huntington Park	\$105,000
6		Landscape and Shade	Florence Av	State St to Otis Av	1	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	5.75' - 15'	TWA, CWA, WWS, POP, OLS		55% Huntington Park 45% Bell	\$1,574,000
7		Pedestrian and Bicycle Lighting	Florence Av	State St to Otis Av	1	Infill lighting (assumed 60' on center)	5.75' - 15'	TWA, CWA, WWS, POP, OLS		55% Huntington Park 45% Bell	\$480,000
8		Traffic Calming	Florence Av	State St to Otis Av	1	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'	5.75' - 15'	TWA, CWA, WWS		55% Huntington Park 45% Bell	\$594,000






PRIORITIZED WALK PROJECTS



Florence/Salt Lake Station Walk Projects – \$20,909,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
9		Curb Ramps	Florence Av	State St and Salt Lake Av	1	Upgrade to dual access at State St (4) and Salt Lake Av (1)*; Upgrade to uni-directional at Salt Lake Ave (5)*; <i>*Improvements by SGL EIR Project: uni-directional curb ramps at Salt Lake Av (5), bi-directional curb ramps (1); see Overview 'FLM Improvements in Transit Project Boundary'</i>	7'	TWA, CWA, WWS, JOH	SGL EIR, Huntington Park's Safe Routes and Childhood Obesity Project ATP and Cycle 5	Huntington Park	\$96,000
9A		Signalized Crossing	Florence Av and others	Primary pathway - Florence Av; Secondary pathway - Saturn Av/Bell Av and California Av	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary and secondary pathways: Florence Av (6), Saturn Av/ Bell Av (1) and California Av (2)	N/A	JOH		60% Huntington Park 40% Bell	\$62,000
9B		Opportunity Improvement	Florence Av	Salt Lake Av	3	Install pedestrian bridge at Salt Lake Av. Any city-implemented pedestrian bridges need to be approved by Metro, CPUC and UPRR and comply with their requirements for any structures built over active rail tracks. City would be responsible for all costs, including design/engineering, implementation, land acquisition, utility relocation, modifications to rail/rail safety elements and any environmental studies.	N/A	JOH		Huntington Park	\$11,570,000

10		Wayfinding Signage	Florence Av	State St to Otis Av		Coordinate signage to station and local destinations	5.75' - 15'	TWA, CWA, WWS, OLS		55% Huntington Park 45% Bell	
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SALT LAKE AVENUE - PRIMARY (North of Florence Avenue - Gage Avenue to Florence Avenue)



11		High Visibility Crosswalks	Salt Lake Av	Gage Av to Florence Av	1	Install at: Gage Av (3), Bell Av (3), Ardine St (3)*; <i>*Improvements by SGL EIR Project: high visibility crosswalks at Ardine St (3); see Overview 'FLM Improvements in Transit Project Boundary'</i>	7.5' - 10' (2' - 5' PKW)	TWA, POP, OLS	City of Huntington Park Final Local Roadway Safety Plan (2021), SGL EIR	55% Huntington Park 45% Bell	\$19,000
12		New or Improved Sidewalk	Salt Lake Av	Gage Av to Florence Av	1	Repair sidewalk holes and major cracks	7.5' - 10' (2' - 5' PKW)	TWA, POP, OLS		55% Huntington Park 45% Bell	\$114,000
13		Landscape and Shade	Salt Lake Av	Gage Av to Florence Av	1	Infill shade trees (assumed 30' on center)	7.5' - 10' (2' - 5' PKW)	TWA, WWS, POP, OLS		55% Huntington Park 45% Bell	\$951,000
14		Pedestrian and Bicycle Lighting	Salt Lake Av	Gage Av to Florence Av	1	Infill lighting (west side only; assumed 60' on center)	7.5' - 10' (2' - 5' PKW)	TWA, CWA, WWS, POP, OLS		55% Huntington Park 45% Bell	\$290,000
15		Traffic Calming	Salt Lake Av	Gage Av to Florence Av	1	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	7.5' - 10' (2' - 5' PKW)	TWA, WWS	City of Huntington Park Final Local Roadway Safety Plan, 2021	55% Huntington Park 45% Bell	\$359,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Florence/Salt Lake Station Walk Projects – \$20,909,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
SALT LAKE AVENUE (EAST SIDE) - PRIMARY (South of Florence Avenue - Florence Avenue to Elizabeth Street)											
16		High Visibility Crosswalks	Salt Lake Av	Florence Av to Elizabeth St	1	Install at: Walnut St (1), Live Oak St (1), Bear Av/Flower St (2), Clara St (1), Olive St (1), Elizabeth St (1)	4' - 9'	TWA, POP, OLS	Salt Lake Avenue Pedestrian Accessibility Project	Cudahy	\$22,000
17		Curb Ramps	Salt Lake Av	Florence Av to Elizabeth St	1	Upgrade to uni-directional curb ramps at: Walnut St northwest corner (1)*, Live Oak St southwest corner (1), Bear Av/Flower St (3), Clara St (2), Olive St northwest corner (2), Elizabeth St northwest corner (2); *Improvements by SGL EIR Project: uni-directional curb ramps at Walnut St (1); see Overview 'FLM Improvements in Transit Project Boundary'	4' - 9'	TWA, WWS	Salt Lake Avenue Pedestrian Accessibility Project, SGL EIR	85% Cudahy 15% Huntington Park	\$168,000
18		New or Improved Sidewalk	Salt Lake Av	Florence Av to Elizabeth St	1	Widen sidewalk per ATP grant, and repair holes and major cracks	4' - 9'	TWA, POP, OLS	Salt Lake Avenue Pedestrian Accessibility Project, Cudahy Citywide Sidewalk Maintenance Project	85% Cudahy 15% Huntington Park	\$722,000
19		Landscape and Shade	Salt Lake Av	Florence Av to Elizabeth St	1	Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries	4' - 9'	TWA, CWA, WWS, POP, OLS	Salt Lake Avenue Pedestrian Accessibility Project	85% Cudahy 15% Huntington Park	\$1,159,000
20		Traffic Calming	Salt Lake Av	Florence Av to Elizabeth St	1	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'	4' - 9'	TWA, WWS		85% Cudahy 15% Huntington Park; city coordination required	\$437,000
21		Curb Extension	Salt Lake Av	Bear Av, Clara St	1	Install curb extensions and curb ramps at: Bear Av/Flower St (2), Clara St (2)	4' - 9'	TWA	Salt Lake Avenue Pedestrian Accessibility Project	Cudahy	\$216,000
21A		Plaza/Parklet	Salt Lake Av	Elizabeth St		Improve or activate the vacant island at the intersection of Elizabeth St and Otis Av		JOH	Cudahy LA River Area Improvement Project		
21B		Pedestrian and Bicycle Lighting	Salt Lake Av	Florence Av to Elizabeth St	3	Infill lighting (west side only; assumed 60' on center)	4' - 9'	JOH	Salt Lake Avenue Pedestrian Accessibility Project	Cudahy	\$354,000
21C		Seating	Salt Lake Av	Walnut St to Elizabeth St	3	Install benches between Flower St and Clara St (1), Olive St and Elizabeth St (1)	4' - 9'	JOH	Salt Lake Avenue Pedestrian Accessibility Project	Cudahy	\$6,000
21D		Bus Stop Improvements	Salt Lake Av	Elizabeth St/Otis Av	3	Install shade structure (1), bench (1), and trash receptacle (1)	4' - 9'	JOH	Cudahy Citywide Bus Stop Improvement Project	Cudahy	\$58,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Florence/Salt Lake Station Walk Projects – \$20,909,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
21E		Other Furnishing	Salt Lake Av	Walnut St to Elizabeth St		Install trash receptacles (9)		JOH	Salt Lake Avenue Pedestrian Accessibility Project	Cudahy	
BISSEL STREET - SECONDARY (Saturn Avenue to Florence Avenue)											
22		Traffic Calming	Bissel St	Saturn Av to Florence Av		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>		TWA, CWA, WWS			
23		High Visibility Crosswalks	Bissel St	Saturn Av to Florence Av		Install at: Bell Av/Saturn Av (3-4), Near Salt Lake Park (4)		CWA, POP, OLS			
SALT LAKE AVENUE (WEST SIDE) - SECONDARY (South of Florence Ave - Florence Avenue to Hill Street)											
24		High Visibility Crosswalks	Salt Lake Av	Florence Av to Hill St		Install at: California St (1), Live Oak St (1), Flower St (1)		TWA, CWA, POP, OLS			
25		New or Improved Sidewalk	Salt Lake Av	Florence Av to Hill St		Repair sidewalk holes and major cracks From Slauson Av to Walnut Av extend sidewalk on east side to station entrance		TWA, CWA, POP, OLS			
26		Landscape and Shade	Salt Lake Av	Florence Av to Hill St		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, WWS, POP, OLS			
27		Traffic Calming	Salt Lake Av	Walnut Av		Install all-way stop (1) and high visibility crosswalks (2)		TWA, WWS			
28		New or Improved Sidewalk	Salt Lake Av	Florence Av to Walnut Av		New sidewalk between Florence Av and Walnut Av, east side of Salt Lake Av where LRT will remove street parking		POP, OLS			
SATURN AVENUE/BELL AVENUE - SECONDARY (Newell Street to Corona Avenue)											
29		High Visibility Crosswalks	Saturn Av/Bell Av	Newell St to Corona Av		Reapply at: Newell St (2) Install at: Bissel St (2), Bissel St slip lane (1), California Av (4), Bear Av (2), San Luis Av (2), Corona Av (1)		TWA, CWA, POP, OLS			
30		New or Improved Sidewalk	Saturn Av/Bell Av	Newell St to Corona Av		Repair sidewalk holes and major cracks		TWA, CWA, POP, OLS			



- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Florence/Salt Lake Station Walk Projects – \$20,909,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
31		Landscape and Shade	Saturn Av/Bell Av	Newell St to Corona Av		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, WWS, POP, OLS			
32		Bus Stop Improvements	Saturn Av/Bell Av	Bissell St, California Av		Add shade and seating to local westbound bus stops (2)		TWA, WWS, POP, OLS			

CALIFORNIA AVENUE - SECONDARY (Gage Avenue - Broadway)

33		Landscape and Shade	California Av	Gage Av to Broadway		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, WWS, POP, OLS			
34		High Visibility Crosswalks	California Av	Gage Av to Broadway	3	Install raised crosswalks at Walnut St Gage Av (4), California St (2), Live Oak St (4), Flower St (2), Hope St (4), Grand Av (2), Olive St (4), Hill St (2), Broadway (4)	5.5' - 11' (4' - 7' PKW)	TWA, CWA, POP, OLS	Huntington Park's Safe Routes and Childhood Obesity Project, Huntington Park's Safe Routes for Students and Seniors Project	Huntington Park	\$45,000
35		New or Improved Sidewalk	California Av	Gage Av to Broadway		Repair sidewalk holes and major cracks		TWA, CWA, POP, OLS			
36		Traffic Calming	California Av	Gage Av to Broadway		Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'		TWA, CWA, WWS			
36A		Curb Ramps	California Av	Florence Av to Broadway	3	Upgrade to uni-directional curb ramps at Walnut St (4), California St (4), Flower St (4), Grand Av (4), Hill St (4); Upgrade to dual access at Live Oak St (4), Hope St (4), Olive St (4), Broadway (4)	4.5' - 5.5'	JOH	Huntington Park's Safe Routes and Childhood Obesity Project	Huntington Park	\$624,000

LIVE OAK STREET - SECONDARY (Salt Lake Avenue to Otis Avenue)

37		New or Improved Sidewalk	Live Oak St	Salt Lake Av to Otis Av		Repair sidewalk holes and major cracks		TWA, CWA, POP, OLS			
38		Landscape and Shade	Live Oak St	Salt Lake Av to Otis Av		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, CWA, WWS, POP, OLS			
38A		Signalized Crossing	Live Oak St	Otis Av		Install pedestrian activated crossing		JOH	Atlantic Ave Complete Streets Improvement Project		

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS









Florence/Salt Lake Station Walk Projects – \$20,909,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
38B		Bus Stop Improvements	Live Oak St	Otis Av		Install shade structure (1), bench (1), and trash receptacle (1)		JOH	Atlantic Ave Complete Streets Improvement Project		
BEAR AVENUE - SECONDARY (Gage Avenue to Florence Avenue)											
39		High Visibility Crosswalks	Bear Av	Gage Av to Florence Av		Install at: Gage Av (2), Bell Av (4)		TWA, CWA, POP, OLS			
40		New or Improved Sidewalk	Bear Av	Gage Av to Florence Av		Repair sidewalk holes and major cracks		TWA, POP, OLS			
41		Landscape and Shade	Bear Av	Gage Av to Florence Av		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, CWA, WWS, POP, OLS			

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS








Firestone Station Walk Projects – \$10,456,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Plan or Project Name	Jurisdiction	ROM Cost (\$2023)
ATLANTIC AVENUE - PRIMARY (Santa Ana Street to Southern Avenue)											
1		High Visibility Crosswalks	Atlantic Av	Santa Ana St to Southern Av	1	Install at: Cecilia St (4), Ardine St (1), Patata St/Salt Lake Av (3), Alta Med Urgent Care (1), Mason St (1), Branyon Av (1), Southern Ln (1) adjust northwest curb ramp to align with crosswalk, Southern Pl (1), Southern Av (3)	5.5' - 13'	TWA, POP, OLS, JOH	Cudahy Local Road Safety and Program, Safety Project Case Study; Cudahy General Plan, Study Intersection, WSAB LRT FLM Project	75% South Gate 25% Cudahy	\$61,000
2		Signalized Crossing	Atlantic Av and others	Primary pathways - Atlantic Av and Firestone Bl	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary pathways: Atlantic Av (6), Firestone Bl (4)	N/A	TWA, POP, OLS, JOH	Cudahy Local Road Safety and Program, safety project case study	75% South Gate 25% Cudahy; requires city coordination.	\$69,000
3		New or Improved Sidewalk	Atlantic Av (west side)	Santa Ana St to Southern Av	1	Repair sidewalk holes and major cracks From Southern Pl to Southern Av on the east side flip parkway and sidewalk	5.5' - 13'	TWA, CWS, POP, OLS, JOH	Atlantic & Firestone Intersection Improvements Phases I and II, Cudahy Citywide Sidewalk Maintenance Project, Atlantic Ave Complete Streets Improvement Project	75% South Gate 25% Cudahy	\$511,000
4		Bus Stop Improvements	Atlantic Av	Santa Ana St to Southern Av	1	Install shade structures at: Santa Ana St (3), Cecilia St northbound (1), Patata St/Salt Lake Av north and southbound (2), Southern Pl north and southbound (2), Southern Place north and southbound (2)	13.5'	TWA, WWS, POP, OLS, JOH		75% South Gate 25% Cudahy	\$525,000
5		Curb Ramps	Atlantic Av	Firestone Bl to Southern Ln	1	Upgrade at Patata St (2), Wright Pl (1), Mason St (2); Firestone Bl to Southern Ln, install tactile warning strips at outer edges of all blind driveways (17) on the west and east side, assume two per driveway	5.5' - 13'	TWA, WWS, JOH	Atlantic & Firestone Intersection Improvements Phases I and II	South Gate	\$86,000
6		Pedestrian and Cyclist Lighting	Atlantic Av	Santa Ana St to Southern Av	1	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	5.5' - 13'	TWA, CWS, WWS, POP, OLS	Cudahy General Plan, Streetscape/Aesthetics: Landscaping/Shade, Lighting, Wayfinding, Atlantic & Firestone Intersection Improvements Phases I and II	65% South Gate 35% Cudahy	\$549,000
7		Landscape and Shade	Atlantic Av	Santa Ana St to Southern Av	1	Infill shade trees (assumed 30' on center)	5.5' - 13'	TWA, WWS, POP, OLS	Cudahy General Plan, Streetscape/Aesthetics: Landscaping/Shade, Lighting, Wayfinding; South Gate General Plan, city of South Gate Gateway District Specific Plan	65% South Gate 35% Cudahy	\$1,798,000
8		Traffic Calming	Atlantic Av	Santa Ana St to Southern Av	1	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	5.5' - 13'	TWA, WWS, JOH	Cudahy Local Road Safety and Program, safety project case study; South Gate General Plan; 2021 Citywide Engineering and Traffic Survey (E&TS) Report, City of Santa South Gate, CA	75% South Gate 25% Cudahy	\$679,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Firestone Station Walk Projects – \$10,456,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Plan or Project Name	Jurisdiction	ROM Cost (\$2023)
9		Signalized Crossing	Atlantic Av	Firestone Bl	1	Upgrades to slip lane at northwest corner build out pedestrian refuge (1), install signalized crosswalk to slip lane (1) and dual access curb ramps (4); At the southeast corner install slip lane (1), pedestrian refuge (1), signalized crosswalk (1); Install dual access ramps to southwest (1), Upgrade existing crosswalks to high visibility (4). Project should be coordinated with project ID 2	12.5'	TWA, POP, OLS, JOH	Atlantic & Firestone Intersection Improvements Phases I and II	South Gate	\$353,000
10		Signalized Crossing	Atlantic Av	Azalea West	1	Traffic signal (1)*, high visibility crosswalks (4)*, bi-directional curb ramps (4)* <i>*Improvements by SGL EIR Project: Traffic signal (1), high visibility crosswalks (4), bi-directional curb ramps (4); see Overview 'FLM Improvements in Transit Project Boundary'</i>	12.5'	TWA, JOH	SGL EIR, Atlantic & Firestone Intersection Improvements Phases I and II	South Gate	\$0
FIRESTONE BOULEVARD - PRIMARY (Alexander Avenue to I-710 FWY Southbound On/Off Ramps)											
11		Landscape and Shade	Firestone Bl	Alexander Av to I-710 Southbound On/Off Ramps	1	Infill shade trees (assumed 30' on center)	3.25' - 15'	TWA, CWS, WWS, POP, OLS, JOH	Firestone Boulevard Capacity Enhancement Project Phases I and II	South Gate	\$2,127,000
12		Bus Stop Improvements	Firestone Bl	Dudplext Av and Hildreth Av, Vosler Av	1	Install seating, shade structures, and trash receptacles at: Dudlext Av (2), Hildreth Av (2), Vosler Av (2)	13' - 15'	TWA, CWS, WWS, POP, OLS, JOH	Atlantic & Firestone Intersection Improvements Phases I and II, Firestone Boulevard Capacity Enhancement Project Phases I and II	South Gate	\$347,000
13		High Visibility Crosswalks	Firestone Bl	Alexander Av to Rayo Av	1	Install at: Alexander Av (2), Bryson Av (1), Annetta Av (1), Hildreth Av (3), Burke Av (1), Dudlext Av (1), Vossler Av (1), Lotta Av (1), Mason St (3), Firestone PI (1), Rayo Av (3), new I-710 southbound on-ramps (2), northbound off-ramp (1); Reapply at: Hunt Av (1), Kauffman Av (1)	3.25' - 15'	TWA, CWS, POP, OLS, JOH	I-710 & Firestone Boulevard South Bound On-ramp Project	South Gate	\$59,000
14		New or Improved Sidewalk	Firestone Bl	Alexander Av to I-710 Southbound On/Off Ramps	1	Repair sidewalk holes and major cracks Between Firestone PI to Rayo Av on north side improve sidewalk crossings at steep driveways	3.25' - 15'	TWA, CWS, POP, OLS, JOH	Atlantic & Firestone Intersection Improvements Phases I and II, Firestone Boulevard Capacity Enhancement Project Phases I and II	South Gate	\$255,000
15		Curb Extension	Firestone Bl	Rayo Av	1	Install curb extension at the southwest corner to shorten pedestrian crossing distance across Rayo Av	5.5'	TWA	Southgate General Plan	South Gate	\$42,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Firestone Station Walk Projects – \$10,456,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Plan or Project Name	Jurisdiction	ROM Cost (\$2023)
16		Curb Ramps	Firestone Bl	Alexander Av to I-710 Southbound On/Off Ramps	1	Upgrade to uni-directional at: Alexander Av (4), Bryson Av (3), Bowers Av (2), Hunt Av (2), Kauffman Av (2), Anetta Av (2), Hildreth Av (4), Burke Av (2), Dudlext Av (2), Vossler Av (2), Lotta Av (2), Mason St (2), Firestone Pl (2)*, Southern Pacific RR (3); Upgrade to dual access at: Alexander Av (1), Hildreth Av (2), Mason St (1), Rayo (4), new I-710 southbound on-ramps (4), northbound off-ramp (2); *Improvements by SGL EIR Project: uni-directional curb ramps (2); see overview text 'FLM Improvements in Transit Project Boundary'	3.25' - 15'	TWA, CWA, WWS, JOH	SGL EIR, I-710 & Firestone Boulevard South Bound On-ramp Project, Atlantic & Firestone Intersection Improvements Phases I and II, Firestone Boulevard Capacity Enhancement Project Phases I and II	South Gate	\$648,000
17		Traffic Calming	Firestone Bl	Alexander Av to I-710 Southbound On/Off Ramps	1	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'; at Rayo Av city considering a No Right Turn on Red pending further study/design	3.25' - 15'	TWA, CWA, WWS, JOH	I-710 & Firestone Boulevard South Bound On-ramp Project	South Gate	\$803,000
17A		Pedestrian and Cyclist Lighting	Firestone Bl	Alexander Av to I-710 Southbound On/Off Ramps	3	Infill lighting (assumed 60' on center)	3.25' - 15'	JOH	I-710 & Firestone Boulevard South Bound On-ramp Project, Atlantic & Firestone Intersection Improvements Phases I and II, Firestone Boulevard Capacity Enhancement Project Phases I and II	South Gate	\$676,000
17B		Signalized Crossing	Firestone Bl	Azalea North	3	Project completed in 2015	12' - 14'	JOH	Atlantic & Firestone Intersection Improvements Phases I and II	South Gate	\$160,000
18		Wayfinding and Signage	Firestone Bl	Alexander Av to LA River	3	Coordinate signage to station and local destinations	3.25' - 15'	TWA, WWS, OLS, JOH	I-710 & Firestone Boulevard South Bound On-ramp Project	South Gate	\$7,000
SALT LAKE AVENUE/PATATA STREET - SECONDARY (Cecilia Street to Wilcox Avenue)											
19		High Visibility Crosswalks	Salt Lake Av	Cecilia St, Ardine St, Wilcox Av,		Install at Cecilia St (1), Ardine St (3)*, Wilcox Av (1); Reapply at Wilcox Av (1); *Improvements by SGL EIR Project: High visibility crosswalk at Ardine St (3); see Overview 'FLM Improvements in Transit Project Boundary'		TWA, POP, OLS			
20		New or Improved Sidewalk	Salt Lake Av (north/east side)	Cecilia St to Wilcox Av	3	Widen sidewalk per ATP grant, and repair holes and major cracks	4' - 10' (5' PKW)	TWA, POP, OLS, JOH	Salt Lake Avenue Pedestrian Accessibility Project, Cudahy Citywide Sidewalk Maintenance Project	Cudahy	\$701,000

PRIORITIZED WALK PROJECTS

Firestone Station Walk Projects – \$10,456,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Plan or Project Name	Jurisdiction	ROM Cost (\$2023)
21		Landscape and Shade	Salt Lake Av (north/east side)	Cecilia St to Wilcox Av		Infill shade trees (assumed 30' on center) if sidewalk is widened per Project #20 or See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, WWS, POP, OLS			
22		Traffic Calming	Salt Lake Av	Cecilia St to Wilcox Av		Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'		TWA, WWS			
23		Curb Ramps	Salt Lake Av	Cecilia St to Wilcox Av		Upgrade to uni-directional curb ramps at Cecilia St (2), Ardine St (2)*, Wilcox Ave (2); Bi-directional curb ramps Ardine St (2)* *Improvements by SGL EIR Project: Uni-directional curb ramps at Ardine St (2), bi-directional curb ramps (2); see Overview 'FLM Improvements in Transit Project Boundary'		TWA			
23A		Pedestrian and Cyclist Lighting	Salt Lake Av	Cecilia St to Wilcox Av		Infill lighting (assumed 60' on center)		JOH	Salt Lake Avenue Pedestrian Accessibility Project		
23B		Seating	Salt Lake Av	Cecilia St to Wilcox Av		Install between Cecilia St and Ardine St (1)		JOH	Salt Lake Avenue Pedestrian Accessibility Project		
23C		Signalized Crossing	Salt Lake Av	Ardine St		Install pedestrian-activated crossing (1)* curb ramps (6)*, high visibility crosswalks (5)*; *Improvements by SGL EIR Project: signalized crossing (1), curb ramps (6), and high visibility crosswalks (5); see Overview 'FLM Improvements in Transit Project Boundary'		JOH	Cudahy Local Road Safety Plan, SGL EIR		
23D		Other Furnishings	Salt Lake Av	Cecilia St to Wilcox Av		Install trash receptacles (8)		JOH	Salt Lake Avenue Pedestrian Accessibility Project		

HILDRETH AVENUE - SECONDARY (Firestone Boulevard to Duane Way)

24		Landscape and Shade	Hildreth Av	Firestone Bl to Duane Way		Infill shade trees (assumed 30' on center). See overview text for approach to narrow segment between Southern Av and Duane Way		TWA, CWS, WWS, POP, OLS			
25		New or Improved Sidewalk	Hildreth Av	Firestone Bl to Duane Way		Repair sidewalk holes and major cracks		TWA, POP, OLS			
26		High Visibility Crosswalks	Hildreth Av	Southern Av and Duane Way		Install at: Southern Av (4), Duane Way (3)		TWA, POP, OLS			

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS









Firestone Station Walk Projects – \$10,456,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Plan or Project Name	Jurisdiction	ROM Cost (\$2023)
WILCOX AVENUE - SECONDARY (Santa Ana Street to Patata Street)											
27		New or Improved Sidewalk	Patata St to Wilcox Av	Santa Ana St to Patata St		Repair sidewalk holes and major cracks		TWA, POP, OLS			
28		Bus Stop Improvements	Wilcox Av	Cecilia St		Add shade structures (2) at north and southbound bus stops		TWA, WWS, POP, OLS			

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Gardendale Station Walk Projects – \$8,328,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
GARDENDALE STREET - PRIMARY (Hollydale Regional Park to Paramount Boulevard)											
1		Landscape and Shade	Gardendale St	Hollydale Regional Park to Paramount Bl	1	Infill shade trees (assumed 30' on center)	5' - 10.5' (5' - 6' PKW)	TWA, CWS, WWS, POP, OLS		65% South Gate 35% Downey; requires city coordination.	\$1,902,000
2		New or Improved Sidewalk	Gardendale St (north side)	Hollydale Regional Park to Garfield Av	1	Repair sidewalk holes and major cracks	5' - 10.5' (5' - 6' PKW)	TWA, POP, OLS		85% South Gate 15% Downey	\$32,000
3		High Visibility Crosswalk	Gardendale St	Hollydale Regional Park to Paramount Bl	1	Install at: Idaho Av (1), Pennsylvania Av (1), Oklahoma Av (1), Utah Av (1), Monroe Av (1), Industrial Av (2)*, along ROW (2)*, Center St (2)*, Dakota Av (1), Arizona Av (1), Paramount Bl (4); <i>*Improvements by SGL EIR Project: high visibility crosswalks at Industrial Av (2), along ROW (2), Center St (2); see Overview 'FLM Improvements in Transit Project Boundary'</i>	5' - 10.5' (5' - 6' PKW)	TWA, CWS, POP, OLS	SGL EIR	65% South Gate 35% Downey; requires city coordination	\$34,000
4		Traffic Calming	Gardendale St	Garfield Av	1	Reduce crossing distance and curb return radii at northwest corner, add dual access ramps at northwest, northeast and southeast corners (3), remove northbound right turn on red, add crosswalk leg on north side (1), upgrade to high visibility crosswalks (3). Project should be coordinated with project ID 7A	9.5' - 11'	TWA, WWS, JOH	Garfield Avenue Complete Streets Project	50% South Gate 50% Downey; requires city coordination	\$110,000
5		Curb Ramps	Gardendale St	Hollydale Regional Park to Paramount Bl	1	Upgrade to uni-directional and dual ramps where feasible at: Idaho Av (2), Pennsylvania Av (2), Oklahoma Av (2), Utah Av (2), Monroe Av (3)*, Center St (3)*, Dakota Av (1)* Arizona Av (2), Hoover Av (2); <i>*Improvements by SGL EIR Project: uni-directional curb ramps (1) bi-directional curb ramps (2) at Industrial Av, uni-directional curb ramps (1), bi-directional curb ramps (2) at Center St, Dakota Av (1); see Overview 'FLM Improvements in Transit Project Boundary'</i>	9.5' - 10' (4.5' PKW)	TWA, CWS, WWS, JOH	Garfield Avenue Complete Streets Project	65% South Gate 35% Downey	\$288,000
6		Curb Extension	Gardendale St	Industrial Av	1	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	9' (4.5' PKW)	TWA		South Gate	\$66,000
7		Signalized Crossing	Gardendale St	Hollydale Regional Park to Paramount Bl	1	New traffic signals at Center St* (1), Industrial Av* (1); Install Rectangular Rapid Flashing Beacon (RRFB) signals midblock between Arizona Av and Hoover Av (1) and at Hoover Av (1) <i>*Improvements by SGL EIR Project: new traffic signals (2) at Industrial Av, Center St; see Overview 'FLM Improvements in Transit Project Boundary'</i> . Project should be coordinated with project ID 7A	9.5' - 10'	TWA, CWS, JOH	City of Downey Local Road Safety Plan (2022), SGL EIR, Uncontrolled Marked Pedestrian Crosswalk Enhancement HSIP Grant	65% South Gate 35% Downey	\$160,000
7A		Signalized Crossing	Gardendale St and others	Primary pathways - Gardendale St and Garfield Av	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary pathways: Gardendale St (2) and Garfield Av (2)	N/A	JOH		75% South Gate 25% Downey	\$27,000
8		Plaza/Parklet	Gardendale St	Garfield Av		Coordinate with property owner to activate portion of vacant lot on northwest corner	6' - 17' (0' - 12' PKW)	TWA		Downey	

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS




Gardendale Station Walk Projects – \$8,328,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
9		Wayfinding Signage	Gardendale St	Hollydale Regional Park to Paramount Bl	3	Coordinate signage to station and local destinations	5' - 10.5' (5' - 6' PKW)	TWA, CWA, CWS, WWS, OLS		65% South Gate 35% Downey	\$16,000
INDUSTRIAL AVENUE - PRIMARY (Gardendale Street to Main Street)											
10		Traffic Calming	Industrial Av	Gardendale St to Main St	1	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'	9' - 14.5' (4.5' - 6' PKW)	TWA, WWS		South Gate	\$196,000
11		High Visibility Crosswalk	Industrial Av	Gardendale St to Main St	1	Install high visibility crosswalks at: McKinley Av (1), Wilson Av (1), Roosevelt Av (1)	9' - 10' (4.5' - 6' PKW)	TWA, POP, OLS		South Gate	\$8,000
12		Landscape and Shade	Industrial Av	Gardendale St to Main St	1	Infill shade trees (assumed 30' on center)	9' - 14.5' (4.5' - 6' PKW)	TWA, CWS, WWS, POP, OLS		South Gate	\$519,000
GARFIELD AVENUE - PRIMARY (Imperial Highway to Main Street)											
13		Landscape and Shade	Garfield Av	Imperial Hwy to Main St	3	Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries	5.5' - 16.5' (3.5' - 8' PKW)	TWA, CWS, WWS, POP, OLS		90% South Gate 10% Downey	\$1,556,000
14		High Visibility Crosswalk	Garfield Av	Imperial Hwy to Main St	3	Install at: Imperial Hwy (4), Garfield Pl (5), Wilson Av (2); Reapply at: Roosevelt Av (2)	5.5' - 16.5' (3.5' - 8' PKW)	TWA, POP, OLS, JOH	Garfield Avenue Complete Streets Project, Garfield Avenue and Imperial Highway Improvements project	90% South Gate 10% Downey	\$34,000
15		New or Improved Sidewalk	Garfield Av	Imperial Hwy to Main St	3	Repair sidewalk holes and major cracks	5.5' - 16.5' (3.5' - 8' PKW)	TWA, CWS, POP, OLS, JOH	Garfield Avenue and Imperial Highway Improvements project	90% South Gate 10% Downey	\$186,000
16		Traffic Calming	Garfield Av	Imperial Hwy to Main St	3	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'	5.5' - 16.5' (3.5' - 8' PKW)	TWA, WWS		90% South Gate 10% Downey	\$587,000
17		Bus Stop Improvements	Garfield Av	Gardendale St, Roosevelt Av	3	Install shelter and seating needed at Gardendale St (2), Roosevelt Av (1)	5.5' - 16.5'	TWA, CWS, WWS, POP, OLS		65% South Gate 35% Downey	\$174,000
17A		Signalized Crossing	Garfield Av	McKinley Av	3	Install Rectangular Rapid Flashing Beacon (RRFB) signal (1) and high visibility crosswalk (2). Project should be coordinated with project ID 7A	5.5' - 7.5' (3' PKW)	JOH	Hollydale Area Access Improvements Project; Garfield Avenue Complete Streets Project	South Gate	\$83,000
17B		Seating	Garfield Av	Imperial Hwy to Roosevelt Av	3	Install at: Imperial Hwy (2) SW and NE corners, Gardendale (2) NE and SW corners, Roosevelt Av (1)	8' - 13' (3.5' - 4.5' PKW)	JOH	Garfield Avenue Complete Streets Project, Garfield Avenue and Imperial Highway Improvements project	80% South Gate 20% Downey	\$16,000

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS



Gardendale Station Walk Projects – \$8,328,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
17C		Curb Ramps	Garfield Av	Imperial Hwy to Main St	3	Install unidirectional at: Railroad Crossing, south of Imperial Hwy. Northwest and Southeast corner (2), Garfield Pl (6), median island and East side of Garfield Avenue (2), Borwick Av (2), Monroe Av (4), Taft Av NE and SE corners (2), Roosevelt Av (3)	5.5' - 16.5' (3.5' - 8' PKW)	JOH	Garfield Avenue Complete Streets Project, Garfield Avenue and Imperial Highway Improvements project	90% South Gate 10% Downey	\$252,000
17D		Signalized Crossing	Garfield Av	Roosevelt Av	3	Install Rectangular Rapid Flashing Beacon (RRFB) signal (1)	10' - 11' (5' PKW)	JOH	Garfield Avenue Complete Streets Project	South Gate	\$80,000
17E		Pedestrian and Cyclist Lighting	Garfield Av	Imperial Hwy to Main St	3	Infill lighting (assumed 60' on center)	5.5' - 16.5' (3.5' - 8' PKW)	JOH	Garfield Avenue and Imperial Highway Improvements Project	90% South Gate 10% Downey	\$475,000

MONROE AVENUE - SECONDARY (Idaho Avenue to Gardendale Street)











18		Curb Ramps	Monroe Av	Between Garfield Av and Utah Av		Upgrade to dual access curb ramps at: Oklahoma Av (4), Utah Av (4), At alleyway between Garfield Av and Utah Av add tactile warning strips (2)		TWA, CWS, WWS			
19		Landscape and Shade	Monroe Av	Idaho Av to Gardendale St		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, WWS, POP, OLS			



DAKOTA AVENUE - SECONDARY (Gardendale Street to Main Street)

20		Pedestrian and Cyclist Lighting	Dakota Av	Gardendale St to Main St	3	Infill lighting (assumed 60' on center)	N/A	JOH	WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project	South Gate	\$174,000
21		New or Improved Sidewalk	Dakota Av	Gardendale St to Main St	3	Construct new sidewalk per ATP project	N/A	JOH	WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project	South Gate	\$1,353,000

PRIORITIZED WALK PROJECTS

I-105/C Line Station Walk Projects – \$6,772,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
ARTHUR AVENUE - PRIMARY (Denver St to Howe Street)											
1		High Visibility Crosswalk	Arthur Av	Denver St	1	Add at existing pedestrian bridge/WSAB ROW bridge (1)	5.5' - 10' (4.5' PKW)	TWA, CWS, POP, OLS		Paramount	\$3,000
2		Landscape and Shade	Arthur Av	Denver St to Howe St	1	Infill shade trees (assumed 30' on center)	5.5' - 10' (4.5' - 6' PKW)	TWA, WWS, POP, OLS		Paramount	\$432,000
INDUSTRIAL AVENUE - PRIMARY (Main Street to Century Boulevard)											
3		Traffic Calming	Industrial Av	Main St to Century Bl	1	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	9' - 12' (5' - 6' PKW)	TWA, CWA		South Gate	\$209,000
4		Landscape and Shade	Industrial Av	Main St to Century Bl	1	Infill shade trees (assumed 30' on center)	9' - 12' (5' - 6' PKW)	TWA, CWA, CWS, WWS, POP, OLS, JOH	Hollydale Parks Master Plan (2017)	South Gate	\$553,000
5		New or Improved Sidewalk	Industrial Av	Hollydale Community Park	1	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	9' - 9.5' (4' PKW)	TWA, CWA, JOH	Hollydale Parks Master Plan (2017)	South Gate	\$164,000
6		Roundabout	Industrial Av	Main St/Arizona Av	1	Install a roundabout (1) at the intersection Industrial Av, Arizona Av and Main St	10' - 14.5'	TWA, CWA		South Gate	\$375,000
7		Curb Ramps	Industrial Av	Main St, Lincoln Av	1	Install access ramps at: Main St (5), Harding Av (3), Lincoln Av (2), Florence Av (2), Nevada (2); Install tactile warning strips at alley between Maine St and Harding Av on the east side	14.5' (5' - 10' PKW)	TWA, CWA, WWS, JOH	Hollydale Parks Master Plan (2017), WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project	South Gate	\$255,000
8		Traffic Calming	Industrial Av	Harding Av	1	Install an all-way stop with high visibility crosswalks (2), curb ramps (1)	9.5' - 10'	TWA, CWA, WWS		South Gate	\$34,000
9		New or Improved Sidewalk	Industrial Av	Alley between Main St and Harding Av, east side	1	Repair sidewalk holes and major cracks Between Main St and Harding Av add a sidewalk across the alley	10' (5' PKW)	TWA, CWA, CWS, POP, OLS		South Gate	\$158,000
10		High Visibility Crosswalk	Industrial Av	Main St to Century Bl	1	Install high visibility crosswalks at: Main St (5), Harding Av (2), Lincoln Av (3), Florence Av (1), Nevada (1)	9' - 10' (5' PKW)	TWA, CWA, POP, OLS, JOH	WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project	South Gate	\$19,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

I-105/C Line Station Walk Projects – \$6,772,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
11		Traffic Calming	Industrial Av	Century Bl	1	Widen sidewalk from new station signal to Arthur Av. Add curb extension at existing pedestrian bridge, and restripe to reduce turn radius on south lane	10' (5' PKW)	TWA, WWS		50% Paramount 50% South Gate; requires city coordination	\$112,000
12		Plaza/Parklet	Industrial Av	Century Bl		Add a parklet at existing pedestrian bridge	10' (5' PKW)	TWA, WWS		50% Paramount 50% South Gate; requires city coordination	

PARAMOUNT BOULEVARD - PRIMARY (S Somerset Ranch Road to Howe Street)

– See Paramount/Rosecrans Station for Walk Projects



CENTURY BOULEVARD - PRIMARY (Pennsylvania Avenue to Industrial Avenue)

13		Traffic Calming	Century Bl	Pennsylvania Av to Industrial Av	1	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	7.5' - 15' (4' - 8' PKW)	TWA, CWA, WWS		55% South Gate 45% Paramount	\$705,000
14		Curb Ramps	Century Bl	Pennsylvania Av to Industrial Av	1	Install curb ramps: Pennsylvania Av (2), Florence Av (2), Nevada Av (2), Center St (2); Upgrade to uni-directional access ramps: Pennsylvania Av (1), -Oklahoma Av (2), Utah Av (4), Racine Av (2) west of Industrial Av near ROW (2)*, Fairlock Av (2), Florine Av (2) Upgrade to dual access at: Garfield Av (4); <i>*Improvements by SGL EIR Project: uni-directional curb ramps (2) west of Industrial Av near ROW; see Overview 'FLM Improvements in Transit Project Boundary'</i>	8' - 12' (4' - 6' PKW)	TWA, CWS, WWS, JOH	WSAB Light Rail Station First/Last Mile Bikeway Safety and Access project, SGL EIR	55% South Gate 45% Paramount	\$432,000
15		High Visibility Crosswalk	Century Bl	Pennsylvania Av to Industrial Av	1	Install at: Pennsylvania Av (2), Oklahoma Av (1), Utah Av/Nebraska Av (2), Garfield Av (4), Florence Av (1), Racine Av (1), Fairlock Av (1), Nevada Av (1), Center St (1), west of Industrial Av near ROW (1)*; <i>*Improvements by SGL EIR Project: high visibility crosswalk (1) west of Industrial Av near ROW; see Overview 'FLM Improvements in Transit Project Boundary'</i>	8' - 12' (4' - 6' PKW)	TWA, POP, OLS, JOH	WSAB Light Rail Station First/Last Mile Bikeway Safety and Access project, SGL EIR, Garfield Avenue and Imperial Highway Improvements Project	55% South Gate 45% Paramount	\$43,000
16		Seating	Century Bl	Pennsylvania Av to Industrial Av	1	Infill seating/benches where feasible	8' - 12' (4' - 6' PKW)	CWA		55% South Gate 45% Paramount	\$6,000
17		Traffic Calming	Century Bl	Florine Av	1	Add an all-way stop with high visibility crosswalks (3)	12' (7' PKW)	TWA, CWA, WWS		50% Paramount 50% South Gate; requires city coordination	\$13,000





Prioritized Projects
Non-Prioritized Projects

PRIORITIZED WALK PROJECTS

I-105/C Line Station Walk Projects – \$6,772,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
18		New or Improved Sidewalk	Century Bl	Grove St/Façade Av	1	Coordinate with property owner to add direct connection/easement from Century Bl to Florine Av on Grove St to serve residents	12' (7' PKW)	TWA, POP, OLS		Paramount	\$87,000
19		New or Improved Sidewalk	Century Bl	Nebraska Av	1	Install sidewalks at east and west corners and curb ramps (2)	8' - 11' (4' - 8' PKW)	TWA, POP, OLS		Paramount	\$48,000
20		Plaza/Parklet	Century Bl	Industrial Av		Coordinate with adjacent property owner to improve or activate portion of vacant lot on south side	4'	TWA, CWS		Paramount	
21		Wayfinding Signage	Century Bl	Pennsylvania Av to Industrial Av		Coordinate signage to station and local destinations	7.5' - 15' (4' - 8' PKW)	TWA, CWA, CWS, WWS, OLS		Paramount	






GARFIELD AVENUE - PRIMARY (Main Street to Mendy Street)

22		Landscape and Shade	Garfield Av	Main St to Mendy St	3	Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>	5' - 13.5' (5' PKW)	TWA, CWA, CWS, WWS, POP, OLS		60% South Gate 40% Paramount	\$934,000
23		Pedestrian and Cyclist Lighting	Garfield Av	Main St to Mendy St	3	Infill lighting (assumed 60' on center)	5' - 13.5' (5' PKW)	CWA, WWS, POP, OLS, JOH	Garfield Avenue and Imperial Highway Improvements Project	60% South Gate 40% Paramount	\$285,000
24		Curb Extension	Garfield Av	Somerset Ranch Rd North and South/I-105 Access Ramps	3	Slow cars entering/exiting the freeway with reduced curb return radii that shorten crossing distance (4)	5'	CWA		Paramount	\$216,000
25		Traffic Calming	Garfield Av	Main St to Mendy St	3	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	5' - 13.5' (5' PKW)	TWA, WWS		60% South Gate 40% Paramount	\$352,000
26		Bus Stop Improvements	Garfield Av	Main St and Century Bl	3	Add shelter, seating and trash receptacle at: Century Bl (2), Main St (1)	12'	CWA, WWS, POP, OLS		South Gate	\$174,000
27		High Visibility Crosswalk	Garfield Av	Main St to Mendy St	3	Install at Main St (4), Harding Av (2), Lincoln Av (2), S Somerset Ranch Rd (3), N Somerset Ranch Rd (3), Mendy St (2)	5' - 13.5' (5' PKW)	TWA, CWA, CWS, POP, OLS, JOH	Garfield Avenue and Imperial Highway Improvements Project	60% South Gate 40% Paramount	\$42,000
27A		Signalized Crossing	Garfield Av	Lincoln Av	3	Install Rectangular Rapid Flashing Beacon (RRFB) signal (1) and high visibility crosswalk (1). Project should be coordinated with project ID 27B	12' - 13.5'	JOH	Hollydale Area Access Improvements Project	South Gate	\$82,000



- Prioritized Projects**
- Non-Prioritized Projects**



PRIORITIZED WALK PROJECTS

I-105/C Line Station Walk Projects – \$6,772,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
27B		Signalized Crossing	Garfield Av and others	Secondary pathways - Garfield Av and Paramount Bl	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary and secondary pathways: Garfield Av (5) and Paramount Bl (3)	N/A	JOH		55% South Gate 45% Paramount	\$55,000
27C		Signalized Crossing	Garfield Av	Harding Av	3	Install Rectangular Rapid Flashing Beacon (RRFB) signal (1)	9' - 12'	JOH	Garfield Avenue Complete Streets Project	South Gate	\$80,000
27D		Curb Ramps	Garfield Av	Main St to Mendy St	3	Install at Main St (4), Harding Av (3), Lincoln Av (3), Century Bl (4), Walnut Av (2), Howery St (2)	5' - 13.5' (5' PKW)	JOH	Garfield Avenue and Imperial Highway Improvements Project	60% South Gate 40% Paramount	\$288,000
27E		New or Improved Sidewalk	Garfield Av	Main St to Mendy St	3	Repair sidewalk holes and major cracks	5' - 13.5' (5' PKW)	JOH	Garfield Avenue and Imperial Highway Improvements Project	60% South Gate 40% Paramount	\$110,000
27F		Seating	Garfield Av	Main St to Mendy St	3	Install at Main St (5), between Lincoln Av and Harding Av (4), and between Howery St and Century Bl (2)	5' - 13.5' (5' PKW)	JOH	Garfield Avenue and Imperial Highway Improvements Project	60% South Gate 40% Paramount	\$35,000

MAIN STREET - SECONDARY (Pennsylvania Avenue to Paramount Boulevard)

28		Landscape and Shade	Main St	Pennsylvania Av to Paramount Bl		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, CWA, CWS, WWS, POP, OLS			
29		High Visibility Crosswalk	Main St	Pennsylvania Av to Paramount Bl	3	Install at: Pennsylvania Av (2-3), Garfield Av (4), Center St (3), Dakota Av/Rail Crossing (1)*, Industrial Av/Arizona Av (5), Paramount Bl (3); <i>*Improvements by SGL EIR Project: high visibility crosswalk at Dakota Av/Rail Crossing (1); see Overview 'FLM Improvements in Transit Project Boundary'</i>	8' - 14.5' (7' - 9' PKW)	TWA, CWA, CWS, POP, OLS, JOH		South Gate	\$39,000
30		Curb Ramps	Main St	Pennsylvania Av to Paramount Bl	3	Install at Pennsylvania Av (1), Center St northwest (1); Upgrade to uni-directional at: Pennsylvania Av (1) and Center St (1); Upgrade to dual curb ramps: Garfield Av (4), Center St (4), Dakota Av/Rail Crossing (2)*; <i>*Improvements by SGL EIR Project: uni-directional curb ramps at Dakota Av/Rail Crossing (2); see Overview 'FLM Improvements in Transit Project Boundary'</i>	8' - 14.5' (7' - 9' PKW)	TWA, CWA, CWS, WWS, JOH	WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project	South Gate	\$432,000
31		Traffic Calming	Main St	Garfield Av to Paramount Bl		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>		TWA, CWA, CWS, WWS			

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

I-105/C Line Station Walk Projects – \$6,772,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
32		Bus Stop Improvements	Main St	Garfield Av, Paramount Bl		Install shelters at Garfield Av (2), NE corner of Paramount (1)				TWA, CWS, WWS, POP, OLS	
33		New or Improved Sidewalk	Main St	Pennsylvania Av to Paramount Bl		Repair sidewalk holes and major cracks				TWA, CWS, POP, OLS	

PARAMOUNT BOULEVARD - SECONDARY (Gardendale Street to S Somerset Ranch Road)

34		Landscape and Shade	Paramount Bl	Gardendale St to N Somerset Ranch Rd		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>				TWA, CWS, WWS, POP, OLS	
35		Bus Stop Improvements	Paramount Bl	Gardendale St, Main St		Install shelters at SE corner of Gardendale (1), Main St (2)				TWA, CWA, CWS, WWS, POP, OLS	
36		High Visibility Crosswalk	Paramount Bl	Gardendale St to N Somerset Ranch Rd		Install at: Gardendale St (4), Wilson St (1), Main St (2-3), Somerset Ranch Rd/I-105 Access Ramps (3)				TWA, CWA, CWS, POP, OLS	
37		Signalized Crossing	Paramount Bl	Wilson Av		Install pedestrian/bike activated signal. Project should be coordinated with project ID 27B				TWA, CWS, POP, OLS	
38		Curb Ramps	Paramount Bl	Gardendale St to N Somerset Ranch Rd		Install access ramps at: Wilson St at southeast corner (1), Somerset Ranch Rd/I-105 Access at northwest corner (1)				TWA, CWS, WWS	
39		New or Improved Sidewalk	Paramount Bl	Gardendale St to N Somerset Ranch Rd		Repair sidewalk holes and major cracks				TWA, CWS, POP, OLS	

FLORINE AVENUE/MENDY STREET - SECONDARY (Century Boulevard to Garfield Avenue)

40		Landscape and Shade	Mendy St	Century Boulevard to Garfield Av		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>				TWA, CWA, CWS, WWS, POP, OLS	
41		Traffic Calming	Mendy St	Century Boulevard to Garfield Av		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>				CWA, CWS, WWS	

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS



I-105/C Line Station Walk Projects – \$6,772,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
42		Pedestrian and Cyclist Lighting	Mendy St	Century Boulevard to Garfield Av		Infill lighting (assumed 60' on center)		CWA, CWS, WWS, POP, OLS			
43		New or Improved Sidewalk	Façade Av	Century Bl to Garfield Av		Repair sidewalk holes and major cracks		CWA, CWS, POP, OLS			
44		Other Furnishings	Florine Av	Century Bl to Grove St		Infill street furniture		CWA, CWS			

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Paramount/Rosecrans Station Walk Projects – \$6,227,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
PARAMOUNT BOULEVARD - PRIMARY (S Somerset Ranch Road to Somerset Boulevard)											
1		Landscape and Shade	Paramount Bl	S Somerset Ranch Rd to Somerset Bl	1	Infill shade trees (assumed 30' on center).	6.5' - 15' (8' - 10' PKW)	TWA, CWS, WWS, POP, OLS		95% Paramount 5% South Gate	\$1,781,000
2		Pedestrian and Cyclist Lighting	Paramount Bl	S Somerset Ranch Rd to Somerset Bl	1	Infill lighting (assumed 60' on center)	6.5' - 15' (8' - 10' PKW)	TWA, CWS, WWS, POP, OLS		95% Paramount 5% South Gate	\$544,000
3		High Visibility Crosswalk	Paramount Bl	S Somerset Ranch Rd to Somerset Bl	1	Install at: S Somerset Ranch Rd (3), Howe St (4), Rosecrans Av (4)*, All American City Way (2), 1st St (1); *Improvements by SGL EIR Project: high visibility crosswalk at Rosecrans Av (4); see Overview 'FLM Improvements in Transit Project Boundary'	6.5' - 15' (8' - 10' PKW)	TWA, CWS, POP, OLS, JOH	Bellflower-Paramount Active Transportation Plan (2019), Bellflower-Paramount Active Transportation Plan (2019), SGL EIR	95% Paramount 5% South Gate	\$31,000
4		Curb Ramps	Paramount Bl	Somerset Ranch Rd/I-105 Access Ramps	1	Upgrade to uni-directional access ramps at: S Somerset Ranch rd (2), Rosecrans Av (5)*; Upgrade to dual access ramps at: S Somerset Ranch Rd (2), Rosecrans Av (1)*; *Improvements by SGL EIR Project: bi-directional curb ramp (1), uni-directional curb ramp (5) at Rosecrans Av; see Overview 'FLM Improvements in Transit Project Boundary'	8.5' - 14'	TWA, CWS, WWS	Bellflower-Paramount Active Transportation Plan (2019), North Paramount Gateway Specific Plan (2021), North Paramount Gateway Specific Plan Draft EIR (2022), SGL EIR	South Gate	\$72,000
5		New or Improved Sidewalk	Paramount Bl	Somerset Ranch Rd/I-105 Access Ramps	1	Repair sidewalk holes and major cracks	6.5' - 15' (8' - 10' PKW)	TWA, CWS, POP, OLS		South Gate	\$19,000
6		Bus Stop Improvements	Paramount Bl	S Somerset Ranch Rd to Somerset Bl	1	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	6' - 15' (8.5' - 10' PKW)	TWA, CWS, WWS, POP, OLS		75% Paramount 25% South Gate	\$473,000
7		Signalized Crossing	Paramount Bl	Pearle St, Rose St	1	Install at: Pearle St signalized crossing (1) with high visibility crosswalks (2); Rose St signalized crossing (1) with high visibility crosswalks (4). Project should be coordinated with project ID 7A	7' - 14'	TWA, CWS, POP, OLS	North Paramount Gateway Specific Plan (2021), North Paramount Gateway Specific Plan Draft EIR (2022)	Paramount	\$179,000
7A		Signalized Crossing	Paramount Bl and others	Primary pathways - Paramount Bl and Rosecrans Av	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary and secondary pathways: Paramount Bl (6), Rosecrans Av (4)	N/A	JOH		90% Paramount 10% South Gate	\$69,000







 Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WALK PROJECTS

Paramount/Rosecrans Station Walk Projects – \$6,227,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
8		Other Furnishings	Paramount Bl	S Somerset Ranch Rd to Somerset Bl		Infill trash receptacles	6.5' - 15' (8' - 10' PKW)	TWA		95% Paramount 5% South Gate	
9		Wayfinding Signage	Paramount Bl	S Somerset Ranch Rd to Somerset Bl		Coordinate signage to station and local destinations	6.5' - 15' (8' - 10' PKW)	TWA, CWA, CWS, WWS, OLS		95% Paramount 5% South Gate	

ROSECRANS AVENUE - PRIMARY (Garfield Avenue to Downey Avenue)

10		Landscape and Shade	Rosecrans Av	Garfield Av to Downey Av	1	Infill shade trees (assumed 30' on center)	7' - 11' (3' - 9' PKW)	TWA, CWS, WWS, POP, OLS		Paramount	\$1,729,000
11		Curb Ramps	Rosecrans Av	Garfield Av to Downey Av	1	Install at Upgrade to uni-directional curb ramps at: Orizaba Av (4), Anderson St (2); Upgrade to dual access curb ramps at: Garfield Av (4), Bianchi Way at southwest corner (1), Anderson St at northwest corner (1), Downey Av (4)	7' - 11' (3' - 9' PKW)	TWA, CWS, WWS, JOH	Bellflower-Paramount Active Transportation Plan (2019), Bellflower-Paramount Active Transportation Plan (2019)	Paramount	\$312,000
12		New or Improved Sidewalk	Rosecrans Av	Garfield Av to Downey Av	1	Repair sidewalk holes and major cracks	7' - 11' (3' - 9' PKW)	TWA, CWS, POP, OLS		Paramount	\$207,000
13		Bus Stop Improvements	Rosecrans Av	Garfield Av to Downey Av	1	Install or upgrade bus shelter, seating and trash receptacles at: Garfield Av west and eastbound (2), 350ft east of Rail Road Tracks eastbound (1), near Bianchi Wy east and westbound (2), Anderson St (2)	7' - 11' (3' - 9' PKW)	TWA, CWS, WWS, POP, OLS		Paramount	\$405,000
14		High Visibility Crosswalk	Rosecrans Av	Bianchi Way	1	Install high visibility crosswalks at: Garfield Av (4), Bianchi Way (2), Orizaba Av (2), Anderson St (2)	8' - 12' (0' - 5' PKW)	TWA, CWS, POP, OLS, JOH	Bellflower-Paramount Active Transportation Plan (2019), Bellflower-Paramount Active Transportation Plan (2019)	Paramount	\$31,000
15		Landscape and Shade	Rosecrans Av	Paramount Bl	1	Expand bus stop to include a plaza in coordination with adjacent property owner/public entity	7.75' - 10'	TWA, CWS		Paramount	\$375,000

PRIORITIZED WALK PROJECTS








Paramount/Rosecrans Station Walk Projects – \$6,227,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
ANDERSON STREET - SECONDARY (Century Boulevard to Rosecrans Avenue)											
16		Landscape and Shade	Anderson St	Century Bl to Rosecrans Av		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, WWS, POP, OLS			
17		High Visibility Crosswalk	Anderson St	Century Bl to Rosecrans Av		Install at: Rosecrans Av (2), Century Bl (2)		TWA, CWS, POP, OLS			
18		Curb Ramps	Anderson St (east side)	Denbo St, Olanda St		Upgrade to uni-directional curb ramps and repair at: Ackley St (2), Elburg St (2), Anderson Pl (2)		TWA, CWS, WWS			
19		New or Improved Sidewalk	Anderson St	Olanda St		Repair sidewalk holes and major cracks		TWA, CWS, POP, OLS			
CENTURY BOULEVARD - SECONDARY (Merkel Avenue to Howe Street)											
20		Landscape and Shade	Century Bl	Merkel Av to Howe St		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, CWS, WWS, POP, OLS			
21		High Visibility Crosswalk	Century Bl	Weimer Av, Howe St		Install high visibility crosswalks at: Weimer Av (3), Howe St (1)		TWA, CWS, POP, OLS			
3RD STREET - SECONDARY (Paramount Boulevard to Indiana Street)											
22		New or Improved Sidewalk	3rd St (north side)	Paramount Bl to Indiana St		Repair sidewalk holes and major cracks		TWA, CWS, POP, OLS			
23		Landscape and Shade	3rd St	Paramount Bl to Indiana St		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, CWS			

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS






Bellflower Station Walk Projects – \$2,962,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
BELLFLOWER BOULEVARD - PRIMARY (Jefferson Street to Arkansas Street)											
1		Landscape and Shade	Bellflower Bl	Jefferson St to Arkansas St	1	Infill shade trees (assumed 30' on center)	6.5' - 10' (4' PKW)	CWS, POP, WWS, TWA, POP, OLS, JOH	Downtown Bellflower TOD Specific Plan (2019)	Bellflower	\$1,625,000
2		High Visibility Crosswalk	Bellflower Bl	Alondra and Maple St to Arkansas St	1	Install at: Alondra St (4), Maple St (4), Walnut St (4), Arkansas St (4)	6.5' - 10' (4' PKW)	POP, TWA, OLS, JOH	Bellflower-Paramount Active Transportation Plan (2019)	Bellflower	\$49,000
3		Curb Ramps	Bellflower Bl	Alondra Bl	1	Upgrade to dual access ramps at all corners (4)	6.5' - 10' (4' PKW)	CWS, WWS, TWA, JOH	Bellflower-Paramount Active Transportation Plan (2019) Bellflower Blvd Street Re-Surfacing Project	Bellflower	\$96,000
4		Shade Structures	Bellflower Bl	Between Belmont St and Laurel St	1	Install shade structures over existing street furniture where sidewalk is at least 20' wide	20'	CWA, POP, TWA		Bellflower	\$105,000
5		Bus Stop Improvements	Bellflower Bl	Oak St to Walnut St	1	Install shelters to north and southbound Long Beach Transit/Bellflower Bus stops (5). Coordinate with adjacent private property owner for implementation where applicable	6.5' - 10' (4' PKW)	CWA, CWS, POP, WWS, TWA, OLS		Bellflower	\$263,000
5A		Signalized Crossing	Bellflower Bl and others	Primary pathway - Bellflower Bl (9); Secondary pathways - Alondra Bl (6), Oak St (1), Flower St (5)	3	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	N/A	JOH		Bellflower	\$137,000
6		Wayfinding Signage	Bellflower Bl	Jefferson St to Arkansas St		Coordinate signage to station and local destinations	6.5' - 10' (4' PKW)	TWA, CWA, CWS, WWS, OLS		Bellflower	
BELLFLOWER BIKE TRAIL (EXISTING OFF-STREET PATH) - PRIMARY (Alondra Boulevard to Flower Street)											
7		Landscape and Shade	Bellflower Bike Trail	Alondra Bl to Flower St	1	Infill shade trees (assumed 30' on center). LPA to modify off-street path (widths) in coordination with city; Bellflower Bike Trail 40' (5.5' walkway, 8.5 bikeway) *Metro will realign existing bike trail as part of SGL EIR construction. The City will maintain ownership of the bike path after Metro realigns it as part of construction of SGL; see Overview 'FLM Improvements in Transit Project Boundary'	N/A	CWA, CWS, POP, WWS, TWA	Cities of Bellflower and Paramount, Bellflower-Paramount Active Transportation Plan (2019), SGL EIR	Bellflower	\$152,000

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Bellflower Station Walk Projects – \$2,962,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
8		New or Improved Sidewalk	Bellflower Bike Trail	Path that connects to Oak St and Adenmoor Av	1	Complete the access path to existing Class I bike path at the southeast corner of the triangular plaza (intersection of Oak St and Adenmoor Av). <i>*Metro will provide a connection from Bellflower Bl to the existing bike trail as part of SGL EIR; see Overview 'FLM Improvements in Transit Project Boundary'</i>	N/A	CWA, POP, TWA, OLS, JOH	Bellflower-Paramount Active Transportation Plan (2019), SGL EIR	Bellflower	\$35,000
9		Curb Ramps	Bellflower Bike Trail	Flower St, Alondra Bl	1	Upgrade to uni-directional curb ramps at Alondra Bl (5)*; Dual access at Flower St (1); <i>*Improvements by SGL EIR Project: uni-directional curb ramp at Alondra Bl (5); see Overview 'FLM Improvements in Transit Project Boundary'</i>	N/A	CWA, WWS, TWA, JOH	Bellflower-Paramount Active Transportation Plan (2019), SGL EIR	Bellflower	\$24,000
10		High Visibility Crosswalk	Bellflower Bike Trail	Flower St, Alondra Bl	1	Install at Alondra Bl (3)*, Flower St (2) <i>*Improvements by SGL EIR Project: High visibility crosswalks at Alondra Bl (3); see Overview 'FLM Improvements in Transit Project Boundary'</i>	N/A	CWS, CWA, POP, TWA, OLS, JOH	Bellflower-Paramount Active Transportation Plan (2019), SGL EIR	Bellflower	\$6,000
11		Shade Structures	Bellflower Bike Trail	Alondra Bl to Flower St	1	Infill shade structures where feasible	N/A	CWA	Cities of Bellflower and Paramount, Bellflower-Paramount Active Transportation Plan (2019)	Bellflower	\$420,000
12		Seating	Bellflower Bike Trail	Alondra Bl to Flower St	1	Infill seating/benches where feasible	N/A	CWA	Cities of Bellflower and Paramount, Bellflower-Paramount Active Transportation Plan (2019)	Bellflower	\$50,000

FLORA VISTA STREET - SECONDARY (Bellflower Boulevard to Cornuta Avenue)

13		New or Improved Sidewalk	Flora Vista St	Bellflower Bl		Repair sidewalk holes and major cracks. Add 530ft of sidewalk on northside by mobile home park		TWA, POP, OLS			
14		Traffic Calming	Flora Vista St	Bellflower Bl to Cornuta Av		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>		TWA, WWS			

OAK STREET - SECONDARY (Clark Avenue to Adenmoor Avenue)

15		High Visibility Crosswalk	Oak St	Clark Av to Adenmoor Av		Install at: Clark Av (4), Ardmore Av (4), Orchard Av (4)		TWA, POP, OLS			
16		New or Improved Sidewalk	Oak St	Clark Av to Adenmoor Av		Repair sidewalk holes and major cracks		TWA, POP, OLS			

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Bellflower Station Walk Projects – \$2,962,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
ALONDRA BOULEVARD - SECONDARY (Clark Avenue to Woodruff Avenue)											
17		High Visibility Crosswalk	Alondra Bl	Clark Av to Woodruff Av		Install at: Clark Av (4), Ryon Av (3), Eucalyptus Av (4), Cornuta Av (3), Woodruff Av (4)		TWA, POP, OLS			
18		Curb Ramps	Alondra Bl	Clark Av to Woodruff Av		Install at Flora Vista St at north east corner (1); Upgrade to dual access curb ramp at Pacific Av southwest corner (1)		TWA, WWS			
19		Bus Stop Improvements	Alondra Bl	Clark Av		Install shade structure to westbound bus stop		TWA, POP, WWS			
20		Landscape and Shade	Alondra Bl	Clark Av to Woodruff Av		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, POP, WWS, WWS, POP, OLS			
21		New or Improved Sidewalk	Alondra Bl	Clark Av to Woodruff Av, Stevens Av		Repair sidewalk holes and major cracks. At Stevens Av on south side of Alondra Bl, formalize sidewalk in front of vacant lot		TWA, CWS, POP, OLS			
22		Bus Stop Improvements	Alondra Bl	Stevens Av		Install shade structures to the west and eastbound bus stops (2)		TWA, CWS, WWS, POP, OLS			
23		Traffic Calming	Alondra Bl	Clark Av to Woodruff Av		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>		TWA, CWS, WWS			
FLOWER STREET - SECONDARY (Clark Avenue to Flora Vista Street)											
24		Landscape and Shade	Flower St	Clark Av to Flora Vista St		Infill shade trees(assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>		TWA, CWA, POP, WWS, OLS			
25		Traffic Calming	Flower St	Clark Av to Flora Vista St		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>		TWA, CWA, WWS			
26		High Visibility Crosswalk	Flower St	Clark Av to Flora Vista St		Install at: Clark Av (4), Ardmore Av (4), Civic Center Dr (2), Bixby Av (3)		TWA, CWA, POP, OLS			
27		Pedestrian and Cyclist Lighting	Flower St	Clark Av to Flora Vista St		Infill lighting (assumed 60' on center)		TWA, CWA, CWS, WWS, POP, OLS			

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Bellflower Station Walk Projects – \$2,962,000 Total ROM Cost









Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
28		Street Furniture	Flower St	Civic Center Dr to Pacific Av		Install street furniture on northside in front of the Bellflower Library				TWA, CWA	
29		Wayfinding	Flower St	Bixby Av		Coordinate signage to station and local destinations				TWA, CWA, WWS, OLS	
30		Signalized Crossing	Flower St	Civic Center Dr, Bixby Av		Install pedestrian/bike activated signals				TWA, CWA, WWS	
31		Opportunity Improvement	Flower St	Pacific Av		Enhance existing plaza on the southern corner				TWA, CWA	

EUCALYPTUS AVENUE - SECONDARY (Woodruff Elementary School to Flora Vista Street)

32		Landscape and Shade	Eucalyptus Av	Woodruff Elementary School to Flora Vista St		Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>				TWA, CWS, WWS, POP, OLS	
33		High Visibility Crosswalk	Eucalyptus Av	Woodruff Elementary School to Flora Vista St		Install high visibility crosswalks at: Linden St (1), Flora Vista St (1)				TWA, POP, OLS	

PRIORITIZED WALK PROJECTS

Pioneer Station Walk Projects – \$7,033,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
PIONEER BOULEVARD - PRIMARY (Ashworth Street to 195th Street)											
1		Landscape and Shade	Pioneer Bl	Ashworth St to 195th St	1	Infill shade trees (assumed 30' on center)	5' - 28' (3' - 22' PKW)	TWA, CWS, WWS, POP, OLS		65% Artesia 35% Cerritos	\$1,816,000
2		Pedestrian and Cyclist Lighting	Pioneer Bl	188th St to 195th St	1	Infill lighting (assumed 60' on center)	5' - 28' (3' - 22' PKW)	TWA, CWA, POP, WWS, OLS	Artesia Downtown Design Guidelines (April 2009), Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	75% Cerritos 25% Artesia	\$238,000
3		New or Improved Sidewalk	Pioneer Bl (east side)	Ashworth St to 195th St	1	Repair sidewalk holes and major cracks. Requires coordination with private property owner for implementation	5' - 28' (3' - 22' PKW)	TWA, POP, OLS		65% Artesia 35% Cerritos	\$109,000
4		Bus Stop Improvements	Pioneer Bl	South St	1	Install shelter and upgrade other bus stop amenities to southbound stop (1)	8'	TWA, CWA, WWS, POP, OLS		Cerritos	\$58,000
5		Curb Ramps	Pioneer Bl	183rd St to 195th St	1	Upgrade to dual access curb ramps: Ashworth St (4), 183rd St (4), South St (4), 195th St (4); upgrade to uni-directional curb access ramp at: Fire Station 30 (2)	5.5' - 12' (2.5' - 22' PKW)	TWA, CWS, WWS	Artesia Downtown Design Guidelines, April 2009	85% Artesia 15% Cerritos	\$408,000
6		High Visibility Crosswalks	Pioneer Bl	Ashworth St to 195th St	1	Install at: Ashworth St (4), 183rd St (4), 186th St scramble (6), 187th St (4), 188th (1), South St (4), 195th St (4)	5.5' - 12'	TWA, POP, OLS	Artesia Downtown Design Guidelines (April 2009), Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	65% Artesia 35% Cerritos	\$83,000
7		Traffic Calming	Pioneer Bl	Ashworth St to 195th St	1	Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>	5' - 28' (3' - 22' PKW)	CWA, CWS, WWS	Artesia Downtown Design Guidelines (April 2009), Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022), Pioneer Blvd Street Signing and Striping Plans (183rd-186th St)	65% Artesia 35% Cerritos	\$685,000
8		New or Improved Sidewalk	Pioneer Bl	Chateau property line to pathway with parkway (315' south)	1	830' south of South St to 195th St widen sidewalk on east side. Requires coordination with private property owner for implementation.	8' - 10' (4' - 22' PKW)	TWA, POP, OLS		Cerritos	\$451,000

PRIORITIZED WALK PROJECTS

Pioneer Station Walk Projects – \$7,033,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
9		Traffic Calming	Pioneer Bl	183rd St	1	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'. Options for further study to reduce conflicts may include installing "No Right Turn on Red" to the southbound right turn lane on Pioneer Bl to 183rd St	5.5'	CWA, WWS	Artesia Local Roadway Safety Plan (2022)	Artesia	\$30,000
10		Signalized Crossing	Pioneer Bl	New intersection at Solana Pl between ROW and South St	1	Install traffic signal (1)*, high visibility crosswalk (4)*, uni-directional curb ramp (4)*; *Improvements by SGL EIR Project: New traffic signal (1), high visibility crosswalk (4), uni-directional curb ramp (4); see Overview 'FLM Improvements in Transit Project Boundary'	7.5' - 20.5' (3' - 8' PKW)		SGL EIR	Cerritos	\$0
10A		Signalized Crossing	Pioneer Bl and others	Primary pathways -Pioneer Bl, 187th; Secondary pathways - South St, 183rd St	3	Traffic Signal Optimization for Pedestrians. Coordinate pedestrian leading interval, add LED pedestrian countdown indicators and APS pedestrian push buttons with voice message at all traffic signals on primary and secondary pathways: Pioneer Bl (7), 187th (1), South St (7), 183rd St (5)	N/A	JOH		75% Artesia 25% Cerritos	\$137,000
11		Wayfinding Signage	Pioneer Bl	Ashworth St to 195th St		Coordinate signage* to station and local destinations *Artesia Downtown Design Guidelines do not apply to locations within Cerritos, improvements will require future coordination between cities	5' - 28' (3' - 24' PKW)	TWA, CWA, CWS, WWS, OLS	Artesia Downtown Design Guidelines (April 2009); Artesia Local Roadway Safety Plan (2022)	65% Artesia 35% Cerritos	


187TH STREET - PRIMARY (Gridley Road to Clarkdale Avenue)

12		Landscape and Shade	187th St	Gridley Rd to Clarkdale Av	1	Infill shade trees (assumed 30' on center)	10' - 10.5' (4' - 6' PKW)	TWA, CWA, WWS, POP, OLS, JOH		95% Artesia 5% Cerritos	\$1,107,000
13		Traffic Calming	187th St	Gridley Rd to Clarkdale Av	1	Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'	10' - 10.5' (4' - 6' PKW)	TWA, WWS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	95% Artesia 5% Cerritos	\$418,000
14		High Visibility Crosswalks	187th St	Gridley Rd to Clarkdale Av	1	Install at: Jersey Av (4), Alburdis Av (2), Corby Av (1), Reapply at: Clarkdale Av (3)	5.5' - 10' (3.5' - 5' PKW)	TWA, POP, OLS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	95% Artesia 5% Cerritos	\$31,000
15		Traffic Calming	187th St	Arline Av	1	Install an all-way stop (1) and high visibility crosswalks (4)	8' - 9.5' (3' - 5' PKW)	TWA, CWA, WWS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	Artesia	\$16,000
16		Traffic Calming	187th St	Gridley Rd	1	Install high visibility crosswalks (4), dual access ramps (4), add missing sidewalk on south side from Gridley Rd to 100ft east. Requires coordination with private property owner for implementation	0' - 8'	TWA, CWA, WWS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	Cerritos	\$149,000

Prioritized Projects
 Non-Prioritized Projects






PRIORITIZED WALK PROJECTS

Pioneer Station Walk Projects – \$7,033,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
17		Curb Ramps	187th St	Clarkdale Av	1	Install curb ramp at southeast corner (1)	11'	TWA, CWA, WWS		Artesia	\$24,000






18		Opportunity Improvement	187th St	Between Jersey Av and Alburto Av		Address drainage issues, city feels it may be a potential danger to pedestrians and the LRT tracks	6' - 10' (5' PKW)	TWA, CWA		Artesia	
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
ARTESIA HISTORIC DISTRICT RECREATIONAL TRAIL (EXISTING OFF-STREET PATH) - PRIMARY (183rd Street to Pioneer Boulevard)

19		Landscape and Shade	Artesia Historic District Recreational Trail	183rd St to Pioneer Bl	1	Infill shade trees (assumed 30' on center).	Recreational Trail: 30' (6' walkway, 0-8' PKW)	CWA, CWS, WWS, POP, OLS		Artesia	\$185,000
20		New or Improved Sidewalk	Artesia Historic District Recreational Trail	185th St	1	Install an access point to trail from cul-de-sac in public ROW	Recreational Trail: 30' (6' walkway, 0-8' PKW)	CWA, POP, OLS		Artesia	\$17,000
21		Shade Structure	Artesia Historic District Recreational Trail	183rd St to Pioneer Bl	1	Infill shade structures where feasible	Recreational Trail: 30' (6' walkway, 0-8' PKW)	CWA, CWS		Artesia	\$210,000
22		Seating	Artesia Historic District Recreational Trail	183rd St to Pioneer Bl	1	Infill seating/benches where feasible	Recreational Trail: 30' (6' walkway, 0-8' PKW)	CWA, CWS		Artesia	\$25,000
23		Other Furnishings	Artesia Historic District Recreational Trail	183rd St to Pioneer Bl		Add trash receptacles where feasible	Recreational Trail: 30' (6' walkway, 0-8' PKW)	CWA, CWS		Artesia	
24		High Visibility Crosswalks	Artesia Historic District Recreational Trail	ROW/186th St	1	Install high visibility crosswalk (1)* and uni-directional curb ramp (1)*; *Improvements by SGL EIR Project: High visibility crosswalk (1), uni-directional curb ramp (1); see Overview 'FLM Improvements in Transit Project Boundary'	Recreational Trail: 30' (6' walkway, 0-8' PKW)		SGL EIR	Artesia	\$0

PRIORITIZED WALK PROJECTS



Pioneer Station Walk Projects – \$7,033,000 Total ROM Cost



Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
ALBURTIS AVENUE - PRIMARY (187th Street to South Street)											
25		Landscape and Shade	Alburtis Av	187th St to South St	3	Infill shade trees (assumed 30' on center). <i>See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries</i>	9' - 10' (5' PKW)	TWA, CWA, POP, WWS, OLS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022), City's Pedestrian Enhancement program	Artesia	\$346,000
26		New or Improved Sidewalk	Alburtis Av	187th St to South St	3	Repair sidewalk holes and major cracks	9' - 10' (5' PKW)	TWA, CWA, POP, OLS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022), City's Pedestrian Enhancement program	Artesia	\$21,000
27		High Visibility Crosswalks	Alburtis Av	187th St to South St	3	Install at Bellflower Bike Trail/187th St (1-4), 188th St (4)	9' - 10' (5' PKW)	TWA, CWA, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022), City's Pedestrian Enhancement program	Artesia	\$19,000
SOUTH STREET - SECONDARY (Gridley Road to Grayland Avenue)											
28		Traffic Calming	South St	Gridley Rd to Grayland Av		Traffic calming strategies to be determined in a future project phase. <i>See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'</i>		TWA, CWA, WWS			
29		Landscape and Shade	South St	Gridley Rd to Grayland Av		Infill shade trees (assumed 30' on center)		TWA, CWA, CWS, WWS, POP, OLS			
30		High Visibility Crosswalks	South St	Gridley Rd to Grayland Av	3	Install at: Gridley Rd (4), Cerritos Promenade (1), Park Place Center (1); reapply at: Alburtis Av (3), Clarkdale Av (2), Elaine Av (2), Grayland Av (4)	7' - 9.5' (3' PKW)	TWA, POP, OLS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	75% Cerritos 25% Artesia	\$51,000
31		Opportunity Improvement	South St (north side)	Between Alburtis Av and Corby Av		Install lighting and turn the alley way into a cut through path to the new station		CWA			
32		New or Improved Sidewalk	South St (north side)	Between Alburtis Av and Pioneer Blvd		Repair sidewalk holes and major cracks		TWA, CWA, CWS, POP, OLS			
33		Bus Stop Improvements	South St	Gridley Rd to Grayland Av	3	Upgrade east and west bound stops at: Jersey Av (2), Pioneer Blvd (2), Elaine Av (2)	7' - 9.5' (3' PKW)	TWA, WWS, POP, OLS	Artesia Active Transportation Plan (2022), Artesia Bus Stops Improvement Project, Artesia Downtown Specific Plan	75% Cerritos 25% Artesia	\$347,000
34		Wayfinding	South St	Clarkdale Av		Coordinate signage to station and local destinations		CWA, CWS, WWS, OLS			

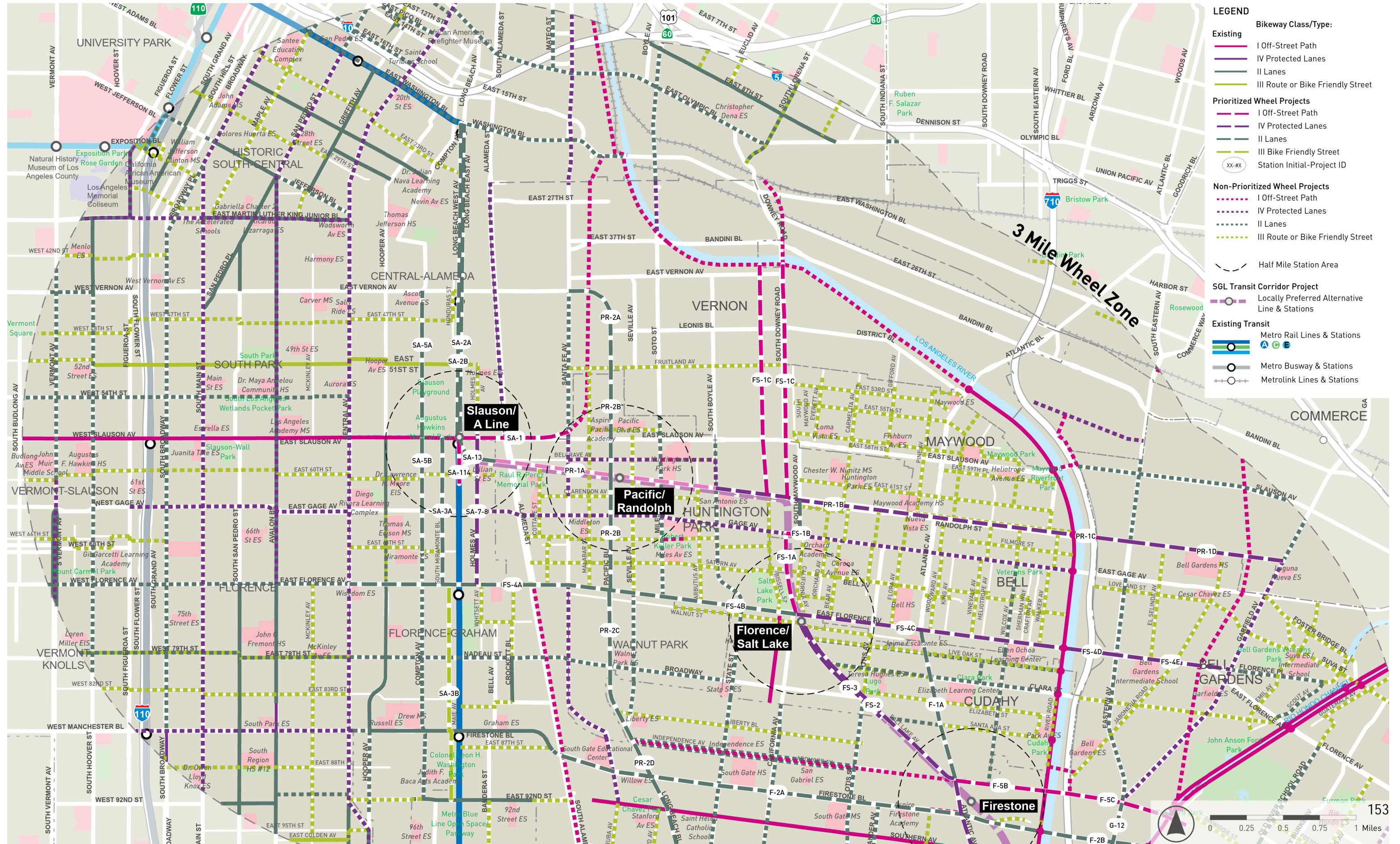
 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WALK PROJECTS

Pioneer Station Walk Projects – \$7,033,000 Total ROM Cost

Project ID	Project Icon	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan or Project	Jurisdiction	ROM Cost (\$2023)
183RD STREET - SECONDARY (Gridley Road to Elaine Avenue)											
35		Landscape and Shade	183rd St	Gridley Rd to Elaine Av		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, CWS, WWS, POP, OLS			
36		High Visibility Crosswalks	183rd St	Gridley Rd to Elaine Av	3	Install at: Gridley Rd (4), Elaine Av (4), Reapply at: Roseton Av (2), Alburdis Av (4), Clarkdale Av (4)	5.5' - 11.5' (5' - 7.5' PKW)	TWA, CWS, POP, OLS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	95% Artesia 5% Cerritos	\$40,000
37		New or Improved Sidewalk	183rd St	Gridley Rd to Elaine Av		Repair sidewalk holes and major cracks		TWA, CWS, POP, OLS			
CLARKDALE AVENUE - SECONDARY (Ashworth Street to South Street)											
38		High Visibility Crosswalks	Clarkdale Av	Ashworth St to South St	3	Reapply at: 186th St (4), 187th St (3), Artesia City Hall entrance (1)	6.5' - 12' (2.5' - 7' PKW)	TWA, CWA, POP, OLS, JOH	Artesia Active Transportation Plan (2022), Artesia Local Roadway Safety Plan (2022)	Artesia	\$12,000
39		Landscape and Shade	Clarkdale Av	Ashworth St to South St		Infill shade trees (assumed 30' on center). See overview text 2.3 Walk Projects 'Walk Project Notes - Shade Trees on Narrow Sidewalks' for approach on narrow secondaries		TWA, CWA, WWS, POP, OLS			
40		Traffic Calming	Clarkdale Av	Ashworth St to South St		Traffic calming strategies to be determined in a future project phase. See overview text 2.3 Walk Projects 'Walk Project Notes - High Traffic Speeds and Traffic Calming'		TWA, CWA, WWS			
41		New or Improved Sidewalk	Clarkdale Av (east side)	Ashworth St to South St		Repair sidewalk holes and major cracks		TWA, CWA, POP, OLS			
42		Opportunity Improvement	Clarkdale Av	Artesia City Hall		Coordinate drainage issues. Improvement suggested by city staff		CWA			

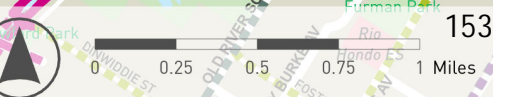
 **Prioritized Projects**
 **Non-Prioritized Projects**

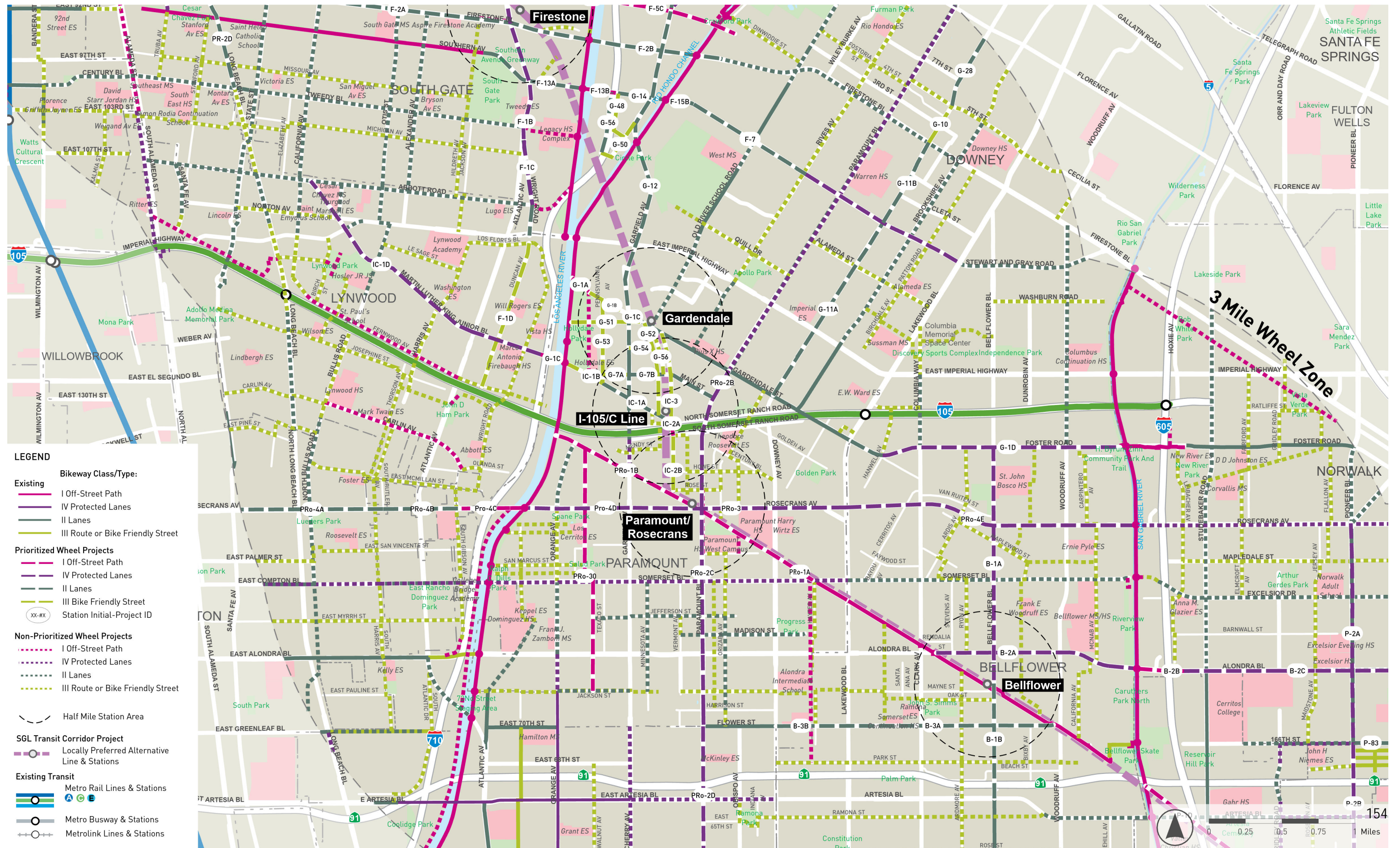


LEGEND

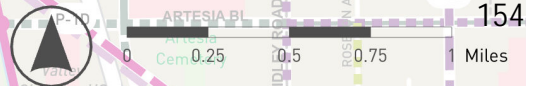
Bikeway Class/Type:

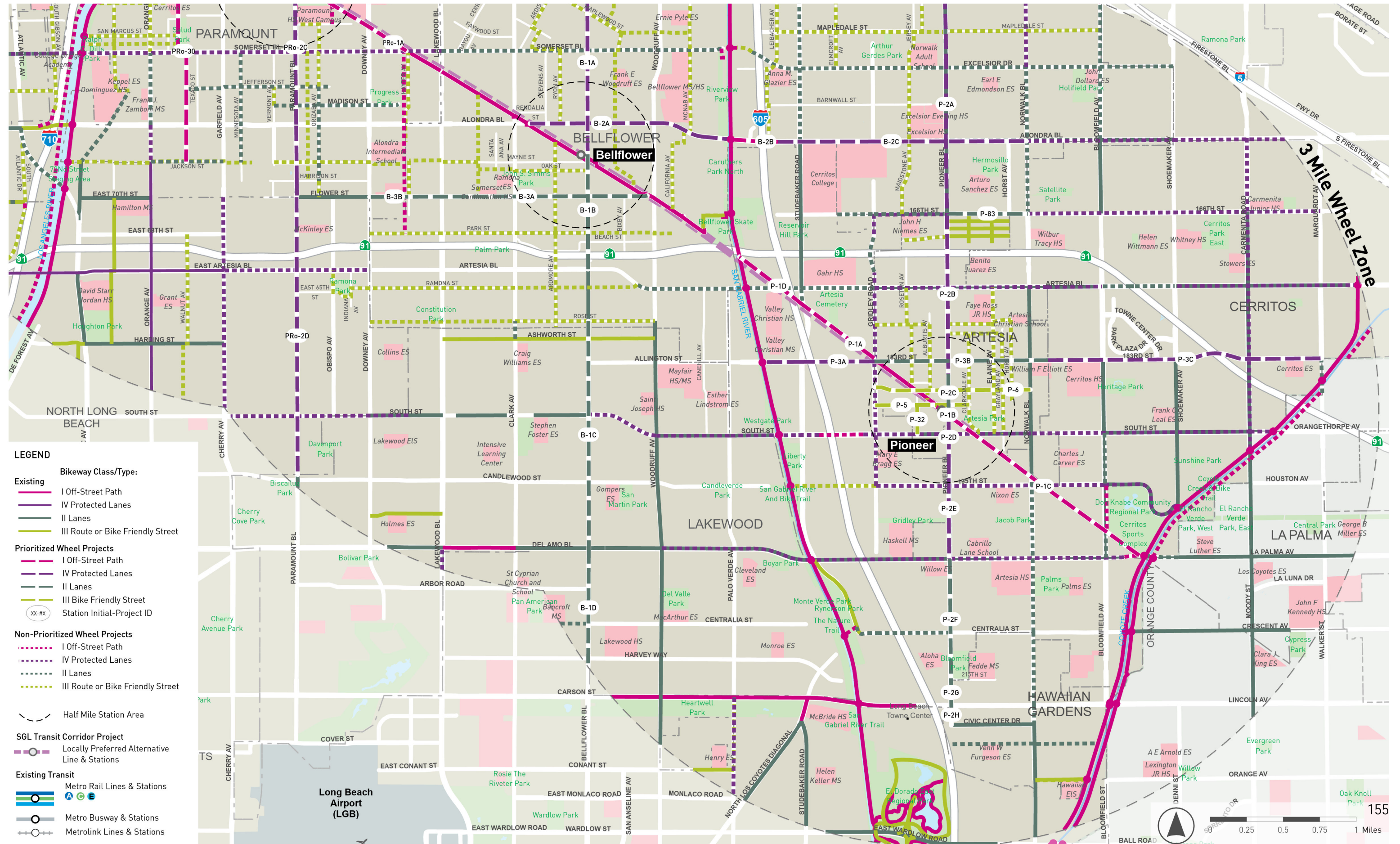
- Existing
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
- Prioritized Wheel Projects
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Bike Friendly Street
- Non-Prioritized Wheel Projects
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
- Station Initial-Project ID (XX-#X)
- Half Mile Station Area
- SGL Transit Corridor Project
 - Locally Preferred Alternative Line & Stations
- Existing Transit
 - Metro Rail Lines & Stations
 - Metro Busway & Stations
 - Metrolink Lines & Stations



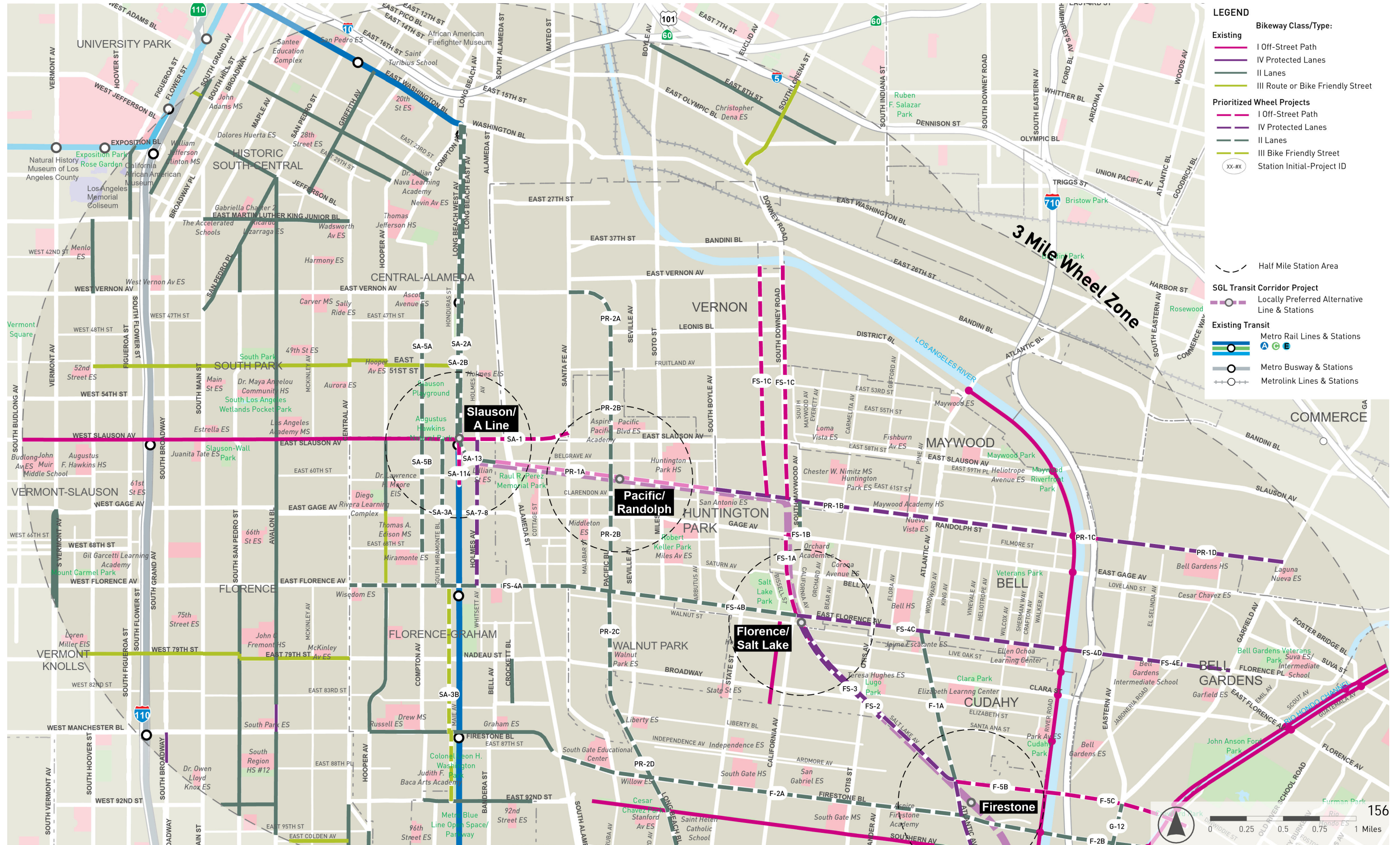


- LEGEND**
- Bikeway Class/Type:**
- Existing
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
 - Prioritized Wheel Projects
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Bike Friendly Street
 - Station Initial-Project ID (XX-#X)
 - Non-Prioritized Wheel Projects
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
 - Half Mile Station Area
 - SGL Transit Corridor Project
 - Locally Preferred Alternative Line & Stations
 - Existing Transit
 - Metro Rail Lines & Stations (A, C, E)
 - Metro Busway & Stations
 - Metrolink Lines & Stations





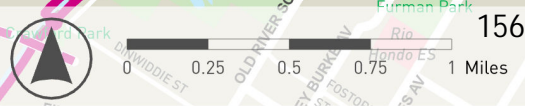
- LEGEND**
- Bikeway Class/Type:**
- Existing
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
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 - II Lanes
 - III Bike Friendly Street
 - Station Initial-Project ID (XX-#X)
- Non-Prioritized Wheel Projects**
- I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
- SGL Transit Corridor Project**
- Locally Preferred Alternative Line & Stations
- Existing Transit**
- Metro Rail Lines & Stations
 - Metro Busway & Stations
 - Metrolink Lines & Stations

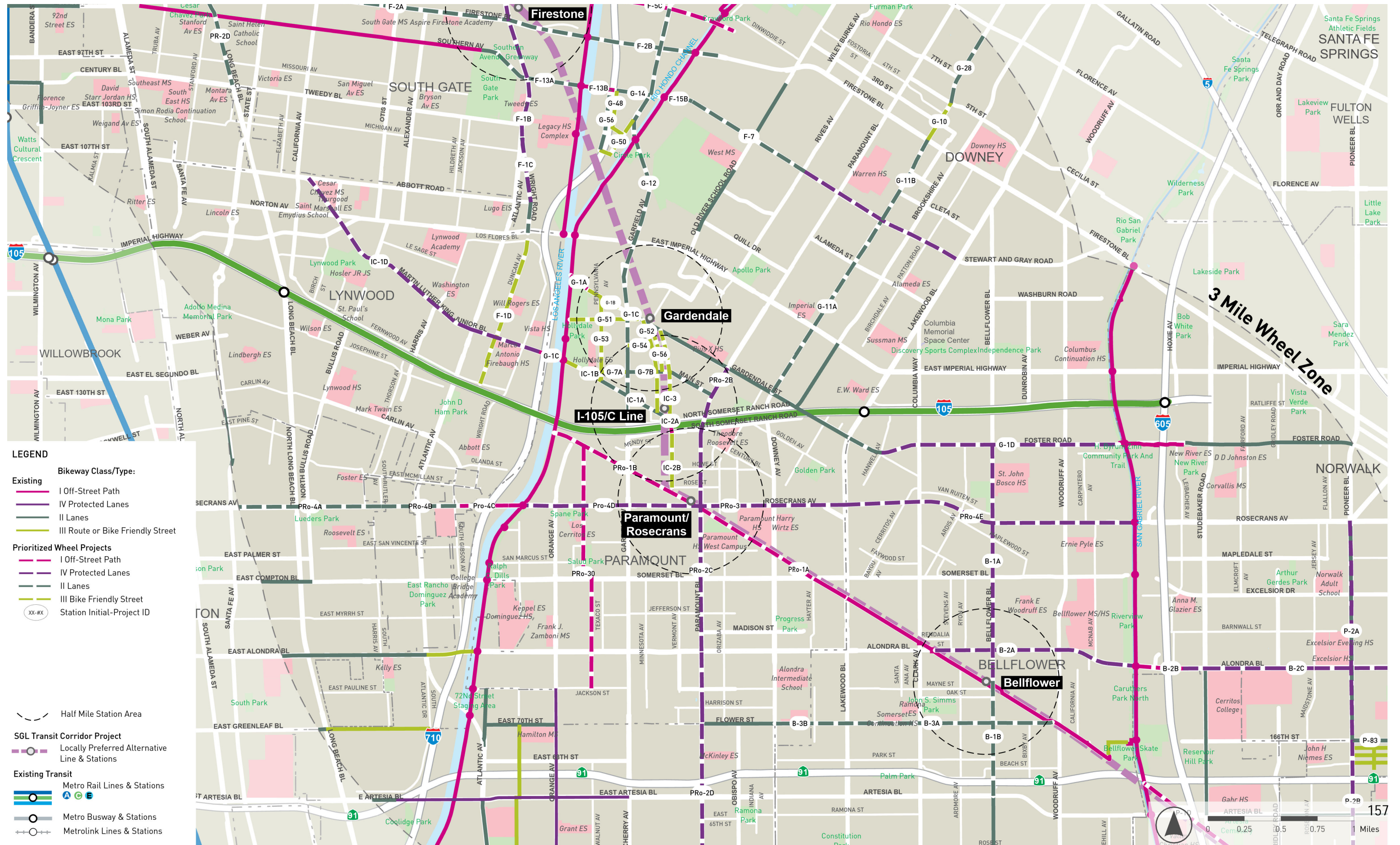


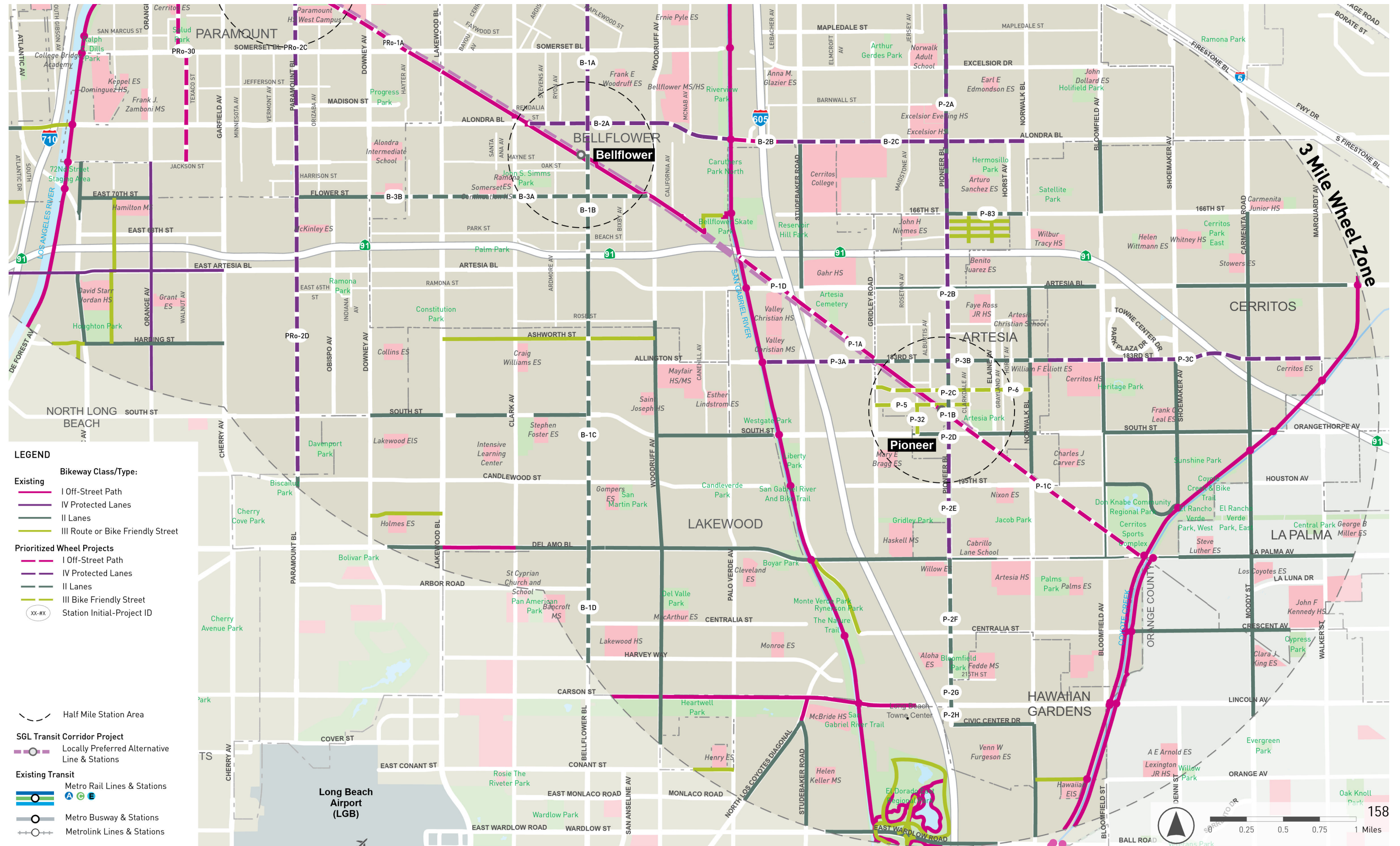
LEGEND

Bikeway Class/Type:

- Existing
 - I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
- Prioritized Wheel Projects
 - I Off-Street Path
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 - II Lanes
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 - Station Initial-Project ID (XX-#X)
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- SGL Transit Corridor Project
 - Locally Preferred Alternative Line & Stations
- Existing Transit
 - Metro Rail Lines & Stations
 - Metro Busway & Stations
 - Metrolink Lines & Stations

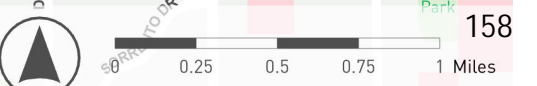






- LEGEND**
- Bikeway Class/Type:**
- I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Route or Bike Friendly Street
- Prioritized Wheel Projects**
- I Off-Street Path
 - IV Protected Lanes
 - II Lanes
 - III Bike Friendly Street
 - XX-#X Station Initial-Project ID

- Half Mile Station Area
- SGL Transit Corridor Project**
- Locally Preferred Alternative Line & Stations
- Existing Transit**
- Metro Rail Lines & Stations
- Metro Busway & Stations
- Metrolink Lines & Stations



PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
SLAUSON AVENUE/AT&SF ROW SHARED-USE PATH																
1		Vernon, Huntington Park, LA County, City of LA	Slauson Av/ AT&SF RR ROW	Long Beach Av West	Santa Fe Av	I	Shared-Use Path	Metro Rail to River Feasibility Study 2014, JOH	0.74	1		Separate parallel off-street wheel and pedestrian paths with 1 minor street crossing. Roadway width includes RR ROW.	100	Striping varies; typical: 8p-11-11-11cl-11-18-30	8p-11-11-11cl-11-18-30	\$3,975,000
LONG BEACH AVENUE EAST AND WEST BIKE LANES																
2A		City of Los Angeles	Long Beach Av East	Washington Bl	Slauson Av	II	Buffered Bike Lane northbound	City of Los Angeles Mobility Plan 2035 2016, JOH	2.11	1	2	✓ Requires removal of parking on west side. (Roadway will narrow adjacent to elevated LRT, requiring parking removal east side.) Limited access west.	28 (18)	8p-12-8p	12-3bu 6b-7p (12-6b)	\$315,000
2B		City of Los Angeles	Long Beach Av West	Washington Bl	Slauson Av	II	Buffered Bike Lane southbound	City of Los Angeles Mobility Plan 2035 2016, JOH	2.15	1	2	✓ Requires removal of parking on one side. Limited access east.	23	8p-15	6b 4bu-13	\$321,000
MIRAMONTE BOULEVARD BIKE LANES/MAIE AVENUE BIKE FRIENDLY STREET																
3A		Los Angeles County	Miramonte Bl	Slauson Av	Florence Av	II	Bike Lane	First Last Mile Community Walk Audit, JOH	1.00	1		✓ Low-volume collector w/center turn lane; existing Class III w/ 2 roundabouts. Add traffic control at intersections and traffic calming as needed for cyclist safety. Cost assumes traffic control at Slauson Av; 2 new stop signs each at 58th St, 62nd St, 68th St & 70th St.	50	20-10cl-20	8p-6b-11-11-6b-8p	\$991,000
3B		Los Angeles County	Maie Av	Florence Av	92nd St	III	Bike Blvd/ Bike Friendly St	County of Los Angeles Bike Master Plan 2012, JOH	1.55	1		Low volume collector w/parking on one side only, currently signed as Class III. Add traffic control at intersections and traffic calming as needed for cyclist safety. Cost assumes speed cushions, stop signs, signage. Ped/bike activated signal at Firestone Bl & 92nd St; 2 new stop signs each at 7 intersections.	30			\$353,000
COMPTON AVENUE BIKE LANES																
5A		City of Los Angeles	Compton Av	Vernon Av	Slauson Av	II	Bike Lane	JOH	1.00	3		Requires lane reduction.	56	18-10-10-18	7p-6b-10-10cl-10-6b-7p	\$149,000
5B		Los Angeles County	Compton Av	Slauson Av	68th St	II	Bike Lane	County of Los Angeles Bike Master Plan 2012, JOH	0.77	3		Requires lane or parking reduction.	56	18-10-10-18	7p-6b-10-10cl-10-6b-7p	\$115,000

Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
HOLMES AVENUE PROTECTED BIKE LANES																
7-8		Los Angeles County	Holmes Av	Slauson Av	Florence Av	IV	Protected Bike Lane	JOH	1.00	3	✓	Existing buffered bike lanes which could be converted to parking protected lanes. R2R Segment B Study suggests adding landscaped median. Requires bike phase at 3 signalized intersections.	80	8p-6b 4bu-14-16cl-14-4bu 6b-8p	6b 4bu-8p-12-20m-12-8p-4bu 6b	\$2,716,000
RANDOLPH STREET BIKE LANES																
13		Los Angeles County	Randolph St	Slauson Av	Wilmington Av	II	Bike Lane	County of Los Angeles Public Works MAT Grant, JOH	0.32	3		Currently one-way one lane westbound with curbside parking. Requires parking removal to accommodate two-way bike lanes (or two-way raised cycle track with mountable curb).	22	14-8p	6b-10-6b (or 12b-10)	\$77,000
LONG BEACH AVENUE/ METRO A LINE ROW BIKE PATH																
114		County of Los Angeles	Long Beach Av/ Metro Blue Line Right-Of-Way	Slauson Av	61th St	I	Bike Path	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012, JOH	0.31	3		No street crossings.				\$1,232,000
NON-LINEAR WHEEL PROJECTS																
122		City of LA, LA County, Vernon, Huntington Park	Signal Timing Optimization for Wheels on Streets with FLM Priority Wheel Projects					JOH		3		Signalized intersections on streets with priority wheel projects (28 total): 15 City of LA (54%) 10 LA County (36%) 1 Vernon (3%) 2 Huntington Park (7%)				\$192,000
123		City of LA, LA County, Vernon, Huntington Park	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team		1	2	Linear miles priority wheel projects (8.8 total): 3.1 City of LA (36%) 5.2 LA County (59%) 0.3 Vernon (3%) 0.2 Huntington Park (2%)				\$2,296,000
PROJECTS ON OTHER STREETS																
4		City of Los Angeles	Central Av	8th St	100th St	IV	Cycle Track	City of Los Angeles Mobility Plan 2035 2016	6.20			✓				
5C		Los Angeles County	Compton Av	68th St	92nd St	II	Bike Lane	County of Los Angeles Bike Master Plan 2012	1.70			✓				

Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
6		Los Angeles County	Compton Av	Nadeau St	92nd St	II	Buffered Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.98		✓					
9		City of Los Angeles	Holmes Av	E 51th St	E 55th St	III	Bike Friendly St	First Last Mile Technical Team	0.25		✓					
10		City of Los Angeles	Holmes Av	Slauson Av	E 55th St	IV	Protected Bike Lane	First Last Mile Technical Team	0.26		✓		70	20-10-10cl-10-20	6b 4bu 20-10cl-10-20-4 bu 6b	
11		City of Los Angeles	60th St	Avalon Bl	Central Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.50		✓					
12		Los Angeles County	60th St	Central Av	Wilmington Av	III	Bike Route	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	1.03		✓					
13		Los Angeles County	Slauson Av	Metro Blue Line Right-of-Way	Wilmington Av	II	Colored Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.25		✓					
14		City of Los Angeles	Avalon Bl	Jefferson Bl	Florence Av	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016	2.80							
15		City of Los Angeles	Broadway	36th Pl	88th Pl	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	3.94							
16		City of Los Angeles	Main St	20th St	91st St	IV	Cycle Track	City of Los Angeles Mobility Plan 2035 2016	5.23							
17		City of Los Angeles	Vermont Av	42nd Pl	60th Pl	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	1.45							
18		Huntington Park	Gage Av	Holmes Av	Salt Lake Av	IV or II	Parking Protected Bike Lane or Bike Lane	Metro Rail to River Seg. B Alts Analysis 2021	2.13			Requires lane or parking reduction. Lane reduction per Rail to River analysis is shown.	60	20-10-10-20	4b 4b 3bu-8p-11-11cl-11-8p or 8p-5b-11-12cl-11-5b-8p	
19		City of Los Angeles	103rd St	Graham Av	Wegand Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.73							
20		City of Los Angeles	107th St	Wilmington Av	Mona Bl	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.50							
21		City of Los Angeles	10th St	Central Av	Sandford Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.16							

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
22		City of Los Angeles	14th St	Stanford Av	Griffith Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.07							
23		City of Los Angeles	16th St	Maple Av-370 ft east	Central Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.63							
24		City of Los Angeles	23rd St	Broadway	Long Beach AV W	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	1.65							
25		City of Los Angeles	29th St	San Pedro St	Griffith Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.25							
26		City of Los Angeles	30th St	Grand Av	San Pedro St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.71							
27		City of Los Angeles	37th St	Figueroa St	Broadway Pl	III	Bike Route	City of Los Angeles Mobility Plan 2035 2016	0.48							
28		City of Los Angeles	39th St	Figueroa St	Broadway Pl	III	Bike Route	City of Los Angeles Mobility Plan 2035 2016	0.37							
29		City of Los Angeles	39th St	Main St	Broadway Pl	III	Bike Route	Metro Bicycle Transportation Strategic Plan 2006	0.16							
30		City of Los Angeles	42nd St	Vermont Av	Broadway	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.72							
31		City of Los Angeles	47th St	Figueroa St	Honduras St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	2.28							
32		City of Los Angeles	48th St	Raymond Av	Figueroa St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.64							
33		City of Los Angeles	51st St	Normandie Av	Hoover St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.45							
34		City of Los Angeles	54th ST	Budlong Av	Central Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	2.25							
35		City of Los Angeles	59th Pl	Hoover St	Avalon Bl	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	1.25							
36		City of Los Angeles	60th Pl	Budlong Av	Vermont Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.22							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

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37		City of Los Angeles	60th St	Vermont Av	Hoover St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.26							
38		City of Los Angeles	66th St	Budlong Av	Menlo Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.28							
39		City of Los Angeles	66th St	Estrella Av	Figueroa St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.12							
40		City of Los Angeles	67th St	Figueroa St	Broadway	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.25							
41		City of Los Angeles	68th St	Menlo Av	Estrella Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.25							
42		City of Los Angeles	79th St	Vermont Av	Central Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	1.89							
43		City of Los Angeles	82nd St	Hoover St	Figueroa St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.19							
44		City of Los Angeles	83rd St	Figueroa St	Central Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	1.51							
45		City of Los Angeles	88th Pl	Broadway	McKinley Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	1.00							
46		City of Los Angeles	88th St	Broadway	Grand Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.03							
47		City of Los Angeles	91st St	Avalon Bl	Central Av	II	Bike Lane	LADOT	0.50							
48		City of Los Angeles	95th St	Central Av	Hooper St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.13							
49		City of Los Angeles	97th St	Bandera St	Wilmington St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.04							
50		City of Los Angeles	Bandera St	E 92nd St	E 97th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.35							
51		City of Los Angeles	Boyle Av	8th St	10 Fwy	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.01							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
52		City of Los Angeles	Central LA River Path	Washington Bl	Sacramento St	I	Bike Path	City of Los Angeles Mobility Plan 2035 2016	1.00							
53		City of Los Angeles	Century Bl	Wilmington Av	Alameda St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.62							
54		City of Los Angeles	Clovis Av	E Colden Av	E 95th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.07							
55		City of Los Angeles	Colden Av	Clovis Av	Avalon Bl	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.41							
56		City of Los Angeles	E 51st St	Long Beach Bl East	Holmes Av	III	Bike Blvd/ Bike Friendly St	First Last Mile Technical Team	0.12							
57		City of Los Angeles	Estrella Av	W 66th St	W 68th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.08							
58		City of Los Angeles	Euclid Av	E 8th St	Atlantic St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.21							
59		City of Los Angeles	Exposition Bl	Hope St	Vermont Av	III	Bike Blvd/ Bike Friendly St	Metro Bicycle Transportation Strategic Plan 2006	0.20							
60		City of Los Angeles	Figueroa St	W 42nd St	W 42nd St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.02							
61		City of Los Angeles	Figueroa St	W 48th St	W 47th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.09							
62		City of Los Angeles	Figueroa St	W 66th St	W 67th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.03							
63		City of Los Angeles	Figueroa St	W 82nd St	W 83rd St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.01							
64		City of Los Angeles	Figueroa St	Martin Luther King Jr Bl	Exposition - N/O	IV	Cycle Track	City of Los Angeles Mobility Plan 2035 2016	0.51							
65		City of Los Angeles	Florence Av	Central Av	Broadway	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	1.26							
66		City of Los Angeles	Florence Av	Kansas Av	Broadway	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.81							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
67		City of Los Angeles	Gage Av	Figueroa St	Central Av	IV	Protected Bike Lane	Avalon Gage MLK MAT Grant 2023	1.51							
68		City of Los Angeles	Flower St	33rd St	37th St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.28							
69		City of Los Angeles	Grandee Av	Century Bl	103rd St	IV	Protected Bike Lane	Watts TCC	0.17							
70		City of Los Angeles	Griffith Av	Jefferson Bl	Martin Luther King Bl	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.21							
71		City of Los Angeles	Honduras St	47th St	Vernon Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.20							
72		City of Los Angeles	Hope St	37th St	Exposition Bl	III	Bike Blvd/ Bike Friendly St	Metro Bicycle Transportation Strategic Plan 2006	0.10							
73		City of Los Angeles	Jefferson Bl	Broadway	Main St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.07							
74		City of Los Angeles	Jefferson Bl	Figueroa St	Grand Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.16							
75		City of Los Angeles	Jefferson Bl	Figueroa St	Central Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.54							
76		City of Los Angeles	Kalmia St	E 103rd St	Santa Ana Bl	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.53							
77		City of Los Angeles	Lorena St	7th St	Union Pacific Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.69							
78		City of Los Angeles	Manchester Av	Central Av	Figueroa St	IV	Cycle Track	City of Los Angeles Mobility Plan 2035 2016	1.49							
79		City of Los Angeles	Maple Av	Washington Bl	18th St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.09							
80		City of Los Angeles	Maple Av	Washington Bl	Woodlawn Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	1.37							
81		City of Los Angeles	Marietta St	E 8th St	E 7th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.15							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
82		City of Los Angeles	Martin Luther King Jr Bl	Figueroa St	Menlo Av	II	Bike Lane	Metro Bicycle Transportation Strategic Plan 2006	0.34							
83		City of Los Angeles	Martin Luther King Jr Bl	Central Av	Menlo Av	IV	Cycle Track	City of Los Angeles Mobility Plan 2035 2016	1.85							
84		City of Los Angeles	Mateo St	E 7th St	Olympic Bl	II	Bike Lane	DTLA 2040 2022	0.41			Shown as Bike Blvd/Bike Friendly St in Mobility Plan 2035 and as bike lane in DTLA 2040 Community Plan.				
85		City of Los Angeles	McKinley Av	Florence Av	Colden Av	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	1.82							
86		City of Los Angeles	Menlo Av	66th St	68th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.07							
87		City of Los Angeles	Olympic Bl	Central Av	Lorena St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	2.42							
88		City of Los Angeles	Pico Bl	San Pedro St	Central Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.43							
89		City of Los Angeles	San Pedro St	Washington Bl	E 14th St	II	Bike Lane	Metro Bicycle Transportation Strategic Plan 2006	0.33							
90		City of Los Angeles	San Pedro St	Washington Bl	Jefferson Bl	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.96							
91		City of Los Angeles	Santa Fe Av	E 14th St	E 7th St	III	Bike Blvd/ Bike Friendly St	DTLA 2040 2022	0.87			Shown as Bike Blvd/Bike Friendly St in Mobility Plan 2035 and as protected bike lane in DTLA 2040 Community Plan.				
92		City of Los Angeles	Soto St	I-5	City Limit	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.95							
93		City of Los Angeles	Stanford Av	Pico Bl	14th St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	0.06							
94		City of Los Angeles	Stanford Av	E 11th St	E 14th St	III	Bike Route	City of Los Angeles Mobility Plan 2035 2016	0.17							
95		City of Los Angeles	Vermont Av	60th Pl	74th St	IV	Cycle Track	City of Los Angeles Mobility Plan 2035 2016	0.84							
96		City of Los Angeles	Vernon Av	Honduras St	Long Beach Av West	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.03							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
97		City of Los Angeles	Washington Bl	Santee St	Los Angeles River	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016	2.44							
98		City of Los Angeles	Wilmington Av	E 97th St	E 107th St	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.53							
99		City of Los Angeles	Woodlawn Av	Maple Av	Martin Luther King Bl	III	Bike Blvd/ Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.05							
100		Los Angeles County	68th St	Central Av	Miramonte Av	III	Bike Route	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.67							
101		Los Angeles County	76th Place	Whitsett Av	Crockett Bl.	III	Bike Route	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.25							
102		Los Angeles County	83rd St	Graham Av	Crockett Bl.	III	Bike Route	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.38							
103		Los Angeles County	87th St	Graham Av	Firestone Bl.	III	Bike Route	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.62							
104		Los Angeles County	92nd St	Success Av	Compton Av	II	Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.08							
105		Los Angeles County	92nd St E	Central Av	Compton Av	III	Bike Route	County of Los Angeles Bike Master Plan 2012	0.51							
108		Los Angeles County	Firestone Bl	Central Av	Ivy St	II	Colored Buffered Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	1.31							
109		Los Angeles County	Florence Av	Converse Av	Metro Blue Line tracks	II	Colored Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.04							
110		Los Angeles County	Florence Av	Miramonte Av	Converse Av	II	Colored Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.07							
111		Los Angeles County	Florence Av	Metro Blue Line tracks	Alameda St	III	Type B Sharrows	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.51							
112		Los Angeles County	Hooper Av	Slauson Av	Florence Av	II	Bike Lane	County of Los Angeles Bike Master Plan 2012	0.50							

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Slauson/A Line Station Wheel Projects - \$12,732,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
113		Los Angeles County	Hooper Av	Firestone Bl.	94th St	II	Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.56							
116		Los Angeles County	Nadeau St /Broadway	Central Av	E County Border	II	Bike Lane	County of Los Angeles Bike Master Plan 2012	2.58							
117		Los Angeles County	Whitsett Av	Florence Av	76th Pl.	III	Bike Route	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.26							
118		Vernon	Alameda St	Slauson Av	25th St	IV	Protected Bike Lane	City of Vernon Bicycle Master Plan 2017	1.76							
119		Vernon	Santa Fe Av	Pacific Bl	Florence Av	II	Bike Lane	City of Vernon Bicycle Master Plan 2017	1.02							
120		City of Los Angeles	Hoover St	Vernon Av	Manchester Av	II	Bike Lane	Olympics Legacy Plan, LA28 Venue Plan	2.62							
121		City of Los Angeles	Vernon Av	Budlong Av	Hoover St	II	Bike Lane	LA28 First-Last Mile Project	0.32							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Pacific/Randolph Station Wheel Projects - \$74,946,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
RANDOLPH STREET BIKEWAY (RAIL TO RIVER SEGMENT B/ RANDOLPH CORRIDOR ACTIVE TRANSPORTATION PROJECT)																	
1A		Huntington Park	To be determined (TBD) based on Rail to River Segment B Project final design recommendation	Long Beach Av East	State St/Boyle Av	TBD	TBD	Huntington Park Bicycle Transportation Master Plan 2014, Metro Rail to River Segment B Supplemental Alternatives Analysis May 2021, Randolph Corridor Active Transportation Project 2023, JOH	1.66	1	2	✓ Specific improvement/facility type pending final design recommendation resulting from the Rail to River Segment B Project. Facility must be high-quality, such as a Class I, II, or IV, safe and appropriate for the street configuration, have a direct connection to a station entrance, and agreed upon by city staff and Metro staff to qualify as a FLM priority project. ROM cost is for Class I off-street bike path. Pedestrian projects may also be included, pending the final design recommendation of the Rail to River Segment B Project. Walk projects that are viable given the existing conditions and future alignment with the LRT project are included in the Prioritized Walk Project List under Pacific/Randolph Station projects 5 - 10B.					\$6,600,000
1B		Bell	Randolph St	State St/Boyle Av	Los Angeles River West Side	TBD	TBD	Metro Rail to River Segment B Supplemental Alternatives Analysis May 2021, Randolph Corridor Active Transportation Project 2023, JOH	2.48	2	✓	Specific improvement/facility type pending final design/ recommendation resulting from Rail to River Segment B Project. Facility must be high-quality, such as a Class I, II, or IV, safe and appropriate for the street configuration, have a direct connection to a station entrance, and agreed upon by city staff and Metro staff to qualify as a FLM priority project. ROM cost reflects 2-way cycle track shown in Rail to River Segment B Analysis (2021).					\$18,148,000
RANDOLPH STREET BIKEWAY BRIDGES																	
1C		Bell	Randolph St	Los Angeles River West Side	I-710 East Side	I	Bike Bridges & Path	First Last Mile Technical Team, JOH	0.17	2	✓	In order for the Randolph St Bikeway east of the I-710 (Project 1D) to connect to SGL stations, 2 bridges are required: 550' over LA River and 200' over I-710.					\$33,060,000
RANDOLPH STREET BIKEWAY EAST OF I-710 (RANDOLPH CORRIDOR ACTIVE TRANSPORTATION PROJECT)																	
1D		Commerce	Randolph St	I-710 East Side	Eastern Av	IV or III	Protected Two-Way Cycle Track or Bike Friendly Street	Randolph Corridor Active Transportation Project 2023, JOH	0.25	3	✓	Two-way cycle track 8' wide with 2' buffer requires parking removal on one side. Alternative Class III requires traffic calming as need for cyclist safety. ROM cost is for cycle track.	38	19-19	8b 2 bu-10-18		\$532,000
				Los Angeles River	Garfield Av	IV or II	Protected Two-Way Cycle Track or Bike Lane	Randolph Corridor Active Transportation Project 2023, JOH	1.07	3	✓	Two-way cycle track 8' wide with 2' buffer requires bike phase at 1 signalized intersection. Alternative Class II is buffered bike lanes. ROM cost is for cycle track.	58	15-12-11-20	10b 4bu-12-12cl-12-8p or 5b 3bu-12-11cl-12-7b-8p		\$1,440,000

Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS



Pacific/Randolph Station Wheel Projects - \$74,946,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
PACIFIC BOULEVARD/LONG BEACH BOULEVARD BIKE LANES																
2A		Vernon	Pacific Bl	Santa Fe Av	52nd St	IV	Protected Bike Lane	City of Vernon Bicycle Master Plan 2017, ATP Cycle 3 Grant, Gateway Cities COG Strategic Transportation Plan Active Transportation Element Final 2016, JOH	0.78	1		Illustrative striping is per City's grant application. Requires bike phase at 2 signalized intersections.	100	21-12-11.5-11cl-11.5-12-21	6b 3 bu-12-12-11.5-11cl-11.5-12-12-3bu 6b	\$1,466,000
2B		Huntington Park	Pacific Bl	52nd St	Slauson Av	II	Bike Lane	Gateway Cities COG Strategic Transportation Plan Active Transportation Element Final 2016, JOH	0.47	1		Consider reverse angled parking to improve visibility of cyclists for motorist exiting parking space.	100	16p-18-11-10cl-11-18-18p	18p-7b-11.5-11-10cl-11-11.5-7b-18p	\$114,000
				Slauson Av	Randolph St	II	Bike Lane	Gateway Cities COG Strategic Transportation Plan Active Transportation Element Final 2016, JOH	0.27	1		Requires lane reduction. Would be implemented as part of comprehensive re-visioning of downtown as multi-destination community shopping, service, dining, and entertainment center. Consider reverse angle parking to improve visibility of cyclists. Cost to be adjusted to reflect full restriping.	90	17p-11-11-11cl-11-11-18p	18p-6b 3bu-12-12cl-12-3bu 6b-18p	\$88,000
				Randolph St	Florence Av	II	Bike Lane	Huntington Park Bicycle Transportation Master Plan 2014, Gateway Cities COG Strategic Transportation Plan Active Transportation Element Final 2016, JOH	0.78	1		Same as above.	90	17p-11-11-11cl-11-11-18p	18p-6b 3bu-12-12cl-12-3bu 6b-18p	\$258,000
2C		County of Los Angeles	Pacific Bl	Florence Av	Broadway	IV	Protected Bike Lane	Gateway Cities COG Strategic Transportation Plan Active Transportation Element Final 2016, JOH	0.54	2		Requires lane or parking reduction, bike phase at 2 existing signalized intersections.	68	19-10-10cl-10-19	6b 4bu-8p-11-10cl-11-8p-4bu 6b or 6b 3bu-10-10-10cl-10-10-3bu 6b	\$1,851,000
						II	Bike Lane					Requires parking reduction one side.			7p-6b-10-10-10cl-10-10-5b	\$179,000
2D		South Gate	Long Beach Bl	Broadway	Tweedy Bl	IV	Bike Lane	Gateway Cities COG-Strategic Transportation Plan Active Transportation Element Final 2016	1.54	2		Requires lane or parking reduction, bike phase at 10 existing signalized intersections. South Gate Bicycle Transportation Plan shows Class III.	68	19-10-10cl-10-19	6b 4bu-8p-11-10cl-11-8p-4bu 6b or 6b 3bu-10-10-10cl-10-10-3bu 6b	\$8,746,000
						II	Bike Lane					Requires parking reduction one side.			7p-6b-10-10-10cl-10-10-5b	\$512,000

Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Pacific/Randolph Station Wheel Projects - \$74,946,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
NON-LINEAR WHEEL PROJECTS																
37		Huntington Park, LA County, South Gate, Vernon, Bell, Commerce	Signal Timing Optimization for Wheels on Streets with FLM Priority Wheel Projects Note: requires coordination among jurisdictions.					JOH			3	Signalized intersections on streets with priority wheel projects (48 total): 14 Huntington Park (30%) 13 LA County (27%) 11 South Gate (23%) 4 Vernon (8%) 4 Bell (8%) 2 Commerce (4%)				\$329,000
38		Huntington Park, LA County, South Gate, Vernon, Bell, Commerce	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team		1	2	Linear miles priority wheel projects: 3.2 Huntington Park (27%) 2.3 LA County (20%) 1.5 South Gate (13%) 0.8 Vernon (7%) 2.6 Bell (22%) 1.3 Commerce (11%)				\$2,314,000
PROJECTS ON OTHER STREETS																
4		Huntington Park	Malabar Av	58th St	Florence Av	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	1.08			✓				
5		Huntington Park	Saturn Av	Alameda St	Salt Lake Av	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	1.66			✓				
6		Huntington Park	Seville Av	Florence Av	E 58th St	III	Bike Friendly St	TOD SIP	1.12			✓				
7		Los Angeles County	Seville Av	E. Florence Av	Santa Ana St	II	Bike Lane	County of Los Angeles Bike Master Plan 2012	0.61			✓	54	21-12cl-21	7p-5b-10-10cl-10-5b-7p or 8p-5b 3bu-11-11-3bu 5b-8p	
8		South Gate	Seville Av	Liberty Bl	Broadway Av	II	Bike Lane	TOD SIP	0.21			✓				
9		Vernon	Malabar St	58th St	Fruitland Av	III	Bike Friendly St	TOD SIP	0.42			✓				
10		Bell	Gage Av	Salt Lake Av	California Av/ Maywood Av	IV	Parking Protected Bike Lane	Metro Rail to River Seg. B Alts Analysis 2021	0.11							

- Prioritized Projects
- Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Pacific/Randolph Station Wheel Projects - \$74,946,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
11		Huntington Park	Belgrave Av	Santa Fe Av	Miles Av	II	Bike Lane	First Last Mile Technical Team	0.63							
13		Huntington Park	Belgrave Av	Oak St	State St	II	Bike Lane	First Last Mile Technical Team	0.27							
12		Huntington Park	Belgrave Av through Huntington Park HS	Miles Av	Oak St	I	Path	First Last Mile Technical Team	0.11							
14		Huntington Park	Belgrave Av	Santa Fe Av	State St	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	1.01							
15		Huntington Park	Santa Fe Av	AT&SF RR ROW	Clarendon Av	IV	Protected Bike Lane	First Last Mile Technical Team	0.44							
16		Huntington Park/Vernon	State St/Boyle Av	Belgrave Av	Randolph St	IV	Protected Bike Lane or Widen Sidewalk	First Last Mile Technical Team	0.20							
17		Huntington Park, Vernon, City of LA	AT&SF RR ROW	Santa Fe Av	Washington Bl	I	Bike Path	Metro Rail to River Feasibility Study 2014	1.96							
18		City of Los Angeles	Esperanza St	E 8th St	E 7th St	III	Bike Blvd/Bike Friendly St	City of Los Angeles Mobility Plan 2035 2016	0.27							
19		Huntington Park	58th St	Malabar St	Soto St	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.48							
20		Huntington Park	Albany St	Zoe Av	Florence Av	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.34							
21		Huntington Park	Arbutus Av	Florence Av	Randolph St	III	Bike Friendly St	TOD SIP	0.78							
22		Huntington Park	Clarendon Av	Regent St	Arbutus Av	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	1.09							
23		Huntington Park	Cottage St	Randolph St	Zoe Av	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.46							
24		Huntington Park	Miles (Civic Center) Park	Passaic St	Miles Av	I	Path	TOD SIP	0.15			Route through park on path or parking lot				
25		Huntington Park	Miles Av/Soto St	NCL	Florence Av	II	Bike Lane	Huntington Park Bicycle Transportation Master Plan 2014	1.24							

 **Prioritized Projects**

 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Pacific/Randolph Station Wheel Projects - \$74,946,000 Total ROM Cost (assumes highest total cost)																	
Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
26		Huntington Park	Zoe Av	Alameda St	Miles Av	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.95								
27		Huntington Park	Zoe Av	Passaic St	Bissell St	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.65								
28		Los Angeles County	Alameda Corridor	Florence Av	103rd St	I	Bike Path	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	2.22								
29		Los Angeles County	Crockett Bl	Florence Av	Nadeau St	III	Bike Route	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.25								
31		Los Angeles County	Olympic Bl	Indiana St	Concourse Av	II	Bike Lane	County of Los Angeles Bike Master Plan 2012	0.08								
32		Vernon	Fruitland Av	Santa Fe Av	Downey Rd	III	Bike Friendly St	TOD SIP	1.48								
33		Vernon	Los Angeles River	Bandini Av		I	Bike Path	City of Vernon Bicycle Master Plan 2017	0.68								
34		Vernon	Soto St	LA River	City Limit north	IV	Protected Bike Lane	City of Vernon Bicycle Master Plan 2017	0.36								
35		Vernon, LA County, City of LA	LA River	37th St	Atlantic Bl	I	Bike Path	Gateway Cities COG-Strategic Transportation Plan Active Transportation Element Final 2016	2.38								
36		Los Angeles County	Santa Fe Av	Florence Av	Ardmore Av	IV	Protected Bike Lane	Jurisdiction Office Hours	1.18					45	13-10-10-12	6b 4bu-12.5-12.5-4bu 6b	

 Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup- port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
SALT LAKE AVENUE/SGL ROW/MAYWOOD AVENUE/UPRR ROW BIKEWAYS																	
1A		Bell, Huntington Park	Salt Lake Av/ SGL ROW	Florence Av	Gage Av	IV	2-way Cycle Track	Bell Bicycle Master Plan 2016	0.55	1		12' wide two-way cycle track adj to retaining wall with parallel parking (8'/no parking for 100'). Requires reconfiguration of median island. Requires sidewalk ride on Gage Av from Salt Lake Av to Maywood Av (400').				\$1,177,000	
1B		Bell, Vernon	Maywood Av	Gage Av	Randolph St	II	Bike Lane	First Last Mile Technical Team, JOH	0.21	2	✓	2-lane collector street w/ parking on east side only. Requires elimination of parking.	34	14-20	5b-12-12-5b	\$31,000	
						III	Bike Friendly St	Bell Bicycle Master Plan 2016				Requires traffic calming as needed for cyclist safety. Cost assumes speed humps, signage. Bell BMP shows route to Randolph Pl; FLM Plan extend it 180' to Randolph St.				\$26,000	
1C		Vernon	UPRR ROW (Cities of LA & LB) or LADWP ROW	LA River	Randolph St	I	Shared-Use Path	City of Vernon Bicycle Master Plan 2017, Gateway Cities COG Strategic Transportation Plan Final 2016, JOH	1.74	2		Off-street shared-use path in RR ROW owned by the cities of Los Angeles and Long Beach or LA DWP transmission corridor north of Randolph St as proposed in City's plan. DWP ROW requires 4 new traffic signals (existing for RR ROW).				\$9,289,000	
SALT LAKE AVENUE/SGL ROW BIKEWAYS																	
2		Cudahy	Salt Lake Av East of RR ROW	Walnut St	Live Oak St - 200' s/o	IV or II	2-way Cycle Track or Bike Lane	Cudahy Safe Routes to School Plan 2015, Gateway Cities COG Strategic Transportation Plan Final 2016, JOH	0.10	1	2	✓	Future roadway width (after SGL construction and east sidewalk widening to 8') = sound wall to face of new curb. Cost is for cycle track and assume asphalt is raised 4-6" above roadway with mountable curb.	Existing 34 Future 33.5 incl. 4 of RR ROW	5b 5b 2bu-11-12 or 2 wall to curb-5b-10.75-10.75-5b	\$1,427,000	
					Live Oak St - 200' s/o	Atlantic Av	IV or II	2-way Cycle Track or Bike Lane	Cudahy Safe Routes to School Plan 2015, Gateway Cities COG-Strategic Transportation Plan Final 2016, JOH	1.37	1	2	✓	Future roadway width (after SGL construction and east sidewalk widening to 8') = sound wall to face of new curb. Cost is for cycle track and assume asphalt is raised 4-6" above roadway with mountable curb.	Existing 36 Future 36 incl. 4 of RR ROW	5b 5b 2bu-12-12 or 4 wall to curb-5b-11-11-5b	\$19,545,000
3		Huntington Park	Salt Lake Av West of RR ROW	Walnut St	Santa Ana St	IV or II	2-way Cycle Track or Bike Lane	FLM Technical Team, JOH	0.83	1	2	✓	Roadway width = retaining/sound wall to face of existing curb. Cost is for cycle track and assumes asphalt is raised 4-6" above roadway with mountable curb.	Existing 38 to 40 Future 40 incl. 0 to 2 of RR ROW	18-10-2bu 5b 5b wall to curb or 7p 5b-11-10-5b-2 wall to curb	\$11,788,000	

Prioritized Projects
 Non-Prioritized Projects


PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup- port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
FLORENCE AVENUE BIKE LANES																	
4A		Los Angeles County, Huntington Park	Florence Av	Central Av	East County boundary near State St	II	Bike Lane	First Last Mile Technical Team	2.24	2		Requires lane or parking reduction. Illustrative striping shows parking removal on one side.	70	18-11-10cl-11-18	5b-10-10-10cl-10-10-3bu-5b-7b	\$744,000	
4B		Huntington Park	Florence Av	Mountain View Av	Salt Lake Av	II	Buffered Bike Lane/ Bike Lane	First Last Mile Technical Team	0.84	1	2	Requires lane or parking reduction. Illustrative striping shows parking removal on one side.	70	19-11-10cl-11-19	7p-5b-10-10-10cl-10-10-3bu-5b	\$278,000	
4C		Bell	Florence Av	Salt Lake Av	Walker Av	IV	Protected Bike Lane	Bell Bicycle Master Plan 2016	1.80	1		Requires lane or parking reduction and ped/bike phase at 8 signalized intersections. Illustrative striping shows parking removal.	76	23-10-11cl-10-22	5b 3 bu-11-10-11cl-10-18-3bu-5b	\$7,171,000	
						II	Bike Lane	First Last Mile Technical Team			Requires striping only.	7p-6b-10-10-10cl-10-10-6b-7p					\$598,000
4D		Bell	Florence Av	Walker Av	Los Angeles River West Side		Use Widened Sidewalk as Shared-Use Path	First Last Mile Technical Team	0.16	2		Widen sidewalks. Where walkway is less than 8' wide relocate street lights to back of walk and add guardrail bet. sidewalk and curb lane.	48 to 88	5sw- -5sw 13-11-11-13 to 10sw- -10sw 20-23-24cl-13-13-16	6sw- -6sw 12-11-11-12 to 18sw- -18sw 12-12-13cl-12-12-11	\$431,000	
				Los Angeles River West Side	Los Angeles River East Side		Use Widened Sidewalk as Shared-Use Path	First Last Mile Technical Team			0.09	2	Relocate street lights to side of bridge structure or new wall, widen sidewalk so both are 6', add guardrail bet. sidewalk and travel lane.	48	4sw- 6sw 13-11-11-13	6sw- -6sw 12-11-11-12	\$206,000
				Los Angeles River	East City Limit		Use Widened Sidewalk as Shared-Use Path	JOH			0.30	2	Widen sidewalks so both are 6'; add guard rails. Requires ped-activated signals at 8 uncontrolled ramps.	76	4sw- -6sw 14-12-12-12-12-14	6sw- -6sw 13-12-12-12-12-13	\$1,010,000
4E		Bell Gardens	Florence Av	West City Limit	Garfield Av	IV	Protected Bike Lane	JOH	0.85	2		Requires lane or parking reduction, bike phase at 5 existing signalized intersections.	76	11-11-11-10m-11-11-11	6b 3bu-12-12-10m-12-12-3bu 6b	\$4,106,000	
NON-LINEAR WHEEL PROJECTS																	
94		Bell, Vernon, Huntington Park, Cudahy, LA County, Bell Gardens	Signal Timing Optimization for Wheels on Streets with FLM Priority Wheel Projects. Note: requires coordination among jurisdictions.						JOH		3		Signalized intersections on streets with priority wheel projects (37 total): 9 Bell (24%) 4 Vernon (11%) 8 Huntington Park (22%) 10 LA County (28%) 6 Bell Gardens (16%)				\$254,000



PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup- port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
95		Bell, Vernon, Huntington Park, Cudahy, LA County, Bell Gardens	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team		1	2	Linear miles priority wheel projects (11 total): 2.6 Bell (25%) 1.8 Vernon (17%) 1.9 Huntington Park (17%) 1.5 Cudahy (13%) 2.2 LA County (20%) 0.9 Bell Gardens (8%)				\$2,310,000

PROJECTS ON OTHER STREETS



5		Bell	Bell Av	Bissell St	Atlantic Av	III	Local St Bikeway	Bell Bicycle Master Plan 2016	1.08			✓				
6		Cudahy	Clara St	Atlantic Av	Walker Av - e/o	II	Bike lane - eastbound	Cudahy Safe Routes to School Plan 2015	0.75			✓	Couplet with Live Oak St			
7		Cudahy	Clara St	Salt Lake Av	Atlantic Av	II	Bike lane - eastbound	Cudahy Safe Routes to School Plan 2015	0.71			✓	Couplet with Live Oak St			
8		Cudahy	Clara St	Salt Lake Av	Atlantic Av	III	Sharrows - one side	Cudahy Safe Routes to School Plan 2015	0.70			✓				
9		Cudahy	Live Oak St	Salt Lake Av	Atlantic Av	II	Bike Lane - westbound	Cudahy Safe Routes to School Plan 2015	0.80			✓	couplet with Clara St			
10		Cudahy	Live Oak St	Salt Lake Av	Atlantic Av	III	Sharrows - one side	Cudahy Safe Routes to School Plan 2015	0.79			✓				
11		Cudahy	Otis Av	Salt Lake Av	Live Oak St	III	Sharrows	Cudahy Safe Routes to School Plan 2015	0.36			✓				
12		Bell	California Av/ Maywood Av/ Randolph Pl/ Carmelita Av	Florence Av	Gage Av	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.55			✓				
13		Bell	Flora Av	Florence Av	Gage Av	III	Bike Route	Bell Bicycle Master Plan 2016	0.78			✓				
14		Bell	Randolph St/Carmelita Av	Maywood Av	Randolph St	III	Bike Friendly St	Bell Bicycle Master Plan 2016	0.33			✓				

 Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
15		Bell	Wilcox Av	Florence Av - s/o	Gage Av	II	Bike Lane	Bell Bicycle Master Plan 2016	0.61		✓					
17		Commerce	Randolph St	Eastern Av	Garfield Av	II	Bike Lane	Commerce Bicycle & Pedestrian Plan 2020	1.06		✓					
18		Cudahy	Live Oak St	Atlantic Av	Los Angeles River	II	Bike Lane - westbound	Cudahy Safe Routes to School Plan 2015	0.94		✓	couplet with Clara St				
19		Cudahy	Live Oak St	Atlantic Av	Los Angeles River	III	Sharrows - one side	Cudahy Safe Routes to School Plan 2015	0.92		✓					
20		Huntington Park	Private parcel	Walnut St	Florence Av	I	Ped/bike cut through	First Last Mile Technical Team	0.06		✓	Permit cut through dawn-dusk				
21		Huntington Park	Walnut St	Mountain View Av	Salt Lake Av	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.87		✓					
22		Bell	Brompton Av/ Bell Av/ Sherman Way/ Southall Ln	Atlantic Av	River Dr	III	Local St Bikeway	Bell Bicycle Master Plan 2016	1.25							
23		Bell	Maywood Av	Gage Av	Randolph St	IV	Protected Bike Lane	First Last Mile Technical Team	0.25			Remove parking				
24		Cudahy	Otis Av	Live Oak St	Walnut St	III	Bike Friendly St	First Last Mile Technical Team	0.08							
25		Bell	3rd St/AT&SF RR ROW/ Slauson Av	Rickenbacker Rd	LA River Path	I	Bike Path	Bell Bicycle Master Plan 2016	0.56							
26		Bell	Bear Av	Gage Av	Randolph St	III	Bike Friendly St	TOD SIP	0.22							
27		Bell	Bear Av	Florence Av	Gage Av	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.53							
28		Bell	Beck Av	California Av	Bear Av	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.24							

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
29		Bell	Fillmore Av	Prospect Av	River Dr	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.78							
30		Bell	Gage Av	Salt Lake Av	River Dr	IV	Protected Lane	Bell Bicycle Master Plan 2016	1.88			Per BMP study land or parking reduction				
31		Bell	Gifford Av	Bell Av	Randolph St	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.51							
32		Bell	Heliotrope Av	Gage Av	Randolph St	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.23							
33		Bell	Home Av	Gage Av	Randolph St	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.23							
34		Bell	Orchard Av	Bell Av	Gage Av	III	Bike Friendly St	TOD SIP	0.25							
35		Bell	Orchard Av	Gage Av	Randolph Pl	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.20							
36		Bell	Rickenbacker Rd	Eastern Av	west terminus	IV	Protected Bike Lane	Bell Bicycle Master Plan 2016	0.80							
37		Bell	Vinevale Av	Florence Av	Gage Av	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.53							
38		Bell	Wilcox Av	Gage Av	Randolph St	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.25							
39		Bell	Woodward Av	Florence Av	Randolph Av	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.80							
40		Bell	Walker Av	Florence Av	Gage Av	III	Local St Bikeway	Bell Bicycle Master Plan 2016	0.53							
41		Bell Gardens	710 ROW	SPRR ROW	Shull	I	Path	First Last Mile Technical Team	0.10							
42		Bell Gardens	Clara St	West City Limit	Florence Av	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	1.38							
43		Bell Gardens	Eastern Av	SFRR ROW	Lubec St	II	Bike Lane	First Last Mile Technical Team	1.27				82	23-11-14-11-23	8p-5b-10-11-14-11-10-5b-8p	

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
44		Bell Gardens	Eastern Av	Loveland St	Gage Av	II	Bike Lane	First Last Mile Technical Team	0.09				82	23-11-14-11-23	8p-5b-10-11-14-11-10-5b-8p	
45		Bell Gardens	Eastern Av	Loveland St	Lubec St	II	Bike Lane	Bell Gardens Complete Streets Plan 2020	0.19							
46		Bell Gardens	El Selinda Av	Watcher St	Florence Av	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	0.73							
47		Bell Gardens	Emile Av	Gage Av	Scout Av	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	1.03							
48		Bell Gardens	Florence Pl	Granger Av	Scout Av	II	Bike Lane	Bell Gardens Complete Streets Plan 2020	0.55							
49		Bell Gardens	Florence Pl	Garfield Av	Granger Av	II	Buffered Bike Lane	First Last Mile Technical Team	0.09				62	20-11-11-20	8p-6b-5bu-12-12-5bu-6b-8p	
50		Bell Gardens	Foster Bridge Bl	Granger Av	East City limit	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	0.68							
51		Bell Gardens	Foster Bridge Bl	Garfield Av	Granger Av	III	Bike Blvd	First Last Mile Technical Team	0.09							
52		Bell Gardens	Garfield Av	SFRR ROW - 500' north of	Randolph St	IV or II	Protected Bike Lane or Bike Lane	First Last Mile Technical Team	1.74				80	20-13-14m-13-20	6b 4bu-11-12-14m-12-11-4bu-6b or 8p-5b-10-10-14m-10-10-5b-8p	
53		Bell Gardens	Jabonera Rd	Watcher St	West City Limit	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	1.85							
54		Bell Gardens	Loveland St	East City Limit	Suva St	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	1.49							
55		Bell Gardens	SCE ROW/ Rio Hondo west side	Gage Av	SPRR ROW at LA River	I	Path	First Last Mile Technical Team	1.66							
56		Bell Gardens	Scout Av	Florence Pl	Florence Av	II	Bike Lane	Bell Gardens Complete Streets Plan 2020	0.41							
57		Bell Gardens	Scout Av	Foster Bridge Bl	Florence Pl	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	0.26							
58		Bell Gardens	Suva St	Foster Bridge Bl	East City Limit	III	Bike Blvd	Bell Gardens Complete Streets Plan 2020	0.59							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
59		Commerce	26th St - extension west	SCE ROW	Eastern Av	I	Bike Path	Commerce Bicycle & Pedestrian Plan 2020	0.03							
60		Commerce	Couts Av	Astor Av	Nobel St	III	Bike Route	Commerce Bicycle & Pedestrian Plan 2020	0.03							
61		Commerce	Eastern Av	Randolph St	Mansfield Wy	II	Bike Lane	Commerce Bicycle & Pedestrian Plan 2020	0.57							
62		Commerce	Eastern Av	southern city limit	Harbor St	II	Bike Lane	Commerce Bicycle & Pedestrian Plan 2020	0.02							
63		Commerce	Garfield Av	Randolph St	Slauson Av	IV	Protected Bike Lane	First Last Mile Technical Team	0.27				80	20-13-14m-13-20	6b 4bu-11-12-14m-12-11-4bu-6b or 8p-5b-10-10-14m-10-10-5b-8p	
64		Commerce	Garfield Av	Randolph St	Yates Av	II	Bike Lane	Commerce Bicycle & Pedestrian Plan 2020	0.32							
65		Commerce	Leonis St	Couts Av	Ayers Av	III	Bike Route	Commerce Bicycle & Pedestrian Plan 2020	0.17							
66		Commerce	SCE ROW	Gage Av	Ferguson Dr	I	Bike Path	Commerce Bicycle & Pedestrian Plan 2020	0.92							
67		Commerce	Sheila St	Wilma Av	SCE ROW - east of	III	Bike Route	Commerce Bicycle & Pedestrian Plan 2020	0.21							
68		Commerce	Slauson Av	west city limit	east city limit	II	Bike Lane	Commerce Bicycle & Pedestrian Plan 2020	1.47							
69		Cudahy	Clara Park etc	Clara St	Live Oak St	II	Bike Lane	Cudahy Safe Routes to School Plan 2015	0.15							
70		Cudahy	Elizabeth St	Salt Lake Av	Park Av	III	Sharrows	Cudahy Safe Routes to School Plan 2015	1.26							
71		Cudahy	River Rd	Fostoria St	Clara St	III	Sharrows	Cudahy Safe Routes to School Plan 2015	0.49							
72		Cudahy	Walnut St	Salt Lake Av	Otis Av	III	Bike Friendly St	First Last Mile Technical Team	0.46							
73		Huntington Park	61st St	Maywood Av	East city limits	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.76							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
74		Huntington Park	Bissell St	Bell Av	Randolph St	III	Bike Friendly St	TOD SIP	0.79							
75		Huntington Park	Boyle Av/ State St	Slauson Av	Santa Ana St	II	Bike Lane	Huntington Park Bicycle Transportation Master Plan 2014	1.84							
76		Huntington Park	Carmelita Av	NCL	Randolph St	III	Bike Route	Huntington Park Bicycle Transportation Master Plan 2014	0.36							
77		Los Angeles County	92nd St E	Miner St	Alameda St	III	Bike Route	County of Los Angeles Bike Master Plan 2012	0.27							
78		Maywood	Carmelita Av	E 52nd St	Randolph St	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.46							
79		Maywood	E 52nd Dr	Maywood Av	Heliotrope Av	III	Bike Route	Maywood Active Transportation Master Plan 2023	1.38							
80		Maywood	E 52nd St	Pine Av	Atlantic Av	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.22							
81		Maywood	E 53rd St	Maywood Av	Cudahy Av	III	Bike Route	Maywood Active Transportation Master Plan 2023	1.09							
82		Maywood	E 57th St/ Mayflower Av/ E 58th St/ Woodlawn Av	King Av	E 61st St	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.78							
83		Maywood	E 58th St/ Maywood Av	Slauson Av	King Av	III	Bike Route	Maywood Active Transportation Master Plan 2023	1.24							
84		Maywood	E 59th Pl	Atlantic Av	Walker Av	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.79							
85		Maywood	E 61st St	West City Limit	Walker Av	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.98							
86		Maywood	Everett Av	E 52nd St	E 58th St	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.40							
87		Maywood	Gifford Av	Slauson Av - s/o	52nd St	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.49							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Florence/Salt Lake Station Wheel Projects - \$59,767,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
88		Maywood	King Av	E 52nd Dr	Randolph St	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.59							
89		Maywood	Pine Av	Randolph St	52nd St	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.87							
90		Maywood	Randolph St	East City Limit	West City Limit	III	Bike Route	Maywood Randolph St ATP Grant Application Cycle 6	1.14			Funded by ATP Cycle 6 (2023:) \$145,000 of \$1,375,000 project cost.				
91		Maywood	Walker Av	E 61st St	Randolph St	III	Bike Route	Maywood Active Transportation Master Plan 2023	0.13							
92		South Gate	Liberty Bl.	Long Beach Bl.	Otis St	III	Bike Blvd/Bike Friendly St	South Gate Bicycle Transportation Plan 2012	1.69							
93		South Gate	State St	Northern city limit	Tweedy Bl.	II	Colored Bike Lane	South Gate Bicycle Transportation Plan 2012	1.28							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Firestone Station Wheel Projects - \$97,683,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
ATLANTIC AVENUE CORRIDOR BIKE LANES																
1A		Cudahy	Atlantic Av	Patata St	Florence Av	II Buffered Bike Lane	Atlantic Av ATP Grant 2023, JOH	1.05	1 2	✓	Planned buffered bike lanes could be upgraded to protected bike lanes in the future if needed to enhance safety.	74	19-11-14M-11-19	5b 3bu-11-11-14m-11-11-3bu 5b	\$156,000	
1B		South Gate	Atlantic Av	Patata St	Chakemco St	IV Protected Bike Lane	First Last Mile Technical Team, JOH	1.08	1 2	✓	Requires parking removal and ped/bike phase at 4 signalized intersections.	74	19-11-14M-11-19	5b 3bu-11-11-14m-11-11-3bu 5b	\$3,697,000	
1C		South Gate	Wright Rd.	Chakemco St	Abbott Rd	IV Protected Bike Lane	First Last Mile Technical Team, JOH	0.46	2	✓	Requires ped/bike phase at 1 signalized intersection.	56	28-28	6b 4 bu-18-18-4bu-6b	\$865,000	
	II Buffered Bike Lane					South Gate Bicycle Transportation Plan 2012				Requires striping only.				8p-5b 2bu-13-13-2bu 5b-8p	\$153,000	
	II Buffered Bike Lane					South Gate Bicycle Transportation Plan 2012, JOH	0.20	2	✓	Except Class III like Duncan Av from Imperial Hwy to Los Flores.	56	22-10-24	6b 3 bu-10-10-10-8p-3bu 6b	\$66,000		
1D		Lynwood	Duncan Av - El Granada Av	Los Flores Bl	Fernwood Av	III Bike Friendly Street	Lynwood Bike Ped Plan Final 2013	1.04	2	✓	2-lane collector street. Existing 4-way stops at all intersections. Add traffic control at intersections and traffic calming as needed for pedestrian safety. ROM cost est. includes speed humps, signage.	40	20-20		\$130,000	
FIRESTONE BOULEVARD BIKE LANES																
2A		South Gate	Firestone Bl	Western city limit	Firestone Pl	II Colored Bike Lane	South Gate Bicycle Transportation Plan 2012, JOH	3.00	1		Existing curb lanes are peak-hr. travel lanes (installed in 2019 with Metro funding), making elimination of curb lane (used for both parking and travel) unlikely. Potential substitutes for Firestone Bl west of Atlantic Av include bike path on UPRR ROW adj. to Patata St/ Ardmore Av (Project 5A) and existing Southern Av bike path.	74	12-10-10-10m-10-10-12	6b 3bu-11-12-10m-12-11-3bu 6b	\$722,000	
2B		South Gate	Firestone Bl	Firestone Pl	Los Angeles River	Use Sidewalk as Shared-Use Path	South Gate Bicycle Transportation Plan 2012 (shows Class II Bike Lane), JOH	0.91	1		Potential substitutes east of Atlantic Av include bike path on UPRR spur line adj. to Patata in South Gate and adj. to Burns Av in Downey (Projects 5B-C) and Southern in South Gate (Projects 13, 15)/Stewart and Gray Rd in Downey (Projects 7, 9)). Both require bridges over the LA River and I-710.	84	4sw-12-10-10-10lf-10lf-10-10-12	-4sw	No room for railing/fence as buffer between sidewalk and travel lane.	\$3,871,000
						Los Angeles River	Eastern city limit	Use Sidewalk as Shared-Use Path	South Gate Bicycle Transportation Plan 2012 (shows Class II Bike Lane), JOH	0.32	1		Widen existing 4'-wide sidewalks. Add metal railing/fence attached to face of curb as buffer. Requires crosswalks at two off-ramps and ped-activated signal at 4 off-ramps.	varies; 84' on over-crossing	4sw-14-12-11-11-11-12-13	-4sw

Prioritized Projects
 Non-Prioritized Projects



PRIORITIZED WHEEL PROJECTS



Firestone Station Wheel Projects - \$97,683,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
PATATA AV EXTENSION/UPRR ROW BIKE PATH																
5B		South Gate	Patata St/UPRR Spur Line	Atlantic Av	LA River west side	I or III	Bike Path or Bicycle Friendly Street	South Gate Bicycle Transportation Plan 2012, JOH	0.62	3	✓	Class I is feasible only if access along UPRR ROW is granted; otherwise Bike Friendly Street improvements on Patata St with traffic control at intersections and traffic calming as needed for cyclist safety are an appropriate FLM alternative.	36			\$2,465,000
5C		South Gate, Bell Gardens	UPRR Spur Line/Patata St extension	LA River west side	Eastern city limit	I	Bike Path	South Gate Bicycle Transportation Plan 2012, JOH	1.00	3	✓	Includes bridges over LA River (550') and I-710 (250'). There are existing railroad bridges. However, ROM cost assumes new bicycle bridges.				\$37,465,000
SOUTHERN AVENUE / STEWART AND GRAY ROAD BIKE LANES																
13A		South Gate	Southern Av	Vossler Av	LA River west side	II	Bike Lane	South Gate Bicycle Transportation Plan 2012, JOH	0.66	3		Requires removal of parking on one side.	40	20-20	8p-6b-10-10-6b	\$98,000
13B		South Gate	Southern Av	LA River west side	West Frontage Rd	I or II	Bike Bridges or Bike Lane on Future Road	South Gate Bicycle Transportation Plan 2012, JOH	0.26			Either bike bridges per City's BTP or bike lanes on a roadway over the LA River (550') and the I-710 (250'). If a new roadway, buffered or protected bike lanes should be provided.				\$34,542,000
15B		South Gate	Southern Av	Rio Hondo East Side	Eastern city limit	II	Bike Lane	South Gate Bicycle Transportation Plan 2012, JOH	0.21	3		Requires lane or parking reduction.	62	11-11-11cl-11-18	6-11-11-11-11-5-7	\$70,000
7		Downey	Stewart and Gray Rd	Karmont Av (western city limit)	Rives Av	II	Bike Lane	Walk Downey Active Transportation Plan 2021, JOH	0.93	3		Requires lane or parking reduction.	68	19-10-10cl-10-19	TBD by City.	\$311,000
				Rives Av	Lakewood Bl	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	1.22	3		Requires lane or parking reduction. Lane reduction with parking-protected lanes shown in illustrative lane striping. bike phase at 4 signalized intersections.	58	19-11-10-19	6b-8p-101-10cl-10-8p-6b	\$4,276,000
						II	Bike Lane	Walk Downey Active Transportation Plan 2021				Requires lane or parking reduction.			7p-6b-11-10cl-11-6b-7p	\$407,000

PRIORITIZED WHEEL PROJECTS

Firestone Station Wheel Projects - \$97,683,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
NON-LINEAR WHEEL PROJECTS								14.20								
68		South Gate, Downey, Cudahy	Signal Timing Optimization for Wheels on Streets with FLM Priority Wheel Projects			Note: requires coordination among jurisdictions.	JOH			3	Signalized intersections on streets with priority wheel projects (28 total): 15 South Gate (54%) 7 Downey (25%) 6 Cudahy (21%)				\$ 192,000	
69		South Gate, Downey	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects				First Last Mile Technical Team		1	2	Linear miles with priority wheel projects (10.5 total): 5.7 South Gate (60%) 2.2 Downey (20%) 1.1 Cudahy (10%) 1.0 Lynwood (10%)				\$ 2,307,000	
PROJECTS ON OTHER STREETS																
5A		South Gate	UPRR Spur Line/Patata St extension	Western city limit	Atlantic Av	I	Bike Path	South Gate Bicycle Transportation Plan 2012	2.30		✓					
2C		Downey	Firestone Bl	West City Limit	Brookshire Rd	II	Bike lane	Downey Bicycle Master Plan 2015	1.84	2	Would require parking or lane reduction. Stewart and Gray Rd has been substituted for this segment of Firestone Bl.	76+	12-10-11-10m-11-10-12	6b 3bu-12-12-10m-12-12-3bu 6b		
3		South Gate	Firestone Bl - north side	Hildreth Av	Atlantic Av	I	Widened sidewalk striped for bikes	TOD SIP	0.22		✓				2-way cycle track on north sidewalk - widen into setback (or street).	
4		South Gate	Hildreth Av	Southern Av	Firestone Bl	III	Bike Friendly St	TOD SIP	0.23		✓				2-lane collector street. Add speed humps, signage. 30	
6		Cudahy	Wilcox Av	Patata St	North city limit	II	Bike Lane	Cudahy Safe Routes to School Plan 2015	0.91		✓				Option 1 is Class II; Option 2 is Class III.	
9		Downey	Stewart and Gray Rd	Lakewood Bl	Firestone Bl	II	Bike Lane	Walk Downey Active Transportation Plan 2021	0.88			68	19-10-10cl-10-19			
10		South Gate	Alexander Av	Firestone Bl.	Southern city limit	II	Buffered Bike Lane	South Gate Bicycle Transportation Plan 2012	1.20							
11		South Gate	Hildreth Av	Southern Av	Southern city limit	III	Bike Route	South Gate Bicycle Transportation Plan 2012	1.02							

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Firestone Station Wheel Projects - \$97,683,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
12		South Gate	Otis St	Northern city limit	Southern city limit	II	Colored Bike Lane	South Gate Bicycle Transportation Plan 2012	1.92							
16		Bell Gardens	Garfield Av	SFRR ROW	50' north	I	Widen west SW 10'-stripe	First Last Mile Technical Team	0.02			Widen sidewalk into setback.				
17		Compton	Alameda St	Artesia Bl	I-105	IV	Protected Bike Lane	Compton Bicycle Master Plan 2015	0.11							
18		Cudahy	Atlantic Av	Salt Lake Av	Ardine St	I	Bike Bridge	Metro Bicycle Transportation Strategic Plan 2006	0.11							
19		Cudahy	Salt Lake Av East	Atlantic Av	Ardine St	I	Bike Bridge	Metro Bicycle Transportation Strategic Plan 2006	0.20							
20		Cudahy	Santa Ana St	Salt Lake Av	Atlantic Av	II	Buffered Bike Lane	Cudahy Safe Routes to School Plan 2015	0.38							
21		Cudahy	Santa Ana St/Park Av	Salt Lake Av	Elizabeth St	III	Sharrows	Cudahy Safe Routes to School Plan 2015	0.82							
22		Downey	Crawford Park	Dinwiddie St	Rio Hondo Bridge	I	Path	First Last Mile Technical Team	0.04							
23		Downey	Dinwiddie St	Old River School Rd	Rio Hondo Dr	III	Bike Route	Downey Bicycle Master Plan 2015	0.57							
24		Downey	Fostoria St/4th St	Old River School Rd	Paramount Bl	III	Bike Route	Downey Bicycle Master Plan 2015	0.71							
25		Downey	Suva St	Scout Av	Tweedy Ln	III	Bike Route	Downey Bicycle Master Plan 2015	0.45							
26		Downey	Tweedy Ln	Florence Av	Suva Rd	III	Bike Route	Downey Bicycle Master Plan 2015	0.19							
27		Los Angeles County	Firestone Bl	87th St	Alameda St	II	Colored Buffered Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.10							

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Firestone Station Wheel Projects - \$97,683,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
28		Los Angeles County	Firestone Bl	Central Av	Hooper Av	II	Colored Buffered Bike Lane	County of Los Angeles Transit Oriented Districts Access Study Appendix 2012	0.14							
29		Lynwood	Abbott Rd.	Martin Luther King, Jr. Bl.	East city limit	II	Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	1.50							
30		Lynwood	Alameda St	103rd St	South city limit	IV	Cycle track	Lynwood Bike Ped Plan Final 2013	0.97							
31		Lynwood	Alexander Av	North city limit	Abbott Rd.	II	Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.03							
32		Lynwood	Birch St	Imperial Hwy.	Fernwood Av	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.46							
33		Lynwood	California Av	North city limit	Imperial Hwy	II	Colored Bike Lane	Lynwood Bike Ped Plan Final 2013	0.42							
34		Lynwood	Fernwood Av / Plaza Mexico	Alameda St	Long Beach Bl	I	Bike Path	Lynwood Bike Ped Plan Final 2013	1.07							
35		Lynwood	Imperial Hwy.	Martin Luther King, Jr. Bl.	Ruth Av	II	Colored Bike Lane	Lynwood Bike Ped Plan Final 2013	0.13							
36		Lynwood	Imperial Hwy.	Otis St	Bullis Rd	II	Colored Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.08							
37		Lynwood	Long Beach Bl.	Martin Luther King, Jr. Bl.	Los Flores Bl.	II	Colored Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.35							
38		Lynwood	Long Beach Bl.	Los Flores Bl.	Lynwood Rd	III	Type B Sharrows	Lynwood Bike Ped Plan Final 2013	0.62							
39		Lynwood	Long Beach Bl.	North city limit	Martin Luther King, Jr. Bl	III	Type B Sharrows	Lynwood Bike Ped Plan Final 2013	0.61							
40		Lynwood	Lynwood City Park	Spruce St parking lot, Birch St	Cesar E Chavez Ln	I	Bike Path	Lynwood Bike Ped Plan Final 2013	0.35							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Firestone Station Wheel Projects - \$97,683,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
41		Lynwood	Martin Luther King Jr. Bl.	Alameda St	Abbott Rd	II	Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	1.14							
42		Lynwood	Norton Av	Santa Fe Av	Martin Luther King, Jr. Bl	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.70							
43		Lynwood	Otis St	North city limit	Imperial Hwy	II	Colored Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.26							
44		Lynwood	Sampson Av - Pendleton Av - Jackson Av	North city limit	Imperial Hwy	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.28							
45		Lynwood	San Luis Av	Abbott Rd.	Martin Luther King, Jr. Bl	II	Colored Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.24							
46		Lynwood	Sanborn Av	Long Beach Bl.	Birch St	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.34							
47		Lynwood	Santa Fe Av	Martin Luther King, Jr. Bl.	Los Flores Bl	II	Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.36							
48		Lynwood	Sequoia Dr.	West city boundary	East city boundary	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.84							
49		Lynwood	State St	Tweedy Bl.	Long Beach Bl	II	Colored Bike Lane	Lynwood Bike Ped Plan Final 2013	0.34							
50		Lynwood	State St / Santa Fe Av	Martin Luther King, Jr. Bl.	Lynwood Rd	II	Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.85							
51		Lynwood	Tweedy Bl.	Long Beach Bl.	State St	II	Colored Bike Lane	Lynwood Bike Ped Plan Final 2013	0.15							
52		South Gate	Ardmore Av	Long Beach Bl.	Otis St	II	Buffered Bike Lane	South Gate Bicycle Transportation Plan 2012	1.52			Couplet with Independence Av.				
53		South Gate	California Av	Northern city limit	Southern city limit	II	Colored Bike Lane	South Gate Bicycle Transportation Plan 2012	1.81							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Firestone Station Wheel Projects - \$97,683,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
54		South Gate	Firestone Pl	Rayo Av	Firestone Bl	III	Bike Route	Metro Bicycle Transportation Strategic Plan 2006	0.23							
55		South Gate	Independence Av	Long Beach Bl.	Otis St	II	Buffered Bike Lane	South Gate Bicycle Transportation Plan 2012	1.54			Couplet with Ardmore Av.				
56		South Gate	LA River Path/Schulz Steel			III	Bike signs	Metro Bicycle Transportation Strategic Plan 2006	0.03							
57		South Gate	Michigan Av	East of State St (City Limit)	Wright Rd	III	Bike Blvd/ Bike Friendly St	South Gate Bicycle Transportation Plan 2012	2.00							
58		South Gate	Missouri Av	Truba Av	Hildreth Av	III	Bike Blvd/ Bike Friendly St	South Gate Bicycle Transportation Plan 2012	2.13							
59		South Gate	Rayo Av	Southern Av	Railroad	III	Bike Route	Metro Bicycle Transportation Strategic Plan 2006	0.22			Widen shoulder.				
60		South Gate	Santa Fe Av	Ardmore Av	Southern Av	IV	Cycle Track	South Gate Bicycle Transportation Plan 2012	0.46							
61		South Gate	Stanford Av	Southern Av	Sequoia Dr	III	Bike Route	South Gate Bicycle Transportation Plan 2012	0.74							
62		South Gate	State St	Tenaya Av	Southern city limit	II	Colored Bike Lane	South Gate Bicycle Transportation Plan 2012	0.25							
63		South Gate	Truba Av	Southern Av	Tweedy Bl	III	Type II Sharrows	South Gate Bicycle Transportation Plan 2012	0.46							
64		South Gate	Tweedy Bl	Atlantic Av	Los Angeles River	I	Bike Path	South Gate Bicycle Transportation Plan 2012	0.38							
65		South Gate	Tweedy Bl.	Alameda St	Atlantic Av	II	Colored Bike Lane	South Gate Bicycle Transportation Plan 2012	2.73							
67		South Gate	Wright Rd. Off-Ramp I-710 SB	Wright Rd.	Los Angeles River	I	Bike Path	South Gate Bicycle Transportation Plan 2012	0.34							

- Prioritized Projects
- Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Gardendale Station Wheel Projects - \$13,113,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup- port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)													
GARDENDALE STREET/FOSTER ROAD BIKE LANES																													
1A		South Gate	Gardendale St	Los Angeles River	East end of Hollydale Park	I	Shared-Use Path	South Gate Bicycle Transportation Plan 2012, JOH	0.15	2	✓	610' long shared-use path through park + 300' ramp to LA river Path (like existing ramp near Monroe Av). Additional improvements to be coordinated with SELA Cultural Center Project to ensure a safe, high quality connection with direct access to/from the station to qualify as a FLM priority project.				\$587,000													
1B		South Gate	Gardendale St	East end of Hollydale Park	Garfield Av	III	Bike Route	South Gate Bicycle Transportation Plan 2012, Hollydale Area Access Improvements Project, JOH	0.31	1	✓	2-lane collector street. Add traffic control at intersections and traffic calming as needed for cyclist safety. ROM cost assumes 2 stop signs each at up to 4 intersections; speed humps, signage.	34			\$131,000													
1C		Downey/ South Gate	Gardendale St	Garfield Av	Monroe Av	II	Bike Lane	First Last Mile Technical Team, JOH	0.09	1	✓	Extend existing bike lanes on Gardendale St west to Garfield Av.	60	15-11-11cl-11-5b-7p	5b-10-11-11cl-11-5b-7p	\$14,000													
1D		Downey/ Bellflower	Gardendale St	Hanwell Av	Lakewood Bl	II	Bike Lane with Road Diet	Downey Bicycle Master Plan 2015, JOH	0.24	2	✓	Extend existing Foster Rd bike lanes east per Downey Bicycle Master Plan; stripe consistent with existing segment.	60	19-11-11-19	8p-6b-11-10cl-11-6b-8p	\$80,000													
																Foster Rd	Lakewood Bl	San Gabriel River	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	1.63	2	✓	Extend existing Foster Rd bike lanes east per Downey/Bellflower plan but upgrade to parking-protected lanes. Requires bicycle phase at 3 signalized intersections.	58	18-11-11-18	6b-8p-10-10cl-10-8p-6b	\$3,477,000
																			II	Bike Lane with Road Diet	Downey Bicycle Master Plan 2015				Extend existing Foster Rd bike lanes east per Downey Bicycle Master Plan.			8p-6b-10-10cl-10-6b-8p	\$543,000
DOWNEY AVENUE BIKE LANES																													
11A		Downey	Downey Av	Gardendale St	Stewart and Gray Rd	II	Bike Lane with Road Diet	Downey Bicycle Master Plan 2015, JOH	1.41	3		Requires lane or parking reduction.	56	18-10-10-18	7p-5b-11-10cl-11-5b-7p	\$339,000													
11B		Downey	Downey Av	Stewart and Gray Rd	Firestone Bl	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.63	3		Requires lane or parking reduction, bike phase at 2 existing signalized intersections.	64	21-11-11-21	5b 3bu-8p-11-10cl-11-8p-3bu 5b	\$2,021,000													
																II	Buffered Bike Lane	Downey Bicycle Master Plan 2015		Requires lane or parking reduction.			8p-5b 3bu-11-10cl-11-3bu 5b-8p	\$152,000					
10		Downey	Downey Av	Firestone Bl	5th St	III	Bike Route	Downey Bicycle Master Plan 2015, JOH	0.30	3		Diagonal parking one side; one lane each way; parallel parking other side (alternates by block). Slow speed shopping district. Add traffic calming as needed.	52	11p-11-11-12-8p	No change	\$37,000													

PRIORITIZED WHEEL PROJECTS

Gardendale Station Wheel Projects - \$13,113,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
28		Downey	Downey Av	5th St	Florence Av	IV	Parking Protected Bike Lane	First Last Mile Technical Team, JOH	0.52	3		Requires lane or parking reduction.	64	21-11-11-21	5b 3bu-8p-11-10cl-11-8p-3bu 5b	\$977,000
						II	Buffered Bike Lane	Downey Bicycle Master Plan 2015				Requires lane or parking reduction.			8p-5b 3bu-11-10cl-11-3bu 5b-8p	\$125,000

GARFIELD AVENUE AND CONNECTING BIKEWAYS

12		South Gate	Garfield Av	Northern City Limit	Roosevelt Av	II	Bike Lane	South Gate Bicycle Transportation Plan 2012, ATP Cycle 3 Garfield Corridor Complete Streets Grant, JOH	1.98	3	✓	City has received ATP Cycle 3 funding (\$660,000)/prepared plans for LADWP ROW (800' s/o Firestone Bl) - Roosevelt Av. Lane dimensions are per City of South Gate Garfield Corridor Complete Street Presentation.	76/64	8p-13-12-10cl-12-13-8p/20-12-12-20	7p-6b-10-10-10cl-10-10-6b-7p/7p-5b-10-10-10-10-5b-7p	\$659,000
				Roosevelt Av	Century Bl	II	Bike Lane	First Last Mile Technical Team, JOH	0.24	3	✓	As a result of recently installed medians and curb extensions, narrowing the medians to match those to the south would be required to add bike lanes to connect to City's proposed Century Bl bike lane.	76	7p-11-12-16m-12-11-7p	7p-5b-10-10-12m-10-10-5b-7p	\$58,000
				Century Bl	Howry St	II	Bike Lane	First Last Mile Technical Team, JOH	0.15	3	✓	Existing bike lane southbound; stripe bike lane northbound.	76	7p-5b-10-10-12m-14-11-7p	7p-5b-10-10-12m-10-10-5b-7p	\$18,000
14		South Gate	Southern Av	E Frontage Rd	Garfield Av	II	Bike Lane	ATP Cycle 3 Garfield Corridor Complete Streets Grant, JOH	0.23	3		Funded (ATP Cycle 3). Striping per City's plans.	50	25-25	7p-6b-12-12-6b-7p	\$35,000
48		South Gate	Frontage Rd East	Miller Way	Southern Av	III	Bike Friendly St	ATP Cycle 3 Garfield Corridor Complete Streets Grant, JOH	0.34	3		Funded (ATP Cycle 3).				\$42,000
50		South Gate	Miller Way	Garfield Av	West Frontage Rd	III	Bike Friendly St	ATP Cycle 3 Garfield Corridor Complete Streets Grant, JOH	0.36	3		Funded (ATP Cycle 3).				\$45,000
56		South Gate	West Frontage Rd	Miller Way	Southern Av	III	Bike Friendly St	ATP Cycle 3 Garfield Corridor Complete Streets Grant, JOH	0.42	3		Funded (ATP Cycle 3). Striping per City's plans.				\$52,000

PRIORITIZED WHEEL PROJECTS

Gardendale Station Wheel Projects - \$13,113,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup- port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
HOLLYDALE AREA ACCESS IMPROVEMENT PROJECT*																
7A		South Gate	Main St	Pennsylvania Av	Garfield Av	III	Bike Friendly St	Hollydale Specific Plan; Hollydale Access Improvement Project, JOH	0.18	3	✓	Low-volume residential street. Add traffic control at intersections and traffic calming as needed for cyclist safety. ROM cost assumes speed humps, stop signs, signage, and all-way stops at Pennsylvania, Utah and Oklahoma Avs.	36			\$23,000
7B		South Gate	Main St	Garfield Av	Paramount Bl	II	Buffered Bike Lane	Hollydale Specific Plan, Hollydale Access Improvement Project, ATP Cycle 6 WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project Grant (Garfield - Industrial only), JOH	0.61	3	✓	Wide residential street connects arterials; walk audit noted high traffic speeds and lack of traffic control at intersections. In addition to striping buffered bike lanes, add traffic control at intersections and traffic calming as needed for cyclist safety. ROM cost assumes speed humps, stop signs, signage, and all-way stops at Center St, Industrial Av, Arizona Av and Hoover St.	50	25-25	8p-5b 2bu-10-10-2bu 5b-8p	\$147,000
51		South Gate	Monroe Av	Hollydale Park	Garfield Av	III	Bike Friendly St	Hollydale Specific Plan, Hollydale Access Improvement Project, JOH	0.47	3		Low-volume residential street. Add traffic control at intersections and traffic calming as needed for cyclist safety. ROM cost assumes speed humps, stop signs, signage, ped/cyclist-activated signal at Garfield Av and all-way stops at 2 of 4 other intersections.	30			\$59,000
52		South Gate	Center St	Gardendale St	Century Bl	III	Bike Friendly St	Hollydale Specific Plan, Hollydale Access Improvement Project, JOH	0.62	3		Low-volume residential/industrial street. Add traffic control at intersections and traffic calming as needed for cyclist safety. ROM cost assumes speed humps, stop signs, signage, and all-way stops at 5 of 10 intersections.	30			\$77,000
53		South Gate	Pennsylvania Av	Gardendale St	Century Bl	III	Bike Friendly St	Hollydale Specific Plan, Hollydale Access Improvement Project, JOH	0.56	3		Low-volume residential street. Add traffic control at intersections and traffic calming as needed for cyclist safety. ROM cost assumes speed humps, stop signs, signage, ped/cyclist-activated signal at Gardendale St and all-way stops at McKinley Av.	30			\$905,000
54		South Gate	McKinley Av	Pennsylvania Av	Garfield Av	III	Bike Friendly St	Hollydale Specific Plan, Hollydale Access Improvement Project, JOH	0.17	3		Low-volume residential street. Add traffic control at intersections and traffic calming as needed for cyclist safety. ROM cost assumes speed humps, stop signs, signage, ped/cyclist-activated signal at Garfield Av and all-way stops at 1 of 3 other intersections.	30			\$857,000
56		South Gate	Dakota Av	Gardendale St	Main St	III	Bike Friendly St	ATP Cycle 6 WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project Grant, JOH	0.33	3		Minor industrial street with SGL on east side. Add traffic control at intersections and traffic calming as needed for cyclist safety.	32			\$41,000

* For Hollydale Access Projects Century Blvd and Industrial Av see I-105/C Line Station Projects 1A and 3; for Paramount Bl see Paramount/Rosecrans Station Project 2B.

PRIORITIZED WHEEL PROJECTS

Gardendale Station Wheel Projects - \$13,113,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
NON-LINEAR WHEEL PROJECTS																
57		South Gate, Downey, Bellflower	Signal Timing Optimization for Wheels on Streets with FLM Priority Wheel Projects					JOH			3	Signalized intersections on streets with priority wheel projects (17 total): 7 South Gate (41%) 8 Downey (47%) 2 Bellflower (12%)				\$ 116,000
58		South Gate, Downey, Bellflower	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team		1	2	Linear miles with priority wheel projects (12 total): 7.2 South Gate (60%) 3.8 Downey (32%) 0.9 Bellflower (8%)				\$2,316,000
PROJECTS ON OTHER STREETS																
2A		Downey	Laurel St/ Old River School Rd	Gardendale St	Imperial Hwy	II	Bike Lane	Rancho Los Amigos South Campus Specific Plan	0.56	1		Plan shows Class III; Class II is proposed as a safer facility, consistent with Old River School Rd north of Imperial Hwy. Requires access through RLASC with future development and County land leased to private warehouse.				
2B		Downey	Old River School Rd	Imperial Hwy	Emily Ln - 250' n/o	II	Bike Lane with Road Diet	Downey Bicycle Master Plan 2015	0.15	2		Stripe consistent with existing segments	62	19-10-11cl-10-12	8p-6b-11-12cl-11-6b-8p	
			Old River School Rd	Laura St - 300' s/o	Stewart and Gray Rd - 235' n/o	II	Bike Lane with Road Diet	Downey Bicycle Master Plan 2015	0.26	2		Stripe consistent with existing segments	62	12-10-11cl-10-19	8p-6b-11-12cl-11-6b-8p	
			Old River School Rd	Arnett St	Pellet St	II	Bike Lane	First Last Mile	0.29	2		Firestone Bl intersection requires detailed design.	62			
			Old River School Rd	Firestone Bl	Pellet St	II	Bike Lane with Road Diet	Downey Bicycle Master Plan 2015	0.79	2		Restripe. Requires parking or lane reduction as noted in Downey Bicycle Master Plan.	56	18-10-10-18	7p-6b-10-10cl-10-6b-7p	
2C		Downey	Guatemala Av/ Dinsdale St/ Tecum Rd	Florence Av	Suva St	III	Bike Route	Downey Bicycle Master Plan 2015	0.80	2		2-lane collector streets. Add traffic control at intersections and traffic calming as needed for cyclist safety.	34			
4		Downey	Rives Rd Extension	Gardendale St	Imperial Hwy	II	Bike Lane	RLASC Specific Plan	0.55		✓					
5		Downey	Rives Av	Imperial Hwy	Florence Av	III	Bike Route	Downey Bicycle Master Plan 2015	2.40		✓					
6		Lynwood	Wright Rd.	Los Flores Bl.	McMillan St	III	Bike Blvd/Bike Friendly St	Lynwood Bike Ped Plan Final 2013	1.84		✓					

Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Gardendale Station Wheel Projects - \$13,113,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
8		Downey	Brookshire Av	Imperial Hwy	5th St	II	Bike Lane with Road Diet	Downey Bicycle Master Plan 2015	1.83							
9		Downey	Brookshire Av	5th St	Florence Av	III	Bike Route	Walk Downey Active Transportation Plan 2021	0.41							
19		Downey	5th St/ Cecilia St	Paramount Bl	Woodruff Av	III	Bike Route	Downey Bicycle Master Plan 2015	1.23							
20		Downey	Adoree St	Lakewood Bl	Columbia Wy	III	Bike Route	Downey Bicycle Master Plan 2015	0.32							
21		Downey	Alameda St	Paramount Bl	Lakewood Bl	III	Bike Route	Downey Bicycle Master Plan 2015	0.94							
22		Downey	Birchdale Av/ Patton Rd	Meadow Rd	Firestone Bl	III	Bike Route	Downey Bicycle Master Plan 2015	1.44							
23		Downey	Columbia Way	Foster Rd	Imperial Hwy	II	Bike Lane with Road Diet	Walk Downey Active Transportation Plan 2021	0.50							
24		Downey	Columbia Way	Imperial Hwy	Lakewood Bl	III	Bike Route	Downey Bicycle Master Plan 2015	0.33							
25		Downey	Congressman Steve Horn Way	Lakewood Bl	Bellflower Bl	III	Bike Route	Downey Bicycle Master Plan 2015	0.55							
26		Downey	Donovan St	Brookshire Av	Birchdale Av	III	Bike Route	Downey Bicycle Master Plan 2015	0.13							
27		Downey	Donovan St/ Rose Av/ James St	Birchdale Av	Columbia Wy	III	Bike Route	Downey Bicycle Master Plan 2015	0.42							
30		Downey	Quill Dr	Los Padrinos Dr	Paramount Bl	III	Bike Route	Downey Bicycle Master Plan 2015	0.92							
32		Downey	Washburn Rd	Bellflower Bl	Woodruff Av	III	Bike Route	Downey Bicycle Master Plan 2015	0.76							
33		Downey	Woodruff Av	Foster Rd	Firestone Bl	II	Bike Lane	Walk Downey Active Transportation Plan 2021	1.52							
34		Downey	Woodruff Av	Firestone Bl	Florence Av	III	Bike Route	Walk Downey Active Transportation Plan 2021	0.17							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Gardendale Station Wheel Projects - \$13,113,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
35		Lynwood	Bullis Rd.	Imperial Hwy.	Martin Luther King, Jr. Bl.	II	Bike Lane	Lynwood Bike Ped Plan Final 2013	0.30							
36		Lynwood	Bullis Rd.	Martin Luther King, Jr. Bl.	Platt Av	II	Bike Lane	Lynwood Bike Ped Plan Final 2013	0.23							
37		Lynwood	California Av	Imperial Hwy.	Platt Av	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.29							
38		Lynwood	Fernwood Av / Plaza Mexico	Atlantic Av	East city boundary	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.64							
39		Lynwood	Fernwood Av / Plaza Mexico	California Av	Copeland St	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.15							
40		Lynwood	Fernwood Av / Plaza Mexico	Atlantic Av	Copeland St	I	Bike Path	Lynwood Bike Ped Plan Final 2013	1.19							
41		Lynwood	Harris Av / Sanborn Av / Pine St / Beechwood Av / Harris Av	Los Flores Bl.	Agnes St	III	Bike Route	Lynwood Bike Ped Plan Final 2013	1.10							
42		Lynwood	Le Sage St	Bullis Rd.	Harris Av	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.56							
43		Lynwood	Long Beach Bl.	Lynwood Rd.	South city limit	II	Colored Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013	0.82							
44		Lynwood	Los Flores Bl.	Harris Av	Wright Rd.	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.45							
45		Lynwood	Santa Fe Av	Los Flores Bl.	Fernwood Av	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.11							
46		Lynwood	Spruce St / Fir St	Lynwood City Park	Platt Av	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.09							
47		Lynwood	Spruce St / Fir St	Platt Av	Josephine St	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.41							
49		South Gate	Hollydale Park Paths	Gardendale St	Century Bl	I	Bike Signal	South Gate Bicycle Transportation Plan 2012	0.57							

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Gardendale Station Wheel Projects - \$13,113,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
55		South Gate, Bell Gardens	Fostoria St/ Shull St			I	Bike Bridge	Gateway Cities COG Strategic Transportation Plan Final 2016	0.20							
56		South Gate	Southern Av	Garfield Av	Rio Hondo East Side	II	Bike Lane	South Gate Bicycle Transportation Plan 2012	0.10							

- Prioritized Projects
- Non-Prioritized Projects




PRIORITIZED WHEEL PROJECTS



I-105/C Line Station Wheel Projects - \$70,941,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
CENTURY BOULEVARD/MARTIN LUTHER KING JR. BOULEVARD BIKE LANES																	
1A		South Gate	Century Bl	Industrial Av	Pennsylvania Av	II	Buffered Bike Lane	South Gate Bicycle Transportation Plan 2012, ATP Cycle 6 WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project Grant, JOH	0.54	1	✓	Restripe as shown in illustrative lane striping, consistent with designation in Bicycle Transportation Plan. Additional width could be added to median (as in illustrative striping) or sidewalks.	72-80	36-36	8p-5b-2bu-10-22+m-10-2bu-5b-8p	\$80,000	
1B		South Gate	Century Bl	Pennsylvania Av	Los Angeles River	III	Bike Route	South Gate Bicycle Transportation Plan 2012, ATP Cycle 6 WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project Grant, JOH	0.30	1	2	✓	Existing low-volume 2-lane residential collector street. Add traffic calming as needed for cyclist safety. Cost assumes speed humps, signage. Add 400' long ramp in park adj. to dog park to River Path.	40			\$37,000
1C		South Gate, Lynwood	Century Bl/ Martin Luther King Jr. Bl	LA River Path	710 west side	I	Bike Bridge(s)	Gateway Cities COG-Strategic Transportation Plan Final 2016	0.17	2	✓	1,000' over I-710 and LA River on existing Century Bl ROW.				\$56,984,000	
1D		Lynwood	Martin Luther King Jr. Bl	710 west side	Atlantic Av	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.48	2		Only provides access if bridge over LA River and I-710 is constructed. Requires bicycle phase at 1 signalized intersection.	70	20-10-10cl-10-20	6b 3 bu-8p-12-12cl-12-8p-3bu 6b	\$1,021,000	
						II	Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013				Only provides access if bridge over LA River and I-710 is constructed.			8p-6b 3 bu-12-12cl-12-3bu 6b-8p	\$159,000	
				Atlantic Av	Abbott Rd	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	1.57	2		Only provides access if bridge over LA River and I-710 is constructed. Requires bicycle phase at 6 signalized intersections.	70	25-10-10--25	6b 3 bu-8p-12-12cl-12-8p-3bu 6b	\$5,846,000	
						II	Buffered Bike Lane	Lynwood Bike Ped Plan Final 2013				Only provides access if bridge over LA River and I-710 is constructed.			8p-6b 3 bu-12-12cl-12-3bu 6b-8p	\$234,000	
ARTHUR AVENUE BICYCLE FRIENDLY STREET																	
2A		Paramount	I-105 ped bridge	Century Bl	Denver St	I	Arthur Av Pedestrian Crossing	Bellflower Paramount Active Transportation Plan 2019, West Santa Ana Branch EIR	0.10	1		Upgrade existing ped. bridge to accommodate wheels as well as pedestrians. See Overview "FLM Improvements in Transit Project Boundary."				\$4,511,000	
2B		Paramount	Arthur Av	Denver St	Howe Av	III	Bike Route	First Last Mile Technical Team, JOH	0.37	1		Existing low-volume, 2-lane residential collector street. Provide traffic calming and intersection control as needed for cyclist safety. ROM Cost assumes 2 stops signs each at Denver, Pearl, Howe; speed humps; signage.	30			\$46,000	

PRIORITIZED WHEEL PROJECTS

I-105/C Line Station Wheel Projects - \$70,941,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
INDUSTRIAL AVENUE BICYCLE FRIENDLY STREET																	
3		South Gate	Industrial Av	Gardendale St	Century Bl	III	Bike Friendly St	City of South Gate Hollydale Access Improvement Project, South Gate Bicycle Transportation Plan 2012; ATP Cycle 6 WSAB Light Rail Station First/Last Mile Bikeway Safety and Access Project Grant (Main - Century only), JOH	0.62	1		Existing low-volume, 2-lane collector street. Provide traffic calming and intersection control as needed for cyclist safety. ROM Cost assumes 2 stop signs at Main St, 4 stops signs each at up to 7 intersections, speed humps, signage.	30				\$95,000
NON-LINEAR WHEEL PROJECTS																	
10		South Gate, Lynwood	Signal Timing Optimization for Bicycles on Streets with FLM Priority Wheel Projects Note: requires coordination among jurisdictions.					JOH			3	Signalized intersections on streets with priority wheel projects (8 total): 1 South Gate (13%) 7 Lynwood (87%)					\$ 55,000
11		South Gate, Lynwood, Paramount	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team		1	2	Linear miles priority wheel projects (4 total): 1.6 South Gate (40%) 2.0 Lynwood (51%) 0.4 Paramount (9%)					\$ 2,266,000
PROJECTS ON OTHER STREETS																	
4		Paramount	Garfield Av	North Somerset Ranch Rd	South Somerset Ranch Rd	II	Bike Lane	First Last Mile Technical Team	0.12			✓ I-105 overcrossing.	76	18-10-10I-10I-10-18	5b 3bu-10-10-10I-10I-10-10-3bu 5b		
6		Paramount	Florine Av/ Grove St	Facade Av	Century Bl	III	Bike Friendly St	First Last Mile Technical Team	0.13			✓					
7		Compton	Bullis Rd	Palm Av	Lynwood Rd	III	Bike Route	Compton Bicycle Master Plan 2015	0.61								
8		Compton	Orchard Av/ Short Av/ Pine St	Bullis Av	Santa Fe Av	III	Bike Route	Compton Bicycle Master Plan 2015	0.72								
9		Paramount	McClure Av	Denver St	South street end	III	Bike Route	Bellflower Paramount Active Transportation Plan 2019	0.50								

 Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
SGL ROW BIKE PATH																	
1A		Paramount	SGL ROW/LADWP ROW	Paramount Bl	Somerset Bl	I	Bike Path	Bellflower Paramount Active Transportation Plan 2019, ATP Cycle 3 WSAB Bikeway Phase 2 Grant, JOH	0.91	2	✓		Project has been designed and funded.				\$4,858,000
1B		Paramount	SGL ROW	Los Angeles River	Paramount Bl	I	Bike Path	Bellflower Paramount Active Transportation Plan 2019, JOH	1.07	2	✓		City's WSAB bike path Phases II & IV.				\$5,712,000
PARAMOUNT BOULEVARD BIKE LANES*																	
2B		South Gate	Paramount Bl	Gardendale St	North Somerset Ranch Rd	IV	Protected Bike Lane	First Last Mile Community Walk Audit, JOH	0.37	2	✓		Requires parking or lane reduction, bike phase at 1 signalized intersection.	76	22.5-10-11cl-10-22.5	6b 3bu-11-11-14m-11-11-3bu-6b	\$696,000
	II					Bike Lane	South Gate ATP Grant	Restripe entire street.								7p-6b-10-10-10cl-10-10-6b-7p	\$123,000
				North Somerset Ranch Rd	South Somerset Ranch Rd 250' so	IV	Protected Bike Lane	First Last Mile Community Walk Audit, JOH	0.15	1	2	✓	Requires curb lane restriping, modified median s/o S. Somerset Ranch Rd.	76	18-10-10lt-10lt-10-18	5b 3bu-10-10-10lt-10lt-10-10-3bu 5b	\$1,953,000
	II					Buffered Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016	Requires curb lane restriping, modified median s/o S. Somerset Ranch Rd.								5b 3bu-10-10-10lt-10lt-10-10-3bu 5b	\$22,000
2C		Paramount	Paramount Bl	South Somerset Ranch Rd 250' so	Rose St	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.34	1	2	✓	Requires parking or lane reduction, bike phase at 1 signalized intersection.	70	18-12-10m-12-18	5b 3bu-11-11-10m-11-11-3bu 5b	\$639,000
	II					Buffered Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016	Requires parking or lane reduction.								5b 3bu-11-11-10m-11-11-3bu 5b	\$51,000
				Rose St	Rosecrans Av	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.13	1	2	✓	Requires parking or lane reduction, bike phase at 1 signalized intersection.	84	23-12-14m-12-23	6b 4bu-13-12-14m-12-13-4bu 6b	\$1,080,000
	II					Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016	Requires restriping.								7p-6b-11-11-14m-11-11-6b-7p	\$19,000
				Rosecrans Av	Madison St	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.87	1	2	✓	Requires parking or lane reduction, median narrowing to 10', bike phase at 5 signalized intersections.	70	14-12-14m-12-18	5b 3bu-11-11-10m-11-11-3bu 5b	\$4,143,000
	II					Buffered Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016	Requires parking or lane reduction.								5b-10-11-14m-11-11-3bu-5b	\$130,000

* Bike lanes on Downey Av between Florence Av and Gardendale Av (Gardendale Wheel Project 11A) have been substituted for bike lanes on Paramount Bl between Florence Av and Gardendale Av Paramount/Rosecrans Project 2A).

PRIORITIZED WHEEL PROJECTS







Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
				Madison St	Alondra Bl	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.12	2	✓	Requires parking or lane reduction.	84	23-12-14m-12-23	6b 4bu-13-12-14m-12-13-4bu 6b	\$226,000
						II	Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016				Requires restriping.			7p-6b-11-11-14m-11-11-6b-7p	\$18,000
				Alondra Bl	Harrison St	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.39	2	✓	Requires parking or lane reduction, ramps at existing curb extensions (15), bike phase at 2 signalized intersections.	76	20-12-12m-12-20	6b 3 bu-11-12-12m-12-11-3bu 6b	\$1,569,000
						II	Buffered Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016				Requires parking or lane reduction.			6b 3 bu-11-12-12m-12-11-3bu 6b	\$130,000
				Harrison St	70th St	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.61	2	✓	Requires parking or lane reduction, bike phase at 1 signalized intersection.	70	18-11-12m-11-18	5b 3bu-10-11-12m-11-10-3bu 5b	\$1,147,000
						II	Buffered Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016				Requires parking or lane reduction.			5b 3bu-10-11-12m-11-10-3bu 5b	\$91,000
2D		Long Beach	Paramount Bl	70th St	Candlewood St - 200' n/o	IV	8-80 on arterial	Long Beach Bicycle Master Plan 2040 2016	1.90	2	✓	Requires parking reduction one side, bike phase at 5 signalized intersections.	80	22-12-12cl-12-22/ 8p-5b-11-11-10cl-11-11-5b-8p	6b 4bu-11-11-10cl-11-18-4bu 6b	\$4,417,000
ROSECRANS AVENUE BIKE LANES																
3		Paramount	Rosecrans Av	Orizaba Av	Anderson St		Use Sidewalk as Shared-Use Path	Bellflower Paramount Active Transportation Plan 2019, JOH	0.12	1		Convert south sidewalk to multi-use path; need to extend to Paramount Blvd to connect to station.				\$251,000
				Paramount Bl	Orizaba Av		Use Sidewalk as Shared-Use Path	First Last Mile Technical Team, JOH	0.12	1		Extension of proposed segment above to connect to station intersection.				\$251,000
4A		Compton	Rosecrans Av	Santa Fe Av	Butler Av	II	Buffered Bike Lane	Compton Bicycle Master Plan 2015	0.97	2		Requires parking reduction.	76	19-12-14m-12-19	5b 3 bu-11-12-14m-12-11-3bu 5b	\$145,000
4B		Los Angeles County	Rosecrans Av	Butler Av	Gibson Av	II	Bike Lane	County of Los Angeles Bike Master Plan 2012, JOH	0.54	2		Requires parking reduction.	74	22-11-10cl-11-20	6b 4 bu-11-11-10cl-11-11-4bu 6b	\$81,000
4C		Paramount	Rosecrans Av	Gibson Av	LA River - west side		Use Widened Sidewalk as Shared-Use Path	First Last Mile Technical Team, JOH	0.33	1 2		Widen sidewalks to 8' (reduce median/lane widths), add guardrail, 4 ped activated signals, 2 crosswalks at 4 I-710 access ramps.	84	5sw-13-12-12-10m-12-12-13	8sw-13-11-11-8m-11-11-13	\$874,000
				LA River - west side	LA River Path (east side)		Use Sidewalk as Shared-Use Path	First Last Mile Technical Team, JOH	0.10			Add guardrail as buffer.	84	9sw-13-11-13-10m-13-11-13	No change	\$0

Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
4D		Paramount	Rosecrans Av	LA River Path (east side)	Garfield Av	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.71	1	2	Requires removal of 1 of 3 WB lanes, bike phase at 1 signalized intersection. Traffic counts (2015) show ADT similar to east of Garfield Av (2 WB lanes).	84	13-11-12-12m-12-22	6b 4bu-13-13-12m-13-13-4bu 6b	\$1,335,000
				Garfield Av	Lakewood Bl	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	1.50	1	2	Requires parking reduction, bike phase at 4 signalized intersections.	80	22-12-12m-12-22	7p-6b-10-11-12m-11-10-6b-7p	\$12,846,000
4E		Bellflower	Rosecrans Av	Lakewood Bl	San Gabriel River	IV	Protected Bike Lane	First Last Mile Technical Team	2.00	2		Requires parking reduction, bike phase at 5 signalized intersections.	76	22-11-10cl-11-22	7p-6b-10-10-10cl-10-10-6b-7p	\$5,089,000
SCE ROW SHARED-USE PATH																
30		Paramount	SCE ROW	Jackson St	SGL ROW	I	Bike Path	Bellflower Paramount Active Transportation Plan 2019, ATP Cycle 6 West Paramount Utility Easement Multi-Use Path - Phase I Grant, JOH	1.72		3	Alternate to Paramount Blvd south in combination with SGL ROW shared-use path. Requires traffic signals at Rosecrans Av and Alondra Bl.				\$10,867,000
NON-LINEAR WHEEL PROJECTS																
79		Paramount, South Gate, Long Beach, Compton, LA County, Bellflower	Signal Timing Optimization for Bicycles on Streets with FLM Priority Wheel Projects Note: requires coordination among jurisdictions.					JOH			3	Signalized intersections on streets with priority wheel projects (49 total): 25 Paramount (51%) 4 South Gate (8%) 7 Long Beach (14%) 8 Compton (16%) 1 LA County (2%) 4 Bellflower (9%)				\$336,000
80			Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team			1	2	Linear miles priority wheel projects (15 total): 9.0 Paramount (60%) 0.5 South Gate (3%) 1.9 Long Beach (13%) 1.0 Compton (7%) 0.5 LA County (3%) 2.0 Bellflower (14%)			\$2,335,000
PROJECTS ON OTHER STREETS																
2A		Downey	Paramount Bl	Florence Av	Gardendale St	IV	Protected Bike Lane	First Last Mile Community Walk Audit	2.97	2	✓	Requires parking or lane reduction, bike phase at 10 signalized intersections.	80/ 76	22-11-14m-11-22/ 20-11-14m-11-20	6b 4 bu-12-11-14m-11-12-4bu 6b/ 6b 3bu-11-11-14m-11-11-3bu-6b	
						II	Buffered Bike Lane	Gateway Cities COG Strategic Transportation Plan Final 2016				Requires parking reduction for 1.25 mi.; just striping for 1.4 mi.			7p-6b-10-10-14m-10-10-6b-7p/ 6b 3bu-11-11-14m-11-11-3bu-6b	

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
5		Paramount	Garfield Av	South Somerset Ranch Rd	SGL ROW	IV	Protected Bike Lane	First Last Mile Technical Team	0.22		✓					
6		Paramount	Paramount Bl	Rosecrans Av	3rd St	I	Use Widened Sidewalk as Shared-Use Path	First Last Mile Technical Team	0.31		✓	Widen sidewalk 8' for 2-way path at JS				
7		Paramount	Paramount Bl	Rosecrans Av	Rose St	I	Use Widened Sidewalk as Shared-Use Path	North Paramount Gateway SP	0.12		✓	Widen sidewalks to 15'	84	23-12-14m-12-23	18-10-14m-10-18	
8		Paramount	Mendy St/ Facade Av/ Grove St	Pelton Av	SGL ROW	III	Bike Friendly St	TOD SIP	0.53		✓					
9		Paramount	Orange Av	Alondra Bl	Somerset Bl	II	Bike Lane	First Last Mile Technical Team	0.49		✓		60	13-12-10m-12-13	7b-4bu-14-10m-14-4bu-7b	
10		Paramount	Orange Av	Rosecrans Av	SGL ROW	II	Buffered Bike Lane	Bellflower Paramount Active Transportation Plan 2019	0.48		✓		62	31-31	9p-6b 3bu-13-13-3bu 6b-9p	
11		Paramount	Orange Av	Rosecrans Av	Somerset Bl	III	Bike Route	Bellflower Paramount Active Transportation Plan 2019	0.51		✓		58	12-12cl-12		
12		Paramount	Orange Av	Somerset Bl	Alondra Bl	II	Bike Lane	First Last Mile Technical Team			✓					
13		Paramount	Orange Av	Alondra Bl	Jackson St	IV	Protected Bike Lane	First Last Mile Technical Team	0.25		✓	Similar to Orange Av s/o Jackson Av	64	20-12-12-20	6b-3bu-18-10cl-18-3bu-6b	
14		Paramount	San Jose Av	Dills Park entrance	Gundry Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.60		✓					
15		Paramount	San Juan Av	Dills Park entrance	Gundry Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.70		✓					
16		Paramount	Somerset Bl	Texaco Av	Cerritos Av	IV	Protected Bike Lane	First Last Mile Technical Team	1.75		✓		64	14-11-14m-11-14	7b5bu-13-14m-13-5bu7b	
17		Paramount	Somerset Bl	Los Angeles River	Texaco Av	IV	Protected Bike Lane	First Last Mile Technical Team	0.72		✓		68	14-11-14m-10-18	7b-5bu-13-14m-18-4bu-6b	
18		Paramount	Anderson St/ Merkel Av	Alhambra St	Rosecrans Av	III	Bike Route	Bellflower Paramount Active Transportation Plan 2019	0.90			Alternative to Paramount Blvd north if extended to Gardendale St				
19		Paramount	Merkel Av	Gardendale St	Alhambra St	III	Bike Route	First Last Mile Technical Team	0.12			Extension of Anderson St/Merkel Av Class III				

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
20		Paramount	Hayter Av	SGL ROW	Dunbar St	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.64								
21		Paramount	3rd St/Orizaba Av	Paramount Bl	Orizaba Av	III	Bike Friendly St	First Last Mile Technical Team	0.43								
22		Paramount	Orizaba Av	Jefferson St	Harrison St	II	Buffered Bike Lane (Parking Protected)	First Last Mile Technical Team	0.65					56	28-28	8p-6b 3bu-11-11-3bu 6 b-8p (6b-4bu-18-18-4bu-6b)	
23		Paramount	Orizaba Av	Harrison St	Flower St	III	Bike Friendly St	First Last Mile Technical Team	0.10								
24		Paramount	Howe St/Century Bl	McClure Av	Downey Av	III	Bike Route	Bellflower Paramount Active Transportation Plan 2019	0.60								
25		Paramount	Jackson St	Vermont Av	Hayter Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.89								
26		Paramount	LADWP ROW	SGL ROW	Park St	I	Bike Path	Bellflower Paramount Active Transportation Plan 2019	1.30								
27		Paramount	Orizaba Av	Rose St	Howe St	III	Bike Friendly St	First Last Mile Technical Team	0.13								
28		Paramount	Paramount Park ES	3rd St	SGL ROW	I	Widened sidewalk striped for bikes	TOD SIP	0.15								
29		Paramount	Rose St	Orizaba Av	McClure Av	III	Bike Friendly St	First Last Mile Technical Team	0.33								
31		Compton	adj to 710 SB to WB ramp	Alondra Bl	Lindsey St	I	Bike Path	Compton Bicycle Master Plan 2015	0.18								
32		Compton	Atlantic Dr	Greenleaf Bl	Atlantic Av	III	Bike Route	Compton Bicycle Master Plan 2015	0.41								
33		Compton	Butler Av/Marker St/Coachella Av	Artesia Bl	SCE ROW	III	Bike Blvd	Compton Bicycle Master Plan 2015	0.58								
34		Compton	Compton Bl	Redondo Beach Bl	Los Angeles River	IV	Protected Bike Lane	Compton Bicycle Master Plan 2015	0.80								
35		Compton	Gibson Av	Linsley St	MacMillan St	III	Bike Blvd	Compton Bicycle Master Plan 2015	1.04								

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
36		Compton	Greenleaf Bl	Long Beach Bl	Atlantic Av	II	Bike Lane	Compton Bicycle Master Plan 2015	0.65								
37		Compton	Harris Av	Greenleaf Bl	Carliln Av	III	Bike Blvd	Compton Bicycle Master Plan 2015	2.15								
38		Compton	Los Angeles River west side	Rosecrans Bl	Artesia Bl - s/o	I	Bike Path	Compton Bicycle Master Plan 2015	2.45								
39		Compton	McMillian St	Wright Rd	Bullis Rd	III	Bike Route	Compton Bicycle Master Plan 2015	1.20								
40		Compton	Myrrh St	Gibson Av	Santa Fe Av	III	Bike Blvd	Compton Bicycle Master Plan 2015	1.31								
41		Compton	San Vincente St/ Palmer St	Harris Av	A/Blue Line Compton Station	III	Bike Blvd	Compton Bicycle Master Plan 2015	0.95								
42		Compton	SCE ROW	Coachella Av	Greenleaf Bl	I	Bike Path	Compton Bicycle Master Plan 2015	0.04								
43		Compton	Atlantic Av	Alondra Bl	Los Angeles River Access	II	Buffered Bike Lane	Compton Bicycle Master Plan 2015	0.53								
44		Compton	Bullis Rd	Greenleaf Bl	Palm Av	II	Bike Lane	Compton Bicycle Master Plan 2015	2.06								
45		Downey	Blodgett Av/ Priscilla St	Gardendale St	Lakewood Bl	III	Bike Route	Downey Bicycle Master Plan 2015	0.14								
46		Downey	Hanwell av	Gardendale Rd	Adoree St	III	Bike Route	Downey Bicycle Master Plan 2015	0.34								
47		Los Angeles County	E. Compton Av	S. Harris Rd	Los Angeles River	II	Bike Lane	County of Los Angeles Bike Master Plan 2012	0.75								
48		Los Angeles County	E. Compton Av	S. Harris Av	S. Gibson Av	IV	Protected Bike Lane	First Last Mile Technical Team	0.56				62-66' roadway	62	18(20)-12-12-18(20)	5b3bu-18-10-18-3bu5b	
49		Los Angeles County	E. Compton Av	S. Gibson Av	LA River Path	IV	Protected Bike Lane	First Last Mile Technical Team	0.19				bridge	48	12-12-12-12	6b3bu-10-10cl-10-3bu6b	
50		Long Beach	Artesia Bl	Cherry Av	Downey Av	IV	8-80 on arterial	Long Beach Bicycle Master Plan 2040 2016	1.00								

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
51		Long Beach	Cherry Av	Wardlow Rd	70th St	IV	Protected Bike Lane	Long Beach Bicycle Master Plan 2040 2016	1.45								
52		Long Beach	Long Beach Bl	Wardlow Rd	Greenleaf Bl	IV	8-80 on arterial	Long Beach Bicycle Master Plan 2040 2016	0.14								
53		Long Beach	Walnut Av/ 52nd St	Walnut Av/ 68th St	52nd St/ DeForest Av	III	Bike Blvd/ Bike Friendly St	Long Beach Mobility Plan Update 2013	1.16								
54		Lynwood	Agnes St	Thorson Av	Atlantic Av	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.36								
55		Lynwood	Carlin Av	Bullis Rd.	Olanda St	I	Bike Path	Lynwood Bike Ped Plan Final 2013	1.09								
56		Lynwood	Carlin Av	Santa Fe Av	Bullis Rd.	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.71								
57		Lynwood	Josephine St	State St	Harris Av	III	Bike Route	Lynwood Bike Ped Plan Final 2013	1.43								
58		Lynwood	Josephine St	Virginia Av	Wright Rd.	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.22								
59		Lynwood	Olanda St	Carlin Av	Wright Rd.	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.13								
60		Lynwood	Thorson Av - Thorson Alley	Josephine St	South city limit	III	Bike Route	Lynwood Bike Ped Plan Final 2013	0.82								
61		Lynwood	Yvonne Burke John D. Ham Park	Agnes St	Josephine St	I	Bike Path	Lynwood Bike Ped Plan Final 2013	0.10								
62		Norwalk	Rosecrans Av	San Gabriel River	Bloomfield Av	IV	Protected Bike Lane	First Last Mile Technical Team	2.54					76	22-11-11cl-11-22	7p-6b-10-10-10cl-10-10-6b-7p	
63		Paramount	Anderson St	Rosecrans Bl	Howe St	III	Bike Route	Bellflower Paramount Active Transportation Plan 2019	0.25								
64		Paramount	California Av	Somerset Bl	Harrison St	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.90								
65		Paramount	Exeter St	SCE ROW	Garfield Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.25								

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Paramount/Rosecrans Station Wheel Projects - \$60,850,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
66		Paramount	Hunsaker Av	72nd St	Myrrh St	II	Bike Lane	Bellflower Paramount Bike & Trail Master Plan 2016	0.59								
67		Paramount	Jackson St	Los Angeles River	Illinois Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	1.28								
68		Paramount	Jackson St	Orange Av	Garfield Av	II	Bike Lane	First Last Mile Technical Team	0.50					50	25-25	8p-5b-12-12-5b-8p	
69		Paramount	Jefferson St	SCE ROW	Georgia Av	II	Buffered Bike Lane	Bellflower Paramount Active Transportation Plan 2019	0.91					56	28-28		
70		Paramount	Madison St	Vermont Ave	East street end	II	Bike Lane	Bellflower Paramount Active Transportation Plan 2019	0.90								
71		Paramount	Minnesota Av	Somerset Bl	Jackson St	II	Buffered Bike Lane	Bellflower Paramount Active Transportation Plan 2019	0.80								
72		Paramount	Orizaba Av	SGL ROW	Rosecrans Av	III	Bike Route	Bellflower Paramount Active Transportation Plan 2019	0.07								
73		Paramount	San Carlos St	Dills Park entrance	SCE ROW	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.60								
74		Paramount	San Luis St	Dills Park entrance	SCE ROW	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.60								
75		Paramount	San Marcus St	Dills Park entrance	SCE ROW	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.60								
76		Paramount	SCE ROW	San Vicente St	Exeter St	I	Bike Path	Bellflower Paramount Active Transportation Plan 2019	0.06								
77		Paramount	Somerset Bl	Texaco Av	Cerritos Av	II	Bike Lane	TOD SIP	0.11					64	14-11-14m-11-14	5-10-10-14m-10-10-5	
78		Paramount	Vermont Av	Jefferson St	Madison St	III	Bike Route	Bellflower Paramount Active Transportation Plan 2019	0.13								

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Bellflower Station Wheel Projects - \$20,372,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
BELLFLOWER BOULEVARD BIKE LANES																	
1A		Bellflower	Bellflower Bl	Foster Rd	Flora Vista St	IV	Protected Bike Lane	First Last Mile Technical Team	1.60	2	✓	Road diet may shift traffic to parallel arterials if ADT is greater than 20,000. Requires bicycle phase at 3 signalized intersections.	60+	19-11-11-19	5b 2bu-8p-10-10cl-10-8p 2bu-5b	\$3,009,000	
						II	Bike Lane	First Last Mile Technical Team, JOH							7p-5b 3bu-10-10cl-10-3bu-5b-7p	\$532,000	
1B		Bellflower	Bellflower Bl	Flora Vista St	Artesia Bl	II	Bike Lane	First Last Mile Technical Team, JOH	0.80	1	2	✓	Road diet may shift traffic to parallel arterials if ADT is greater than 20,000.	60	19-11-11-19	7p-5b 3bu-10-10cl-10-3bu-5b-7p	\$266,000
1C		Lakewood	Bellflower Bl	Rose St	Del Amo Bl	II	Bike Lane	First Last Mile Technical Team, JOH	1.56	2	✓	No parking in curb lane currently since there are adjacent residential frontage roads on both sides. Restripe only.	76	19-12-14cl-12-19	6b 3bu-11-11-14cl-11-11-3bu 6b	\$519,000	
1D		Long Beach	Bellflower Bl	Del Amo Bl	Carson St	IV	Protected Bike Lane	Long Beach Bicycle Master Plan 2040 2016	0.82	2	✓	No parking in curb lane currently north of Arbor Rd; parking one or both sides south. Requires removal of parking on one side from Centralia St to Carson Bl.	76	21-12-10cl-12-21		\$1,534,000	
ALONDRA BOULEVARD BIKE LANES																	
2A		Bellflower	Alondra Bl	SGL ROW	Woodruff Av	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.85	1	✓	Requires parking or lane reduction, ped/ bike phase at 4 signalized intersections	76	21-11-11cl-11-22	6b 4 bu-11-11-11cl-11-12-4bu 6b	\$3,270,000	
				Woodruff Av	Hayford St	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.35	2	✓	Requires parking or lane reduction, ped/ bike phase at 2 signalized intersections	84	23-12-15m-12-23	6b 4 bu-13-12-15cl-12-13-4bu 6b	\$1,494,000	
				Hayford St	San Gabriel River	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.21	2	✓	Requires lane reduction.	74	12-11-12-4m-12-11-12	6b 4bu-13-12-4m-12-13-4bu 6b	\$395,000	
2B		Norwalk	Alondra Bl	San Gabriel River	Leibacher Av	I	Use Sidewalk as Shared-Use Path	First Last Mile Technical Team	0.30	2	✓	Use 5-10' sidewalks (widen into setback where feasible, add guardrail) & frontage road; add 4 ped-activated signals at free-flow I-605 ramps.	76+	12-11-12-6m-12-11-12	No change	\$885,000	
						II	Bike Lane	Norwalk Bicycle Master Plan 2022				Requires lane reduction.			6b 4bu-13-12-6m-12-13-4bu 6b	\$100,000	

PRIORITIZED WHEEL PROJECTS

Bellflower Station Wheel Projects - \$20,372,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Support Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
2C		Norwalk	Alondra Bl	Leibacher Av	Studebaker Rd	IV	Protected Bike Lane	First Last Mile Technical Team	0.15	2	✓	Requires lane reduction, ped/bike phase at 1 signalized intersection.	84	11-12-12-14m-12-11-12	6b 4bu-13-12-14m-12-13-4bu 6b	\$1,118,000
	II					Bike Lane	Norwalk Bicycle Master Plan 2022				Requires lane reduction.			6b 4bu-13-12-14m-12-13-4bu 6b	\$50,000	
				Studebaker Rd	Gridley Rd	IV	Protected Bike Lane	First Last Mile Technical Team	0.50	2	✓	Requires parking or lane reduction, ped/bike phase at 2 signalized intersections.	84	23-12-14m-12-23	6b 4bu-13-12-14m-12-13-4bu 6b	\$1,776,000
	II					Bike Lane	Norwalk Bicycle Master Plan 2022				Requires striping only.			7p-5b 2bu-11-14m-11-2bu 5b-7p	\$166,000	
				Gridley Rd	Maidstone Av	IV	Protected Bike Lane	First Last Mile Technical Team	0.25	2	✓	Requires parking or lane reduction, ped/bike phase at 1 signalized intersection.	82	22-12-14m-12-22	6b 4bu-12-12-14m-12-12-4bu 6b	\$1,306,000
	II					Bike Lane	Norwalk Bicycle Master Plan 2022				Requires striping only.			7p-5b -11-11-14m-11-11-5b-7p	\$83,000	
				Maidstone Av	Norwalk Bl	IV	Protected Bike Lane	First Last Mile Technical Team	0.80		✓	Requires parking or lane reduction, ped/bike phase at 2 signalized intersections.	84	23-12-14m-12-23	6b 4bu-13-12-14m-12-13-4bu 6b	\$1,505,000
	II					Bike Lane	Norwalk Bicycle Master Plan 2022				Requires striping only.			7p-5b-12-11-14m-11-12-5b-7p	\$266,000	

FLOWER STREET BIKE LANES


3A		Bellflower	Flower St	Hayter Av	SGL ROW	II	Bike Lane	Bellflower Paramount Bike & Trail Master Plan 2016, JOH	1.66	1	2	✓	Requires lane reduction.	56	18-10-10-18	7p-6b-10-10cl-10-6b-7p	\$551,000
3B		Paramount	Flower St	Hayter Av	Downey Av	II	Bike Lane	First Last Mile Technical Team	0.25	2			Requires lane reduction.	56	18-10-10-18	7p-6b-10-10cl-10-6b-7p	\$83,000

NON-LINEAR WHEEL PROJECTS

44		Bellflower, Lakewood, Long Beach, Norwalk, Paramount	Signal Timing Optimization for Bicycles on Streets with FLM Priority Wheel Projects. Note: requires coordination among jurisdictions.					JOH			3			Signalized intersections on streets with priority wheel projects (52 total): 30 Bellflower (58%) 3 Lakewood (6%) 4 Long Beach (8%) 14 Norwalk (27%) 1 Paramount (1%)			\$356,000
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PRIORITIZED WHEEL PROJECTS

Bellflower Station Wheel Projects - \$20,372,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
45		Bellflower, Lakewood, Long Beach, Norwalk, Paramount	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team		1	2	Linear miles priority wheel projects (10.2 total): 5.5 Bellflower (48%) 1.6 Lakewood (14%) 0.8 Long Beach (7%) 2.0 Norwalk (18%) 0.3 Paramount (2%) 1.2 Downey (11%)				\$2,305,000

PROJECTS ON OTHER STREETS/RIGHTS-OF-WAY

4		Bellflower	Ardmore Av	SGL ROW	Rose St	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	1.27			✓				
5		Norwalk	Alondra Bl	Norwalk Bl	Shoemaker Av	IV	Protected Bike Lane	Norwalk Bicycle Master Plan 2022	0.50			✓				
6		Norwalk	Alondra Bl	Norwalk Bl	Shoemaker Av	II	Bike Lane/ Buffered Bike Lane	Norwalk Bicycle Master Plan 2022	0.50			✓				
7		Bellflower	Mayne St	Hayter Av	Virginia Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.50			✓				
8		Bellflower	Carpintero Av/ California Av	Alondra Bl	Bellflower Bike Trail	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.80							
9		Bellflower	McNab Av/ Carpintero Av	Foster Rd	Alondra Bl	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	1.60							
10		Bellflower	Ardis Av/ Betty Jean Av/ Mandale St	Alondra Bl	Foster Rd	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	1.00							
11		Bellflower	Cabell Av/ Dunrobin Av	Foster Rd	Maplewood St	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.80							
12		Bellflower	Fleming Av/ Eucalyptus Av	Washington St	Flora Vista St	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	1.10							
13		Bellflower	Maplewood St	Fleming St	Ardis Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.53							
14		Bellflower	Rose St	Downey Av	Woodruff Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	1.90							

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PRIORITIZED WHEEL PROJECTS

Bellflower Station Wheel Projects - \$20,372,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
15		Bellflower	Ryon Av	Somerset Bl	Alondra Bl	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.50							
16		Bellflower	Somerset Bl frontage road	Betty Jean Av	Ryon Av	III	Bike Blvd	TOD SIP	0.20							
17		Bellflower	Artesia Bl	Ramona St	San Gabriel River	II	Bike Lane	Bellflower Paramount Bike & Trail Master Plan 2016	0.71							
18		Bellflower	Hayter Av	Mayne St	Flower St	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.20							
19		Bellflower	Oak St	Virginia Av	Bellflower Bl	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.70							
20		Bellflower	Park St	Downey Av	California Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	2.10							
21		Bellflower	Ramona St	Downey Av	Artesia Bl	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	1.84							
22		Bellflower	Ripon Av/Flora Vista St	SGL ROW	San Gabriel River Access at Ruth Caruthers Park	III	Bike Friendly St	First Last Mile Technical Team	0.23							
23		Bellflower	Riverview Park/bridge	Carfax Av	San Gabriel River path	I	Path	First Last Mile Technical Team	0.12			Requires bridge across San Gabriel River.				
24		Bellflower	Somerset Bl	Cerritos Av	San Gabriel River	II	Bike Lane	Bellflower Paramount Bike & Trail Master Plan 2016	1.81							
25		Bellflower	Virginia Av	Bellflower Bike Trail	Flower St	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.70							
26		Bellflower	Washington St/Mapledale St	Fleming Av	McNab Av	III	Bike Blvd	Bellflower Paramount Active Transportation Plan 2019	0.60							
27		Lakewood	Clark Av	Rose St	Ashworth St	II	Bike Lane	First Last Mile Technical Team	0.12				56	18-10-10-18	5b 3bu-10-10-10-10-3 bu 5b	
28		Long Beach	65th St/Indiana Av/Obispo Av	Ramona St	Artesia Bl	III	Bike Friendly St	First Last Mile Technical Team	0.48			or through Ramona Park.				
29		Long Beach	Lakewood Bl	Wardlow Rd	Del Amo Bl	IV	8-80 on arterial	Long Beach Bicycle Master Plan 2040 2016	0.15							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Bellflower Station Wheel Projects - \$20,372,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority	Sup-Method	port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
30		Long Beach	South St	Dairy Av - west of	City limit	IV	8-80 on arterial	Long Beach Bicycle Master Plan 2040 2016	1.22								
31		Norwalk	Alondra Bl	Shoemaker Av	Marquardt Av	IV	Protected Lane	First Last Mile Technical Team	0.77					84	23-12-14m-12-23	6b 4bu-13-12-14m-12-13-4bu 6b	
32		Norwalk	C Line Pkg Lot	C-Line Station	Foster Rd Multi-Use Path	I	Bike Path	Norwalk Bicycle Master Plan 2022	0.20								
33		Norwalk	Cecilia St/ Orr and Day Rd/ Leffingwell Rd	Studebaker Rd	Leibacher	III	Bike Route	Norwalk Bicycle Master Plan 2022	1.85								
34		Norwalk	Elmcroft Av/ Fairford Av	Excelsior Dr	Imperial Hwy	III	Bike Route	Norwalk Bicycle Master Plan 2022	1.58								
35		Norwalk	Excelsior Dr	Piuma Rd	Shoemaker Av	II	Buffered Bike lane	Norwalk Bicycle Master Plan 2022	2.92								
36		Norwalk	Excelsior Dr	Piuma Av	Domart Av	III	Bike Friendly St	First Last Mile Technical Team	0.11				Extend lanes on local street to greenbelt.				
37		Norwalk	Greenbelt	Domart Av	San Gabriel River	I	Path	First Last Mile Technical Team	0.05								
38		Norwalk	Gridley Rd	Radcliffe St	Leffingwell Rd	III	Bike Route	Norwalk Bicycle Master Plan 2022	0.38								
39		Norwalk	Liebacker Av/ Dumont Av	Alondra Bl	Foster Rd Multi-Use Path	III	Bike Route	Norwalk Bicycle Master Plan 2022	1.57								
40		Norwalk	Mapledale St	Leibacher Av	Shoemaker Av	III	Bike Route	Norwalk Bicycle Master Plan 2022	2.22								
41		Norwalk	San Antonio Dr	Rosecrans Av	Foster Rd	II	Bike Lane	Norwalk Bicycle Master Plan 2022	0.29								
42		Norwalk	SPRR RPW	San Gabriel River	Bloomfield Av	I	Bike Path	Norwalk Bicycle Master Plan 2022	1.76								
43		Norwalk	Studebaker Rd	Alondra Bl	Cecilia St	II	Buffered Bike Lane	Norwalk Bicycle Master Plan 2022	2.49								

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)		
SGL ROW MULTI-USE PATH																		
1A		Cerritos	SGL ROW	Studebaker Rd	Gridley Rd	I	Bike Path	Cerritos Bicycle Master Plan 2010, JOH	0.68	2	✓	Does not require lane removal.				\$3,710,000		
1B		Artesia	SGL ROW	187th St	Pioneer Bl	I	Bike Path	Gateway Cities COG Strategic Transportation Plan Final 2016, JOH	0.12	1	✓	Adjacent to station.				\$631,000		
1C		Cerritos	SGL ROW	Pioneer Bl	Coyote Creek	I	Bike Path	Cerritos Bicycle Master Plan 2010, JOH	1.62	1 2	✓	100' ROW could accommodate path (and a linear park) connecting to Don Knabe Park. Street crossings: South St - use Clarkdale St signalized crossing; 19th St and Bloomfield Av - require ped-activated signal sync'd to adjacent signals.				\$8,813,000		
1D		Cerritos	SGLROW	Studebaker Rd	San Gabriel River	I	Bike Path	Cerritos Bicycle Master Plan 2010, JOH	0.50	3	✓	Feasible if path can be accommodated adj. to rail under I-605. Street crossing: Artesia Bl requires ped-activated signal sync'd to adjacent signals.				\$2,749,000		
PIONEER BOULEVARD BIKE LANES																		
2A		Norwalk	Pioneer Bl	Rosecrans Av	166th St	IV	Protected Bike Lane	First Last Mile Technical Team	1.50	2	✓	Requires parking or lane reduction, bike phase at 7 signalized intersections.	80	22-11-14m-11-22	6b 4bu-12-11-14m-11-12-4bu 6b	\$6,164,000		
							Bike Lane	Norwalk Bicycle Master Plan 2022							Restripe lanes.		7p-6b-10-10-14m-10-10-6b-7p	\$224,000
2B		Artesia	Pioneer Bl	166th St	183rd St - south of	IV	Protected Bike Lane	Artesia Active Transportation Plan 2022, JOH	1.10	1 2	✓	Requires parking or lane reduction, bike phase at 6 signalized intersections, ped-activated signals at 4 free-flow 91 Fwy. access ramps.	84	23-12-14m-12-23	7b 4 bu-12-12-14m-12-12-4bu 7b	\$5,728,000		
2C		Artesia	Pioneer Bl	183rd St - south of	SGL ROW	II	Bike Lane	First Last Mile Technical Team, JOH	0.29	1	✓	Requires narrow parking lane.	44	22-22	7p-5b-10-10-5b-7p	\$44,000		
2D		Artesia	Pioneer Bl	SGL ROW/ 188th St	South St	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.12	1 2	✓	Requires lane narrowing. Existing dimensions are post-SGL per SGL intersection plans. Add bike phase at 2 signalized intersections.	70	16-12-13cl-12-17	5b 3bu-11-11-10cl-11-11-3bu 5b	\$1,897,000		
							Buffered Bike Lane	Artesia Active Transportation Plan 2022							Requires lane narrowing. Existing dimensions are post-SGL per SGL intersection plans.		5b 3bu-11-11-10cl-11-11-3bu 5 b	\$40,000
				South St	Artesia/Cerritos city limit	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.17	1	✓	No parking currently and wide travel lane, so no lane or parking reduction is required.	84	6b-17-11-16m-11-17-6b	6b 4bu-13-11-16m-11-13-4bu 6b	\$314,000		

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
2E		Cerritos	Pioneer Bl	City limit	Del Amo Bl	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.69	1	✓	No parking currently and wide travel lane, so no lane or parking reduction is required.	84	6b-17-11-16m-11-17-6b	6b 4bu-13-11-16m-11-13-4bu 6b	\$1,293,000
2F		Lakewood	Pioneer Bl	Del Amo Bl	215th St	II	Bike Lane	First Last Mile Technical Team	0.83	2	✓	Currently parking on both sides. Requires parking or lane reduction.	80	19-14-14m-14-19	8p-5b-10-10-14m-10-10-5b-8p	\$277,000
2G		Hawaiian Gardens	Pioneer Bl	215th St	Carson St	II	Bike Lane	Hawaiian Gardens Bicycle Map 2012	0.17	2	✓	Requires lane narrowing.	80	19-14-14m-14-19	8p-5b-10-10-14m-10-10-5b-8p	\$41,000
2H		Hawaiian Gardens	Pioneer Bl	Carson St	Civic Center Dr	II	Bike Lane	Hawaiian Gardens Bicycle Map 2012	0.14	2	✓	Currently 2 lanes south, 1 lane north. Requires lane or parking reduction	48	18-10-20	8p-5b-11-11-5b-8p	\$34,000
183RD STREET BIKE LANES																
3A		Cerritos	183rd St	San Gabriel River	Studebaker Rd.	IV or II	Protected or Buffered Bike Lane	First Last Mile Technical Team, JOH	0.27	1	✓	Requires lane reduction	64	14-11-14m-11-14	6b 5bu-15-14m-15-5bu 6b	\$513,000
	II					Bike Lane	First Last Mile Technical Team, JOH	Requires narrowing of median. Does not require lane removal.				5b 11-11-10m-11-11-5b			\$66,000	
				Studebaker Rd	Gridley Rd.	IV or II	Protected or Buffered Bike Lane	First Last Mile Technical Team, JOH	0.50	2	✓	Currently no parking. Requires restriping. Does not require lane removal.	84	23-11-16m-11-23	6b 4bu-13-11-16m-11-13-4bu 6b	\$940,000
3B		Artesia	183rd St	Gridley Rd	East City Limit	II	Bike Lane	Artesia Active Transportation Plan 2022, JOH	1.19	1	✓	Requires parking or lane reduction.	58	18-11-11-18	7p-6b-11-10cl-11-6b-7p	\$178,000
3C		Cerritos	183rd St	Cortner Av	Marquardt Av/Walker Av	IV or II	Protected or Buffered Bike Lane	First Last Mile Technical Team, JOH	1.89	1	✓	Requires lane reduction. Walker Av connects to Coyote Creek.	64	13-12-14m-12-13	6b 5bu-15-14m-15-5bu 6b	\$3,555,000
	II					Bike Lane	First Last Mile Technical Team, JOH	Requires narrowing of median/center turn lanes to 10'. Does not require lane removal. Walker Av connects to Coyote Creek.				5b 11-11-10m-11-11-5b			\$455,000	
166TH STREET BIKE LANES																
83		Artesia, Cerritos, Norwalk	166th St	Pioneer Bl	Norwalk Bl	II	Bike Lane	Norwalk Bicycle Master Plan 2022, JOH	0.55	3		Completed in 2023.	62	20-11-11-20	8p-6b-11-12cl-11-6b-8p	\$303,000

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
BICYCLE FRIENDLY STREETS NEAR STATION																	
5		Artesia	187th St	Gridley Rd	Clarkdale Av	III	Bike Friendly St	Artesia Active Transportation Plan 2022, JOH	0.65	3	✓	Low volume collector. Add traffic control at intersections and traffic calming as needed for cyclist safety. Cost est. assumes speed humps, stop signs, signage.	40			\$80,000	
6		Artesia	186th St	Gridley Rd	Norwalk Bl	III	Advisory Bike Lane	Artesia Active Transportation Plan 2022, JOH	1.07	3	✓	Stripe bike lanes and 1 center vehicle lane. Add traffic control at intersections and traffic calming as needed for cyclist safety. Cost assumes speed humps, stop signs, signage, all-way stops at Alburto Av, Colby Av.	40	20-20	7p-6b-14-6b-7p	\$133,000	
32		Artesia	Alburto Av	187th St	South St	III	Bike Friendly St	Artesia Active Transportation Plan 2022, JOH	0.20	3		Low volume collector. Add traffic control at intersections and traffic calming as needed for cyclist safety. Cost assumes speed humps, stop signs, signage, all-way stop at 188th St (all-way stop at 187th is included in 187th St Class III).	40			\$25,000	
NON-LINEAR WHEEL PROJECTS																	
84		Artesia, Cerritos, Norwalk	Signal Timing Optimization for Bicycles on Streets with FLM Priority Wheel Projects					JOH			3		Signalized intersections on streets with priority wheel projects (63 total): 20 Artesia (32%) 30 Cerritos (48%) 10 Norwalk (16%) 3 Lakewood/Hawaiian Gardens (4%)				\$432,000
85		Artesia, Cerritos, Norwalk	Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team		1	2		Linear miles priority wheel projects (13.7 total): 5.6 Artesia (40%) 5.7 Cerritos (41%) 1.5 Norwalk (11%) 0.8 Lakewood (8%) 0.3 Hawaiian Gardens (2%)				\$2,327,000
PROJECTS ON OTHER STREETS																	
7		Artesia	Roseton Av	178th St	185th St	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.42		✓						
8		Artesia / Cerritos	South St	Jersey Av	Norwalk Bl	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.81		✓		80	7b-14-12-14m-12-14-7b	6b-3bu-12-12-14m-12-12-3bu-6b		
9		Cerritos	South St	Norwalk Bl	Carmenita Rd	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	1.51		✓		84	6b-16-12-16m-12-16-6b	6b-4bu-12-12-16m-12-12-4bu-6b		

Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Support	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)	
10		Cerritos	South St	Jersey Av	Gridley Rd	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.25	✓		Requires median narrowing. Does not require lane removal.	84	14-11-11-17m-11-20	5b 2bu-11-11-11-13m-11-12-3bu 5b		
11		Cerritos	South St	Gridley Rd	Los Cerritos Center access road	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.08	✓		Use 8' sidewalks. Widen sidewalks into setbacks where feasible. Does not require lane removal.	102	8sw-11-11-11-24m-12-11-11-11	-8sw	No change	
12		Cerritos	South St	Los Cerritos Center Access Rd.	Eric Av		Use Sidewalk as Shared-Use Path	First Last Mile Technical Team, JOH	0.06	✓		Use 5 to 6' wide sidewalks. Does not require lane removal.	102	5sw-11-11-11-24cl/m-12-11-11-11	-6sw	No change	
13		Cerritos	South St	Eric Av	west I-605 signalized ramp		Use Widened Sidewalk as Shared-Use Path	First Last Mile Technical Team, JOH	0.24	✓		1. Use 4' wide sidewalks - requires ped-activated signals at 4 free-flow I-605 on-ramps; 2. Widen sidewalks to 7' w/guardrails- requires same ped-activated signals, narrowing lanes. Does not require lane removal.	76	4sw-12-12-12-4m-12-12-12	-4sw	1. No change 2. 7sw-11-11-11-4m-11-11-11-7sw	
14		Cerritos	South St	west I-605 signalized ramp	Studebaker Rd.		Use Widened Sidewalk as Shared-Use Path	First Last Mile Technical Team, JOH	0.11	✓		1. Use 4' wide sidewalks; 2. Widen sidewalks to 7' w/guardrails - requires narrowing median. Does not require lane removal.	80	4sw-11-11-11-14m-11-11-11	-4sw	1. No change 2. 6sw-11-11-11-10m-11-11-11-6sw	
15		Cerritos	South St	Studebaker Rd.	San Gabriel River east side		Use Sidewalk as Shared-Use Path	First Last Mile Technical Team, JOH	0.17	✓		Use 8' sidewalks. Widen sidewalks into setbacks where feasible. Does not require lane removal.	84	8sw-12-11-11-16m-11-11-12	-8sw	No change	
16		Cerritos	South St	San Gabriel River east side	San Gabriel River west side	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.04	✓		Does not require lane removal.	74	6b-12-12-10m-11-23	6b 2bu-11-11-10m-12-12-4bu 6b		
17		Lakewood	South St	San Gabriel River west side	Palo Verde Av	IV	Protected Bike Lane	First Last Mile Technical Team	0.30	✓			80	12b-12-11-10cl-12-11-12b	7b 4bu-13-11-10cl-11-13-4bu 7b		
18		Lakewood	South St	Palo Verde Av	Woodruff Av	IV	Protected Bike Lane	First Last Mile Technical Team	0.50	✓			76	10b-12-11-10cl-11-11-10b	6b 4bu-12-11-10cl-11-11-4bu 6b		
19		Lakewood	South St	Woodruff Av	Bellflower Bl	IV	Protected Bike Lane	First Last Mile Technical Team	0.49	✓			80	21-12-14cl-12-21	6b 3bu-12-12-14cl-12-12-3bu 6b		
20		Artesia	Clarkdale St	Ashworth St	South St	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.71	✓							
21		Artesia	Roseton Av	Artesia Bl	178th St	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.25	✓							
22		Artesia	Gridley Rd	Park St	Aclare St	II	Bike Lane	Artesia Active Transportation Plan 2022	0.25								

 Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup- port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
23		Artesia	Gridley Rd	166th St	Park St	IV	Protected Bike Lane	Artesia Active Transportation Plan 2022	0.14			Requires lane narrowing; coordinate w/Cerritos				
24		Artesia	Gridley Rd	Aclare St	187th St	IV	Protected Bike Lane	Artesia Active Transportation Plan 2022	0.91			Requires lane narrowing; coordinate w/Cerritos				
25		Cerritos	Bloomfield Av	South St	Del Amo Bl	II	Bike Lane-east side	First Last Mile Technical Team, JOH	0.35			Either remove parking and provide buffered bike lane or retain parking for adj. SF homes and provide standard bike lane. (A Class II buffered bike lane does not include vertical separation - just striping.)	84	8b-14-12-16m-12-22	6b-4bu-12-12-16m-12-12-4bu-6b or 6b-4bu-12-12-16m-11-11-5b-7p	
26		Artesia, Cerritos, Norwalk	166th St	Gridley Rd	Norwalk Bl	IV	Protected Bike Lane	Artesia Active Transportation Plan 2022, JOH	1.06			Coordination with Cerritos is required for 1,000' segment south side between Gridley Rd and Maidstone Av. Protected or buffered bike lane can be accommodated on south side of street without lane removal.	64	Gridley Rd - Maidstone Av: 18-11-11cl-11-13	Gridley Rd - Maidstone Av: 5b 2bu-11-11-11cl-13-4bu 6b	
27		Artesia	168th St	West City Limit	Pioneer Bl	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.30							
28		Artesia	178th St	Gridley Rd	Arbutus Av	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.38							
29		Artesia	178th St	Pioneer Bl	Elaine Av	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.31							
30		Artesia	Alburtis Av	178th St	186th St	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.45							
31		Artesia	Alburtis Av	186th St	SGL	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.06							
33		Artesia	Artesia Bl	Gridley Rd	Belshire Av	IV	Protected Bike Lane	Artesia Active Transportation Plan 2022	1.19			Requires parking removal.				
34		Artesia	Ashworth St	Pioneer Bl	Grayland Av	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.37							
35		Artesia	Elaine Av	Artesia Bl	South St	III	Bike Friendly St	Artesia Active Transportation Plan 2022	1.00							
36		Artesia	Horst Av	Rendova St	187th St	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.55							

- Prioritized Projects**
- Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
37		Artesia	Rendova St	Elaine Av	Horst Av	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.12							
38		Artesia	Grayland Ave	Ashworth St	South St	III	Bike Friendly St	Artesia Active Transportation Plan 2022	0.69							
39		Cerritos	166th St	Norwalk Bl	Marquardt Av	IV	Protected Bike Lane	TOD SIP	2.01			No curbside parking currently. Requires lane reduction.	64	13-12-14m-12-13	6b-4bu-15-14m-15-4bu-6b	
						II	Bike Lane	First Last Mile Technical Team, JOH				Requires median narrowing. Does not require lane removal.				
40A		Cerritos	195th St	Bloomfield Av	Sequoia Av	IV	Protected Bike Lane	TOD SIP	1.06			No curbside parking currently. Requires lane reduction.	64	13-12-14m-12-13	7b-5bu-14-14-5bu-7b	
						II	Bike Lane	First Last Mile Technical Team, JOH				Requires median narrowing. Does not require lane removal.				
40B	Cerritos/Artesia	195th St	Sequoia Av	SGL ROW		IV	Protected Bike Lane	TOD SIP	0.14			No curbside parking currently. Requires lane reduction on south side (WB).	52	11-11-10m-20	6b 3bu-13-10m-11-3bu 6b	
						II	Bike Lane	First Last Mile Technical Team, JOH				Requires relocation of 275' long median from Flora Vista - Ely and narrowing of 40' long segment of median east of Ely. Does not require lane removal.				
41		Cerritos	195th St	Pioneer Bl	Gridley Rd	IV	Protected Bike Lane	TOD SIP	0.51			No curbside parking currently. Requires lane reduction WB (south side)	64	13-12-14m-12-13	7b-5bu-14-14-5bu-7b	
						II	Bike Lane	First Last Mile Technical Team, JOH				Requires median narrowing. Does not require lane removal.				
42		Cerritos	195th St	Gridley Rd	San Gabriel River	III	Bike Friendly St	TOD SIP, JOH	0.59			Low-volume residential street; terminates at Liberty Park; San Gabriel River Trail connects to South St bike lanes to the west.	28			
43		Cerritos	195th St	Bloomfield Av	Shoemaker Av	II	Buffered Bike Lane	TOD SIP, JOH	0.67			Existing bike lanes adj. to curb. Could upgrade to buffered or protected bike lanes by narrowing one lane each side from 15' to 12' to provide 3' buffer. No change in number of lanes.	64	5b-15-12-12-15-5b	5b-3bu-12-12-12-12-3bu-5b	
44		Cerritos	Artesia Bl	Belshire Av	Bloomfield Av	II	Buffered Bike Lane	First Last Mile Technical Team, JOH	0.37			Existing bike lanes adj. to curb. Could upgrade to buffered or protected bike lanes by narrowing one lane each side from 14' to 13' to provide 4' buffer. No change in number of lanes.	84	5b-18-14-12-14m-12-18-5b	6b-4bu-13-12-14m-12-13-4bu-6b	

 Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
45		Cerritos	Artesia Bl	Shoemaker Av	Coyote Creek	II	Buffered Bike Lane	First Last Mile Technical Team, JOH	1.26			Existing bike lanes adj. to curb. Could upgrade to buffered or protected bike lanes by narrowing one lane each side from 14' to 13' to provide 4' buffer. No change in number of lanes.	84	5b-18-14-12-14m-12-18-5b	6b-4bu-13-12-14m-12-13-4bu-6b	
46		Cerritos	Artesia Bl	Bloomfield Av	91 - west of	II	Buffered Bike Lane	First Last Mile Technical Team, JOH	0.27			Bridge over 91 Fwy. No change in number of lanes.	84	23-12-14m-12-23	6b 3bu-14-12-14m-12-14-3bu 6b	
47		Cerritos	Artesia Bl	91- east of	91 - west of	II	Bike Lane	First Last Mile Technical Team, JOH	0.04			Caltrans Bridge. Requires coordination with Caltrans.	56	14-12-4-12-14	5b-11-11-2-11-11-5b	
48		Cerritos	Artesia Bl	91-east of	Shoemaker Av	II	Buffered Bike Lane	First Last Mile Technical Team, JOH	0.18			No curbside parking currently. Add lane with buffer by restriping with no change in number of lanes. Conflict approaching on-ramp where vehicles cross bikeway needs to be addressed.	84	23-12-24m-12-23	6b 4bu-13-12-24m-12-13-4bu 6b	
49		Cerritos	Artesia Bl	San Gabriel River Path	Gridley Rd	II	Bike Lane	Cerritos Bicycle Master Plan 2010, JOH	0.88							
50		Cerritos	Bloomfield Av	195th St	LA Co Flood Control Channel	I	Path	First Last Mile Technical Team, JOH	0.31			Widen existing path or add new bike path through Don Knabe Park (County-owned).				
52		Cerritos	Carmenita Rd	Alondra Bl	Coyote Creek	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	2.14			Coordinate SR-91 signals at Carmenita to communicate with adj. City of Cerritos signals to improve wheel safety.	84	5b-17-13-14m-13-17-5b	6b-4bu-12-13-14m-13-12-4bu-6b	
53		Cerritos	Coyote Creek east side	183rd St	Valley View St	I	Bike Path	2009 OCTA Commuter Bikeways Strategic Plan, JOH	0.27							
54		Cerritos	Coyote Creek east side	La Palma Av	Carmenita Rd	I	Bike Path	2009 OCTA Commuter Bikeways Strategic Plan, JOH	0.96							
55		Cerritos	Del Amo Bl	Winkler Av	Coyote Creek	I	Path	City of Cerritos Del Amo Bridge Redesign Project, JOH	0.14			Per City's Plan.				
56		Cerritos	Del Amo Bl	Coyote Creek west side	Coyote Creek east side	II	Bike Lane	City of Cerritos Del Amo Bridge Redesign Project, JOH	0.05			Per City's Plan.				
57A		Cerritos	Gridley Rd	187th St	South St	IV	Protected Bike Lane	First Last Mile Technical Team	0.20			Requires lane reduction.	84	12-11-12-14m-12-11-12	6b 4 bu-13-12-14m-12-13-4bu 6b	
						II	Bike Lane	First Last Mile Technical Team, JOH				Requires median narrowing. Requires less the 11' travel lanes.			5b-11-10-11-10m-11-10-11-5b	

 Prioritized Projects
 Non-Prioritized Projects

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)



Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
57B		Cerritos	Gridley Rd	South St	195th St	IV	Protected Bike Lane	First Last Mile Technical Team, JOH	0.25			Requires lane reduction.	64	14-13-10cl-13-14	7b-5bu-14-12cl-14-5bu-7b	
						II	Bike Lane	First Last Mile Technical Team, JOH				Does not require lane removal.			5b 11-11-10cl-11-11-5b	
58		Cerritos	Norwalk Bl	SGL ROW	Del Amo Bl	II	Bike Lane	TOD SIP, JOH	0.58			Requires median narrowing. Does not require lane removal.	64	14-12-12m-12-14	5b-11-11-10m-11-11-5b	
59		Cerritos	Studebaker Rd	Artesia Bl	SGL ROW	II	Bike Lane	Cerritos Bicycle Master Plan 2010, JOH	0.14							
60		Hawaiian Gardens	221st St	western city limit	Wellman Av	II	Bike Lane	Hawaiian Gardens Bicycle Map 2012	0.99							
61		Hawaiian Gardens	226th St	Norwalk Bl	Coyote Creek	III	Bike Route	Hawaiian Gardens Bicycle Map 2012	0.35							
62		Hawaiian Gardens	Norwalk Bl	Centralia St	Carson St	II	Bike Lane	First Last Mile Technical Team	0.50				58	19-10-10-19	8p-5b-11-10-11-5b-8p	
63		Hawaiian Gardens	Norwalk Bl	Carson St	Civic Center Dr	II	Bike Lane	First Last Mile Technical Team	0.13				80	22-11-14m-11-22	6b-3bu-11-12-14m-12-11-3bu-6b	
64		La Palma	Coyote Creek east side	Moody St/Carmenita Rd	Marquardt Av	I	Bike Path	2009 OCTA Commuter Bikeways Strategic Plan	0.68							
65		La Palma/Cerritos	Marquardt Av	Coyote Creek	183rd St	I and/or II	Bike Path or Bike Lane	2009 OCTA Commuter Bikeways Strategic Plan, JOH	0.25			Requires new bridge; City of La Palma is lead agency.				
66		Lakewood	Centralia St	Gridley Rd	Pioneer Bl	II	Bike Lane	First Last Mile Technical Team	0.50				54	27-27	8p-5b-3bu-11-11-3bu-5b-8p	
67		Lakewood	Centralia St/Studebaker Rd	San Gabriel River	Gridley Rd	II	Bike Lane	First Last Mile Technical Team	0.17				80	21-12-14pm-12-21	8p-5b-11-11-10pm-11-11-5b-8p	
68		Lakewood	Del Amo Bl	Pioneer Bl	Winkler Av	IV	Protected Bike Lane	First Last Mile Technical Team	1.19			No WB lane Barcelona-Claretta.	80	8p-13-12-15m-13-14-5b	6b-3bu-12-12-15m-11-11-3bu-6b	
69		Lakewood	Del Amo Bl	Coyote Creek	Denni St	II	Buffered Bike Lane	First Last Mile Technical Team	0.18				84	8b-16-11-16pm-12-21	5b-3bu-16-11-16pm-12-13-3bu 5b	
70		Lakewood	Del Amo Bl	Pioneer Bl	San Gabriel River	IV	Protected Bike Lane	First Last Mile Technical Team	0.97				80	6b-14-13-14m-13-14-6b	6b-3bu-12-12-14m-12-12-3bu-6b	

 **Prioritized Projects**
 **Non-Prioritized Projects**

PRIORITIZED WHEEL PROJECTS

Pioneer Station Wheel Projects - \$40,181,000 Total ROM Cost (assumes highest total cost)

Project ID	Project Icon	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Length (Miles)	Priority Method	Sup-port	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West	ROM Cost (\$2023)
71		Lakewood	Del Amo Bl	San Gabriel River	Pioneer Bl	IV	Protected Bike Lane	First Last Mile Technical Team	1.02				80	6b-14-13-14m-13-14-6b	6b-3bu-12-12-14m-12-12-3bu-6b	
72		Lakewood	Norwalk Bl	Del Amo Bl	Centralia St	II	Bike Lane	First Last Mile Technical Team	0.50			Requires lane reduction.	58	18-10-10-18	8p-5b-11-10cl-11-5b-8p	
73		Lakewood	Rynerson Park	San Gabriel R	Studebaker Rd/Centralia St	I	Path	First Last Mile Technical Team	0.08							
74		Long Beach	Centralia St	Bellflower Bl	Lakewood Bl	II	Bike Lane	Long Beach Bicycle Master Plan 2040 2016	0.19							
75		Long Beach	Palo Verde Av	Wardlow Rd	Carson St	IV	8-80 on arterial	Long Beach Bicycle Master Plan 2040 2016	0.67							
76		Los Angeles County	Palo Verde Av	Carson St	Conant St	III	Bike Route	County of Los Angeles Bike Master Plan 2012	0.50							
77A		Norwalk, LA County	166th St	Elmcroft Av	Gridley Rd	II	Bike Lane	Norwalk Bicycle Master Plan 2022	0.25			No curbside parking currently. Requires lane reduction.	52	15-11-11-15	6b 3 bu-11-12cl-11-3bu 6b or 5b-11-11-11-11-5b	
77B		Norwalk	166th St	Gridley Rd	Pioneer Bl	II	Bike Lane	Norwalk Bicycle Master Plan 2022	0.50			Requires lane reduction.	64	20-11-11-20	8p-6b-12-12cl-12-6b-8p	
78		Norwalk	Bloomfield Av	Alondra Bl	Imperial Hwy	II	Bike Lane	Norwalk Bicycle Master Plan 2022	0.94							
79		Norwalk	Fallon Av/ Jersey Av/ Maidstone Av	166th St	Foster Rd	III	Bike Route	Norwalk Bicycle Master Plan 2022	2.15							
80		Norwalk, Cerritos	Norwalk Bl	166th St	Excelsior Dr	II	Bike Lane	Norwalk Bicycle Master Plan 2022, JOH	1.01			Currently no parking on west side. Coordination with Cerritos is required for 2,000' segment between 160th and 166th, the east side of which is located in Cerritos.	64	21-11-11-21	8p-6b-12-12cl-12-6b-8p 160th St - 166th St: 8p-6b-11-10cl-11-11-2bu 5b	
81		Norwalk	Norwalk Bl	Excelsior Dr	Foster Rd	IV	Protected Bike Lane	Norwalk Bicycle Master Plan 2022	0.59							
82		Norwalk	Pioneer Bl	Rosecrans Av	Foster Rd	II	Bike Lane	Norwalk Bicycle Master Plan 2022	0.50							

 **Prioritized Projects**
 **Non-Prioritized Projects**

Slauson / A Line Station

CONCEPTUAL ILLUSTRATIONS

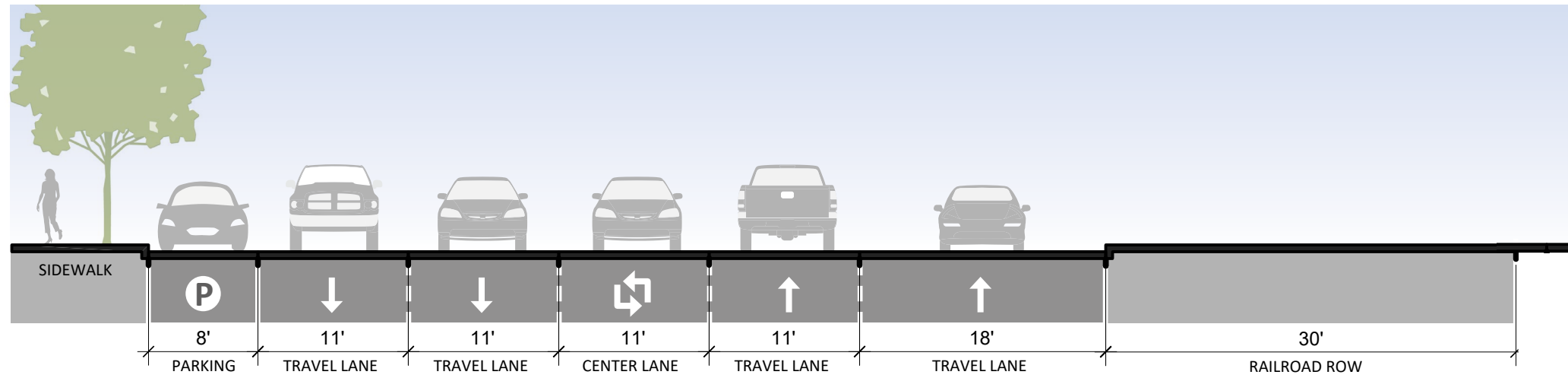


Potential First/Last Mile Improvements

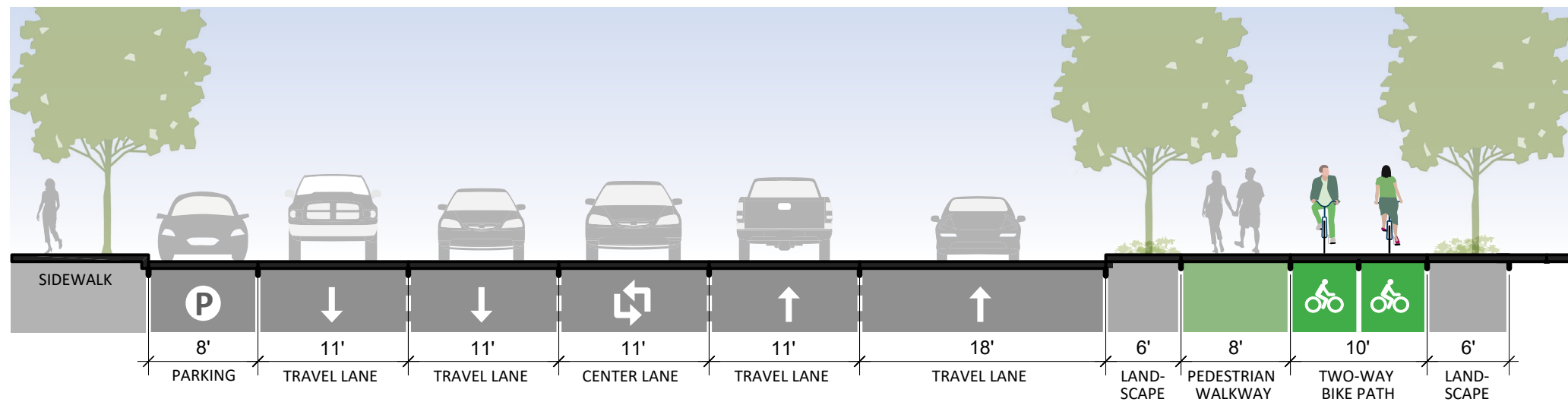
Wheel Projects

2  Bike Path (Class I)

Looking west on Slauson Av
From Long Beach Av West to Santa Fe Av



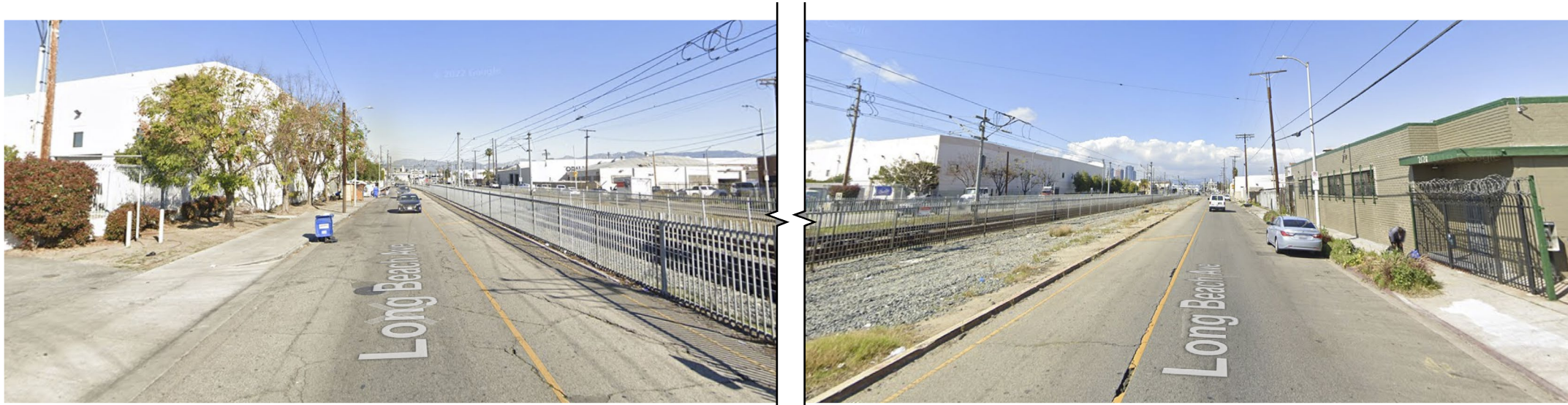
Existing (Typical Midblock)



Illustrative Class I Bike Lanes

Slauson / A Line Station

CONCEPTUAL ILLUSTRATIONS

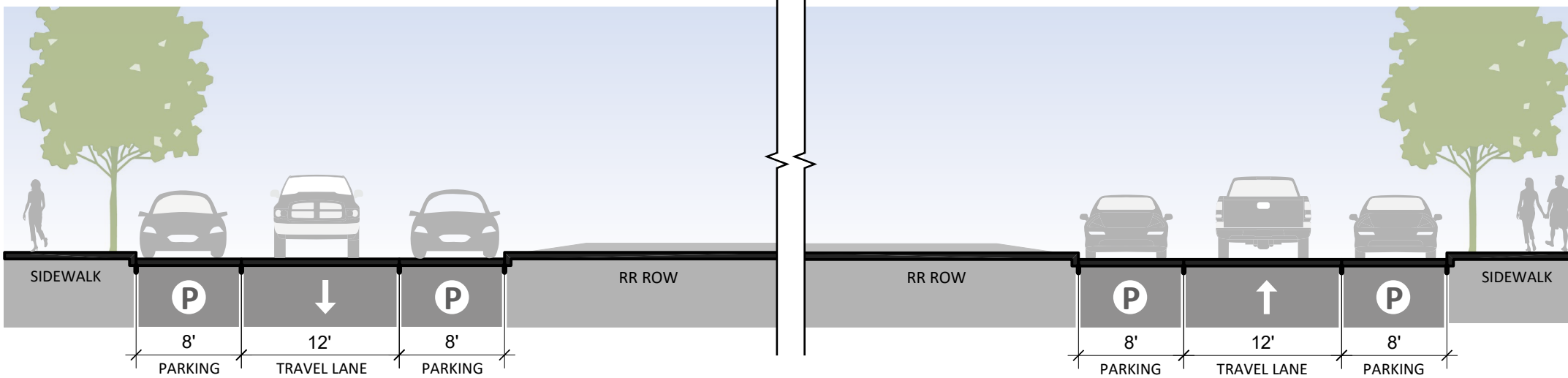


Potential First/Last Mile Improvements

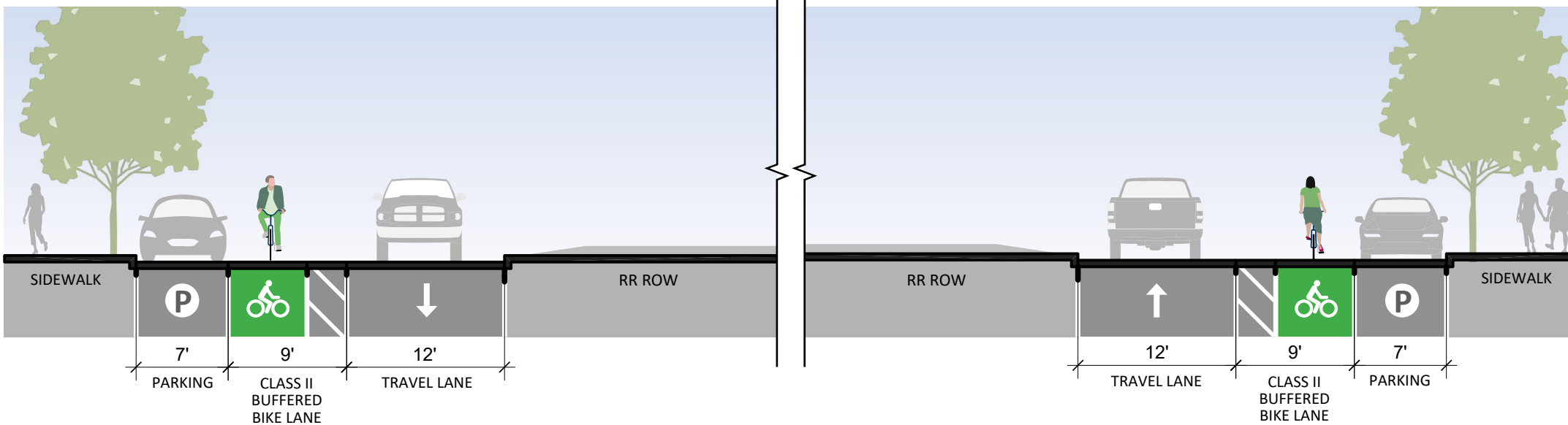
Wheel Projects

2A  Bike Lane (Class II)

Looking north on Long Beach Av East and Long Beach Av West
From Washington Bl to Slauson Av



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Slauson / A Line Station

CONCEPTUAL ILLUSTRATIONS

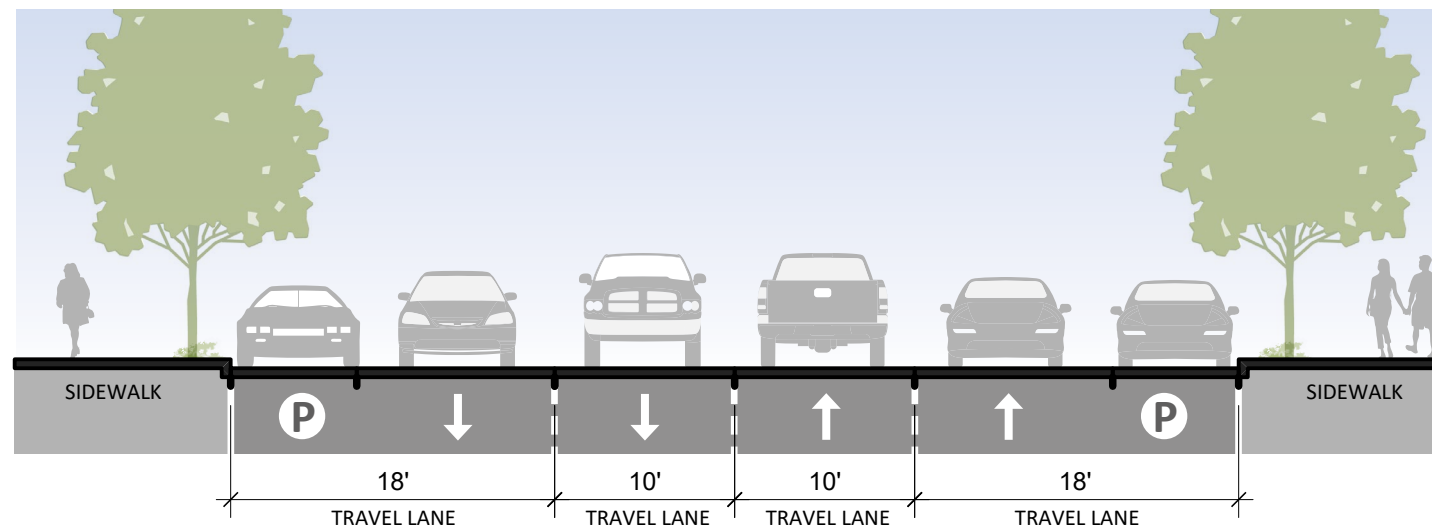


Potential First/Last Mile Improvements

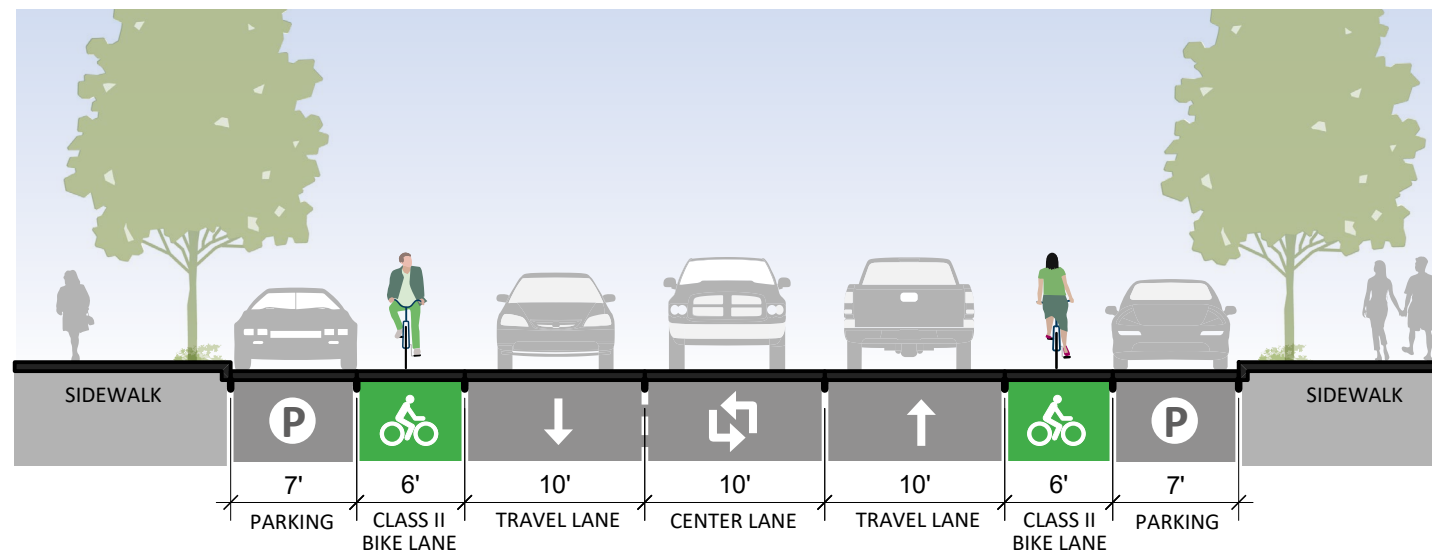
Wheel Projects

5A  Bike Lane (Class II)

Looking north on Compton Av
From Vernon Av to 68th St



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Slauson / A Line Station

CONCEPTUAL ILLUSTRATIONS

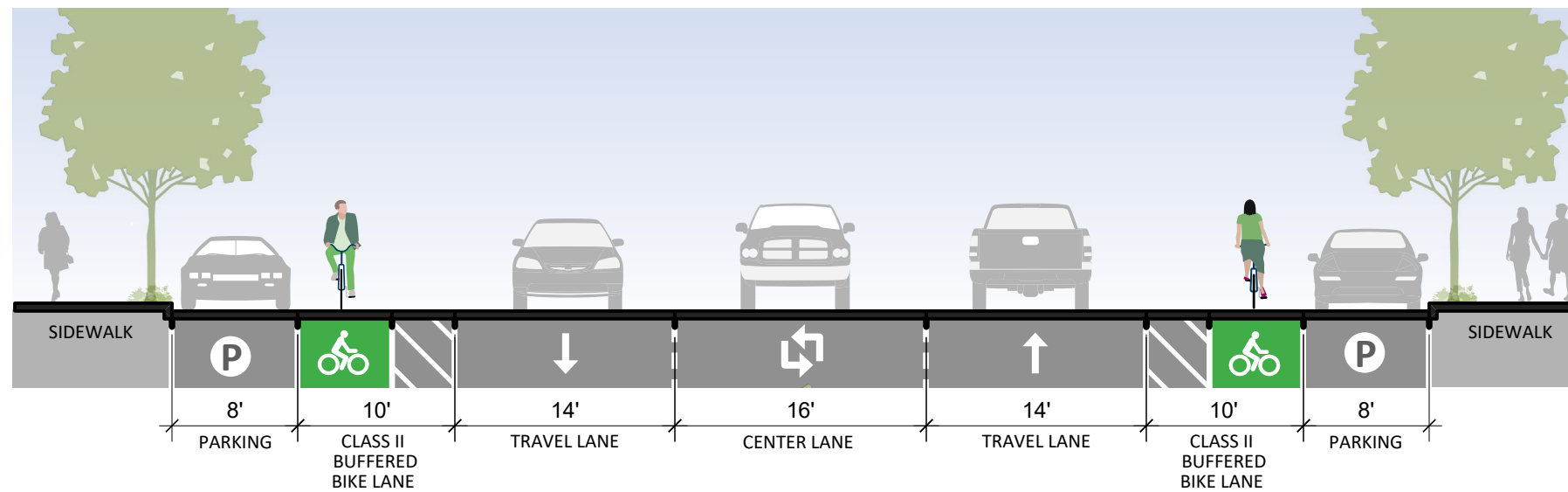


Potential First/Last Mile Improvements

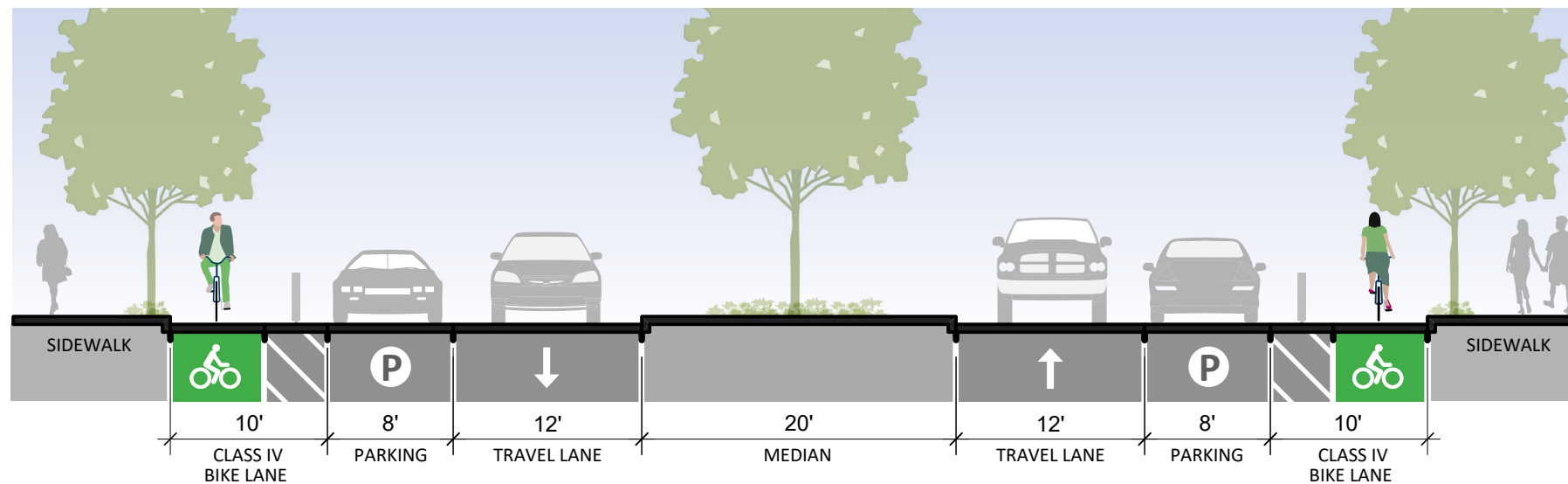
Wheel Projects

7-8  Bike Lane (Class IV)

Looking north on Holmes Av
From Slauson Av to Florence Av



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes

Pacific / Randolph Station

CONCEPTUAL ILLUSTRATIONS



Potential First/Last Mile Improvements

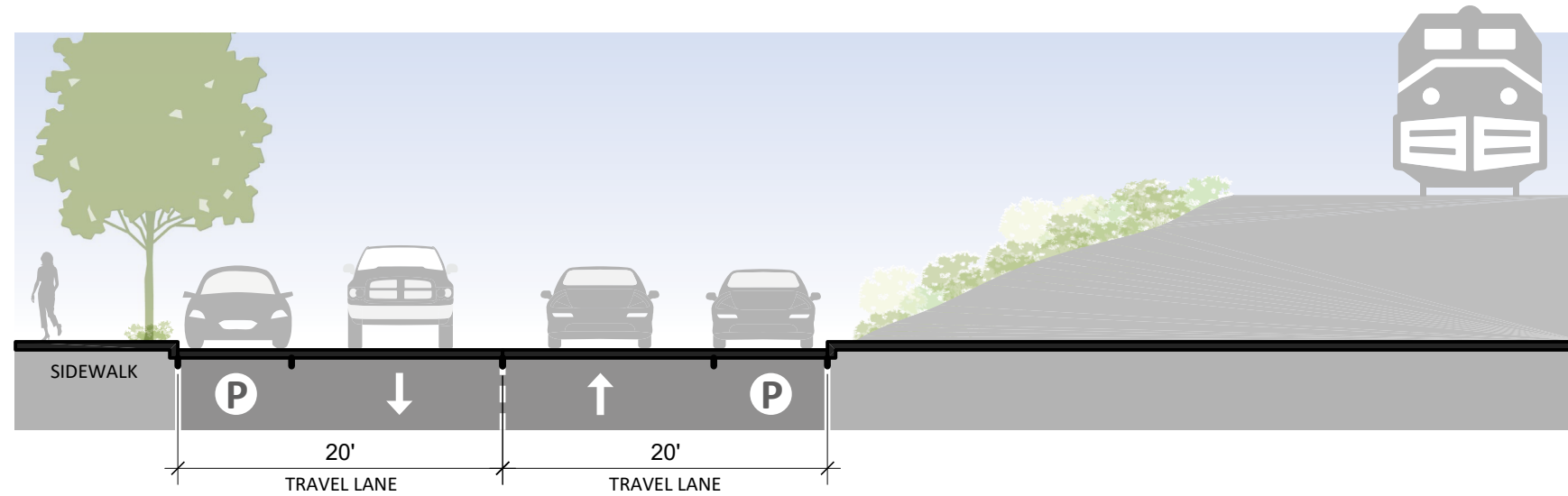
Wheel Projects

1B

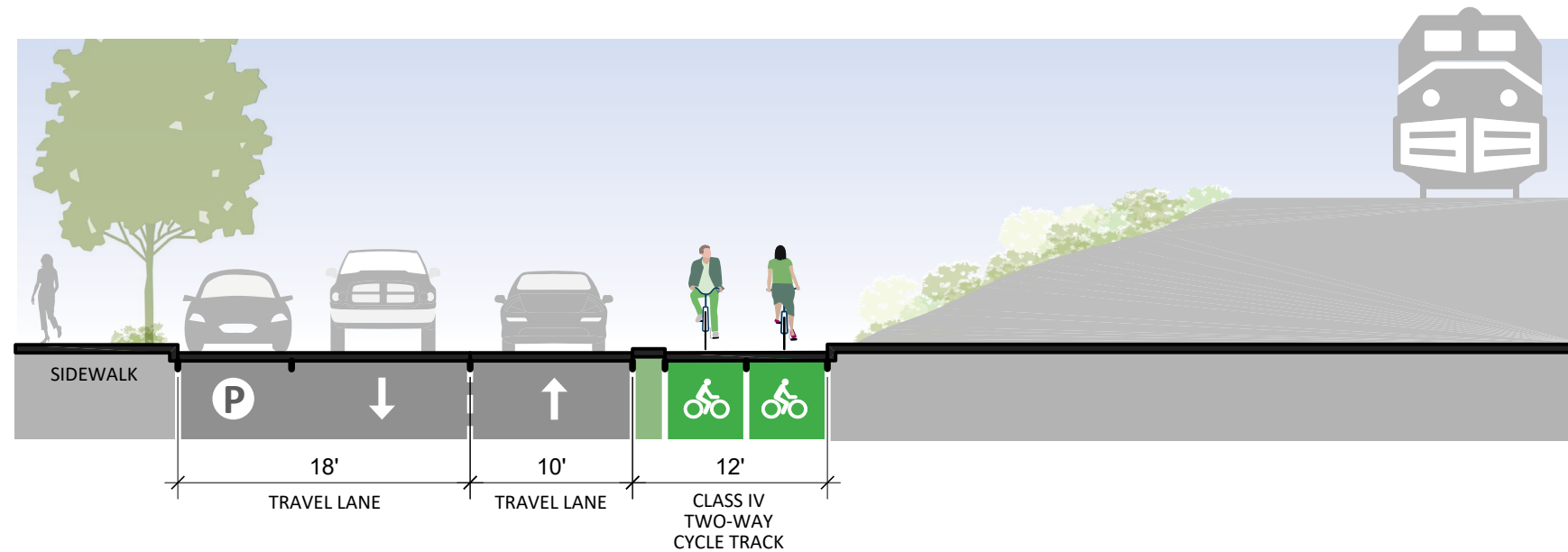


Bike Lane (Class IV)

Looking west on Randolph St South
From Salt Lake Av to the Los Angeles River



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes
Per Rail-to-River Segment B
Supplemental Alternatives Analysis
(2021)
Note: This is illustrative; final project to be determined

Pacific / Randolph Station

CONCEPTUAL ILLUSTRATIONS

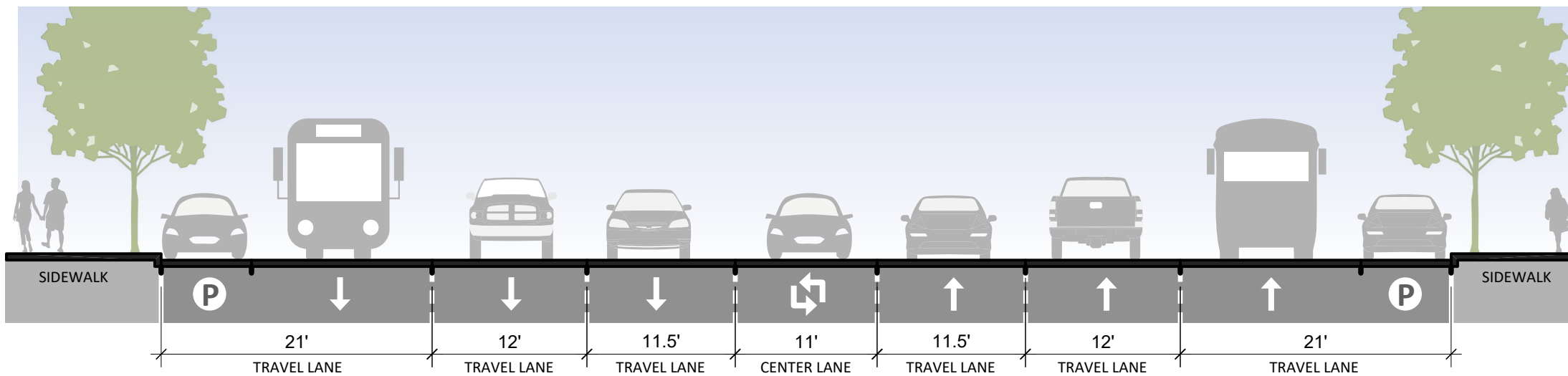


Potential First/Last Mile Improvements

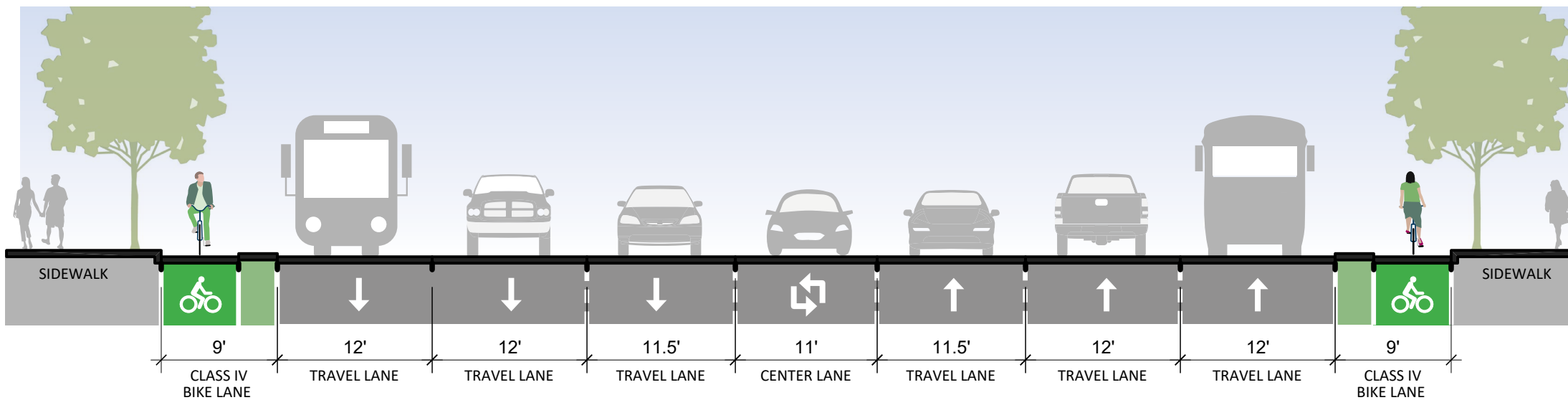
Wheel Projects

2A  Bike Lane (Class IV)

Looking north on Pacific Bl
From Santa Fe Av to 52nd St



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes
Per City of Vernon's ATP Grant
Application

Pacific / Randolph Station

CONCEPTUAL ILLUSTRATIONS

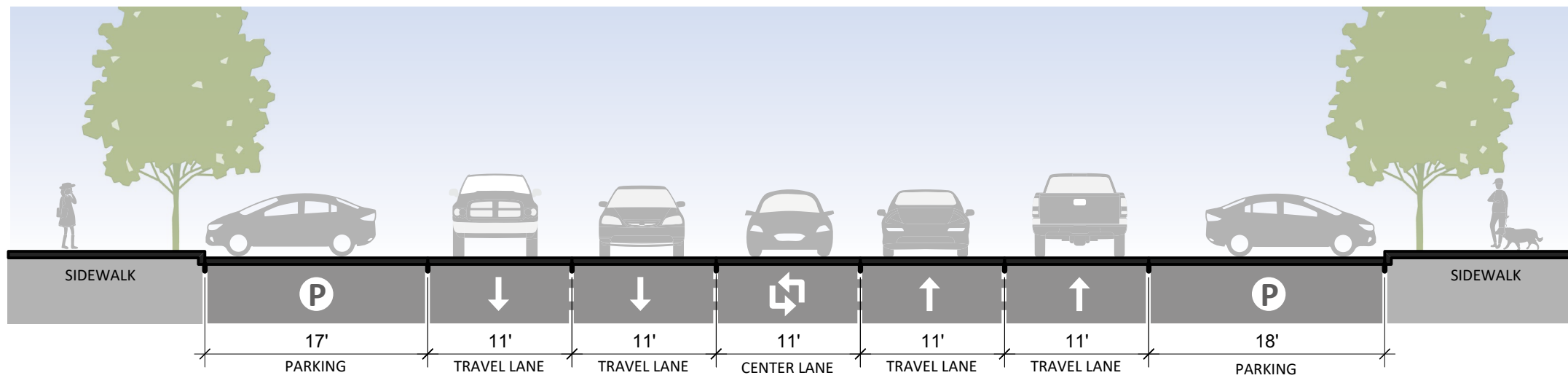


Potential First/Last Mile Improvements

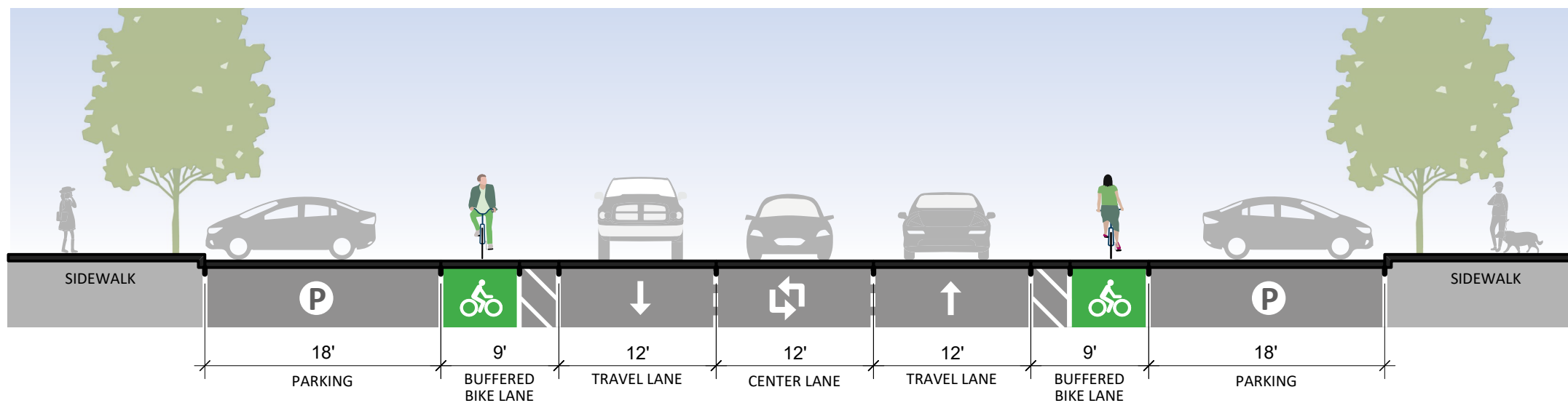
Wheel Projects

2B  Bike Lane (Class II)

Looking north on Pacific Bl
From Slauson Av to Randolph St



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Pacific / Randolph Station

CONCEPTUAL ILLUSTRATIONS

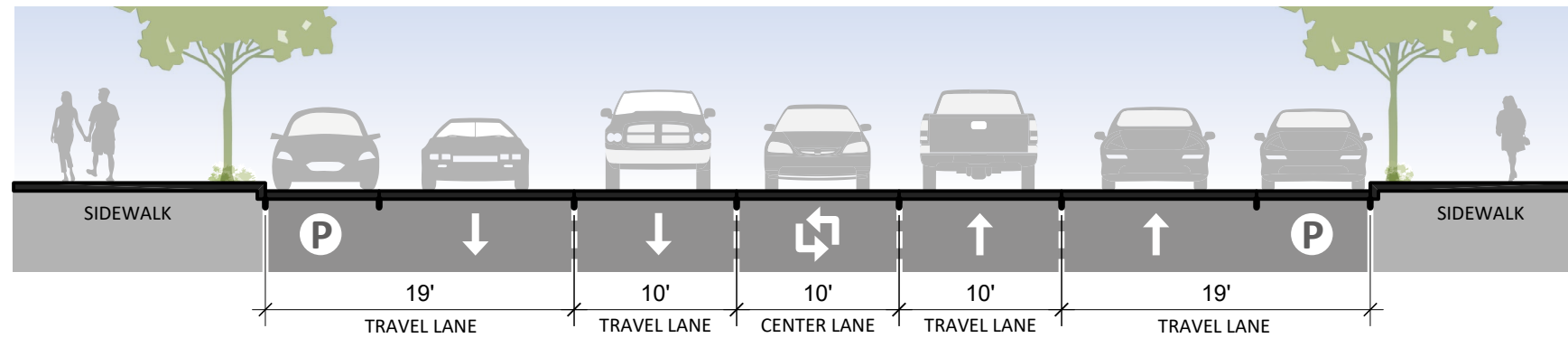


Potential First/Last Mile Improvements

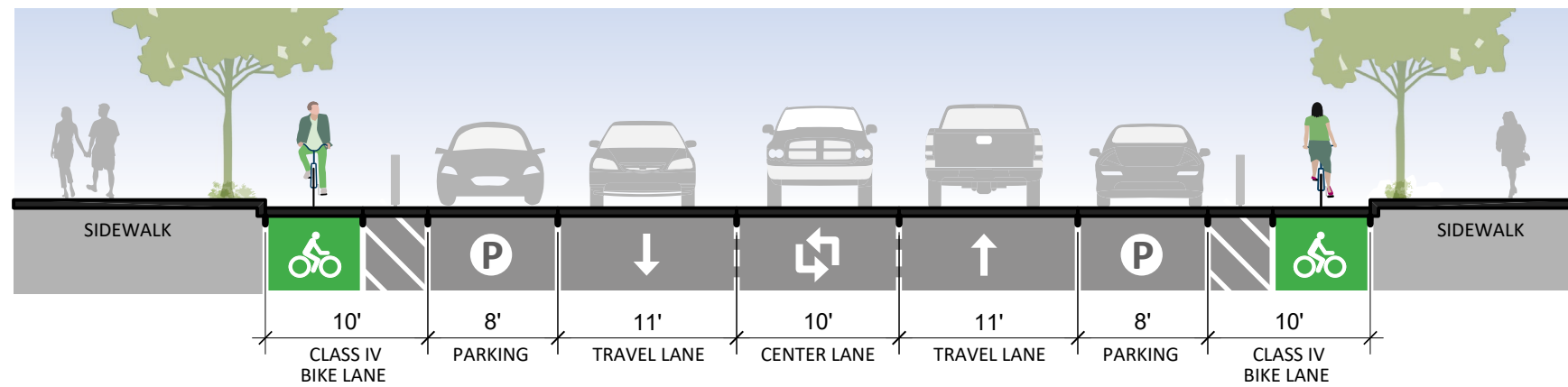
Wheel Projects

2C  Bike Lane (Class IV)

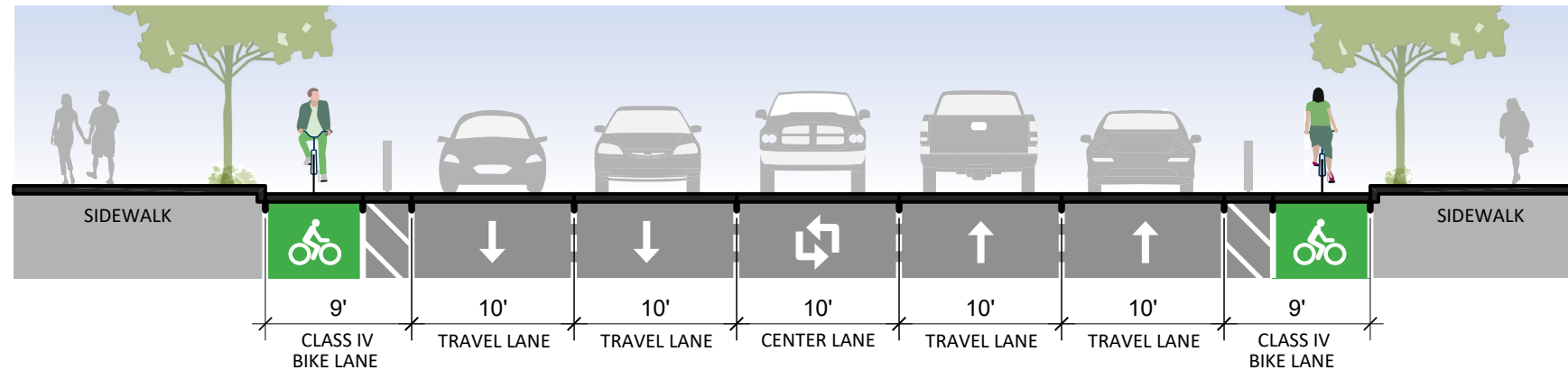
Looking north on Pacific Bl
From Florence Av to Tweedy Av



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes Opt 1
with lane reduction



Illustrative Class IV Bike Lanes Opt 2
with parking removal
(alternative is lane reduction)

Pacific / Randolph Station

CONCEPTUAL ILLUSTRATIONS

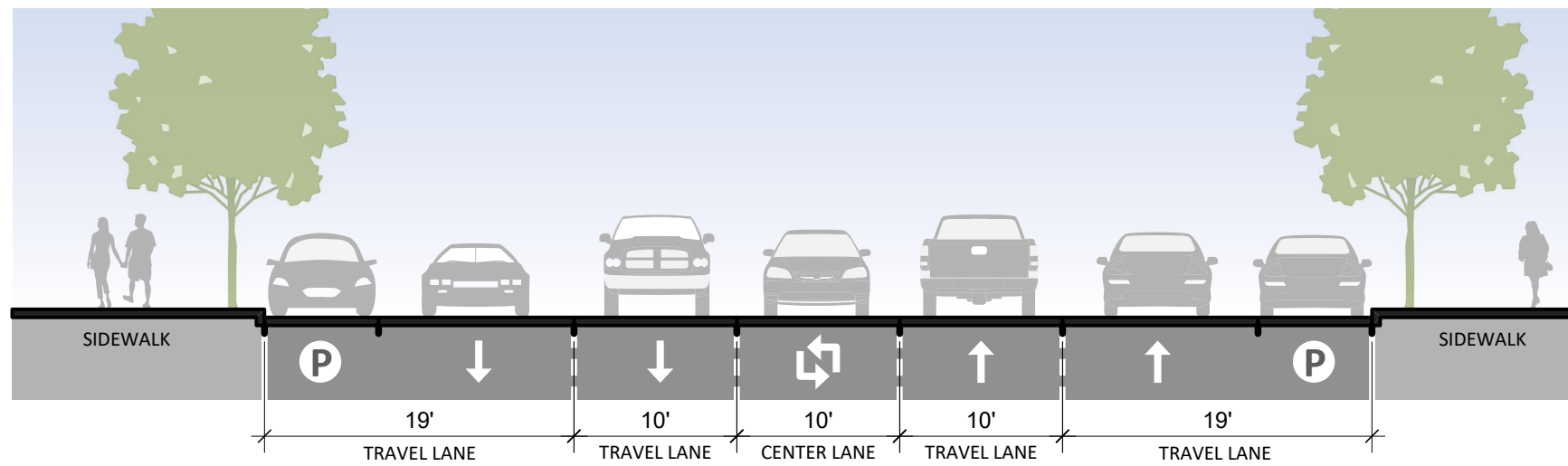


Potential First/Last Mile Improvements

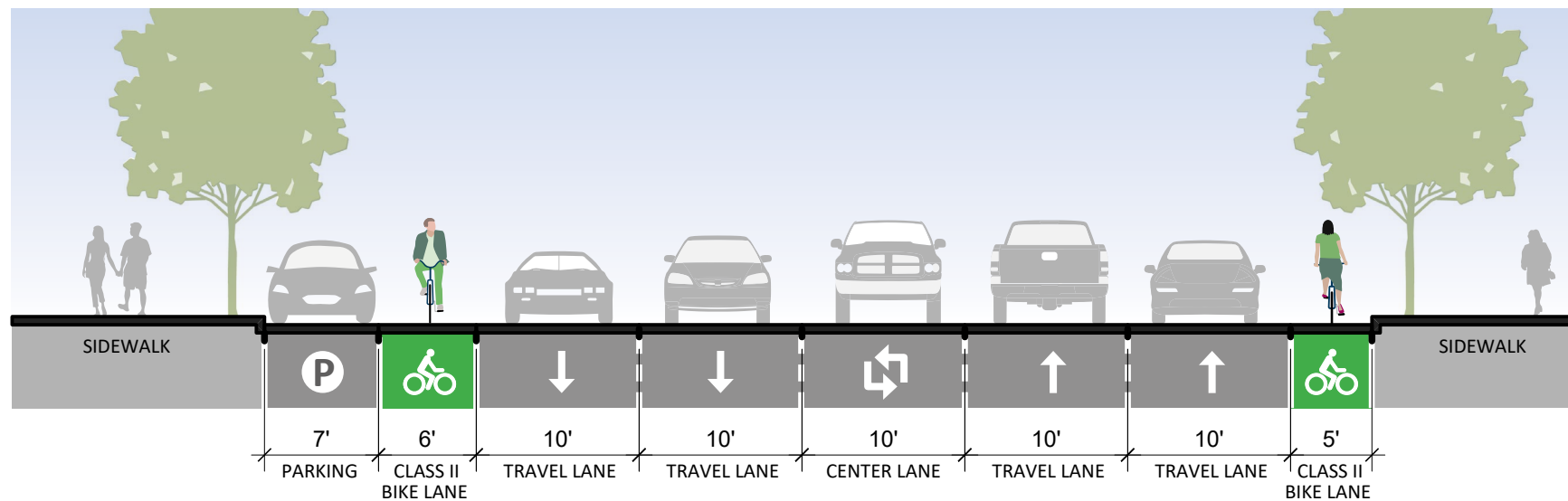
Wheel Projects

2C  Bike Lane (Class II)

Looking north on Pacific Bl
From Florence Av to Tweedy Av (continued)



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Florence / Salt Lake Station

CONCEPTUAL ILLUSTRATIONS



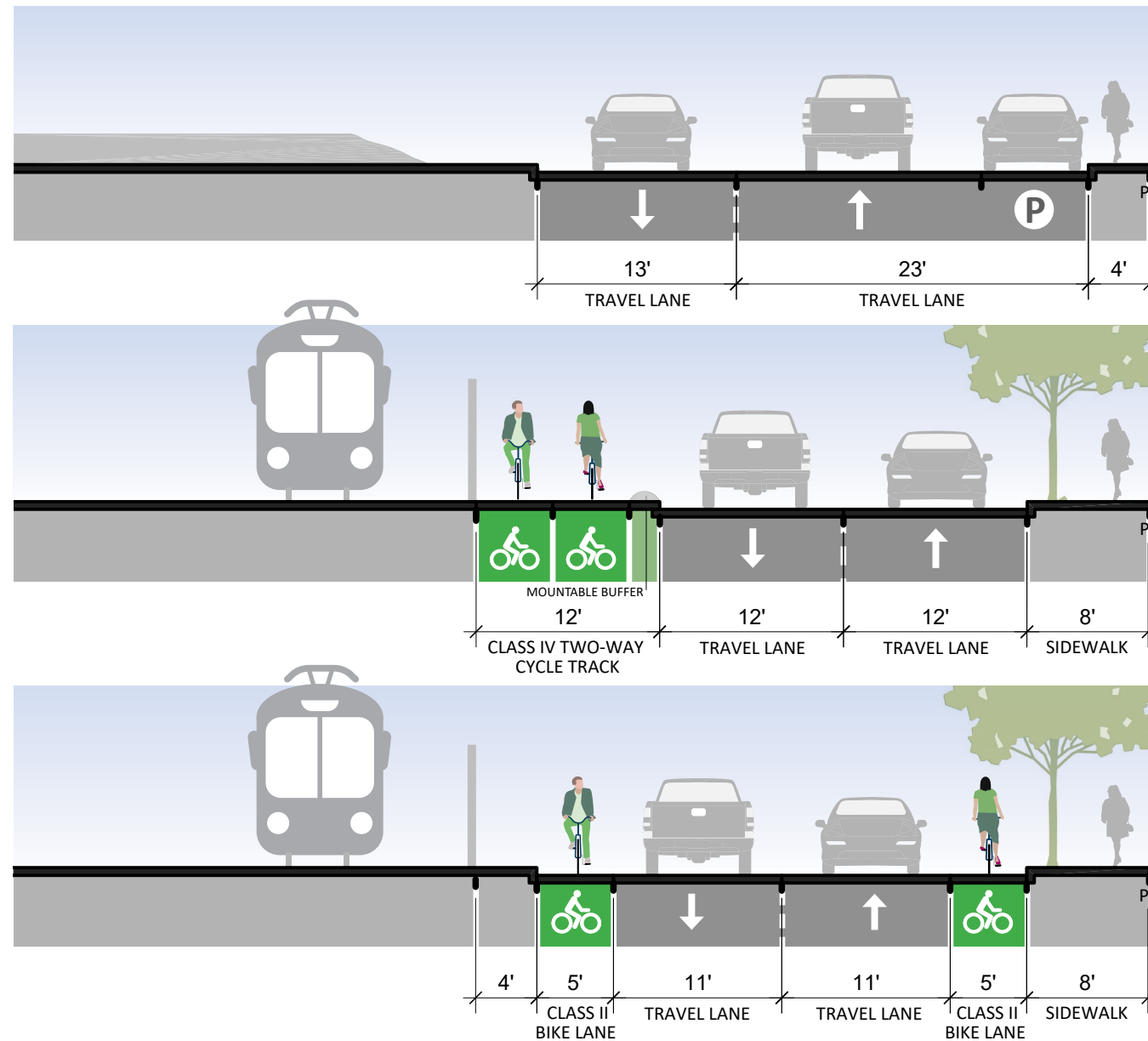
Potential First/Last Mile Improvements

Wheel Projects

2  Bike Lane (Class IV)

2  Bike Lane (Class II)

Looking northwest on Salt Lake Av East
From Live Oak St to Atlantic Av



Existing (Typical Midblock)

Illustrative Class IV Bike Lanes with mountable curb for emergency access

Illustrative Class II Bike Lanes

Florence / Salt Lake Station

CONCEPTUAL ILLUSTRATIONS



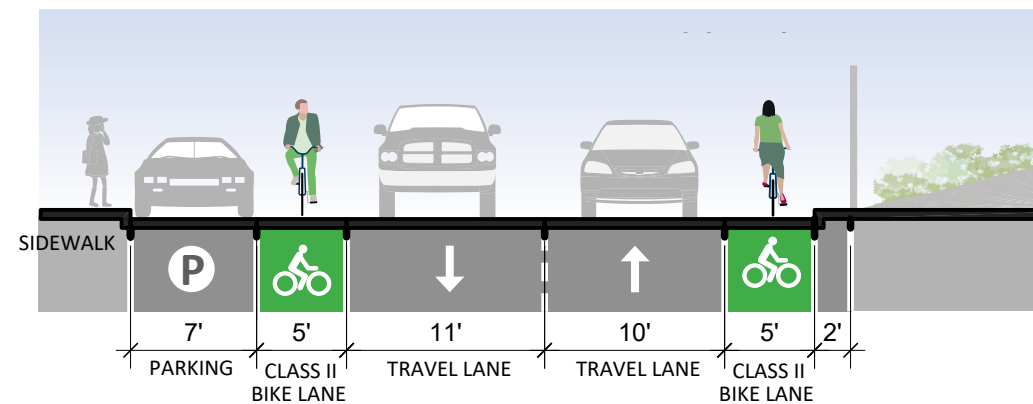
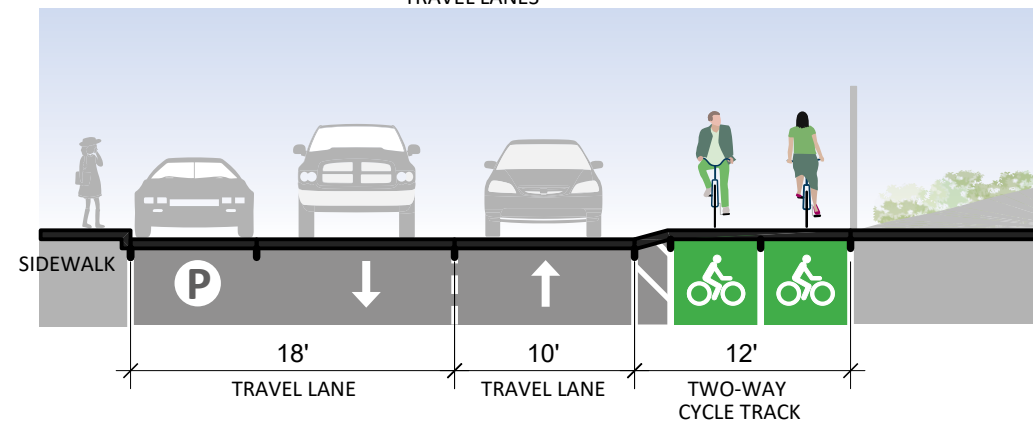
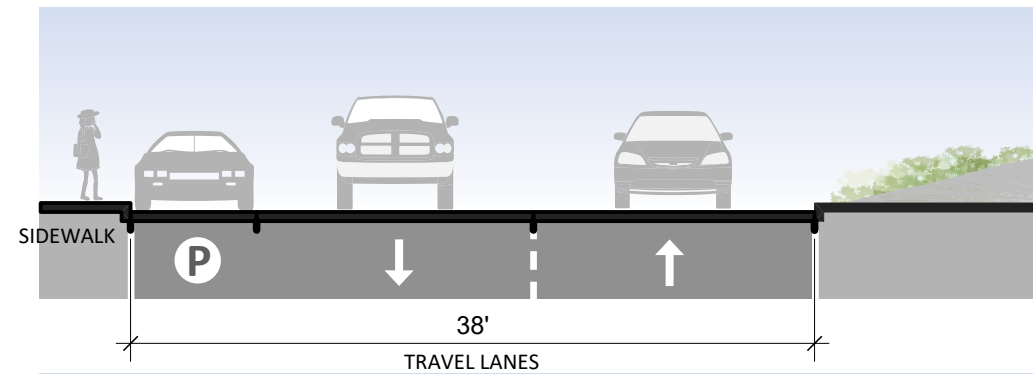
Potential First/Last Mile Improvements

Wheel Projects

3  Bike Lane (Class IV)

3  Bike Lane (Class II)

Looking northwest on Salt Lake Av West
From Walnut St to Santa Ana St



Existing (Typical Midblock)

Illustrative Class IV Bike Lanes

Illustrative Class II Bike Lanes

Florence / Salt Lake Station

CONCEPTUAL ILLUSTRATIONS



Potential First/Last Mile Improvements

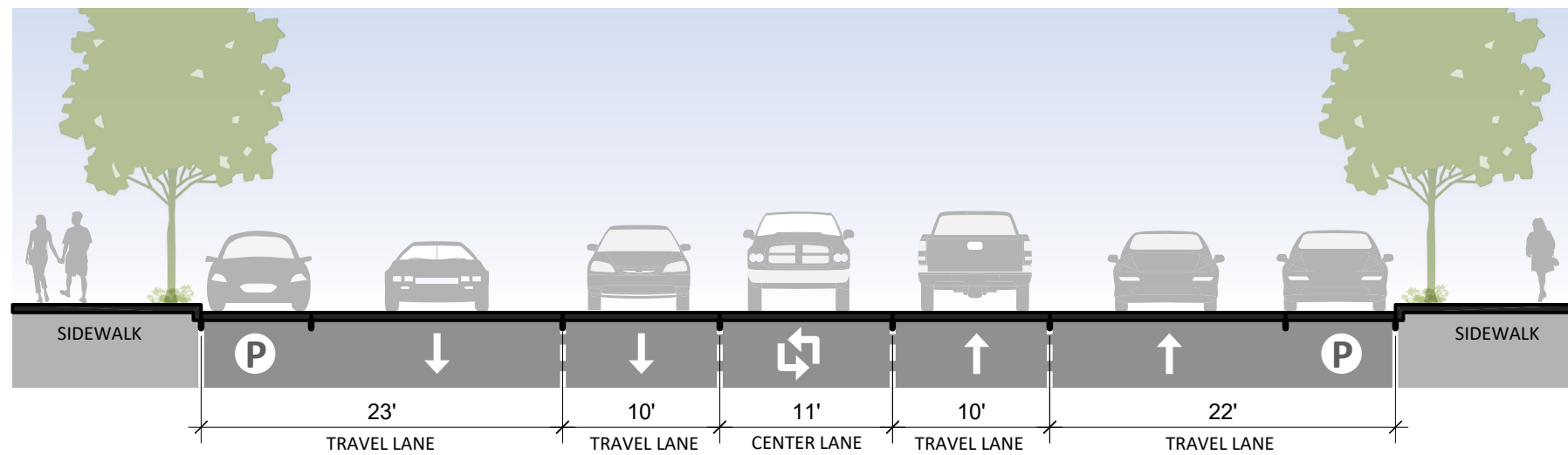
Wheel Projects

4C

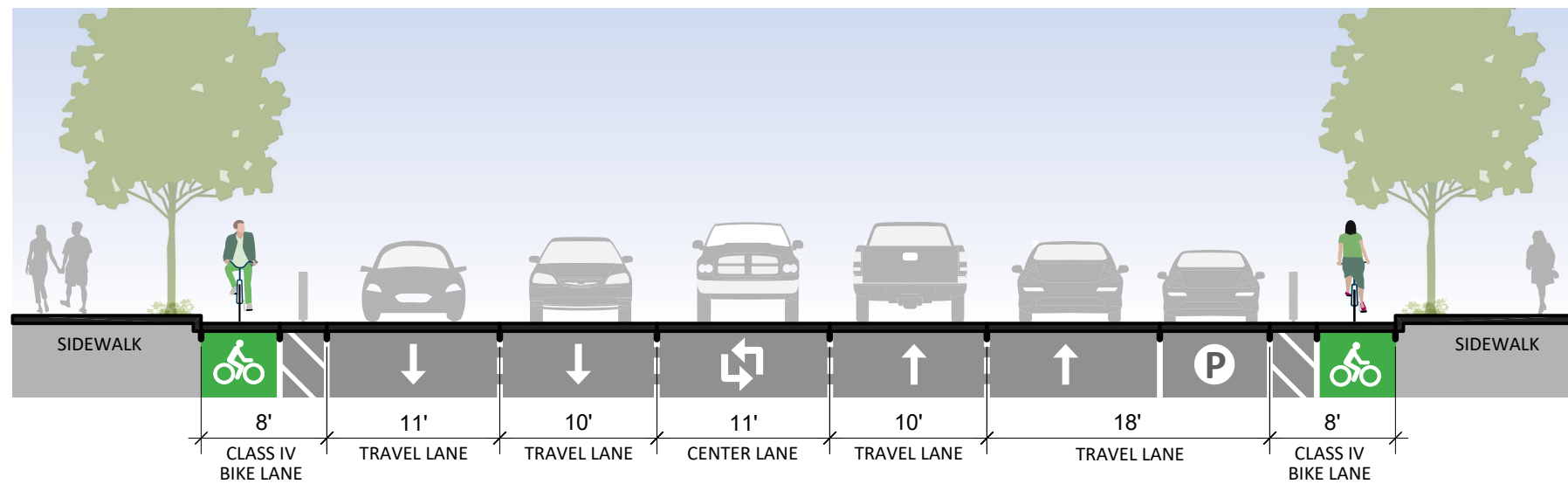


Bike Lane (Class IV)

Looking west on Florence Av
From Salt Lake Av to Los Angeles River



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes

Firestone Station

CONCEPTUAL ILLUSTRATIONS

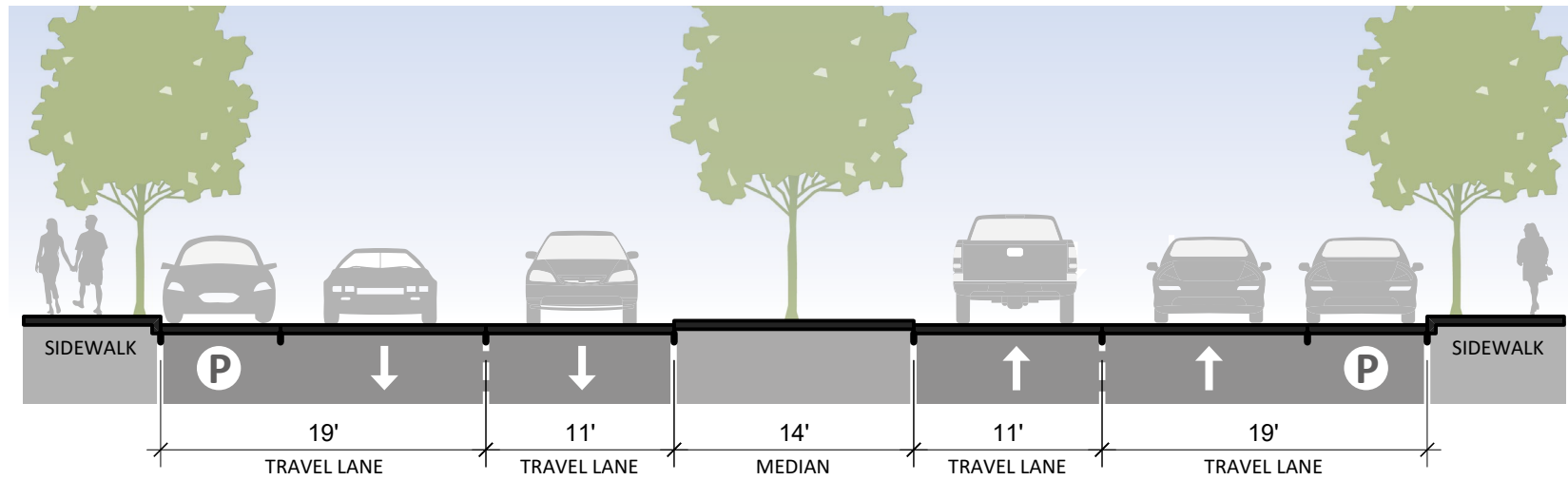


Potential First/Last Mile Improvements

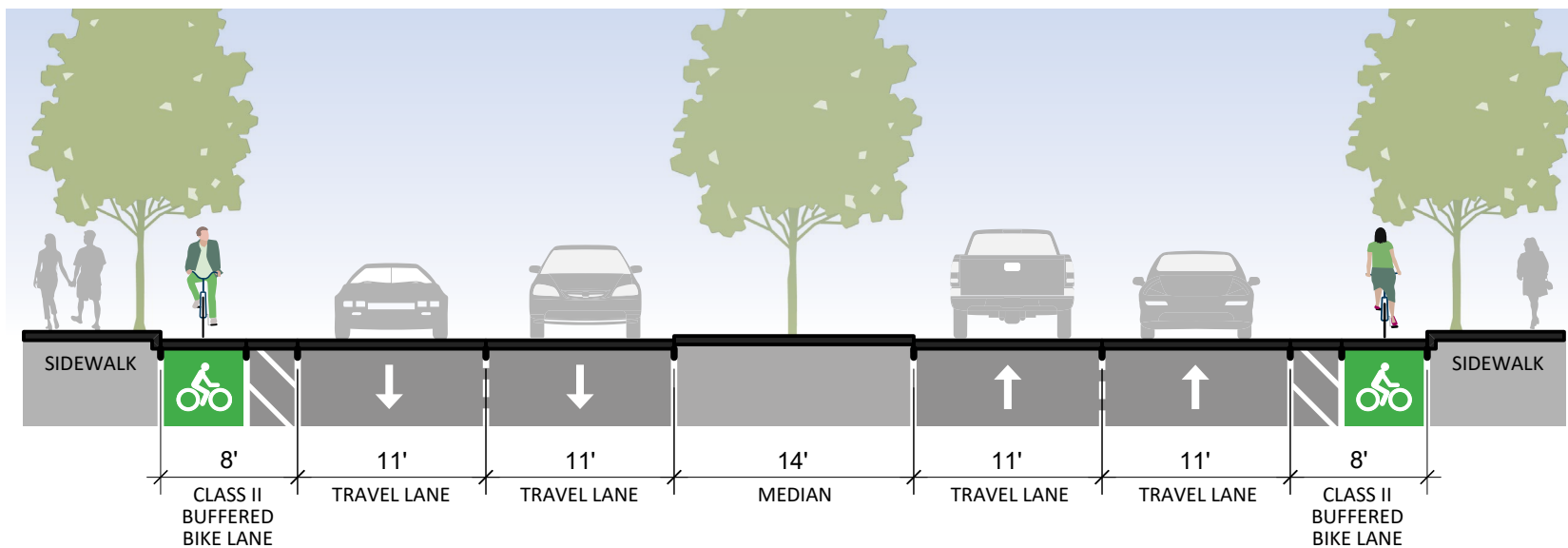
Wheel Projects

1A  Bike Lane (Class II)

Looking north on Atlantic Av
From Patata St to Florence Av



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Firestone Station

CONCEPTUAL ILLUSTRATIONS

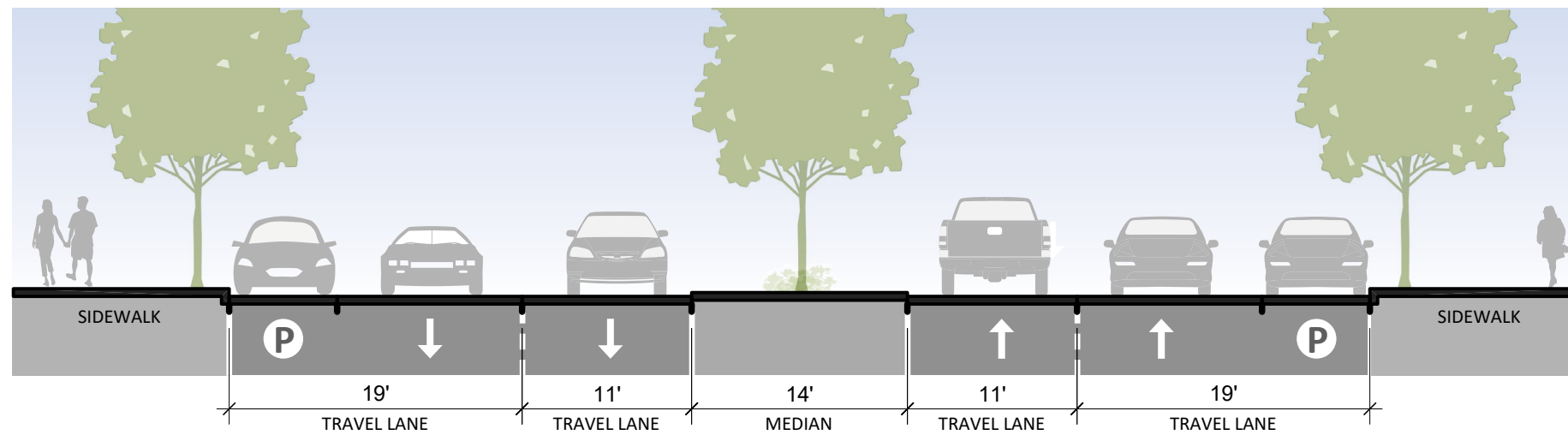


Potential First/Last Mile Improvements

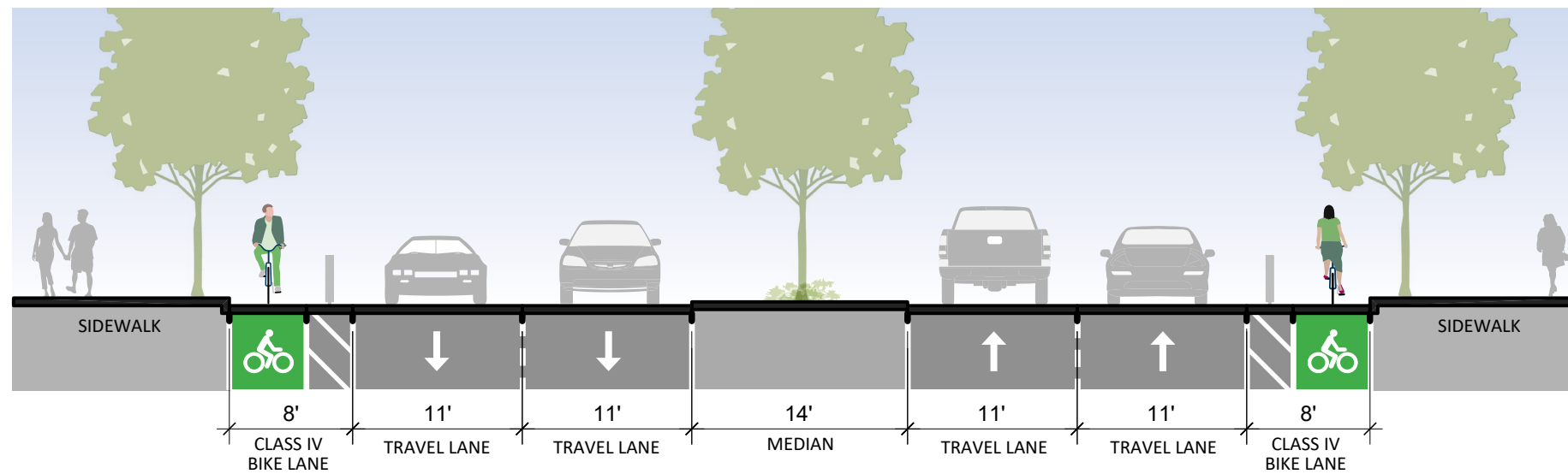
Wheel Projects

1B  Bike Lane (Class IV)

Looking north on Atlantic Av
From Patata St to Chakemco St



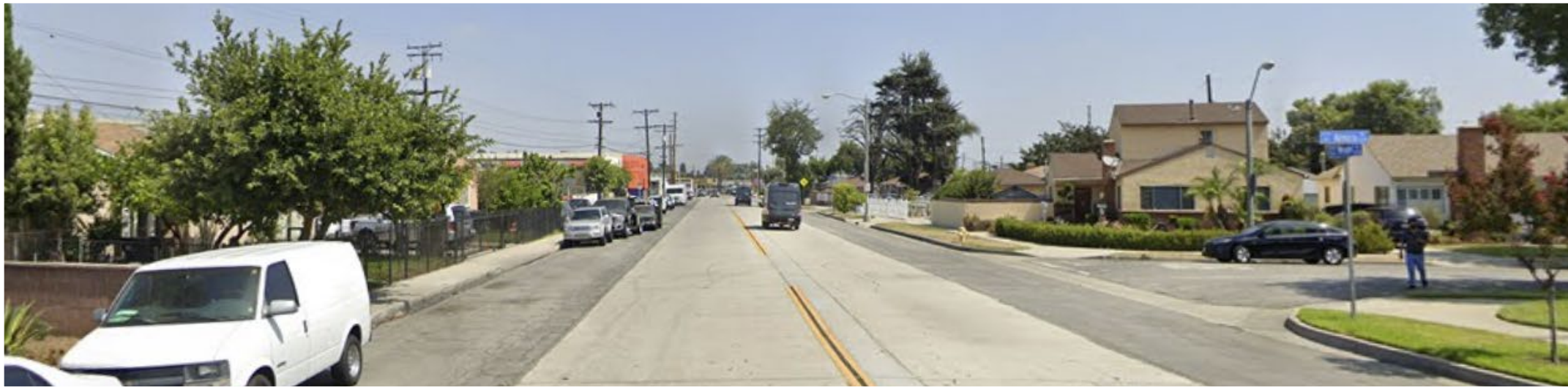
Existing (Typical Midblock)



Illustrative Class IV Bike Lanes

Firestone Station

CONCEPTUAL ILLUSTRATIONS

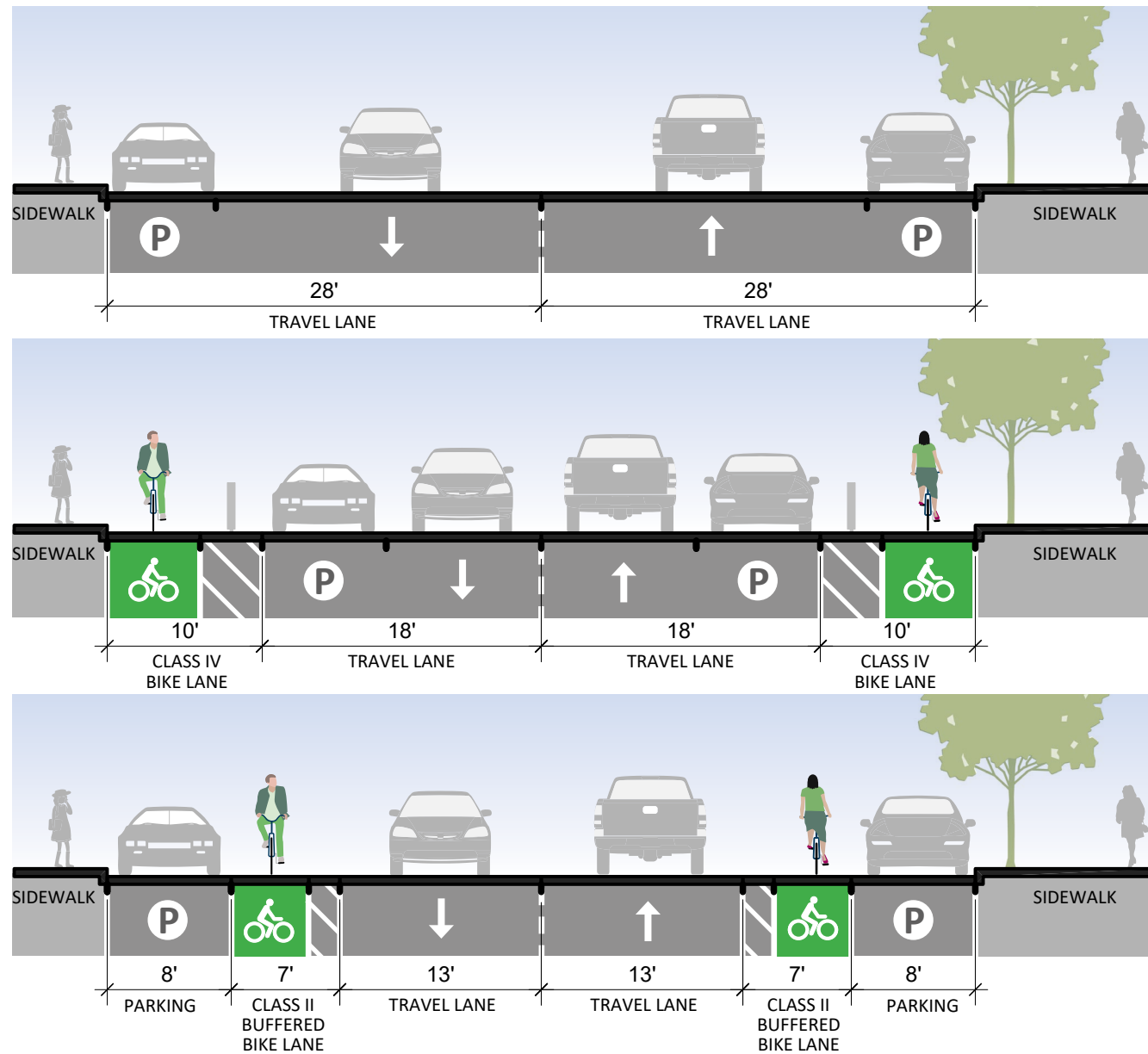


Potential First/Last Mile Improvements

Wheel Projects



Looking north on Wright Rd
From Chakemco St to Abbott Rd



Existing (Typical Midblock)

Illustrative Class IV Bike Lanes

Illustrative Class II Bike Lanes

Firestone Station

CONCEPTUAL ILLUSTRATIONS

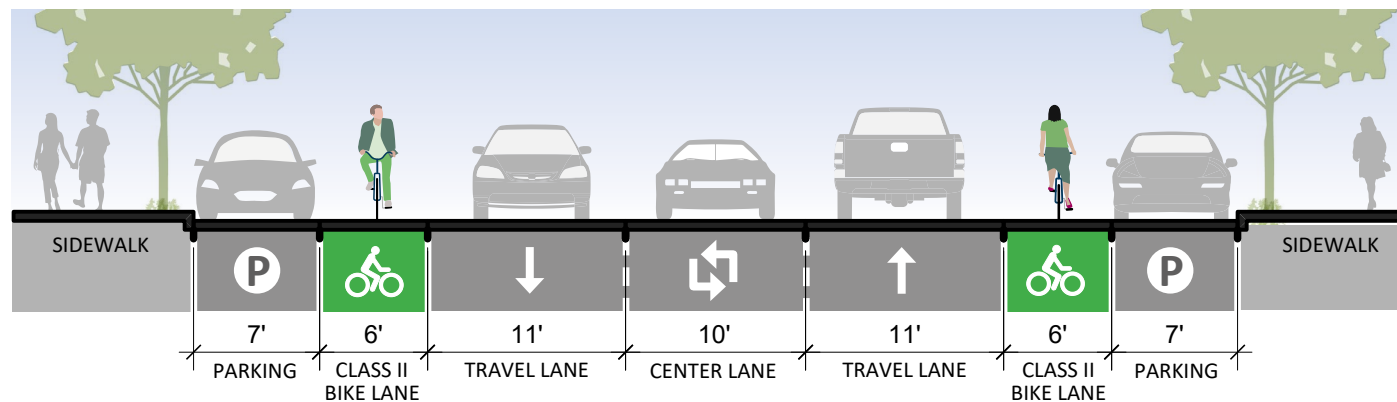
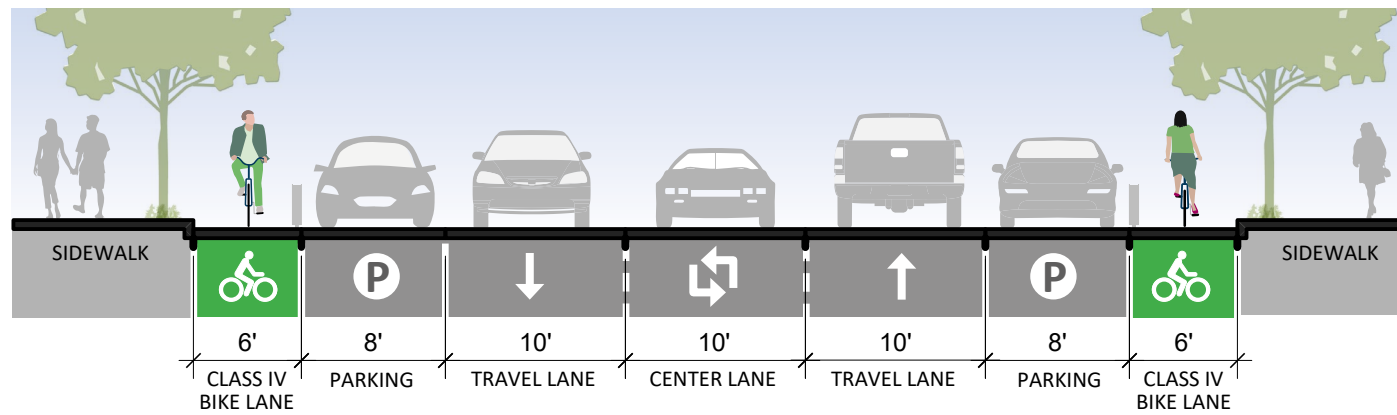
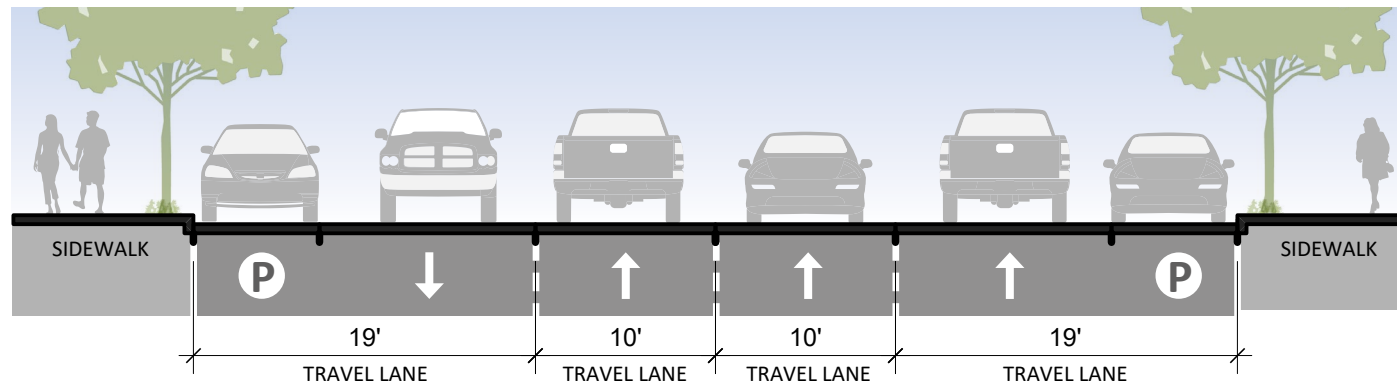


Potential First/Last Mile Improvements

Wheel Projects



Looking west on Stewart and Gray Rd
From Rives Av to Lakewood Bl



Existing (Typical Midblock)

Illustrative Class IV Bike Lanes

Illustrative Class II Bike Lanes

Gardendale Station

CONCEPTUAL ILLUSTRATIONS

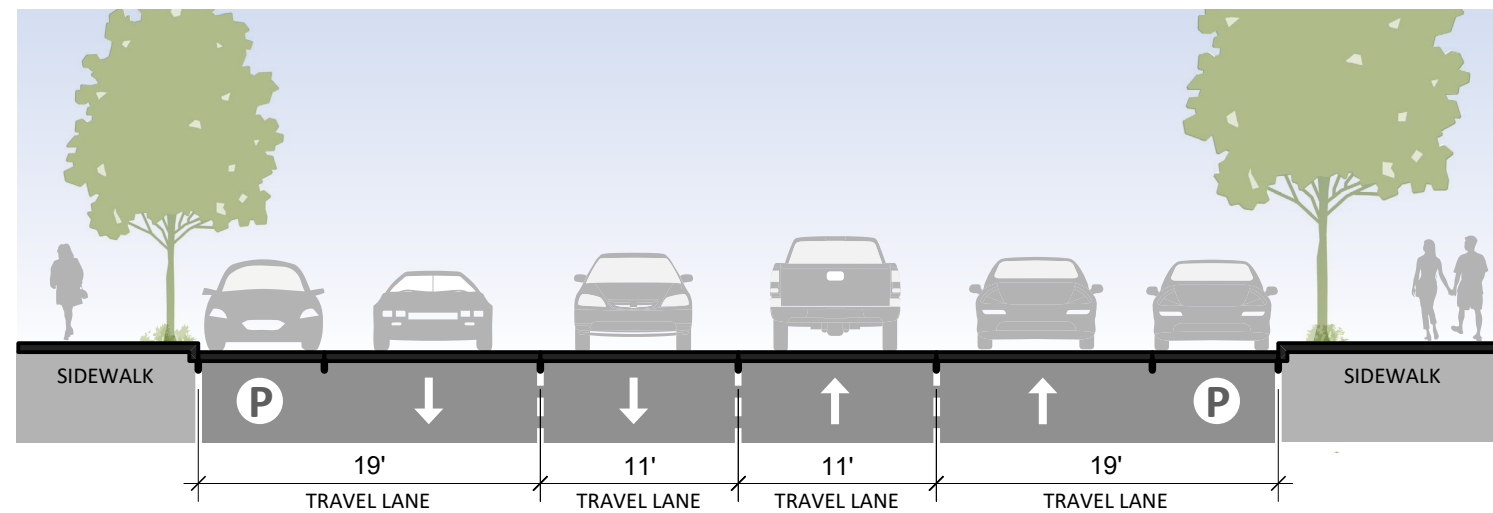


Potential First/Last Mile Improvements

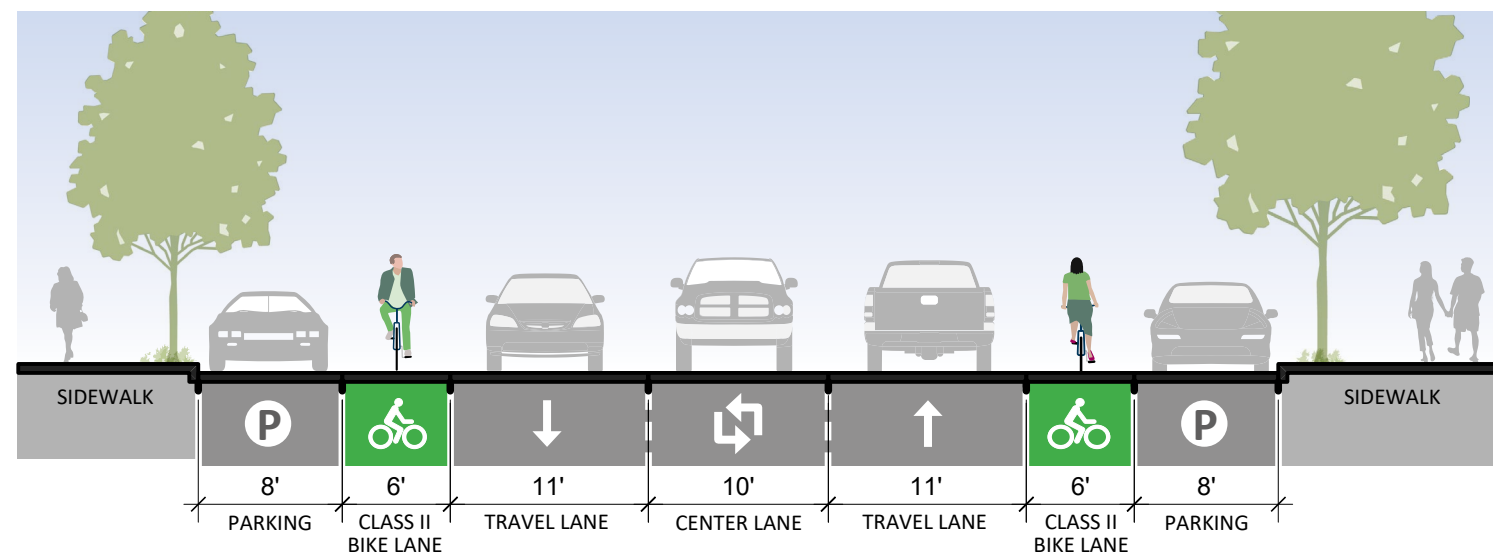
Wheel Projects

1D  Bike Lane (Class II)

Looking west on Gardendale St
From Hanwell Av to Lakewood Bl



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Gardendale Station

CONCEPTUAL ILLUSTRATIONS

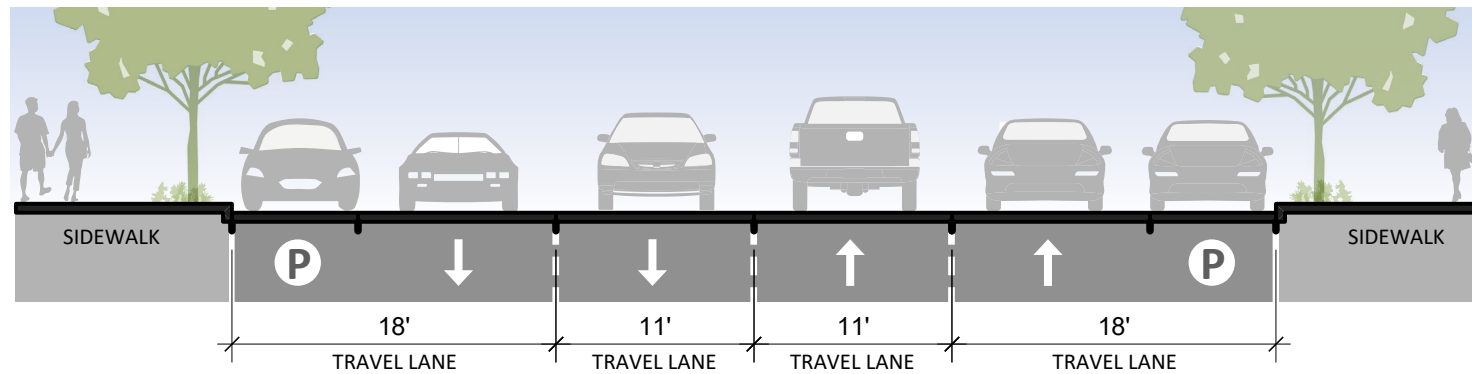


Potential First/Last Mile Improvements

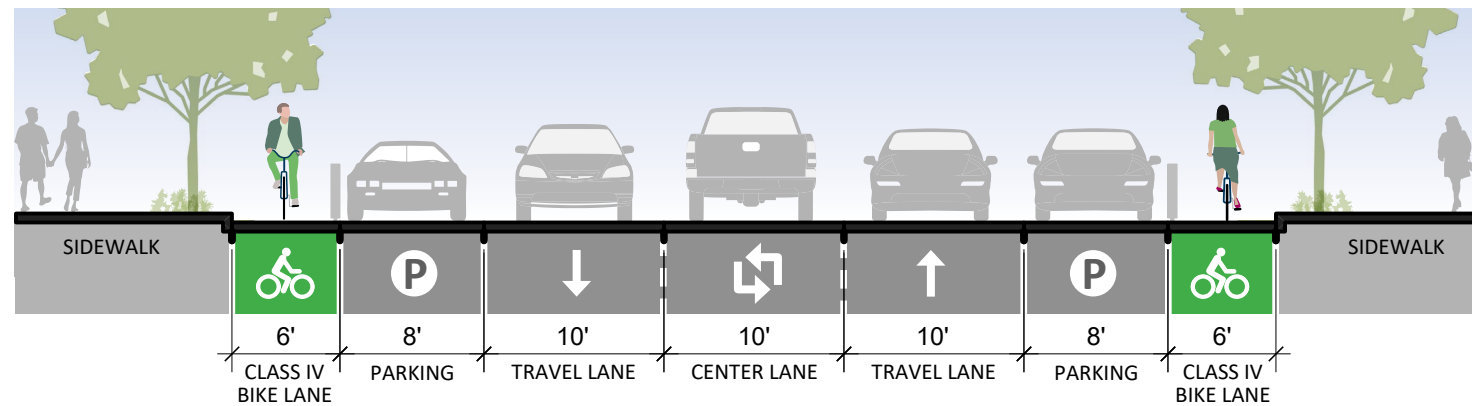
Wheel Projects



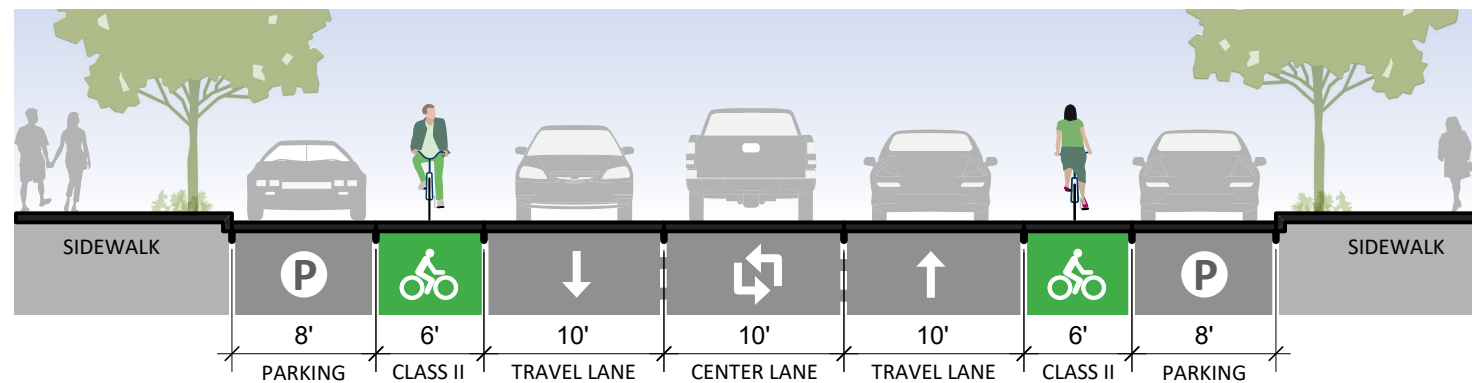
Looking west on Foster Rd
From Lakewood Bl to San Gabriel River



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes



Illustrative Class II Bike Lanes

Gardendale Station

CONCEPTUAL ILLUSTRATIONS

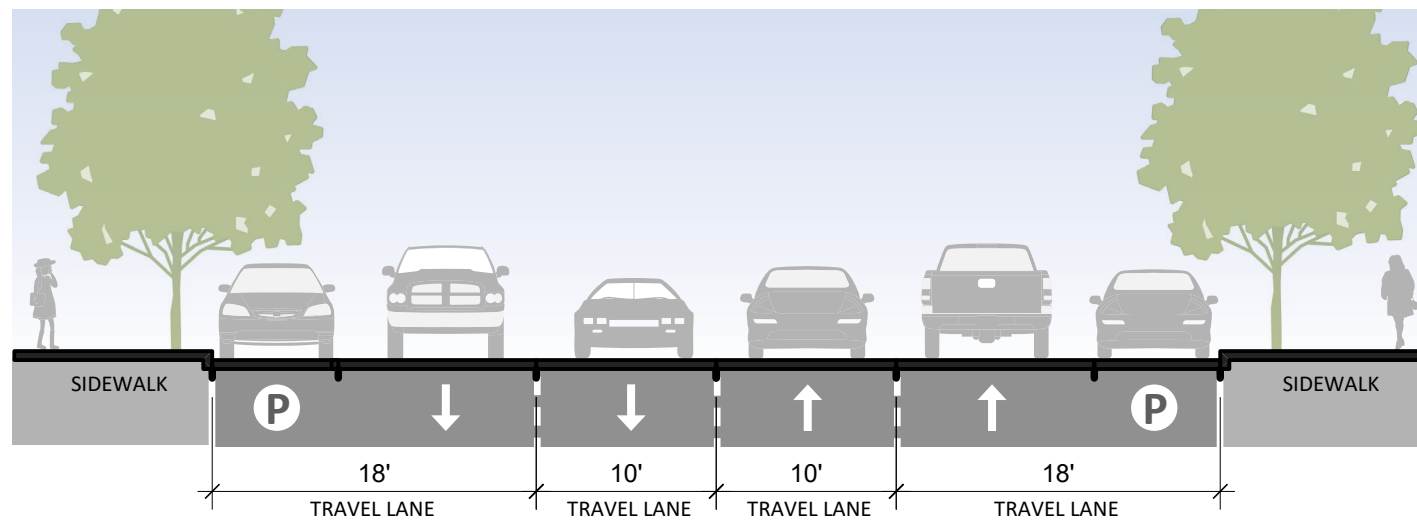


Potential First/Last Mile Improvements

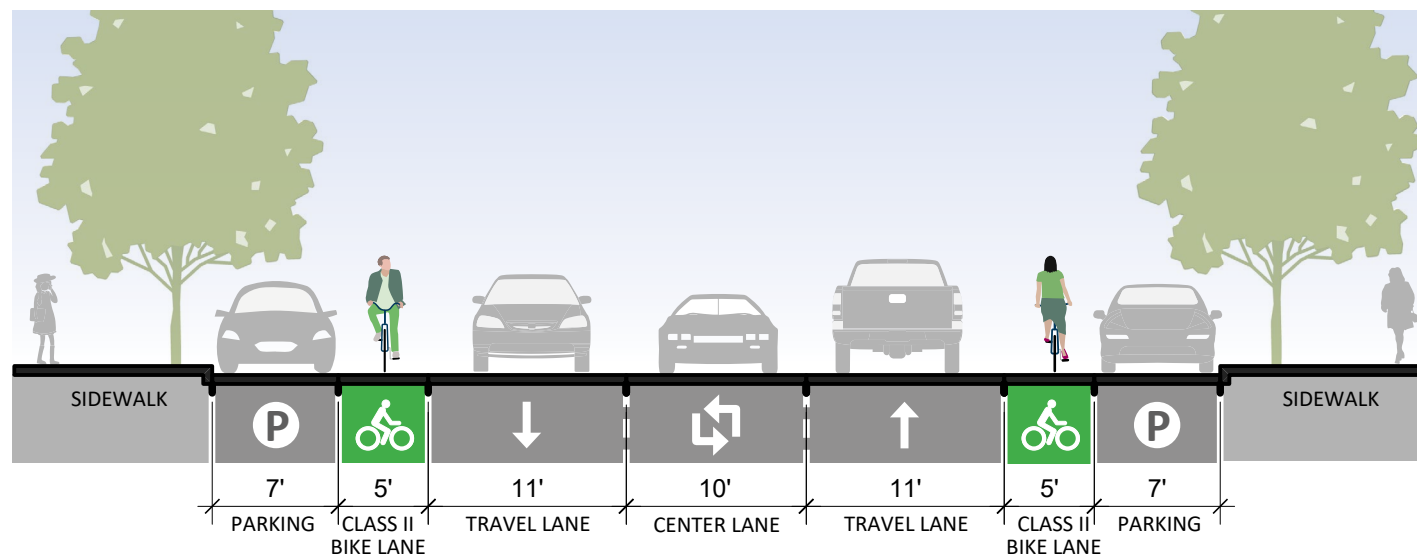
Wheel Projects

11A  Bike Lane (Class II)

Looking northeast on Downey Av
From Gardendale St to Stewart and Gray Rd



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Gardendale Station

CONCEPTUAL ILLUSTRATIONS

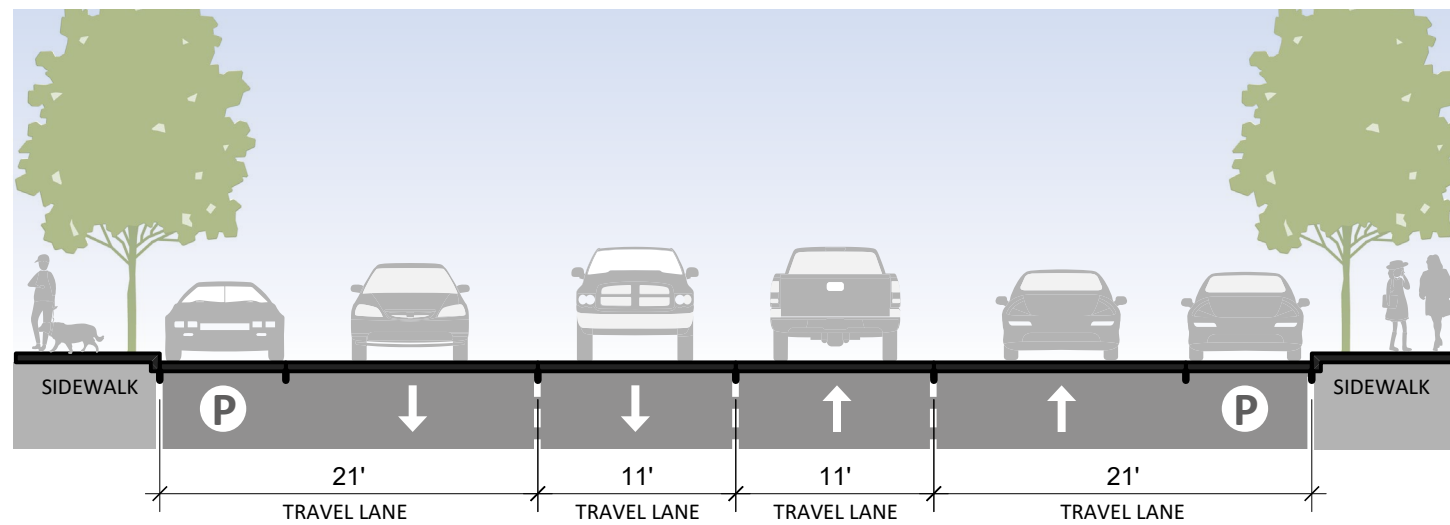


Potential First/Last Mile Improvements

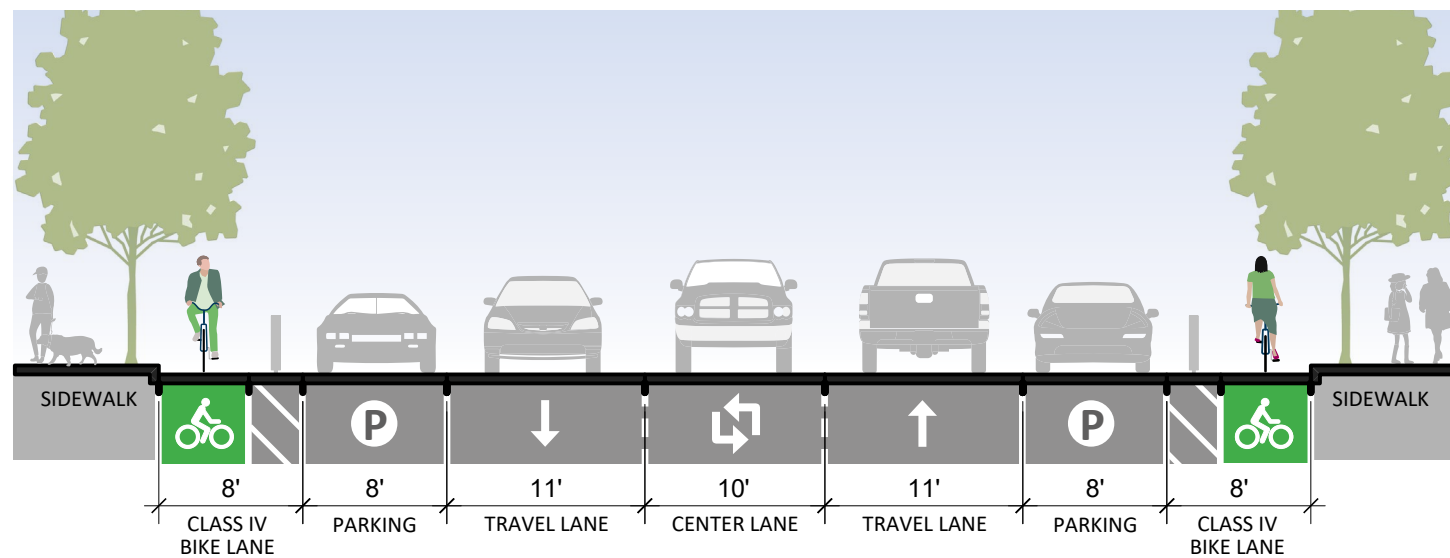
Wheel Projects

11B  Bike Lane (Class IV)

Looking northeast on Downey Av
From Stewart and Gray Rd to Firestone Bl



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes

Gardendale Station

CONCEPTUAL ILLUSTRATIONS

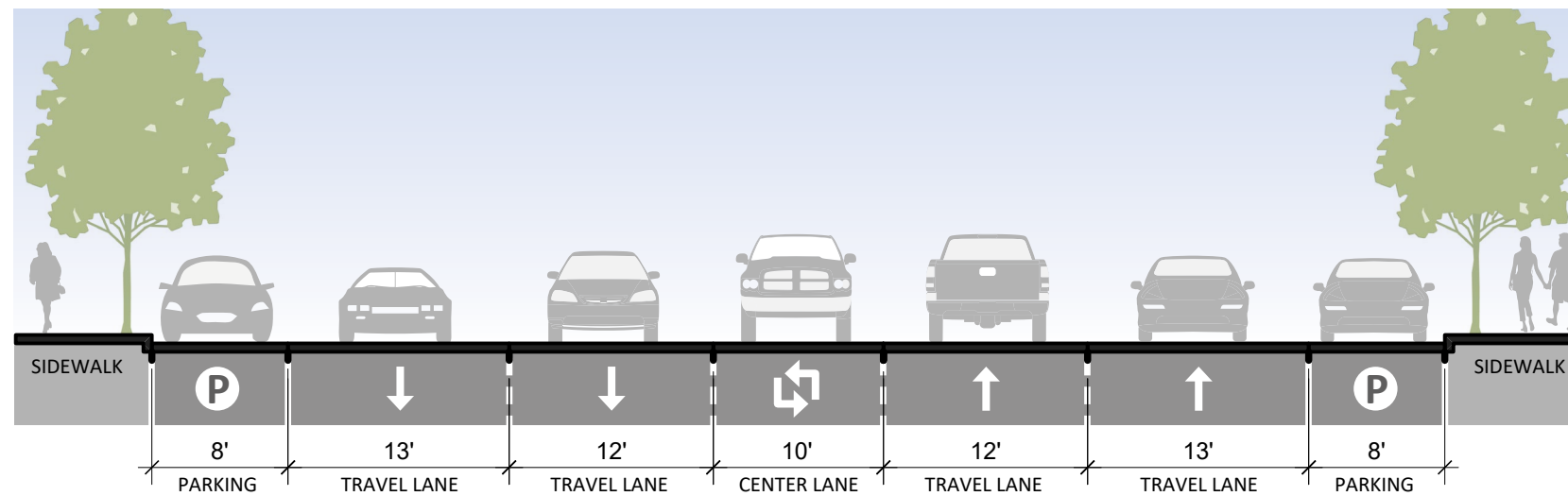


Potential First/Last Mile Improvements

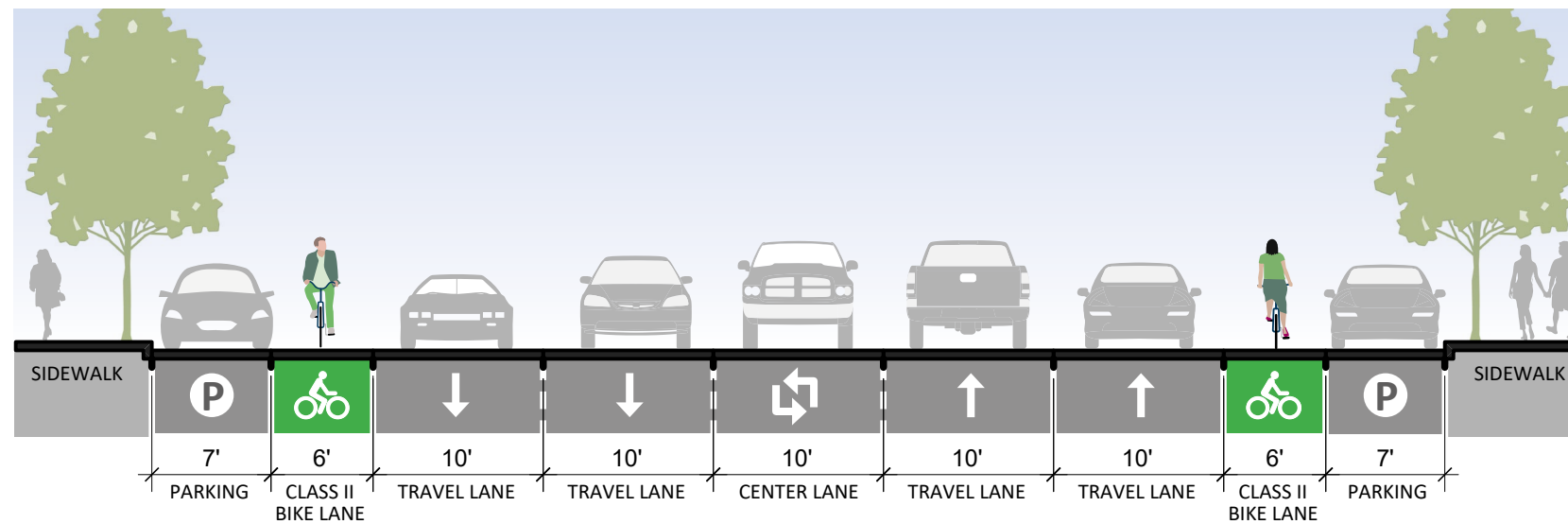
Wheel Projects

12  Bike Lane (Class II)

Looking north on Garfield Av
From the Northern City Limit to Roosevelt Av



Existing (Typical Midblock)
North of Gardendale St per
City of South Gate Garfield Av
Complete Street Plan



Illustrative Class II Bike Lanes
North of Gardendale St per
City of South Gate Garfield Av
Complete Street Plan

Gardendale Station

CONCEPTUAL ILLUSTRATIONS

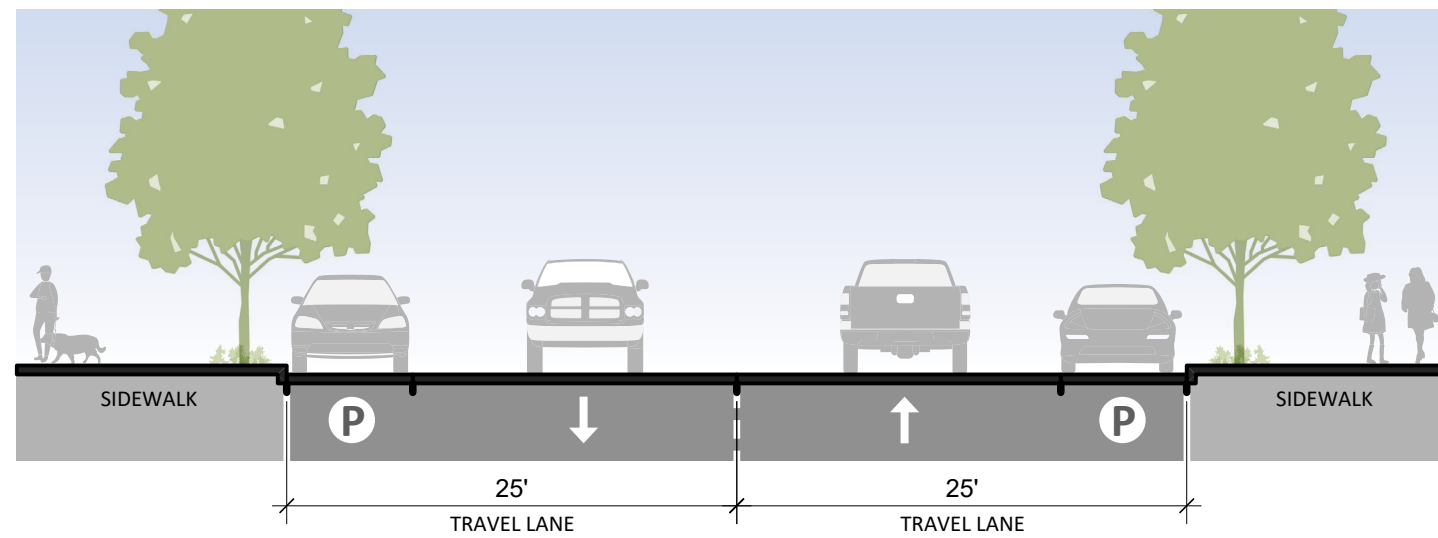


Potential First/Last Mile Improvements

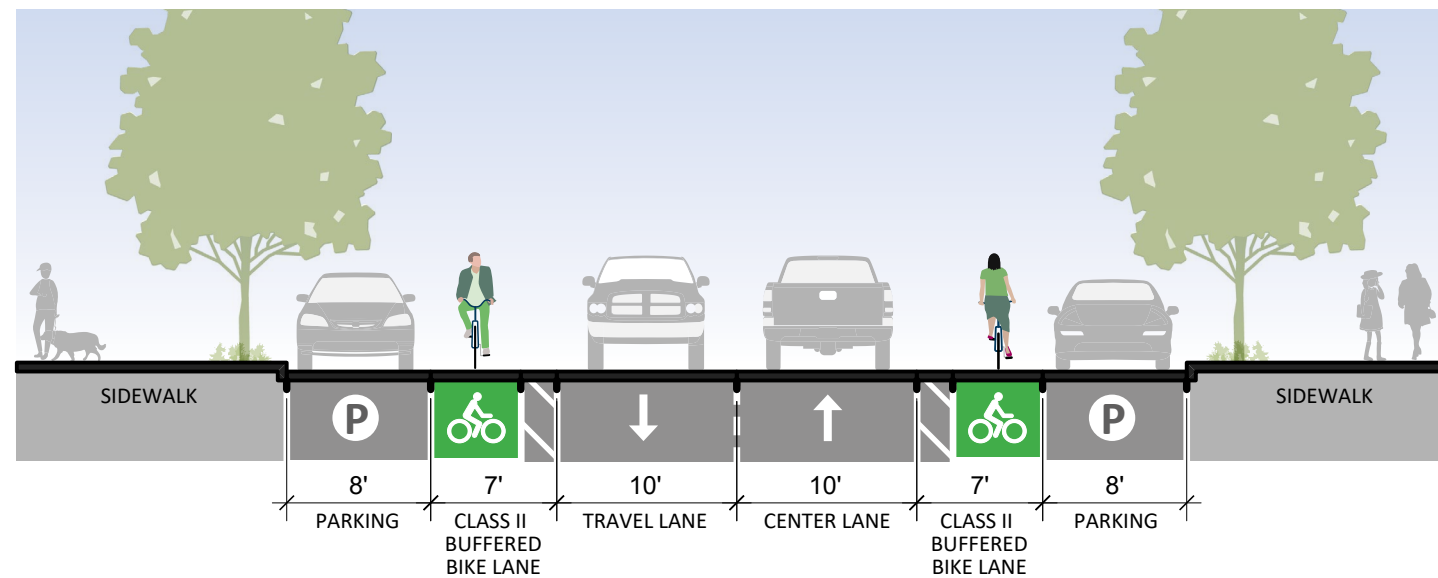
Wheel Projects

7B  Bike Lane (Class II)

Looking west on Main St
From Garfield Av to Paramount Bl



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

I-105 / C Line Station

CONCEPTUAL ILLUSTRATIONS

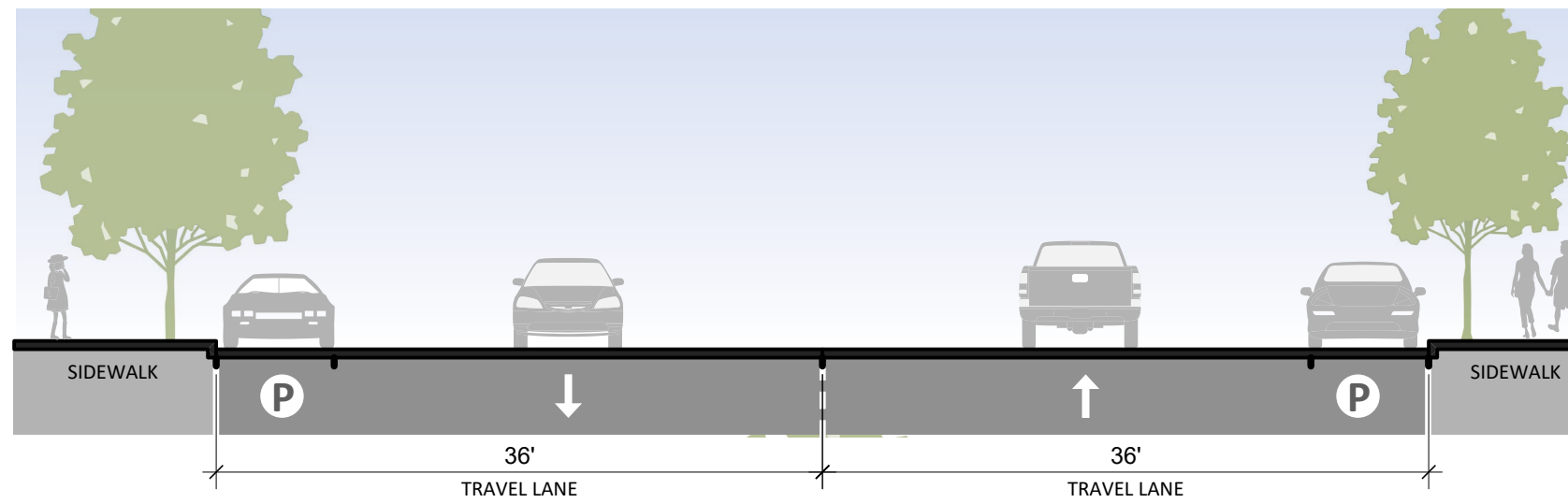


Potential First/Last Mile Improvements

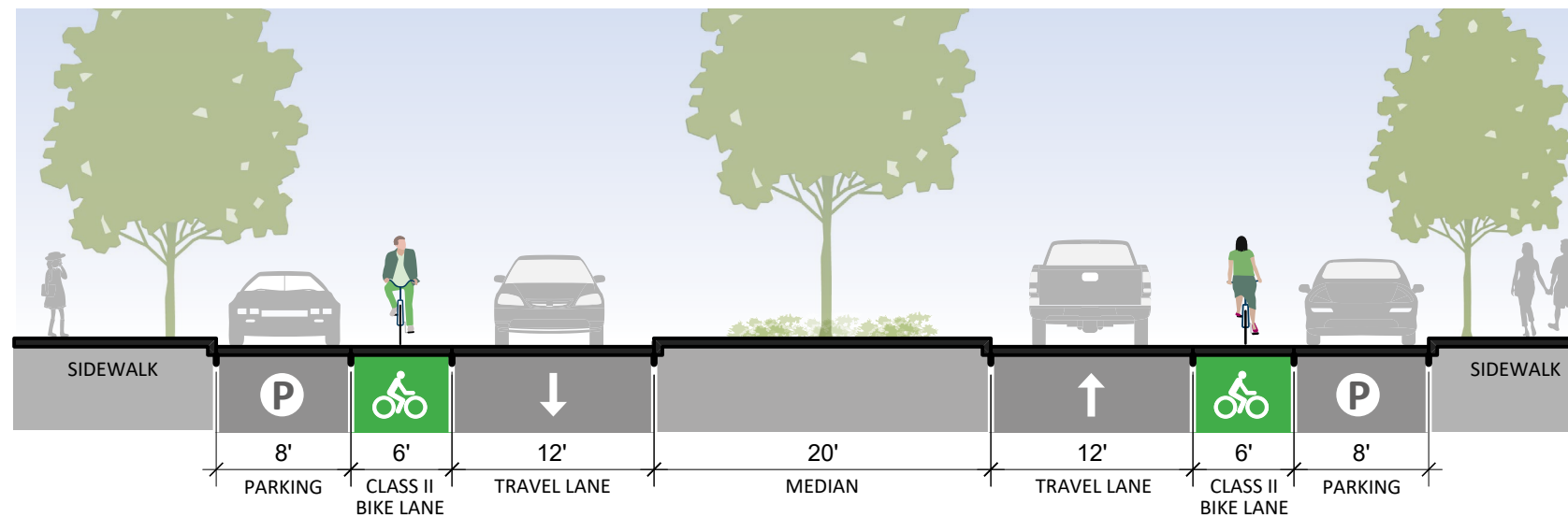
Wheel Projects

1A  Bike Lane (Class II)

Looking west on Century Bl
From Industrial Av to Pennsylvania Av



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

I-105 / C Line Station

CONCEPTUAL ILLUSTRATIONS



Potential First/Last Mile Improvements

Wheel Projects

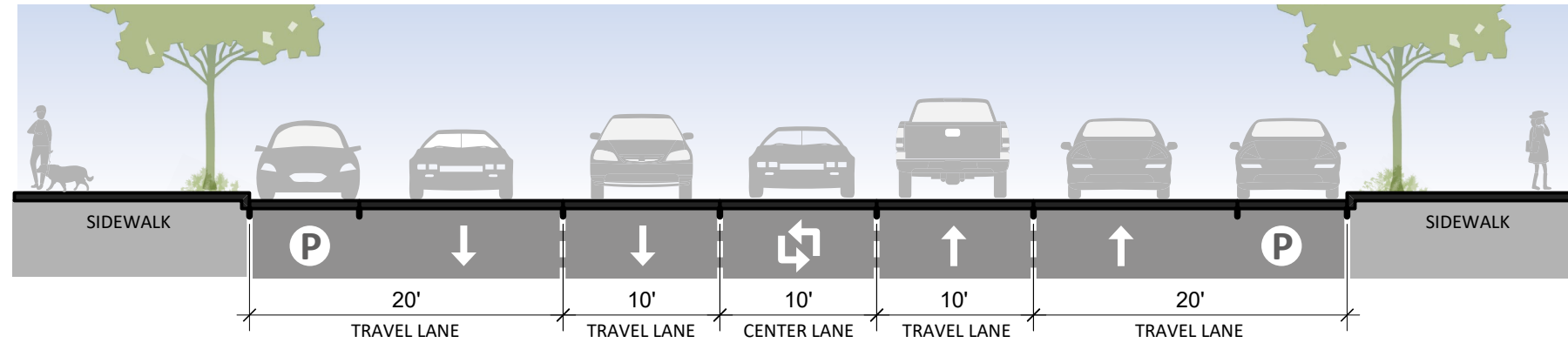


Bike Lane (Class IV)

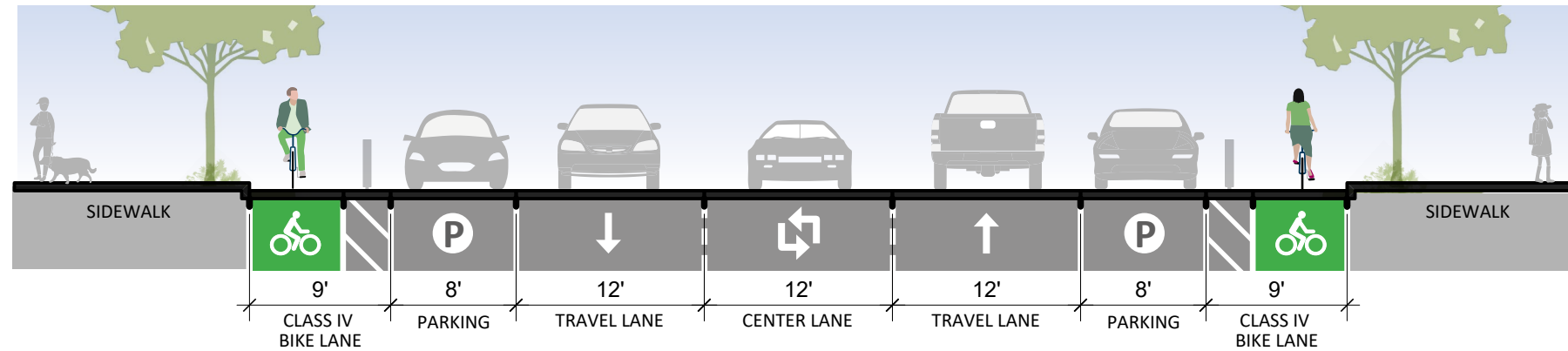


Bike Lane (Class II)

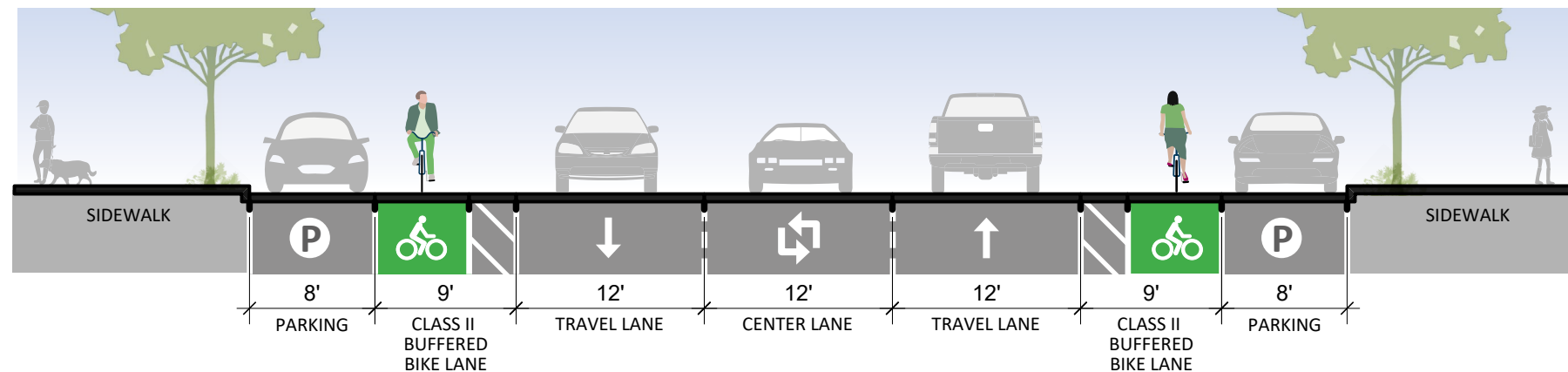
Looking west on Martin Luther King Jr Blvd
From I710 west side to Atlantic Av



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes



Illustrative Class II Bike Lanes


Paramount Rosencrans Station

CONCEPTUAL ILLUSTRATIONS



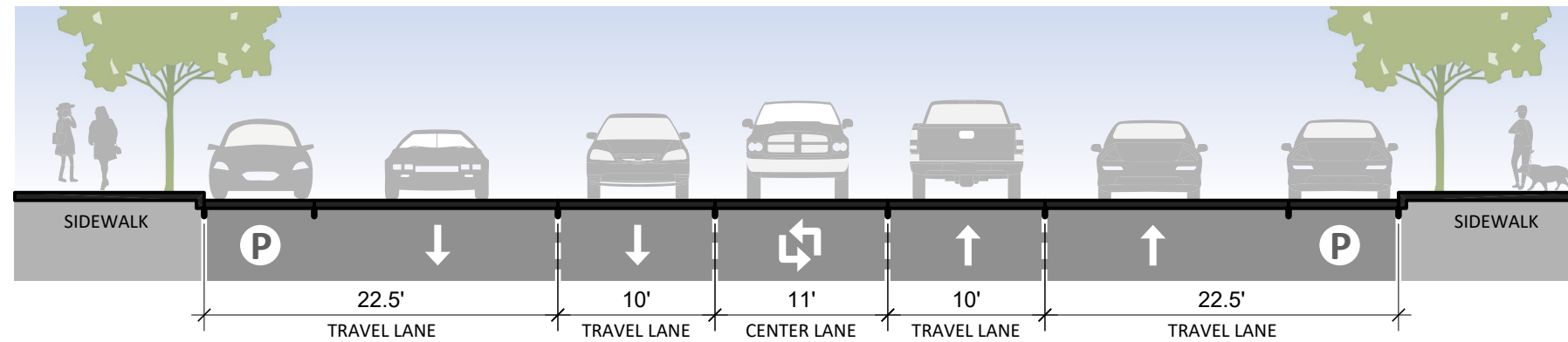
Potential First/Last Mile Improvements

Wheel Projects

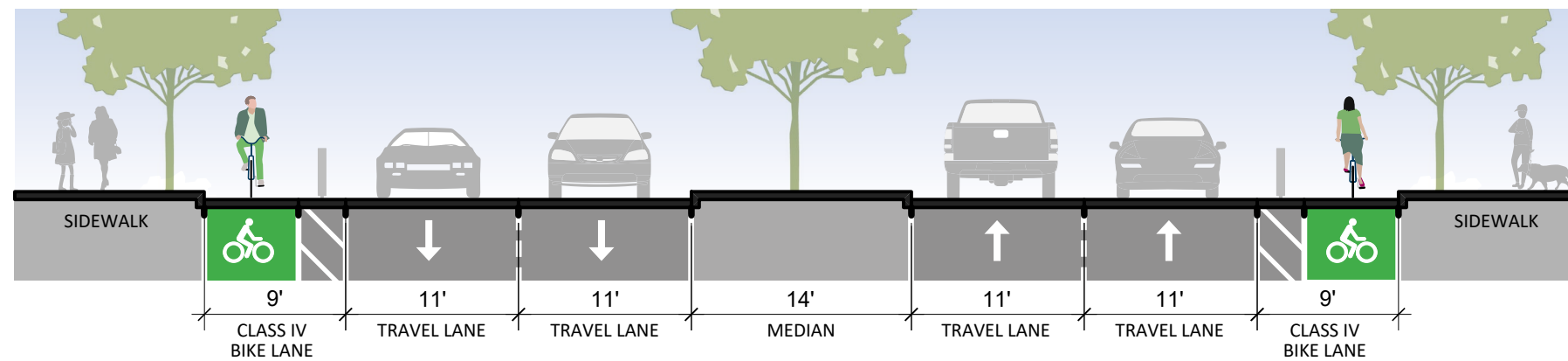
2B  Bike Lane (Class IV)

2B  Bike Lane (Class II)

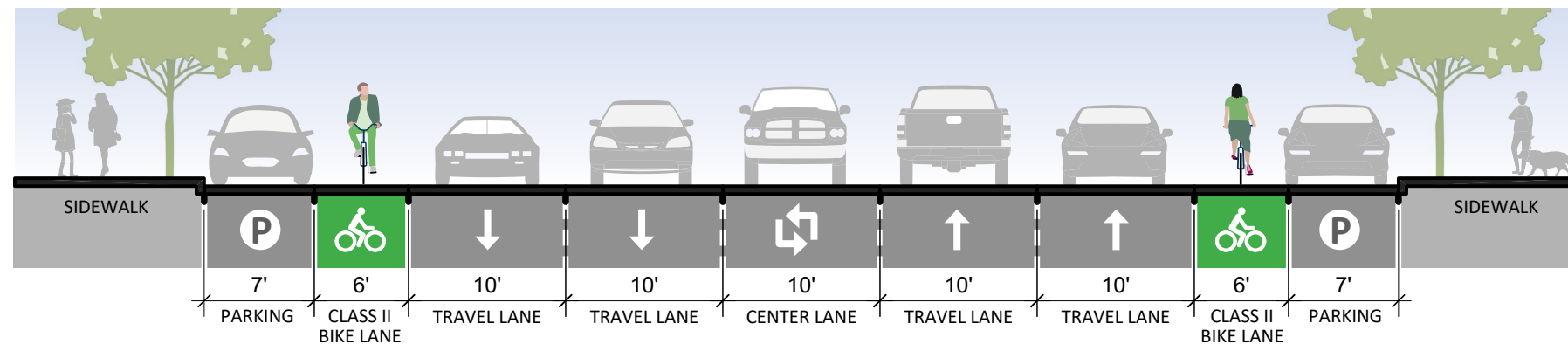
Looking northeast on Paramount Bl
From Gardendale St to North Somerset
Ranch Rd



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes



Illustrative Class II Bike Lanes

Bellflower Station

CONCEPTUAL ILLUSTRATIONS

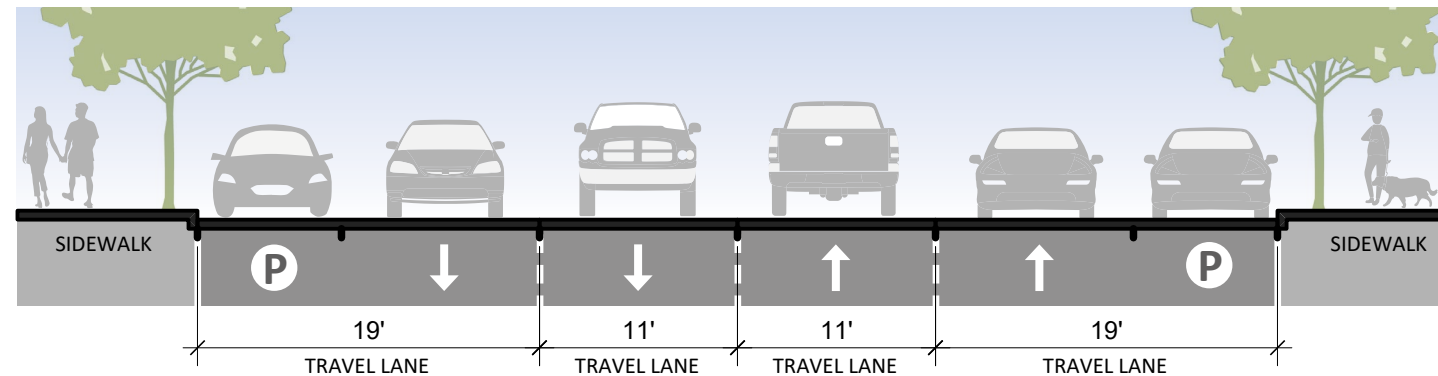


Potential First/Last Mile Improvements

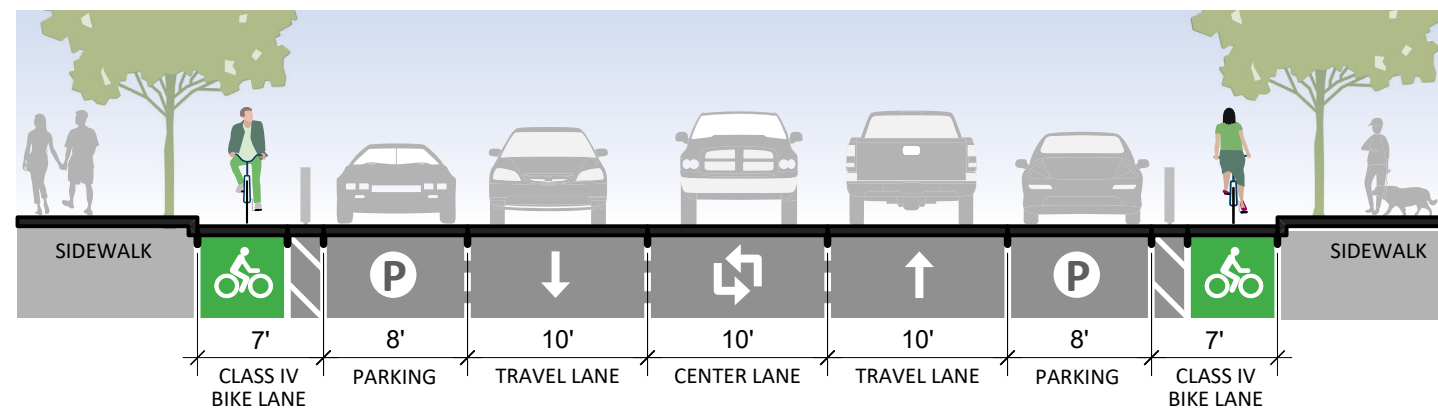
Wheel Projects



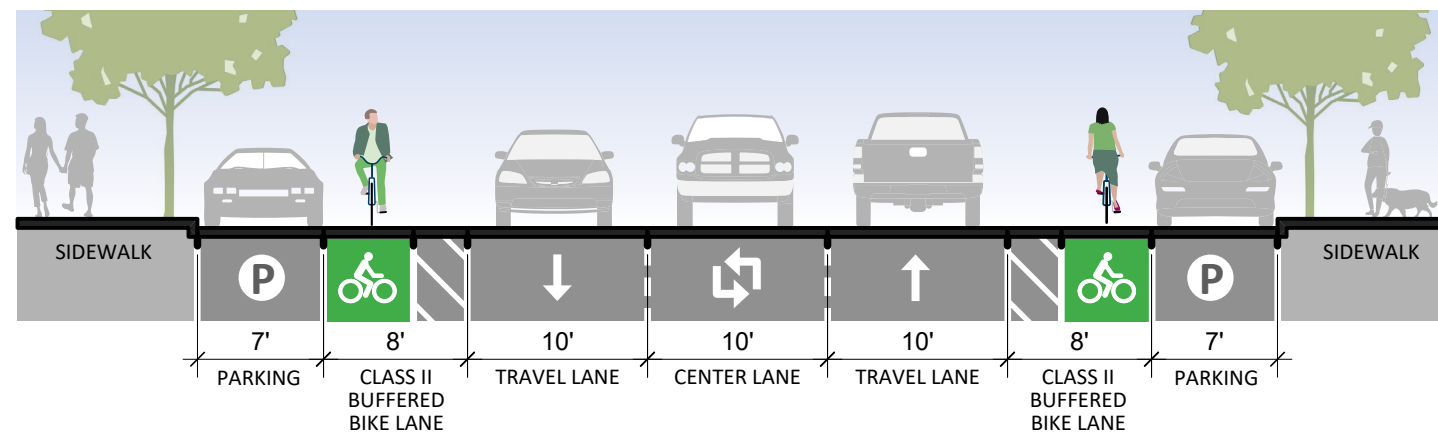
Looking north on Bellflower Bl
From Foster Rd to Flora Vista St



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes



Illustrative Class II Bike Lanes

Bellflower Station

CONCEPTUAL ILLUSTRATIONS

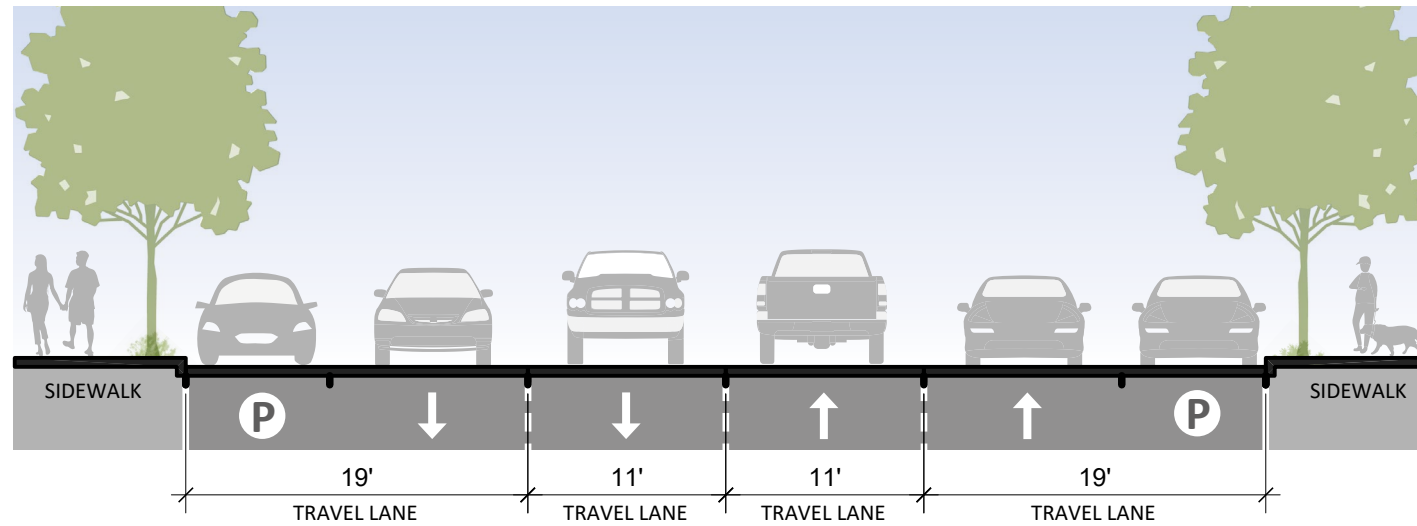


Potential First/Last Mile Improvements

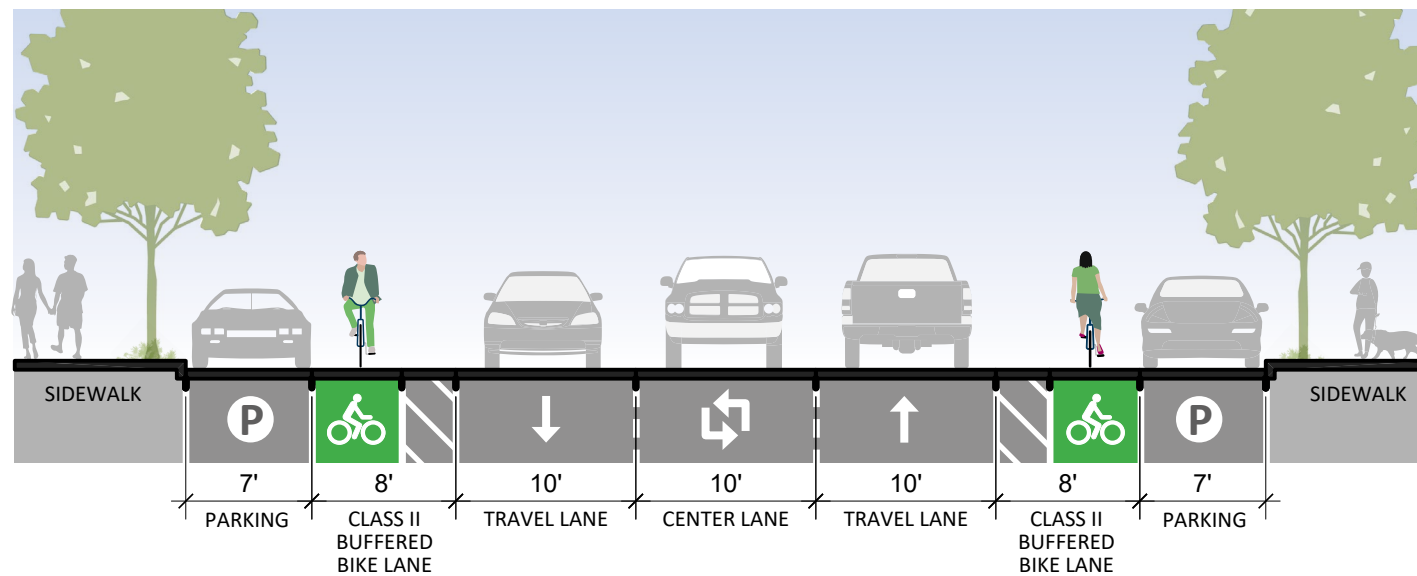
Wheel Projects

1B  Bike Lane (Class II)

Looking north on Bellflower Bl
From Flora Vista St to Artesia Bl



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Bellflower Station

CONCEPTUAL ILLUSTRATIONS



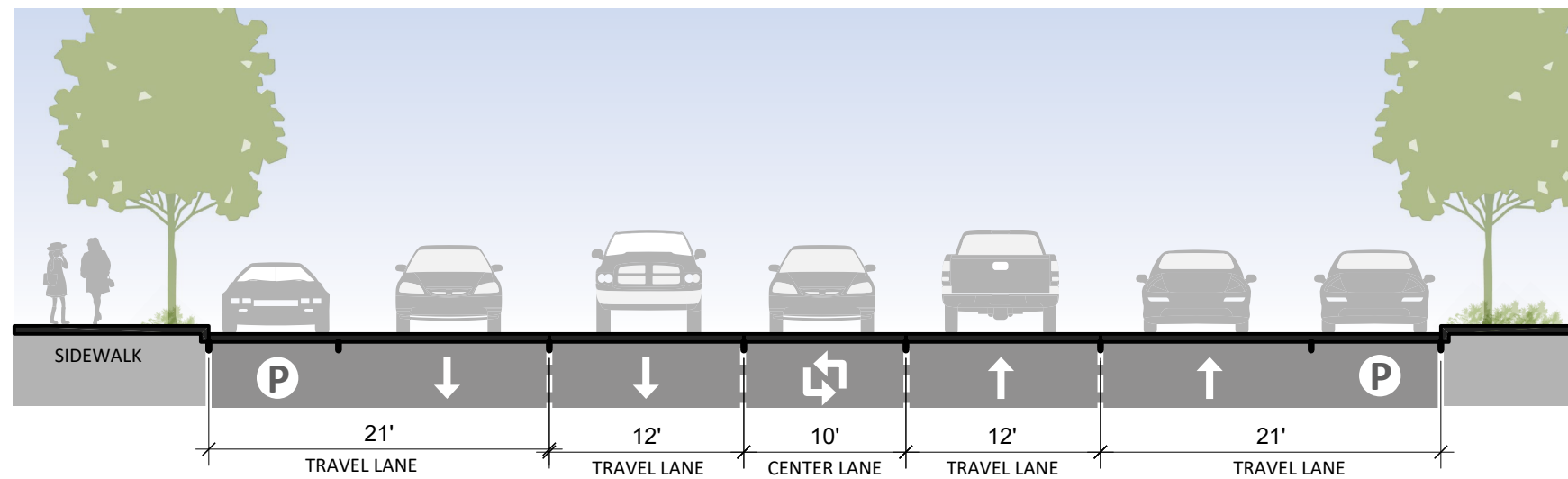
Potential First/Last Mile Improvements

Wheel Projects

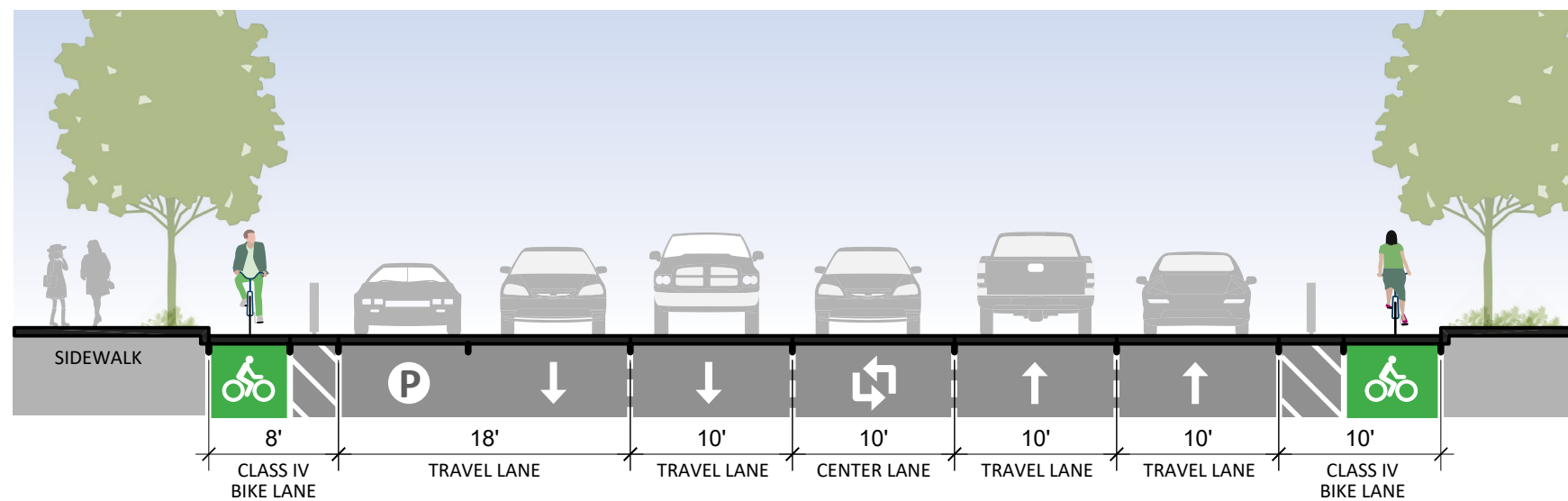


Bike Lane (Class IV)

Looking north on Bellflower Bl
From Arbor Rd to Carson St



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes

Bellflower Station

CONCEPTUAL ILLUSTRATIONS

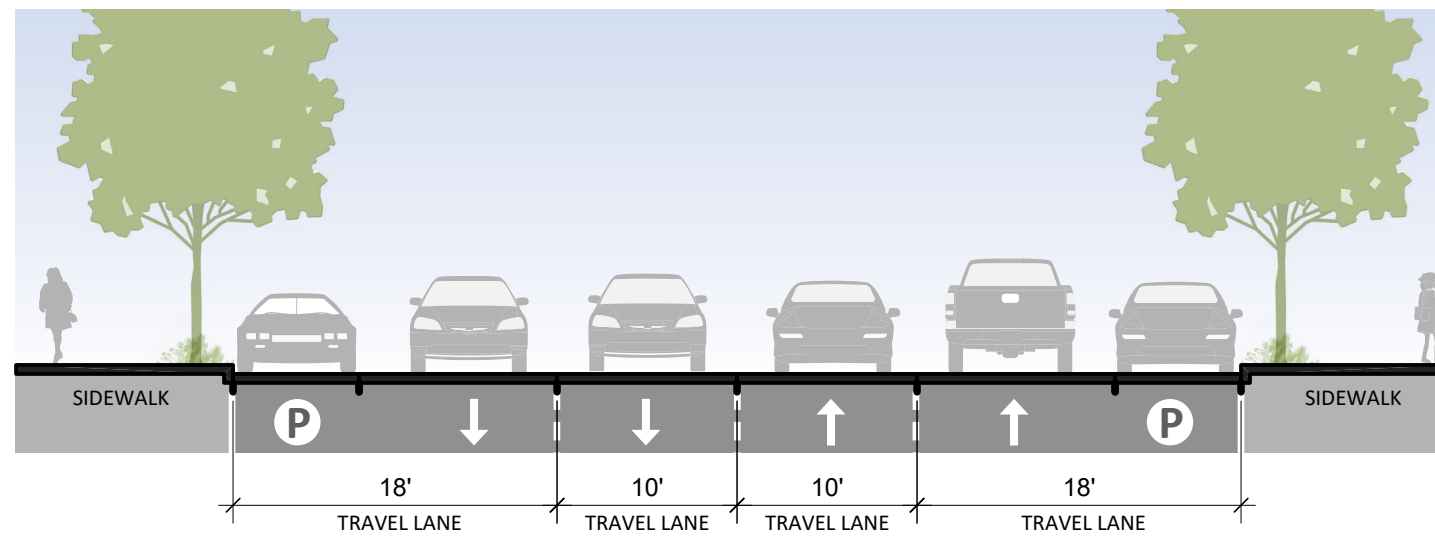


Potential First/Last Mile Improvements

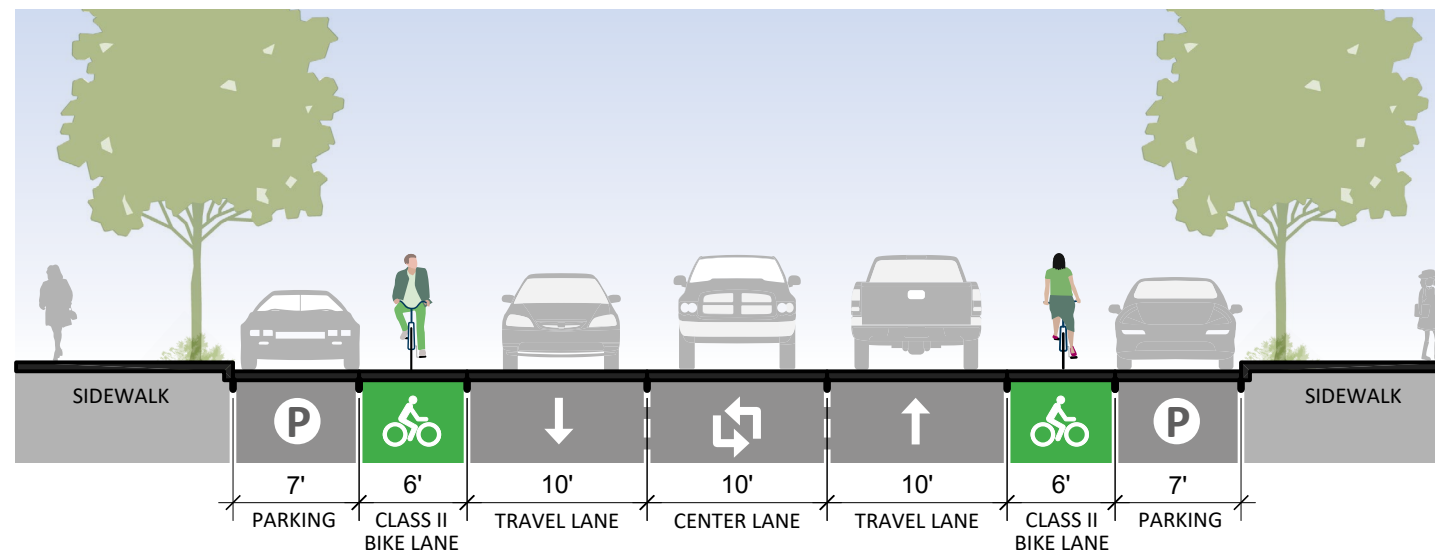
Wheel Projects

3A  Bike Lane (Class II)

Looking west on Flower St
From Hayter Av to SGL ROW



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Pioneer Station

CONCEPTUAL ILLUSTRATIONS

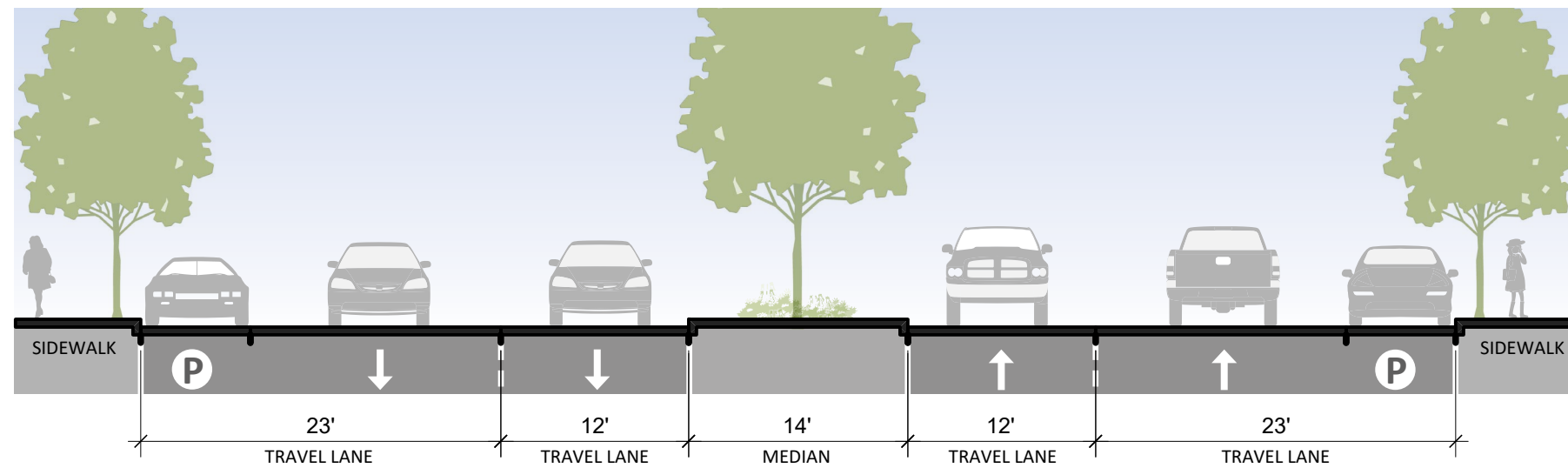


Potential First/Last Mile Improvements

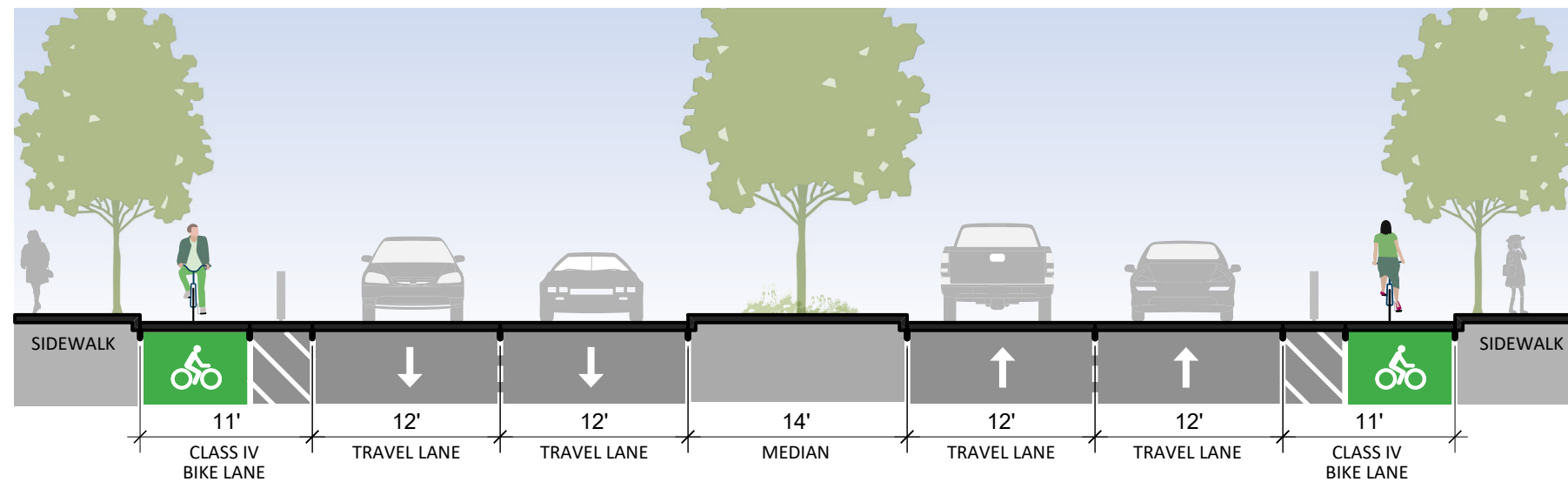
Wheel Projects

2B  Bike Lane (Class IV)

Looking north on Pioneer Bl
From 166th St to 500' south of 183rd St



Existing (Typical Midblock)



Illustrative Class IV Bike Lanes

Pioneer Station

CONCEPTUAL ILLUSTRATIONS

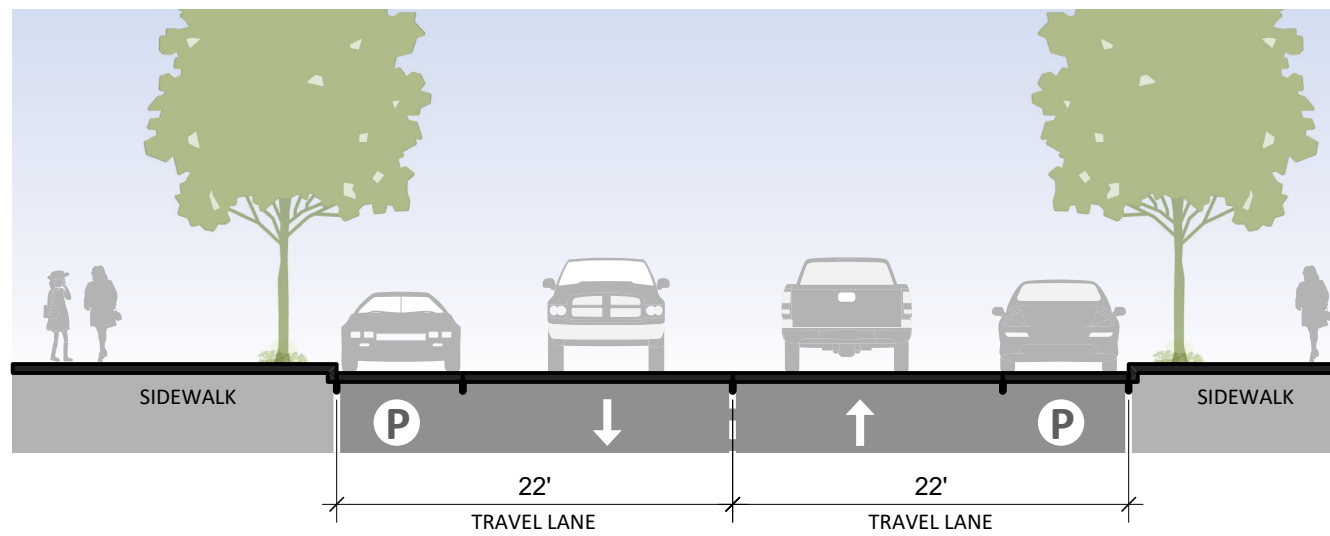


Potential First/Last Mile Improvements

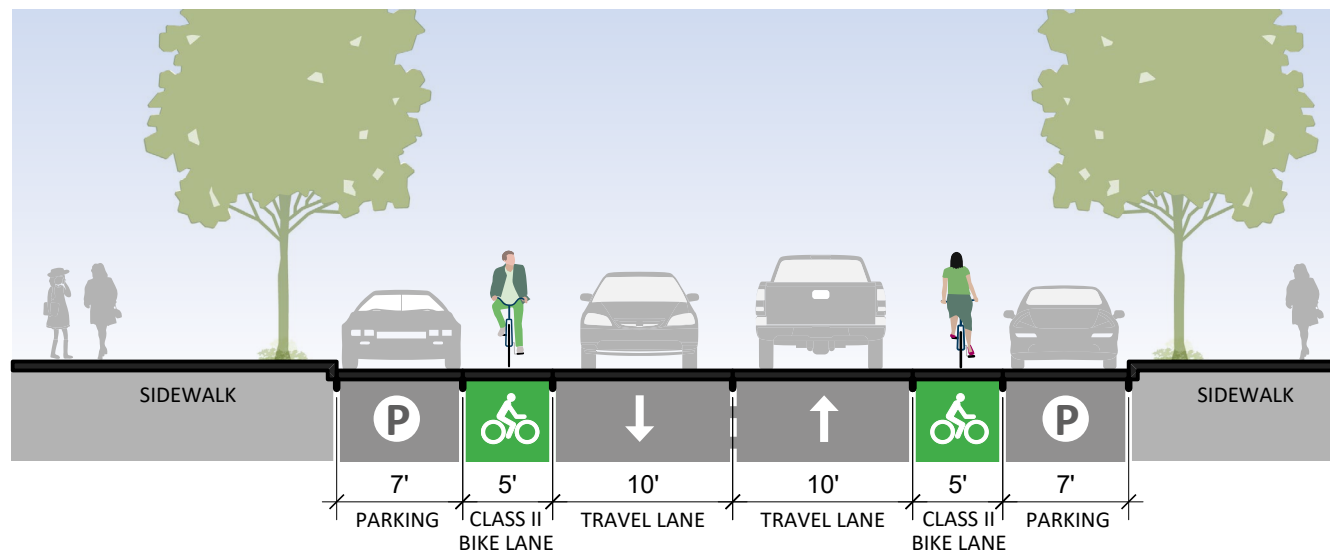
Wheel Projects

2C  Bike Lane (Class II)

Looking north on Pioneer Bl
From SGL ROW to 500' south of 183rd St



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

Pioneer Station

CONCEPTUAL ILLUSTRATIONS



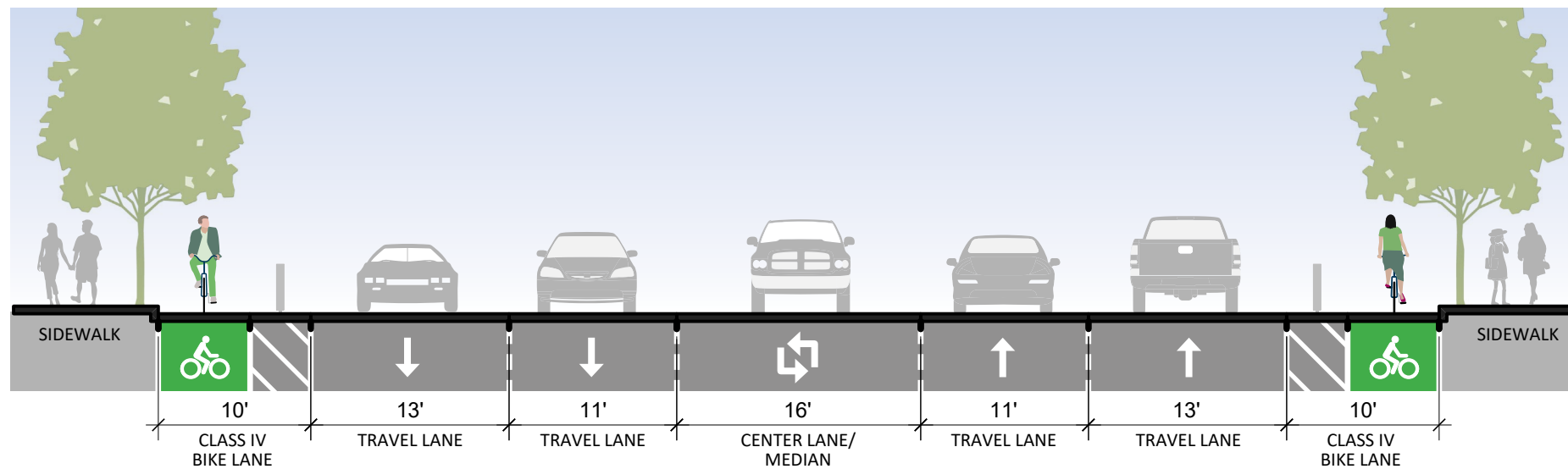
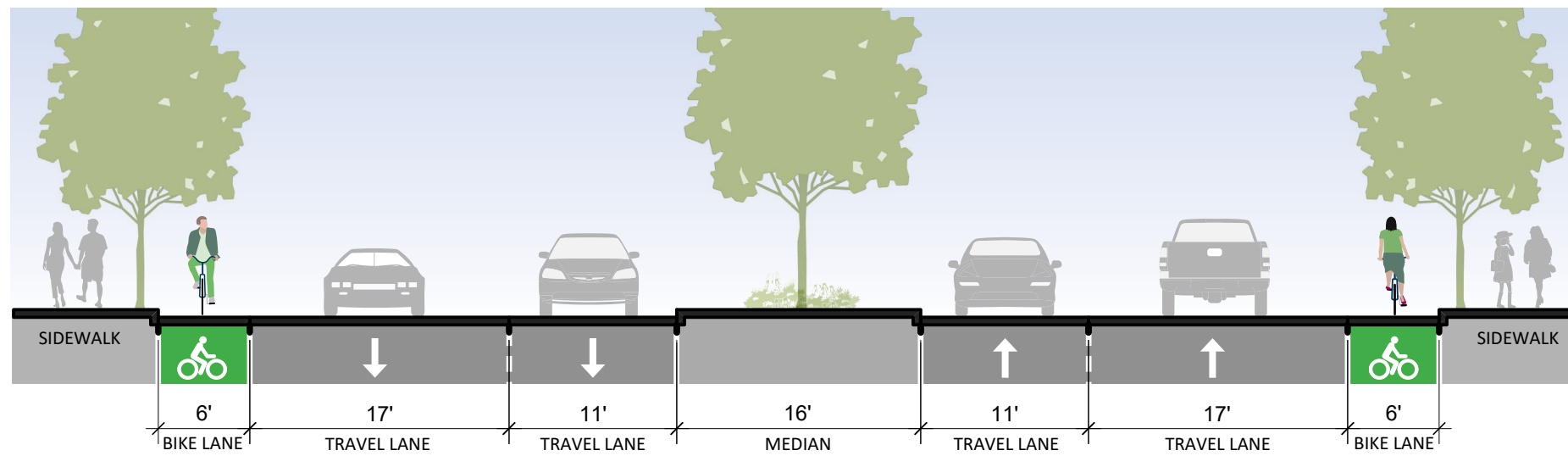
Potential First/Last Mile Improvements

Wheel Projects



Bike Lane (Class IV)

Looking north on Pioneer Bl
From South St to Del Amo Bl



Pioneer Station

CONCEPTUAL ILLUSTRATIONS

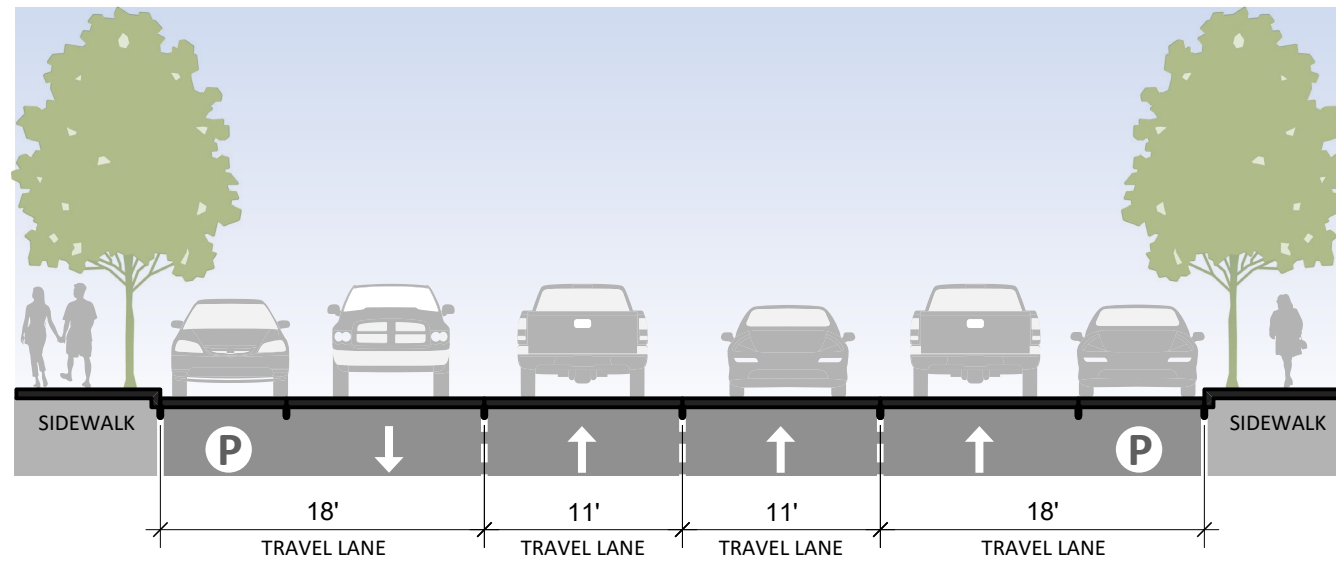


Potential First/Last Mile Improvements

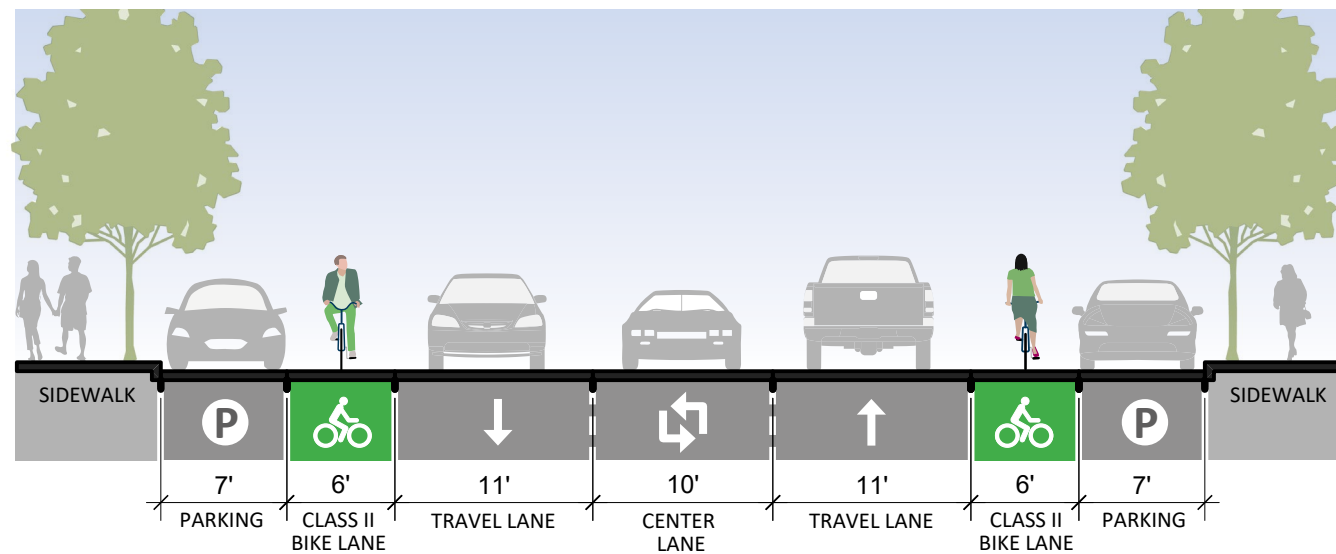
Wheel Projects

3B  Bike Lane (Class II)

Looking west on 183rd St
From Gridley Rd to Norwalk Bl



Existing (Typical Midblock)



Illustrative Class II Bike Lanes

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2.7 LOCAL JURISDICTIONAL COORDINATION

Agency Roles in FLM Planning

It is critical for Metro to coordinate with local agencies who own, operate, and maintain city streets and public ROW during the FLM plan development process, as jurisdictions will be responsible for the implementation of FLM projects. Sixteen jurisdictions near the nine Southeast Gateway Line (SGL) stations participated in developing the SGL FLM Plan. Those jurisdictions include the Cities of Artesia, Bell, Bellflower, Bell Gardens, Cerritos, Cudahy, Downey, Hawaiian Gardens, Huntington Park, Los Angeles, Lynwood, Maywood, Paramount, South Gate, Vernon, plus the County of Los Angeles. Their participation was instrumental in completing the SGL FLM Plan to meet the accelerated schedule and align with the Final EIR for the Metro Board of Director's consideration.

City Managers who attended the WSAB Technical Advisory Committee received regular updates on the FLM Planning process, and several attended a station area walk audit, virtual office hours, and their jurisdiction's in-person workshop. Numerous City and County staff members attended the walk audits, 1-2 sets of office hours, and their city's in-person workshops; most were also in regular communication with Metro FLM staff to coordinate on deliverables. Those staff members included Directors, Assistant Directors, and Managers representing the following departments for their jurisdiction: Community Development, Planning, Engineering, Public Works, Transportation, and Finance. Gateway Cities Council of Governments staff also attended some in-person working sessions.

Agency Coordination Process

Metro offered a variety of "touchpoints" to jurisdictions to coordinate on FLM deliverables. Meeting formats focused on sharing FLM planning progress and specific needs/questions/input from the sixteen jurisdictions. The meetings centered on hearing their input, ideas, and insights so the FLM priority projects can be implemented locally. Touchpoints included:

- Jurisdiction-specific Questionnaire
- Office Hours (1st round)
- In-Person Workshop/Office Hours (2nd round)
- Office Hours (3rd round, optional)
- WSAB (now SGL) TAC Meeting updates
- Walk of their station area with Metro staff, or participate in Community Walk Audit(s)

FLM Office Hours (Fall 2023)

Purpose: To present, discuss and answer questions regarding

- Southeast Gateway Line (formerly WSAB Transit Corridor) overview & project schedule
- Metro FLM Guidelines, FLM Toolkit, Prioritization criteria & methodology
- Preliminary walk audit findings
- Draft walk and wheel pathway networks
- City updates on local plans/projects & jurisdiction-specific questionnaire
- Discuss next steps

The following table lists all touchpoints with jurisdictions coordinated in the Fall of 2023.

Jurisdictional Touchpoints (Fall 2023)

DATE	JURISDICTION	MEETING FORMAT
09/14/23	TAC Meeting	Virtual
10/11/23	Bell Gardens	Virtual
10/18/23	Artesia	Virtual
10/19/23	Downey	Virtual
10/19/23	Maywood	Virtual
10/24/23	Downey	In-person (Gardendale Station Walk with staff)
10/25/23	Huntington Park	Virtual
10/25/23	Los Angeles	Virtual
10/31/23	Lynwood	Virtual
11/01/23	Cudahy	Virtual
11/15/23	Bellflower	Virtual
11/06/23	Cudahy, South Gate	In-person (Firestone Station Walk with staff)
12/06/23	Paramount	Virtual
12/07/23	Los Angeles County	Virtual
12/18/23	Cerritos	Virtual
Ongoing (Fall 2023)	Jurisdiction-specific questionnaire & email/phone correspondence	Virtual

FLM Community Walk Audits

See [Section 2.8 - Community Outreach Summary Report](#).

FLM City Workshops & Office Hours (Winter 2024)

Purpose: In-person work sessions to review draft project lists, prioritization and maps by jurisdiction

- Review Metro FLM Guidelines, FLM Toolkit, Prioritization criteria & methodology
- Draft walk and wheel pathway networks and a preliminary list of prioritized projects
- City/County updates on local plans and projects
- Discuss 3% overview & next steps
- Method 3 requests and application process

The following table lists all touchpoints with jurisdictions coordinated in the Winter of 2024.

Jurisdictional Touchpoints (Winter 2024)

DATE	JURISDICTION	MEETING FORMAT
01/11/24	TAC Meeting	Virtual
01/25/24	Downey	In-person, Gateway COG
01/25/24	Bellflower	In-person, Gateway COG
01/25/24	Artesia	In-person, Gateway COG
01/29/24	Vernon	In-person, Gateway COG
01/29/24	Paramount	In-person, Gateway COG
01/29/24	Huntington Park	In-person, Gateway COG
01/30/24	Cudahy	In-person, Gateway COG
01/30/24	Bell	In-person, Gateway COG
01/30/24	City of LA	Virtual
01/31/24	Maywood	Virtual
01/31/24	Bell Gardens	Virtual
02/01/24	LA County	Virtual
02/01/24	Cerritos	Virtual
02/27/24	South Gate	Virtual
Ongoing (Winter 2024)	Email/phone correspondence	Virtual
03/14/24	TAC Meeting	Virtual

Jurisdictional Review of Draft Projects, Prioritization, Maps and Cost Estimates

City and County review of the ‘Southeast Gateway Line (SGL) First/Last Mile Draft Prioritized Project Lists and Maps’ was a vital step in finalizing the SGL First/Last Mile Plan prior to adoption by Metro’s Board of Directors. Shared separately, were Draft rough-order magnitude (ROM) cost estimates for prioritized projects at all stations. The jurisdictional review gave cities an opportunity to:

- Confirm walk and wheel projects that will qualify for 3% local contribution credit (if cities choose to advance projects to design/construction).
- Request prioritizing a non-prioritized FLM project that meets the FLM Prioritization Methodology criteria for consideration by Metro. The prioritization methodology provided a process and criteria for making a request via Method 3.
- Provide any other input to Metro staff to refine the SGL FLM Plan before it goes to the Metro Board of Directors for adoption

Post-FLM Plan Adoption Coordination

SGL FLM Plan projects are generalized in scope and include a rough-order-magnitude (ROM) cost estimate (See [Section 3 – Supporting Documents, Cost Estimating Methodology Memo](#)). Following the adoption of the SGL FLM Plan, a more detailed project scope and refined cost estimate can be coordinated with Metro if cities choose to advance projects to design/construction for 3% local contribution credit. For example, a priority list may identify new shade trees along a primary pathway, but a more detailed scope will be needed to confirm the quantity of trees (based on a site survey), tree species, box size, tree well type, any other contingencies and adjusted costs to reflect procurement method and cost basis. A full set of post-plan coordination activities is described in Metro’s FLM Guidelines.

2.8 COMMUNITY OUTREACH SUMMARY REPORT

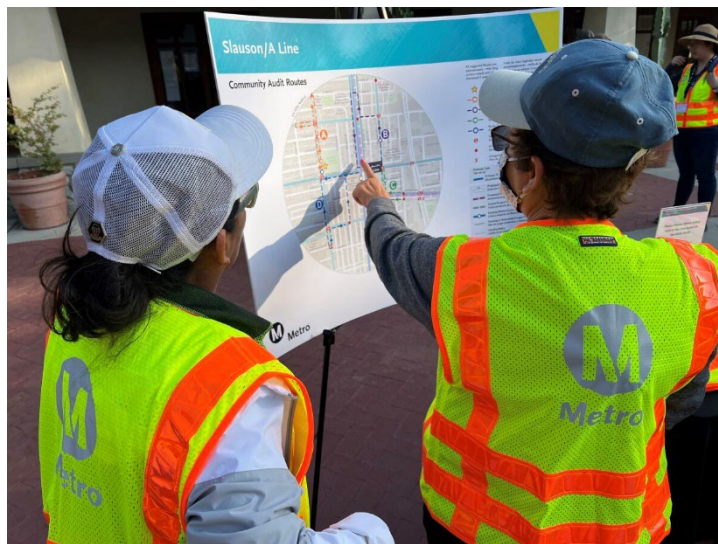


SOUTHEAST GATEWAY LINE



SOUTHEAST GATEWAY LINE: FIRST/LAST MILE PROJECT

Community Outreach Summary Report
March 29, 2024



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Table of Contents

- 1. INTRODUCTION 3
- 2. COMMUNITY ENGAGEMENT STRATEGY 3
- 3. CBO PARTNERSHIPS 4
- 4. PROJECT MATERIALS 6
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- 7. COMMUNITY WORKSHOPS 12
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- 9. SUMMARY 17
- 10. NEXT STEPS 17

1. INTRODUCTION

In the summer of 2023, the Los Angeles County Metropolitan Transportation Authority (METRO) initiated First/Last Mile plans for the Southeast Gateway Line, recognizing the importance of improving safe and accessible connectivity to the proposed stations along the Southeast Gateway Line. This project would connect Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone and downtown Los Angeles. Connecting this area to Metro’s rail network will provide alternatives to driving and create more access to opportunity. To enhance accessibility and improve First/Last Mile opportunities for these riders, the Southeast Gateway Line First/Last Mile Project (FLM) focused on improving access to and from all nine stations of the proposed Southeast Gateway Line which is currently in the environmental review phase.

Key concerns that appeared and reappeared consistently throughout the engagement period were general safety, traffic safety, and connectivity to transit. The findings indicate that the First Last/Mile features that rose to the top of the list were pedestrian and wheel amenities, safety features, like increased lighting, shade amenities, traffic calming measures, and transit-oriented features, like bus stop improvements and features to encourage ridership. Additionally, preferred pathway and bikeway alternatives for each station were indicated by community members nearest each station. All feedback was carefully documented by members of the project team. The project team integrated this feedback into the priority list of First/Last Mile Improvements and the maps for all nine station areas.

A Community Engagement Strategy (CES) was essential in structuring engagement activities for this project. This report summarizes community engagement activities carried out. The outreach effort included participation from the Metro FLM team and its consultant team of Cityworks Design (Technical), Arellano Associates (Outreach) and three Community Based Organizations (CBOs).

2. COMMUNITY ENGAGEMENT STRATEGY

As part of our commitment to engaging with the community in the development and implementation of the Southeast Gateway Line FLM Project, AA developed a comprehensive Community Engagement Strategy (CES). This CES included several chapters that outlined specific outreach efforts designed to present information to garner informed and creative feedback from each of the nine (9) station area communities. The CES is available to view in **Appendix A.1**.

The Southeast Gateway Line FLM project team recognized the importance of engaging with residents, transit riders, and employers from the local community surrounding the station, considering a one-mile radial distance from each station for pedestrians and bicyclists. These stakeholders included both current Metro riders and individuals who may potentially use Metro services. A key goal of our outreach efforts was to identify and address existing barriers that hindered access, safety and prevented individuals from fully accessing their future nearest station.

Notifications about these engagement efforts were carefully crafted and disseminated to the key stakeholder groups. The outreach team, Metro, and the project’s Community Based Organization partners, developed a comprehensive communication strategy, employing newsletters, social media,

local community networks, and direct outreach to ensure broad awareness and participation among the community.


By coordinating efforts with the broader FLM team and Cityworks Design, the outreach team aimed to maximize the effectiveness of the engagement activities and ensure that the engagement efforts were tailored to the needs and preferences of the local community. The collaboration allowed for a more streamlined and targeted approach, facilitating meaningful and inclusive community participation throughout the outreach process. The outreach team carried out 16 in-person engagement events for this Project. These events included community walk audits, pop-up events, and two community workshops.



Through these efforts, participation among stakeholders was integral to the decision-making process and creating a project that truly reflects the needs and aspirations of the community.

3. CBO PARTNERSHIPS

The outreach team prioritized engagement to stakeholders within a one-mile radius of each proposed station with an emphasis to include transit-dependent, low-income, and minority communities in the area. The goal was to ensure that the voices and concerns of these communities were heard and considered. After an in-depth recruitment process, the outreach team onboarded three community-based organizations (CBOs) and collaborated with them throughout the project. The three organizations are shown in Table #1.

Table 1 CBO Partners

Organization	Area of Service	Description	Role
BikeLA (Los Angeles County Bicycle Coalition)  BikeLA	Los Angeles County	BikeLA is a non-profit that works to make all communities in LA County healthy, safe, and fun places to ride a bike through advocacy, education, and outreach. They engage in a variety of work throughout the county including policy, advocacy, education, and community-building work to make biking more accessible for all Los Angeles County residents.	<ul style="list-style-type: none"> • Participation in team meetings • Participation in walk audits • Support with digital notification and recruitment

<p>Mujeres Unidas Sirviendo Activamente (MUSA)</p> 	<p>Paramount, Bellflower, Artesia, and South Gate</p>	<p>MUSA represents women/women-identifying individuals and Spanish-speaking communities, including many of the communities in the project area. They are a non-profit organization working to empower women/women-identifying individuals with various services and assistance. They hold special events that help women/women-identifying individuals identify their personal values and work on their professional and personal development. Their mission is to empower, motivate and encourage women/women-identifying individuals to bring about productive, meaningful, and responsive civic, educational, and cultural engagement.</p>	<ul style="list-style-type: none"> • Participation in team meetings, which helped shape the outreach strategy • Participation in walk audits • Support with in-person notification and recruitment • Participation in pop-up events • Participation in the community workshop and the women/women-Identifying workshop
<p>Self-Help Graphics and Art</p> 	<p>Los Angeles County</p>	<p>Self Help us a non-profit community organization that focuses on supporting the creation and development of new Chicana/o and Latinx artists through innovative printmaking and other visual art forms. Working at the intersection of arts and social justice, the organization has established a strong network of partnerships nation-wide to promote the creativity and development of local artists.</p>	<ul style="list-style-type: none"> • Planning and facilitating art activities and participation in the community workshop and the women/women-Identifying workshop

3.1. Chartering

The three selected organizations were invited to participate in an in-person chartering meeting on July 20, 2023, at Salt Lake Park in Huntington Park. This meeting offered a space for the organizations and project team to discuss how to best work together, communicate, and share goals for the project. A draft Charter was developed by Metro after reviewing all comments and notes made during the meeting. This Charter was circulated to the CBOs and no comments were received. The Charter was finalized in December and is provided in **Appendix B.1**.

3.2. Partnership Agreement

A partnership agreement was developed by the outreach team and was circulated to each CBO representative for their review and signature. These can be found in **Appendix B.2**. The partnership

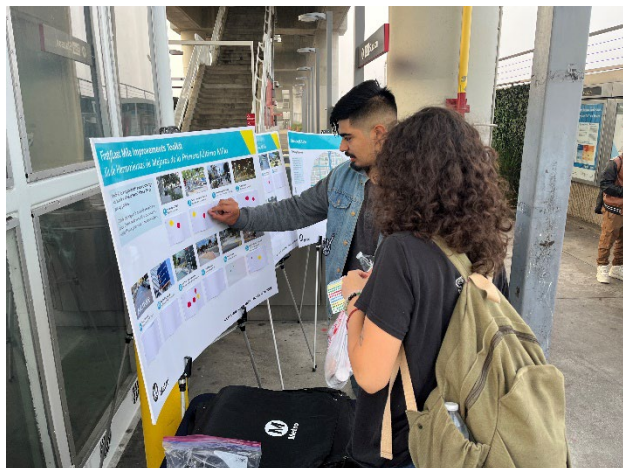
agreement outlines the terms for compensation, duration, and scope of work. It was signed by each CBO partner prior to their participation in engagement activities. Compensation was provided based on outreach conducted by the CBO, including both digital and in-person engagement activities, walk audits, pop-up workshops, community survey promotions, and participation in community workshops.

4. PROJECT MATERIALS

The project materials included a fact sheet, informative display boards, a project database, and project newsletters which were sent to interested parties. These materials were translated into Spanish and all messaging was tailored to both English and Spanish speaking populations in the project corridor. These materials were carefully designed to effectively communicate important project details, gather valuable stakeholder feedback, and provide concise information about the project's key aspects.

4.1. First/Last Mile Fact sheet

The First/Last Mile fact sheet, titled, “*What is FLM?*”, served as a concise and accessible resource, providing stakeholders with essential information about the project in a succinct format. It included key project highlights, anticipated timelines, and contact information for further inquiries or engagement opportunities. The fact sheet was a quick reference guide for stakeholders who seek to understand the project. The team handed out the fact sheet at pop-up events, walk audits, the community workshop, and the women/women-Identifying community workshop to hundreds of stakeholders during the life of the project. The First-Last Mile fact sheet is available to view in **Appendix C.1**. Arellano Associates and Metro also developed a fact sheet for the Southeast Gateway Line Environmental Project, which can be found in **Appendix C.2**.



a. Display boards (FLM toolkit, pathway maps)

The bilingual (English/Spanish) project display boards served as visual aids, presenting various aspects of the project clearly and in an engaging manner. Each board focused on specific topics which provided the community with a diverse set of opportunities to engage with the project and offer feedback. These boards provided stakeholders with a comprehensive understanding of the project and its significance. The project team worked together to create three types of boards for community members, which are described in the table below.

Table 2 Outreach Display Boards

Board Type	Purpose
FLM Toolkit	The community used these boards to pinpoint the key FLM (First/Last Mile) improvements needed to promote walking or biking to transit stations. These general FLM Toolkit boards were showcased at pop-up events and walk audits. Moreover, station-specific FLM Toolkit boards were exhibited at the community workshop in mid-November, allowing community members to share feedback on the stations most relevant to them.
Half-mile Walk Pathway Map	Community members used the walk pathway maps to select their preferred primary and secondary pathway for accessing each station along the corridor. Each station had its own station pathway map that allowed for more focused feedback from the community.
Three-mile Wheel Pathway Map	Individuals in the project area viewed the existing and proposed bicycle pathways in and adjacent to the project area. Additionally, the community identified locations where they would like to see added bike infrastructure and which bicycle lane classifications (Class I – Class IV) they would prefer. The wheel pathway maps enhanced outreach efforts by engaging with the bikers in the project area specifically.

Following each event or workshop where the community used project display boards to provide feedback on the project, the project team carefully tracked the metrics on each board. This careful tracking painted a clearer picture of which FLM improvements, station pathways, and bicycle infrastructure improvements were most preferred by community members in the project area.

4.2. Database development

The project database served as the foundation for effectively communicating project information, important updates, and event details to individuals in the project area. The project database included contact information for interested parties, elected officials and staff, FLM event attendees, and FLM booth participants. In addition to these stakeholders, the project team disseminated project information to community members on Metro’s Southeast Gateway Line - Environmental project which strengthened engagement on the FLM efforts. The project team regularly updated the database with new stakeholder information so that the most up to date project information was given to as much of the community as possible.

4.3. Newsletters

Using the project database, the outreach team provided monthly updates on the project through dissemination of a monthly email newsletter. In coordination with the Southeast Gateway Line Environmental project newsletter, the FLM newsletter was an integral part of consistently providing project updates to a broad set of community members. The newsletter contained key information on the status of the project, upcoming events, and how to contact someone on the project.

Utilizing these project materials, the outreach team facilitated effective communication, encouraged stakeholder engagement, and ensured that stakeholders were well-informed about the project's objectives and progress. These materials were valuable resources that promoted transparency, enhanced understanding, and fostered meaningful participation throughout the project's lifecycle.

5. WALK AUDITS

Walk audits were an essential part of the FLM planning efforts and allowed the technical team to engage the community directly in a process where participants could suggest specific pedestrian and wheel improvements near the proposed stations. The team hosted two different sets of walk audits which addressed two distinct, yet integral goals of the FLM project.

5.1. Technical Audits Overview and Goals

The project team participated in nine (9) technical walk audits in July and August 2023 for each of the station areas. These audits were conducted by members of the project team only (Metro, Cityworks Design, Arellano Associates, and WSP) and were not open to the public. They served as an initial way to assess the conditions, and to test the walk audit app and customized features near each station before the community walk audits. It was also helpful in selecting the stations for the community audits. Findings from these technical audits were used for the final pathway development.

5.2. Community Walk Audits Overview and Goals



After completion of the technical walk audits, the project team hosted six (6) community walk audits. During these walk audits, the community directly engaged with the project team to suggest what kinds of improvements would make them feel most comfortable as a cyclist or pedestrian in the project area. The primary goal of these walk audits was to educate community members on FLM efforts and inform them of what kind of walk or wheel improvements would be most beneficial to access the stations based on the FLM Toolkit. Each walk audit was held near one of the

projects proposed stations. Walk audits were performed in the Florence/Salt Lake, I-105/C Line, Slauson/A Line, Pioneer, and Bellflower station areas. *Note:* Two audits were conducted at the Bellflower station area due to inclement weather half-way through the first audit.

5.3. Notification

To spread the word on the community walk audits, the outreach team employed several strategies to get as many stakeholders and elected officials involved as possible.

The team engaged with city staff of corridor cities closest to the audited stations (Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Paramount, and South Gate) to encourage attendance at the walk audits from elected officials. The outreach team's inclusion of corridor cities'

elected officials in outreach and engagement activities significantly enhanced community involvement on First/Last Mile Efforts and informed leaders of communities in the project areas.

The team also utilized bi-lingual (English and Spanish) digital outreach to effectively promote the walk audits. Contacts in the project database received email blasts and text messages with information on signing up for and attending the walk audits. Digital outreach included interested parties of First/Last Mile efforts but, also, the Southeast Gateway Line project. Expanding digital outreach to this broader set of community members contributed significantly to the strong community engagement at each of the Community Walk Audits

The outreach team also coordinated with MUSA, who helped plan, promote, and attend the community walk audits, which contributed to the significant level of community interest and participation.

The walk audits began with participant check-in, where attendees received project collateral materials. Bilingual collateral materials provided to participants included the Southeast Gateway Line Fact sheet, the FLM fact sheet, the renaming campaign flyer, and the FLM toolkit. Hard copies of content on display boards were available in Spanish and the FLM walk audit app contained a



translation feature as well. Next, members of the Metro and Cityworks Design team presented an overview of the project and a preview of the walk audits. Following the presentation, participants were given four (4) walking route options. Members of the project team led attendees on each route where they engaged with attendees on FLM improvements, answered questions, and fielded comments or concerns. Each walk audit group included Spanish-speaking staff that were able to field questions and comments from Spanish-speaking participants. Once the walk audits were complete, community members had the opportunity to participate in an activity which used display board maps to garner additional feedback on the FLM project. The project team added participants of the walk audits to the project database so that they would receive all future communication on FLM project activities, including the project email newsletter. To view the full list of Community Walk Audit participants, please see **Appendix D.1**.

A table of each walk audit and the number of community participants is found here:

Table 3 Walk Audit Participants

Walk Audit	Number of Participants
Florence-Salt Lake	23
I-105/C Line	25
Slauson/A Line	15
Pioneer	27
Bellflower*	13
Bellflower Bike Path	15

**The initial Bellflower Walk Audit was canceled prior to the start of the walk audit activity due to heavy rain. Participants did receive the project presentation.*



5.4. Results/Findings

During the walk audits, the project team received comments through the Metro FLM Walk Audit App, conversations with project team members, and follow-up comments from the participants were also emailed to the project team. The following list are the most common themes of comments received during the community walk audits.

1. **Pedestrian Safety and Accessibility:** Participants expressed the desire for the installation of high visibility crosswalks, pedestrian-activated signals, and ADA accessible paths. Feedback emphasized safety and accessibility for all pedestrians, including those with disabilities.
2. **Traffic Calming Measures:** Participants indicated they desired reducing high traffic speeds through various methods like curb extensions, traffic calming speed bumps, and reconfiguring intersections to make streets safer for both pedestrians and cyclists.
3. **Environmental Enhancement and Shade:** Participants indicated their desire for planting shade trees and adding landscaped medians. Participants indicated these measures would improve the aesthetic appeal of the areas and provide environmental benefits and enhance pedestrian comfort.
4. **Bicycle and Scooter (Rolling) Safety:** The notes suggest adding bike lanes, considering different streets for bike facilities, and ensuring safety for scooters.
5. **Sidewalk Improvements:** Several participants expressed the need for widening sidewalks, repairing existing ones, and ensuring sidewalks are even and safe for walking. This also included comments about making sidewalks more navigable by managing street furniture and vendor areas.

6. **Bus Stop Improvements:** Participants expressed the desire for improvements at bus stops, such as adding shelters and benches, along with better lighting to enhance the experience and safety of public transport users.
7. **Street and Utility Infrastructure Upgrades:** Participants expressed the desire for the removal or undergrounding of overhead utility wires to ensure consistent sidewalk widths. Comments also encouraged general street upgrades for better pedestrian and vehicular movement.
8. **Wayfinding and Signage:** Participants mentioned the need for better signage, including wayfinding to stations and traffic signs. This is crucial for both pedestrian and vehicular navigation and safety.
9. **Additional Community Engagement and Education:** Participants expressed the need for better explanations of terminology and engaging the community in the urban planning process, ensuring that residents are informed and involved.

To view the full set of results from the Walk Audit application, please view **Appendix D.2**.

6. POP-UP EVENTS

The outreach team scheduled and coordinated 8 (eight) pop-ups and booths at pre-scheduled community events in the project area and in high foot-trafficked areas near future station sites. These events supplemented other traditional and digital outreach efforts. It broadened outreach to community members who may not have been reached through other methods by presenting project information in locations convenient to their everyday lives.

The purpose of these pop-ups was to disseminate project information, collect feedback from participants on the display board activities, promote participation in future events (workshops, future pop-ups, etc.), collect contact information for the project database, and give METRO prizes to the community. At each of these pop-ups, the project team



had at least two staff members, a canopy, a table, and numerous informational materials related to the First/Last Mile Efforts. Materials offered to community members at these events included the FLM Fact Sheet, the Southeast Gateway Line Fact Sheet, the FLM toolkit, and flyers promoting the renaming

campaigns and community workshops. Additionally, all pop-ups featured display board activities to garner more focused feedback from participants.

Please see Table 4 for a summary of all pop-up events conducted or attended by the outreach team:

Table 4 Outreach Events

Event Name	Date	City	Number of community members engaged	Type of Stakeholder
Artesia International Arts and Diversity Festival	October 7 th , 2023	Artesia	60	Artesia residents and surrounding communities
Slauson A-Line Pop-Up	October 19 th , 2023	Huntington Park/Vernon	73	Unincorporated LA County and Huntington Park residents and surrounding communities
Bellflower Bicycle Pop-Up	October 21 st , 2023	Bellflower	15	Bicycle Riders, Bellflower residents, and surrounding communities
Paramount High School Area Pop-Up	October 27 th , 2023	Paramount	86	Youth, Paramount residents, and surrounding communities
Downey Dia De Los Muertos	October 29 th , 2023	Downey	150	Spanish speakers, Downey residents, and surrounding communities
Superior Grocery Pop-Up	November 1 st , 2023	Cudahy	15	Cudahy residents and surrounding communities
Huntington Park Station Pop-Up	November 3 rd , 2023	Huntington Park	55	Transit riders, Huntington Park residents, and surrounding communities
Northgate Market Pop-Up	November 10 th , 2023	Bell	99	Bell residents and surrounding communities

Engagements at each of these events were measured through interactions with project staff or participation in an activity at the pop-up or event (sticker dot activity).

To view the results from the Toolkit, Station pathway, and Bicycle Pathway display board activities for each of these events, please refer to **Appendix E.1**.

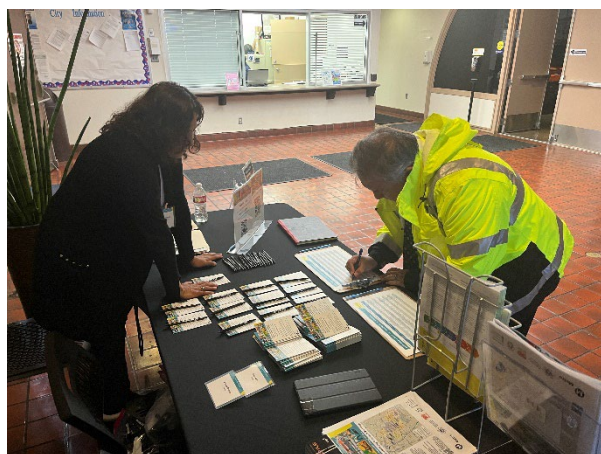
7. COMMUNITY WORKSHOPS

In November 2023, the project team hosted two (2) community workshops meant to supplement previous project events and offer the community the opportunity to take an active role in learning about and providing feedback on the project. The table below provides a general overview of attendance at

each workshop. To see the list of all attendees of both the community workshop (11/15) and the women/women-Identifying community workshop (11/17), please refer to **Appendix F.1**.

Table 5 Community Workshops

Workshop	Date	Location	Number of Attendees
Community Workshop	November 15, 2023	Bellflower T. Mayne Thompson Park	18
Women/women-Identifying Workshop	November 17, 2023	South Gate Girl’s Club	14



7.1. Community Workshop (Nov.15)

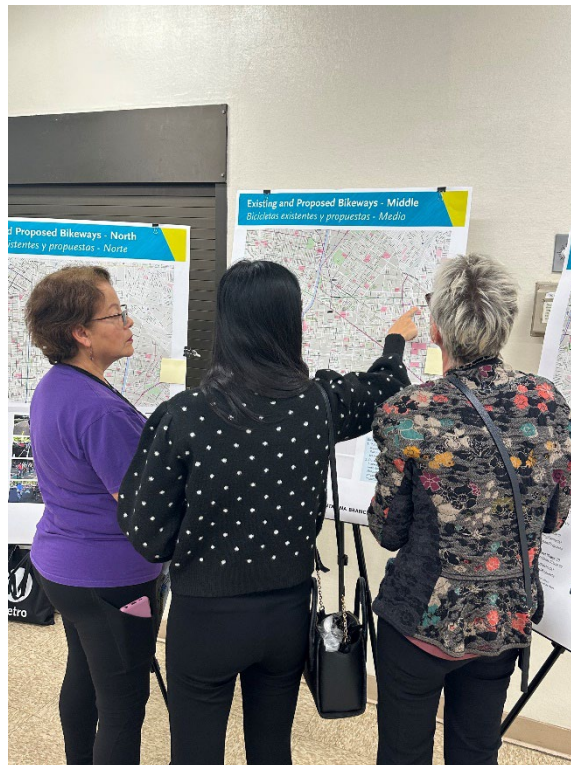
On November 15th, 2023, the project team hosted a community workshop open to the public. The purpose of this workshop was to highlight the First/Last Mile project details and receive feedback from the community. The team presented the improvements and engaged with 18 community members at the event who provided feedback through a display board mapping activity.

The outreach team checked attendees in and handed out collateral materials for the project, including the FLM fact sheet, the Southeast Gateway Line Fact Sheet, and the FLM Toolkit. The project team also encouraged attendees to take the project survey at check-in. Following a short presentation, the project team asked participants to place sticker dots on Station First/Last Mile Toolkit display boards that featured different First/Last Mile improvement options at each of the nine (9) Southeast Gateway Line stations. Each Toolkit board was accompanied by station pathway boards where the project team asked members of the community to indicate their preferred primary and secondary station access points for each



station. There were three additional Bicycle Pathway Boards where participants voted on their preferred class and location of bicycle lanes throughout their communities.

During the activity portion of the workshop, Self-Help Graphics played an instrumental role in planning and facilitating a street art activity during the community workshop for the project. Attendees who engaged in this activity had the opportunity to identify First/Last Mile Improvements they would like to see on a hypothetical roadway. This artistic activity supplemented the project survey and board activities by providing the community with the opportunity to engage with the project in a creative way. It also provided youth who attended the workshop an opportunity to engage with the project in a way that was more understandable to them. Documentation of this art activity can be found in **Appendix F.2**

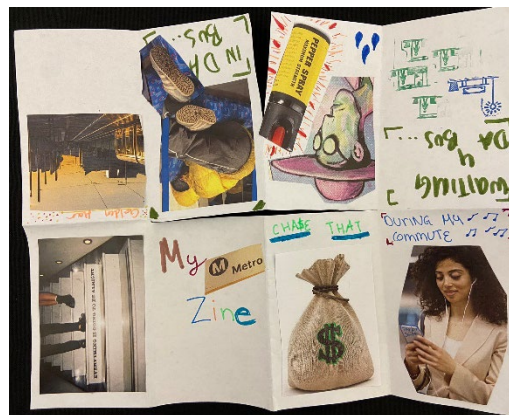


Attendees were given a “passport,” which staff stamped as participants completed different activities. These passports were used to track attendance, encourage engagement from participants, and for the team to conduct three raffles for community members. Winners received Metro branded giveaways.

To view the results from the Station Toolkit, Station Pathway, and Bicycle Pathway display board activities for each station at the Community Workshop, please refer to **Appendix F.3**.

7.2. Women/women-Identifying Community Workshop (Nov. 17)

On November 17th, 2023, the project team hosted a community workshop intended for women/women-identifying members of the community. This workshop was conducted in English and a Spanish interpreter was present and all materials were translated into Spanish. The purpose of this workshop was to receive more focused insight from women/women-identifying members of the community on the First/Last Mile concerns they had. The team presented on the project and engaged with 14 community members at the workshop.



The women/women-identifying community workshop featured representation from several organizations which helped identify issues and points of concern for women/women-identifying individuals in First/Last Mile efforts. These groups included Communities for a Better Environment, East Yard Communities for Environmental Justice (EYCES), and the River in Action Group. As a core partner of the project focused on women/women-identifying individuals' issues, MUSA also took an active role during the workshop.

The outreach team met attendees at a check-in table and handed out collateral materials for the project, including the FLM fact sheet, the Southeast Gateway Line Fact Sheet, and the FLM Toolkit. The project team also encouraged attendees to take the survey at check-in. The project team began by giving a short presentation on the project.

Following the presentation, the Self-Help Graphics led a Zine-making activity, which allowed participants to cut out pictures and text from magazines to describe their experience and desires for public transit. Following the activity, an open discussion with the project team and community members took place. Documentation of the Zine Activity can be found in **Appendix F.4**.



Zines created during the women/women-identifying workshop

7.2.1. Key Themes

Overall, the women/women-identifying community workshop was a successful effort to engage with women/women-identifying members of the community garner a better understanding of the unique issues they face on the First/Last Mile initiative. The project team noted several major takeaways and recurring themes during the Zine activity and the open discussion that followed, most of which all dealt with safety

1. **Need for Improved Lighting:** Many participants emphasized the importance of improved lighting in various areas, including stations, sidewalks, bike lanes, and roadway crossings. They indicated that enhanced lighting would contribute to safety and accessibility, particularly for individuals with hearing difficulties, suggesting the use of flashing lights at crossings as an example. Furthermore, they highlighted the critical need for better lighting during winter and nighttime to ensure safe and efficient travel for pedestrians and cyclists enroute to their stations.
2. **Safety from other Riders/Members of the Public:** Many participants also expressed concerns about safety risks from other transit riders and the public, which particularly affect their journeys to and from the nearest stations. They highlighted issues such as unwanted sexual advances, verbal harassment, and the resulting feelings of sadness and fear. Some women/women-identifying individuals reported feeling safer using transit in the presence of other women/women-identifying individuals, and a few even proposed women/women-identifying/children-only trains as a potential solution. This feedback underscores a key insight: **there is strength in numbers**. Increasing the number of women/women-identifying individuals

using public transit could enhance the overall sense of safety for all women/women-identifying individuals during their commutes. One comment that was mentioned was the suggestion to add emergency telephones near stations, although, this improvement is not included in Metro's FLM Toolkit. However, providing background on additional FLM projects relevant to this study area is addressed in the FLM Project Overview.

3. **Other FLM Suggestions:** Attendees also suggested other miscellaneous First/Last Mile improvements. These included better bike infrastructure, better shading, more trees, bus stop enhancements, traffic calming, curb ramps and added wayfinding/mapping signage at each station for when people get lost.

7.3. Notification

The project team informed key stakeholders about the workshops through a multi-faceted communication strategy, utilizing newsletters, social media, CBO partner assistance, and direct outreach. An electronic toolkit containing social media graphics, captions, and website content was developed and shared with city staff, elected officials, and local organizations, effectively promoting the community workshop and women/women-identifying workshop.

In addition to the toolkit, digital notifications via Eblasts and MMS Text Messaging in English and Spanish were sent to contacts in the project and Southeast Gateway Line project database, keeping existing project stakeholders engaged. Flyers were also distributed in-person at pop-up events and through MUSA, targeting low-income, Spanish-speaking, and women-identifying stakeholders, boosting engagement. To see the finalized version of flyers for both the community workshop and the women/women-identifying workshop, please see **Appendix F.5**.

Photos from both community workshops can be viewed in **Appendix F.6**.

8. SURVEY

A First/Last Mile survey was disseminated beginning in Early November. The purpose of the survey was to garner additional focused feedback from community members on their experiences walking or biking to the proposed station nearest them. The survey also inquired about preferred pathways for accessing the respondents' preferred station and what First/Last Mile improvements would be most valuable in their communities.

The survey also included a map component where respondents could indicate improvements they'd like to see at specific points in their community. The map section of the survey offered a visual component to the feedback process that enabled respondents to visualize their communities better and offer more targeted feedback on the improvements they would most like to see. The survey sheet that was used and submitted by the public is available in **Appendix G.1**.

8.1. Notification

The outreach team employed similar notification methods for the survey as for previous project information. These methods include email blasts and text messages sent to community members in the project database. Additionally, the survey was promoted at several events hosted by the project team, including both community workshops.

8.2. Results/Findings

The survey garnered **48 responses including 45 English responses and 3 Spanish responses**. The survey asked the public which areas their concerns were concentrated, the issues with the existing station and station area, how they access the station, and what improvements they'd like to see made as part of this project. The key takeaways from this survey are:

- Of respondents, 46% accessed transit via their vehicles, 27% accessed transit by walking, 17% accessed transit predominantly by biking or scootering, 2% accessed transit using uber, and 7% accessed transit by other means.
- On a scale of 1-10, respondents indicated they felt an average safety level of 8.7 for biking on off-street paths, 8.6 for protected bike lanes, 5.6 for buffered bike lanes, 2.7 for bike lanes without a buffer, and 4.5 for bike friendly residential street with stop signs and speed bumps
- In response to the question, "What would help you feel safer while walking or wheeling to a Metro station?", respondents most frequently selected bike friendly features, curb extensions, curb ramps, bike parking, improved street lighting, and plazas.
- In response to the question, "If you are not comfortable riding a bicycle, why not?", most respondents who chose to answer indicated they did not feel safe riding their bike.
- Respondents offered more specific feedback for each future station they indicated they would most often utilize. To see these findings, please refer to the survey results which can be found in **Appendix G.2**.

9. SUMMARY

Overall, community engagement was critical in developing First/Last Mile Plan for the Southeast Gateway Line. The project team utilized strategic community partnerships, targeted digital and traditional outreach, and opportunities for active community participation and feedback. These tools helped the team determine which improvements were most valuable to communities near each station area and what their preferred access pathways were. The project team placed a special emphasis on engagement to stakeholders within a one-mile radius of each proposed station and aimed to include transit-dependent, low-income, and minority groups.

10. NEXT STEPS

Outreach will continue for the Southeast Gateway Line light rail transit (LRT) project. The Final EIS/EIR for the larger project was released for public review on March 29, 2024 and public comments will be accepted through April 29, 2024. The SGL outreach team will be present at local events and destinations through the release of the Final EIS/EIR to share the latest updates.

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